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: November 22, 2022
SUBJECT: November 30th meeting

A meeting of the Wilmington Urban Area MPO’s Board will be held on Wednesday, November 30, 2022,
at 3 pm. The meeting will be held in the 6th Floor Conference Room at 320 Chestnut Street downtown
Wilmington. Members of the public, MPO Board Members and MPO Staff can attend the meeting in
person and virtually through the Zoom platform. MPO Board member attendance will be subject to the
adopted Remote Participation Policy. The meeting will be streamed live online so that simultaneous live
audio, and video, if any, of the meeting is available at the following URL: https://us06web.zoom.us/j/83969107282?pwd=QnlxYWpHhNhlMHDlyek5JQXhHbDh1Zz09

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 November 29, 2022, by calling (910) 341-3258 to leave a message or by e-
   mailing comments to 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) Presentations
   a. North Carolina State Ports Authority Update- Stephanie Ayers, NCSPA
b. Wilmington Rail Re-alignment Project Update- Aubrey Parsley, City of Wilmington

c. Recognition of outgoing Chairman David Piepmeyer- Vice Chairman Hank Miller

7) Consent Agenda
   a. Approval of Board Meeting Minutes from October 26, 2022 (p.4-14)
   b. Opening of the 30-day public comment period for 2020-2029 STIP/MPO Amendment #22-7 (p. 15-17)
   c. Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-10 (p. 18-20)
   d. Resolution adopting the 2023 Meeting Calendar (p. 21-22)
   e. Resolution supporting the endorsement of Safety Target Performance Measures for 2023 (p. 23-28)
   f. Resolution supporting Roadway Project Swaps for the 2024-2033 State Transportation Improvement Program (p. 29-32)
   g. Resolution supporting an Aviation Project Swap for the 2024-2033 State Transportation Improvement Program (p. 30, 33)

8) Regular Agenda
   a. Resolution supporting an amendment to the Wilmington Urban Area Metropolitan Planning Organization’s Transportation Improvement Program and requesting the North Carolina Department of Transportation remove the Clarendon Avenue Multi-use Path (EB-6029) from the State/MPO Transportation Improvement Programs (p. 34-35)

9) Discussion
   a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-11 (p. 36)
   b. Military Cutoff Road/Eastwood Road Interchange (p. 37-38)
   c. 2022-2026 MPO Strategic Plan 2022 Accomplishments (p. 39)

10) Updates
    a. Wilmington Urban Area MPO (p. 40-48)
    b. Cape Fear Public Transportation Authority (p. 49)
    c. NCDOT Division (p. 50-52)
    d. NCDOT Transportation Planning Division (p. 53-54)

11) Announcements
    a. Direct Attributable (DA) Training- December 6th
    b. Wilmington Urban Area MPO Federal Certification Review- December 8th
    c. Wilmington MPO Bike/Pedestrian Committee- December 13th

12) Next meeting – January 25, 2023 (tentative)

Attachments
- Board Meeting Minutes- October 26, 2022
- Proposed 2020-2029 STIP/MPO Amendment #22-7
- Proposed 2020-2029 STIP/MPO Administrative Modification #22-10
- Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-10
- Proposed 2023 Meeting Schedule
- Resolution adopting the 2023 Meeting Calendar
- NCDOT Safety Performance Measures Memorandum
- Resolution supporting the endorsement of Safety Target Performance Measures for 2023
- Revised Draft 2024-2033 STIP Potential Project Swaps Memorandum
- Resolution supporting Roadway Project Swaps for the 2024-2033 State Transportation Improvement Program
- Resolution supporting an Aviation Project Swap for the 2024-2033 State Transportation Improvement Program
- Resolution from the Town of Carolina Beach regarding the Clarendon Avenue Multi-use Path Project
- Resolution supporting an amendment to the Wilmington Urban Area Metropolitan Planning Organization’s Transportation Improvement Program and requesting the North Carolina Department of Transportation
remove the Clarendon Avenue Multi-use Path (EB-6029) from the State/MPO Transportation Improvement Programs

- Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-11
- Military Cutoff Road/Eastwood Road Interchange Memorandum
- E-mail from NCDOT regarding the traffic analysis at Military Cutoff Road/Eastwood Road
- 2022-2026 MPO Strategic Plan 2022 Accomplishments Matrix
- Wilmington Urban Area MPO Update (November)
- Cape Fear Public Transportation Authority Update (November)
- NCDOT Division Project Update (November)
- NCDOT Transportation Planning Division Project Update (November)
# MPO Board Meeting Minutes

6<sup>th</sup> Floor Training Conference Room, 320 Chestnut Street, Wilmington, N.C.

Wednesday, October 26, 2022

## Members Present (in-person)
- Mike Allen, Town of Belville
- Brenda Bozeman, Town of Leland
- Deb LeCompte, Town of Carolina Beach
- David Piepmeyer, Chairman, Pender County
- Luke Waddell, City of Wilmington
- Frank Williams, Brunswick County
- Eulis Willis, Town of Navassa

## Members Present (remotely)
- Jonathan Barfield, Jr., New Hanover County
- John Ellen, Town of Kure Beach
- Deb Hays, Cape Fear Public Transportation Authority
- Hank Miller, Vice Chair, Town of Wrightsville Beach

## Others Present (in-person)
- Stephanie Ayers, NC State Ports Authority
- Carolyn Caggia, WMPO
- Bob Campbell, Wilmington International Airport
- Adrienne Cox, NCDOT
- Scott A. James, WMPO
- Chad Kimes, NCDOT

## Others Present (remotely)
- Mike Kozlosky, WMPO
- Abby Lorenzo, WMPO
- Denis McGarry
- Catherine Peele, NCDOT
- Rebekah Roth, New Hanover County
- Greer Shivers, WMPO
- Emma Stogner, WMPO
- J Brandt
- Veronica Carter, Town of Leland
- Mike Forte, Brunswick County
- Regina Hopkins, WMPO
- Jamar Johnson, WMPO
- Nazia Sarder, NCDOT
- Rachel LaCoe, New Hanover County
- Rachel McIntyre, WMPO
- Marie Parker, Wave Transit
- Amy Passaretti, Port City Daily
- Rodger

### 1. Call to Order
Chairman David Piepmeyer called the meeting to order at 3:00 p.m.

Based on the MPO Board’s adopted Remote Participation Policy, Mr. Kozlosky called the roll, and a quorum was present as follows:


### 2. Conflict of Interest Statement
Chairman Piepmeyer read the conflict-of-interest statement and asked if any member had a conflict of interest with any of the items on the meeting agenda. No members reported having a conflict.

### 3. Approval of Board Members’ Excused Absences
Mr. Kozlosky said that no requests for excused absences were received.

### 4. Approval of the Agenda
Mr. Williams made a motion to approve the agenda as presented. Mr. Allen seconded the motion, and it carried unanimously by roll call as follows:

5. Public Comment Period
   No one from the public signed up to speak for the public comment section of the meeting.

6. Presentations
   a. North Carolina Department of Transportation Ferry Division Update- Catherine Peele, NCDOT
      Interim Assistant Director for Asset Management Catherine Peele gave an update on the North Carolina Department of Transportation (NCDOT) Ferry Division. She reminded Board members that the Ferry Division has seven scheduled routes, 15 terminals stretching from the Virginia/North Carolina line to the Southport/Fort Fisher Ferry, four tolled routes including the passenger-only ferry from Hatteras to Ocracoke, 500 or more total employees (419-423 permanent, remainder temporary/seasonal), and covers nine counties and three different Divisions. She noted that in January, the Ferry Division added its own engineer, which it had been lacking previously.

      Ms. Peele said that this year was the Division’s highest year of appropriation with $50.9 million from the General Assembly and federal funding from grants or the ferry boat program. She noted that more than 87% of the budget goes to operating and maintaining the fleet, while 12% goes to business and Division support, and marine and facility asset maintenance, which is about $4 million and includes shore support and parking.

      Ms. Peele said that recent legislation now requires the Ferry Division to contain spending within its annual budget. Additionally, all toll revenue must go into a toll revenue fund, which can only be used for vessel replacement projects and for which an appropriation must be requested from the General Assembly.

      Ms. Peele said that ridership has steadily increased from the Covid-19 pandemic and is back to normal operations. Like the rest of the country, the Ferry Division is having trouble filling technical trade and marine life vacancies – of the 493 positions available, only 411 are filled. She added that a program coordinator position has been created to lead initiatives such as career fairs, internships, apprenticeships, and working with the community colleges throughout all the Divisions and areas of operation.

      Ms. Peele said that two vessel replacements are being constructed currently. She noted that the Salvo and the Avon were originally funded under the vessel replacement fund, an annual appropriation of $4 million dedicated to replacing aging vessels, which was taken away by the Legislature when it established the capital fund. She added that the Ferry Division will need to be more strategic in the next prioritization to be competitive with other projects.

      Regarding passenger service, Ms. Peele said that a passenger ferry was leased during the first three years while the Ferry Division’s vessel was under construction. She noted that this is the second fully operated season with expanding shoulder seasons of the ferry from Hatteras to Ocracoke, which had about 25,000 passengers.

      Ms. Peele said that the Ferry Division’s 2024-2050 long-range plan was developed in 2020 to identify gaps and be more proactive. She noted that five themes and recommendations were identified.
i. Workforce investments and classifications: living wage, HR Coordinator, vessel crew training program

ii. Customer focus and adapting ridership needs: modernization of on-board experiences, departure schedules meeting the needs of the riders, on-board Wi-Fi, opt-in/out text notification system for departures,

iii. Service reliability: condition reports, engineering unit, grant application submissions

iv. Sustainability: electrification of routes (retrofit, or hybrid), passenger ferry (reduce emissions), electric charging station

v. Multimodal: current research projects (reduce congestion, provide service to other areas that have tourism, etc.)

Ms. Peele said that this is the Ferry Division’s 75th anniversary, and that the Division has expanded and grown since operations began in 1947.

b. Wilmington International Airport Update- Bob Campbell, ILM

Deputy Director of Finance, Marketing, and Human Resources Bob Campbell gave an update on Wilmington International Airport (ILM). He noted that ILM has four airlines -- three legacy airlines American, Delta, and United, and a recent, low-cost addition, Avelo, and 13 non-stop routes.

Mr. Campbell said that ILM’s economic impact on the region based on NCDOT’s 2019 data is $2.2 billion. He noted that the airport accounts for about 16,000 jobs and $85 million in tax revenue. Based on preliminary findings, each of the categories has increased from 2019, as has airport operations in all categories except military mainly due to deployments to the Ukraine.

Mr. Campbell said that although air travel through the first week in October this year is down 7% versus pre-pandemic numbers, ILM outpaced average U.S. and North Carolina airports month over month, and, for most months, is beyond pre-pandemic numbers. He added that September is up 117% and attributed it to the shoulder seasons.

Mr. Campbell said that ILM has $13 million in operating revenue this fiscal year, which is a record. He noted that the ILM beat its budget based on the pandemic numbers by 67% and was 40% over when compared to the prior year in terms of revenue.

Mr. Campbell said that ILM spent $95 million in capital projects during the last five years. He noted that the airport is anticipating $126 million in projects in the coming five years. He displayed some photos of completed and upcoming projects including a baggage claim area, HVAC system upgrades, ramp expansion, and curb front. He noted that most of the upgrades have been done with federal, state, and local matching funds. He added that airports in general have been successful in lobbying the state for recurring funding.

Mr. Campbell said that the current terminal is designed to accommodate 552,000 enplanements. He noted that ILM is projected to meet that number in the next year or two. He added that the next phase of airport improvements will add two jet bridges bringing capacity up to 741,000 enplanements or 1.5 million passengers per year. Other projects, realigning taxiway B, and overlaying runway 624, will cost about $30 million over the next few years.

Mr. Campbell said that for General Aviation, which has grown over the past few years, ILM plans to invest in taxiways and necessary stormwater facilities to accommodate hangers. He added ILM’s business park continues to expand with new tenants, when all online, will bring in $1.8
million in revenue, some of which will be applied toward the aeronautical costs of running the terminal. This may lower the cost for the airlines and attract more airlines to ILM or allow current airlines to add new service.

Mr. Campbell commented that the Circle K at the corner of 23rd and Airport Boulevard has been a great convenience for passengers and car rental companies. He noted that Aero Center Wilmington opened its doors June 22nd and may need more space. He added that new airport tenants will include Edgewater Ventures (350,000 square feet), CL Capital (500,000 square foot cold storage space), and a 150-room Crowne Plaza hotel with a full-service restaurant on the first floor and rooftop bar.

Mr. Campbell said that Avelo is the new airlines at ILM that started on the west coast in Hollywood Burbank, California, and moved to the east coast, New Haven, Connecticut, about 15 months ago. He noted that aside from its bases in New Haven and Orlando, Wilmington is Avelo’s next largest airport. He pointed out that Avelo is always running a special and will have a new non-stop service to Fort Lauderdale starting November 11th. He added that ILM’s 13 non-stops will get passengers to 360 destinations around the country with one stop.

c. **Infrastructure Investment and Jobs Act Grant Opportunities, Emma Stogner- WMPO**

Mr. Kozlosky reminded members that in November 2021 the President signed the Infrastructure Bill into law there are numerous discretionary grants associated with that bill. He noted that he asked staff to provide an overview of the grant opportunities. At a later date, staff will provide some specific examples of grants that communities might wish to consider.

WMPO Associate Planner Emma Stogner said that she researched grant opportunities available through the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act, which passed in August. She noted that although the presentation has three parts, she would give an overview of grants for which the WMPO would be eligible to apply. She added that cities and counties may also be interested in some of the other grants for which they would be eligible to apply. She explained that the grants may be categorized as either having a planning component, or for implementation only. She noted that all grants with a planning component are new, except one. Grant opportunities available to the MPO are as follows:

<table>
<thead>
<tr>
<th>Grants with a Planning Component</th>
<th>Project Grants (Implementation Only)</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Prioritization Process Pilot Program</td>
<td>• INFRA (not new)</td>
</tr>
<tr>
<td>• PROTECT Grants</td>
<td>• Wildlife Crossing Pilot Program</td>
</tr>
<tr>
<td>• Reconnecting Communities</td>
<td>• Charging and Fueling Infrastructure Grants</td>
</tr>
<tr>
<td>• Neighborhood Access and Equity Grant Program (Inflation Reduction Act)</td>
<td>• Strategic Innovation for Revenue Collection (not new)</td>
</tr>
<tr>
<td>• Railroad Crossing Elimination Program</td>
<td>• ATTAIN</td>
</tr>
<tr>
<td>• RAISE (not new)</td>
<td>• Low-Carbon Transportation Materials Grants</td>
</tr>
<tr>
<td>• Safe Streets and Roads for All</td>
<td>• MEGA</td>
</tr>
<tr>
<td>• SMART</td>
<td></td>
</tr>
<tr>
<td>• Bridge Investment Program</td>
<td></td>
</tr>
</tbody>
</table>

Mr. Kozlosky noted that the MPO is considering the Safe Streets and Roads for All grant opportunity for its FY24 budget and estimated that it will cost $500,000. He noted that the MPO
has secured a $50,000 contribution from NCDOT to provide a match and an additional match from the members would be $50,000. He added that this item will be brought with the MPO’s Unified Planning Work Program to the Board for consideration at its January meeting.

Mr. Waddell asked about applying for multiple grants for a single project. Ms. Stogner said she would research it and report back. A brief discussion continued about leveraging multiple grants.

Mr. Kimes commended Ms. Stogner on her presentation. He noted that NCDOT has hired a firm to analyze every project in the STIP. He added that there are rules to follow such as NCDOT can only submit a certain number of projects. He pointed out that the Hampstead Bypass doesn’t have a federal document, and to go after federal grants, a project needs a federal document. So, NCDOT is exploring grants for other projects to accelerate them to free up other money. He noted that the firm is attempting to identify projects that would best compete for the grants.

Mr. Kozlosky said that many grants are available through the IIJA that are discretionary programs, for some of which NCDOT is ineligible to apply. For example, only local governments and MPOs can apply for the Safe Streets for All. Although, NCDOT’s Traffic and Safety Unit has committed funds as part of the local match.

Mr. Waddell inquired about the WMPO engaging its own consultant to research the grant opportunities. Mr. Kozlosky responded that staff would research it.

In response to an inquiry by Mr. Williams, Mr. Kozlosky said that resolutions of support from the jurisdictions would be helpful with grant applications, such as the MPO Board’s resolutions of support for the Port’s grant applications. Mr. Williams pointed out that the bridge impacts the RPO.

Chairman Piepmeyer commended Ms. Stogner on the presentation. He asked about sharing the information with local planning staff. Mr. Kozlosky responded that a more detailed presentation was given at the Technical Coordinating Committee’s October meeting. Mr. Williams asked if the presentation could be sent to the managers of each member jurisdiction as well.

7. **Consent Agenda**
   a. [Approval of Board Meeting Minutes from September 28, 2022](#)
   b. [Resolution approving 2020-2029 STIP/MPO Amendments # 22-6](#)
   c. [Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-9](#)
   d. [Resolution accepting donations for the 2022 Commuter Challenge](#)

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


8. **Regular Agenda**
   a. [Resolution approving Amendment #2 to the FY 23 Unified Planning Work Program](#)

Ms. Lorenzo said that Amendment #2 to the FY23 Unified Planning Work Program (UPWP) would fund a WMPO organizational study intended to evaluate the organization’s current internal structure and to provide recommendations to insure the WMPO is prepared for any changes that may or may not
occur as a result of the 2020 Census. She noted that this would be a reallocation of existing surplus funding from the Pender County Bicycle and Pedestrian Plan, MTP development assistance, and the management and operations expense line. She added that amendment was recommended for approval by the TCC at its October 12th meeting.

Mr. Williams made a motion to approve Amendment #2 to the FY23 UPWP. Mr. Waddell seconded the motion, and it carried unanimously by roll call as follows:


### b. Resolution requesting the North Carolina Department of Transportation complete a Safety Feasibility Study on NC 210 in Pender County

Mr. Kozlosky said that this request originated from Pender County and requests NCDOT to conduct a feasibility study on NC 210 between Hampstead and Rocky Point to study shoulder widening and sight line improvements or other improvements. He noted that the Pender County Board of Commissioners passed a similar resolution, and this resolution would support theirs in making a request to the department.

Chairman Piepmeyer said that when the Bypass is completed, there will be more traffic on NC 210. He noted that there is nowhere to pull over on that road and that a school is being built in the area as well. He made a motion to request NCDOT complete a Safety Feasibility Study on NC 210 in Pender County. Mr. Williams seconded the motion, and it carried unanimously by roll call as follows:


### c. Resolution approving the award of FY 23 Direct Attributable Funds

Transportation Planning Engineer Scott A. James presented staff’s recommendations in response to the call for projects issued this summer. He reported that a total of six projects were submitted by the September deadline, the sum of which did not exceed the total allocation. Therefore, all applications were reviewed and ranked, and the recommendation of staff is to fully fund each request. He noted that one of the applications was recommended for funding from the Carbon Reduction (CR) grant fund. He added that the remaining funds will be kept in reserve.

Mr. James said that the TCC recommended approval of the awards at its October meeting, as follows in descending order, from high score to low score:

- **New Hanover County**
  - Monkey Junction Pedestrian Improvements Project – Multi-use path (W – 5703C) **$461,949**
- **Town of Leland**
  - US 17 Pedestrian Crossing Safety Improvements **$666,623**
- **City of Wilmington**
  - South 3rd Street and Ann Street Traffic Signal Installation **$971,840**
- **Cape Fear Public Transportation Authority (WAVE)**
  - Passenger Amenity Upgrades (installation of transit shelters and benches) **(CR) $339,000**
Town of Wrightsville Beach
Causeway Drive Bicycles and Pedestrian Improvements $269,245

NC Department of Transportation – Division 3 Traffic Services
South 3rd Street and Orange Street Traffic Signal Installation $542,400

Mr. Williams made a motion to approve the award of FY23 Direct Attributable Funds. Mr. Waddell seconded the motion, and it carried unanimously by roll call as follows:


9. **Discussion**

a. **2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-10**

Mr. Kozlosky stated that this item is for informational purposes only and will be brought back at the Board’s next meeting for consideration.

b. **Revised Draft 2024-2033 State Transportation Improvement Program-Project Swap**

Mr. Kozlosky reminded Board members that in April, NCDOT released the draft 2024-2033 STIP and then in the budget the Legislature included a transfer of sales tax. Based on that, the Department went back and reevaluated its revenue projections and in August released a revised draft STIP. Using the current procedure, the Department is allowing project swaps as long as they meet certain criteria and are agreed upon by NCDOT and the MPO. He noted that the MPO worked closely with NCDOT and came up with two potential project swap scenarios, as follows:

<table>
<thead>
<tr>
<th>Scenario A</th>
<th>Scenario B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swap in: U-5734, US-421/South Front Street Widening Project between Burnett Boulevard and the Cape Fear Memorial Bridge</td>
<td></td>
</tr>
<tr>
<td>U-6128, Greenville Loop Road and Greenville Avenue at Oleander Drive Intersection Improvements</td>
<td>Swap in: U-5734, US-421/South Front Street Widening between Burnett Boulevard and the Cape Fear Memorial Bridge</td>
</tr>
<tr>
<td>Swap to PE only: U-5732, Conversion of US-17 in Hampstead to a Superstreet from Washington Acres Road to Vista Lane</td>
<td>U-6128, Intersection Improvements at Greenville Loop Road and Greenville Avenue</td>
</tr>
<tr>
<td>Swap out/ remove: U-4902B, Access Management Improvements on US-17 Business/ Market Street</td>
<td>Accelerate by one year: U-3300 Hampstead Bypass Section A, construction to FY26</td>
</tr>
<tr>
<td>Swap out/ remove: U-4902B, Access Management Improvements on US-17 Business/ Market Street</td>
<td>Swap to PE only: U-5732, Conversion of US-17 in Hampstead to a Superstreet</td>
</tr>
<tr>
<td>Delay by two years: U-3338C, Interchange at Kerr Avenue and Martin Luther King Jr. Parkway, let date to FY 28</td>
<td>Delay by two years:</td>
</tr>
</tbody>
</table>

Chairman Piepmeyer said that he supports delaying the superstreet on US 17 until the Hampstead Bypass is complete.
Mr. Kozlosky said that Market Street is in three phases: Marsh Oaks to Middle Sound is under construction now, U-4902C Station Road to College Road, and U-4902B College Road to Colonial Drive (ROW FY27, Construction FY29). From staff’s perspective it makes sense to build it in two different timelines. If U-4902B is swapped out, it will recompete in Prioritization 7.0 and will likely score high again locally as it did previously.

Mr. Waddell inquired about shifting the railroad to the western side of the street in the South Front Street widening. Mr. Kimes responded that this is in the current plans. He noted that he will need to get more into the cost details.

Mr. Williams commented that what the Ports requested makes sense and concurred with Mr. Waddell. He added that the Hampstead Bypass is already underway and accelerating it makes sense. He asked about Scenario B.

Mr. Kozlosky said that Scenario B would follow Scenario A with the swap in of the widening of South Front Street, and the Greenville Avenue at Oleander Drive intersection improvements, and it would accelerate the A section of the Hampstead Bypass from NC 210 to the Wilmington Bypass from FY27 to FY26, it would move to PE only the conversion of US 17 through Hampstead proper, delay the interchange project at MLK/Kerr from FY26 to FY28, and it would swap out the Market Street access management project. Mr. Kimes added that the Hampstead Bypass goes back to the grant discussion. He noted that it’s under a state document, so there is no way to pursue grants to accelerate it but this scenario would accelerate it from September 2026 to July 2025 and complete the Hampstead Bypass by 2029.

Chairman Piepmeyer commented that he loves this scenario.

Mr. Kozlosky asked if the Board would like staff to consider any other project swaps. He reminded the Board that the deadline for swapping projects is March 17th. He expressed a desire to wrap up the project swaps sooner given that changes to Board membership are anticipated.

Mr. Williams expressed a preference for Scenario B.

Mr. Barfield expressed appreciation to Mr. Kimes and Mr. Kozlosky and expressed support for their recommendation.

Ms. Hays asked if there was any discussion regarding swapping out Eastwood Road and Military Cutoff and swapping in College Road and Oleander Drive. Mr. Kozlosky said that staff did not consider swapping Eastwood Road and Military Cutoff because it was one of the Board’s top-five funding priorities, but staff would consider it if it were the Board’s desire. Vice Chairman Miller commented that he thought staff would look at it since there was some discussion about it.

Mr. Kozlosky said that College and Oleander is in the Statewide tier. Mr. Kimes said that its $33 million and Eastwood Road and Military Cutoff is $66 million, but it would need to be evaluated.

Mr. Waddell pointed out that there seems to be some consensus about Scenario B and Mr. Kimes can gather some information to consider at the next meeting. He suggested that staff should prepare a resolution regarding Scenario B and that the Board could have further discussion at its next meeting.

Chairman Piepmeyer said that Mr. Kimes will evaluate what Ms. Hays and Vice Chair Miller have asked for at the next meeting.
Mr. Barfield pointed out that there is consensus on Scenario B. Chairman Piepmeyer confirmed that there is consensus, and that Mr. Kimes will provide additional information regarding Eastwood/Military Cutoff at the next meeting.

Due to technical difficulties, Mr. Waddell suggested an amendment be made to the remote policy.

In response to an inquiry by Mr. Williams, Mr. Kozlosky said that only some members have alternates.

Mr. Kozlosky said that information regarding Military Cutoff and Eastwood would be brought back at the next meeting as well as a resolution supporting Scenario B.

c. 2050 Metropolitan Transportation Plan
Ms. Lorenzo reminded Board members that the MPO is federally required to develop and adopt a Metropolitan Transportation Plan (MTP) every five years. This multi-modal plan includes project and policy recommendations and is intended to serve as a road map for local, regional and statewide transportation investments. She noted that the current MTP, Cape Fear Moving Forward 2045, was adopted by the MPO Board November 18, 2020. In order to be compliant, the MPO must update the plan and the Board must adopt the plan by November 18, 2025. After adoption of the 2045 MTP, staff reviewed the MTP development process to identify potential opportunities for improvement and researched the processes used by MPOs across the state.

Ms. Lorenzo said that staff proposes to change the role of the Citizens Advisory Committee (CAC) to better assist staff with public outreach activities throughout the development of the plan. Staff also proposes to establish a MTP Development Committee comprised of planning staff of local member jurisdictions, NCDOT, and other subject matter experts for the modes of transportation in the region to guide the more technical components of the process. Also proposed, in place of working with multimodal subcommittees, are regional stakeholder meetings. Additionally, during the initial stage of development, MPO staff will be meeting with planning staff and bicycle and pedestrian committee members to be more collaborative and get a better idea of what is needed moving forward.

Ms. Lorenzo said that under modal deliverables, staff proposes to make some minor modifications. Since there is only one airport, staff proposes to endorse the airports’ plan in the aviation chapter. For the bicycle and pedestrian element, staff proposes to focus on active transportation as a whole and to work with the Bicycle and Pedestrian Advisory Committee to identify regional priority areas and identify projects that have been identified by local plans of member jurisdictions for the fiscally constrained project recommendations. Freight moved by truck is proposed to be under the roadway mode, and the rail mode will include freight rail and passenger rail. Lastly, staff proposes to adopt the comprehensive transportation project plan as an appendix of the MTP 2050.

Ms. Lorenzo said that the TCC expressed support for the proposed changes.

In response to an inquiry by Mr. Williams, Ms. Lorenzo said that Citizens Advisory Committee members should be able assist with outreach and get the word out. She commented that capturing the public’s voice is the most important part of the process.

8. Updates
a. Wilmington Urban Area MPO
Mr. Kozlosky said the MPO anticipates the Urbanized Area Census data to be released in December. MPO GIS Analyst Greer Shivers said that the data is expected to be released between September of this year and January of next year.
Mr. Kozlosky said that the Urbanized Area boundary is critical to how the MPO receives its planning dollars and it helps determine the MPO's planning boundary, where it anticipates being considered urbanized over the next 20 years. He noted that staff is running some scenarios about the planning boundary. He commented that there may be a potential to expand but cautioned against growing too far beyond the urbanized boundary because the MPO only receives funds for the urbanized boundary and not the planning boundary. He noted that the MPO will work with its surrounding partners at the RPO, Grand Strand MPO, and Jacksonville MPO. He added that it could potentially impact the composition of the organization. He noted that this is something that the Board will potentially consider next year.

In response to an inquiry by Mr. Williams, Mr. Kozlosky expressed doubt that the boundary would extend west into Columbus County.

Mr. Kozlosky acknowledged that the MPO is now fully staffed and introduced Associate Planner Carolyn Caggia. Ms. Caggia expressed appreciation and gave some brief details about her professional background at NC State and UNC-Chapel Hill.

b. Cape Fear Public Transportation Authority

c. NCDOT Division

Mr. Kimes said that NCDOT is still reviewing all possible options for the Cape Fear Memorial Bridge. Regarding the cost of a toll and where traffic would be diverted, he noted that the Turnpike Authority will fund a Traffic and Revenue study, which is projected to be completed by October 2023. He reminded Board members that a project with a toll cannot be submitted before it has been decided for Prioritization 7.0. Regarding the grants discussed earlier, he added that NCDOT funded about $2 million from its bridge program toward the bridge, which will allow the Department to initiate the merger process to potentially leverage grants or offset the cost of the match. He noted that the merger process is a three- to five-year process, and a lot of information from the Cape Fear Crossing project can be used. He said that Division will start the search for a firm. He commented that having a merger project ready to go is important for securing grants. He added that the meeting here with the Board of Transportation very important for the region.

d. NCDOT Transportation Planning Division

Nazia Sarder said that efforts on the Brunswick County CTP resumed in August after several months on pause. She added that in anticipation of the next MTP, the 2050 Travel Demand Model was started in March and is on schedule. Also, with the Census results anticipated for the Urban Area the model has been expanded out.

10. Announcements

a. Commuter Challenge- October 14th-30th

Mr. Kozlosky commented that prizes will be distributed.

b. Next MPO Board Meeting – November 30th, 2022

11. Adjournment

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

The meeting adjourned at 4:58 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.
STATEWIDE PROJECT

STIP ADDITIONS

STATEWIDE TRAFFIC OPERATIONS

IMPLEMENTATION

STATEWIDE TRAFFIC OPERATIONS ACTIVITIES SUCH AS TRAFFIC MANAGEMENT CENTERS, TRAVELER INFORMATION, INTELLIGENT TRANSPORTATION SYSTEMS (ITS), AND TRAFFIC INCIDENT AND EVENT MANAGEMENT ACROSS THE ENTIRE STATE.

ADD PROJECT AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.

FY 2024 - (CRPANY) $4,000,000
FY 2024 - (S(M)) $1,000,000
FY 2025 - (CRPANY) $4,000,000
FY 2025 - (S(M)) $1,000,000

$10,000,000

HO-0010B

STATEWIDE

PROJ.CATEGORY

STATEWIDE PROJECT - VARIOUS, CONSTRUCTION OF ELECTRIC VEHICLE SUPPLY EQUIPMENT ALONG NORTH CAROLINA'S ALTERNATIVE CORRIDORS

ADD NEW NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) PROGRAM PROJECT.

ENGINEERING

FY 2023 - (NEVI) $500,000
FY 2023 - (NEVI) $500,000

* HV-0001

STATEWIDE

DIVISION

PROJ.CATEGORY

STATEWIDE PROJECT - VARIOUS, UTILITY ENCROACHMENT AND ADMINISTRATIVE ACTIVITIES.

ADD PROJECT AT THE REQUEST OF THE TECHNICAL SERVICES DIVISION.

UTILITIES

FY 2023 - $105,000
FY 2024 - $105,000
FY 2025 - $105,000
FY 2026 - $105,000
FY 2027 - $105,000
FY 2028 - $105,000
FY 2029 - $105,000
AFTER FY 2029 - $630,000

$1,365,000

* M-0555DIV

STATEWIDE

DIVISION

PROJ.CATEGORY

STATEWIDE PROJECT - PROPOSED REVISIONS TO 2020-2029 STIP/MPO TIP PROGRAMS

STIP/MPO TIP AMENDMENT #22-7

PROPOSED REVISIONS TO 2020-2029 STIP/MPO TIP PROGRAMS

(October 2022)
<table>
<thead>
<tr>
<th>Year</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2023</td>
<td>Various, Utility Encroachment and Administrative Activities</td>
</tr>
<tr>
<td>2024</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>2025</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>2026</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>2027</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>2028</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>2029</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>After 2029</td>
<td>$630,000</td>
</tr>
</tbody>
</table>

**STIP ADDITIONS**

<table>
<thead>
<tr>
<th>Year</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2023</td>
<td>Various, Utility Encroachment and Administrative Activities</td>
</tr>
<tr>
<td>2024</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>2025</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>2026</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>2027</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>2028</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>2029</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>After 2029</td>
<td>$840,000</td>
</tr>
</tbody>
</table>

**STIP ADDITIONS**

<table>
<thead>
<tr>
<th>Year</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2023</td>
<td>Various, Utility Encroachment and Administrative Activities</td>
</tr>
<tr>
<td>2024</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>2025</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>2026</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>2027</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>2028</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>2029</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>After 2029</td>
<td>$1,365,000</td>
</tr>
</tbody>
</table>

**STIP ADDITIONS**

<table>
<thead>
<tr>
<th>Year</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2023</td>
<td>Various, Utility Encroachment and Administrative Activities</td>
</tr>
<tr>
<td>2024</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>2025</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>2026</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>2027</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>2028</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>2029</td>
<td>Add project at the request of the Technical Services Division</td>
</tr>
<tr>
<td>After 2029</td>
<td>$1,820,000</td>
</tr>
</tbody>
</table>

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

#### Wilmington Urban Area Metropolitan Planning Organization

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Capital</th>
<th>Current STIP/MPO TIP Programs</th>
<th>Proposed Revisions</th>
<th>Project Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2023</td>
<td>$219,000</td>
<td>STBG: $273,000,000</td>
<td>STBG: $1,747,000,000</td>
<td>New Hanover URBAN AREA MPO</td>
</tr>
<tr>
<td>FY 2023</td>
<td>$60,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FY 2023</td>
<td>$479,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- NCDOT, 5339 Small Urban Planning Area
- MPO Requested Deletions of Project
- Project at the Request of the MPO.
Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

1. **Proposed Revisions to STIP/MPO TIP Programs:**
   - **STIP/MPO TIP Modification #2-10**
   - **(September 2022)**
   - **Proposed Revisions to 2020-2029 STIP/MPO TIP Programs**

   **STIP/MPO TIP MODIFICATIONS**

   **WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

   **WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

   **STIP MODIFICATIONS**

   **STIP/MPO TIP MODIFICATION #22-20**

   **STIP/MPO TIP MODIFICATION #22-20**

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

   **Proposed Revisions to 2020-2029 STIP/MPO TIP Programs**
STIP/MPO TIP MODIFICATION #22-00

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

VARIOUS, DIVISION 3 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.

TO MATCH THE SCHEDULE PROVIDED BY THE MUNICIPALITY, DELAY CONSTRUCTION FROM FY 22 - BEACH BOULEVARD AND HAMLET AVENUE IN CAROLINA BEACH. CONSTRUCTION AND IMPROVE PEDESTRIAN ACCOMMODATIONS AT THE INTERSECTION OF US 421 (LAKE PARK ROAD) AND TRANSPORTATION ALTERNATIVES (TA) FUNDS. UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA). GRAND STRAND METROPOLITAN PLANNING ORGANIZATION.

TO FY 23.

<table>
<thead>
<tr>
<th>FY 2022</th>
<th>FY 2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>$200,000</td>
<td>$200,000</td>
</tr>
<tr>
<td>$800,000</td>
<td>$800,000</td>
</tr>
<tr>
<td>$2,000,000</td>
<td>$2,000,000</td>
</tr>
</tbody>
</table>

**U-6233**

NEW HANOVER

**R-5783**

GRAND STRAND METROPOLITAN PLANNING ORGANIZATION

**#2**

**STIP/MPO TIP MODIFICATION #22-10**

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

<table>
<thead>
<tr>
<th>FY 2022</th>
<th>FY 2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>$8,000</td>
<td>$51,000</td>
</tr>
<tr>
<td>$32,000</td>
<td>$205,000</td>
</tr>
<tr>
<td>$296,000</td>
<td>$296,000</td>
</tr>
</tbody>
</table>

**U-6233**

NEW HANOVER

**R-5783**

GRAND STRAND METROPOLITAN PLANNING ORGANIZATION

**#2**

**STIP/MPO TIP MODIFICATION #22-10**

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

<table>
<thead>
<tr>
<th>FY 2022</th>
<th>FY 2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>$8,000</td>
<td>$51,000</td>
</tr>
<tr>
<td>$32,000</td>
<td>$205,000</td>
</tr>
<tr>
<td>$296,000</td>
<td>$296,000</td>
</tr>
</tbody>
</table>
RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #22-10 TO THE 2020-2029 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS

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

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #22-10.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #22-10.

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

_______________________
David Piepmeyer, Chair

_______________________
Mike Kozlosky, Secretary
MEMORANDUM

TO: MPO Board members

FROM: Mike Kozlosky, Executive Director

DATE: November 21, 2022

SUBJECT: Wilmington Urban Area MPO Proposed 2023 Meeting Schedule

<table>
<thead>
<tr>
<th>Technical Coordinating Committee</th>
<th>Board</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 11</td>
<td>January 25</td>
</tr>
<tr>
<td>February 8</td>
<td>February 22</td>
</tr>
<tr>
<td>March 15</td>
<td>March 29</td>
</tr>
<tr>
<td>April 12</td>
<td>April 26</td>
</tr>
<tr>
<td>May 17</td>
<td>May 31</td>
</tr>
<tr>
<td>June 14</td>
<td>June 28</td>
</tr>
<tr>
<td>July 12</td>
<td>July 26</td>
</tr>
<tr>
<td>August 16</td>
<td>August 30</td>
</tr>
<tr>
<td>September 13</td>
<td>September 27</td>
</tr>
<tr>
<td>October 11</td>
<td>October 25</td>
</tr>
<tr>
<td>November 15</td>
<td>November 29</td>
</tr>
<tr>
<td>December –no meeting scheduled</td>
<td>December –no meeting scheduled</td>
</tr>
</tbody>
</table>

The TCC meetings will begin at 10 am on the date of the meetings.

The Board meetings will begin at 3 pm on the date of the meetings.
RESOLUTION ADOPTING THE WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION’S 2023 MEETING CALENDAR

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization’s Board adopts the meeting calendar on an annual basis.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the 2023 meeting calendar.

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

________________________________________
David Piepmeyer, Chair

________________________________________
Mike Kozlosky, Secretary
DATE: September 28, 2022

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

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

SUBJECT: Safety Performance Measures – FHWA Assessment and 2023 Targets

Background

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

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

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

North Carolina Safety Performance Target Achievement Determination

Earlier this year, FHWA completed an assessment of target achievement for NCDOT’s calendar year (CY) 2020 safety targets, based on the 5-year averages for 2016-2020 for each measure. As per 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress towards meeting its safety performance targets when at least four of the safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome
is better than the baseline performance. Based on FHWA’s review, North Carolina has not met or made significant progress toward achieving its safety performance targets. As a result, NCDOT must ensure that all HSIP safety funds are obligated, and must develop an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward achieving its targets. Table 1 below provides a summary of the target achievement determination at the state level.

**Table 1: North Carolina Safety Performance Target Achievement Determination Summary for CY 2020**

<table>
<thead>
<tr>
<th>Performance Measures</th>
<th>5-year Rolling Averages</th>
<th>Target Achieved?</th>
<th>(Actual) Better than Baseline?</th>
<th>Met or Made Significant Progress?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Target</td>
<td>Actual</td>
<td>Baseline</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2016 - 2020</td>
<td>2016 - 2020</td>
<td>2014 - 2018</td>
<td></td>
</tr>
<tr>
<td>Fatalities (5 Year Average)</td>
<td>1,227.8</td>
<td>1,458.6</td>
<td>1,392.2</td>
<td>No</td>
</tr>
<tr>
<td>Fatality Rate (5 Year Average)</td>
<td>1.084</td>
<td>1.250</td>
<td>1.206</td>
<td>No</td>
</tr>
<tr>
<td>Serious Injuries (5 Year Average)</td>
<td>2,812.8</td>
<td>4,410.2</td>
<td>3,362.4</td>
<td>No</td>
</tr>
<tr>
<td>Serious Injury Rate (5 Year Average)</td>
<td>2.462</td>
<td>3.776</td>
<td>2.884</td>
<td>No</td>
</tr>
<tr>
<td>Non-motorized Fatalities and Serious Injuries (5 Year Average)</td>
<td>426.6</td>
<td>583.0</td>
<td>491.0</td>
<td>No</td>
</tr>
</tbody>
</table>

Table 2 below shows what this determination would look like if the state’s methodology for establishing the CY 2020 goal was applied to crash data specific to Wilmington Urban Area MPO.

**Table 2: Wilmington Urban Area MPO Safety Performance Target Achievement Determination Summary for CY 2020**

<table>
<thead>
<tr>
<th>Performance Measures</th>
<th>5-year Rolling Averages</th>
<th>Target Achieved?</th>
<th>(Actual) Better than Baseline?</th>
<th>Met or Made Significant Progress?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Target</td>
<td>Actual</td>
<td>Baseline</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2016 - 2020</td>
<td>2016 - 2020</td>
<td>2014 - 2018</td>
<td></td>
</tr>
<tr>
<td>Fatalities (5 Year Average)</td>
<td>24.9</td>
<td>30.8</td>
<td>28.6</td>
<td>No</td>
</tr>
<tr>
<td>Fatality Rate (5 Year Average)</td>
<td>0.993</td>
<td>1.163</td>
<td>1.115</td>
<td>No</td>
</tr>
<tr>
<td>Serious Injuries (5 Year Average)</td>
<td>56.0</td>
<td>79.6</td>
<td>67.2</td>
<td>No</td>
</tr>
<tr>
<td>Serious Injury Rate (5 Year Average)</td>
<td>2.209</td>
<td>3.020</td>
<td>2.589</td>
<td>No</td>
</tr>
<tr>
<td>Non-motorized Fatalities and Serious Injuries (5 Year Average)</td>
<td>16.6</td>
<td>19.6</td>
<td>20.0</td>
<td>No</td>
</tr>
</tbody>
</table>
2023 State Safety Performance Targets

2023 state safety performance targets were submitted to FHWA on August 31st, as required, with the submission of the annual Highway Safety Improvement Program (HSIP) report. These targets reflect the 2019 SHSP goal to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. The calculated targets are shown in Table 3 below. More detailed information about each target can be found at this link.

Table 3: North Carolina Calendar Year 2023 Safety Performance Targets

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>CY 2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>1,202.2</td>
</tr>
<tr>
<td>Rate of Fatalities</td>
<td>1.011</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>3,423.0</td>
</tr>
<tr>
<td>Rate of Serious Injuries</td>
<td>2.863</td>
</tr>
<tr>
<td>Number of Non-Motorized Fatalities &amp; Serious Injuries</td>
<td>468.2</td>
</tr>
</tbody>
</table>

2023 Wilmington Urban Area MPO Safety Performance Targets

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

Table 4: Wilmington Urban Area MPO Specific Safety Performance Targets

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatalities (5 Year Average)</th>
<th>Fatality Rate (5 Year Average)</th>
<th>Serious Injuries (5 Year Average)</th>
<th>Serious Injury Rate (5 Year Average)</th>
<th>Non-motorized Fatalities and Serious Injuries (5 Year Average)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008 - 2012</td>
<td>30.0</td>
<td>1.345</td>
<td>63.2</td>
<td>2.829</td>
<td>16.0</td>
</tr>
<tr>
<td>2009 - 2013</td>
<td>26.8</td>
<td>1.197</td>
<td>59.6</td>
<td>2.657</td>
<td>15.4</td>
</tr>
<tr>
<td>2010 - 2014</td>
<td>27.8</td>
<td>1.228</td>
<td>55.4</td>
<td>2.449</td>
<td>18.2</td>
</tr>
<tr>
<td>2011 - 2015</td>
<td>28.2</td>
<td>1.211</td>
<td>60.0</td>
<td>2.577</td>
<td>19.8</td>
</tr>
<tr>
<td>2012 - 2016</td>
<td>29.6</td>
<td>1.236</td>
<td>61.2</td>
<td>2.544</td>
<td>18.6</td>
</tr>
<tr>
<td>2013 - 2017</td>
<td>28.4</td>
<td>1.144</td>
<td>64.4</td>
<td>2.582</td>
<td>20.0</td>
</tr>
<tr>
<td>2014 - 2018</td>
<td>28.6</td>
<td>1.115</td>
<td>67.2</td>
<td>2.589</td>
<td>20.0</td>
</tr>
<tr>
<td>2015 - 2019</td>
<td>30.8</td>
<td>1.152</td>
<td>75.8</td>
<td>2.837</td>
<td>21.6</td>
</tr>
<tr>
<td>2016 - 2020</td>
<td>30.8</td>
<td>1.163</td>
<td>79.6</td>
<td>3.020</td>
<td>19.6</td>
</tr>
<tr>
<td>2017 - 2021</td>
<td>32.8</td>
<td>1.237</td>
<td>85.4</td>
<td>3.235</td>
<td>20.8</td>
</tr>
<tr>
<td>2023 Target*</td>
<td>24.3</td>
<td>0.905</td>
<td>63.4</td>
<td>2.356</td>
<td>17.1</td>
</tr>
</tbody>
</table>
**Next Steps**

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

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

Finally, a new NCDOT Traffic Safety website has been established to communicate safety information to the public. A few direct links that may be of specific interest to MPOs can be found below:

- Main NCDOT Traffic Safety Unit website: [link](#)
- Mapped safety data: [link](#)
  - Here you can find a variety of spatial datasets related to traffic safety, including: fatal and serious injury crashes, pedestrian and bicycle crashes, safety projects (completed, funded, and those competing for funding), and several interactive map-based dashboards that allows the user to select an area of interest for more specific crash statistics.
- Safe Streets for All Grant (SS4A) Program: [link](#)
  - Here you will find North Carolina specific information related to the SS4A grant program. It is expected that the content of this site will expand over time.

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

BKM\bgm

cc: Jamal Alavi, PE, CPM  
    Daryl Vreeland, AICP  
    George Hoops, PE  
    Shawn Troy, PE  
    Brian Murphy, PE
RESOLUTION SUPPORTING THE ENDORSEMENT OF TARGETS FOR SAFETY PERFORMANCE MEASURES ESTABLISHED BY THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR 2023

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

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

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

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

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

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

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

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

1. For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 19.57 percent from 1,494.8 (2017-2021 average) to 1,202.2 (2019-2023 average) by December 31, 2023.

2. For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 20.95 percent from 1.279 (2017-2021 average) to 1.011 (2019-2023 average) by December 31, 2023.

3. For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 30.19 percent from 4,903.4 (2017-2021 average) to 3,423.0 (2019-2023 average) by December 31, 2023.
4. For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 31.75 percent from 4.195 (2017-2021 average) to 2.863 (2019-2023 average) by December 31, 2023.

5. For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 26.52 percent from 637.2 (2017-2021 average) to 468.2 (2019-2023 average) by December 31, 2023.

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

________________________
David Piepmeyer, Chair

________________________
Mike Kozlosky, Secretary
MEMORANDUM

TO: MPO Board Members

FROM: Mike Kozlosky, Executive Director

DATE: November 21, 2022

SUBJECT: Revised Draft 2024-2033 STIP Potential Project Swap Scenarios

The North Carolina Department of Transportation (NCDOT) released the initial draft 2024-2033 State Transportation Improvement Program (STIP) on April 25, 2022. The North Carolina General Assembly included a transfer of sales tax revenue in the budget signed on July 11, 2022. As a result, the Department re-examined their revenue projections and based on an updated revenue forecast released a revised draft 2024-2033 STIP on August 4, 2022.

The 2024-2033 STIP development process allows for project swaps as long as these swaps meet certain criteria. The swaps must be agreed upon by both NCDOT and MPO/RPO(s) and the cost of project(s) swapped in must be within 10% of cost of project(s) being swapped out. All project swaps must be completed no later than March 17, 2023. The Department will then release a revised Draft 2024-2033 STIP with formal adoption in Spring/Summer 2023.

Roadway Project Swap Scenarios

MPO staff has reviewed the highway projects included in the revised draft STIP and identified the following potential project swap scenarios described below and detailed in the attached tables:

Scenario A

Swap in: South Front Street Widening (U-5734), Greenville Loop/Greenville Avenue/Oleander Drive (U-6128).

Swap to PE ONLY: US 17 convert to superstreet (U-5732) to allow for the completion of the Hampstead Bypass prior to construction beginning on the access management improvements.

Swap out: Market Street Access Management (U-4902B).
Scenario B

Swap in: South Front Street Widening (U-5734), Greenville Loop/Greenville Avenue/Oleander Drive (U-6128).

Accelerate: Hampstead Bypass Section A (3300-A) CON from FY 2027 to FY 2026.

Swap to PE ONLY: US 17 convert to superstreet (U-5732) to allow for the completion of the Hampstead Bypass prior to construction beginning on the access management improvements.

Delay: Interchange at MLK and Kerr Ave (U-3338C) CON from FY 2026 to FY 2028.

Swap out: Market Street Access Management (U-4902B).

Aviation Project Swap Request

The North Carolina Department of Transportation’s Aviation Division along with support from Wilmington International Airport have requested that the runway rehabilitation (AV-5885) be swapped in for runway extension 6-24 Phase 1 (AV-5730). Please see the details outlined in the below table:

<table>
<thead>
<tr>
<th>STIP #</th>
<th>Project Name</th>
<th>Description</th>
<th>Project Cost</th>
<th>Funding Tier</th>
<th>Prioritization Round</th>
<th>Score*</th>
</tr>
</thead>
<tbody>
<tr>
<td>AV-5885</td>
<td>ILM</td>
<td>Rehabilitate Runway</td>
<td>$7.5 mil</td>
<td>Statewide Mobility</td>
<td>P5.0 (Not Committed)</td>
<td>87.48</td>
</tr>
<tr>
<td>AV-5730</td>
<td>ILM</td>
<td>Extend Runway 6-24 Ph. 1</td>
<td>$5.0 mil</td>
<td>Statewide Mobility</td>
<td>P3.0</td>
<td>46.15</td>
</tr>
</tbody>
</table>

Key: Green = Swap IN; Red = Swap OUT

Both MPO and NCDOT Division staff support the request to swap in the runway rehabilitation (AV-5885) and swap out the runway extension 6-24 Phase 1 (AV-5730).

Conclusion

MPO staff presented the potential project swaps to the MPO Board at the October meeting. The consensus of the Board was to support the roadway project swaps outlined in Scenario B. Resolutions supporting the Roadway and Aviation project swaps were approved by the TCC at their November meeting and are included in the packet for consideration.
RESOLUTION SUPPORTING THE ROADWAY PROJECT SWAPS FOR THE 2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS, the North Carolina Department of Transportation (NCDOT) released the Draft 2024-2033 State Transportation Improvement Program in April 2022; and

WHEREAS, the North Carolina General Assembly provided a transfer of sales tax revenue in the budget signed in July 2022; and

WHEREAS, based on this new revenue, NCDOT completed updated revenue projections and released a revised draft 2024-2033 STIP in August 2022; and

WHEREAS, the process that the Department is using for the development of the 2024-2033 STIP allows for project swaps so long as projects meet certain criteria and are approved by both the MPO and NCDOT Division; and

WHEREAS, all project swaps must be agreed upon no later than March 17, 2023; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has reviewed the revised draft 2024-2033 STIP and desires to complete roadway project swaps.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the following roadway project swaps for the 2024-2033 State Transportation Improvement Program:

Swap in: South Front Street Widening (U-5734), Greenville Loop/Greenville Avenue/Oleander Drive (U-6128).

Accelerate: Hampstead Bypass Section A (3300-A) CON from FY 2027 to FY 2026.

Swap to PE ONLY: US 17 convert to superstreet (U-5732) to allow for the completion of the Hampstead Bypass prior to construction beginning on the access management improvements.

Delay: Interchange at MLK and Kerr Ave (U-3338C) CON from FY 2026 to FY 2028.

Swap out: Market Street Access Management (U-4902B).

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on November 30, 2022.
David Piepmeyer, Chair

Mike Kozlosky, Secretary
RESOLUTION SUPPORTING AN AVIATION PROJECT SWAP FOR THE 2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS, the North Carolina Department of Transportation (NCDOT) released the Draft 2024-2033 State Transportation Improvement Program in April 2022; and

WHEREAS, the North Carolina General Assembly provided a transfer of sales tax revenue in the budget signed in July 2022; and

WHEREAS, based on this new revenue, NCDOT completed updated revenue projections and released a revised draft 2024-2033 STIP in August 2022; and

WHEREAS, the process that the Department is using for the development of the 2024-2033 STIP allows for project swaps so long as projects meet certain criteria and are approved by both the MPO and NCDOT Division; and

WHEREAS, all project swaps must be agreed upon no later than March 17, 2023; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization and NCDOT Division 3 received a request from NCDOT’s Aviation Division to swap in the runway rehabilitation (AV-5885) and swap out the runway extension 6-24 Phase 1 (AV-5730); and

WHEREAS, Wilmington International Airport and NCDOT Division 3 support the NCDOT Aviation Division’s request.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports to swap in the runway rehabilitation (AV-5885) and swap out the runway extension 6-24 Phase 1 (AV-5730) in the 2024-2033 State Transportation Improvement Program.

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

________________________________________
David Piepmeyer, Chair

________________________________________
Mike Kozlosky, Secretary
Resolution

RESOLUTION NO. 22-2272

A Resolution to cancel the Agreement ID # 8644 with NC Department of Transportation (NC DOT) for a multi-use path on Clarendon Avenue

WHEREAS, on June 24, 2019 an agreement was signed between the NC DOT and the Town of Carolina Beach to fund a multi-use path on Clarendon Avenue.

WHEREAS, the agreement was based on recommendations from the Town’s long range plan bicycle and pedestrian plans along with grants applied for by the Town Staff; and

WHEREAS, None of the $545,000 grant funds have been requested from NC DOT due to continued local concerns with the project;

WHEREAS, on September 19, 2022 the Town’s Bike and Pedestrian Committee recommended against moving forward with a bike/pedestrian project on Clarendon Avenue.

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Carolina Beach, North Carolina:

The Town no longer wishes to move forward with this project and requests that it be removed from the State Transportation Improvement Program (STIP).

Adopted this 25th day of October 2022.

Albert L. Barbee, Mayor

Kimberlee Ward, Town Clerk
RESOLUTION SUPPORTING AN AMENDMENT TO THE WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION’S TRANSPORTATION IMPROVEMENT PROGRAM AND REQUESTING THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION REMOVE CLARENDON AVENUE MULTI-USE PATH (EB-6029) FROM THE 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, on February 27, 2019, the Town of Carolina Beach was awarded Transportation Alternatives Set Aside-Direct Attributable (TASA-DA) funding from the Wilmington Urban Area Metropolitan Planning Organization for the Clarendon Avenue Multi-use Path project; and

WHEREAS, the State/MPO Transportation Improvement Program was amended to include the Clarendon Avenue Multi-use Path (EB-6029); and

WHEREAS, on October 25, 2022, the Town of Carolina Beach requested that the State/MPO Transportation Improvement Programs be amended to remove this project.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports an amendment to the Wilmington Urban Area MPO’s Transportation Improvement Program and requests the North Carolina Department of Transportation remove the Clarendon Avenue Multi-use Path (EB-6029) from the State/MPO Transportation Improvement Programs.

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

David Piepmeier, Chair

Mike Kozlosky, Secretary
### Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

**STIP/MPO TIP Modification #22-11**

<table>
<thead>
<tr>
<th>Public Trans</th>
<th>New Hanover</th>
<th>Project Category</th>
<th>Public Trans</th>
<th>New Hanover</th>
<th>Project Category</th>
<th>Public Trans</th>
<th>New Hanover</th>
<th>Project Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>MODIFY FUNDING IN FY 22 AT THE REQUEST OF THE MPO.</td>
<td>NCDOT, 5339 STATEWIDE RURAL</td>
<td>TC-0021</td>
<td>NCDOT, 5339 STATEWIDE RURAL</td>
<td>TC-0021</td>
<td>NCDOT, 5339 STATEWIDE RURAL</td>
<td>TC-0021</td>
<td>NCDOT, 5339 STATEWIDE RURAL</td>
<td>TC-0021</td>
</tr>
<tr>
<td>FY 2022 - $210,000 (S) FY 2023 - $210,000 (S) FY 2024 - $210,000 (S) FY 2025 - $2,604,000 (S) FY 2026 - $2,604,000 (S) FY 2027 - $2,604,000 (S) FY 2028 - $2,604,000 (S) FY 2029 - $2,604,000 (S)</td>
<td>NCDOT, 5339 STATEWIDE RURAL</td>
<td>TC-0021</td>
<td>NCDOT, 5339 STATEWIDE RURAL</td>
<td>TC-0021</td>
<td>NCDOT, 5339 STATEWIDE RURAL</td>
<td>TC-0021</td>
<td>NCDOT, 5339 STATEWIDE RURAL</td>
<td>TC-0021</td>
</tr>
</tbody>
</table>

*36*
MEMORANDUM

TO: MPO Board Members

FROM: Mike Kozlosky, Executive Director

DATE: November 21, 2022

SUBJECT: Military Cutoff Road/Eastwood Road Interchange

At the October MPO Board meeting, it was requested by the Board that MPO staff evaluate and bring back options for delaying the interchange at Military Cutoff Road/Eastwood Road as a potential project swap. The Drysdale Drive Extension (U-5710A) is currently under construction with completion anticipated by the end of 2023. The Military Cutoff Road/Eastwood Road interchange (U-5710) is programmed in the revised draft 2024-2033 State Transportation Improvement Program for Right of Way in FY 2023 and Construction in FY 2025.

MPO and NCDOT staffs have reviewed this request and identified the following potential project swap:

**U-5710 (Military Cutoff Road/Eastwood Road interchange):** Move from Right of Way in 2023 and Construction in 2025 to Funded for Preliminary Engineering (PE) only. This would require the project to recompete in Prioritization 7.0.

**U-5704 (College Road and Oleander Drive):** Move from Funded for PE only to Right of Way in 2024 and Construction in 2026.

The Military Cutoff Road/Eastwood Road interchange is funded in the amount of $66.4 million and College Road/Oleander Drive intersection improvements are funded in the amount of $37.7 million. Both projects are funded in the statewide tier. If the project swap is approved, the remaining $28.7 million would be used to rebalance the STIP.
Good morning, Mike:

At the October 2022 WMPO board meeting, there was discussion regarding the longevity of the improvements included as part of U-5710A. NCDOT Division 3 agreed to evaluate future impacts to determine an anticipated failure year of the project without additional improvements to the network, as well as a 20-year projected (2042) scenario. Volumes were derived from the original 2015 traffic forecast and the CenterPoint development. A summary of the findings are as follows:

- **2032** – First year of unacceptable Level of Service (LOS) E anticipated within the study area with full movement at the intersection of Military Cutoff Road and Eastwood Road.
- **2035** – First year of unacceptable Level of Service (LOS) E anticipated within the study area with restricted mainline left-turns along Eastwood Road at the intersection of Military Cutoff Road and Eastwood Road. These left turns are rerouted onto the new Drysdale Drive.
- **2042** – Unacceptable Level of Service (LOS) F that also restricts the mainline left-turns as described above. Additional lanes and improvements (primarily along Military Cutoff Road) are needed to operate acceptably. This would result in additional impacts and would likely offset the cost savings from constructing an at-grade option only.

A new project specific forecast (build out year 2045) is anticipated in late December and these conditions could be re-evaluated at that time with the new, adjusted volumes, as needed.

Let me know if you have any questions. Thank you!

**Katie Hite, PE, PTOE**
Division Project Development Engineer
Division 3
NCDOT – Division of Highways

910 341 2000  office
910 604 0249  mobile
kehite@ncdot.gov

5501 Barbados Boulevard
Castle Hayne, NC  28429-5647

---

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.
<table>
<thead>
<tr>
<th>Focus Area</th>
<th>Timeline</th>
<th>Participants</th>
<th>Action Steps</th>
<th>Accomplishments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Development</td>
<td>March-22</td>
<td></td>
<td>Complete the 2022 Compensation Study and MPO Compensation Survey Report</td>
<td>Compensation Study Completed</td>
</tr>
<tr>
<td>Organizational and Operational Effectiveness</td>
<td>On-going/December 22</td>
<td></td>
<td>Complete the Compensation Study and MPO Compensation Survey Report</td>
<td>Compensation Study Completed</td>
</tr>
<tr>
<td>Improve Safety</td>
<td>On-going/December 22</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
WALK WILMINGTON COMPREHENSIVE PEDESTRIAN PLAN UPDATE

Project Description/Scope: The City of Wilmington, in recognizing the desire of its citizens for a more walkable, livable community, applied for and received an NCDOT Planning Grant in 2021 to update the 2009 Walk Wilmington Comprehensive Pedestrian Plan. A Steering Committee, comprised of local stakeholders, citizens, and city staff, has been assembled to work with the consultant, Alta, to guide the development of the plan’s update. The Steering Committee held its first meeting on Monday, March 28th. During the meeting, Steering Committee members discussed their visions for the future of walking in the City; reviewed the successes of the current plan and opportunities to build upon; and began identification of where improvements will be most critical in the future. Alta completed a draft existing conditions analysis and an infrastructure safety analysis. The infrastructure safety analysis was presented to and discussed by the Steering Committee during its May 26th meeting, as well as a strategy for public engagement. A comprehensive public engagement period that includes both a survey and input map application began June 15 and continued through mid-August. Ongoing during the outreach process were several in-person survey opportunities targeted to gather input from traditionally underserved communities. Just over 1,000 survey responses were received and used by Alta as a framework to guide the development of project and policy recommendations. The Walk Wilmington Steering Committee reviewed the draft priority areas identified through this framework during its September 27th meeting. Alta is actively incorporating the Committee’s comments and finalizing the draft plan.

Project Status and Next Steps:
- Draft plan anticipated for release to City staff and Steering Committee in early November 2022.
- Draft plan public comment period to be held December 2022 – January 2023
- Final plan presentation to City Council in February or March 2023

PENDER COUNTY BICYCLE AND PEDESTRIAN PLAN

Project Description/Scope: Pender County, in collaboration with the WMPO and consultant WSP, seeks to develop a comprehensive Bicycle and Pedestrian Plan to direct multimodal development within the southern portion of the County. The final plan will be used to prioritize bicycle and pedestrian infrastructure implementation that will improve mobility, increase safety, and strengthen the connectivity for multimodal transportation options in southern Pender County. The notice to proceed was issued in late September 2022.

Project Status and Next Steps:
- Consultant has begun work on existing conditions and assessment of the bicycle and pedestrian network
- Public engagement Phase 1 is anticipated to begin in November 2022
- Plan completion by June 2023

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: 13 reviews
- New Hanover County Informal Plan Reviews: 3 reviews
• New Hanover Concept Reviews: 0 review
• Town of Leland Concept Plan Reviews: 2 reviews
• Town of Leland Formal Reviews: 8 reviews
• Town of Leland Informal Reviews: 0 reviews
• Town of Navassa Formal Plan Reviews: 0 review
• Town of Navassa Informal Reviews: 0 review
• 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: 3 reviews
• Town of Carolina Beach Concept Reviews: 0 review
• Brunswick County Formal Plan Reviews: 0 reviews
• Brunswick County Informal Plan Reviews: 0 reviews
• Pender County Formal Reviews: 3 reviews
• Pender County Informal Reviews: 1 review
• Pender County Concept Reviews: 0 reviews
• City of Wilmington Formal Reviews: 64 reviews (10 new, 54 on-going)
• City of Wilmington Informal Reviews: 18 reviews (4 new, 14 on-going)
• City of Wilmington Concept Reviews: 1 review(s) (1 new, 0 on-going)
• City of Wilmington Full Releases: 2
• TIA Reviews: 35 total active (25 under review; 3 approved; 7 new)
  - New Hanover County 8 (1 new, 7 under review, 0 approved),
  - City of Wilmington 11, (2 new, 9 under review, 0 approved),
  - Carolina Beach 0,
  - Town of Belville 0,
  - Town of Leland 6, (3 new, 2 under review, 1 approved),
  - Town of Navassa 1, (1 approved),
  - Pender County 7 (1 new, 5 under review, 1 approved) and
  - Brunswick County 2, (0 new, 2 under review)

STBGP-DA/TASA-DA/CRRSA
FY2013 to Present

U-5534C - WRIGHTSVILLE AVENUE/GRENVILLE 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:
  • NCDOT approval of final design elements and right-of-way authorization obtained June 10, 2022
  • Advertise for Bid – June 2023
  • Begin Construction – October 2023
  • Construction Complete- July 2024

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 was substantially completed in January 2022.
Official ribbon cutting occurred on January 25, 2022.
Project closeout is underway.
Complete Project Closeout – Fall 2022

U-5534G – CITY OF WILMINGTON- HOOKER ROAD MULTI-USE PATH
Project Descriptions/Scope: The project consists 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:
• NCDOT approval of final design elements and right-of-way authorization obtained June 10, 2022
• Advertise for Bid – June 2023
• Begin Construction – October 2023
• Construction Complete - July 2024

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:
• NCDOT approval of final design elements and right-of-way authorization obtained June 10, 2022
• Advertise for Bid – June 2023
• Begin Construction – October 2023
• Construction Complete - July 2024

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
• On hold pending negotiation of pay items and scheduling with the Contractor
• Town of Leland is working with the Contractor’s Surety
• Final completion date to be determined
• Project completion extended to June 30, 2023
• Town signed the Agreements and NCDOT to fully execute

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
• Project on hold pending resolution of contracting issues with the consultant
• On hold pending negotiation of pay items and scheduling with the Contractor
• Town of Leland is working with the Contractor’s Surety
• Final completion date to be determined
• Project completion extended to June 30, 2023
• Town signed the Agreements and NCDOT to fully execute

U-5534K – TOWN OF LELAND- LELAND MIDDLE SCHOOL SIDEWALK
Project Description/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
• On hold pending negotiation of pay items and scheduling with the Contractor
• Town of Leland is working with the Contractor’s Surety
• Final completion date to be determined
• Project completion extended to June 30, 2023
• Town signed the Agreements and NCDOT to fully execute

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:
• Final Approval on PS&E from NCDOT February 28, 2022
• Bid advertised on March 3, 2022, with May 3, 2022, opening date, pre-bid meeting held on March 5, 2022
• One bid submitted on May 3, 2022.
• Re-Bid opening on May 10, 2022, only received one bid. Staff did not recommend award due to budget constraints.
• Submitted a Resolution to Council to Reject Bids approved by City Council on June 21st
• Submitted Change Request for CON Auth on October 13th
• Submitted required Environmental Consultation & NCDOT submitted the Construction Auth/funding request on October 25th
• Construction Funding/Auth Pending FHWA approval
• Readvertise with EB-6028 in Winter 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
• The consultant is proceeding with the right-of-way acquisition.
• Proposed property valuations have been submitted and have been approved by NCDOT.
• Letters to property owners have been mailed to initiate the acquisition process.
• Construction fund authorization request will occur next federal fiscal year

U-6233 CAROLINA BEACH HAMLET AVENUE/ US 421 TRAFFIC SIGNAL
Project Description/Scope: installation of traffic signal with pedestrian infrastructure at the intersection of Hamlet Avenue and US 421 in the Town of Carolina Beach

• The signal plans have been finalized.
• The construction WBS was amended in October by the Board of Transportation
• Tentative construction starts in mid-year 2023

U-6234 MULTI-MODAL PHASE 1 B
Project Description/Scope: Rehabilitation of the historic structure located at 525 N 4th Street for MPO offices.

Project Status and Next Steps:
• Paragon Building Corp awarded bid and signed the contract
• Project design team working thru submittals and proposed construction schedule
• Contractor submitted a revised construction schedule and has mobilized on site
• September 12, 2022, building permit issued
• Right of Way permit requests are in review
• Ongoing demolition of site, cleaning of the exterior walls, and investigation of stabilization of the brick

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 and execution is complete.
• Design kick-off meeting held July 23, 2021, with Wilmington Fire Department, Traffic Engineering and Davenport Staff.
• Design started in October 2021 is expected to last through February 2023.

U-6039 – CAROLINA BEACH – ST. JOESPH 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
• Agreement executed with NCDOT on August 18, 2021
• Design discussions held with Kimley-Horn & Associates (KHA) on August 31, 2021
• Public meeting held on March 24, 2022, to present three (3) design alternatives for bike path on St. Joseph
• KHA presented to Town’s Bike & Pedestrian Committee summary of comments on April 18, 2022
• KHA scheduled to present at Town Council regularly scheduled meeting on May 10, 2022
• Town Council approved Option 3 on May 10, 2022, as presented by KHA
• On May 25, 2022, project managers submit RFLOI to NCDOT requalified engineering firms with a response deadline of June 8, 2022
• Responses to RFLOI under review by WMPO/Town of Carolina Beach
• On July 12, 2022, the Town of Carolina Beach selected KHA as the design firm
• On September 22, 2022, The Town received a Letter of Agreement from Kimley Horne for Scope of Services and Project Engineer Design Estimate.
• Phone conference held on September 28, 2022, to go over the proposed submittal.
• The Town has uploaded documentation via EBS portal for review and approval.

TASA-DA/CRRSAA/STIP

BL-0045 – DOWNTOWN GREENWAY PH. 1 DESIGN
Project Description/Scope: design and engineering for an approximately 2.2 mile long, 10’ to 12’ in width portion of the trail beginning at 3rd street in the Downtown within the NCDOT owned rail corridor to McRae St (defined in the Wilmington Rail Trail Master Plan); abutting the Dorothy B. Johnson Elementary School western parcel line; traversing east along CSX right-of-way to Archie Blue Park; and continuing north through Archie Blue Park, parallel to the creek and terminating at the Love Grove Bridge multi-use path facility.

Project Status and Next Steps:
• Agreement executed by NCDOT on April 20, 2022
• City has selected an on-call engineering consultant (WSP) to perform design and engineering. A scope and fee have been agreed upon and approved by NCDOT.
• Award of contract by City Council on September 6, 2022, City Council Meeting.
• Notice to proceed issued on October 2, 2022.
• WSP is completing aerial survey processing (from previously collected data) and beginning initial design.
• WSP is coordinating meetings with critical stakeholders.
• 25% plans due by November 24, 2022
• Public involvement planned for January 2023.

BL – 0059 TOWN OF KURE BEACH - FORT FISHER BOULEVARD/K AVENUE AND NORTH 3RD STREET PEDESTRIAN SAFETY IMPROVEMENTS
Project Description/Scope: This project entails intersection improvements at Ft. Fisher Boulevard and K Avenue to include high visibility crosswalks, ADA ramps, and pedestrian signals; and filling gaps in the sidewalk network on Ft. Fisher Boulevard and N. 3rd Street that will create a pedestrian network connected to the Ft. Fisher Boulevard and K Avenue intersection.

Project Status and Next Steps:
• Agreement finalized and adopted August 2022
• Request for PE Authorization in September 2022
• Request for Letters of Interest to be sent in September 2022
• PE firm selection anticipated December 2022

EB-5600 – S. 17TH STREET MULTI-USE PATH
Project Description/Scope: This project consists of the construction of a 10’ multiuse path along South 17th Street from Harbour Drive to Shipyard Boulevard and the installation of crosswalks and pedestrian signal heads at the intersection of South 17th Street and Shipyard Boulevard.
Project Status and Next Steps:
- Agreement executed with NCDOT on May 24, 2022
- Scope and Fee submitted to NCDOT on September 16, 2022
- Change Request for PE Authorization submitted to NCDOT on September 21, 2022, awaiting authorization
- Request to use RS&H (COW On-Call) approved by NCDOT on October 10, 2022
- NCDOT approved the scope and fee on November 2, 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:
- 100% plans approved by NCDOT
- Contract proposal (with cost estimate) approved April 11, 2022
- CEI RFLOI responses currently under review
- Additional funding approved by WMPO on September 28, 2022
- CEI contract award in October 2022
- Construction authorization November 2022
- Construction let date December 2022

**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:
- 100% plans approved by NCDOT
- Contract proposal (with cost estimate) approved April 11, 2022
- CEI RFLOI responses currently under review
- Additional funding approved by WMPO on September 28, 2022
- CEI contract award in October 2022
- Construction authorization November 2022
- Construction let date December 2022

**EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY**
**Project Description:** Design only of the Middle Sound Greenway connection to Publix

Project Status and Next Steps:
- Comments received from CFPUA indicate conflicts with utilities that will require design adjustments
- Right of way acquisition continuing (2 remaining, dependent on water/sewer changes needed)
- Level A SUE completed, and results have been reviewed.
- SEPI to begin supplemental utility design based on SUE results. Anticipate 90 days for design completion.
EB-6028 — CITY OF WILMINGTON— 21ST 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:**
- NCDOT has approved the 100% project plans
- Preparation of bid documents is underway
- Project approved by NCDOT on September 30, 2022
- Project to be bid with U-5534Q (College Rd @ Holly Tree Pedestrian Crossing).

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:**
- Town Council has requested to cancel this project.
- NCDOT to process request with WMPO concurrence.

HL – 0040 NC PORTS WILMINGTON – NEW NORTH GATE FEASIBILITY STUDY

**Project Description/Scope:** This project is a feasibility study, early design and NEPA work to determine the high-level alternatives and costs associated with a new North Gate on NC Port of Wilmington property to allow for efficient freight access to and from the General Terminal.

**Project Status and Next Steps:**
- Advertisement for on-call consultants, August 14, 2020
- Selection and signed contract with HDR on October 29, 2020
- Kickoff meeting on site with NCSPA on March 10, 2022
- NCSPA/WTRY call on April 5, 2022
- Draft scoping letter to Port on April 5, 2022
- Traffic counts completed April 12, 2022
- Scoping Letter to Agencies on April 18, 2022
- Draft design assumptions & Typical Sections submitted on June 3, 2022
- Draft Limited Environmental Records Review (LERR) submitted on July 5, 2022
- Revised typical sections submitted on July 7, 2022
- Natural Resources Technical Report (NRTR) on August 8, 2022
- Revised Limited Environmental Records Review (LERR) submitted August 15, 2022
- Began 15% roadway, traffic, and hydraulics design

TC – 0021 WAVE PASSENGER AMENITIES AND UPGRADES

**Project Description/Scope:** Cape Fear Public Transportation Authority (WAVE transit) currently has a total of 440 bus stops, 24 benches and 27 shelters. Shelters only represent 6% of our passenger amenities, while other NC agencies average 14%. To meet the peer average for statewide systems, CFPTA needs to install an additional twenty-six (26) benches and twenty (20) shelters. This project will support the installation of a total of nine (9) bus stop benches and ten (10) bus stop shelters along eight (8) transit routes located within the City of Wilmington. The project includes engineering and design, construction of concrete pads, ADA ramps, ADA access, and purchase and installation of durable bench and/or shelter, waste receptacle, and solar lighting, where applicable.

**Project Status and Next Steps:**
- The project was awarded funds in November 2021
- This project pending flex funding approval and notification.
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. 2022 Commuter Challenge
   This year’s Commuter Challenge took place from October 14th to October 30th. The Commuter Challenge encourages residents of the WMPO region to utilize alternative modes of transportation. Prizes are awarded to the highest-performing participants. This year we had 20 participants who collectively reduced Vehicle Miles Traveled by 5,000 miles, saved $753 on gas, and walked/biked for 938 miles.

2. New Hanover County’s ¼ Cent Sales Tax for Transit
   Go Coast utilized its social media presence to educate the public about New Hanover County’s ¼ cent sales tax for transit referendum that was on the ballot for all county residents to decide on in November 2022. The referendum failed to garner enough support from the community on November 8th.

3. Go Coast Meeting
   The next Go Coast meeting will occur on November 17, 2022, at 3 PM.
Cape Fear Public Transportation Authority
November 2022 Project Updates

FIXED ROUTE SERVICE
Wave Transit fixed route service ridership is up 6.2% in the fiscal first quarter compared to prior year. Ridership on regular service is up 6.6% and the UNCW shuttle service is up 4.7%. October is the ninth consecutive month of positive year over year increased ridership.

RIDEMICRO MICROTRANSIT SERVICE
Wilmington’s Regional microtransit service, RideMICRO, continues to perform well. Zone 4 – New Hanover County North accounts for approximately 44% of RideMICRO ridership for current FY23, followed by Zone 3 – South New Hanover County at 29%.

FY22 Ridership:
1,999

FY23 Ridership:
Q1 – 3,898

PARATRANSIT SERVICE
Total paratransit ridership has increased in first quarter. Total trips are up 13.5%.

CAPITAL PROJECTS
A Passenger Amenities Improvement Plan is currently under development to prioritize passenger amenity improvements and additions at our highest use stops, stops that are at points of interest, and stops with the highest wait times. There are currently three projects underway to improve passenger amenities, including a newly STBGP awarded grant approved by the WMPO board on October 26th. Total installations for all projects will include 26 shelters and 19 benches over the next 12-24 months.
<table>
<thead>
<tr>
<th>Project Manager</th>
<th>Type</th>
<th>Description</th>
<th>County</th>
<th>SAP #</th>
<th>LET</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Derek Pielech</td>
<td>DPOC</td>
<td>Replace Bridge 208 over Sturgeon Creek on SR 1472 (Village Road) in Brunswick County</td>
<td>Brunswick</td>
<td>BP3-R012</td>
<td>17BP.3.R.93</td>
<td>7/3/2025</td>
</tr>
<tr>
<td>Derek Pielech</td>
<td>DPOC</td>
<td>Replace Bridge 7 on US 17 over US 76 in Brunswick County</td>
<td>Brunswick</td>
<td>BR-0008</td>
<td>17BP.3.R.84</td>
<td>9/21/2027</td>
</tr>
<tr>
<td>Lydia DPOC</td>
<td></td>
<td>Pavement &amp; Bridge Rehabilitation</td>
<td>New Hanover</td>
<td>I-6036</td>
<td>I-140 - US 17 to North of US 74</td>
<td>9/19/2023</td>
</tr>
<tr>
<td>Lydia DPOC</td>
<td></td>
<td>Pavement Rehabilitation</td>
<td>New Hanover</td>
<td>I-6038</td>
<td>I-140 from US 421 to US74/76</td>
<td>11/16/2028</td>
</tr>
<tr>
<td>Eric Murray</td>
<td>DPOC</td>
<td>Widen NC 133 from US 17/74/76 to Old River Road</td>
<td>Brunswick</td>
<td>U-5914</td>
<td>17BP.3.R.92</td>
<td>11/3/2022</td>
</tr>
<tr>
<td>Lydia DPOC</td>
<td></td>
<td>Pavement &amp; Bridge Rehabilitation</td>
<td>New Hanover</td>
<td>I-6037</td>
<td>I-140 From US 421 to I-40</td>
<td>2/15/2028</td>
</tr>
<tr>
<td>Rail Division</td>
<td></td>
<td>Rail Rehabilitation, Curve Realignment and Upgrade Rail Bridges</td>
<td>New Hanover</td>
<td>P-5740A</td>
<td>17BP.3.R.84</td>
<td>12/1/2022</td>
</tr>
<tr>
<td>Rail Division</td>
<td></td>
<td>CSX SE Line Installation of Railroad Grade Crossing Signals and Gates at Various At-Grade Crossings</td>
<td>New Hanover</td>
<td>P-5740B</td>
<td>17BP.3.R.84</td>
<td>6/27/2023</td>
</tr>
<tr>
<td>Rail Division</td>
<td></td>
<td>CSX SE Line Installation of Railroad Grade Crossing Signals and Gates at Various At-Grade Crossings</td>
<td>New Hanover</td>
<td>P-5740C</td>
<td>17BP.3.R.84</td>
<td>6/30/2023</td>
</tr>
<tr>
<td>Krista Kimmel</td>
<td>DDRL</td>
<td>Kerr Ave Interchange at MLK</td>
<td>New Hanover</td>
<td>U-3338C</td>
<td>17BP.3.R.84</td>
<td>12/19/2028</td>
</tr>
<tr>
<td>Krista Kimmel</td>
<td>DDRL</td>
<td>Independence Boulevard Extension</td>
<td>New Hanover</td>
<td>U-4434</td>
<td>17BP.3.R.84</td>
<td>6/20/2028</td>
</tr>
<tr>
<td>Krista Kimmel</td>
<td>DDRL</td>
<td>US 17 Business - Market St Railroad to MLK</td>
<td>New Hanover</td>
<td>U-4902B</td>
<td>17BP.3.R.84</td>
<td>12/19/2028</td>
</tr>
<tr>
<td>Trace Howell</td>
<td>DDRL</td>
<td>College Road Access Management Improvement from Carolina Beach Road to Shipyard Blvd</td>
<td>New Hanover</td>
<td>U-5702B</td>
<td>17BP.3.R.84</td>
<td>1/15/2030</td>
</tr>
<tr>
<td>Mike Bass</td>
<td>DDRL</td>
<td>US 74 (Eastwood Road) at US 17 (Military Cutoff Rd)</td>
<td>New Hanover</td>
<td>U-5710</td>
<td>17BP.3.R.84</td>
<td>9/16/2025</td>
</tr>
<tr>
<td>Brian Harding</td>
<td>DDRL</td>
<td>US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421</td>
<td>New Hanover</td>
<td>U-5729</td>
<td>17BP.3.R.84</td>
<td>7/18/2028</td>
</tr>
<tr>
<td>Trace Howell</td>
<td>DDRL</td>
<td>MLK at College</td>
<td>New Hanover</td>
<td>U-5792</td>
<td>17BP.3.R.84</td>
<td>6/16/2026</td>
</tr>
<tr>
<td>Krista Kimmel</td>
<td>DDRL</td>
<td>New Route from 23rd St to 26th St</td>
<td>New Hanover</td>
<td>U-5926</td>
<td>17BP.3.R.84</td>
<td>3/31/2024</td>
</tr>
<tr>
<td>Brian Harding</td>
<td>DDRL</td>
<td>NC 133 at 23rd Street Roundabout</td>
<td>New Hanover</td>
<td>U-5954</td>
<td>17BP.3.R.84</td>
<td>6/15/2027</td>
</tr>
<tr>
<td>Brian Harding</td>
<td>DDRL</td>
<td>Widen Gordon Road to 4 lanes from US 17 Market St to I-40</td>
<td>New Hanover</td>
<td>U-6202</td>
<td>17BP.3.R.84</td>
<td>6/18/2024</td>
</tr>
<tr>
<td>David Leonard</td>
<td>DPOC</td>
<td>US 117 (College Road) sidewalk between Randall Pkwy and N of University Drive</td>
<td>New Hanover</td>
<td>W-5803A</td>
<td>17BP.3.R.84</td>
<td>1/31/2023</td>
</tr>
<tr>
<td>Krista Kimmel</td>
<td>DDRL</td>
<td>Upgrade Pedestrian &amp; Traffic Signals and Revise Median Islands at US 74 (Eastwood Road) at US 17 (Military Cutoff Road) and US 74</td>
<td>New Hanover &amp; Pender</td>
<td>U-5926</td>
<td>17BP.3.R.84</td>
<td>6/20/2023</td>
</tr>
<tr>
<td>Trace Howell</td>
<td>DDRL</td>
<td>Haste Bypass (US 17 from Military Cutoff Road to NC 210)</td>
<td>New Hanover &amp; Pender</td>
<td>R-3300A</td>
<td>17BP.3.R.84</td>
<td>9/15/2026</td>
</tr>
<tr>
<td>Derek Pielech</td>
<td>DPOC</td>
<td>14 on NC 133 over Turkey Creek</td>
<td>Pender</td>
<td>B-5653</td>
<td>17BP.3.R.84</td>
<td>1/28/2026</td>
</tr>
<tr>
<td>Trace Howell</td>
<td>DDRL</td>
<td>NC 132 (South College Road) and Braggs Drive offset lefts</td>
<td>Pender</td>
<td>U-5731</td>
<td>17BP.3.R.84</td>
<td>5/16/2028</td>
</tr>
<tr>
<td>David Leonard</td>
<td>DPOC</td>
<td>Install Rumble Strips on US 17 Between New Hanover/Pender County Line and Mile Post 19.30 in Onslow County</td>
<td>Pender &amp; Onslow</td>
<td>W-5803B</td>
<td>17BP.3.R.84</td>
<td>10/20/2022</td>
</tr>
</tbody>
</table>

Contact: Adrienne Cox, amcox1@ncdot.gov, 910.341.2001

November WMPO Projects in Development
<table>
<thead>
<tr>
<th>Contract Number</th>
<th>Resident</th>
<th>Order County</th>
<th>Description</th>
<th>Estimated Completion</th>
<th>Percent Complete</th>
</tr>
</thead>
<tbody>
<tr>
<td>C204331</td>
<td>Joshua Pratt</td>
<td>New Hanover</td>
<td>Banks Channel (822) US 17 Bridges repair, clean and paint bearings, epoxies caps</td>
<td>TBD</td>
<td>14.26%</td>
</tr>
<tr>
<td>DC00249</td>
<td>Joshua Pratt</td>
<td>New Hanover</td>
<td>Bridge #29 over Smith Creek</td>
<td>10/11/2023</td>
<td>46.86%</td>
</tr>
<tr>
<td>C204629</td>
<td>Joshua Pratt</td>
<td>Brunswick</td>
<td>Replace Bridge 57 on NC 211 Over Juniper Creek</td>
<td>12/12/2023</td>
<td>17.92%</td>
</tr>
<tr>
<td>C204623</td>
<td>Joshua Pratt</td>
<td>Brunswick</td>
<td>Replace Bridge 65 on NC 87 Over Hood Creek</td>
<td>5/29/2023</td>
<td>76.13%</td>
</tr>
<tr>
<td>C204301</td>
<td>Joshua Pratt</td>
<td>New Hanover</td>
<td>New Hanover #48 and #49 on I-40E &amp; I-40 W/NE Substructure Repairs</td>
<td>11/15/2022</td>
<td>31.77%</td>
</tr>
<tr>
<td>DC00300</td>
<td>Brian Groves</td>
<td>R-2633BA(L)</td>
<td>Landscape Enhancement</td>
<td>12/15/2022</td>
<td>92.25%</td>
</tr>
<tr>
<td>C204553</td>
<td>Daniel Waugh</td>
<td>Pender</td>
<td>NC 417 (Hampstead Bypass) from South of NC 210 to North of SR 1565 (Sloop Point Road)</td>
<td>3/14/2027</td>
<td>12.25%</td>
</tr>
<tr>
<td>DC00331</td>
<td>David Sawyer</td>
<td>Brunswick, Duplin, New Hanover, Onslow, Pender and Sampson</td>
<td>Division Wide ADA curb ramp updates</td>
<td>12/31/2022</td>
<td>30.74%</td>
</tr>
<tr>
<td>C203980</td>
<td>Joshua Pratt</td>
<td>New Hanover</td>
<td>Military Cutoff Road Extension from Market St to the Wilmington Bypass with an interchange</td>
<td>7/6/2023</td>
<td>80.58%</td>
</tr>
<tr>
<td>C204319</td>
<td>Joshua Pratt</td>
<td>New Hanover</td>
<td>Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr</td>
<td>9/17/2023</td>
<td>54.38%</td>
</tr>
<tr>
<td>C204747</td>
<td>Joshua Pratt</td>
<td>New Hanover</td>
<td>Drysdale Drive Extension from Market St (US 17 BUS) to Lumberton Dr</td>
<td>1/28/2025</td>
<td>7.33%</td>
</tr>
</tbody>
</table>

NoVemBer WmpO PToJeTS uNDEr CoNStrUCTIoN
<table>
<thead>
<tr>
<th>Contract Number</th>
<th>Contract Year</th>
<th>County</th>
<th>Estimated Completion Date</th>
<th>Percent Complete</th>
</tr>
</thead>
<tbody>
<tr>
<td>C204409</td>
<td>2023</td>
<td>Brunswick and New Hanover</td>
<td>6/16/2023</td>
<td>0.00%</td>
</tr>
<tr>
<td>DC00294</td>
<td>2021</td>
<td>Brunswick and New Hanover</td>
<td>4/28/2023</td>
<td>88.87%</td>
</tr>
<tr>
<td>DC00304</td>
<td>2021</td>
<td>Brunswick</td>
<td>8/18/2023</td>
<td>86.54%</td>
</tr>
<tr>
<td>DC00311</td>
<td>2022</td>
<td>New Hanover</td>
<td>9/29/2023</td>
<td>8.91%</td>
</tr>
<tr>
<td>DC00325</td>
<td>2022</td>
<td>Brunswick</td>
<td>5/18/2023</td>
<td>88.87%</td>
</tr>
<tr>
<td>DC00327</td>
<td>2022</td>
<td>New Hanover</td>
<td>4/28/2023</td>
<td>88.87%</td>
</tr>
<tr>
<td>DC00344</td>
<td>2023</td>
<td>Brunswick and New Hanover</td>
<td>6/16/2023</td>
<td>0.00%</td>
</tr>
<tr>
<td>DC00354</td>
<td>2022</td>
<td>Brunswick</td>
<td>9/30/2022</td>
<td>93.75%</td>
</tr>
<tr>
<td>DC00364</td>
<td>2022</td>
<td>New Hanover</td>
<td>9/30/2022</td>
<td>76.27%</td>
</tr>
<tr>
<td>DC00374</td>
<td>2022</td>
<td>Brunswick</td>
<td>8/15/2022</td>
<td>83.40%</td>
</tr>
</tbody>
</table>

Go!NC Portal for public information: HMIP (Highway Maintenance Improvement Program) GIS maps

[https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=ceae1d0cf870473fb7d35294acb6b71c](https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=ceae1d0cf870473fb7d35294acb6b71c)
November 2022

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

NOVEMBER TPD UPDATES WILMINGTON MPO

NOVEMBER 2022

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

Brunswick County Comprehensive Transportation Plan (CTP): The Brunswick County CTP was paused from January through August of this year. The CTP has resumed, data has been updated, and the CTP is going through another round of internal management reviews. After the internal reviews are completed, the CTP engineer will meet with the CTP Steering Committee members to update their councils and boards as well as to start public involvement sessions.

Wilmington Model: The 2050 Travel Demand Model (TDM) work started on 3/1/2022. The TDM is being developed for the next Wilmington MTP. Currently the engineer and modeler are working on updating the network, TAZs, and adding new area. The MPO has verified a lot of the data and provided materials and input for employment, population, CO data, network, etc. Currently the MPO is working on College/University data and will provide that in the following weeks.

Additional information: According to the US Census Bureau, the final urban areas based on 2020 Census will be announced in December of 2022. Refer to their website for additional information on the release schedule.

Helpful Links:
Click on links below to learn more:
  · NCDOT home page—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
· 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)
· **NCDOT Strategic Transportation Corridors** (or go to ncdot.gov and search: Strategic Transportation Corridors)
· **NCDOT Comprehensive State Rail Plan (25-Year Vision)** (or go to ncdot.gov and search: rail plan)
· **NC Statewide Multimodal Freight Plan (2015-2040)** (or go to ncdot.gov and search: public transportation plan)
· **Great Trails State Plan** (or go to ncdot.gov and search: Great Trails)
· **Connecting North Carolinians to Opportunities (Public Transportation strategic Plan—2018)** (or go to ncdot.gov and search: public transportation plan)
· **NCDOT Resilience Strategy Report (2021)** (or go to ncdot.gov and search: resilience strategy report)
· **Statewide Pedestrian & Bicycle Plan (2013)** (or go to ncdot.gov/bikeped/walkbikenc)