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*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:** February 17, 2022  
**SUBJECT:** February 23<sup>rd</sup> meeting

A meeting of the Wilmington Urban Area MPO Board will be held on Wednesday, February 23, 2022, at 3 pm. The meeting will be held in the 6th Floor Conference Room at 320 Chestnut Street downtown Wilmington. The public may attend the meeting in person. Due to COVID-19, pursuant to N.C.G.S. sec. 166A-19.24 the public and Board Members may also attend the meeting remotely as follows:

The 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: 646 558 8656 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) 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 February 22, 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.

- 6) Presentation
  - a. North Carolina State Ports Authority Update- Stephanie Ayers, NC State Ports

**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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- 7) Consent Agenda
    - a. Approval of Board Meeting Minutes from January 26, 2022 (p. 4-13)
    - b. Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-1 (p. 14-15)
    - c. Opening of the 30-day public comment period for 2020-2029 STIP/MPO Transportation Improvement Program Amendment #22-2 (p. 16)
    - d. Resolution supporting the North Carolina State Ports Authority Grant Applications for the US DOT FY 22 Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Infrastructure for Rebuilding America (INFRA), and Port Infrastructure Development (PID) grant programs to fund a new Intermodal Terminal Facility at the Port of Wilmington (p. 17-18)
  - 8) Regular Agenda
    - a. Resolution Supporting the Allocation of Additional Direct Attributable Funds to the City of Wilmington for the Hooker Road Multi-use Path (U-5534G), Hinton Road Multi-use Path (U-5534H), and Wrightsville Avenue/Greenville Avenue Intersection Improvement (U-5534C) Projects (p. 19-21)
  - 9) Discussion
    - a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-2 (p. 22-23)
    - b. FY 23 Unified Planning Work Program Development (p. 24-46)
    - c. Direct Attributable Scoring Criteria
    - d. Wilmington Multi-modal Transportation Center Phase 1B (p. 47-49)
  - 10) Updates
    - a. Wilmington Urban Area MPO (p. 50-56)
    - b. Cape Fear Public Transportation Authority (p. 57-58)
    - c. NCDOT Division (p. 59-62)
    - d. NCDOT Transportation Planning Division (p. 63-64)
  - 11) Announcements
    - a. Hampstead Bypass Groundbreaking Ceremony- March 11<sup>th</sup> at 11 am
    - 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>
  - 12) Next meeting – March 30, 2022

#### **Attachments**

- MPO Board Meeting Minutes- January 26, 2022
  - Proposed 2020-2029 STIP/MPO Administrative Modification #22-1
  - Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-1
  - Proposed 2020-2029 STIP/MPO Transportation Improvement Program Amendment #22-2
  - Resolution supporting the North Carolina State Ports Authority Grant Applications for the US DOT FY 22 Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Infrastructure for Rebuilding America (INFRA), and Port Infrastructure Development (PID) grant programs to fund a new Intermodal Terminal Facility at the Port of Wilmington
  - Resolution from the City of Wilmington regarding the Hooker Road Multi-use Path, Hinton Avenue Multi-use Path and Wrightsville Avenue/Greenville Avenue Intersection Improvements
  - Resolution Supporting the Allocation of Additional Direct Attributable Funds to the City of Wilmington for the Hooker Road Multi-use Path (U-5534G), Hinton Road Multi-use Path (U-5534H), and Wrightsville Avenue/Greenville Avenue Intersection Improvement (U-5534C) Projects
  - Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-2
  - FY 23 Unified Planning Work Program Memorandum
  - Draft FY 23 Unified Planning Work Program (February 23, 2022)
  - FY 22 and FY 23 Summary of Differences
  - Wilmington Multi-modal Transportation Center Phase 1B Memorandum
  - Wilmington Urban Area MPO Update (February)
  - Cape Fear Public Transportation Authority Update (February)
  - NCDOT Division Project Update (February)
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- NCDOT Transportation Planning Division Project Update (February)



# 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, January 26, 2022

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

Neil Anderson, City of Wilmington  
Lynn Barbee, Town of Carolina Beach  
Brenda Bozeman, Town of Leland  
John Ellen, Town of Kure Beach  
Mike Forte, Brunswick County  
Deb Hays, Cape Fear Public Transportation Authority  
Mike Allen, Town of Belville  
David Piepmeyer, Pender County  
Charlie Rivenbark, City of Wilmington

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

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)**

Jonathan Barfield, Jr., New Hanover County  
Hank Miller, Town of Wrightsville Beach  
Eulis Willis, Town of Navassa

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

Gene Conti  
J. Dayton  
Scott Franko  
Gino Galutera, UNCW  
C. Hannah  
Jen Holbrook, Blue Duck  
Deb LeCompte, Carolina Beach  
Marty Little, New Hanover County  
D. McGarry  
R. Rochelle  
Nazia Sarder, NCDOT  
Ron Satterfield, City of Wilmington  
H. Tasaico, NCDOT  
Megan Young

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

Chairman David Piepmeyer called the meeting to order at 3:00 p.m.

### **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.

MPO Executive Director Mike Kozlosky called the roll. A quorum was present as follows:

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

Mr. Kozlosky noted that Ms. Hays, Mr. Rivenbark and Mr. Anderson have been delayed.

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

Mr. Kozlosky said that Landon Zimmer has requested to be excused from today's meeting.

Mr. Ellen made a motion to excuse Mr. Zimmer from the meeting, seconded by Mr. Forte and the motion carried unanimously by roll call as follows:

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

4) **Approval of the Agenda**

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

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

5) **Election of Officers**

Mr. Kozlosky opened the nominations for Chairman.

Mr. Forte nominated Mr. Piepmeyer to continue as Chairman. Ms. Bozeman seconded the motion. There were no other nominations for Chairman. Mr. Miller made a motion to close the nominations and approve the nomination of Mr. Piepmeyer as Chairman. Ms. Bozeman seconded the motion, and it carried unanimously by roll call as follows:

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

Chairman Piepmeyer expressed appreciation and requested nominations for Vice Chairman. Mr. Ellen nominated Mr. Miller to continue as Vice Chairman. Ms. Hays seconded the motion. There were no other nominations for Vice Chairman. Mr. Ellen made a motion to close the nominations and approve the nomination of Mr. Miller as Vice Chairman. Ms. Bozeman seconded the motion, and it carried unanimously by roll call as follows:

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

Chairman Piepmeyer expressed congratulations to Vice Chairman Miller.

6) **Public Comment Period**

Mr. Kozlosky stated that no public speakers were signed up to speak, and no public comments were received via phone message or email, etc.

7) **Presentation**

a. **Infrastructure Investment and Jobs Act (IIJA)- Burt Tasaico- Director of Strategic Initiatives & Program Support, NCDOT**

NCDOT Director of Strategic Initiatives & Program Support Burt Tasaico gave a presentation on the Infrastructure Investment and Jobs Act (IIJA), which was presented to the NC Board of Transportation in December. He gave an overview of multi-year federal reauthorization plans, which began with the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Thirty years later, Congress adopted the IIJA, also commonly referred to as the Bipartisan Infrastructure Law. He gave an overview of the 100 years of the Federal aid funding program as follows:

- Tied to a specific system
- 25% of 80,000 miles plus are eligible for federal funding, which leaves many miles not covered
- Designed for states to have a stake with matching requirements for reimbursement,
- Higher levels of funding available for different programs
- Apportionment available to be used in a four-year period, otherwise it lapses
- Obligation of limitation on a one-year basis, otherwise is returned

Mr. Tasaico said that the purpose of the authorization act approved by Congress in November of last year, is to authorize or reauthorize programs such as the National Highway Performance Program (NHPP), Surface Transportation Block Grant program (STBG), etc. He noted that it sets programs with specific requirements, authorizes a line of credit, how it is distributed, and the local match.

Mr. Tasaico said that the IIJA (Public Law 117-58, 1,039 pages) was signed by the President on November 15th. He noted that the bill merges reauthorization (surface transportation: rail, highways, bridges, transit) with infrastructure legislation (power grids, water lines, port facilities, etc.). He added that the \$1 trillion to \$1.2 trillion bill covers the federal fiscal years of 2022 through 2026.

Mr. Tasaico said that the federal gas tax of 18.4 cents per gallon that pays for the infrastructure bill has not changed since 1993. Since that time, cars have increased in fuel efficiency and rely on different types of engine power. He noted that in order to get the financing of the reauthorization portion of this infrastructure bill to work, it was necessary to affect the transfer of \$118 billion for the next five years. Additionally, the new terminology of advance appropriations has been introduced.

Mr. Tasaico pointed out that the IIJA bill is not being paid for by the traditional user-pay system, but from General Fund monies. He noted that the federal government will afford the payments by going further into debt.

Mr. Tasaico said that under its revenue provisions, the IIJA authorizes expenditures through October 1, 2026. He noted that it authorizes the Treasury to collect gas taxes and other federal receipts through September 30, 2028, which is not a new provision. He noted that the provision to collect revenue for an additional two years was put in jeopardy in the mid-2000s. The absence of a new reauthorization continued for one year, 11 months and 15 days, which necessitated research into contingencies should Congress not approve a reauthorization bill or the collection of the federal gas tax. However, 4.3 cents on diesel can be collected even if Congress does not extend reauthorization. He said the distribution of the \$118 billion transfer to the Federal Highway Trust Fund is as follows:

- \$90 billion highway account
- \$28 billion transit account

Mr. Tasaico said that without the transfer, the Federal Highway Administration would have to implement cash management procedures and limit reimbursement of monies to the state, which would have reduced NCDOT's obligation afford (OA) by about 40%. He noted that with the transfer, the closing cash balance of the Federal Highway Trust Fund will approach the minimum amount required. Therefore, those involved in federal aid financing are already anticipating what Congress might do in 2026 and are asking the following questions:

- Will Congress allow another General Fund bail out? If so, how much?
- Will they raise the gas tax?
- Will they ask the Federal Highway Trust Fund to live within the means of federal gas tax collection?

Mr. Tasaico explained that this is an important consideration because the State Transportation Improvement Program (STIP) covers a 10-year period. He noted that for the last 10 years, the funding levels of the last year of the reauthorization were assumed and kept flat. He added that in the world of transportation, \$1 trillion split over five years among 52 eligible recipients, does not go far considering how much it costs to build a new roadway, widen a roadway, build a new bridge, or replace a bridge.

Mr. Kozlosky inquired what North Carolina might expect of the \$1 trillion. Mr. Tasaico responded that it is unknown since Congress has not approved the FY22 appropriation yet. However, he estimated an additional \$150 million to \$200 million in OA.

Mr. Kozlosky pointed out that the IIJA might decrease NCDOT's \$11 billion STIP programming shortfall to \$9.5 billion but will not solve the programming challenges.

Mr. Tasaico said that the media has reported that North Carolina will receive around \$7.5 billion in new federal funding through the IIJA. However, this number is based on authorization levels that do not translate to reimbursable cash and is not new money. He noted that assumptions have been made in the 10-year STIP as to the amount. He added that every state DOT must have at least a four-year STIP program due to federal requirements, and North Carolina has a 10-year STIP according to North Carolina General Statutes.

In response to an inquiry by Mr. Anderson, Mr. Tasaico said that about half of the money is reauthorization, and the other half, advanced appropriation that must be approved yearly.

Mr. Tasaico said that in the past, state DOTs and MPOs have been the only eligible recipients of federal aid dollars. However, about 60,000 entities across the country and about 700 recipients in North Carolina are now eligible for IIJA funds. He encouraged Board members to visit the Federal Highway's site for some good information and Q&As. He added that the debt ceiling was increased and within the week the \$118 billion was transferred. Although guidance for new programs is incomplete, \$5.5 billion for bridges was authorized nationally, with about \$91.4 million for North Carolina bridges and \$17 million for off-system bridges (not on the federal aid system). He noted that the Raise Grant Program makes available \$1.5 billion nationally with the deadline to apply by April 14th. Additionally, about \$240 billion is available in competitive grant opportunities for state DOTs, MPOs, RPOs, counties, municipal jurisdictions, transit authorities, and port authorities across the country.

A brief question/answer and discussion period was held regarding transportation revenues.

Chairman Piepmeyer expressed appreciation to Mr. Tasaico.

## 8) Consent Agenda

- a. Approval of Board Meeting Minutes from November 17, 2021, and December 1, 2021 Special Meeting
- b. Resolution adopting the 2022-2026 Wilmington Urban Area Metropolitan Planning Organization's Strategic Plan
- c. Resolution endorsing the Targets for Safety Performance Measures Established by the North Carolina Department of Transportation for 2022
- d. Resolution approving the 2020-2029 STIP/MPO TIP Amendments #21-8
- e. Resolution approving the 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-10
- f. Opening of the 30-day public comment period for the 2020-2029 STIP/MPO TIP Amendment# 22-1
- 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)

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

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

**Excused:** Landon Zimmer.

9) **Regular Agenda**

a. **Resolution approving Amendment #2 to the FY 22 Unified Planning Work Program**

MPO Deputy Director Abby Lorenzo said that this amendment to the MPO's FY22 Unified Planning Work Program (UPWP) proposes to reallocate \$80,500 from the North Brunswick Transit Study, which was discontinued due Wave Transit's implementation of its Micro Transit program, to the following:

- \$38,500 for a special study for a consultant to analyze data for the Congestion Management Process (CMP)
- \$20,000 for a special study regarding pedestrian safety on US-17 in Leland
- \$5,100 for a staff compensation study
- \$16,900 to management and operations

Ms. Hays made a motion to approve the Amendment #2 to the FY22 UPWP. Mr. Anderson seconded the motion, and it carried unanimously by roll call as follows:

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

b. **Opening of the 30-day public comment period for the FY 23 Unified Planning Work Program**

Mr. Kozlosky said that this is the opening of a 30-day public comment period required by the MPO's Public Participation Policy. He noted that the MPO's FY23 budget is required to be approved and submitted to the North Carolina Department of Transportation (NCDOT) by March 31st. The draft budget identifies the tasks anticipated to be completed in FY23 and funding for two special studies – completion of a bicycle and pedestrian plan for Pender County and funding to embark on the development of the MPO's 2050 Plan, which takes three years to produce. He added that this budget also focuses on compensation mirroring the City of Wilmington's FY23 budget focus. He noted that the MPO's FY23 budget includes a minimal increase for its member jurisdictions, which has been included in the agenda packet with this item.

Mr. Rivenbark made a motion to open the 30-day public comment period for the FY23 UPWP, seconded by Mr. Forte, and the motion carried unanimously by roll call as follows:

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

10) **Discussion**

a. **2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-1**

Mr. Kozlosky stated that Administrative Modification #22-1 is for informational purposes only and will be brought back at the Board's next meeting for consideration.

b. **Direct Attributable Programs Prioritization Criteria**

MPO Transportation Planning Engineer Scott A. James said that this is a continuing conversation about the most recent responses to the call for submittals for the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding. He noted that the current practice for the Surface Transportation Block Grant-Direct Attributable (STBG-DA) projects is to issue a call, receive and score applications per the adopted methodology to rank projects using total of 83 possible points.



Mr. James said that the current potential point distribution is as follows:

- 16 points project purpose
- 11 points project readiness
- 26 points congestion and mobility (31%)
- 17 points accessibility
- 10 points safety
- 3 points sustainability

In response to an inquiry by Chairman Piepmeyer, Mr. James said that the detailed point breakdown was not available for discussion by the TCC. However, the Committee has been made aware of the preponderance of non-automotive submissions and the need to address this type of submittal in the methodology.

Mr. James pointed out that the most recent call for projects for CRRSAA funding provided an opportunity to include in the methodology a COVID hardship. He noted that six of the seven applications were for nonautomotive projects — shared-use paths, and pedestrian safety improvements, which resulted in only 66% of the congestion and mobility, and accessibility points being awarded. He added that the prior call with three applications for STBG-DA funds resulted in 40% of the congestion and mobility, and accessibility points being awarded. He explained that points are being left on the table and the scores are lower across the board.

Mr. James said that roadway capacity improvements are more expensive and tend not to be proposed. As a result, most of the projects are bicycle-, pedestrian-, or transit-oriented projects rather than capacity improvement projects. He noted that staff proposes to revise the methodology, to increase the point total from 83 to 100, add more metrics that would reflect a non-automotive project goal, and reallocate some of the points assigned to the congestion and mobility measure so that the rate of those measurements is fewer.

Discussion followed. Chairman Piepmeyer agreed with some of the proposed changes, especially increasing points for safety.

In response to an inquiry by Mr. Anderson, Mr. Kozlosky clarified that the proposed changes are for the STBG-DA Program. He noted that the MPO receives about \$4 million for the Board to distribute through a competitive process. He added that given the amount of funding available, the MPO is seeing more bicycle and pedestrian project submissions. However, the current criteria are more traffic engineering oriented.

In response to an inquiry by Chairman Piepmeyer, Mr. Kozlosky confirmed that the MPO has not received more projects than there is money.

Mr. Anderson inquired about the reason for changing the criteria. Mr. James explained that the projects could be ranked better with the appropriate criteria to differentiate the projects in the competitive process. Mr. Barbee pointed out that the intention is not to weigh bicycle and pedestrian projects over roadway projects, but to create a spread or granularity between the bicycle and pedestrian projects.

Mr. Anderson expressed a desire to improve the variety of projects submitted and asked about the cost of projects. Mr. Kozlosky estimated that a traffic light is \$250,000-\$300,000, the pedestrian signals are \$50,000, and paving the turn lane is \$500,000-\$1 million.

Ms. Hays inquired if this is a marketing dilemma. Mr. Kozlosky responded that the MPO is not receiving enough applications. Chairman Piepmeyer commented that it's necessary to educate the applicants. Mr. Ellen pointed out that if there are big numbers in congestion, accessibility, and safety lead to bicycle and pedestrian improvements. Mr. Anderson expressed doubts as to the impact of a turn lane on congestion.

Discussion touched on the lack of surface transportation projects. Mr. Ellen pointed out that Kure Beach won a CRRSAA grant this year to re-engineer an intersection. Mr. Kozlosky said that one challenge might be the required local match, which the CRRSAA awards did not require.

Chairman Piepmeyer commented that that training is necessary and expressed a desire to reallocate points to safety. Mr. Kozlosky said that in the past, the MPO has offered training for members, which was discontinued due to staffing challenges a few years ago. He noted that staff is currently discussing restoring the training program, which can include a marketing component. He added that staff will bring back recommendations for revisions to the ranking criteria for the Board's consideration.

Chairman Piepmeyer commended Mr. James on his presentation. The Chairman recapped that the points should be increased to a total of 100, and safety should have two measures. Mr. James suggested that an evaluation methodology could be included that might encourage capacity improvements. However, he cautioned, if local jurisdictions do not have the required 20% match, they might be parsed out of capacity improvement proposals (additional travel lanes, road widenings, right of way acquisitions) and only submit more affordable proposals.

Discussion continued regarding safety and capacity, and whether bicycle and pedestrian improvements offset congestion. Mr. Miller pointed out that there has been an increase in bike traffic to Wrightsville Beach, especially since the COVID pandemic. Mr. Ellen requested a package of information to share with his Board of Commissioners in addition to the training component.

Mr. Rivenbark pointed out that the increased competition for right of way increases the cost of improvements and expressed concerns regarding the safety of on-road bike lanes.

Mr. Barbee commented that more applications will help define the criteria.

In response to an inquiry by Ms. Hays, Mr. Kozlosky summarized that there is interest in improving training, and to market the program. Chairman Piepmeyer requested making use of the additional 17 points and reviewing the criteria under each category to increase the total number of safety points.

Mr. Kozlosky said that with the consensus of the Board, staff will bring back a 100-point scoring system that addresses the criteria for the Board's consideration.

Mr. James inquired about staff's recommendation regarding more nuanced criteria for addressing non-automotive projects. Chairman Piepmeyer requested that staff propose changes to the criteria to increase the point spread between the projects submitted.

Mr. Barbee clarified that the criteria should not favor any project type.

Mr. Ellen concurred with Chairman Piepmeyer about increasing safety points and suggested doubling or tripling the total points to 20 or 30 based on personal experience. He pointed out that some of the other categories naturally will have a positive impact on safety as well.

c. **Bike Share in Wilmington Region**

Chairman Piepmeyer pointed out that a bike share contract was awarded several years ago and was terminated due to the vendor's lack of follow through. He noted that this item is to determine interest in continuing the program.

In response to an inquiry by Mr. Ellen, Mr. Rivenbark said that numerous vendors have approached the City of Wilmington in the past including the same vendor who provided bike share to UNCW.

MPO Transportation Demand Management (TDM) Coordinator Nick Cannon gave a brief update on bike share in the Wilmington region. He defined bike share as a micro-mobility program where bikes are made available for short-term, individuals use, usually for a couple of hours or a few minutes. He noted that these bikes are made available in designated areas and can be taken from one area to another. He gave a timeline of bike share in the region as follows:

- Request for Proposals (RFP) released in 2017
- Submissions reviewed by a steering committee that provided a recommendation in 2018
- City of Wilmington entered into an agreement with Zagster for a no-cost program to implement 100 bicycles across 25 stations in 2019
- Termination of the contract due to Zagster's inability to secure a title sponsor in January 2020
- RFP reissued and reviewed in February 2020
- Program stalled due to the shutdown of vendors during the COVID-19 pandemic in March 2020

Mr. Cannon said that vendors are reaching out with new programs and the Board can now pursue a bike share program, which is included in the TDM Short Range Plan and the Cape Fear Moving Forward 2045 Plan.

In response to an inquiry by Mr. Anderson, Mr. Cannon stated that nothing has changed that might deter the Board from pursuing the program. However, micro-mobility is a constantly changing market that is difficult to predict. He noted that title sponsorship for a no-cost programs to municipalities has become rarer, which may make it necessary to identify funding sources.

Discussion ensued. Chairman Piepmeyer expressed concerns regarding bikes being left everywhere randomly and requested more information.

Mr. Anderson made a motion to issue the RPF with two options, with and without stations, and, if a sponsored program is pitched, that the sponsor be identified prior to the execution of the contract. Ms. Hays seconded the motion and it carried unanimously by roll call as follows:

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

Mr. Ellen requested that language be included in the RFP regarding indemnification and insurance coverage, and that the attorney review the contract to prevent liability.

d. **South 3rd Street Update**

Mr. Kozlosky reminded the MPO Board that at its October meeting, Mr. McGarry expressed concerns about South 3rd Street, and that the Board requested an update at its January meeting.

NCDOT Division 3 Traffic Engineer Jessi Leonard gave an update on a section of South 3rd Street between Market Street and Castle Street, specifically the intersections of Dock Street, Orange Street, Ann Street, Nun Street and Church Street. For the Dock Street intersection, she noted that NCDOT

recently awarded a project for a pedestrian upgrade to include curb bump outs to reduce pedestrian crossing distance and a median to provide a crossing refuge. She added that the contract is for work to begin at any time and the completion date is September 2022.

Ms. Leonard said that NCDOT performed a signal analysis at four other intersections of interest, which included turning vehicles, pedestrian counts, and a five-year crash analysis. Based on the findings of traffic volumes, the warrants were not met for signalization. However, based on the pedestrian usage and crash patterns, she noted that NCDOT can endorse traffic signals at Orange Street and Ann Street. She added that although no designated funding source exists for the new signal installation, estimates are planned for completion in March for submittal by the regional traffic unit for safety funding that competes statewide.

In response to an inquiry by Mr. Rivenbark, Ms. Leonard confirmed that stop lights are proposed for Orange Street and Ann Street, which currently has a flashing beacon, and that the other intersections did not qualify. She noted that the median will remain, since removing it will not increase safety.

Ms. Leonard said that the speed limit on South 3rd Street was also expressed as a concern. The City of Wilmington completed a two-week study in June of 2020 around the time that the concern was submitted. The data collected showed that the average speed was 35 mph and the 85th percentile speed was 40 mph. Based on this information and feedback from the city, NCDOT is not pursuing a speed limit reduction at this time. However, the City of Wilmington has this stretch of South 3rd Street in its queue for installing temporary speed radar signs and will collect data before the installation to further evaluate the effectiveness of a permanent installation.

Ms. Leonard said that the amount of truck traffic on US-17 Business or South 3rd Street is another concern. While there is a no-through-truck ordinance in place for this section of 3rd Street, if any truck has deliveries or destinations in this area, they would be exempt from the restrictions. To bring more attention to the ordinance and help address the concerns, NCDOT has worked with its Signing and Delineation Unit to develop a signing plan that overhead structures could support. She noted that there is no funding but the rough estimate of \$40,000. NCDOT is also checking the ground mounted signs for truck restrictions.

Ms. Hays inquired about a staged approach for installing one signal first and measuring the impact, since the two traffic signals would be close together. She commented that the Residents of Old Wilmington (ROW) have expressed a preference for a traffic signal at Ann Street to replace the current pedestrian crossing signal, which is largely ignored by motorists.

Ms. Leonard said NCDOT intends to submit both projects/estimates for safety funding. She noted that Orange Street currently had 26 crashes, while Ann Street had 9 crashes, and that traffic signals at these locations will be tied into the city's signal system for timing. She added that Ann Street would have a two-phase signal that would reduce the time of the stop.

Mr. Kimes pointed out that NCDOT is working with the city, and its main purpose is to generate the estimates and identify funding. He noted that NCDOT can provide city engineers with a recommendation to determine one signal versus two signals and how it will operate.

Ms. Hays expressed concerns regarding supply chain issues and the many merchants and restaurants in the area. She inquired if this would impact business. Mr. Rivenbark responded that there are parking zones for deliveries in the morning, and an effort has been made for trucks to depart by 11:00 a.m. He added that the drivers are well informed and part of the solution.

Ms. Leonard said that trucks with deliveries and destinations in the area are aware that they do not have to abide by the restrictions of the ordinance.

**11) 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.

Mr. Kimes announced that the \$185 million Hampstead Bypass was officially awarded two hours ago. He noted that a few weeks ago, NCDOT awarded \$217 million for NC-211, which is part of the area. He commented that all told, NCDOT has put a half a billion dollars in transportation in the area. He noted that the groundbreaking has yet to be scheduled and that everyone here will be invited. He estimated that 100 or more people can be accommodated at the groundbreaking planned on US-17 at the northern part of the interchange.

Chairman Piepmeyer clarified that \$185 million is the cost of the first five miles only of the Hampstead Bypass and does not including the 8 miles from NC-210 to I-140. He expressed appreciation to NCDOT and the MPO Board for helping the project acquire the visibility and phasing into existence. He commented that the bypass will have an immediate impact on US-17 from Hampstead to Topsail High School. As soon as it opens, he speculated that people will be able to bypass Hampstead to go to Burgaw, I-40, and anywhere west. He added that the bypass will alleviate the traffic from Topsail Beach and Jacksonville, which are forced to the NC-210 intersection, as well as students traveling to Topsail Elementary via the Hoover Road connection as part of the first five miles of the bypass, and Topsail High School.

**12) Announcements**

- a. Wilmington MPO Bike/Pedestrian Committee- February 8th
- b. NC State Ethics Forms Due- April 15th
- c. NC Association of MPOs 2022 Conference- April 20th -22nd

**13) Adjournment**

**Next MPO Board meeting – February 23, 2022**

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

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

The meeting adjourned at 5:03 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.**

# 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 (BGDACV) FY 2022 - \$118,000 (L) \$757,000
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**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #22-1 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 #22-1.

**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 #22-1.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 23, 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 #22-2  
(January 2022)**

**STATEWIDE PROJECT**

**STIP ADDITIONS**

RC-2000 - STATEWIDE PROJECT  
STATEWIDE  
**PROJ.CATEGORY**  
STATEWIDE

VARIOUS, TRAFFIC SEPARATION STUDY  
IMPLEMENTATION AND CLOSURES PROGRAM  
ADMINISTRATION

**ADD NEW PROJECT FOR PLANNING ONLY AT THE  
REQUEST OF THE RAIL DIVISION.**

RX-2000 - STATEWIDE PROJECT  
STATEWIDE  
**PROJ.CATEGORY**  
STATEWIDE

VARIOUS, HIGHWAY-RAIL GRADE CROSSING SAFETY  
IMPROVEMENTS PROGRAM ADMINISTRATION.

**ADD NEW PROJECT FOR PLANNING ONLY AT THE  
REQUEST OF THE RAIL DIVISION.**



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION SUPPORTING THE NORTH CAROLINA STATE PORTS  
AUTHORITY'S GRANT APPLICATIONS FOR THE UNITED STATES  
DEPARTMENT OF TRANSPORTATION'S FY2022 REBUILDING AMERICAN  
INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE),  
INFRASTRUCTURE FOR RECUILDING AMERICAN (INFRA), AND PORT  
INFRASTRUCTURE DEVELOPMENT (PID) GRANT PROGRAMS TO FUND A NEW  
INTERMODAL FACILITY AT THE PORT OF WILMINGTON**

**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 North Carolina State Ports Authority owns and operates an ocean port terminal in Wilmington, North Carolina in New Hanover County and the operation of such a terminal is a tremendous catalyst for economic growth and development throughout North Carolina and the region; and

**WHEREAS**, the North Carolina State Ports Authority's contributed more than \$15.4 billion in annual economic contribution to the state's economy constituted by goods moving through the port facilities and supported 87,700 full-time jobs at North Carolina businesses; and

**WHEREAS**, the North Carolina State Ports Authority strategic plan forecasts container volumes to grow 50 percent at the Port of Wilmington over the next five years; and

**WHEREAS**, 50,000 containers are projected to arrive or depart the Port of Wilmington via intermodal rail over the next five years; and

**WHEREAS**, to service existing customers and accommodate growing rail volumes at the Port of Wilmington, a new intermodal facility is needed; and

**WHEREAS**, the project supports North Carolina's core industry segments including furniture, forest products, pork and poultry, apparel, and textiles; and

**WHEREAS**, this investment will increase capacity through this growing economic hub has a dual benefit to in-terminal efficiency and outside of terminal congestion reduction; and

**WHEREAS**, this investment will reduce future truck congestion and improve safety, efficiency, system performance, and infrastructure return on investment as well as deliver environmental benefits to the community; and

**WHEREAS**, the North Carolina State Ports Authority is preparing grant applications for the United States Department of Transportation's FY2022 RAISE, INFRA, and PID grant programs to fund the new intermodal facility at the Port of Wilmington.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the North Carolina State Ports Authority's efforts to secure these grants to fund a new intermodal facility at the Port of Wilmington.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 23, 2022.

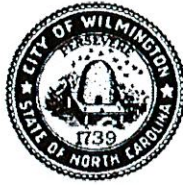
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David Piepmeyer, Chair

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Mike Kozlosky, Secretary

# Resolution



City Council  
City of Wilmington  
North Carolina

Introduced By: Anthony N. Caudle, City Manager

Date: 1/18/2022

**Resolution Authorizing the City Manager to Request Additional STBGP-DA Funding from the Wilmington Urban Area Metropolitan Planning Organization in the Amount of \$2,400,000 with a Required \$600,000 Local Grant Match from the City for the Hooker Road Multi-Use Path, Hinton Avenue Multi-Use Path, and Wrightsville Avenue and Greenville Avenue Intersection Improvements Projects**

## LEGISLATIVE INTENT/PURPOSE:

This resolution authorizes the City Manager to request additional funding from the Wilmington Urban Area Metropolitan Planning Organization (WMPO) for the Hooker Road Multi-Use Path, Hinton Avenue Multi-Use Path, and the Wrightsville Avenue and Greenville Avenue Intersection Improvements Projects. These projects are federally funded through the WMPO via the Surface Transportation Block Grant - Direct Attributable (STBGP-DA) program which is passed through the North Carolina Department of Transportation (NCDOT) and requires a twenty (20) percent local grant match from the City. Although these projects are separate, they have been combined for the design and construction phases to expedite their respective project schedules and to realize potential construction cost savings through economies of scale.

This request would increase STBGP-DA funding from the WMPO in the amount of \$2,400,000 and require a \$600,000 local grant match from the City. The total increase in funding to cover anticipated construction and related costs for these projects would be \$3,000,000.

The City's Bicycle and Pedestrian Committee recommends that the STBGP-DA local grant match of \$600,000 be covered with unallocated funds from the Kerr Avenue Bike Lane and Sidewalks Project (2TRST1430) and the Pedestrian and Bicycle Improvements Appropriation (2TRSW1720). The funding amounts from each source are to be \$435,617 and \$164,383, respectively.

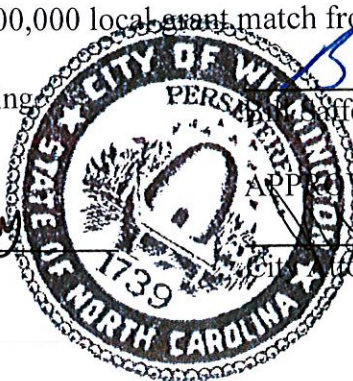
## THEREFORE, BE IT RESOLVED:

THAT, the Wilmington City Council authorizes the City Manager to request additional funding in the amount of \$2,400,000 funding from the Wilmington Urban Area Metropolitan Planning Organization via the STBGP-DA for the Hooker Road Multi-Use Path, Hinton Avenue Multi-Use Path, and the Wrightsville Avenue and Greenville Avenue Intersection Improvements Projects and commit the required \$600,000 local grant match from the City.

Adopted at a regular meeting  
on January 18, 2022

ATTEST:

*Penelope Spicer-Sidbury*  
Penelope Spicer-Sidbury, City Clerk



*Bill Epp*  
\_\_\_\_\_, Mayor

APPROVED AS TO FORM:

*[Signature]*  
\_\_\_\_\_, City Attorney

R2-2

CITY CLERK  
*Penelope Spicer-Sidbury*  
CERTIFIED TO BE A TRUE COPY

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION SUPPORTING THE ALLOCATION OF ADDITIONAL DIRECT  
ATTRIBUTABLE FUNDS TO THE CITY OF WILMINGTON FOR THE HOOKER ROAD  
MULTI-USE PATH (U-5534G), HINTON AVENUE MULTI-USE PATH (U-5534H), AND  
WRIGHTSVILLE AVENUE/GREENVILLE AVENUE INTERSECTION IMPROVEMENT (U-  
5534C) PROJECTS**

**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**, on July 18, 2012, the Federal Transit Administration (FTA) and the Federal Highways Administration (FHWA) designated the Wilmington Urban Area Metropolitan Planning Organization as a Transportation Management Area (TMA); and

**WHEREAS**, Surface Transportation Block Grant- Direct Attributable (STBGP-DA) funds are available for all designated TMAs; and

**WHEREAS**, the STBGP-DA program was previously known as the Surface Transportation Program-Direct Attributable (STP-DA) program under Moving Ahead for Progress in the 21st Century Act (MAP-21); and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization's Board allocated FY 2013 STP-DA funds to the City of Wilmington for the Wrightsville Avenue/Greenville Avenue intersection improvement (U-5534C) project to re-align the intersection and install sidewalks from Wrightsville Avenue to Hinton Avenue; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization's Board allocated FY 2014 STP-DA funds to the City of Wilmington for the Hooker Road Multi-use path (U-5534G) project to construct a multi-use path on Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Avenue and Hinton Avenue Multi-use path (U-5534H) project to construct a multi-use path on Hinton Avenue from Park Avenue to Greenville Avenue; and

**WHEREAS**, the City is 90% complete in the design of these projects; and

**WHEREAS**, based on anticipated construction and related costs for these projects the City of Wilmington has requested funding in the amount of \$2,400,000 (Hooker Road Multi-use path \$1,220,000, Hinton Avenue Multi-use path \$530,000 and Wrightsville Avenue/Greenville Avenue Intersection Improvements \$650,000) and committed the required 20% local match in the amount of \$600,000 for these projects.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the allocation of additional Direct Attributable funding in the amount of \$2,400,000 to the Hooker Road Multi-use Path (U-5534G), Hinton Avenue Multi-use Path (U-5534H) and Wrightsville Avenue/Greenville Avenue Intersection Improvement (U-5534C) projects.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 23, 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 #22-2 (January 2022)

### WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

#### STIP MODIFICATIONS

* EB-5600 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1219 (SOUTH 17TH STREET), HOSPITAL PLAZA TO INDEPENDENCE BOULEVARD. CONSTRUCT MULTI- USE PATH.	ENGINEERING	FY 2022 - \$120,000 (BGANY) FY 2022 - \$30,000 (L) FY 2022 - \$24,000 (BGANY) FY 2022 - \$6,000 (L) FY 2022 - \$590,000 (BGANY) FY 2022 - \$148,000 (L) \$918,000
	<u>ADD PRELIMINARY ENGINEERING IN FY 22 AND RIGHT OF-WAY IN FY 22 NOT PREVIOUSLY PROGRAMMED.</u>		RIGHT-OF-WAY CONSTRUCTION	
EB-6029 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CLARENDON AVENUE, CONSTRUCT MULTI-USE PATH ALONG CLARENDON AVENUE FROM 4TH STREET TO SR 1573 (DOW ROAD).	CONSTRUCTION	FY 2023 - \$516,000 (TADA) FY 2023 - \$129,000 (L) \$645,000
	<u>TO MATCH THE LATEST SCHEDULE PROVIDED BY THE MUNICIPALITY, DELAY CONSTRUCTION FROM FY 22 TO FY 23.</u>			
HO-0002D ANSON BRUNSWICK COLUMBUS RICHMOND ROBESON SCOTLAND UNION PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 74, EASTERN END OF MONROE BYPASS TO I-140 IN WILMINGTON. VULNERABILITY ASSESSMENTS, INSTALLATION OF FLOOD GAUGES, AND FLOOD MONITORING.	ENGINEERING	FY 2022 - \$1,760,000 (DP) FY 2022 - \$440,000 (T) \$2,200,000
	- CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION	<u>TO ADHERE TO FEDERAL GRANT SCHEDULE, MODIFY SCHEDULE FROM FY 23 TO FY 22. 'DP' REPRESENTS FEDERAL INFRA GRANT FUNDS.</u>		
* U-5534 BRUNSWICK NEW HANOVER PENDER PROJ.CATEGORY DIVISION	- CAPE FEAR RURAL PLANNING ORGANIZATION			
	- LUMBER RIVER RURAL PLANNING ORGANIZATION			
* U-5534 BRUNSWICK NEW HANOVER PENDER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	VARIOUS, WILMINGTON URBAN AREA MPO STP-DA PROGRAM.	RIGHT-OF-WAY CONSTRUCTION	FY 2022 - \$220,000 (BGDA) FY 2022 - \$1,762,000 (BGDA) FY 2022 - \$168,000 (BGDA) FY 2022 - \$496,000 (L) FY 2023 - \$1,063,000 (BGDA) FY 2023 - \$266,000 (L) \$3,975,000
	<u>ADD RIGHT-OF-WAY IN FY 22 AND CONSTRUCTION IN FY 23 NOT PREVIOUSLY PROGRAMMED.</u>			

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #22-2  
(January 2022)

STATEWIDE PROJECT

R-5753  
STATEWIDE  
PROJECT CATEGORY  
EXEMPT

- STATEWIDE PROJECT

STIP MODIFICATIONS

CONSTRUCTION

FY 2022 -	\$11,000,000	(FLTP)
FY 2023 -	\$11,200,000	(FLTP)
FY 2024 -	\$9,500,000	(FLTP)
FY 2025 -	\$1,000,000	(FLTP)
	<u>\$32,700,000</u>	

VARIOUS, FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP) AND EMERGENCY RELIEF FOR FEDERALLY OWNED ROADS (ERFO), ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO FEDERAL LANDS.

ADD FUNDING IN FY 23, FY 24, AND FY 25 NOT PREVIOUSLY PROGRAMMED AT THE REQUEST OF THE FEDERAL HIGHWAY ADMINISTRATION.





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

## MEMORANDUM

TO: MPO Board Members

FROM: Regina Hopkins, Sr. Accountant

CC: Mike Kozlosky, WMPO Executive Director  
Abby Lorenzo, WMPO Deputy Director

DATE: February 17, 2022

**SUBJECT: FY23 UPWP Draft #2 to Include Full 5303 2 Year Agreement Amount**

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The Wilmington Urban Area Metropolitan Planning Organization is an annual recipient of 5303 funding. These funds are available from the Federal Transit Administration (FTA) under the Metropolitan Planning Program (49 U.S.C. 5305(d) Reference; Table 2).

The total amount of 5303 funds available to North Carolina for FY23 is \$2,302,014. The Integrated Mobility Division added 100% of 5303 unobligated funds in the amount of \$3,580,285 to supplement the total NC Allocation. In FY23, a two-year contract will be executed to allow for the full utilization of funds.

The full WMPO FY23 available allocation is \$190,748, (\$152,598 Federal 80% match, \$19,074 State 10% match, and \$19,076 Local 10% match). This amount is available for a two-year contract period from July 1, 2022, to June 30, 2024.

After careful analysis, staff recommends budgeting the \$190,748 allocated 5303 funds in both FY23 and FY24. Staff suggests budgeting \$143,061 for use in FY23 and setting aside \$47,687 for use in FY24.

The FY23 UPWP Draft 1 budget submitted to the board at the January 26<sup>th</sup> meeting reflects 5303 funding in the amount of \$143,061, (\$114,449 Federal 80% match, \$14,306 State 10% match, and \$14,307 Local 10% match).

However, when submitting the FY23 5303 funding application, it was discovered that the full \$190,748 must be indicated in the FY23 UPWP regardless of how it is budgeted for expenditure between FY23 and FY24. Per the funding requirements, the FY23 UPWP Draft 2 reflects this

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### 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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change in the Tables of UPWP FTA Section 5303 Work Tasks to be Performed on pages 8 - 16, and the Planning Work Program Funding Sources Table on page 17.

Please note, the Draft 2 revision to include the total 5303 allocation should not be interpreted as an increase in the local match requirement for FY23. The full funding amount is required to be shown in the UPWP to confirm that the WMPO's local members agree to provide the 10% match for the full \$190,748 over the course of FY23 and FY24.

To provide further clarification, the following table illustrates the FY23 funding sources, their match amounts, and the FY24 5303 set aside funding in the amount of \$47,687.

Lastly, there will be 5303 funding a Call for Projects for FY24 to supplement the \$47,687 funds staff recommends setting aside for use in FY24.



## **Unified Planning Work Program**

**Fiscal Year 2023**

**DRAFT 2**  
**February 24, 2022**

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

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## **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 2020 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 Month, the River to Sea Bike Ride, and the Commuter Challenge. This program works 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 two successful "Be A Looker" campaigns, maintains a dedicated Go Coast website, and promotes the carpool matching platform Share the Ride NC. In 2021, the update to the short-range TDM plan "Cape Fear Change in Motion 2020" was adopted by the Board. This plan will guide TDM efforts in our region through 2025. Go Coast will continue to pursue the implementation of a Bike Share program(s) in the region and regularly update TDM related resources like area bike maps and model policies.



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 2024 2 Year Contract
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 2024 2 Year Contract
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 2024 2 Year Contract
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 2024 2 Year Contract
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 2024 2 Year Contract
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 2024 2 Year Contract
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 2024 2 Year Contract
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 2024 2 Year Contract
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%	12,775
Section 5303 NCDOT 10%	12,774
Section 5303 FTA 80%	102,198
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 2024 2 Year Contract
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 2

February 24, 2022

TASK CODE	TASK DESCRIPTION	SEC. 104 (f) PL				STBGP-DA				SECTION 5303				TASK FUNDING SUMMARY			
		Highway / Transit			WBS #:	Highway / Transit			WBS #:	Transit / Highway			WBS #:	LOCAL	NCDOT	FEDERAL	TOTAL
		LOCAL 20%	FHWA 80%	Total 100%		LOCAL 20%	FHWA 80%	Total 100%		LOCAL 10%	NCDOT 10%	FTA 80%					
II-A	<b>SURVEILLANCE OF CHANGE</b>	-	-	-		-	-	-		-	-	-		-	-	-	-
II-A-1	Traffic Volume Counts	14,035	56,141	70,176		-	-	-		-	-	-		14,036	-	56,141	70,177
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		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 Surveys	-	-	-		-	-	-		-	-	-		-	-	-	-
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		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 LRP	4,800	19,200	24,000		-	-	-		-	-	-		4,800	-	19,200	24,000
II-B-10	Transit Element of the LRP	200	800	1,000		900	900	7,200		900	900	9,000		1,100	900	8,000	10,000
II-B-11	Bicycle & Ped. Element of the LRP	4,600	18,400	23,000		-	-	-		-	-	-		4,600	-	18,400	23,000
II-B-12	Airport/Air Travel Element of LRP	500	2,000	2,500		-	-	-		-	-	-		500	-	2,000	2,500
II-B-13	Collector Street Element of LRP	-	-	-		-	-	-		-	-	-		-	-	-	-
II-B-14	Rail, Water or other mode of LRP	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		-	-	-		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>CAL RGTS, CMP, OTR, REG, REGS.</b>	-	-	-		-	-	-		-	-	-		-	-	-	-
III-C-1	Title VI	100	400	500		-	-	-		300	300	2,400		-	-	3,000	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		-	-	-		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		-	-	-		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 DEV.</b>	-	-	-		-	-	-		-	-	-		-	-	-	-
III-D-1	Transportation Enhancement Plng.	-	-	-		-	-	-		-	-	-		-	-	-	-
III-D-2	Enviro. Analysis & Prev-TIP Plng.	100	400	500		-	-	-		-	-	-		100	-	400	500
III-D-3	Special Studies Start Time - Planning	2,000	8,000	10,000		-	-	-		-	-	-		2,000	-	8,000	10,000
III-D-3	Special Studies Start Time - Planning	-	-	-		19,000	76,000	95,000		-	-	-		19,000	-	76,000	95,000
III-D-3	Special Studies Consultant - Pender Co. Bike Ped Plan	-	-	-		3,000	12,000	15,000		-	-	-		-	-	3,000	15,000
III-D-3	Special Studies Consultant - MTP Development	-	-	-		-	-	-		-	-	-		-	-	-	-
III-D-4	Regional or Statewide Planning	500	2,000	2,500		-	-	-		-	-	-		500	-	2,000	2,500
III-E	<b>MANAGEMENT &amp; OPERATIONS</b>	48,540	194,559	243,199		110,064	440,357	550,321		12,775	12,774	102,198		171,479	12,774	737,014	921,267
III-E	Management & Operations Start Time - TDM Program	-	-	-		18,000	72,000	90,000		1,000	1,000	8,000		19,000	1,000	80,000	100,000
TOTALS		\$89,975	\$359,900	\$449,875		\$169,699	\$678,795	\$848,494		\$19,076	\$19,074	\$152,598		\$278,750	\$19,074	\$1,191,293	\$1,489,117

# **STBG-DA Funded - 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.

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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.

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

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

**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 Difference						
	PL(104)	Fed Share	Local Share	STBGP-DA	5303	Totals
Fund Match %		80%	20%			
FY23	449,875	359,900	89,975	848,494	678,795	169,699
FY22	464,003	371,202	92,801	842,314	673,851	168,463
Difference	(14,128)	(11,302)	(2,826)	6,180	4,944	1,236
					49,704	39,763
					4,971	4,970
						41,755

FY23  
FY22  
Difference

FY22 to FY23 Allocation Difference			
	Fed Share	State Share	Local Share
FY23	1,153,143	14,306	273,981
FY22	1,119,739	9,335	270,601
Difference	33,404	4,971	3,380
% Change	3.0%	53.3%	1.2%
			3.0%

FY2023 Local Members' Budget			
	PL(104)	STBGP-DA	5303
Local 20% Match	89,975	169,699	14,307
Wilmington	37,906	71,494	6,029
New Hanover	30,618	57,749	4,869
Pender	8,530	16,087	1,356
Leland	4,814	9,079	765
Brunswick	3,239	6,109	515
Carolina Beach	2,033	3,835	323
Wrightsville Beach	882	1,663	140
Kure Beach	720	1,358	114
Belville	693	1,307	110
Navassa	540	1,018	86
	89,975	169,699	14,307
			273,981

Increase from FY22
1,425
1,151
321
180
121
76
33
27
26
20
3,380

FY2022 Local Members' Budget			
	PL(104)	STBGP-DA	5303
Local 20% Match	92,801	168,463	9,337
Wilmington	39,098	70,973	3,933
New Hanover	31,580	57,328	3,177
Pender	8,797	15,970	885
Leland	4,965	9,013	500
Brunswick	3,341	6,065	336
Carolina Beach	2,097	3,807	211
Wrightsville Beach	909	1,651	92
Kure Beach	742	1,348	75
Belville	715	1,297	72
Navassa	557	1,011	56
	92,801	168,463	9,337
			270,601

Local 20% Match  
Wilmington  
New Hanover  
Pender  
Leland  
Brunswick  
Carolina Beach  
Wrightsville Beach  
Kure Beach  
Belville  
Navassa

Per the FY23 5303 Application, our FY23 UPWP must reflect \$190,748 which is the amount of funding we are able to apply for.  
The above budget breakdown includes only \$143,061, the amount of 5303 funds budgeted for use during FY23.

The below table provides a breakdown of the full 5303 amount between FY23 & FY24.

5303 Two Year Contract for FY23 & FY24			
Year	Fed Share	State Share	Local Share
FY23	114,448	14,306	14,307
FY24 Set Aside	38,150	4,768	4,769
Total Contract	152,598	19,074	19,076
			143,061
			47,687
			190,748



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## MEMORANDUM

TO: MPO Board Members

FROM: Mike Kozlosky, Executive Director

DATE: February 17, 2022

**SUBJECT: Wilmington Multi-modal Transportation Center Phase 1B**

The property located at 525 North 4th Street (former Thomas Grocery Building) was purchased by the North Carolina Department of Transportation (NCDOT) with transportation funds for the Wilmington Multi-modal Transportation Center and it is required be used by a public agency for a transportation purpose. The property was deeded to the City of Wilmington in 2017 and the building is currently vacant. The Wilmington Urban Area Metropolitan Planning Organization (WMPO) identified an opportunity to utilize this building for dedicated office space and in 2019 the City of Wilmington and WMPO Board allocated funding to the project. The rehabilitation and re-use of the historic building is being referred to as the Wilmington Multi-modal Transportation Center Phase 1B. Upon completion of the renovation, the building and property will be retained by the City.

The City of Wilmington/Wilmington MPO completed the design for the upfit of this building in late 2021. The engineers' construction cost estimate for the project was \$2,497,127. The city held a bid opening on January 27, 2022. Two contractors bid on the project and the low bid was in the amount of \$3,144,446 (including \$38,000 for Alternates 1 and 2). The bid was \$647,319 over the engineer's estimate. Staff requested the design consultant review the bids to determine the reasons for the difference between the estimate and bid. The consultant identified several reasons:

- The project bid approximately four (4) months after the anticipated bid date and estimate were determined
- Mechanical systems, concrete, steel, wood, and roofing have all seen dramatic price increases due to both material availability and labor shortages
- The project type is difficult to bid because building renovations are challenging and require more specialized skilled labor than other projects
- With only two bidders there was a lack of competition

### 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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Following the bid, staff requested the architect review the design for value-engineering, project phasing, and other opportunities to get the project costs in line with the project budget.

### **Value Engineering**

Given the challenges of renovating a building with historic design, there are few options to reduce the costs by a substantial amount. The elimination of the Board Room on the first floor is the only option to significantly reduce the cost. The Board Room requires different elements of design as compared to standard office space. The Board Room generates the need for higher design loads in the flooring and structural elements, code compliant fire rated enclosure on all sides (walls and ceiling) and additional plumbing fixtures which would otherwise not be required. If the removal of the Board Room is desired, this will require significant design changes and subsequent approvals by the City, State Historic Preservation Office (SHPO), and NCDOT.

### **Project Phasing**

The project could be split into two phases with the first phase being the “core and shell” and the second phase being the “upfit and finish.” Project phasing would allow the contractor to start the first phase but would require the city to re-bid the “upfit and finish.” This approach is anticipated to cost additional money. However, phased construction would allow the contractor to begin work on the first phase while the WMPO and City secure the additional funding needed to complete the project. Any phasing of the construction would require design modifications and approval by the City and NCDOT.

### **Bid Validity Extension**

The current bid requires contractors to hold their prices for 90 days for contract award. The City/MPO could request the contractor hold their current prices for 180 days while the City/MPO try to secure the additional funds. Although this will not expedite construction, it would represent a cost savings over the project phasing approach.

### **Reject the Bids and Move to Secure Additional Funding Up Front**

With the bid of \$3,144,446 and general construction funding allocated to the project of \$2,675,957 there is a significant shortfall. If there is political support to provide additional funding, the anticipated timeframe to secure these additional funds (pending City and Board approval) would be approximately six (6) months. Construction costs are anticipated to continue to increase during this period. Therefore, to be conservative and account for inflation, staff proposes a 30% increase (\$943,334) on top of the current bid. In addition, staff recommends including a 15% contingency (\$471,667), funding for design and contract administration (\$88,000), funding for furniture (\$80,000), and 5% anticipated North Carolina Department of Transportation administration fees (\$111,516). This would bring the total amount of additional funding required to \$2,341,836.

The use of Surface Transportation Block Grant– Direct Attributable funding provided by the Wilmington Urban Area Metropolitan Planning Organization is 80% federal and requires a 20%



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local match. Additional funding from the WMPO in the amount of \$1,873,469 would be required to move forward. Accordingly, the additional local match required from the City of Wilmington to complete the project would be \$468,367. The City's project budget (4TRMF0216) includes \$136,781 in unallocated funding which can be utilized for a portion of this local match. An additional \$331,586 would need to be appropriated by the city to the Wilmington Multi-modal Facility Project.

### **Conclusion**

Based on the options identified above, staff has identified two possible alternatives. The first would be to remove the Board Room and utilize this area as a conference room and additional offices. The other option would be to request additional funding from both the City and MPO. MPO staff desires direction from the Board on how to proceed with this project and the appetite to provide any additional funding.

**WILMINGTON URBAN AREA  
MPO  
February 2022**

**PENDER COUNTY STREETS PLAN**

**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 18, 2021. The WMPO Board adopted the updated plan on November 17, 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<sup>th</sup> through December 2<sup>nd</sup>. The charrette included two public meetings and stakeholder interviews. Approximately 150 members of the public attended the two public meetings, with an additional 436 responses 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

public survey and in-person public meeting.

**Project Status and Next Steps:**

- Public engagement survey launched the week of January 24th (open through mid-March)
- Public Meeting planned for 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: 9 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: 2 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: 36 total active (20 under review; 7 approved; 9 new):  
New Hanover County 11 (2 new, 7 under review, 2 approved), City of Wilmington 6, (2 new, 4 under review) Carolina Beach 1, (1 under review), Town of Belville 0, Town of Leland 9, (1 new, 5 under review, 3 approved), Town of Navassa 0, Pender County 6 (2 new, 2 under review, 2 approved), and Brunswick County 3, (2 New, 1 under review)
- Pender County Development Plan Formal Reviews: 4 reviews
- Pender County Informal Plan Reviews: 2 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 36 reviews (7 new, 29 on-going)
- City of Wilmington Informal Reviews: 8 reviews (2 new, 6 on-going)
- City of Wilmington Concept Reviews: 1 reviews
- COW Project Releases

**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 review completed in November 2021
- Requested Right-of-Way Authorization in January 2022
- Begin Right-of-Way Acquisition – March 2022
- Advertise for Bid – October 2022
- Begin Construction – February 2023
- Construction Complete- November 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
- FHWA established Final Voucher Date as of 11/8/2021; Town will retain records for a minimum of three years
- Warranty Period will expire on November 8, 2022
- Town Staff is working with NCDOT to close out project and submit final construction reimbursement
- 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 completed in December 2021/January 2022
- Ribbon cutting on January 25, 2022
- Project closeout underway

**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 review completed in November 2021
- Requested Right-of-Way Authorization in January 2022
- Begin Right-of-Way Acquisition – March 2022
- Advertise for Bid – October 2022
- Begin Construction – February 2023
- Construction Complete- November 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 review completed in November 2021
- Requested Right-of-Way Authorization in January 2022
- Begin Right-of-Way Acquisition – March 2022
- Advertise for Bid – October 2022
- Begin Construction – February 2023
- Construction Complete- November 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
- NCDOT sent comments on Specs and Estimate to AECOM on January 18
- AECOM submitted revised 100% Plans, Specs, Estimate(PS&E) to City/NCDOT for final review January 21, 2022
- Resubmit 100% PS&E to NCDOT for Construction Authorization January 31, 2022

**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:**

- Bids opened on January 27, 2022 and the WMPO is reviewing the submitted bids

**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 September 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 continuing

**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
- Awaiting 100% plans
- Anticipated final project design approval in February 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. Bike Share

- a. the WMPO Board approved the release of a new Request For Proposal to bring a bike share program to the Wilmington area
- b. Staff will work to release the RFP in quarter three of FY 2022

2. Bicycle Suitability Map Update

- a. The Bicycle and Pedestrian Advisory Committee has evaluated every roadway in the WMPO region that has been scored for bike suitability
- b. The BPAC will approve a final draft with of the map during the February meeting.

3. Commute Friendly NC

- a. Go Coast has been working with state TDM partners to develop the “Commute Friendly North Carolina” program which designates organizations as “commuter friendly” if they offer commuter benefits/resources to employees and affiliates
- b. This program will launch in the coming months

4. Telecommuting and Alternative Work Schedule Model Policy

- a. The Go Coast committee is working to develop a model policy to guide area employers on how best to implement telecommuting and alternative work schedule policies for employees

5. The next Go Coast meeting is February 17, 2021





## Cape Fear Public Transportation Authority

Project Updates

February 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 *un-*served by public transportation. The alternative mobility option will result in decreased wait times for customers, affordable fare, which are equal to existing fixed route fares, and finally, 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 March 2022. The three active zones contain a combined total of over 3,270 virtual stop locations. Please consult the following link to view virtual stops within each active zone: <https://arcg.is/1KvyOS>.

The full technology suite for the RideMICRO program was implemented and weekday service hours expanded to 7:00 am to 10:00 am and 12:00 to 7:30 pm on **Monday, January 17, 2022**. Customers are now able to book trips, pay fares, plan routes, identify the closest virtual stop, and track their vehicle in real time through the RideMICRO app.

The Authority continues to witness increased productivity since the implementation of services. A total of 375 trips were performed in the three active transportation zones from October launch through January 31, 2022.

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 with final approval by NCDOT pending.

### 2. **Update on Section 5310 Community Grant Offering**

In December 2022, the Authority opened the application period for FY23's Community Grant Offering to the public. The WaveConnect Advisory Group that oversees the community grant process convened in mid-January to confirm the coming Fiscal Year's timeline as well as its timeline for approval and announcement of community grant recipients. The application period closed Monday, January 31, 2022, with three applications submitted.

Two agencies and one municipal government applied for funding under the FTA'S Section 5310 Grant; Elderhaus Adult Daycare Services, New Hanover County Senior Resource Center(SRC), and Town of Navassa. Elderhaus and SRC are the Authority's grant recipients for FY22. Current contracts with both agencies will close June 30, 2022. Both organizations have been dutiful in

reporting and expending funds at a steady pace. Each has submitted applications similar to what they have requested historically.

Community Grant awardees will be determined by the WaveConnect Advisory Group's Selection Committee and recipients will be notified by the end of February 2022.

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
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 Fayetteville Rd) (Previously 17BP.3.R.84)	Brunswick	Y	Y	6/23/2022
Ron Vancleef	LAP		U-5534C	Greenville Ave form Wrightsville Avenue to Hinton Avenue	New Hanover			7/7/2022
Ron Vancleef	LAP		U-6233	US 421 and Hamlet Avenue in Carolina Beach Signal Installation and Pedestrian Improvements	New Hanover	Y	Y	8/1/2022
David Leonard	DPOC		W-5703E	US 117/NC 132 (College Rd) sidewalk between Randall Pkwy and N of University Drive	New Hanover	3D		8/4/2022
Trace Howell	DPOC		W-5703R	NC 132 (South College Rd) and Braggs Drive offset lefts	New Hanover			9/15/2022
David Leonard	DPOC		W-5803B	Install Rumble Strips on US 17 Between New Hanover/Pender County Line and Mile Post 19.30 in Onslow County	Pender & Onslow			10/31/2022
Eric Murray	DPOC		W-5703C	Monkey Junction Pedestrian Improvements	New Hanover			11/17/2022
David Leonard	DPOC		W-5803A	Upgrade Pedestrian & Traffic Signals and Revise Median Islands at US 74 (Eastwood Road) at US 17 (Military Cutoff Road) and US 74 (Eastwood Road)	New Hanover			1/31/2023
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					
Derek Pielech	DPOC		BP3-R012	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
Derek Pielech	DPOC		B-5653	Pender 14 on NC 133 over Turkey Creek	Pender			1/28/2026
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-5702B	College Rd Access management improvement from Carolina Beach Rd to Shipyard Blvd	New Hanover			1/15/2030

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:**

1/25/2022

WMPO

Caitlin Marks  
910-341-2001

cmmarks@ncdot.gov

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%
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	63.53%
C204331	Alex Stewart	15BPR.19	New Hanover	Banks Channel (#21, US 76) girder repair, clean and paint bearings, epoxy caps	Aug-22	6.38%
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	51.79%
TBD	Alex Stewart	15BPR.26	New Hanover	Cape Fear (#49, I-140W) Shear Strengthen	TBD	TBD
DC00331	Lydia McKeel	R-5783E & R-5783F	Brunswick, Duplin, New Hanover, Onslow, Pender, Sampson	Division Wide ADA Curb Ramp Upgrades	Dec-22	0.00%
C-204553	Daniel Waugh	R-3300B	Pender	NC 417 (Hampstead Bypass) from South of NC 210 to North of SR 1563 (Sloop Point Road)	Mar-27	0.00%

Resurfacing						
Contract Number	Contract Year	County	Map	Routes	Estimated Completion	Percent Complete
DC00311	2022	New Hanover	0	Market Street, 3rd Street, Independence Blvd, and patching on 16th & 17th Streets	Sep-23	0.00%
DC00318	2021	Pender	0	Pender County Resurfacing	TBD	0.00%
C204409	2021	Brunswick	0	1 SECTION OF US-17, US-74/76, AND NC-130; AND 11 SECTIONS OF SECONDARY ROADS	Oct-22	0.00%
DC00304	2021	Brunswick	0	US 17, NC 904 & VARIOUS SECONDARY RDS.	Jun-22	0.00%
DC00302	2021	New Hanover	0	New Hanover County Resurfacing	Jan-22	88.93%
DC00294	2021	New Hanover	0	New Hanover County Resurfacing	Sep-22	22.25%
DC00325	2022	Brunswick	0	Brunswick County Resurfacing B (Availability date: 3/16/2022)	Apr-23	0.00%

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

February 2022

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

FEBRUARY TPD UPDATES WILMINGTON MPO

FEBRUARY 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.

**Cape Fear Memorial Bridge Requires Lane Reduction:** NCDOT closed the right eastbound lane on the Cape Fear Memorial Bridge on 1/26. Crews made repairs for bridge grating that has become worn.

**Downtown Wilmington Intersection to See Safety Improvements:** A raised median was extended on South Third Street/ US 17 Business.

**NCDOT Seeking New Partners for 2022 Watch for Me NC Program:** North Carolina communities interested in participating in the 2022 ["Watch for Me NC"](#) safety program may now submit applications to the Governor's Highway Safety Program. "Watch for Me NC," focuses on reducing bicycle and pedestrian injuries and fatalities through public education and community engagement partnerships with local law enforcement. Communities selected to participate will receive free training, technical assistance and safety tools provided by NCDOT and the UNC Highway Safety Research Center. Communities are encouraged to form coalitions with diverse stakeholders, such as law enforcement agencies, schools and community groups, all of whom will be eligible to attend training sessions.

To learn how to apply, click [here](#). Applications are due Feb. 18, 2022.

**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 | North Carolina Traffic & Travel Information](#)
- Report a pothole—[NCDOT Contact Us Form](#)
- 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 \(ncdot.gov\)](#)
- NCDOT Interactive Traffic Volume Map—[Interactive Traffic Volume map \(ncdot.gov\)](#)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](#)

### **NCDOT Statewide Plans:**

To learn more, click on the following links:

- [NC Moves 2050 Plan](#) (or go to [ncdot.gov/ncmoves](https://www.ncdot.gov/ncmoves))
- [NCDOT Strategic Transportation Corridors](#) (or go to [ncdot.gov](https://www.ncdot.gov) and search: Strategic Transportation Corridors)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](#) (or go to [ncdot.gov](https://www.ncdot.gov) and search: rail plan)
- [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](#) (or go to [ncdot.gov](https://www.ncdot.gov) and search: Great Trails)
- [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 \(2021\)](#) (or go to [ncdot.gov](https://www.ncdot.gov) and search: resilience strategy report)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](#) (or go to [ncdot.gov/bikeped/walkbikenc](https://www.ncdot.gov/bikeped/walkbikenc))