



305 Chestnut Street  
PO Box 1810  
Wilmington, NC 28402  
Ph: (910) 341-3258  
Fax: (910) 341-7801  
www.wmpo.org

*Create and execute continuing, cooperative and comprehensive regional long-range planning efforts that pro-actively drive transportation decisions to improve safety, connectivity, economic development and quality of life in the Wilmington region.*

**Wilmington Urban Area Metropolitan Planning Organization  
Board  
Meeting Agenda**

**TO:** Wilmington Urban Area MPO Board Members  
**FROM:** Mike Kozlosky, Executive Director  
**DATE:** January 20, 2022  
**SUBJECT:** January 26<sup>th</sup> meeting

A meeting of the Wilmington Urban Area MPO Board will be held on Wednesday, January 26, 2022 at 3 pm. The meeting will be held in the 6th Floor Conference Room at 320 Chestnut Street downtown Wilmington. Due to COVID-19, the meeting is being conducted remotely. PLEASE NOTE: This will be a remote meeting conducted pursuant to N.C.G.S. sec. 166A-19.24.

The remote meeting will be simultaneously streamed live online so that simultaneous live audio, and video, if any, of the meeting is available to the public at the following URL:

<https://us06web.zoom.us/j/83969107282?pwd=QnIxYWpHNXhlMHlyek5JQXhHbDh1Zz09>

The public may also dial in and listen to the simultaneous live audio of the remote meeting at the following dial in number: 646 876 9923 or 301 715 8592. And when prompted, enter:

Meeting ID: 839 6910 7282

Passcode: 920663

Please join the meeting from your computer, tablet or smartphone.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Conflict of Interest Statement
- 3) Approval of Board Member Excused Absences
- 4) Approval of the Agenda
- 5) Election of Officers
- 6) Public Comment Period

Persons wishing to submit a public comment to be shared during the MPO Board meeting may do so by 5 pm on January 25, 2022 by calling (910) 341-3258 to leave a message or by e-mailing comments to [wmpo@wilmingtonnc.gov](mailto:wmpo@wilmingtonnc.gov). The public voicemails will be played aloud and the public comment e-mails will be read aloud by a staff member during the meeting. Per the adopted Public Participation Plan, public comments shall be limited to 3 minutes.

- 7) Presentation

**Wilmington Urban Area Metropolitan Planning Organization**

City of Wilmington • Town of Carolina Beach • Town of Kure Beach • Town of Wrightsville Beach  
County of New Hanover • Town of Belville • Town of Leland • Town of Navassa • County of Brunswick  
County of Pender • Cape Fear Public Transportation Authority • North Carolina Department of Transportation

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- a. Infrastructure Investment and Jobs Act (IIJA)- Burt Tasaico- Director of Strategic Initiatives & Program Support, NCDOT
- 8) Consent Agenda
    - a. Approval of Board Meeting Minutes from November 17, 2021, and December 1, 2021 Special Meeting (p. 4-12)
    - b. Resolution adopting the 2022-2026 Wilmington Urban Area Metropolitan Planning Organization's Strategic Plan (p. 13-22)
    - c. Resolution endorsing the Targets for Safety Performance Measures Established by the North Carolina Department of Transportation for 2022 (p. 23-29)
    - d. Resolution approving the 2020-2029 STIP/MPO TIP Amendments #21-8 (p. 30-31)
    - e. Resolution approving the 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-10 (p. 32-33)
    - f. Opening of the 30-day public comment period for the 2020-2029 STIP/MPO TIP Amendment# 22-1 (p. 34)
    - g. Resolution encouraging the North Carolina Department of Transportation to include additional bicycle and pedestrian facilities in the design for the Gordon Road Widening Project (U-6202) (p. 35-36)
  - 9) Regular Agenda
    - a. Resolution approving Amendment #2 to the FY 22 Unified Planning Work Program (p. 37-39)
    - b. Opening of the 30-day public comment period for the FY 23 Unified Planning Work Program (p. 40-60)
  - 10) Discussion
    - a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-1 (p. 61)
    - b. Direct Attribute Programs Prioritization Criteria (p. 62-95)
    - c. Bike Share in Wilmington Region (p. 96)
    - d. South 3<sup>rd</sup> Street Update (p. 97-98)
  - 11) Updates
    - a. Wilmington Urban Area MPO (p. 99-106)
    - b. Cape Fear Public Transportation Authority (p. 107-108)
    - c. NCDOT Division (p. 109-112)
    - d. NCDOT Transportation Planning Division (p. 113-114)
  - 12) Announcements
    - a. Wilmington MPO Bike/Pedestrian Committee- February 8<sup>th</sup>
    - b. NC State Ethics Forms Due- April 15<sup>th</sup>
    - c. NC Association of MPOs 2022 Conference- April 20<sup>th</sup> -22<sup>nd</sup> (p. 115)
  - 13) Next meeting – February 23, 2022

#### **Attachments**

- MPO Board Meeting Minutes- November 17, 2021
  - MPO Board Special Meeting Minutes- December 1, 2021
  - Proposed 2022-2026 Wilmington Urban Area Metropolitan Planning Organization's Strategic Plan
  - Resolution adopting the 2022-2026 Wilmington Urban Area Metropolitan Planning Organization's Strategic Plan
  - North Carolina Department of Transportation Safety Targets Memorandum
  - Resolution endorsing the Targets for Safety Performance Measures Established by the North Carolina Department of Transportation for 2022
  - Proposed 2020-2029 STIP/MPO TIP Amendments #21-8
  - Resolution approving the 2020-2029 STIP/MPO TIP Amendments #21-8
  - Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-10
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- Resolution approving the 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-10
  - Proposed 2020-2029 STIP/MPO TIP Amendment# 22-1
  - Resolution encouraging the North Carolina Department of Transportation to include additional bicycle and pedestrian facilities in the design for the Gordon Road Widening Project (U-6202)
  - Proposed Amendment #2 to the FY 22 Unified Planning Work Program
  - Resolution approving Amendment #2 to the FY 22 Unified Planning Work Program
  - Proposed FY 23 Unified Planning Work Program
  - Summary of Differences between FY 22 and FY 23 UPWPs
  - Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-1
  - Direct Attribute Programs Prioritization Criteria Memorandum
  - FY 2021 STBGP-DA and TASA-DA Project Submittal Guide
  - Direct Attributable Program Submittal Form
  - Bike Share in Wilmington Memorandum
  - Memorandum from NCDOT- South 3<sup>rd</sup> Street
  - Wilmington Urban Area MPO Update (January)
  - Cape Fear Public Transportation Authority Update (January)
  - NCDOT Division Project Update (January)
  - NCDOT Transportation Planning Division Project Update (January)
  - NCAMPO 2022 Conference- Save the Date



## WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

### MPO Board Meeting Minutes 6<sup>th</sup> Floor Training Conference Room, 320 Chestnut Street, Wilmington, N.C. Wednesday, November 17, 2021

#### **Members Present (in-person)**

Jonathan Barfield, Jr., New Hanover County  
Brenda Bozeman, Town of Leland  
John Ellen, Town of Kure Beach  
Mike Forte, Brunswick County  
Deb Hays, Cape Fear Public Transportation Authority  
David Piepmeyer, Pender County  
Charlie Rivenbark, City of Wilmington

#### **Others Present (in-person)**

Granseur Dick, Wilmington International Airport  
Vanessa Lacer, Pender County  
Abby Lorenzo, Deputy Director, WMPO  
Scott A. James, Transportation Planning Engineer  
Chad Kimes, Division Engineer, NCDOT  
Mike Kozlosky, Executive Director, WMPO  
Caitlin Marks, Planning Engineer, NCDOT  
Rachel McIntyre, WMPO Assoc. Transportation Planner

#### **Members Present (remotely)**

Mike Allen, Town of Belville  
Hank Miller, Town of Wrightsville Beach  
LeAnn Pierce, Town of Carolina Beach  
Landon Zimmer, NC Board of Transportation

#### **Others Present (remotely)**

Veronica Carter, Town of Leland  
Scott Franko  
Cheryl Hannah, HDR  
Regina Hopkins, WMPO Sr. Accountant  
Joseph Lewis, VHB  
Marty Little, New Hanover County  
Warren Miller, Fountainworks  
Behshad Norowzi, NCDOT  
Marie Parker, Exec. Director, Wave Transit  
Catherine Peele, NCDOT  
Nazia Sarder, NCDOT  
Ron Satterfield, City of Wilmington

#### **1) Call to Order**

Chairman Piepmeyer called the meeting to order at 3:03 p.m.

Mr. Kozlosky called the roll. A quorum was present as follows:

**Present:** Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, Hank Miller, David Piepmeyer, LeAnn Pierce, Charlie Rivenbark and Landon Zimmer. **Absent:** Mike Allen, Neil Anderson and Eulis Willis.

Mr. Zimmer pointed out that the Attorney General's office advised NCDOT that no roll call is required with an in-person quorum. Chairman Piepmeyer expressed appreciation and said that in the absence of something in writing, the roll call will continue to be taken for the purposes of this meeting.

#### **2) Conflict of Interest Statement**

Chairman Piepmeyer read the conflict-of-interest statement. He asked if any member has a conflict of interest with any of the items on the meeting agenda. No members reported having a conflict.

#### **3) Approval of Board Members' Excused Absences**

Mr. Kozlosky said that no requests for excused absences were received.

#### **4) Approval of the Agenda**

Ms. Bozeman made a motion to approve the meeting agenda as presented. Mr. Ellen seconded the motion it carried unanimously by roll call as follows:

**Ayes:** Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, Hank Miller, David Piepmeyer, LeAnn Pierce, Charlie Rivenbark and Landon Zimmer. **Nays:** None. **Absent:** Mike Allen, Neil Anderson and Eulis Willis.

5) **Public Comment Period**

Mr. Kozlosky stated that no public speakers signed up to speak, and no voicemail or email public comments were received.

6) **Presentation**

a. **2021 Commuter Challenge and Bike Ride Event Results- Nick Cannon, WMPO**

WMPO Associate Transportation Planner Nick Cannon gave a brief presentation on the results of the Go Coast events for October, which included the 2021 Commuter Challenge and two bike ride events. He reported that the 31<sup>st</sup> Annual River to Sea Bike Ride (20 miles roundtrip), canceled in 2020 and rescheduled from May to October 16<sup>th</sup> of this year due to Covid-10, had 300 participants, and the inaugural Brunswick Heritage Riverside Ride (16 miles roundtrip) on October 23rd had 68 participants. In addition, this year's Annual Go Coast Commuter Challenge had about 50 participants, replacing 6,750 vehicle miles traveled and 575 trips, saving \$508 in fuel costs, and burning 6,000 kcals. Top contenders were provided prizes by local sponsors.

Mr. Allen joined the meeting in progress.

b. **Pender County Streets Plan Update – Will Letchworth, WSP**

Project Manager Will Letchworth, WSP, gave a brief update on the Pender County Streets Plan. He expressed regret to Chairman Piepmeyer that this would be the same presentation given to the Pender County Board of Commissioners. He said the purpose of the collector street plan update is to provide enhanced mobility and multi-modal connectivity. He explained that the 2016 plan needed updating due to the adoption of the land use plan in 2018, population growth, changes in regional plans and changes in projects with the MPO's Cape Fear Moving Forward 2045 Plan and NCDOT's State Transportation Improvements Program (STIP). He expressed appreciation to Pender County and MPO staff for their efforts on the update.

Mr. Letchworth said that the 2016 plan was more specific and generated many requests for variances, and that the update provides more flexibility while accommodating projected traffic increases. He noted that the update proceeded with a typical planning process of reviewing the existing plans, gathering public and stakeholder input, developing recommendations based in input, data analysis, and presenting recommendations for public and stakeholder input prior to finalizing the update to the plan. Guiding principals were to reasonably accommodate traffic increases at the buildout of the land use plan, minimize the number of collector streets, respect the natural features (wetlands, unbuildable land, and property lines), reasonable buildability, and good connections to adjacent parcels.

Mr. Letchworth said that 440 responses were received from public involvement, mostly virtual, with 90% of respondents residing in the study area, about half of which work in the study area and more than half work in New Hanover County. He noted that 96% of participants travel by private vehicle, and 4% by bicycle or walking. He added that 58% responded that they would walk or bike more if they had better and safer facilities. He commented that there was a good mix of stakeholders.

Mr. Letchworth said that every house in the area generates about seven trips a day. He noted that the land use plan generates about six times the number of trips currently being generated. Even so, the update was able to reduce the number of collector streets by 75%. Additionally, all the collector streets except one are two-lane and have the option of either a shoulder section or curb and gutter, and with a multi-use path and/or bike lanes and a sidewalk. He noted that most of the policy recommendations of the 2016 plan were carried forward, except the street spacing standard.

Chairman Piepmeyer pointed out that the rural to urban transition of eastern Pender County has necessitated this update to the Collector Street Plan for the purpose of reducing traffic congestion on the main roads.

In response to an inquiry by Mr. Forte, Mr. Letchworth agreed that developers are responsible for the collector streets. Chairman Piepmeyer pointed out that for many years, standards for roads within a development were lacking. But now, these roads are required to be built to NCDOT standards, so they can more easily be turned over to the Department for maintenance.

Mr. Kozlosky stated that the Pender County Board of Commissioners adopted this plan, and that the plan has been included in today's consent agenda for consideration.

Mr. Rivenbark pointed out the importance of disclosure to potential buyers about the build-out of adjacent vacant parcels, and of connectivity, which reduces traffic on arterials.

**c. NC Ferry Division Update- Catherine Peele, NC Ferry Division**

NCDOT Ferry Division Planning and Development Manager Catherine Peele gave an overview of the NC Ferry Division. She said that the three main pillars of the organization are operations, asset management, and planning and programming. She noted that the Ferry Division has 400 full-time employees, seven year-round routes, 15 terminals, and 22 vessels. She added that the leadership team has been expanded, and a new group, the engineering unit (formerly housed under vessel asset management), has been added as a process improvement.

Ms. Peele said that the Ferry Division stretches over nine counties and three highway divisions. She noted that FY19 ridership (pre-pandemic) was 1.69 million passengers and nearly 800,000 vehicles. Operations and expenditures of all vessels including marine maintenance vessels, which has historically been under-appropriated by the General Assembly, will no longer have an option of overspending and the Division will be held to \$56 million. She commented that the Division will need to carefully consider projects, as cutting departure routes is the least desirable option.

Ms. Peele said that ridership levels are starting to return to normal for all routes previously impacted by COVID-19, and the Southport to Fort Fisher Ferry was impacted by closure for the ramp and gantry replacement before then. She explained that few locations collect tolls, others collect revenues from priority passes, vendor passes and vending onsite, which go into a toll fund that can only be used for vessel replacement projects within the Division in which they were collected.

In response to an inquiry by Chairman Piepmeyer about using funds from other locations to offset overspending, Ms. Peele said that such a recommendation must come from the RPO or the MPO, and that legislation dictates toll funds be used only for vessel replacement projects and not operations and maintenance.

Ms. Peele said that hiring is a real challenge, especially temporary employees to support departures. For example, Hatteras had more than 100 cancellations due to a lack of staffing to support departure schedules. She noted that a career fair is planned for next year and bridging the gap in Coast Guard certification with training is being explored. She commented that recruiting and retention is difficult with a crew staff vacancy rate of 24.16%, not to mention the difficulty in finding trade workers.

Ms. Peele said that the operations and maintenance budget shortfalls becomes even trickier with an aging fleet. She noted that two vessels are coming online next year thanks to the support of the WMPO, and other MPOs and RPOs. She added that new tugs and barges are in operation and help support all the marine maintenance projects (dredging, piling work, repair and replacement of ramp and gantry assets, and moving the crane barge). Motor vessels Avon and Salvo will come onboard next year from this area's replacement fund and allow for replacement of older vessels that can be sold with proceeds going to a special fund. She added that specific to Southport, project S-5707 will likely be included in the 2024 STIP. (The project will add piling to provide an additional mooring for future project S-5705.)

Ms. Peele said that a dredging plan set up last year includes activities with anticipated cost increases and inflation for the next 20 years. It also documents completed projects. Dredging in the Southport/Fort Fisher area is anticipated in the January-February-March timeframe of 2022. Completed projects for the area include a dorm facility for employees to reduce rental costs, and the retrofit of the ramp and gantry system. Additionally, a dock was replaced this year that was destroyed by Hurricane Isaias. A future project will research electrification of ferries to lower emissions and the burden on operations.

Ms. Peele said that the NC Ferry Division is researching passenger ferry routes. Polled riders of a seasonal route from Hatteras to Ocracoke appreciated the service and accepted the \$10 roundtrip toll. She commented that although the NC Board of Transportation approved an increase of up to \$15, an increase so soon seems doubtful. She noted that the route served 5,900 passengers over the last three years. Since this is a supplemental service restricted by the budget, last season was shortened by a month at the last minute. However, ridership doubled compared to the prior year during COVID-19 and the outlook seems good for continuing the service.

Ms. Peele said that state employees of the Ferry Division comply with Executive Order 224 for COVID vaccination and testing requirements. Prior to the Order, the vaccination rate was 30%, which has increased to 67% today. Only two of the total 500 permanent and temporary employees left because of the requirement. Other precautions implemented include increased cleaning, temporarily reduced trip capacity for the passenger ferry, required mask wearing indoors, teleworking when possible, and monthly conference calls to review the added measures.

Chairman Piepmeyer expressed appreciation to Ms. Peele.

**d. Wilmington International Airport Update- Granseur Dick, ILM**

Wilmington International Airport Facilities Director Granseur Dick gave an update on Wilmington International Airport (ILM). He noted that although New Hanover County has lifted its mask mandate, all airports follow a national directive to wear masks indoors and onboard.

Mr. Dick stated that ILM is self sufficient and receives no taxpayer funds or other funds other than those from the aviation user, the National Airspace Transportation system, and leases on airport property. The annual economic impact of the airport to the region, based on 2019 excluding the 2020 COVID-19 dip, is \$2.25 billion. ILM contributes 16,000 jobs, and \$85 million in state and local taxes. Although the entire air industry has been impacted by COVID-19 and is still on shaky ground, 2019 was a record year for ILM in terms of half a million enplanements, which is composed traditionally of 75% business trips. During the summer, the national enplanements started to increase. He noted that ILM was ahead of the national average and from June, ILM had a 0.3% increase over its 2019 numbers, and, in July, it reached 11.5%, which continued through August. Fortunately for ILM, when business travel declined, tourism increased. Based on percentage of enplanements, only three airports returned to 100% pre-pandemic numbers of which ILM was one, surpassed only by San Juan, Puerto Rico. Although there was a dip in travel due either to the Delta variant of COVID having eroded travel confidence or it being the shoulder season for tourism, air travel picked up again in October.

Mr. Dick noted that airports are struggling with labor challenges, like everyone else. He explained that ILM expected a four-year recovery and implemented action plans to help pilots, crews, and maintenance staff with early retirement. However, airports were not quite able to keep up with air travel when it resumed, and American, Delta and United pulled out of 26 stations during the past year. However, the air carriers expressed an interest in adding service at ILM since it has been a destination market leader. He noted that United announced last week the addition of Newark. ILM's summer seasonal markets are Chicago, New York and Boston, and its recruiting market is south Florida. Additionally, ILM's Air Service Development anticipates that the negative impacts of airline labor challenges (pilots) will be short term.

Mr. Dick gave an update on the terminal expansion project. He said that the total construction cost of \$68 million was funded through the state, the Federal Aviation Administration (FAA), and by local (airport) funds, based on aviation users and DOT Division of Aviation support of commercial aviation in the state. He noted that the project encompasses the following three phases, plus an additional phase:

- Contract 1, 2018 enabling phase, non-visible under the goal of operations;
- Contract 2, expanded ticket lobby to add six ticket counters for airline expansion;
- Contract 3, gate project to add three new gates, concessions, restrooms that will accommodate passengers with increased carry-on baggage, and TSA checkpoint expandable to four lanes. The contractor, Monteith, is ahead of schedule, but the opening has been delayed to the end of 2021 due



to a holiday air travel moratorium by the airlines that are declining to commit any labor for relocation until after the holiday travel season;

- Contract 4, (previously unfunded, currently under contract review after an award of FAA dollars), a baggage claim expansion was added to the project to replace undersized, at-capacity facilities.

Mr. Dick said that the airport facility built in 1989 reached its one-million-passenger capacity in 2019. The new facility is designed to accommodate 1.5 million passengers. The baggage claim expansion will start next month and is the reason for the change in the completion date from 2022 to 2023, which complete renovations to the existing terminal and concourse areas. He commented that by the end of the project, the building will look like new -- a bright, open, and inviting gateway to the community.

Mr. Dick said that with a phase opening next week on November 22nd, the contractor plans to provide a temporary route of egress from the existing hold room through the new concourse that will give passengers a glimpse of what's to come. Temporary walls were erected to allow construction to continue and partially conceal it. February 1<sup>st</sup> is the tentative date to open the new space with two new gates, Gates 7 and 8. In December of 2022, the building will be complete with the addition of the third gate. In July of 2023, the project will be complete with the baggage claim expansion. Associated with this project is the extension of the air carrier apron, which will allow the parking of an additional airplane for the third new gate. He noted that negotiations are underway to add an additional 16,000 square yards of concrete. The apron extension will begin in July of 2022 and conclude in December of 2022.

Mr. Dick said that the airport's business park will continue to recruit light industrial, aerospace industries, and hotels as well as support existing tenants. He pointed out that on 23<sup>rd</sup> Street, construction is in progress for a new Circle K convenience store, which will be convenient for refueling car rentals and providing small snacks for passengers or a quick lunch for on-site tenants. Also opening in February will be a new Fixed Base Operator (FBO), a service/fueling station for airplanes catering to general aviation and competing for fueling contracts with the airlines. Additionally, two new tenants are planning a warehouse and distribution facility with cross dock capabilities, about a \$20 million investment in site and construction improvements. The other new tenant, CIL Capital, is looking at 37 acres on the north side of the airport with an option of 16 acres on the south side next to the terminal for warehouse and distribution facilities for the life services industry. CIL estimates a \$100 million initial investment in site and construction projects.

Finally, Mr. Dick said that the new Airport Director, Jeffrey Bourk, who worked for 14 years in Branson, Missouri, the only privately developed airport in the United States, starts on January 23<sup>rd</sup>. He noted that Mr. Bourk plans to familiarize himself with the airport, followed by the community, for the first 60 days.

Chairman Piepmeyer expressed appreciation to Mr. Dick. He commented that ILM is important to the region both commercially and for private transportation.

Chairman Piepmeyer commented that he requested these updates on the various forms of transportation and organizations that support transportation in the region. He asked the Board members if they find these updates useful. It was the consensus of the group to continue receiving these types of updates.

Mr. Rivenbark expressed surprise that the airport's news has not been covered by the media. He pointed out that the improvements are a tremendous benefit to the region. Chairman Piepmeyer concurred that these improvements support the region's growth.

Mr. Rivenbark stated that last night at the City Council meeting, representatives of the taxi industry, which totals 40 cabs currently, expressed concerns regarding cab fares and sought support in requesting that the state increase taxi fares. They noted that Uber and Lyft entered the market with lower fares. However, the cab driver shared a recent receipt for a \$97 Uber fare from the airport to Leland.

Mr. Dick agreed that there used to be 40 licensed cabs at the airport, but it has become difficult for passengers to get a taxi, Uber or Lyft from the airport.

7) **Consent Agenda**

- a. **Approval of Board Meeting Minutes from October 27, 2021**
- b. **Resolution adopting the 2022 Meeting Calendar**
- c. **Resolution approving the 2020-2029 STIP/MPO TIP Amendments #21-7**
- d. **Resolution approving the 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-9**
- e. **Resolution adopting the 2021 Pender County Collector Street Plan Update**

Mr. Barfield made a motion to approve the Consent Agenda, Items 7a through 7e. Ms. Bozeman seconded the motion, and it carried unanimously by roll call as follows:

**Ayes:** Mike Allen, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, Hank Miller, David Piepmeyer and Charlie Rivenbark. **Nays:** None. **Absent:** Neil Anderson, LeAnn Pierce, Eulis Willis and Landon Zimmer.

8) **Regular Agenda**

- a. **Resolution endorsing the Wilmington Urban Area Metropolitan Planning Organization Bicycle and Pedestrian Advisory Committee's Model Ordinance for Bicycle and Pedestrian Infrastructure**

MPO Deputy Director Abby Lorenzo said that the Bicycle and Pedestrian Advisory Committee (BPAC) requested that MPO staff develop language for member jurisdictions to potentially incorporate into their local ordinances. She noted that proposed language aligns with the MPO's Cape Fear Moving Forward 2045 Plan.

Ms. Lorenzo said that MPO staff researched land development codes and best practices from across the country, particularly North Carolina, and the Wilmington City Attorney reviewed the draft language for compliance with statutory authority. The draft ordinance was presented to BPAC, whose feedback has been included in the draft ordinance. The final draft language includes applicability to private facilities and site plan requirements. She emphasized that the proposed ordinance is not a requirement and serves as a comprehensive starting point for members interested in adding or strengthening bicycle and pedestrian infrastructure requirements in their land development code with all or portions of the recommended language. She added that BPAC voted to endorse the model language at its October meeting, and the Technical Coordinating Committee (TCC) voted to support the recommended language as well.

Mr. Rivenbark inquired if the Council of Governments (COG) has been made aware of the model ordinance. Ms. Lorenzo responded that Patrick Flanagan, the RPO (Rural Planning Organization) representative on the TCC voted to recommend the model ordinance to the MPO Board, and that the RPO is the under the COG. She noted that two other model ordinances, for bicycle parking and e-bikes, are also available to everyone.

Mr. Rivenbark requested that this model ordinance be brought to the attention of the COG.

Ms. Hays made a motion to approve the model ordinance, seconded by Mr. Rivenbark, and the motion carried unanimously by roll call as follows:

**Ayes:** Mike Allen, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, Hank Miller, David Piepmeyer and Charlie Rivenbark. **Nays:** None. **Absent:** Neil Anderson, LeAnn Pierce, Eulis Willis and Landon Zimmer.

9) **Discussion**

- a. **2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-10**

Mr. Kozlosky stated that Administrative Modification #21-10 is for informational purposes only and will be brought back for consideration at the Board's next meeting.

- b. **Proposed December meeting (Military Cutoff Road Extension Tour)- December 1st at 2 pm**

Mr. Kozlosky reminded the Board that Mr. Kimes offered to provide a tour of Military Cutoff Extension Project. After polling the MPO Board members, the date that worked best was December 1<sup>st</sup> at 2:00 p.m. He requested that a motion and a second be made to vote for a special meeting on that date and time. He noted that the

special meeting would convene at NCDOT Division 3 offices on Barbados Boulevard, Mr. Kimes would conduct the tour, and then the meeting would be closed.

In response to an inquiry by Chairman Piepmeyer, Mr. Kozlosky said that 11 Board members responded that they would be available to participate on that date and time.

In response to an inquiry by Mr. Barfield, Mr. Kozlosky said this will be a site visit. Mr. Kimes noted that the tour would drive to the site, and stop at various points along the site, such as the interchange on I-140 and other intersections. He commented that the project is massive and sure to impress. He added that Board members will gain a better understanding of how things tie together at I-140, and Military Cutoff extension with the Hampstead Bypass coming online.

Ms. Hays made a motion to approve the special called meeting on December 1<sup>st</sup> at 2:00 p.m., seconded by Mr. Rivenbark, and the motion carried unanimously by roll call as follows:

**Ayes:** Mike Allen, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, Hank Miller, David Piepmeyer and Charlie Rivenbark. **Nays:** None. **Absent:** Neil Anderson, LeAnn Pierce, Eulis Willis and Landon Zimmer.

Mr. Ellen requested that an invitation be sent, and a cancelation if necessary.

c. **2022-2026 Wilmington Urban Area Metropolitan Planning Organization's Strategic Plan**

Mr. Kozlosky said that a draft of the 2022-2026 Strategic Plan has been included in the agenda packet. He acknowledged that the consultant, Warren Miller, Fountainworks, to provide an overview of the plan.

Mr. Miller said that the key components of the strategic plan include mission and vision, strategic focus areas, topic focused project areas, processes to move forward with funding, and implementation steps. He noted that the strategic plan process surveyed both TCC and Board members over the summer, followed by meetings with the Board in August and September. He summarized that the mission stayed the same, the vision was modified, and economic development was added to the strategic focus areas, which are as follows:

- Safety
- Multi-modal transportation options
- Regional
- Economic development
- Community engagement
- Advocacy for an organized, cohesive voice
- Organizational/operational effectiveness

Mr. Miller said that once the strategic plan is adopted, MPO staff will develop a work plan of specific action steps and performance measures. He noted that the plan includes a template for staff to follow.

Mr. Kozlosky added that staff will use this plan to guide the organization for the next five years. Next steps include identifying key performance indicators, that will be used to track performance and success. He expressed a desire to create a dashboard to identify what is being achieved in the strategic plan. The first step is to be sure that the plan captures the MPO achievements desired by the Board. He added that the strategic plan pulled information from Cape Fear Moving 2045, the MPO's overarching, long-range plan for the region. He explained that the intention of this item is to make sure members are comfortable with the strategic plan before returning with it for consideration at the Board's January meeting.

Chairman Piepmeyer commended Mr. Kozlosky and Ms. Lorenzo for their efforts.

**10) Updates**

- a. **Wilmington Urban Area MPO**
- b. **Cape Fear Public Transportation Authority**

- c. NCDOT Division
- d. NCDOT Transportation Planning Division

Mr. Kozlosky stated that updates are in the agenda packet. He noted two additional items as follows:

1. The MPO has three current staff vacancies and is operating at 75% capacity. The vacant positions include Engineering Associate, GIS Analyst, and Associate Planner.
2. The MPO's Map Act indemnification language has been included in the state budget, thanks to Senator Rabon and Senator Lee, as well as the entire delegation.

Chairman Piepmeyer noted that the State Senate passed the state budget yesterday. He noted that it will go to the House either today or tomorrow, and the Governor has indicated that he will sign it. He expressed appreciation to Senator Lee and Senator Rabon, and commented that there is a lot of good in it including beach nourishment.

**11) Announcements**

- a. Go Coast TDM Committee Meeting – November 18<sup>th</sup> at 3:00 p.m.
- b. FY 23 Local Planning Needs Requests Due – December 10<sup>th</sup> until 5:00 p.m.
- c. Wilmington MPO Bike/Pedestrian Committee – December 14<sup>th</sup> at 2:00 p.m.

Mr. Kozlosky added that the special meeting of the MPO Board will be held December 1<sup>st</sup> at 2:00 p.m. starting at NCDOT Division 3 offices on Barbados Boulevard.

**12) Adjournment**

**Next meeting – January 26, 2022**

Mr. Rivenbark made a motion to adjourn the meeting, seconded by Mr. Ellen. The motion to adjourn carried unanimously by roll call as follows:

**Ayes:** Mike Allen, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, Hank Miller, David Piepmeyer and Charlie Rivenbark. **Nays:** None. **Absent:** Neil Anderson, LeAnn Pierce, Eulis Willis and Landon Zimmer.

The meeting adjourned at 4:36 p.m.

Respectfully submitted,

Mike Kozlosky  
Executive Director  
Wilmington Urban Area Metropolitan Planning Organization

**THE ABOVE MINUTES ARE NOT A VERBATIM RECORD OF THE PROCEEDINGS.**  
**THE ENTIRE PROCEEDINGS ARE RECORDED DIGITALLY AS PART OF THIS RECORD.**



# WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

## MPO Board Special Meeting Minutes NCDOT Division 3, 5505 Barbados Boulevard, Castle Hayne, N.C. Wednesday, December 1, 2021

### Members Present (in-person)

Neil Anderson, City of Wilmington  
Jonathan Barfield, Jr., New Hanover County  
Brenda Bozeman, Town of Leland  
John Ellen, Town of Kure Beach  
Deb Hays, Cape Fear Public Transportation Authority  
David Piepmeyer, Pender County  
LeAnn Pierce, Town of Carolina Beach  
Charlie Rivenbark, City of Wilmington  
Eulis Willis, Town of Navassa

### Others Present (in-person)

Ryan Gay, Safety Engineer, NCDOT  
Abby Lorenzo, Deputy Director, WMPO  
Chad Kimes, Division Engineer, NCDOT  
Bill Kincannon, Engineering Director II, NCDOT  
Andy Koeppel  
Mike Kozlosky, Executive Director, WMPO  
Caitlin Marks, Planning Engineer, NCDOT  
Bill McDow, WMPO, Associate Planner  
Rachel McIntyre, WMPO Assoc. Transportation Planner  
Alex Stewart, Resident Engineer, NCDOT  
Jimmy Zepeda, Project Manager, NCDOT

### 1) Call to Order

Chairman Piepmeyer called the special meeting to order at 2:00 p.m.

Mr. Kozlosky called the roll. A quorum was present as follows:

**Present:** Neil Anderson, Jonathan Barfield, Brenda Bozeman, John Ellen, Deb Hays, David Piepmeyer, LeAnn Pierce, Charlie Rivenbark and Eulis Willis. **Absent:** Mike Allen, Hank Miller, Frank Williams and Landon Zimmer.

### 2) Tour of the Military Cutoff Road Extension Project

The group divided into two groups and departed NCDOT Division 3 offices in two passenger vans. Mr. Kimes and Mr. Kincannon gave the tour of the Military Cutoff Road Extension Project. The vans were stopped along the way with passengers exiting the vehicles to inspect various points of interest such as the sound walls and the interchange at I-140.

### 3) Adjournment

Mr. Ellen made a motion to adjourn the meeting, seconded by Mr. Barfield. The motion to adjourn carried unanimously by roll call as follows:

**Ayes:** Neil Anderson, Jonathan Barfield, Brenda Bozeman, John Ellen, Deb Hays, David Piepmeyer, LeAnn Pierce, Charlie Rivenbark and Eulis Willis. **Nays:** None. **Absent:** Mike Allen, Hank Miller, Frank Williams and Landon Zimmer.

The meeting adjourned at 3:47 p.m.

Respectfully submitted,

Mike Kozlosky  
Executive Director  
Wilmington Urban Area Metropolitan Planning Organization

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**THE ENTIRE PROCEEDINGS ARE RECORDED DIGITALLY AS PART OF THIS RECORD.**





**WILMINGTON URBAN AREA**  
METROPOLITAN PLANNING ORGANIZATION

## **Wilmington Urban Area Metropolitan Planning Organization**

**2022 - 2026 Strategic Plan**

**Presented by:**



## Executive Summary

The Wilmington Urban Area Metropolitan Planning Organization (WMPO) provides a regional and cooperative transportation planning process that serves as the basis for the expenditure of all federal transportation funds in the greater Wilmington, NC area. The WMPO is committed to working with regional partners and community stakeholders to identify and implement transportation projects that serve the needs of residents in the metropolitan area.

The WMPO worked tirelessly to create a strategic plan that will guide us in achieving the vision we set for the future. This document describes the process and results of the strategic plan and outlines the focus areas and top priorities that we developed to meet our goals.

Guiding our work over the next five years, to meet the transportation needs and expectations of our communities, the WMPO identified seven key focus areas throughout this process:

- Improve Safety
- Multi-Modal Focus
- Regionally Focused
- Economic Development
- Community Engagement
- More Organized, Vocal and Cohesive Voice
- Organizational and Operational Effectiveness

The WMPO will use these focus areas to identify and solve transportation challenges in the Wilmington Metropolitan Area. We will refer to these as we plan, develop, and advocate for our residents. These focus areas will also be used as a framework to develop and plan transportation projects under the purview of the WMPO.

## **WMPO's Strategic Plan in Context**

Over the last decade the Wilmington area has maintained steady growth that requires updated and increased levels of transportation planning and projects. This growth also has brought new priorities and perspectives around our region's transportation infrastructure. Our changing communities will require new and updated infrastructure as well as innovative, safe, and equitable programs to increase the overall mobility in the Wilmington Metropolitan Area.

In 2021, the WMPO engaged its Board and regional stakeholders in robust discussions to understand the future needs of the metropolitan area, the most pressing transportation projects, and the challenges associated with these priorities.

For this strategic planning process, the WMPO utilized a facilitated approach to develop and analyze surveys and conducted Board meetings to identify challenges and opportunities facing the WMPO. This collaborative approach to identifying challenges allowed WMPO to determine priorities, focus areas, and potential solutions for present and emerging challenges. This process, and the resulting plan, gives the WMPO an advantage in anticipating and meeting the needs of residents and stakeholders.

## Organizational Overview

The WMPO is governed by the WMPO Board, which is tasked with providing policy and direction and approving all the WMPO projects. The Board is made up of thirteen voting members that represent twelve government bodies from the municipal, county, regional, and state levels. The Board also contains non-voting members who represent various government entities whose operations impact transportation planning in the Wilmington area. Non-voting members serve at the invitation of the WMPO Board.

The WMPO is required to conduct the transportation planning process in a continuing, cooperative, and comprehensive manner. In order to accomplish these goals, the WMPO has the responsibility of coordinating TCC and Board activities, adopting a Metropolitan Transportation Plan and Comprehensive Transportation Plan, reviewing and approving the Metropolitan Transportation Improvement Program, completing a Unified Planning Work Program (UPWP), approving changes to the Federal-Aid Functional Classification System, and establishing goals and objectives for the transportation planning process.

The WMPO began this strategic planning process by conducting a survey that asked Board and TCC members about the WMPO's organizational effectiveness, projects, direction, and staff effectiveness. The survey results were presented to the Board for discussion with the goal of finding areas that need improvement and areas in which the MPO can build upon its success. The Board also participated in vision exercises to better understand what will be needed in the coming years. These processes gave the Board an opportunity to review and recertify its current mission and draft a new vision to lead the MPO into the future.

### **Mission:**

To create and execute continuing, cooperative, and comprehensive regional long-range planning efforts that proactively drive transportation decisions to improve safety, connectivity, economic development, and quality of life in the Wilmington region.

### **Vision:**

The vision statement below describes our aspirations for the WMPO. This statement indicates our current and future commitments, and where we would like to see the WMPO progress over the next five years.

The Wilmington Metropolitan Planning Organization seeks to provide safe, reliable, and seamless options for transportation for all in the Wilmington Metropolitan Area. The WMPO will speak with a unified voice and work with residents to anticipate the transportation needs of a growing and changing community.

## Strategic Focus Areas

The WMPO will continue to work on behalf of the residents in the Wilmington Metropolitan Area by focusing on areas of need to improve our transportation infrastructure. This mission calls for the WMPO to identify these areas of need and implement plans to address them. Through the strategic planning process, we will use the seven identified focus areas to guide our work in the future.

These focus areas will guide the WMPO in developing plans and projects that meet the long-term infrastructure priorities of the Wilmington Area. As we plan for growth and more robust transportation infrastructure, the WMPO will consistently refer to these seven areas to ensure that we are moving in a direction that accomplishes our mission and helps to achieve our vision.

### Strategic Focus Areas

The WMPO Board understands that as the Wilmington Metropolitan Area grows and changes in the next five years there will be significant opportunities and challenges in the area's transportation infrastructure needs. This understanding has led the Board to highlight following seven areas of focus for the WMPO:

- Improve Safety
- Multi-Modal Focus
- Regionally Focused
- Economic Development
- Community Engagement
- More Organized, Vocal and Cohesive Voice
- Organizational and Operational Effectiveness

### Improve Safety

The WMPO is committed to providing safe and reliable transportation throughout the Wilmington Metropolitan Area. The members of our communities utilize various modes of transportation in their daily lives, and we seek to ensure that every mode of transportation is as safe as the next.

- Adopt Safety Performance Measures and track these measures to determine if and how the area is performing
- Perform data collection/analysis, perform an annual review of the highest vehicle, bicycle, and pedestrian crashes and assist with road safety audits when needed
- Support safety programs such as Vision Zero, "Be A Looker," Watch for Me NC, Bike Safe NC, etc.
- Program funding and pursue grants for projects that reduce crashes, injuries, and fatalities
- Successful implementation of the Traffic Separation Study
- Support the Wilmington Rail Re-alignment Project
- Promote safety, education, and enforcement - give high priority to safety improvements in the vicinity of schools, public transportation, commercial corridors, and other high use bicycle and pedestrian destinations
- Support the NC Ferry System for emergency evacuations and distressed boaters



- Support the Cape Fear Public Transportation Authority for improvements to bus stop amenities and improved access to stop locations
- Focus on Roadway projects that improve safety (access management, turn lanes, signal pre-emption, lighting, signage, etc.)

### **Multi-Modal Focus**

The WMPO will continue to invest in and expand accessibility to non-traditional modes of transportation. We will focus on ensuring that residents in our communities have a choice in how they travel throughout the area.

- Encourage and provide funding to enhance walking, biking, public transportation, and the ferry system in the Wilmington region
- Support critical infrastructure improvements that include multi-use paths, bike lanes, sidewalks, high-visibility crosswalks, push-button pedestrian signal heads, and other improvements for multi-modal transportation
- Encourage an increased focus on multi-modal transportation infrastructure
- Support “complete streets” and incorporate complete streets design into transportation projects in the Wilmington region
- Provide multi-modal connectivity between the various modes of transportation
- Support the development and implementation of plans that encourage multi-modal transportation
- Support the completion of the Wilmington Multi-modal Transportation Center
- Continue to utilize MPO’s surface transportation block grant and transportation alternatives; set aside direct attributable programs to fund our members’ local priorities and needs that support our larger regional network

### **Regionally Focused**

As a planning organization it is crucial that we focus on all communities in our metropolitan area. The WMPO will work to build a robust transportation infrastructure that contributes to economic growth and development throughout the region, becoming less centrally focused and supporting all our members’ needs.

- Provide regional accessibility from our transportation infrastructure
- Work collaboratively with our partners (MPO member jurisdictions, Cape Fear RPO, ILM, CFPTA, NCDOT, etc.)
- Educate WMPO members on services and programs provided by the MPO
- Continue to support projects and policies in the MPO’s long range plan
- Continue to support projects in the MPO Transportation Improvement Program and State Transportation Improvement Program

### **Economic Development Focused**

We understand that economic growth and vitality are crucial to meeting the needs of our residents, communities, and partners. The WMPO will work to enhance the Wilmington Area’s economic development opportunities by planning and implementing infrastructure projects that will enable global competitiveness. We will work to enable growth in all levels of the economy by enhancing transportation network effectiveness, efficiency, and safety.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Promote economic growth in the region through enhanced transportation infrastructure
- Support economic vitality and innovation, transportation network efficiency and safety, and supply chain resilience and reliability
- Support economic development at Wilmington International Airport (business park, improve international and domestic trade and commerce facilities, general aviation improvements), biking (bike tourism, events, etc.), walking, ferry, freight/rail, and public transportation
- Support the NC Ports in their efforts to grow and expand

### **Community Engagement**

The WMPO exists to serve the transportation needs of the residents in our communities. We understand that this is not possible without input and feedback from people who are affected by our decisions. With this understanding we will work with community groups and members to plan and develop programs and projects that anticipate the concerns of our residents.

- Educate citizens and elected officials in order to increase general understanding of transportation issues
- Utilize the adopted Public Participation Plan and enhance efforts related to community engagement
- Enhance the use of social media to disseminate information regarding MPO projects and programs

### **More Organized, Vocal, and Cohesive Voice**

The WMPO seeks to become an organization that effectively communicates with a singular voice on a regular basis. We will use our voice to inform our partner organizations and communities of the projects and plans that we develop as an MPO.

- Continue to develop a Legislative Agenda that outlines the MPO's legislative priorities
- Prioritize transportation projects in order to facilitate conversations amongst local, state, and federal delegation
- Utilize Board and staff relationships to advocate for transportation infrastructure in the Wilmington region

### **Organizational and Operational Effectiveness**

As an MPO it is crucial that we operate effectively and efficiently to achieve the goals that we set for ourselves. The WMPO will continue to improve our operations and find ways to increase operational effectiveness for the people of the Wilmington Metropolitan Area.

- Enhance the utilization of technology to improve operations
- Complete the Compensation Study to compare the MPO staff salaries to the public/private sector and in an effort to mitigate turnover
- Continue annual updates from the MPO's partner and supportive organizations (NCDOT Division 3, NC Rail Division, NC Ferry Division, Wilmington International Airport, and Cape Fear Public Transportation Authority)
- Celebrate and communicate successes to the public- utilize available member jurisdictions communication resources

## Top Project Priorities

Through the strategic planning process, the WMPO identified six major projects that we consider to be our top priorities. We view the completion of these projects as crucial to the network of transportation infrastructure in the Wilmington Area. The completion of these projects will vastly improve mobility throughout the region and create opportunities to advance towards the goals that we have for our communities.

### Top Priorities (Physical Projects)

- Hampstead Bypass A Section
- Military Cutoff, Eastwood Acceleration
- Independence Boulevard Acceleration
- MLK - Kerr Acceleration
- MLK - Market - Eastwood Acceleration
- Cape Fear Memorial Bridge Replacement

## Transportation Funding Methods

As the Wilmington Area continues to grow, we understand that exploring alternative funding methods will be necessary to ensure that we are meeting the needs of our communities and the ambitious and critical goals that we set. The WMPO staff will work with our partners and funding agencies to identify and seek out potential funding methods, including state and federal grants; we will also provide the Board with further funding opportunities to consider.

- Evaluate all potential funding sources for important transportation projects
- Evaluate state and federal grants as potential funding sources
- Develop a list of potential options for MPO Board consideration
- Delineate between larger and smaller projects when developing these options

## Key Performance Indicators

The tactical actions and performance indicators for this strategic plan will be developed by the WMPO staff as they take the strategic priorities and create an annual implementation plan. Performance indicators will be used to track progress and support shared accountability across the organization regarding progress on the various priorities. The WMPO Staff will outline the indicators of success and provide them, along with the strategic plan, in a presentation to the Board for final approval. The staff will provide updates to the Board on the progress of the plan at regular intervals.

## Implementation Plan and Process

The implementation plan will be developed by the WMPO staff as they finalize the tactical actions and performance indicators. This plan will outline the steps and timelines necessary to meet the objectives of this plan and achieve the goals that derive from it. As the WMPO moves forward with this plan some aspects of implementation will change; thus, it is important that we remain flexible and agile.

## Appendix

### Appendix 1: Implementation Template

The following template provides an example of how the WMPO may implement the strategic plan. This template contains space to outline the action steps, necessary participants, and proposed timeline for each Focus Area.

Focus Area 1: Improve Safety			
	Action Steps	Participants	Timeline
a			
b			
c			
Focus Area 2: Multi-Modal Focus			
	Action Steps	Participants	Timeline
a			
b			
c			

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION ADOPTING THE WILMINGTON URBAN AREA METROPOLITAN  
PLANNING ORGANIZATION'S 2022-2026 STRATEGIC PLAN**

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority, and the North Carolina Board of Transportation; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization is required under Federal law to complete the transportation planning process in a Continuous, Comprehensive and Coordinated manner and to complete a fiscally constrained Metropolitan Transportation Plan; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization's Board adopted Cape Fear Moving Forward 2045 in November 2020 and this plan serves as the long-range metropolitan transportation plan for the region; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization's Board has developed a strategic plan that will guide the focus of the organization over the course of the next 5 years; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization's strategic business plan outlines the Board's strategic focus areas and priorities.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the 2022-2026 Strategic Plan.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 26, 2022.

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David Piepmeyer, Chair

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Mike Kozlosky, Secretary





STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

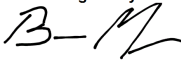
J. ERIC BOYETTE  
SECRETARY

DATE: October 12, 2021

TO: Mike Kozlosky  
Executive Director, Wilmington Urban Area Metropolitan Planning Organization

FROM: Brian Mayhew, PE, CPM  
State Traffic Safety Engineer  
Transportation Mobility & Safety Division

SUBJECT: Safety Performance Measures – FHWA Assessment and 2022 Targets

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**Background**

Effective April 14, 2016, the Federal Highway Administration (FHWA) established five highway safety performance measures in accord with regulations set forth in the Federal MAP-21 and FAST Act transportation funding bills. These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

These targets are established annually, are based on 5 year rolling averages, and are for calendar years. North Carolina state targets are set in agreement with our Strategic Highway Safety Plan (SHSP) (<https://spatial.vhb.com/ncdotshsp/>) goals. The SHSP goals are developed through collaborative efforts of a diverse group of stakeholders including state, regional, and local partners (including MPOs). The goal of the most recent (2019) SHSP is to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050.

**North Carolina Safety Performance Target Achievement Determination**

In early 2021, FHWA completed an assessment of target achievement for NCDOT's calendar year (CY) 2019 safety targets, based on the 5-year averages for 2015-2019 for each measure. As per 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress towards meeting its safety performance targets when at least four of the safety

Mailing Address:  
NC DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION MOBILITY & SAFETY DIVISION  
1561 MAIL SERVICE CENTER  
RALEIGH, NC 27699-1561

Telephone: (919) 814-5000  
Fax: (919) 771-2745  
Customer Service: 1-877-368-4968

Location:  
750 N. GREENFIELD PARKWAY  
GARNER, NC 27529

Website: [www.ncdot.gov](http://www.ncdot.gov)

performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance. **Based on FHWA's review, North Carolina has not met or made significant progress toward achieving its safety performance targets.** As a result, NCDOT must ensure that all HSIP safety funds are obligated, and must develop an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward achieving its targets. Table 1 below provides a summary of the target achievement determination at the state level. Note that these CY 2019 targets were based off the goal outlined in the 2014 SHSP to reduce fatalities and serious injuries by half by 2030.

*Table 1: North Carolina Safety Performance Target Achievement Determination Summary for CY 2019*

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2015 - 2019	2015 - 2019	2013 - 2017			
Fatalities (5 Year Average)	1,214.7	1,410.0	1,363.0	No	No	No
Fatality Rate (5 Year Average)	1.097	1.192	1.214	No	Yes	
Serious Injuries (5 Year Average)	2,490.6	4,078.4	2,860.8	No	No	
Serious Injury Rate (5 Year Average)	2.228	3.422	2.522	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	403.7	515.6	436.2	No	No	

Table 2 below shows what this determination would look like if the state's methodology for establishing the CY 2019 goal (reducing fatalities and serious injuries by half by 2030) was applied to crash data specific to Wilmington Urban Area MPO.

*Table 2: Wilmington Urban Area MPO Safety Performance Target Achievement Determination Summary for CY 2019*

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2015 - 2019	2015 - 2019	2013 - 2017			
Fatalities (5 Year Average)	25.0	30.8	28.4	No	No	No
Fatality Rate (5 Year Average)	1.023	1.152	1.144	No	No	
Serious Injuries (5 Year Average)	55.0	75.6	64.2	No	No	
Serious Injury Rate (5 Year Average)	2.243	2.829	2.574	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	16.6	21.6	20.0	No	No	

### **2022 State Safety Performance Targets**

2022 state safety performance targets were submitted to FHWA on August 31<sup>st</sup>, as required, with the submission of the annual Highway Safety Improvement Program (HSIP) report. These targets reflect the 2019 SHSP goal to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. The calculated targets are shown in Table 3 below. More detailed information about each target can be found at the following link:

[https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/NC%20Performance%20Measures%20\(Final%20HSIP%20CY%202022%20Targets\).pdf](https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/NC%20Performance%20Measures%20(Final%20HSIP%20CY%202022%20Targets).pdf)

*Table 3: North Carolina Calendar Year 2022 Safety Performance Targets*

Performance Measure	CY 2022
Number of Fatalities	1,254.9
Rate of Fatalities	1.057
Number of Serious Injuries	3,537.6
Rate of Serious Injuries	2.962
Number of Non-Motorized Fatalities & Serious Injuries	486.0

### **2022 Wilmington Urban Area MPO Safety Performance Targets**

Table 4 below provides crash data specific to your MPO and shows what the safety performance targets would look like if you applied the state's methodology (reducing fatalities and serious injuries by half by 2035). More detailed information specific to your MPO can be found at the following link:

[https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/NC\\_PerformanceMeasuresData\\_2022Targets\\_WilmingtonUrbanAreaMPO.pdf](https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/NC_PerformanceMeasuresData_2022Targets_WilmingtonUrbanAreaMPO.pdf)

Table 4: Wilmington Urban Area MPO Specific Safety Performance Targets

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-motorized Fatalities and Serious Injuries (5 Year Average)
2008 - 2012	30.0	1.345	63.2	2.829	16.0
2009 - 2013	26.8	1.197	59.6	2.657	15.4
2010 - 2014	27.8	1.228	55.4	2.449	18.2
2011 - 2015	28.2	1.211	60.0	2.577	19.8
2012 - 2016	29.6	1.236	61.0	2.537	18.6
2013 - 2017	28.4	1.144	64.2	2.574	20.0
2014 - 2018	28.6	1.115	67.0	2.581	20.0
2015 - 2019	30.8	1.152	75.6	2.829	21.6
2016 - 2020	30.8	1.163	79.4	3.013	19.6
2022 Target	25.8	0.961	66.1	2.463	18.1

### Next Steps

MPOs are not directly assessed by FHWA on their progress towards meeting safety performance targets. However, coordination and deliberate action will be needed to achieve the goals outlined in the NC Strategic Highway Safety Plan and as communicated through the safety performance targets. We encourage additional coordination between MPO's and NCDOT Traffic Safety Unit in all areas of safety, but specifically in data sharing, safety tools development, safety need identification and shared safety project implementation. The Traffic Safety Unit is available to meet with your MPO for additional discussion and partnership.

FHWA guidance allows each MPO to establish safety performance targets by either agreeing to plan and program projects so that they contribute toward the accomplishments of the State DOT performance targets or committing to quantifiable HSIP targets for their specific MPO area. If an MPO establishes its own targets, it will need to do so in coordination with the State per FHWA guidelines. The Traffic Safety Unit is available to facilitate this coordination. As a reminder, MPOs must establish safety performance targets no later than February 27 of each year per FHWA guidance. Please transmit a signed adoption resolution indicating the establishment of safety targets for your MPO or supporting the state's targets to Daryl Vreeland ([dvreeland@ncdot.gov](mailto:dvreeland@ncdot.gov)) in the Transportation Planning Unit just as you have in previous years. Daryl can also provide a template of the adoption resolution if helpful. An adoption resolution template can be found at the link below:

[https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/MPO%20Safety%20Target%20Adoption%20Template%20-%202022CY\\_FromTransportationPlanningDivision.docx](https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/MPO%20Safety%20Target%20Adoption%20Template%20-%202022CY_FromTransportationPlanningDivision.docx)

Finally, a new website (link below) has been established to communicate safety information of specific interest to planning organizations. It is expected that the content on this website will expand over time.

<https://www.ncdot.gov/initiatives-policies/safety/traffic-safety/Pages/Planning-Organization-Resources.aspx>

Please contact me directly at (919) 814-5011 or [bmayhew@ncdot.gov](mailto:bmayhew@ncdot.gov) for further questions or discussion.

BKM\bgm

cc: Jamal Alavi, PE, CPM  
J. Kevin Lacy, PE, CPM  
George Hoops, PE

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION SUPPORTING THE ENDORSEMENT OF TARGETS FOR SAFETY  
PERFORMANCE MEASURES ESTABLISHED BY THE NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION FOR 2022**

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

**WHEREAS**, the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures annually, by August 31; and

**WHEREAS**, the North Carolina Department of Transportation (NCDOT) has established targets for five performance measures based on five year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized (bicycle and pedestrian) Fatalities and Non-motorized Serious Injuries; and

**WHEREAS**, the NCDOT coordinated the establishment of safety targets with the 19 Metropolitan Planning Organizations (MPOs) in North Carolina continually through outreach conducted by NCDOT's Mobility and Safety Group; and

**WHEREAS**, the NCDOT officially establishes and reports the safety targets in the Highway Safety Improvement Program annual report by August 31, of each year; and

**WHEREAS**, the MPO's may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets for each measure or establish its own target within 180 days of the State establishing and reporting its safety targets in the HSIP annual report.

**NOW THEREFORE** be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby agrees to plan and program projects that contribute toward the accomplishment of the State's targets as noted below for each of the aforementioned performance measures:

1. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 12.17 percent from 1,428.8 (2016-2020 average) to 1,254.9 (2018-2022 average) by December 31, 2022.
2. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 13.78 percent from 1.226 (2016-2020 average) to 1.057 (2018-2022 average) by December 31, 2022.
3. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 19.79 percent from 4,410.2 (2016-2020 average) to 3,537.6 (2018-2022 average) by December 31, 2022.

4. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 21.68 percent from 3.782 (2016-2020 average) to 2.962 (2018-2022 average) by December 31, 2022.
5. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 17.93 percent from 592.2 (2016-2020 average) to 486.0 (2018-2022 average) by December 31, 2022.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 26, 2022.

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David Piepmeyer, Chair

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Mike Kozlosky, Secretary

# **Proposed Revisions to 2020-2029 STIP/MPO TIP Programs**

**STIP/MPO TIP Amendment #21-8  
(October 2021)**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP DELETIONS				
HL-0035 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	VARIOUS, MIDDLE SOUND LOOP CONNECTOR CONSTRUCTION AND PORTERS NECK WALMART CONNECTOR. CONSTRUCT MULTI-USE PATH.	CONSTRUCTION	FY 2021 - \$554,000 (BGDA) FY 2021 - \$138,000 (L) \$692,000
	<u>STIP NUMBER IS BEING MODIFIED FROM HL-0035 TO BL-0040 TO BETTER REFLECT THE TYPE OF PROJECT.</u>			



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION APPROVING AMENDMENTS #21-8 TO THE  
2020-2029 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

**WHEREAS**, the Board has found that the Wilmington Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner; and

**WHEREAS**, the North Carolina Board of Transportation adopted the 2020-2029 State Transportation Improvement Program on September 5, 2019 and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the Statewide/MPO Transportation Improvement Programs on October 30, 2019; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization desires to amend the adopted 2020-2029 State/MPO Transportation Improvement Programs for Amendments #21-8; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization has conducted a 30-day public comment period to receive citizen input on these proposed amendments.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves amending the 2020-2029 State/MPO Transportation Improvement Programs for Amendments #21-8.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 26, 2022.

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David Piepmeyer, Chair

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Mike Kozlosky, Secretary

# Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

## STIP/MPO TIP Modification #21-10 (November 2021)

### WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

#### STIP MODIFICATIONS

P-5740B NEW HANOVER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CSX SE LINE, IMPROVEMENTS TO HIGHWAY GRADE CROSSINGS, CLOSE AND IMPROVE VARIOUS EXISTING AT-GRADE CROSSINGS.  <b><u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN. DELAY CONSTRUCTION FROM FY 22 TO FY 23.</u></b>	RIGHT-OF-WAY CONSTRUCTION	FY 2022 - \$600,000 (T) FY 2023 - \$25,000 (DP) FY 2023 - \$18,000 (T) FY 2024 - \$2,214,000 (DP) FY 2024 - \$1,570,000 (T) FY 2025 - \$305,000 (DP) FY 2025 - \$217,000 (T) \$4,949,000
W-5803A NEW HANOVER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 74, US 74 (EASTWOOD ROAD) AT US 17 (MILITARY CUTOFF ROAD), AND US 74 (EASTWOOD ROAD) AT CAVALIER DRIVE IN WILMINGTON. UPGRADE PEDESTRIAN SIGNALS.  <b><u>AT THE REQUEST OF THE DIVISION, DELAY CONSTRUCTION FROM FY 22 TO FY 23.</u></b>	CONSTRUCTION	FY 2023 - \$42,000 (HSIP) \$42,000
W-5803B ONSLOW PENDER PROJ.CATEGORY REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 17, US 17 BETWEEN NEW HANOVER / PENDER COUNTY LINE AND MILE POST 19.3 IN ONSLOW COUNTY. INSTALL SHOULDER RUMBLE STRIPS.  <b><u>AT THE REQUEST OF THE DIVISION, DELAY CONSTRUCTION FROM FY 22 TO FY 23.</u></b>	CONSTRUCTION	FY 2023 - \$425,000 (HSIP) \$425,000
	- JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION			
	- CAPE FEAR RURAL PLANNING ORGANIZATION			

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #21-10 TO  
THE 2020-2029 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

**WHEREAS**, the Board has found that the Wilmington Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner; and

**WHEREAS**, the North Carolina Board of Transportation adopted the 2020-2029 State Transportation Improvement Program on September 5, 2019 and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the Statewide/MPO Transportation Improvement Programs on October 30, 2019; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #21-10.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #21-10.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 26, 2022.

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David Piepmeyer, Chair

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Mike Kozlosky, Secretary

**Proposed Revisions to 2020-2029 STIP/MPO TIP Programs**

**STIP/MPO TIP Amendment #22-1  
(December 2021)**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

**STIP ADDITIONS**

* BL-0045 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	WILMINGTON, WILMINGTON RAIL TRAIL. CONSTRUCT MULTI-USE PATH FROM 3RD STREET IN DOWNTOWN WILMINGTON TO THE LOVE GROVE BRIDGE MULTI- USE PATH FACILITY. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	ENGINEERING	FY 2022 - \$680,000 (BGDACY)
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**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION ENCOURAGING THE NORTH CAROLINA DEPARTMENT OF  
TRANSPORTATION TO INCLUDE ADDITIONAL BICYCLE AND PEDESTRIAN  
FACILITIES IN THE DESIGN FOR THE GORDON ROAD WIDENING PROJECT (U-6202)**

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization (WMPO) provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority, and the North Carolina Board of Transportation; and

**WHEREAS**, the North Carolina Board of Transportation adopted a Complete Streets Policy in July 2009 that directs NCDOT to consider and incorporate all modes of transportation when building new projects or making improvements to existing infrastructure; and

**WHEREAS**, the North Carolina Board of Transportation's top priority is the safety of users of the transportation network; and

**WHEREAS**, the North Carolina Department of Transportation (NCDOT) proposes to widen Gordon Road from I-40 to U.S. 17 (Market Street) in New Hanover County to improve capacity and reduce congestion along Gordon Road; and

**WHEREAS**, the proposed project includes a 2.5 mile multiuse path from Eaton Elementary School to North College Road; and

**WHEREAS**, the proposed project does not include safe access to the multi-use path from both sides of the street at signalized intersections by way of marked pedestrian crossings; and

**WHEREAS**, the vision of the 2045 Metropolitan Transportation Plan *Cape Fear Moving Forward 2045* includes "alternative modes of transportation available for most trip types", "promote transportation projects that increase the safety of all users by decreasing injury and increasing user awareness"; and

**WHEREAS**, the vision of the Short-Range Transportation Demand Management Plan *Cape Fear Change in Motion 2020* includes "improved quality of life through a walkable and bikeable community"; and the highest scoring strategy identified within the plan is "fostering a bicycle and pedestrian friendly culture"; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization's Bicycle and Pedestrian Advisory Committee does not believe the current proposed design for Gordon Road widening (U-6202) creates a safe environment for bicyclists and pedestrians nor does it further the vision and goals of the aforementioned plans adopted by the WMPO Board; and

**WHEREAS**, on December 14, 2021, the Wilmington Urban Area Metropolitan Planning Organization's Bicycle and Pedestrian Advisory Committee adopted a resolution urging the North Carolina Department of Transportation to include additional bicycle and pedestrian facilities in the design for the Gordon Road Widening Project (U-6202).

**NOW, THEREFORE,** be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby encourages the North Carolina Department of Transportation to include additional bicycle and pedestrian facilities in the design for the Gordon Road Widening Project (U-6202).

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 26, 2022.

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David Piepmeyer, Chair

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Mike Kozlosky, Secretary



305 Chestnut Street  
PO Box 1810  
Wilmington, NC 28402  
Ph: (910) 341-3258  
Fax: (910) 341-7801  
www.wmpo.org

**2021 - 2022 Unified Planning Work Program Amendment #2 – STBG-DA**  
**January 26, 2022**

III-D-3 Special Studies: Consultant - N Brunswick County Transit Study - Based on anticipated expenditures, the line item decreased by \$80,500.

III-D-3 Special Studies: Consultant - FY22 Congestion Management Process (CMP) - Based on anticipated expenditures, the line item increased by \$38,500.

III-D-3 Special Studies: Consultant - Leland US 17 Ped Plan - Based on anticipated expenditures, the line item increased by \$20,000.

III-D-3 Special Studies: Consultant - Staff Compensation Analysis - Based on anticipated expenditures, the line item increased by \$5,100.

III-E MANAGEMENT & OPERATIONS - Based on anticipated expenditures, the line item increased by \$16,900.

Wilmington Urban Area Metropolitan Planning Organization  
FY2022 Unified Planning Work Program  
Amendment #2  
January 26, 2022

TASK CODE	TASK DESCRIPTION	SEC. 104 (f) PL				STRBGR-DA				SECTION 5303				TASK FUNDING SUMMARY			
		Highway / Transit		Transit / Highway		Transit / Highway		Transit / Highway		Transit / Highway		Transit / Highway		Transit / Highway		Transit / Highway	
		LOCAL 20%	FHWA 80%	LOCAL 20%	FHWA 80%	LOCAL 10%	NCDOT 10%	FTA 80%	TOTAL 100%	LOCAL	NCDOT	FEDERAL	TOTAL	LOCAL	NCDOT	FEDERAL	TOTAL
II-A	<b>SURVEILLANCE OF CHANGE</b>																
II-A-1	Traffic Volume Counts	13,000	52,000	-	-	-	-	-	-	13,000	-	-	52,000	13,000	-	-	65,000
II-A-2	Vehicle Miles of Travel	50	200	-	-	-	-	-	-	50	-	-	200	50	-	-	250
II-A-3	Street Systems Changes	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-4	Traffic Accidents	50	200	-	-	-	-	-	-	50	-	-	200	50	-	-	250
II-A-5	Transit System Data	100	400	600	2,400	1,200	1,200	9,600	12,000	1,900	1,200	12,400	15,500	4,000	-	-	4,000
II-A-6	Dwelling Unit, Pop. & Emp. Change	800	3,200	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-7	Air Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-8	Vehicle Occupancy Rates	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-9	Travel Time Studies	50	200	-	-	-	-	-	-	50	-	-	200	50	-	-	250
II-A-10	Mapping	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-11	Central Area Parking Inventory	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-12	Bike & Ped. Facilities Inventory	600	2,400	-	-	-	-	-	-	600	-	-	2,400	600	-	-	3,000
II-B	<b>LONG RANGE TRANSPORTATION PLANNING</b>																
II-B-1	Collection of Base Year Data	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-2	Collection of Network Data	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-3	Travel Model Updates	2,000	8,000	-	-	-	-	-	-	2,000	-	-	8,000	2,000	-	-	10,000
II-B-4	Travel Surveys	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-5	Forecast of Data to Horizon year	2,000	8,000	-	-	-	-	-	-	2,400	400	3,200	4,000	2,400	400	11,200	14,000
II-B-6	Community Goals & Objectives	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-7	Forecast of Future Travel Patterns	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-8	Capacity Deficiency Analysis	200	800	-	-	-	-	-	-	200	-	-	800	200	-	-	1,000
II-B-9	Highway Element of the L RTP	4,800	19,200	-	-	-	-	-	-	4,800	-	-	19,200	4,800	-	-	24,000
II-B-10	Transit Element of the L RTP	400	1,600	-	-	-	-	-	-	400	-	-	1,600	400	-	-	2,000
II-B-11	Bicycle & Ped. Element of the L RTP	4,000	16,000	-	-	-	-	-	-	4,000	-	-	16,000	4,000	-	-	20,000
II-B-12	Apport/Air Travel Element of L RTP	1,000	4,000	-	-	-	-	-	-	1,000	-	-	4,000	1,000	-	-	5,000
II-B-13	Collector Street Element of L RTP	400	1,600	-	-	-	-	-	-	400	-	-	1,600	400	-	-	2,000
II-B-14	Rail, Water or other mode of L RTP	500	2,000	-	-	-	-	-	-	500	-	-	2,000	500	-	-	2,500
II-B-15	Freight Movement/Mobility Planning	600	2,400	-	-	-	-	-	-	600	-	-	2,400	600	-	-	3,000
II-B-16	Financial Planning	400	1,600	-	-	-	-	-	-	400	-	-	1,600	400	-	-	2,000
II-B-17	Congestion Management Strategies	3,000	12,000	-	-	-	-	-	-	3,000	-	-	12,000	3,000	-	-	15,000
II-B-18	Air Qual. Planning/Conformity Anal.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A	<b>PLANNING WORK PROGRAM</b>	224	896	-	-	-	-	-	-	224	-	-	896	224	-	-	1,120
II-B	<b>TRANSPORTATION IMPROVEMENT PROGRAM</b>	600	2,400	-	-	-	-	-	-	600	-	-	2,400	600	-	-	3,000
III-C	<b>CVL RGTS, CMP, L/OTR, REG, REOS.</b>																
III-C-1	Title VI	100	400	-	-	-	-	-	-	100	-	-	400	100	-	-	500
III-C-2	Environmental Justice	400	1,600	-	-	-	-	-	-	400	-	-	1,600	400	-	-	2,000
III-C-3	Minority Business Enterprise	100	400	-	-	-	-	-	-	100	-	-	400	100	-	-	500
III-C-4	Planning for the Elderly & Disabled	50	200	-	-	-	-	-	-	50	-	-	200	50	-	-	250
III-C-5	Safety/Drug Control Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-C-6	Public Involvement	1,000	4,000	-	-	-	-	-	-	800	800	6,400	8,000	1,800	800	10,400	13,000
III-C-7	Private Sector Participation	250	1,000	-	-	-	-	-	-	250	-	-	1,000	250	-	-	1,250
III-D	<b>INCIDENTAL PLNG./PROJECT DEV.</b>																
III-D-1	Transportation Enhancement Png.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-D-2	Enviro. Analysis & Pre-TIP Png.	100	400	-	-	-	-	-	-	100	-	-	400	100	-	-	500
III-D-3	Special Studies: Staff Time - Planning	2,000	8,000	-	-	-	-	-	-	2,000	-	-	8,000	2,000	-	-	10,000
III-D-3	Special Studies: Staff Time - Pendler County Roadway Safety Audit	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-D-3	Special Studies: Consultant - Strategic Plan Update	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-D-3	Special Studies: Consultant - Navassa Collector St.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-D-3	Special Studies: Consultant - N Brunswick County Transit Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-D-3	Special Studies: Consultant - Kure Beach Bike Plan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-D-3	Special Studies: Consultant - FY22 C U h	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-D-3	Special Studies: Consultant - Ieland US 17 Red Plan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-D-3	Special Studies: Consultant - Staff #	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-D-4	Regional or Statewide Planning	1,000	4,000	-	-	-	-	-	-	1,000	-	-	4,000	1,000	-	-	5,000
III-E	<b>MANAGEMENT &amp; OPERATIONS</b>	53,027	212,106	-	-	-	-	-	-	53,027	-	-	212,106	53,027	-	-	792,254
III-E	Management & Operations: Staff Time - TDM Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTALS		\$92,801	\$371,202	\$464,003	\$168,462	\$673,852	\$842,314	\$9,337	\$9,335	\$74,685	\$93,357	\$154,316	\$270,600	\$9,335	\$1,119,739	\$1,399,674	



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION APPROVING AMENDMENT #2 TO THE FISCAL YEAR 2022 UNIFIED  
PLANNING WORK PROGRAM**

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority, and the North Carolina Board of Transportation; and

**WHEREAS**, the Fiscal Year (FY) 2022 Unified Planning Work Program documenting the continuing, cooperative, and comprehensive transportation planning program in the Wilmington Urban Area was adopted by the Wilmington Urban Area Metropolitan Planning Organization's Board on March 31, 2021; and

**WHEREAS**, the need for amendments to the FY 2022 Unified Planning Work Program has been evaluated and justified in order to effectively advance transportation planning for FY 2022; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization can amend the FY 2022 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization proposes amendments to the FY 2022 Unified Planning Work Program to reflect current and anticipated expenditures.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves Amendment #2 to the FY 2022 Unified Planning Work Program.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 26, 2022.

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David Piepmeyer, Chair

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Mike Kozlosky, Secretary



## **Unified Planning Work Program**

**Fiscal Year 2023**

**DRAFT**  
**January 26, 2022**

**FY 2023 UNIFIED PLANNING WORK PROGRAM  
for the  
WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

**TABLE OF CONTENTS**

<b><u>Subject</u></b>	<b><u>Page</u></b>
Table of Contents .....	2
Introduction .....	3
Narrative of Section 104(f) Work Tasks to be Performed in FY 23 .....	4
Tables of UPWP FTA Section 5303 Work Tasks to be Performed in FY 23 .....	8
Planning Work Program Funding Sources FY 23.....	17
Anticipated DBE Contracting Opportunities for FY 23 .....	18
Resolution of Approval .....	19
MPO Certification .....	20

## **Introduction**

In compliance with Federal law and in the spirit of cooperation, the Wilmington Urban Area conducts a "cooperative, comprehensive, and continuing ....." transportation planning process. This Planning Work Program (PWP) outlines the tasks and associated funding sources dedicated to the Wilmington Urban Area MPO transportation planning process during fiscal year 2023. Depending on the specific funding source, tasks funded through the PWP are eligible for reimbursement of 80-90% of their cost from the Federal Highway Administration and Federal Transit Administration through the North Carolina Department of Transportation.

The PWP for the Wilmington Urban Area identifies four separate funding sources for Urban Area transportation planning. A brief description of these funding sources follows:

- Statewide Planning and Research Programs (SPR) - These funds are used by NCDOT to conduct work for the Wilmington Urban Area MPO.

- Federal Highway Administration Section 104(f) Funds - These funds are dedicated to the urban area to perform transportation planning. They require a 20% local match.

- Federal Transit Administration Section 5303 Funds - These funds are used for transit planning in the urban area. The Federal Transit Administration provides 80% of these funds, NCDOT 10%, and there is a required 10% local match.

- Surface Transportation Block Grant-Direct Attributable Funds - These funds are dedicated to Transportation Management Areas and these funds can be used to perform transportation planning. They require a 20% local match.

The local match requirements will be shared by all members of the Wilmington Urban Area MPO in direct proportion to population as defined in the Wilmington Urban Area MPO Memorandum of Understanding.

## **Narrative of PWP Section 104(f) Work Tasks to be Performed in FY 23**

(Primary work to be performed by lead planning agency staff except where noted.)

### Line-Item Codes:

II-A-1 Traffic Volume Counts- Wilmington MPO staff maintains an ongoing traffic counting program. An annual summary of the urban area traffic counts and accident data will be prepared and uploaded to the WMPO website.

II-A-2 Vehicle Miles of Travel - No tasks foreseen.

II-A-3 Street System Changes - No tasks foreseen.

II-A-4 Traffic - No tasks foreseen.

II-A-5 Transit System Data - No tasks foreseen.

II-A-6 Dwelling Unit, Population, Employment Changes - Will measure land use changes by Transportation Analysis Zone between 2010 Census and travel demand model base year. Staff will provide capacity analysis for proposed developments within the Wilmington UrbanArea MPO's planning area boundary.

II-A-7 Air Travel - No tasks foreseen.

II-A-8 Vehicle Occupancy Rate Counts - No tasks foreseen.

II-A-9 Travel Time Studies - Conduct key travel time studies for travel demand model and development of the Long-Range Transportation Plan.

II-A-10 Mapping - No tasks foreseen.

II-A-11 Central Area Parking Inventory - No tasks foreseen.

II-A-12 Bicycle and Pedestrian Facilities Inventory - No tasks foreseen.

II-B-1 Collection of Base Year Data - No tasks foreseen.

II-B-2 Collection of Network Data - No tasks foreseen.

II-B-3 Travel Model Updates - In concert with the North Carolina Department of Transportation, MPO staff will assist in the development of the 2050 travel demand model.

II-B-4 Travel Surveys - No tasks foreseen.

II-B-5 Forecast of Data to Horizon Year - No tasks foreseen.

II-B-6 Community Goals and Objectives - Monitor public input as it pertains to goals and objectives set forth in the adopted Metropolitan Transportation Plan. Implementation of the

Performance Measures from the Infrastructure Investment and Jobs Act.

II-B-7 Forecast of Future Year Travel Patterns - No tasks foreseen.

II-B-8 Capacity Deficiency Analysis - No tasks foreseen.

II-B-9 Highway Element of Metropolitan Transportation Plan (MTP) - Identification of highway deficiencies, priorities, and proposed highway improvement solutions and strategies. Provide documentation of process and recommendations in the MTP. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

II-B-10 Transit Element of Metropolitan Transportation Plan - Identify public transportation deficiencies, priorities, and proposed transit improvement solutions for inclusion in the update of the MTP. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

II-B-11 Bicycle and Pedestrian Element of the Metropolitan Transportation Plan - Identify bicycle deficiencies, priorities, and proposed bicycle and pedestrian improvement solutions and strategies. Provide documentation of the process and recommendations in the update of the MTP. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

II-B-12 Airport/Air Travel Element of the Metropolitan Transportation Plan - Identify airport and air service deficiencies, priorities, and proposed airport and air service improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP.

II-B-13 Collector Street Element of Metropolitan Transportation Plan - No tasks foreseen.

II-B-14 Rail, Waterway and Other Elements of Metropolitan Transportation Plan - Identify rail and waterway deficiencies, priorities, and proposed rail and waterway improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP.

II-B-15 Freight Movement/Mobility Planning - Identification of freight movement deficiencies, priorities, and proposed improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

II-B-16 Financial Planning - Develop realistic, best estimates of funding sources available and project cost estimates throughout the forecast years for the MTP. Ensure fiscal constraint in the update of the MTP. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

II-B-17 Congestion Management Strategies - Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions, and transportation system management strategies. Evaluate

strategies developed for the Congestion Management Process. Document process and solutions in the update of the MTP and CMP reports. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

II-B-18 Air Quality Planning/ Conformity Analysis - No tasks foreseen.

III-A Planning Work Program - Evaluation of FY 2023 PWP and development of FY 2024 PWP.

III-B Transportation Improvement Program - Review and amend the 2020-2029 Transportation Improvement Program on an as needed basis. Assist in the development of the 2023-2032 Transportation Improvement Program.

III-C-1 Title VI Compliance - Work to ensure compliance with the requirements of Title VI in urban area policies and practices.

III-C-2 Environmental Justice - Analysis and outreach to ensure that transportation plans and projects comply with Environmental Justice policies.

III-C-3 MBE Planning - Activities to encourage participation of minority-owned business enterprises in contractual and supply opportunities.

III-C-4 Planning for the Elderly and Disabled - Ensure the special needs of the elderly and disabled are addressed in all transportation planning projects.

III-C-5 Safety/Drug Control Planning - No tasks foreseen.

III-C-6 Public Involvement - Extensive Public Participation effort will be carried out to solicit input and gauge public input for planning studies within the Wilmington Urban Area MPO's planning area boundary. Outreach will be used in the development of the MTP 2050 Plan.

III-C-7 Private Sector Participation - Activities to encourage private sector participation in planning and project activities.

III-D-1 Transportation Enhancement Planning - No tasks foreseen.

III-D-2 Environmental and Pre-TIP Planning - Conduct environmental analysis and planning for the development of transportation projects in the Wilmington Urban Area.

III-D-3 Special Studies - Time utilized by Planning Staff to manage two STBG-DA funded Special Studies performed by contracted consultants. Outside consultants will be contracted to assist in the Pender County Bike Ped Plan and MTP Development. Consultants have not yet been selected to perform these tasks.

- **Pender County Bike Ped Plan:**  
The purpose of the proposed Bicycle and Pedestrian plan is to develop recommendations for bicycle and pedestrian infrastructure and policies in southern Pender County. The plan will guide Pender County staff, the WMPO, and NCDOT in future development requirements and investment in effort to improve the lives of Pender County residents and visitors. The public benefits of bicycle and pedestrian

infrastructure include providing increased safety on roadways; reducing traffic congestion by providing mode choice; improving connectivity to existing bicycle routes in the planning area such as the East Coast Greenway; and promoting healthy and active living.

- 2050 MTP Outreach:

This special study will provide monetary resources to assist WMPO staff in public outreach activities for the development of the 2050 Metropolitan Transportation Plan. Public participation is crucial for the successful development and adoption of planning documents. In order to achieve this participation, outreach efforts beyond basic advertisements will likely be necessary. Examples include ads on social media, TV advertisements, etc.

III-D-4 Regional or Statewide Planning - Coordination of urban area activities with statewide and regional initiatives.

III-E Management and Operations - Required ongoing administrative and operational tasks to support MPO committees and reporting requirements. The TDM Program is funded by STBG-DA and 5303 funds and included as a task under Management and Operations.

- TDM Program:

To resume Transportation Demand Management efforts, the TDM Program will move forward using STBG-DA and 5303 funding and will continue to be performed by inhouse staff. The TDM Program has been successful in promoting the Commuter Friendly Employer Program, Bike to Work Week, River to Sea Bike Ride, and Commuter Challenge. This program has also been working with local employers to promote alternative modes of transportation and TDM strategies such as carpooling, vanpooling, telecommuting, and personalized commuter plans. The program has completed a successful "Be A Looker" campaign, launched a dedicated Go Coast website, and re-launched the Share the Ride NC effort with a new vendor. TDM Staff is currently working with the Go Coast Committee to craft *Cape Fear Change in Motion* that will serve as the next short-range TDM plan for our region.



MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-A-5
Title	Transit System Data
Task Objective	Collect and analyze data for route planning and submission to NTD
Tangible Product Expected	Accurate data from multiple data collection devices onboard Wave Transit vehicles and other sources to ensure compliance with National Transit Database requirements
Expected Completion Date of Products	June 2023
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	2,200
Section 5303 NCDOT 10%	2,200
Section 5303 FTA 80%	17,600
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-6
Title	Community Goals & Objectives
Task Objective	Interpret and communicate with members of the Authority and WMPO TCC and TAC adopted planning documents defining community goals and objectives
Tangible Product Expected	Service offerings that are compliant with adopted plans that outlined the goals of the community for public transportation in the region
Expected Completion Date of Products	June 2023
Previous Work	Communication of goals and objectives to decision makers and the public
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	200
Section 5303 NCDOT 10%	200
Section 5303 FTA 80%	1,600
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-10
Title	Transit Element of the LRTP
Task Objective	Provide input to CAC, TCC and TAC regarding long range transit plans for the region
Tangible Product Expected	Informed decisions regarding long range public transportation plans leading to a realistic planning document for the region
Expected Completion Date of Products	June 2023
Previous Work	Provided input and educated decision makers regarding the federal and state public transportation program
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	900
Section 5303 NCDOT 10%	900
Section 5303 FTA 80%	7,200
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-16
Title	Financial Planning
Task Objective	Plan capital and operating cost estimates to ensure fiscal compliance and maintain the adopted level of transit service
Tangible Product Expected	Short range financial plans based on current federal and state legislation to ensure that transit services are provided in a consistent manner utilizing the most economical and efficient methods
Expected Completion Date of Products	June 2023
Previous Work	Financial planning of the public transportation program
Relationship	This is a collaborative effort of the WilmingtonMPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-C-1
Title	Title VI
Task Objective	Interpret and prepare Title VI documents and monitor Title VI efforts to ensure compliance with FTA approved Title VI program
Tangible Product Expected	Compliance with the Title VI circular and adopted Title VI program
Expected Completion Date of Products	June 2023
Previous Work	Title VI program development and compliance efforts
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	300
Section 5303 NCDOT 10%	300
Section 5303 FTA 80%	2,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-C-3
Title	Minority Business Enterprise
Task Objective	Implement and monitor the MBE program to be compliant with adopted MBE program, update MBE goals as required, and undertake MBE outreach
Tangible Product Expected	MBE participation that is equal to or greater than the adopted and approved MBE goal
Expected Completion Date of Products	June 2023
Previous Work	MBE program oversight
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	100
Section 5303 NCDOT 10%	100
Section 5303 FTA 80%	800
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-C-6
Title	Public Involvement
Task Objective	Hear and analyze public comment from monthly meetings of the Authority, email comments, written comments and other comments outlined in the Authority Public Involvement Program. Work with public to update LCP, LRTP, SRTP and other planning documents.
Tangible Product Expected	Make recommendations to appropriate parties from comments made to the Authority by members of the community
Expected Completion Date of Products	June 2023
Previous Work	Public comment
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-E
Title	Management & Operations
Task Objective	MPO and CFPTA staff will conduct required administrative and operational tasks to support Wave Transit. Periodical reviews of administrative agreements and procedures. Staff will perform daily operations to disseminate planning information to the TAC/TCC committee members, the public and/or other agencies.
Tangible Product Expected	Compliance with FTA and NCDOT requirements, well informed community and elected officials about the public transit program, and functional system that meets the needs of the community
Expected Completion Date of Products	June 2023
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	8,007
Section 5303 NCDOT 10%	8,006
Section 5303 FTA 80%	64,048
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	



MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-E
Title	Management & Operations – TDM Program
Task Objective	MPO and CFPTA staff will conduct required administrative and operational tasks to support Wave Transit. Periodical reviews of administrative agreements and procedures. Staff will perform daily operations to disseminate planning information to the TAC/TCC committee members, the public and/or other agencies. The MPO will implement Cape Fear Change in Motion 2020.
Tangible Product Expected	Compliance with FTA and NCDOT requirements, well informed community and elected officials about the public transit program, and functional system that meets the needs of the community. Implementation of strategies and of Cape Fear Change in Motion 2020.
Expected Completion Date of Products	June 2023
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA / WMPO
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	1,000
Section 5303 NCDOT 10%	1,000
Section 5303 FTA 80%	8,000
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

# Wilmington Urban Area Metropolitan Planning Organization FY2023 Unified Planning Work Program

Draft 1

January 26, 2022

TASK CODE	TASK DESCRIPTION	SEC. 104 (f) PL Highway / Transit				STBGP-DA Highway / Transit				SECTION 5303 Transit / Highway						TASK FUNDING SUMMARY			
		WBS #:		Total		WBS #:		Total		WBS #:		Total		WBS #:		LOCAL	NCDOT	FEDERAL	TOTAL
		LOCAL 20%	FHWA 80%	100%		LOCAL 20%	FHWA 80%	100%		LOCAL 10%	NCDOT 10%	FTA 80%	100%						
II-A	<b>SURVEILLANCE OF CHANGE</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-1	Traffic Volume Counts	14,035	56,141	70,176	-	-	-	-	-	-	-	-	-	-	-	14,035	-	56,141	70,176
II-A-2	Vehicle Miles of Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-3	Street Systems Changes	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-4	Traffic Accidents	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-5	Transit System Data	-	-	-	-	-	-	-	-	2,200	2,200	17,600	22,000	-	-	2,200	2,200	17,600	22,000
II-A-6	Dwelling Unit, Pop. & Emp. Change	800	3,200	4,000	-	-	-	-	-	-	-	-	-	-	-	800	-	3,200	4,000
II-A-7	Air Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-8	Vehicle Occupancy Rates	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-9	Travel Time Studies	50	200	250	-	-	-	-	-	-	-	-	-	-	-	50	-	200	250
II-A-10	Mapping	-	-	-	-	19,635	78,538	98,173	-	-	-	-	-	-	-	19,635	-	78,538	98,173
II-A-11	Central Area Parking Inventory	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-12	Bike & Ped. Facilities Inventory	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B	<b>LONG RANGE TRANSPORTATION PLANNING</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-1	Collection of Base Year Data	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-2	Collection of Network Data	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-3	Travel Model Updates	2,000	8,000	10,000	-	-	-	-	-	-	-	-	-	-	-	2,000	-	8,000	10,000
II-B-4	Travel Model Updates	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-5	Forecast of Data to Horizon Year	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-6	Community Goals & Objectives	1,000	4,000	5,000	-	-	-	-	-	200	200	1,600	2,000	-	-	1,200	200	5,600	7,000
II-B-7	Forecast of Future Travel Patterns	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-8	Capacity Deficiency Analysis	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-9	Highway Element of the L RTP	4,800	19,200	24,000	-	-	-	-	-	-	-	-	-	-	-	4,800	-	19,200	24,000
II-B-10	Transit Element of the L RTP	200	800	1,000	-	-	-	-	-	900	900	7,200	9,000	-	-	1,100	900	8,000	10,000
II-B-11	Bicycle & Ped. Element of the L RTP	4,600	18,400	23,000	-	-	-	-	-	-	-	-	-	-	-	4,600	-	18,400	23,000
II-B-12	Airport/Air Travel Element of L RTP	500	2,000	2,500	-	-	-	-	-	-	-	-	-	-	-	500	-	2,000	2,500
II-B-13	Collecto. Street Element of L RTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-14	Rail, Water, or other mode of L RTP	500	2,000	2,500	-	-	-	-	-	-	-	-	-	-	-	500	-	2,000	2,500
II-B-15	Freight Movement/Mobility Planning	600	2,400	3,000	-	-	-	-	-	-	-	-	-	-	-	600	-	2,400	3,000
II-B-16	Financial Planning	400	1,600	2,000	-	-	-	-	-	800	800	6,400	8,000	-	-	1,200	800	8,000	10,000
II-B-17	Congestion Management Strategies	3,000	12,000	15,000	-	-	-	-	-	-	-	-	-	-	-	3,000	-	12,000	15,000
II-B-18	Air Qual. Planning/Conformity Anal.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-A	<b>PLANNING WORK PROGRAM</b>	400	1,600	2,000	-	-	-	-	-	-	-	-	-	-	-	400	-	1,600	2,000
III-B	<b>TRANSPORTATION IMPROVEMENT PROGRAM</b>	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	-	-	1,000	-	4,000	5,000
III-C	<b>CV. RGTS., CMP./OTR., REG., REOS.</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-C-1	Title VI	100	400	500	-	-	-	-	-	300	300	2,400	3,000	-	-	400	300	2,800	3,500
III-C-2	Environmental Justice	400	1,600	2,000	-	-	-	-	-	-	-	-	-	-	-	400	-	1,600	2,000
III-C-3	Minority Business Enterprise	50	200	250	-	-	-	-	-	100	100	800	1,000	-	-	150	100	1,000	1,250
III-C-4	Planning for the Elderly & Disabled	50	200	250	-	-	-	-	-	-	-	-	-	-	-	50	-	200	250
III-C-5	Safety/Drug Control Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-C-6	Public Involvement	4,000	16,000	20,000	-	-	-	-	-	800	800	6,400	8,000	-	-	4,800	800	22,400	28,000
III-C-7	Private Sector Participation	250	1,000	1,250	-	-	-	-	-	-	-	-	-	-	-	250	-	1,000	1,250
III-D	<b>INCIDENTAL PLNG./PROJECT DEL.</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-D-1	Transportation Enhancement Pmg.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-D-2	Enviro. Analysis & Pre-TIP Pmg.	100	400	500	-	-	-	-	-	-	-	-	-	-	-	100	-	400	500
III-D-3	Special Studies: Staff Time - Planning	2,000	8,000	10,000	-	-	-	-	-	-	-	-	-	-	-	2,000	-	8,000	10,000
III-D-3	Special Studies: Consultant - Pender Co. Bike Ped Plan	-	-	-	-	19,000	76,000	95,000	-	-	-	-	-	-	-	19,000	-	76,000	95,000
III-D-3	Special Studies: Consultant - MTP Development	-	-	-	-	3,000	12,000	15,000	-	-	-	-	-	-	-	3,000	-	12,000	15,000
III-D-4	Regional or Statewide Planning	500	2,000	2,500	-	-	-	-	-	-	-	-	-	-	-	500	-	2,000	2,500
III-E	<b>MANAGEMENT &amp; OPERATIONS</b>	48,640	194,559	243,199	-	110,220	440,880	551,100	-	8,007	8,006	64,048	80,061	-	-	166,867	8,006	699,487	874,360
III-E	Management & Operations: Staff Time - TDM Program	-	-	-	-	18,000	72,000	90,000	-	1,000	1,000	8,000	10,000	-	-	19,000	1,000	80,000	100,000
TOTALS		\$89,975	\$359,900	\$449,875		\$169,854	\$679,419	\$849,273		\$14,307	\$14,306	\$114,448	\$143,061			\$274,137	\$14,306	\$1,153,766	\$1,442,209

## Anticipated DBE Contracting Opportunities for FY 2023

Name of MPO: Wilmington Urban Area MPO

Person Completing Form: Mike Kozlosky Telephone Number: 910-342-2781

<b>Prospectus Task Code</b>	<b>ProspectusDescription</b>	<b>Name of Agency Contracting Out</b>	<b>Type of Contracting Opportunity (Consultant, etc.)</b>	<b>Federal Funds to be Contracted Out</b>	<b>Total Funds to be Contracted Out</b>
III-D-3	Special Studies: Pender County Bike Ped Plan	City of Wilmington	Consultant	\$76,000	\$95,000
III-D-3	Special Studies: Consultant for MTP Development	City of Wilmington	Consultant	\$12,000	\$15,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION APPROVING THE FY 2023 UNIFIED PLANNING WORK PROGRAM  
FOR THE WILMINGTON URBAN AREA METROPOLITAN PLANNING  
ORGANIZATION**

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority, and the North Carolina Board of Transportation; and

**WHEREAS**, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Wilmington Urban Area; and

**WHEREAS**, the City of Wilmington has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program (Section 5303) funds and Federal Highway Administration Metropolitan Planning (Section 104(f)) funds; and

**WHEREAS**, members of the Wilmington Urban Area Metropolitan Planning Organization Board agree that the Planning Work Program will effectively advance transportation planning for State Fiscal Year 2022-2023.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby endorses the FY 2022-2023 Planning Work Program for the Wilmington Urban Area.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 30, 2022.

\*\*\*\*\*

I, David Piepmeyer, Chair of the Board of the Wilmington Urban Area Metropolitan Planning Organization do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Board, duly held on this the 30th day of March, 2022.

\_\_\_\_\_  
David Piepmeyer, Chair

\*\*\*\*\*Subscribed and sworn to me this \_\_\_\_ day of \_\_\_\_\_, 2022.

\_\_\_\_\_  
Notary Public

My commission expires \_\_\_\_\_

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION CERTIFYING THE WILMINGTON URBAN AREA METROPOLITAN  
PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS**

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority, and the North Carolina Board of Transportation; and

**WHEREAS**, the Board has found that the Wilmington Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

**WHEREAS**, the Board has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; and

**WHEREAS**, the Board has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Section 1003(b) of ISTEA of 1991 (Pub. L. 102-240), Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and

**WHEREAS**, the Board has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR parts 27, 37, and 38); and

**WHEREAS**, the Metropolitan Transportation Plan has a planning horizon year of 2045, and meets all the requirements for an adequate Metropolitan Transportation Plan.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby certifies the transportation planning process for the Wilmington Metropolitan Planning Organization on this the 30th day of March 2022.

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David Piepmeyer, Chair

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Mike Kozlosky, Secretary

FY22 to FY23 Breakdown Summary Differences											
	PL(104)	Fed Share 80%	Local Share 20%	STBGP-DA	Fed Share 80%	Local Share 20%	5303	Fed Share 80%	State Share 10%	Local Share 10%	Totals
Fund Match %											
FY23	449,875	359,900	89,975	849,273	679,418	169,855	143,061	114,448	14,306	14,307	1,442,209
FY22	464,003	371,202	92,801	842,314	673,851	168,463	93,357	74,685	9,335	9,337	1,399,674
Difference	(14,128)	(11,302)	(2,826)	6,959	5,567	1,392	49,704	39,763	4,971	4,970	42,535

	Fed Share	State Share	Local Share	Totals
FY23	1,153,766	14,306	274,137	1,442,209
FY22	1,119,739	9,335	270,601	1,399,674
Difference	34,027	4,971	3,536	42,535
% Change	3.0%	53.3%	1.3%	3.0%

FY2023 Local Members' Budget					Increase from FY22		FY2022 Local Members' Budget				
	PL(104)	STBGP-DA	5303	MPO Total			PL(104)	STBGP-DA	5303	Total	
Local 20% Match	100.00%						92,801	168,463	9,337	270,601	Local 20% Match
Wilmington	42.13%	37,906	71,559	6,029	115,494	1,490	39,098	70,973	3,933	114,004	Wilmington
New Hanover	34.03%	30,618	57,802	4,869	93,289	1,204	31,580	57,328	3,177	92,085	New Hanover
Pender	9.48%	8,530	16,102	1,356	25,988	336	8,797	15,970	885	25,652	Pender
Leland	5.35%	4,814	9,087	765	14,666	188	4,965	9,013	500	14,478	Leland
Brunswick	3.60%	3,239	6,115	515	9,869	127	3,341	6,065	336	9,742	Brunswick
Carolina Beach	2.26%	2,033	3,839	323	6,195	80	2,097	3,807	211	6,115	Carolina Beach
Wrightsville Beach	0.98%	882	1,665	140	2,687	35	909	1,651	92	2,652	Wrightsville Beach
Kure Beach	0.80%	720	1,359	114	2,193	28	742	1,348	75	2,165	Kure Beach
Belville	0.77%	693	1,308	110	2,111	27	715	1,297	72	2,084	Belville
Navassa	0.60%	540	1,019	86	1,645	21	557	1,011	56	1,624	Navassa
	100.00%	89,975	169,855	14,307	274,137	3,536	92,801	168,463	9,337	270,601	

# Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

## STIP/MPO TIP Modification #22-1 (December 2021)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

### STIP MODIFICATIONS

* I-6036 BRUNSWICK PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  <u>TO REFLECT THE LATEST INTERSTATE MAINTENANCE PRIORITIZATION, ACCELERATE CONSTRUCTION FROM FY 25 TO FY 23.</u>	I-140, US 17 TO NORTH OF US 74, PAVEMENT REHABILITATION.	CONSTRUCTION	FY 2023 - \$4,675,000 (NHPIM) FY 2024 - \$825,000 (NHPIM) \$5,500,000
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I-6037 NEW HANOVER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  <u>TO REFLECT THE LATEST INTERSTATE MAINTENANCE PRIORITIZATION, DELAY CONSTRUCTION FROM FY 26 TO FY 28.</u>	I-140, US 421 TO I-40, PAVEMENT AND BRIDGE REHABILITATION.	CONSTRUCTION	FY 2028 - \$3,066,000 (NHPIM) FY 2029 - \$4,234,000 (NHPIM) \$7,300,000
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* I-6039 NEW HANOVER PENDER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  <u>TO REFLECT THE LATEST INTERSTATE MAINTENANCE PRIORITIZATION, ACCELERATE CONSTRUCTION FROM FY 25 TO FY 23, COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>	I-40, I-40 FROM END I-40 (MILE MARKER 420) TO NC 210 (MILE MARKER 408), PAVEMENT REHABILITATION.	CONSTRUCTION	FY 2023 - \$3,432,000 (NHPIM) FY 2024 - \$8,976,000 (NHPIM) FY 2025 - \$792,000 (NHPIM) \$13,200,000
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* I-6040 PENDER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION  <u>TO REFLECT THE LATEST INTERSTATE MAINTENANCE PRIORITIZATION, ACCELERATE CONSTRUCTION FROM FY 23 TO FY 22, COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>	I-40, EAST OF US 117 (MILE MARKER 389.5) TO NC 210 (MILE MARKER 408), PAVEMENT REHABILITATION.	CONSTRUCTION	FY 2022 - \$7,175,000 (NHPIM) FY 2023 - \$13,325,000 (NHPIM) \$20,500,000
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* U-5534 BRUNSWICK NEW HANOVER PENDER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  <u>ADD CONSTRUCTION IN FY 22 NOT PREVIOUSLY PROGRAMMED.</u>	VARIOUS, WILMINGTON URBAN AREA MPO STP-DA PROGRAM.	CONSTRUCTION	FY 2022 - \$471,000 (BGDA) FY 2022 - \$168,000 (BGDA/CV) FY 2022 - \$118,000 (L) \$757,000
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305 Chestnut Street  
PO Box 1810  
Wilmington, NC 28402  
Ph: (910) 341-3258  
Fax: (910) 341-7801  
www.wmpo.org

## **Memorandum**

**To:** WMPO Board

**From:** Scott A. James, PE  
Transportation Planning Engineer, WMPO

**Date:** January 12, 2022

**Subject:** Revisions to methodology for ranking STBGP/TASA Direct Attributable projects

The Surface Transportation Program – Direct Attributable (STP-DA)/Transportation Alternatives Program – Direct Attributable (TAP-DA) programs first awarded funding to WMPO’s member jurisdictions in fiscal year 2013. New legislation has changed the name to the Surface Transportation Block Grant Program -Direct Attributable/Transportation Alternative Set-Aside-Direct Attributable (STBGP-DA/TASA-DA) programs and provided modified guidance. Subsequent funding mechanisms have resulted in additional monies (FAST Act in 2016 and extended in 2019 and the CRRSSA in 2020) being made available for qualified transportation infrastructure projects.

In response, staff has worked to streamline the application process and provide additional clarification of allowable projects, in addition to modifications to the selection methodology used to rank applications. The most recent call for projects (using the revised CRRSSA methodology), received seven (7) applications, six of which were for non-automotive projects.

The current STBGP-DA and TASA-DA project ranking methodologies rely upon evaluation metrics used primarily in traffic engineering studies. These metrics examine congestion, roadway capacity, connectivity and safety as reflected in the use of motorized transportation. Given the propensity to propose non-automotive projects within the WMPO planning area, staff recommends revising or expanding the ranking methodology to include metrics reflective of these projects.

Staff requests direction and approval to solicit input and suggestions from the WMPO member jurisdictions on the proposed revisions and prepare a revised set of parameters for use in the ranking methodologies before the next call for projects.

## Wilmington Urban Area Metropolitan Planning Organization





Wilmington Urban Area Metropolitan Planning Organization  
Surface Transportation Block Grant Program – Direct Attributable and  
Transportation Alternatives Set Aside-Direct Attributable Project

Submittal Guide  
Fiscal Year 2021

Date of Release: November 23, 2020

Pre-application Review: January 4, 2021

Electronic Application Submittal Deadline: 5 pm February 5, 2021

Submit one CD to:  
Wilmington MPO  
305 Chestnut Street, Fourth Floor  
Wilmington, NC 28401

CD should be labeled with the following:

Project Name  
Name of Government Agency  
Requested Funding Source  
Date

## Table of Contents

<b>Introduction .....</b>	<b>3</b>
<b>Eligibility Criteria .....</b>	<b>4</b>
<b>Program Administrative Details .....</b>	<b>5</b>
<b>Application Materials .....</b>	<b>6</b>
<b>Funding Request Submittal Form.....</b>	<b>6</b>
<b>GIS File of Project .....</b>	<b>12</b>
<b>Map of Project.....</b>	<b>12</b>
<b>Signed Resolution of Support.....</b>	<b>12</b>
<b>Detailed Opinion of Probable Construction Costs.....</b>	<b>12</b>
<b>Project Schedule.....</b>	<b>12</b>
<b>Supporting Documents.....</b>	<b>12</b>
<b>Appendix</b>	
<b>Proposed Project Map Requirements.....</b>	<b>13</b>
<b>Exhibit A – Map of Proposed Project.....</b>	<b>14</b>
<b>Closing a Gap Map Requirements.....</b>	<b>15</b>
<b>Exhibit B – Closing a Gap Map.....</b>	<b>16</b>
<b>Proximity of a School Map Requirements.....</b>	<b>17</b>
<b>Exhibit C– Proximity of a School Map.....</b>	<b>18</b>
<b>Bicycle and Pedestrian Generator Map Requirements.....</b>	<b>19</b>
<b>Exhibit D – Bicycle and Pedestrian Generator Map.....</b>	<b>20</b>
<b>Sample Resolution.....</b>	<b>21</b>
<b>Example Opinion of Probable Construction Cost.....</b>	<b>22</b>

## Introduction

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act changed the Surface Transportation Program (STP) name to the Surface Transportation Block Grant Program (STBGP) and amended the provisions contained in 23 U.S.C. 133. Each state is apportioned STBGP funds for the state's entire Federal-aid system, and a portion the FAST Act allocates STBGP funds directly to Metropolitan Planning Organizations (MPO) that are designated as a Transportation Management Area (TMA). STBGP funds have broad latitude for use on metropolitan transportation planning and projects and in support of the Federal-aid system per 23 U.S. C. 133. Specific eligibility criteria and guidance can be found through the Federal Highways Administration (FHWA [www.fhwa.dot.gov](http://www.fhwa.dot.gov)).

On October 1, 2020, the President signed a continuing resolution authorizing a one year extension to the Fixing America's Surface Transportation (FAST) Act. This extension provides for funding thru the federal fiscal year 2021 (October 1, 2020 – September 30, 2021) and thereby makes eligible funds from the Surface Transportation Block Grant Program (STBGP) and amended the provisions contained in 23 U.S.C. 133. Due to the short term extension, the funding will be awarded in one allocation.

As a Transportation Management Area (TMA), the Wilmington Urban Area Metropolitan Planning Organization (WMPO) receives a direct allocation of STBGP funding annually. This direct allocation is referred to by the WMPO as Surface Transportation Block Grant Program Direct Attributable (STBGP-DA). All projects, including public transportation projects, requesting STBGP-DA funds must submit a formal funding request. A competitive process is to determine which projects are funded.

The FAST Act also combined the former STP and former TAP programs at the federal level, and amended the provisions contained in 23 U.S.C. 133. Prior to apportioning the STBGP funds to each state or MPO, a portion the FAST Act sets aside STBGP funds specifically for Transportation Alternatives, now referred to as the Transportation Alternative Set Aside (TASA). From the TASA funds apportioned to each state, a portion of the FAST Act allocates TASA funds directly to any Metropolitan Planning Organization (MPO) that is designated as a Transportation Management Area (TMA). Specific eligibility criteria and guidance can be found through the Federal Highways Administration (FHWA [www.fhwa.dot.gov](http://www.fhwa.dot.gov)).

As a Transportation Management Area (TMA), the Wilmington Urban Area Metropolitan Planning Organization (WMPO) receives a direct allocation of TA Set Aside funding annually. This direct allocation is referred to by the WMPO as Transportation Alternative Set Aside Direct Attributable (TASA-DA). A competitive process is used to determine which projects are funded.

## **Eligibility Criteria**

In order to be eligible for either Surface Transportation Block Grant Program – Direct Attributable (STBGP – DA) or Transportation Alternatives Set Aside – Direct Attributable (TASA-DA) funding, a project must meet the minimum criteria outlined in this section. Also, a completed application must be submitted by the applicant(s). Co-applications may be submitted in a primary applicant and secondary applicant format. Incomplete applications will not be considered. These criteria meet federal and state funding requirements, as well as the goals of the WMPO for STBGP-DA and TASA-DA dollars as adopted by the Board. Projects that do not meet these criteria will not be considered for funding.

**1) Federal Aid Eligible Projects**

The federal eligibility requirements associated with Surface Transportation Block Grant Program can be found in 23 USC §133

(<https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>) and Transportation Alternative Set-Aside funding can be found in 23 USC §133(h)

([http://www.fhwa.dot.gov/environment/transportation\\_alternatives/](http://www.fhwa.dot.gov/environment/transportation_alternatives/))

**2) Locally Administered**

By submitting a project for STBGP-DA or TASA-DA funding, the municipality or local government entity commits funds to sponsor said project. The applicants (if awarded) shall be responsible for all federal and state reporting requirements associated with STBGP-DA or TASA-DA funding. The local government entities are also expected to make progress reports to the Board upon request. An inter-local agreement between the North Carolina Department of Transportation (NCDOT) and the designated recipients will outline a reimbursement schedule; local sponsors will be required to front all project costs, invoice NCDOT, and then receive reimbursement for the federal percentage dedicated to the project. The WMPO may assist in coordination between NCDOT and the local government entities, however, the ultimate responsibility and the signatories on the NCDOT agreements will be the local government entities.

**3) Compliant with the adopted MTP/LRTP**

Projects must be identified in the WMPO's current and adopted Metropolitan Transportation Plan (MTP)/Long-Range Transportation Plan (LRTP). For this submittal the MTP is the Cape Fear Moving Forward 2045 Plan. A copy of the current plan can be found here: <http://wmpo.org/plans/regionwide-plans>.

**4) Locally funded with funding commitment**

All funds programmed with STBGP-DA or TASA-DA dollars require a **minimum** 20% local match, demonstrated by attaching a signed copy of the resolution of support authorizing the local government to apply and provide financial support for the project. If an application is a primary/secondary applicant format, a resolution by all parties involved must be submitted with the application. Applications without a signed resolution will be considered incomplete.

In addition to the provision of the match commitment submitted as part of the STBGP-DA or TASA-DA application, local government entities are responsible for funding cost overruns on projects in excess of the final programmed cost estimate. This provision may be waived with the approval from the WMPO Board and through additional Surface Transportation Improvement Program (STIP) amendments by the Board of Transportation if needed.

**5) Transportation Improvement Program (TIP)**

Projects not in compliance with an existing TIP category will require a TIP amendment. Applicants should note that the TIP amendment process could delay the funding obligation timeline.

**6) Project Design Intent**

Project design intent must meet Federal and State guidelines.

**7) Project Cost**

Total Cost of Project = Total funding requested from WMPO Board + Total Local Match

For example, if the total project cost is estimated at \$125,000, the minimum local match would be \$25,000 and the amount requested would be \$100,000.

### **Program Administrative Details**

**1) Project Submittal Limits**

For FY 2021-2022, there is not a limit on the amount of projects submitted.

**2) No Unfunded Project Carry-Over**

Projects submitted that are not prioritized for funding are not automatically considered for funding in subsequent years. Any unfunded project may be resubmitted in subsequent years for funding.

**3) Construction Requirement within 10 years**

As a federal funding source, the use of funds must result in achieving Construction Authorization of the project within 10 years of the fiscal year when Preliminary Engineering was authorized. As a result, projects that have cost overruns must be accounted for through a commitment of local funds through the construction phase. This provision may be waived by the approval for additional funding from the WMPO Board and through additional STIP amendments by the Board of Transportation, on a case by case basis.

## **Application Materials**

Applicants are required to submit the following materials with their application:

- Funding Request Submittal Form
- GIS file of project
- Map of project (See Exhibit A for an example)
- Signed resolution of support from local government(s) to apply and provide financial commitment (See Exhibit B for an example)
- Detailed Opinion of Probable Construction Costs (prepared and sealed by a licensed Professional Engineer)
- Project Schedule highlighting key milestone dates (i.e. deadlines for plan submittals at applicable stages, dates for requesting funding authorizations, etc.)
- Supporting documents – Pictures with labels, additional maps, resolutions adopting plans that specify a need for the project, etc. (Resolutions supporting plans must have been adopted prior to call for projects)

### **Funding Request Submittal Form**

The following descriptions are to help completion of this form:

**Project Name** – A short descriptive name of your project.

**Project Location** – The physical location of the proposed project, including project extents followed by the jurisdiction or area name.

**TIP ID#** - For projects already in the TIP, include the TIP number here.

**Total Project Cost** – An estimate of the total cost of the project for all phases needing completion (Design/NEPA, Right-of-Way, and Construction). Note: local jurisdictions are responsible for 100% of actual project costs exceeding the estimations programmed through this process into the STIP. Local match and requested funding should be broken out. Estimated project costs must be prepared by a licensed Professional Engineer in the State of North Carolina. If design has not been started on the project, it is recommended to use a 45% contingency. Also, note that this cost should include inspection and contract administration costs during construction.

**Requested DA Funding** – This amount is the “total project cost minus the % local match”

**DA Funding Program:** review eligibility requirements to choose the appropriate option.

**Primary Applicant** – The name of the agency submitting the application.

**Secondary Applicant** – If the applicant is a joint application include the name of the second entity applying for the funds. For example, local governments may partner with NCDOT, the WMPO, or an adjacent jurisdiction based on funding and project location.

**Project Manager** – The main point of contact throughout the life of the project. This person is typically a representative of the primary applicant.

**Contact Person** – The person WMPO staff should contact with questions.

**Project Description** – A specific description of your project, including beginning and end points of the project and specific facility type. This should include a broad overview of the required work.

**Problem Statement** – This can be a “Preliminary Purpose and Need Statement” to justify expenditure of funds to address a problem in a WMPO member jurisdiction. The problem statement should state the transportation problem to be solved as well as supporting information for the proposed project.

**Eligibility Requirements** – The Eligibility Matrix should be reviewed to determine if your project is eligible for this funding source. *Projects not meeting the eligibility requirements will not be considered.*

## **1. Project Preference Points**

- a. *Number of Years Project Application has been submitted and has not been awarded* – check the appropriate box
- b. *Local Match Percentage* – Check the appropriate box for the local match.
- c. *Mandatory Project Manager Training Attendance* – Do to time constraints the mandatory training will be offered after award of projects. If the Project Manager of an awarded project does not attend, the project will be forfeited.
- d. *Project Manager Experience* – please check the appropriate box. NCDOT/FHWA experience is not limited to this program.
- e. *Project Horizon Year on MTP* - request this information from WMPO.

## **2. Project Readiness**

### **a. Project Development stage –**

- i. *Has not started* – Select if project is a concept.
- ii. *Design/Survey/Construction Documents* – Project is currently under design by a Professional Engineering Firm. Project documents must reflect NCDOT design standards and general layout.
- iii. *ROW acquisition* – Select if project has been certified by NCDOT that no additional ROW is needed or all ROW needs have been determined and needed right-of-way and/or easements have been obtained.
- iv. *Bid Phase* – Select if all documents have been completed and project is ready to be bid once project is awarded.

### **b. Right-of-Way / Easement Dedication**

- i. *No Additional right-of-way needed* – Select if all needed right-of-way and/or easements have been obtained.
- ii. *Minimal additional right-of-way is needed* – Select if fewer than 5 parcels will become right-of-way or require easements.

- iii. *Significant right-of-way needed* - Select if 5 or more parcels will become right-of-way or require easements.

**c. Utility Impact/Relocation**

- i. *No significant impacts* – Items would be a part of the construction of the project. This includes adjustment of manholes, valves, minor boxes, etc.
- ii. *Minimal impacts* – Items include relocation of small services lines, etc.
- iii. *Significant impacts* – Items include relocation of transmission lines, transformers, duct banks, etc.

**3. Congestion and Mobility**

- a. **Congestion Management Plan** – Please refer to most recent adopted WMPO Congestion Management Plan Biennial Data Report. This can be found at: <https://www.wmpo.org/plans/regionwide-plans/>.
- b. **Volume to Capacity Ratio of Roadway/Intersection or adjacent/Parallel Roadway Segment** – Current volume and capacity will be provided by the WMPO upon request. Please note that if this requires a special count it will take time to obtain traffic volumes.
- c. **Estimated Volume to Capacity Ratio Reduction resulting from Project** – Documentation should be provided to justify increase in capacity.
- d. **Travel Demand** – If checking yes, provide photos, traffic counts (including pedestrian/bicycle counts) to document that there is a need.
- e. **Closing a Gap / Extensions** - (see Appendix B for map requirements and how to provide map per details under ‘Closing a Gap’ Map)

Choose one of the following choices on the sheet:

- i. *Closing a gap in total facility length > 2 miles* - Select if project “fills in a gap” between two networks or parts of the same network that, once completed, would form a network of over 2 miles in continuous length.
- ii. *Closing a gap in total facility length > 0.5 miles*- Select if project “fills in a gap” between two networks or parts of the same network that, once completed, would form a network of over 1/2 mile in continuous length.
- iii. *Providing an extension making total facility length > 2 miles* - Select if project is an addition to an endpoint of an existing facility to create a total continuous facility length of over 2 miles.
- iv. *No gap and proposed total facility length < 2 miles* - Select if project will not share an endpoint with an existing bicycle or pedestrian facility.
- f. **Major Obstacle** – Choose one of the following choices on the sheet:  
**NOTE:** If a major obstacle is present it should be shown on the Map of Proposed Project (see Exhibit A for an example).
  - i. *Provides/improves connection/route across or along a river, railroad or limited-access freeway*
  - ii. *Provides proper connection across a multi-lane facility*
  - iii. *Separates transit from other traffic* – e.g. bus pullouts, transit lanes, etc.



#### 4. Accessibility

##### a. ADA Compliance

- i. *Project provides upgrades to existing facilities to be ADA compliant – includes bringing curb ramps and/or walkable surfaces to current ADA design standards.*
- ii. *Project provides ADA compliant connection to transit or pedestrian facility –includes the addition of ramps, walkable surfaces, or additional access to transit to meet current ADA design standards and requirements.*
- iii. *No improvements to bring facility into ADA compliance*

##### b. Proximity to School - only for projects that include pedestrian facility improvements – item a

(See appendix B for map requirements and example map)

- i. *Project is located within ½ mile of a school - provide a map listing the school and location. See appendix for example map.*
- ii. *Project is located within 1 mile of a school - provide a map listing the school and location. See appendix for example map.*
- iii. *Projected is located within 1 ½ miles of a school - provide a map listing the school and location. See appendix for example map.*
- iv. *Project is **NOT** located within 1 ½ miles of a school - provide a map listing the school and location. See appendix for example map.*

##### c. Bicycle / Pedestrian Generators - only for projects that include pedestrian / transit facility improvements

(See appendix B for map requirements and example map)

- i. *Project is located within ½ mile of a Residential Area, Park/Playground, Recreation Center, Library, Shopping/Retail & Services, or Business Park/ Office, Medical Services or Hospital. – Each category receives one point. Provide a map listing each category. See appendix for example map.*
- ii. *Project is **NOT** located within ½ mile of a Residential Area, Park/ Playground, Recreation Center, Library, Shopping/Retail & Services, or Business Park/ Office, Medical Services or Hospital. – Each category receives one point. See appendix for example map.*

#### 5. Safety

##### a. Number of Reported Crashes – Provide percentage of bicycle/pedestrian crashes and vehicle only crashes. The applicant shall use a TEAAS report for the previous five (5) calendar years. Reported crashes must occur within ¼ mile of the proposed facility. The WMPO will provide this data upon request. Please allow time to provide this report information.

- i. *More than 14 crashes or 1 fatality recorded within project limits*
- ii. *From 5 to 14 crashes recorded within project limits*
- iii. *Less than 5 crashes recorded within the project limits*
- iv. *No crashes recorded within project limits*

- b. **Crash Reduction Factors** Crash reduction factor percentages can be determined by using FHWA Report No FHWA-SA-08-11. This document can be found at: [http://www.cmfclearinghouse.org/collateral/FHWA\\_Desktop\\_Reference\\_Guide.pdf](http://www.cmfclearinghouse.org/collateral/FHWA_Desktop_Reference_Guide.pdf).
- i. *CRF <10%*
  - ii. *CRF >10%*
  - iii. *CRF >20%*
  - iv. *CRF >30%*
  - v. *CRF >40%*
  - vi. *CRF >50%*

## 6. Sustainability

**Maintenance Plan - Project has a documented maintenance plan** - Identify the entity that will be responsible for maintenance of a project after construction is completed.

- i. *Yes - provide maintenance plan as an attachment.*
- ii. *No*

## 7. Project Cost Table

**Cost of NEPA/Design Phase** – Provide an estimate of the total cost of the NEPA/Design Phase. This estimate should include the cost for environmental documentation, permitting, engineering, and bid document preparation (including specifications). Note that the sum of the three phase specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the “Total Cost of Project.” Estimates must be prepared by a licensed Professional Engineer in the State of North Carolina.

**Cost of Right-of-Way Phase** – Provide an estimate of the total cost of the Right-of-Way Phase. This estimate includes the cost for right-of-way acquisition and utility relocation. Note that the sum of the three phase specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the “Total Cost of Project”. Estimates must be prepared by a Licensed Professional Engineer in the State of North Carolina.

**Cost of Construction Phase** – Provide an estimate of the total cost of the Construction Phase. This estimate should include the cost for materials, construction and inspections of the project. Note that the sum of the three phase-specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the “Total Cost of Project”. Estimated project costs must be prepared by a Licensed Professional Engineer in the State of North Carolina.

**Total Cost of Project** – This is a sum of the cost of NEPA/Design, Right-of-Way and Construction. The estimate used to generate the associated costs should be provided as an attachment. See appendix for example.

**Local Match %** – The minimum local match required on all TASA-DA projects is 20%. Projects will receive additional points during prioritization for having 30% or more of total project cost provided in local match. Note: while cost estimates may change throughout the life of a project, the percentage of the local match determined for the purposes of this criteria is based on the cost estimate at the time prioritization is complete for the fiscal year. Any costs that exceed the original estimate will be the responsibility of the applicant and will not be provided additional funding. Estimates must be prepared by a licensed Professional Engineer in the State of North Carolina. A signed resolution on letterhead specifically including the commitment of funds is required for the application to be complete. See Exhibit C for an example of a resolution.

**Total Fund Request** – Total Cost of Contract minus the Local Match. This amount cannot exceed 80% of the total cost of project.

**8. Funding Year Request – Federal Amount requested per Phase and Fiscal year**

The STBGP/TASA-DA program has been modified to allow for a 5 year award program with a recurring call for projects every 2 years. The first 2 years of the program are considered committed. If a project receives funding for design, then construction and/or Right-of-Way of that project will also be considered committed. Years 3 thru 5 of the program will compete in the next call for projects but will receive points in the application for being previously programmed.

Projects of this nature take multiple years to complete from application to construction. An application may either divide the project phases into fiscal funding years or request all of the funding in one fiscal year. If a project is funded in a single fiscal year then all matching funds will need to be committed at the time of award per the resolution. If a project is funded over multiple fiscal years the resolution may show the funding per fiscal year as well. Note: an application may choose the requested fiscal years and need not apply for Year 1 funds.

Please see attached example funding breakdown.

**GIS File of Project** - Submit a GIS file geodatabase for your project that meets the following specifications:

- Projection= NAD\_198\_StatePlane\_North\_Carolina\_FIPS\_3200\_Feet
- File Geodatabase for multiple files for a single project to include .mxd files and associated data
- Reasonable and concise metadata must be documented for all files submitted:
  - Date of data creation
  - Entity that created data
  - Length of data validity (expiration date)
  - Process for deriving data
- Metadata should be documented in the file's metadata tab

**Note** – An existing mapping template exists for any user with access to ArcGIS Pro. This project document has much of the related information and an existing layout for each of the required maps. Please contact WMPO staff about access to these templates.

**Proposed Project Map** – See Appendix and Exhibit A for criteria and example map.

### **Signed Resolution of Support**

Resolution must be on the Primary Applicant's letterhead and signed to be considered to be complete. Resolution must include a specific amount of committed matching funds. See Exhibit C for an example resolution.

### **Detailed Opinion of Probable Construction Costs**

Detailed Anticipated Construction Costs prepared by a licensed professional engineer along with all costs associated with producing design documents (if required) and all associated costs that may be incurred with the completion of the project including engineering, right-of-way, utility relocations, construction contingencies, NCDOT inspection / materials testing and construction administration (approximately 15% of project cost), and NCDOT project administration (currently set at 3% of project cost) in a line-item cost form.

### **Project Schedule**

Project Schedule highlighting key milestone dates (i.e. deadlines for plan submittals at applicable stages, dates for requesting funding authorizations, etc.). An example schedule is provided in the appendix.

### **Supporting Documents**

Pictures with labels, additional maps, resolutions adopting plans that specify a need for the project, etc. (Resolutions supporting plan must have been adopted prior to call for projects)

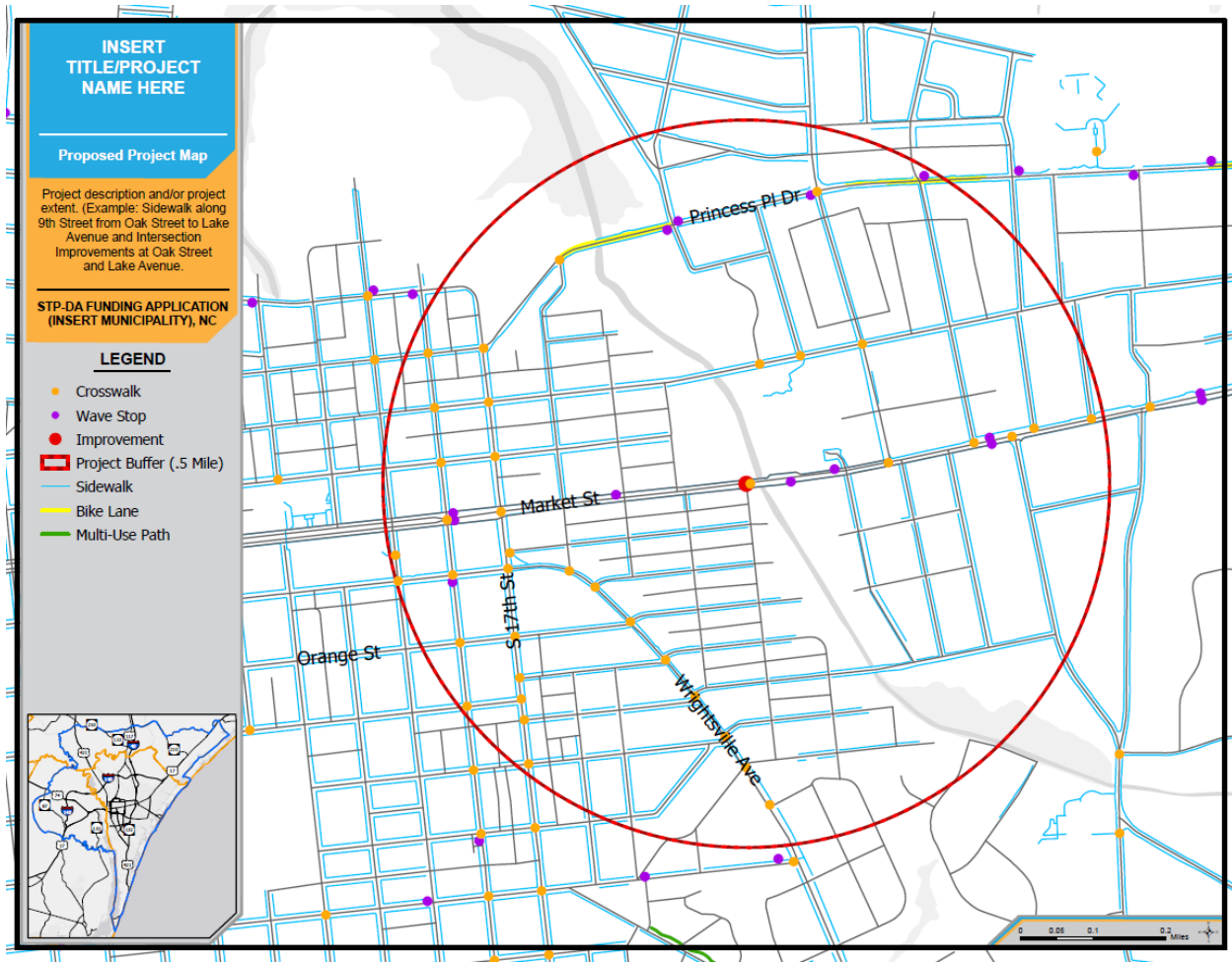
**Proposed Project Map** – This map is required with all applications. Map should include project and map title along with a project description and/or project extent explanation (minimum one sentence). Include below the description the following statement to indicate the effected municipality/county “STBGP-DA or TASA-DA FUNDING APPLICATION (INSERT MUNICIPALITY/COUNTY), NC.” Choose STBGP or TASA based on the funds you are requesting. On an 8.5 x 11 or 11 x 17 sheet of paper include the following:

- 1) Full extent of proposed project
- 2) Inset Extent map – use the WMPO boundary Highlighted in **DARK BLUE**
- 3) ½ mile buffer around proposed project drawn in **RED**
- 4) Existing roadways drawn in **DARK GREY**
- 5) Existing Water Features in **LIGHT GREY**
- 6) Proposed project drawn in **RED DOTTED LINE** (linear projects) or **RED CIRCLE** (intersection or point projects)
- 7) Existing sidewalk drawn in **BLUE**
- 8) Existing bike lanes drawn in **YELLOW**
- 9) Existing greenway/multi-use path drawn in **GREEN**
- 10) Existing bus stop drawn as **PURPLE CIRCLE**
- 11) Existing crosswalks (improved intersections) drawn as **ORANGE CIRCLE**
- 12) Major obstacle drawn in **BROWN**
- 13) Mapping Elements
  - a) Title
  - b) Legend
  - c) North Arrow
  - d) Scale
  - e) Length of project (if applicable)
  - f) Label at minimum **5 street names** for reference on the map in **BLACK**

Note: if you are suggesting the proposed project should receive points for providing a new connection over a major obstacle, be sure to illustrate this on this map.

See Exhibit A for an example of a ‘Proposed Project’ Map

Exhibit A



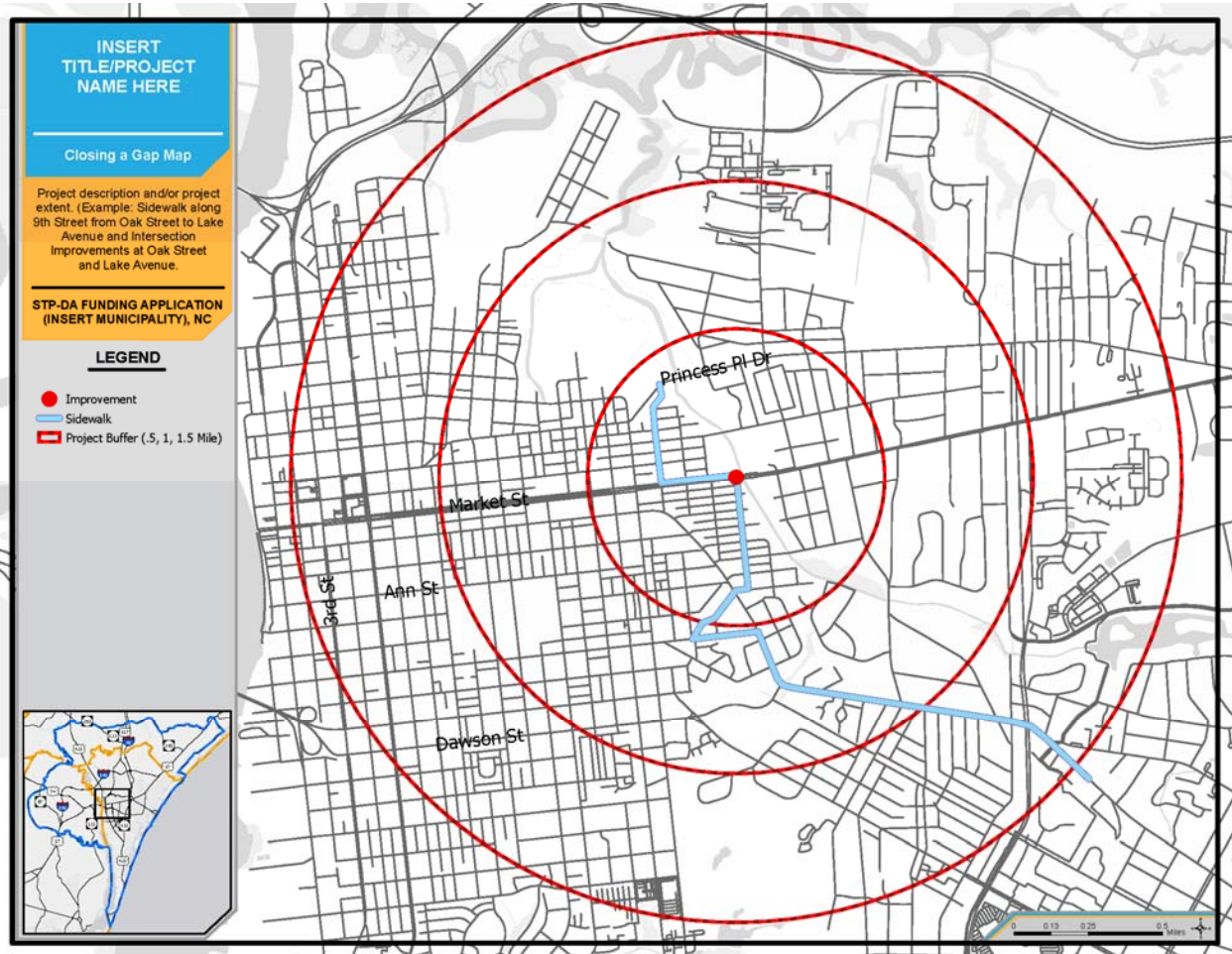
**Closing a Gap (Not required):** If you are suggesting the proposed project should receive points for closing a gap, a separate map is required. Map should include project and map title along with a project description and/or project extent explanation (minimum one sentence). Include below the description the following statement to indicate the effected municipality/county “STBGP-DA or TASA-DA FUNDING APPLICATION (INSERT MUNICIPALITY/COUNTY), NC.” On an 8.5 x 11 or 11 x 17 sheet of paper include the following:

- 1) Full extent of proposed project
- 2) Inset vicinity map – use the WMPO boundary in **DARK BLUE**
- 3) ½ mile – 2 mile buffer around proposed project drawn in **RED**
- 4) Existing roadways drawn in **DARK GREY**
- 5) Existing Water Features in **LIGHT GREY**
- 6) Proposed project drawn in **RED DOTTED LINE** (linear projects) or **RED CIRCLE** (intersection or point projects)
- 7) Only include the existing facility that your project will be closing a gap:
  - a) Existing sidewalk drawn in **BLUE**
  - b) Existing bike lanes drawn in **YELLOW**
  - c) Existing greenway/multi-use path drawn in **GREEN**
  - d) Existing crosswalks (improved intersections) drawn as **ORANGE CIRCLE**
- 8) Mapping Elements
  - a) Title
  - b) Legend
  - c) North Arrow
  - d) Scale
  - e) Length of project (if applicable)
  - f) Label at minimum **5 street names** for reference on the map in **BLACK**

See Exhibit B for an example of a ‘Closing a Gap’ Map



Exhibit B



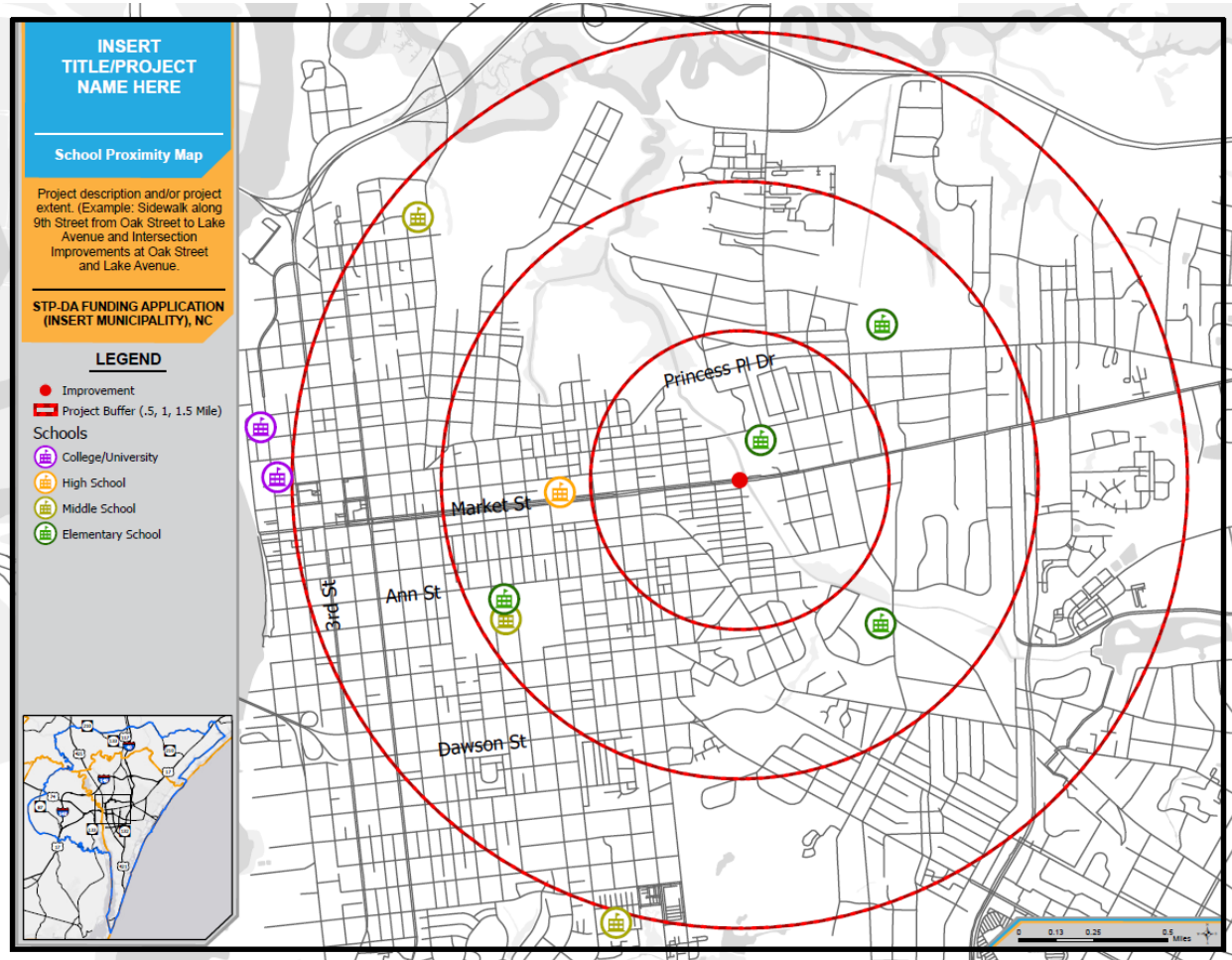


**SCHOOL PROXIMITY MAP** – Indicate if a project is within ½ mile, 1 mile or 1.5 miles of each school type. If you are suggesting the proposed project should receive points for proximity of a school, a separate map is required. Map should include project and map title along with a project description and/or project extent explanation (minimum one sentence). Include below the description the following statement to indicate the effected municipality/county “STBGP-DA or TASA-DA FUNDING APPLICATION (INSERT MUNICIPALITY/COUNTY), NC.” On an 8.5 x 11 or 11 x 17 sheet of paper include the following:

- 1) Full extent of proposed project
- 2) Inset Extent map – use the WMPO boundary in **DARK BLUE**
- 3) ½ mile – 1.5 mile buffer around proposed project drawn in **RED**
- 4) Existing roadways drawn in **DARK GREY**
- 5) Existing Water Features in **LIGHT GREY**
- 6) Proposed project drawn in **RED DOTTED LINE** (linear projects) or **RED CIRCLE** (intersection or point projects)
- 7) Schools located within the ½ mile, 1 mile and 1.5.
  - a) Include school type:
    - i) College/University in **PURPLE**
    - ii) High School in **ORANGE**
    - iii) Middle School in **DARK YELLOW**
    - iv) Elementary school in **GREEN**
- 8) Mapping Elements
  - a) Title
  - b) Legend
  - c) North Arrow
  - d) Scale
  - e) Length of project (if applicable)
  - f) Label at minimum **5 street names** for reference on the map in **BLACK**

See Exhibit C for an example of a ‘School Proximity’ Map.

Exhibit C



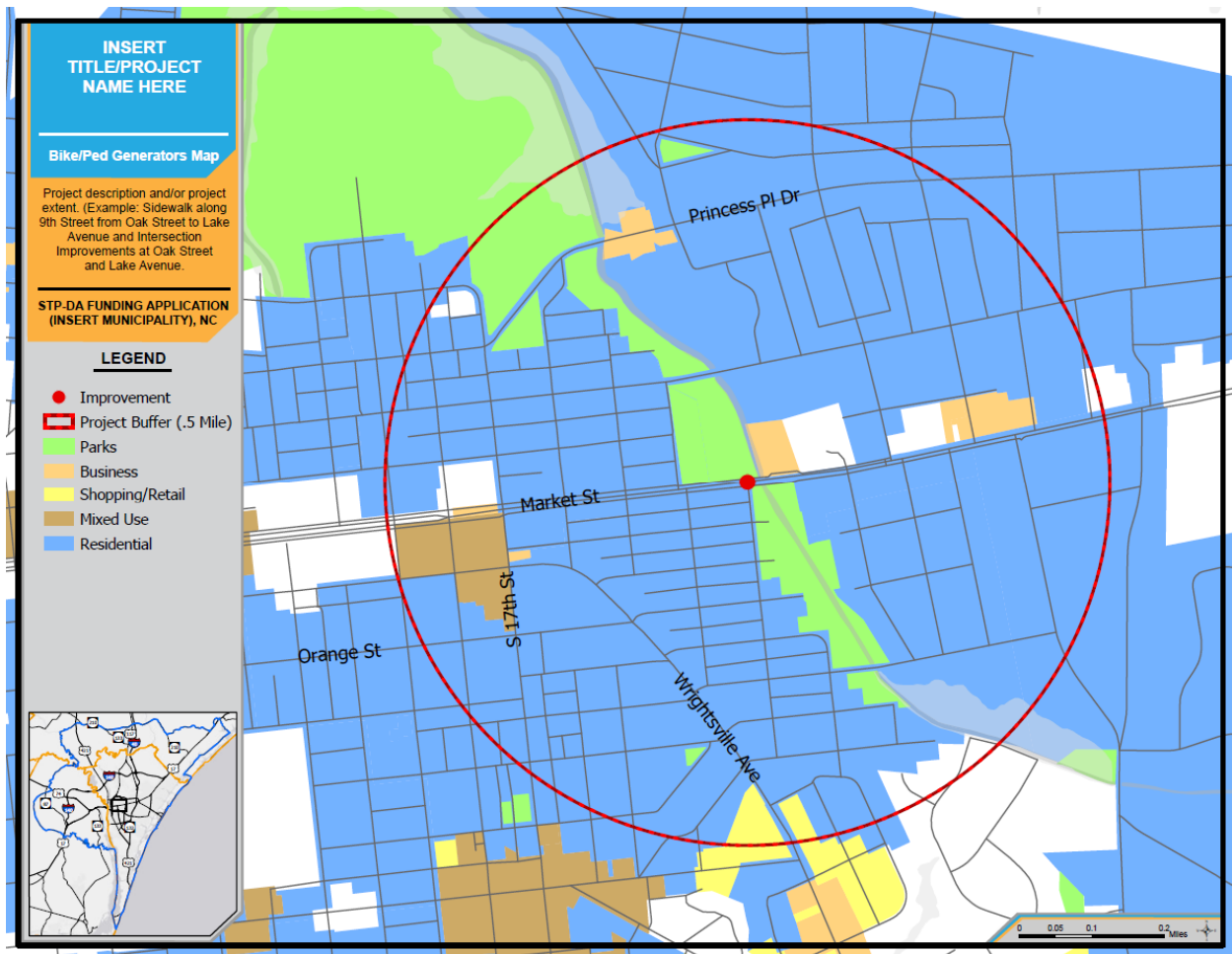
**Bicycle/Pedestrian Generators** – Indicate if projects are within ½ mile of each of the following facility types as determined by their current tax assessment-based land use code: residential, public park/playground/recreation center, shopping/retail & services, public library, or business park/office/hospital. Map should include project and map title along with a project description and/or project extent explanation (minimum one sentence). Include below the description the following statement to indicate the effected m municipality/county “STBGP-DA or TASA-DA FUNDING APPLICATION (INSERT MUNICIPALITY/COUNTY), NC.”

If you are suggesting the proposed project should receive points for closing a gap, a separate map is required. On an 8.5 x 11 or 11 x 17 sheet of paper include the following:

- 1) Full extent of proposed project
- 2) Inset Extent map – use the WMPO boundary in **DARK BLUE**
- 3) ½ mile buffer around proposed project drawn in **RED**
- 4) Existing roadways drawn in **DARK GREY**
- 5) Existing Water Features in **LIGHT GREY**
- 6) Proposed project drawn in **RED DOTTED LINE** (linear projects) or **RED CIRCLE** (intersection or point projects)
- 7) Only include the bicycle/pedestrian generators within ½ mile of the proposed facility:
  - a) Public Park/Public Playground/Recreational Area/Cemeteries drawn in **GREEN**
  - b) Residential Areas drawn in **BLUE**
  - c) Shopping/Retail Areas drawn in **YELLOW**
  - d) Library drawn in **PINK**
  - e) Business Park/Office/Hospital drawn in **ORANGE**
  - f) Mixed Use in **BROWN**
- 8) Mapping Elements
  - a) Title
  - b) Legend
  - c) North Arrow
  - d) Scale
  - e) Length of project (if applicable)
  - f) Label at minimum **5 street names** for reference on the map in **BLACK**

See Exhibit D for an example of a ‘Bicycle and Pedestrian Generator’ Map

## Exhibit D



## STBGP/TASA-DA Submittal Guide Appendix

(sample)

Resolution authorizing (a local government) to submit an application to the Wilmington Urban Area Metropolitan Planning Organization in the Amount of \$\_\_\_\_\_ for Surface Transportation Block Grant Program - Direct Attributable Funds or Transportation Alternative Set Aside – Direct Attributable for  
Name of Project

### LEGISLATIVE INTENT/PURPOSE:

On (date) the Wilmington Urban Area Metropolitan Planning Organization (WMPO) issued a call for projects to agencies in its jurisdiction for Surface Transportation Block Grant Program- Direct Attributable Funding (STBGP-DA) or Transportation Alternative Set Aside – Direct Attributable (TASA-DA). A total of \$\_\_\_\_\_ is available to award. STBGP-DA and TASA-DA is comprised of a collection of discretionary programs including (short description of what you are applying for – for example: planning, design and construction of on- and off- road bicycle and pedestrian facilities). The funding requires a minimum 20% local cash match.

<Insert description of proposed project, including (if applicable): length, connections to other facilities, and connections to schools, shopping, etc. Include other adopted plans that recommend this project. Include estimated cost, amount of DA funds requesting, and proposed match (percentage and amount).

### THEREFORE, BE IT RESOLVED:

That, the (appropriate person) is hereby authorized to submit a STBGP-DA or TASA-DA application in the amount of \$\_\_\_\_\_ and will commit \$\_\_\_\_\_ as a cash match for the (name of project)

<b>STBGP - DA/TASA FY21 PROJECT</b>					
<b>WMPO MEMBER JURISDICTION</b>					
<b>Opinion of Probable Construction Cost - <span style="color: red;">EXAMPLE</span></b>					
<b>Item #</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Total Cost</b>
1	MOBILIZATION	1	LS	\$ 40,000.00	\$ 40,000.00
2	CONST SURVEY	1	LS	\$ 5,000.00	\$ 5,000.00
3	CLEAR AND GRUB	2.5	AC	\$ 2,000.00	\$ 5,000.00
4	TRAFFIC CONTROL	1	LS	\$ 5,000.00	\$ 5,000.00
5	GRADING	1900	CY	\$ 15.00	\$ 28,500.00
6	CURB RAMPS	4	EA	\$ 500.00	\$ 2,000.00
7	INCIDENTAL STONE	100	TON	\$ 35.00	\$ 3,500.00
8	DRAINAGE IMPROVEMENTS	1	LS	\$ 50,000.00	\$ 50,000.00
9	#57 STONE	15	TON	\$ 50.00	\$ 750.00
10	AGGREGATE BASE CRSE	2500	TON	\$ 65.00	\$ 162,500.00
11	ASPH CONC SURF CRSE, S9.5B	700	TON	\$ 95.00	\$ 66,500.00
12	SEEDING & MULCHING	2.5	AC	\$ 1,600.00	\$ 4,000.00
13	REMOVABLE BOLLARDS W/ MARKINGS	24	EA	\$ 800.00	\$ 19,200.00
14	THERMO PVT MKGLINES (4", 90 MILS)	5100	LF	\$ 0.55	\$ 2,805.00
15	THERMO PVT MKGLINES (24", 120 MILS)	120	LF	\$ 7.60	\$ 912.00
		<b>Project Construction Subtotal</b>			<b>\$ 395,667.00</b>
			<b>Contingency (10%)</b>		<b>\$ 39,566.70</b>
			<b>Inspection/DOT Fees (18%)</b>		<b>\$ 78,342.07</b>
			<b>Total Construction Cost</b>		<b>\$ 513,575.77</b>

Note: Contingency percentage should be based on the stage of the project. If design has not been started the contingency should be higher and should be determined by the engineer performing the estimate. If the project is ready for bid the contingency should be a minimum of 10%. Also, if funding is not being requested in the first two years inflation should be taken into account as part of the contingency.



### **STBGP Eligibility**

<b>Eligible</b>	<b>Criteria Description</b>	<b>Applicable Functional Class</b>							
		<b>Interstate</b>	<b>Other Freeway</b>	<b>Principal Arterial</b>	<b>Minor Arterial</b>	<b>Major Collector</b>	<b>Minor Collector</b>	<b>Local</b>	<b>N/A</b>
<input type="checkbox"/>	Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including construction of designated routes of the Appalachian development highway system and local access roads under section 14501 of title 40.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Replacement (including replacement with fill material), rehabilitation, preservation, protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels on public roads of all functional classifications, including any such construction or reconstruction necessary to accommodate other transportation modes.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Inspection and evaluation of bridges and tunnels and training of bridge and tunnel inspectors (as defined in section 144), and inspection and evaluation of other highway assets (including signs, retaining walls, and drainage structures).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



<input type="checkbox"/>	Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	Carpool projects, fringe and corridor parking facilities and programs, including electric vehicle and natural gas vehicle infrastructure in accordance with section 137, bicycle transportation and pedestrian walkways in accordance with section 17, and the modifications of public sidewalks to comply with ADA.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Transportation alternatives	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Transportation control measures listed in section 108(f)(1)(A) (other than clause (xvi)) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Environmental mitigation efforts relating to projects funded under this title in the same manner and to the same extent as such activities are eligible under section 119(g)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Projects relating to intersections that: (a) have disproportionately high crash rates; (b) have high levels of congestion, as evidenced by i. interrupted traffic flow at the intersection; ii. a level of Service rating of "F" during peak hours, as calculated in accordance with the latest edition of the Highway Capacity Manual; (c) are located on a Federal-aid highway.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<input type="checkbox"/>	Infrastructure-based intelligent transportation systems capital improvements	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Projects and strategies designed to support congestion pricing, including electric toll collection and travel demand management strategies and programs	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	A project that, if located within the boundaries of a port terminal, includes only such surface transportation infrastructure modifications as are necessary to facilitate direct intermodal interchange, transfer, and access to the port.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	Construction and operational improvements for any minor collector if - (A) the minor collector, and the project to be carried out with respect to the minor collector, are in the same corridor as, and in proximity to, a Federal-aid highway designated as part of the National Highway System; (B) the construction or improvements will enhance the level of service on the Federal-aid highway described in subparagraph (A) and improve regional traffic flow; and (C) the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the Federal-aid highway described in subparagraph (A).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## TASA Eligibility

Eligible	Criteria Description	Applicable Functional Class							
		Interstate	Other Freeway	Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local	N/A
<input type="checkbox"/>	Construction, planning, and design of on-road and off- road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Construction, planning, and design of infrastructure- related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to - (i) address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b) (11), 328(a), and 329; or (ii) reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**1. Project Preference Points: (16 point maximum)**

**a. Number of Years Project Application has been submitted and has not been awarded funds:**

- ☐ 1<sup>st</sup> Year applying for funds for this project (0 points)
- ☐ 2<sup>nd</sup> Year applying for funds for this project (1 point)
- ☐ 3<sup>rd</sup> Year applying for funds for this project (3 points)
- ☐ This project was listed in years 3-5 of the current program (5 points)

**b. Local Match Percentage:**

- ☐ 50% Match or greater (5 points)
- ☐ 40% Match (3 points)
- ☐ 30% Match (1 point)
- ☐ 20% Match (0 points)

**c. Mandatory Project Manager Training Attendance:**

- ☐ Identified project manager attended
- ☐ Identified project manager did not attend

**d. Project Manager Experience:**

- ☐ Project manager has demonstrated experience managing NCDOT/FHWA projects.  
(attach project resume) (3 points)
- ☐ Project manager has no demonstrated experience with NCDOT/FHWA projects. (0 points)

**e. Project Horizon Year on MTP: (page # )**

- ☐ 2030-2040 (0 points)
- ☐ 2020-2030 (1 point)
- ☐ 2010-2020 (3 points)

**(WMPO INTERNAL USE ONLY) Total Preference Points: / 16**

**2. Project Readiness: (11 point maximum)****a. Project Development Stage**

- ☐ Has not started (0 Points)
- ☐ Design/Survey/Construction Documents (1 point)
- ☐ ROW acquisition (3 points)
- ☐ Bid Phase (5 points)

**b. Right-of-Way / Easement Dedication**

- ☐ No additional right-of-way needed (3 points)
- ☐ Minimal additional right-of-way needed (< 5 parcels) (1 point)
- ☐ Significant right-of-way needed (= or > 5 parcels) (0 points)

**c. Utility Impacts / Relocations**

- ☐ No significant impacts (i.e. adjustment of manholes and valves, etc.) (3 points)
- ☐ Minimal impacts (i.e. relocation of small service lines, etc.) (1 point)
- ☐ Significant impacts (i.e. relocation of transmission lines, transformers, etc.) (0 points)

**(WMPO INTERNAL USE ONLY) Total Project Readiness Points: / 11****3. Congestion and Mobility: (26 point maximum)****a. Congestion Management Plan**

- ☐ Project not in vicinity of Plan Segment (0 points)
- ☐ Project in vicinity of segment ranking 21-30 (1 point)
- ☐ Project in vicinity of segment ranking 11-20 (3 points)
- ☐ Project in vicinity of segment ranking in top 10 (5 points)

**b. Volume to Capacity Ratio of Roadway/Intersection or Adjacent/Parallel Roadway Segment**

- ☐  $V/C > 1$  (3 points)
- ☐  $0.5 < V/C < 1$  (1 point)
- ☐  $0 < V/C < 0.5$  (0 points)

c. **Estimated Volume to Capacity Ratio Reduction resulting from Project**

- ☐ <10% (0 points)
- ☐ 10% (1 point)
- ☐ 20% (3 points)
- ☐ 30%+ (5 points)

d. **Travel Demand (Provide documentation – i.e. photos, traffic counts, etc.)**

- ☐ Yes – Provides/expands a facility where a documented demand is present (i.e. goat path, etc.) (5 points)
- ☐ No – Does not have documented demand. (0 points)

e. **Closing a Gap / Extensions**

- ☐ Closing an internal gap in total facility/route length > 2 miles (3 points)
- ☐ Closing an internal gap in total facility/route length > 0.5 miles (1 point)
- ☐ Extension making total facility/route length > 2 miles (3 points)
- ☐ Does not close gap and proposed facility/route length > 2 miles (0 points)

f. **Major Obstacles**

- ☐ Provides/improves connection/route across or along a river, railroad, or limited-access freeway or (5 points)
- ☐ Provides proper connection across a multi-lane facility or (5 points)
- ☐ Provides separation of transit from other traffic (i.e. bus pullouts, transit lanes, etc.) (5 points)
- ☐ None (0 points)

**(WMPO INTERNAL USE ONLY) Total Congestion and Mobility Points: / 26**

**4. Accessibility: (17 point maximum)**

a. **ADA Compliance**

- ☐ Project provides upgrades to existing facilities to be ADA compliant or (3 points)
- ☐ Project provides ADA compliant connection to transit or pedestrian facility or (3 points)
- ☐ No improvements to bring facility into ADA compliance (0 points)

b. **Proximity to School (only for projects that include pedestrian facility improvements – Item a)**  
**(9 points max)**

☐ Project is located within ½ mile of a school(s)  
\_\_\_\_\_ (# of Schools) x 3 points each = \_\_\_\_\_

☐ Project is located within 1 mile of a school(s)  
\_\_\_\_\_ (# of Schools) x 2 points each = \_\_\_\_\_

☐ Project is located within 1 ½ mile of a school(s)  
\_\_\_\_\_ (# of Schools) x 1 point each = \_\_\_\_\_

☐ Project is **not** located within 1 ½ mile of a school(s)  
(0 points)

**Bicycle / Pedestrian Generators (only for projects that include pedestrian/transit facility improvements )**  
c. **(5 points max)**

☐ Project is located within ½ mile of a Residential Area, Park/Playground, Recreation Center, Library, Shopping/Retail & Services, or Business Park/ Office, Medical Services or Hospital.  
\_\_\_\_\_ (# of Generators) x 1 point each = \_\_\_\_\_

☐ Project is **not** located within ½ mile of any Residential Area, Park/Playground, Recreation Center, Library, Shopping/Retail & Services, or Business Park/ Office, Medical Services or Hospital.  
(0 points)

**(WMPO INTERNAL USE ONLY) Total Accessibility Points: / 17**

**5. Safety: (10 points maximum)**

a. **Number of Reported Crashes** \_\_\_\_\_ **% Pedestrian** \_\_\_\_\_ **% Vehicle Only**

☐ More than 14 reported crashes or 1 fatality have been recorded within project limits  
(5 points)

☐ 5 – 14 crashes have been recorded within project limits  
(3 points)

☐ Less than 5 crashes have been recorded within project limits  
(1 point)

☐ No crashes have been recorded within project limits  
(0 points)

b. **Crash Reduction Factors**

☐ CRF< 10%  
(0 points)

☐ CRF> 10%  
(1 point)

☐ CRF> 20%  
(2 points)

☐ CRF> 30%  
(3 points)

☐ CRF> 40%  
(4 points)

☐ CRF> 50%  
(5 points)

**(WMPO INTERNAL USE ONLY) Total Safety Points: / 10**

**6. Sustainability: (3 points maximum)****a. Maintenance Plan – Project has a documented maintenance plan**☐ Yes

(3 points)

☐ No

(0 points)

**(WMPO INTERNAL USE ONLY) Total Sustainability Points: / 3****(WMPO INTERNAL USE ONLY) Total Project Points: / 83****Project Cost Table**

Cost of NEPA/Design Phase:

Cost of Right-of-Way Phase:

Cost of Construction Phase:

**Total Cost of Project:****Local Match Percentage:****Total Fund Request :**



Funding Year Request (Federal Amount requested per Phase)				
Federal Fiscal Year	Available Funding	NEPA/Design Phase	Right-of-Way Phase	Construction Phase
FY 21	STBG - \$2,107,359 TASA - \$234,333			

Cost Effectiveness - Benefit / Cost Ratio
<p>The following formula will be used to determine project ranking:</p> $\frac{\text{(Total Points – Preference Points)}}{\text{Project cost / [(.0102 x Project Cost) + 4622.2]}} + \frac{\text{Preference Points}}{16} = \underline{\hspace{2cm}}$
(WMPO INTERNAL USE ONLY) Total Cost Effectiveness Points:



305 Chestnut Street  
PO Box 1810  
Wilmington, NC 28402  
Ph: (910) 341-3258  
Fax: (910) 341-7801  
www.wmpo.org

## **MEMORANDUM**

**To:** WMPO Board Members  
**From:** Nick Cannon, TDM Coordinator  
**Date:** December 30, 2021  
**Subject:** Bike Share in Wilmington

The Wilmington Urban Area Metropolitan Planning Organization (WMPO) and City of Wilmington have identified Bike Share as a viable way to increase mobility choices for area residents and visitors while reducing traffic congestion caused by the use of single occupancy vehicles for short trips. Bike Share is a micro-mobility service in which bicycles are made available for use on a short-term basis and may be ridden to and from set locations throughout an area.

In past efforts to implement bike share in the City of Wilmington, the WMPO has been the lead agency in the search for a program and vendor. A Request for Proposal was first released in October 2017. After reviewing responses, the Bike Share Selection Committee provided a recommendation to Wilmington City Council for a preferred vendor. The chosen vendor was unable to implement a bike share program within the City of Wilmington and the agreement was terminated in January 2020. A second RFP was released in February 2020, but the project was put on hold due to COVID-19.

Bike Share was identified in the short-range TDM plan *Cape Fear Change in Motion 2020* as one of the seven strategies to reduce traffic congestion and diversify mode use. The WMPO believes that a bike share program in Wilmington would be a beneficial mobility resource to residents and visitors and an effective transportation demand management strategy.

WMPO staff recommends releasing a new RFP in early 2022 to continue the search for a bike share vendor in Wilmington.



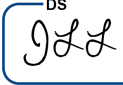
STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J. ERIC BOYETTE  
SECRETARY

January 19, 2022

MEMORANDUM TO: Whom it May Concern

FROM: Jessi Leonard, PE  
Division Traffic Engineer 

SUBJECT: Review of US 17 Business (3<sup>rd</sup> Street)  
In New Hanover County

Our Division Traffic unit met with several citizens on September 13, 2021, to discuss the route of US 17 Business (3<sup>rd</sup> Street) between Market Street and Castle Street. Based on the concerns received during that meeting, our unit worked with the NCDOT Regional Traffic unit and City of Wilmington Traffic Engineers to review several items along this section of 3<sup>rd</sup> Street. A follow up meeting was held January 11, 2022, to provide the updates to our findings, which have also been documented below.

Per request, traffic signal analyses were completed for the intersections along 3<sup>rd</sup> Street at Dock Street, Orange Street, Ann Street, Nun Street, and Church Street. These studies included evaluating traffic data for vehicles and pedestrians, existing site conditions, and crash history. For traffic signal warrant analyses, the Department references the Manual on Uniform Traffic Control Devices (MUTCD), which is a manual approved by the Federal Highway Administration as the National Standard. The purpose of the MUTCD is to ensure that traffic control devices are installed consistently throughout the country. Based on the findings, the Department is able to endorse the installation of a signal at the intersections along 3<sup>rd</sup> Street at Orange Street and Ann Street. Unfortunately, there is not currently a designated funding source for new signal installation; however, we will be developing estimates to be submitted by our Regional Traffic unit to compete statewide for safety funding. This will also be shared with other units in case a funding source is identified that these signal installations can be considered. Please note that signals are not intended to be used for speed control and these would not be used to meter traffic speeds along 3<sup>rd</sup> Street.

The speed limit on this section of 3<sup>rd</sup> Street has also been discussed and reviewed. A speed study was conducted by the City of Wilmington that included evaluating the existing speeds over a two-week period to determine the 85<sup>th</sup> percentile speed. The 85<sup>th</sup> percentile speed is the speed at or below which 85 percent of the sampled vehicles travel. The majority of drivers operate their vehicles at a speed that is comfortable without strict enforcement, regardless of the signage. It is common that the 85<sup>th</sup> percentile speed is heavily referenced when determining the speed limit. This helps to avoid posting speed limits that are artificially low, which can become difficult to enforce. The 85<sup>th</sup> percentile speed on 3<sup>rd</sup> Street in the section of concern was 40mph within the 35mph zone. Based on this data and feedback from the City of Wilmington, a lowered speed limit will not be pursued at this time. Our Traffic unit will be reviewing the existing 35mph speed limit signage to verify this is installed in appropriate locations. The City of Wilmington is also planning to schedule the installation of temporary speed radar signs and collect before / after data to further evaluate their effectiveness in reducing speeds in this area.

*Mailing Address:*  
NC DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
5504 BARBADOS BOULEVARD  
CASTLE HAYNE, NC 28429

*Telephone:* 910-341-2200  
*Fax:* 910-602-7079  
*Customer Service:* 1-877-368-4968

*Website:* [ncdot.gov](http://ncdot.gov)

*Location:*  
DIVISION 3 TRAFFIC SERVICES  
5504 BARBADOS BOULEVARD  
CASTLE HAYNE, NC 28429

The Department has developed a plan for adding overhead signage approaching 3<sup>rd</sup> Street to provide more notice of the truck restriction on 3<sup>rd</sup> Street between Market Street and Wooster Street. A rough estimate for this work is \$40,000. We do not have a dedicated funding source for this at this time but have documented this request to complete as we are able. In the interim, our Traffic unit will also review the ground mounted signage for this truck restriction.

It was noted that there were concerns about the number of accidents along this section of 3<sup>rd</sup> Street and the Department will review the crashes outside of the intersection locations. However, most of the mentioned issues noted during the meeting included impaired or distracted driving or drivers egregiously exceeding the speed limit. If these are the underlying causes of a wreck; it is not expected that roadway conditions would change this behavior. We will make sure that the City of Wilmington Police receive these concerns since we do have to rely on them for the rules of the road.

Our Division Traffic unit can be contacted at (910) 341-2200 if any more information is needed.

JLL/

cc: File

**WILMINGTON URBAN AREA  
MPO  
January 2022**

**PENDER COUNTY STREETS PLAN**

**Project Description/Scope:** Project Description/Scope: In January, WSP, Pender County, and WMPO kicked off the development of the Pender County Streets Plan. The final plan will serve as an update to the 2016 Pender County Collector Streets Plan and is envisioned to be a more comprehensive technical document that integrates the recommendations of the Pender County Comprehensive Plan 2.0 with buy in and support from both the development community and citizens. The effort was funded as a special study in the WMPO's adopted FY 21 UPWP, and the schedule for the development of the plan was approximately six months. This plan's development included two public outreach and participation periods. The development of the plan was overseen by a steering committee comprised of stakeholders representing the county staff, the development community, NCDOT, and citizens among others. WSP delivered the final plan document and recommendations in June, and the finished document product has been prepared by WMPO Staff. The Pender County Commissioners adopted the updated plan on October 18th, 2021. The WMPO Board adopted the updated plan on November 17th, 2021.

**Project Status and Next Steps:**

- Launch of public interactive story map of plan recommendations in winter 2022

**KURE BEACH BIYCLE AND PEDESTRIAN PLAN**

**Project Description/Scope:** The Town of Kure Beach, Alta, and the WMPO kicked off development of a bicycle and pedestrian plan for the Town of Kure Beach in September 2021. The plan is intended to aid the Town in the development and prioritization of its bicycle and pedestrian infrastructure needs. A kick-off meeting to discuss the Town's existing bicycle and pedestrian infrastructure and develop a timeline and strategy for public engagement was held in mid-October. A 3-day charrette activity was held November 30 through December 2. The charrette included two public meetings and stakeholder interviews. Approximately 150 members of the public attended the two public meetings, with numerous others providing input through the online interactive map tool.

**Project Status and Next Steps:**

- Development of draft plan to include top project recommendations in winter 2022
- 30-day public review and comment period of draft plan in winter/spring 2022
- Presentation of final plan to Kure Beach Town Council in spring 2022
- Presentation of final plan to WMPO Board in spring 2022

**NAVASSA COLLECTOR STREET PLAN**

**Project Description/Scope:** In October, AECOM, the Town of Navassa, and the WMPO kicked off the development of the Navassa Collector Street Plan. Development of the plan, which will serve as an update to the 2004 Town of Navassa Collector Street Plan, is scheduled to last approximately eight months. The plan is funded as a special study in the WMPO's adopted FY 22 UPWP.

The updated collector street plan will serve as a tool for the Town to guide both public and private investments in shaping the transportation network as the Town continues to grow. The plan will provide a comprehensive network of streets to safely and efficiently access major roads and thoroughfares, outline collector street design recommendations, and identify opportunities for multimodal connectivity, preparing the Town to serve future developments while preserving its existing neighborhoods. The proposed collector street network will complement the Town's future park and trail network as well as the Comprehensive Bicycle and Pedestrian Plan currently in development. Plan

development is being guided by a Steering Committee and will incorporate public input received via a planned survey and in-person public meeting. Project visioning and local context identification, incorporating feedback from first Steering Committee meeting held on December 8<sup>th</sup>.

**Project Status and Next Steps:**

- Development of a public engagement survey to launch January 17th Public Meeting in early March
- Development of draft plan (including implementation plan) in spring 2022
- Presentation to Navassa Town Council in late spring/early summer 2022
- Presentation to WMPO Board in late spring/early summer 2022

**SITE DEVELOPMENT REVIEW**

**Project Descriptions/Scope:** The Wilmington Urban Area MPO assists with site development and Transportation Impact Analysis review for the MPO's member jurisdictions. During the last month, staff has reviewed the following development proposals:

- New Hanover County Formal Plan Reviews: 5 reviews
- New Hanover County Informal Plan Reviews: 2 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Development Plan Reviews: reviews
- Town of Leland Formal Reviews: 7 reviews
- Town of Leland Informal Reviews: 3 reviews
- Town of Navassa Formal Plan Reviews: 0 review
- Town of Navassa Informal Reviews: 0 reviews
- Town of Navassa Concept Reviews: 0 review
- Town of Belville Formal Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- TIA Reviews: 34 total active (20 under review; 7 approved; 7 new): New Hanover County 10 (2 new, 5 under review, 3 approved), City of Wilmington 6, (4 under review, 2 approved) Carolina Beach 1, (1 under review), Town of Belville 0, Town of Leland 9, (1 new, 4 under review, 3 approved), Town of Navassa 0, Pender County 5 (2 new, 3 under review), and Brunswick County 3, (2 New, 1 under review)
- Pender County Development Plan Formal Reviews: 0 reviews
- Pender County Informal Plan Reviews: 4 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 28 reviews (10 new, 18 on-going)
- City of Wilmington Informal Reviews: 16 reviews (6 new, 10 on-going)
- City of Wilmington Concept Reviews: 0 reviews
- COW Project Releases: 5

**STBGP-DA/TASA-DA FY 2013 to  
Present STBGP-DA**

**U-5534C - WRIGHTSVILLE AVENUE/GREENVILLE AVENUE TO HINTON AVENUE**

**Project Descriptions/Scope:** The project is for construction of intersection re-alignment improvements at the intersection of Wrightsville Avenue/Greenville Avenue and bike lanes and

sidewalks along Greenville Avenue from Wrightsville Avenue to Hinton Avenue.

**Project Status and Next Steps:**

- Complete review of final design package and submit to NCDOT for review– Winter 2021
- NCDOT final design approval and City to request Construction Funds Authorization – Winter 2021/2022
- 90% Design documents submitted in late September
- Begin Construction – Early 2022
- Construction Complete- Early 2023

**U-5534D - TOWN OF LELAND - OLD FAYETTEVILLE ROAD MUP**

**Project Descriptions/Scope:** This project is for design and construction of a ten foot (10') wide multi use path, separate but adjacent to Old Fayetteville Road, beginning at or around the corner of the Leland Town Hall Campus and ending at the driveway of the North Brunswick High School.

**Project Status and Next Steps:**

- Construction commenced October 26, 2021
- Construction is complete; Town issued Notice of Acceptance
- Town working with NCDOT to close out the project
- Project completion extended to December 31, 2022

**U-5534F – CITY OF WILMINGTON – PARK AVENUE MUP – PHASE II**

**Project Descriptions/Scope:** This project is for the design and construction of an off-road multi-use path between Audubon Boulevard and Kerr Avenue.

**Project Status and Next Steps:**

- Began Construction – July 2021
- Project anticipated to be substantially complete in December 2021.
- Complete Project Closeout – Winter 2021/2022

**U-5534G –CITY OF WILMINGTON- HOOKER ROAD MULTI-USE PATH**

**Project Descriptions/Scope:** The project consist of the construction of a 8' wide multi-use path along Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Ave intersection

**Project Status and Next Steps:**

- 90% design documents submitted in late September
- Complete final design package and submit to NCDOT for review–Winter 2021
- Update/renew permits –Fall/Winter 2021/2022
- NCDOT final design approval – Winter 2021/22
- Right of way acquisition complete – Winter 2021/2022
- Begin Construction – Early 2022
- Complete Construction – Early 2023

**U-5534H –CITY OF WILMINGTON- HINTON AVE MULTI-USE PATH**

**Project Descriptions/Scope:** This project consists of the construction of an 8' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

**Project Status and Next Steps:**

- 90% design documents submitted in late September
- Complete final design package and submit to NCDOT for review–Winter 2021

- Update/renew permits –Fall/Winter 2021/2022
- NCDOT final design approval – Winter 2021/22
- Right of way acquisition complete – Winter 2021/2022
- Begin Construction – Early 2022
- Complete Construction – Early 2023

#### **U-5534I –TOWN OF LELAND- VILLAGE ROAD MULTI-USE PATH EXTENSION**

**Project Descriptions/Scope:** The construction of a 8 foot wide concrete path from the connection at the Brunswick Center in Leland across the front of the library property, down Village Road, ending on the western edge of the First Baptist Church property before the Sturgeon Creek Bridge.

##### **Project Status and Next Steps:**

- Construction commenced February 8, 2021
- Supplemental Agreement 4 increased the total estimated project cost to \$254,842
- Construction in progress
- Project completion extended to June 30, 2022

#### **U-5534J – TOWN OF LELAND- OLD FAYETTEVILLE LOOP ROAD PEDESTRIAN LOOP**

**Project Descriptions/Scope:** The construction of sidewalks in three locations: 1) The construction of an 8 foot concrete sidewalk along Village Road from Town Hall Drive to the apartment complex and widening the existing 5 foot sidewalk in front of the apartment complex to 8 feet. 2) The construction of a 6 foot sidewalk along Town Hall Drive from Village Road NE to the sidewalk that exists by the new Town Hall. 3) The construction of a 5 foot sidewalk along Old Fayetteville Road from the existing sidewalk in front of the apartment complex to Village Road NE.

##### **Project Status and Next Steps:**

- Construction commenced February 8, 2021
- Construction in progress
- Project completion extended to June 30, 2022

#### **U-5534K – TOWN OF LELAND- LELAND MIDDLE SCHOOL SIDEWALK**

**Project Descriptions/Scope:** The construction of 5 foot wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Road to the US Hwy 74/76 overpass after Glendale Drive with connections to Leland Middle School and the surrounding neighborhoods.

##### **Project Status and Next Steps:**

- Construction commenced February 8, 2021
- Supplemental Agreement 4 increased the total estimated project cost to \$327,788
- Construction in progress
- Project completion extended to June 30, 2022

#### **U-5534Q –CITY OF WILMINGTON- S. COLLEGE/HOLLY TREE CROSSWALKS**

**Project Description/Scope:** The project will install sidewalk, ADA ramps, curb and gutter, markings and traffic signal revisions required to install actuated pedestrian crossings of S. College Road and crossings on Holly Tree Road.

##### **Project Status and Next Steps:**

- Received ROW Certification on October 22, 2021
- AECOM completed 100% Plans, Specs, and Estimate on November 3, 2021
- City sent 100% PS&E to NCDOT for review on November 8, 2021



- City sent City/NCDOT Comments on Plans and Estimate to AECOM on November 29, 2021

#### **U-5534S (FORMERLY U-5534M)- TOWN OF WRIGHTSVILLE BEACH- CORAL DRIVE SIDEWALKS**

**Project Descriptions/Scope:** The construction of sidewalks along Coral Drive will install approximately 954 linear feet of 5 foot wide sidewalk on Coral Drive adjacent to Wrightsville Beach Elementary. The Town hired SEPI to complete the design.

##### **Project Status and Next Steps:**

- Start of construction on August 30, 2021
- Project is completed

#### **U-5534U – TOWN OF NAVASSA- NAVASSA PARK MULTI-USE PATH**

**Project Description/Scope:** This project will construct bike lanes on both sides of Brooklyn Street, a multi-use path connecting Brooklyn Street to the Navassa Park, and a multi-use path through the Navassa Park forming a loop within the park.

##### **Project Status and Next Steps:**

- Right Angle provided the 90% plans
- 90% plans and contract documents have been submitted to NCDOT
- CE Document has been approved
- Right-of-way authorization approved
- Construction fund authorization request will occur next federal fiscal year (FY 2022)

#### **EB-6025- TOWN OF BELVILLE- RICE HOPE MULTI-USE PATH**

**Project Description:** The project consists of the construction of a multi-use path of eight feet (8') wide located at the western side of NC 133 between Morecamble Blvd and Rice Hope Run.

##### **Project Status and Next Steps:**

- The Town has entered into a contract with Withers & Ravenel
- Kick-off meeting was held on November 6th
- A groundbreaking ceremony was held on November 20, 2020
- 90% plans are in development
- Project remains on track for a September 2022 LET

#### **U-6234 MULTI-MODAL PHASE 1 B**

**Project Description/Scope:** Rehabilitation of the historic structure located at 525 N 4th Street for a transportation purpose

##### **Project Status and Next Steps:**

- Bid package finalized on October 19, 2021
- Pre-bid conference held December 9, 2021
- Bids to be opened January 13, 2022

#### **U-6235 – City of Wilmington/New Hanover County – Signal Pre-emption Phase 2**

**Project Description/Scope:** The project will install traffic pre-emption equipment at 50 locations throughout the City of Wilmington and New Hanover County and GPS equipment on emergency response vehicles.

##### **Project Status and Next Steps:**

- Design contract approved May 5, 2021 by City Council: execution complete.
- Design kick-off meeting held July 23, 2021 with Wilmington Fire Department, Traffic

Engineering and Davenport Staff.

- Design started in October lasting through April 2022.

#### **U-6039 – CAROLINA BEACH – ST. JOSEPH BIKE LANES**

**Project Description/Scope:** Construct Bike Lanes along St. Joseph Avenue and Lewis Drive from Lake Park Boulevard to Access Drive in Carolina Beach

#### **Project Status and Next Steps:**

- NCDOT funding availability reopened January 25, 2021
- Town Council elected to move forward with the project and will upload information into EBS.
- As of May 3, 2021 funding amounts have been revised to reflect \$457,777 STBGP- DA funds and \$114,445 local match to reflect approved funding
- Design revisions are under discussion with KHA
- Agreement executed with NCDOT on August 18, 2021
- Design discussions held with KHA on August 31, 2021, delivery schedule forthcoming

#### **TASA-DA**

#### **EB- 6026- TOWN OF BELVILLE- BELVILLE ELEMENTARY- MULTI-USE PATH**

**Project Description:** The project consists of the construction of a multi-use path of eight feet (8') wide located along NC 133 connecting north and south entrances of Hawks Water Development to Belville Elementary School.

#### **Project Status and Next Steps:**

- The Town has entered into a contract with Withers & Ravenel
- A Kick-off meeting was held on November 6th
- A groundbreaking ceremony was held on November 20, 2020
- 90% plans are in development
- Project remains on track for a September 2022 LET

#### **EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY**

**Project Description:** Design only of the Middle Sound Greenway connection to Ogden Park

#### **Project Status and Next Steps:**

- Responded to DOT comments on 75% plans on November 16, 2021
- ROW acquisition beginning

#### **EB-6028 —CITY OF WILMINGTON- 21<sup>ST</sup> STREET/MARKET HAWK SIGNAL**

**Project Description:** Design and construction of a HAWK signal at the pedestrian crossing at Market Street and 21st Street

#### **Project Status and Next Steps:**

- 90% traffic signal and communication designs submitted, reviewed and sent back for modifications
- Anticipated final project design approval end of January 2022

#### **EB-6029 – TOWN OF CAROLINA BEACH – CLARENDON AVENUE MULTI-USE PATH**

**Project Description:** Construction of the Clarendon Avenue multi-use path from 4th Street to Dow Road

#### **Project Status and Next Steps:**

- The Town is evaluating the scope for the project.
- Design modifications requested to include five-foot sidewalk and on street pavement markings in lieu of multi-use path

### **TRANSPORTATION DEMAND MANAGEMENT PROGRAM**

**Project Description/Scope:** The TDM “Go Coast” program works to increase the use of alternative transportation by WMPO residents and decrease Vehicle Miles Traveled (VMT). The WMPO Board approved Cape Fear Change in Motion 2020, the short-range TDM Plan which will guide Go Coast initiatives from 2021 to 2025. This plan identifies seven short-range strategies to increase mobility options and reduce traffic in the WMPO region. These strategies are: Alternative Work Schedules, Bike Share Program, Carpool and Vanpool, Consulting for Telecommuting Opportunities, Fostering a Bicycle and Pedestrian Friendly Culture, Improved TDM-Focused Collaboration, and Personalized Commuter Plans.

Go Coast current initiatives and project status:

#### 1. Be A Looker

- Go Coast’s 2021 “Be A Looker” bicycle and pedestrians safety campaign will conclude at the end of October.
- “Be A Looker” has been promoted through a variety of marketing techniques as well as through in-person educational events. Go Coast is working with the Wilmington Fire Department to hold two “Be A Looker” events each month of the campaign in Wilmington.
- TDM Coordinator has also reached out to TCC members to assess possibility for event partnerships with all Member Jurisdictions
- <https://www.gocoastnc.org/bealooker/>
- Since the start of the 2021 “Be A Looker” campaign in May, Go Coast has given away 117 helmets with the Wilmington Fire Department at 5 separate events

#### 2. 31st Annual River to Sea Bike Ride

- 293 cyclists participated in the 31st Annual River to Sea Bike Ride on October 16, 2021

#### 3. Brunswick Heritage Riverside Ride

- The Inaugural Brunswick Heritage Riverside Ride reached its cap registration of 100 participants
- The ride will take place on October 23, 2021.

#### 4. Cape fear Change in Motion 2020 and TDM Services

- In total, Go Coast gave 12 presentations to member jurisdiction governing boards on Cape Fear Change in Motion 2020 from August to October

#### 5. Bicycle Suitability Map Update

- The Bicycle and Pedestrian Advisory Committee has evaluated every roadway in the WMPO region that has been scored for bike suitability
- The BPAC will approve a final draft with recommendation to be adopted by the Board in the BPAC December meeting.

#### 6. Go Coast Commuter Challenge

- The 2021 Go Coast Commuter Challenge will take place October 16-31.
- A new feature Commuter Challenge is available in Share the Ride NC Mobile app. Participants will be able to join teams to compete in the event with friends, family, and colleagues
- Wilmington City Council has approved the \$615 worth of donations from local businesses to be given as prizes to top participants

7. The next Go Coast meeting is February 17, 2022



## Project Updates January 2022

### 1. **Wilmington Regional Microtransit Pilot Project - RideMICRO**

The Authority entered into a regional agreement in May of 2021, to provide on-demand, microtransit services within, and between, Brunswick County, New Hanover County, and Pender County. The revised service offering provides more efficient and cost-effective public transportation to locations under- or unserved by public transportation. The alternative mobility option will result in decreased wait times for customers, affordable fare (which is equal to existing fixed route fares), and the availability of smartphone app technology for trip reservations and fare payment.

Monday, October 11, 2021 marked the official launch of the program, beginning with service to **Zone 1 Northern Brunswick/Downtown Wilmington** and **Zone 2 Pender/Northeastern New Hanover County**. Service to **Zone 3 Southern New Hanover/Pleasure Island** was implemented December 1, 2021. Service to the fourth and final zone, **Zone 4 Northern New Hanover County** will go live spring of 2022. The three active zones contain a combined total of over 3,270 virtual stop locations. (Maps included as attachments to this report.) Virtual stops within each active zone: <https://arcgis.is/1KvyOS>.

The full technology suite for the RideMICRO program is scheduled for implementation **Monday, January 17, 2022**. An expansion to operating hours will be offered at this time as well. Customers will have the ability to plan routes, identify the closest virtual stop, book trips, pay fares, and track their vehicle in real-time through the RideMICRO app.

The Authority has witnessed increased productivity since the implementation of service 12 weeks ago. A total of 265 trips were performed across the three transportation zones at the close of the 2022 calendar year. We look forward to continued growth following the launch of the full tech suite in mid-January.

The service is funded at 100% through NCDOT's ConCPT and community grants. The pilot project is currently planned for a 12-month period, with options to extend pending availability of grant funds. The FY2023 application for a second year of support was submitted and remains under review for approval by NCDOT.

### 2. **Network Redesign Slated for July 2022**

A joint meeting between Wilmington City Council members and New Hanover County Board of Commissioners was held on April 27, 2021. During the meeting, a vote to delay previously slated service reductions was moved by County officials, giving current administration an opportunity to review and make modifications to changes. The postponement of service changes was supported by City Council during their May 4, 2021 meeting.

In response, Authority staff developed a revised System Network Redesign, to be implemented July 2022. The network redesign consists of four phases including, *Service Planning and Design*, *Public Outreach and Stakeholder Engagement*, *Presentation of Finalized Service Network*, and

*Education and Implementation.* Staff recommendation for the revised network was presented to the Authority's Board of Directors for review and consideration on Thursday, November 18, 2021. On January 27, 2022, the Board of Directors will vote on a finalized draft network for staff to bring forth to the community. Updates on public engagement opportunities will be published through official press releases, on the homepage of the Authority's website at: <https://www.wavetransit.com/>, onboard revenue vehicles, via social media, and at major transfer stations as we progress through the network redesign.

Projects in Development								
Project Manager	Contract Ty	Committed	TIP	Description	County	Utilities Move Forward	ROW Move Forward	SAP Let Date
Central	Raleigh		B-5642	Brunswick 65 on NC 87 over Hood Creek	Brunswick	Y	Y	12/21/2021
Central	Raleigh		15BPR.26	New Hanover 48 on I-40 E and I-40 W/NE Substructure Repairs	New Hanover	Y	Y	1/18/2022
Trace Howell	DDRL	Yes	R-3300B	Hampstead Bypass	New Hanover/ Pender	Y	Y	1/18/2022
Mike Bass	DPOC	Yes	U-5710A	US 74 (Eastwood Road)- construct roadway on new location between US 17 (Military Cutoff Road) & US 74 (Eastwood Road)	New Hanover	Y	Y	1/20/2022
Rail Division	Rail	Yes	P-5740 A	Wilmington Rail Rehabilitation, Curve Realignment and Upgrade Rail Bridges	New Hanover	Y	Y	4/1/2022
Rail Division	Rail	Yes	P-5740C	Wilmington Installation of Railroad Grade Crossing Signals and Gates at Various At-Grade Crossings	New Hanover	Y	Y	6/1/2022
Eric Murray	DPOC	Yes	U-5914	Widen NC 133 from US 17/74/76 to Old River Rd	Brunswick	Y	Y	6/2/2022
Derek Pielech	DPOC		BP3-R004	Brunswick 181 over Sturgeon Creek on SR 1437 (Old Fayettevill Rd) (Previously 17BP.3.R.84)	Brunswick	Y	Y	6/23/2022
David Leonard	DPOC		W-5703E	US 117/NC 132 (College Rd) sidewalk between Randall Pkwy and N of University Drive	New Hanover			8/4/2022
Trace Howell	DPOC		W-5703R	NC 132 (South College Rd) and Braggs Drive offset lefts	New Hanover			9/15/2022
Eric Murray	DPOC		W-5601DH	3rd St and Dock St Intersection	New Hanover			10/21/2022
Eric Murray	DPOC		W-5703C	Monkey Junction Pedestrain Improvements	New Hanover			11/17/2022
Rail Division	Rail	Yes	P-5740B	CSX SE Line Improvements to Hwy Grade Xings, Close & Improve Various Exist. At-Grade Crossings	New Hanover	Y	Y	4/28/2023
Lydia	DDRL		I-6039	I-40 Pavement rehab from Milemarker 420 to NC 210	New Hanover, Pender			6/20/2023
Krista Kimmel	DDRL		U-5926	New Route from 23rd St to 26th St	New Hanover	Y	Y	12/19/2023
Brian Harding	DDRL	Yes	U-6202	Widen Gordon Rd to 4 lanes from US 17 Market St to I-40	New Hanover			6/18/2024
Lydia	DPOC		I-6036	I-140 - US 17 to North of US 74 pavement rehab	Brunswick			10/17/2024
Derek Pielech	DPOC	Yes	17BP.3.R.93	Replace Bridge 208 over Sturgeon Creek on SR 1472 (Village Road) in Brunswick County	Brunswick			7/1/2025
Mike Bass	DDRL	Yes	U-5710	US 74 (Eastwood Rd) at US 17 (Military Cutoff Rd)	New Hanover			9/16/2025
Central	Raleigh		B-5653	Pender 14 on NC 133 over Turkey Creek	Pender			1/20/2026
Lydia	DDRL		I-6037	I-140 from US 421 to I-40 pavement and bridge rehab	New Hanover			2/17/2026
Trace Howell	DDRL	Yes	U-5792	MLK at College	New Hanover			6/16/2026
Trace Howell	DDRL	Yes	R-3300A	Hampstead Bypass (US 17 from Military Cutoff Rd to NC 210)	New Hanover/ Pender	Y	Y	9/15/2026
Brian Harding	DDRL	Yes	U-5954	NC 133 at 23rd St Roundabout	New Hanover			6/15/2027
Derek Pielech	Raleigh	Yes	BR-0008	Replace Bridge 7 on US 17 over US 76	Brunswick			9/21/2027
Brian Harding	DDRL	Yes	U-5731	US 74 at US 17/US 421 Flyover	New Hanover			5/16/2028
Krista Kimmel	DDRL	Yes	U-4434	Independence Boulevard Extension	New Hanover			6/20/2028
Brian Harding	DDRL	Yes	U-5729	US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421	New Hanover			7/18/2028
Trace Howell	DDRL	Yes	U-5732	Hampstead Median: US 17 from SR 1582 (Washington Acres Rd) to Vista Lane	Pender			9/19/2028

Lydia		DPOC	I-6038	I-140 from US 421 to US74/US76 pavement rehab	Hanover	11/16/2028
Krista Kimmel	DDRL	Yes	U-3338C	Kerr Ave Interchange at MLK	New Hanover	12/19/2028
Krista Kimmel	DDRL	Yes	U-4902B	US 17 Bus - Market St Median - Railroad to MLK	New Hanover	12/19/2028
Krista Kimmel	DDRL	Yes	U-4902C	US 17 Bus - Market St Median & Interchange	New Hanover	Y 6/19/2029
Trace Howell	DDRL	Yes	U-5702A	College Rd from New Centre to Shipyard	New Hanover	PY
Trace Howell	DDRL	Yes	U-5702B	College Rd Access management improvement from Carolina Beach Rd to Shipyard Blvd	New Hanover	PY
Trace Howell	DDRL	Yes	U-5704	US 17 (Oleander) at College	New Hanover	PY
Brian Harding	DDRL	Yes	U-5734	US 421 Front St Widening	New Hanover	PY
Trace Howell	DDRL	Yes	U-5790	Monkey Junction Interchange	New Hanover	PY
Brian Harding	DDRL	Yes	U-5863	NC 133 - Castle Hayne Rd from I-140 to Division Dr	New Hanover	PY
Trace Howell	DDRL	Yes	U-5881	College Rd from Gordon Rd to New Centre	New Hanover	PY
Brian Harding	DPOC	No	U-6128	US 76 (Oleander Dr) and Greenville Loop Rd/Greenville Avenue Dual Lefts	New Hanover	PY
None	DDRL	Yes	U-6199	Wilmington Citywide Signal System Upgrade	New Hanover	PY
Krista Kimmel	DPOC	Yes	U-6201	Kerr avenue Extension from Wrightsville Avenue to Oleander Dr	New Hanover	PY

PE Work Continuing	
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**Date Completed:**  
**PO:**

**Contact:** Caitlin Marks cmmarks@ncdot.gov  
910-341-2001



Projects Under Construction						
Contract Number	Resident	TIP/WBS/Program	County	Description	Estimated Completion	Percent Complete
DC00316	Alex Stewart	W-5601DH	New Hanover	3rd and Dock St	LET 10/21/21	0.00%
DC00291	Kirsten Spirakis		New Hanover, Pender	I-40 at Exit 420 - GRP 3	Dec-21	99.63%
DC00249	Alex Stewart	B-4590	New Hanover	Bridge 29 over Smith Creek	Oct-23	12.23%
C204557	Kirsten Spirakis		New Hanover, Pender	I-40 Rock Plating Group 1	Jun-22	100
DC00309	Daniel Jones	49404	New Hanover	ILM Landscape Improvement - Available August 1	Dec-22	88.28%
DC00300	Daniel Jones	R-2633BA(L)	Brunswick	Navassa Landscape Enhancement	Dec-22	80.87%
C203980	Alex Stewart	U-4751	New Hanover	Military Cutoff Rd Extension from Market St to the Wilmington Bypass with an interchange at the Bypass	Mar-23	61.87%
C204331	Alex Stewart	15BPR.19	New Hanover	Banks Channel (#21, US 76) girder repair, clean and paint bearings, epoxy caps	Aug-22	3.28%
TBD	Alex Stewart	15BPR.26	New Hanover	Cape Fear (#48 I-140 E) Shear Strengthen	TBD	TBD
C204319	Alex Stewart	U-4902D	New Hanover	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr	Sep-23	50.36%
TBD	Alex Stewart	15BPR.26	New Hanover	Cape Fear (#49, I-140W) Shear Strengthen	TBD	TBD
DC00315	Lydia McKeel	51215.01AD	New Hanover	SR 1187 (Sanders Road) Sinkhole Repairs	Dec-21	24.09%

Resurfacing							
Contract		County	MPO/RPO	Map	Routes	Estimated	
Contract Number	Year					Completion	Percent Complete
DC00311	2022	New Hanover	WMPO	0	Market Street, 3rd Street, Independence Blvd, and patching on 16th & 17th Streets	Sep-23	0.00%
DC00318	2021	Pender	WMPO/CFRPO	0	Pender County Resurfacing	TBD	0.00%
C204409	2021	Brunswick	CFRPO/GSATS/WMPO	0	1 SECTION OF US-17, US-74/76, AND 11 SECTIONS OF SECONDARY ROADS	Oct-22	0.00%
DC00304	2021	Brunswick	CFRPO/GSATS/WMPO	0	US 17, NC 904 & VARIOUS SECONDARY RDS.	Jun-22	0.00%
DC00302	2021	New Hanover	WMPO	0	New Hanover County Resurfacing	Jan-22	88.93%
DC00294	2021	New Hanover	WMPO	0	New Hanover County Resurfacing	Sep-22	17.80%

Interactive Resurfacing Map can be found here: <https://ncdot.maps.arcgis.com/apps/dashboards/d967e1f18d1c41aca2f260fb630a4c64>



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J. ERIC BOYETTE  
SECRETARY

January 2022

Nazia Sarder  
Transportation Engineer  
NCDOT Transportation Planning Division  
1 South Wilmington Street  
Raleigh, NC 27601

JANUARY TPD UPDATES WILMINGTON MPO

JANUARY 2022

**Brunswick County Model:** The Brunswick County Model was completed in February of last year.

**Brunswick County Comprehensive Transportation Plan (CTP):** The Brunswick County CTP just went through Peer Review, Management Review and Steering Committee Review. The comments will be reviewed and incorporated in the following weeks. The TPD engineers are also starting to set up public involvement sessions – both in person and virtual.

**Wilmington Model:** The 2045 Travel Demand Model and 2045 Wilmington MPO MTP was adopted on 11/18/2020 by the Wilmington MPO Board. The next Wilmington Model update will start in spring of this year in preparation for the next MTP.

**N.C. Governor's Highway Safety Program Grant Applications:** The North Carolina Governor's Highway Safety Program (NCGHSP) will soon be accepting grant applications for communities planning traffic safety programs. The grants will be for federal fiscal 2023, which is from Oct. 1, 2022 - Sept. 30, 2023.

**NCDOT Awards 2021 Bicycle and Pedestrian Planning Grants:** Thirteen municipalities from across the state will receive assistance with bicycle and pedestrian planning, thanks to grants awarded this fall by the N.C. Department of Transportation.

The NCDOT Bicycle and Pedestrian Planning Grant program, now in its nineteenth year, helps North Carolina communities develop a comprehensive strategy for expanding bicycle and pedestrian facilities, and improving the safety of our transportation network for all users.

**Updates on Coronavirus (COVID-19) in North Carolina:** <https://covid19.ncdhhs.gov/>

**Helpful Links:**

Click on links below to learn more:

- NCDOT home page—[ncdot.gov](https://www.ncdot.gov)
- Real-Time Traffic—[DriveNC.gov](https://www.driveNC.gov) | [North Carolina Traffic & Travel Information](https://www.driveNC.gov/north-carolina-traffic-travel-information)
- Report a pothole—[NCDOT Contact Us Form](https://www.ncdot.gov/contact-us)
- NCDOT: State Transportation Improvement Program— [ncdot.gov/sti](https://www.ncdot.gov/sti)
- Interactive Bicycle Routes Map—<https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>
- Links to all traffic count data information—[Traffic Survey Group \(ncdot.gov\)](https://www.ncdot.gov/traffic-survey-group)
- NCDOT Interactive Traffic Volume Map—[Interactive Traffic Volume map \(ncdot.gov\)](https://www.ncdot.gov/interactive-traffic-volume-map)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](https://www.ncdot.gov/traffic-safety-data-engineering)

**NCDOT Statewide Plans:**

To learn more, click on the following links:

- [NC Moves 2050 Plan](https://www.ncdot.gov/ncmoves) (or go to [ncdot.gov/ncmoves](https://www.ncdot.gov/ncmoves))
- [NCDOT Strategic Transportation Corridors](https://www.ncdot.gov/strategic-transportation-corridors) (or go to [ncdot.gov](https://www.ncdot.gov) and search: Strategic Transportation Corridors)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](https://www.ncdot.gov/ncdot-comprehensive-state-rail-plan-25-year-vision) (or go to [ncdot.gov](https://www.ncdot.gov) and search: rail plan)
- [NC Statewide Multimodal Freight Plan \(2015-2040\)](https://www.ncdot.gov/nc-statewide-multimodal-freight-plan-2015-2040) (or go to [ncdot.gov](https://www.ncdot.gov) and search: public transportation plan)
- [Great Trails State Plan](https://www.ncdot.gov/great-trails-state-plan) (or go to [ncdot.gov](https://www.ncdot.gov) and search: Great Trails)
- [Connecting North Carolinians to Opportunities \(Public Transportation strategic Plan—2018\)](https://www.ncdot.gov/connecting-north-carolinians-to-opportunities-public-transportation-strategic-plan-2018) (or go to [ncdot.gov](https://www.ncdot.gov) and search: public transportation plan)
- [NCDOT Resilience Strategy Report \(2021\)](https://www.ncdot.gov/ncdot-resilience-strategy-report-2021) (or go to [ncdot.gov](https://www.ncdot.gov) and search: resilience strategy report)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](https://www.ncdot.gov/statewide-pedestrian-bicycle-plan-2013) (or go to [ncdot.gov/bikeped/walkbikenc](https://www.ncdot.gov/bikeped/walkbikenc))

# SAVE THE DATE



## TRANSPORTATION REIMAGINED

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**2022 NCAMPO CONFERENCE**  
Wilmington, NC • April 20-22, 2022