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

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

TO: Wilmington Urban Area MPO Board Members
FROM: Mike Kozlosky, Executive Director
DATE: March 24, 2022
SUBJECT: March 30th meeting

A meeting of the Wilmington Urban Area MPO Board will be held on Wednesday, March 30, 2022, at 3 pm. The meeting will be held in the 6th Floor Conference Room at 320 Chestnut Street downtown Wilmington. The public may attend the meeting in person. Due to COVID-19, pursuant to N.C.G.S. sec. 166A-19.24 the public and Board Members may also attend the meeting remotely as follows:

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

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

The public may also dial in and listen to the simultaneous live audio of the remote meeting at the following dial in number: 646 558 8656 or 301 715 8592. And when prompted, enter:

Meeting ID: 839 6910 7282

Passcode: 920663

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

The following is the agenda for the meeting:

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

Persons wishing to submit a public comment to be shared during the MPO Board meeting may do so by 5 pm on March 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) Presentation

Wilmington Urban Area Metropolitan Planning Organization

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

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- a. 2022 Wilmington Urban Area MPO Compensation Study Results- Becky Drozd, Catapult (p. 4-26)
 - 7) Consent Agenda
 - a. Approval of Board Meeting Minutes from February 23, 2022 (p. 27-35)
 - b. Resolution approving 2020-2029 STIP/MPO Amendments #22-1 and #22-2 (p. 36-38)
 - c. Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-2 (p. 39-41)
 - d. Resolution approving the FY 23 Unified Planning Work Program for the Wilmington Urban Area Metropolitan Planning Organization (p. 42-60)
 - e. Resolution certifying the Wilmington Urban Area Metropolitan Planning Organization's Transportation Planning Process (p. 61)
 - f. Resolution supporting the City of Wilmington's application for the North Carolina Emergency Management's Transportation Infrastructure Resiliency Fund Grant (p. 62)
 - g. Resolution supporting Pender County's application for the North Carolina Emergency Management's Transportation Infrastructure Resiliency Fund Grant (p. 63)
 - 8) Regular Agenda
 - a. Resolution approving Amendment #3 to the FY 22 Unified Planning Work Program (p. 64-70)
 - 9) Discussion
 - a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-3 (p. 71-74)
 - b. Wilmington Multi-modal Transportation Center Phase 1B (p. 75-76)
 - c. 2022 Legislative Agenda (p. 77-79)
 - d. 2022 NCAMPO Conference Moderators
 - 10) Updates
 - a. Wilmington Urban Area MPO (p. 80-86)
 - b. Cape Fear Public Transportation Authority (p. 87-88)
 - c. NCDOT Division (p. 89-91)
 - d. NCDOT Transportation Planning Division (p. 92-93)
 - 11) Announcements
 - a. Wilmington MPO Bike/Pedestrian Committee- April 12th
 - b. NC State Ethics Forms Due- April 15th
 - c. NC Association of MPOs 2022 Conference- April 20th -22nd
 - 12) Next meeting – April 27, 2022

Attachments

- 2022 Wilmington Urban Area MPO Compensation Analysis
- 2022 WMPO Sponsored Compensation Survey Report
- MPO Board Meeting Minutes- February 23, 2022
- Proposed 2020-2029 STIP/MPO Amendments #22-1
- Proposed 2020-2029 STIP/MPO Amendments #22-2
- Resolution approving 2020-2029 STIP/MPO Amendments #22-1 and #22-2
- Proposed 2020-2029 STIP/MPO Administrative Modification #22-2
- Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-2
- Draft FY 23 Unified Planning Work Program
- Resolution approving the FY 23 Unified Planning Work Program for the Wilmington Urban Area Metropolitan Planning Organization
- Resolution certifying the Wilmington Urban Area Metropolitan Planning Organization's Transportation Planning Process
- Resolution supporting the City of Wilmington's application for the North Carolina Emergency Management's Transportation Infrastructure Resiliency Fund Grant
- Resolution supporting Pender County's application for the North Carolina Emergency Management's Transportation Infrastructure Resiliency Fund Grant
- Proposed Amendment #3 to the FY 22 Unified Planning Work Program

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- Resolution approving Amendment #3 to the FY 22 Unified Planning Work Program
 - Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-3
 - Wilmington Multi-modal Transportation Center Phase 1B Memorandum
 - Draft 2022 Legislative Agenda
 - Draft 2022 Legislative Agenda TCC Suggestions/Requests Memorandum
 - Wilmington Urban Area MPO Update (March)
 - Cape Fear Public Transportation Authority Update (March)
 - NCDOT Division Project Update (March)
 - NCDOT Transportation Planning Division Project Update (March)



2022 Compensation Analysis Wilmington MPO

Presented by:



Becky Drozdz, MBA, CCP, SPHR, SHRM-SCP
March 2022

2022 Compensation Analysis Wilmington MPO

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Wilmington MPO

Market Pricing Methodology

March 2022

Wilmington MPO retained Catapult to assess the reasonableness and competitiveness of compensation for the organization. This report details the results of this assessment and is being presented to Mike Kozlosky, Executive Director.

Through an understanding of the mission, operations, compensation and leadership structure, this assessment is based on our opinion of the data as it relates to the organization and in keeping with compensation “best practices”.

JOB MATCHING AND SURVEY RESOURCES

The jobs selected for this project were matched to the benchmark survey descriptions based on current roles and responsibilities, not on job title.

There were 9 job titles and 10 employees included in the study. Wage information was provided for approximately 100% of the jobs. All jobs were matched to at least one market resource.

Whenever possible, market research was conducted specific to the Wilmington, NC area and city support services, public administration, or all industries, for all jobs included in this study. Scope data was reviewed at \$5M when applicable.

Median data points were used in the market analysis. Where there was more than one data source, market data were blended to create a single market data point. The computed single market data point, named “market average”, gives equal weight to each survey source.

Each survey source represents benchmark salaries at a single point in time, referred to as the effective date. An effective date of March 2022 was used in this analysis. Data were adjusted or “aged” to account for salary changes that have occurred since the effective date of the survey. An age factor of 3.1% was used to age the data. The age factor was determined from several reliable published sources for salary pay adjustment forecasts. Therefore, the final rates shown reflect current market rates.

A list of market surveys used for external market analysis is shown below.

- ◆ WMPO Sponsored Survey – Data from 11 similar planning organizations was collected and tabulated for this study.
- ◆ Catapult – These surveys are compiled using national & local information as a part of the Employers Association of America. Information is sorted by Company size, Geographic area, and Industry type.
- ◆ Economic Research Institute – This salary database is compiled from numerous primary sources of data from survey firms throughout the U.S. The data represent multiple industries that vary by business, sales volume, and geographic area.
- ◆ CompAnalyst – This survey was a product of IBM, Kenexa as of 2016; the survey was repurchased by the founders of Salary.com and is populated with organizations data. The survey is an on-demand salary database for businesses representing 700,000 participating subscribers and 10,000,000 employees.

Wilmington MPO
Market Pricing Recommendations
March 2022

Compensation Market Pricing Study

The goal of WMPO is to be competitive with the market in order to attract and retain employees. The market average represents a fully competent employee. When matching the market, the market average should align with the wage and salary scale midpoint. Based on the market data, there are several recommended job reclassifications.

Title	Current Grade	Proposed Grade
Associate Transportation Planner	E4	E5
Engineering Associate	E4	E5
GIS Analyst	E4	E5
MPO Deputy Director	E8	E9
MPO Executive Director	E9	E13
Traffic Counter	N1	N6
Transportation Demand Management Coordinator (Associate Planner)	E4	E5
Transportation Planning Engineer	E8	E9

Employee compensation was evaluated against the pay ranges by using a compa/ratio, or a comparison of their salary to the market average/range midpoint. A compa/ratio of .8 – 1.2 is considered competitive with the market, or “going rate.”

Employees Paid Below Grade Minimum

With the recommended grade reclassifications, there are no employees paid below the grade minimum.

Employees Paid Over Grade Maximum

With the recommended grade reclassifications, there are no employees paid over the grade maximum.

Future Compensation Actions

Market price new jobs and “hot jobs” as needed. “Hot jobs” are positions of high turnover or issues with current compensation.

Collect annual compensation trends and forecasts for both merit increases and salary structure movement. Organizations reported a base pay increase of 3.1% (including those organizations giving 0%) and 3.6% (excluding 0%) across all employees for 2021 and a projected increase of 2.7% (including 0%) and 3.2% (excluding 0%) across all employees for 2022. Contact Catapult for future guidance on merit and salary structure movement.

Executives report talent acquisition (61%) and talent retention (52%) as the greatest challenges to business growth, per the 2022 Catapult Business Trends Survey. Adjusting pay ranges upward, focusing on training and development, and focusing on retention of existing staff will be used to overcome challenges. Implementing the recommended job reclassifications will help Wilmington MPO make informed decisions to attract and retain employees.

Project Title	Market Average	Sponsored Survey	Catapult	Economic Research Institute	CompaAnalyst
Administrative Support Specialist	\$44,489	\$45,484	\$41,792	\$45,078	\$45,600
Associate Transportation Planner	\$61,205	\$57,367	\$61,713	\$64,535	N/A
Engineering Associate	\$64,377	\$52,208	\$74,458	\$74,843	\$56,000
GIS Analyst	\$65,213	\$65,310	N/A	\$66,629	\$63,700
MPO Deputy Director	\$94,848	\$96,117	N/A	\$93,027	\$95,400
MPO Executive Director	\$123,610	\$124,750	\$113,886	\$115,105	\$140,700
Sr. Accountant	\$73,411	\$64,984	\$71,462	\$78,800	\$78,400
Traffic Counter	\$55,865	\$55,730	N/A	N/A	\$56,000
Transportation Demand Management Coordinator (Associate Planner)	\$61,205	\$57,367	\$61,713	\$64,535	N/A
Transportation Planning Engineer	\$94,624	\$94,051	\$90,833	\$100,612	\$93,000

Employee	Project Title	Annualized Salary	Average Pay by Job	Market Average	Employee Compa/Ratio to Market Average	Job Compa/Ratio to Market Average
Tracy Manning	Administrative Support Specialist	\$49,420.80	\$49,421	\$44,489	1.11	1.11
Vacant	Associate Transportation Planner	\$53,415.44	\$60,142	\$61,205	0.87	0.98
Rachel McIntyre	Associate Transportation Planner	\$57,201.82	\$60,142	\$61,205	0.93	0.98
Bill McDow	Associate Transportation Planner	\$69,810.00	\$60,142	\$61,205	1.14	0.98
Jamar Johnson	Engineering Associate	\$54,000.18	\$54,000	\$64,377	0.84	0.84
Vacant	GIS Analyst	\$55,252.60	\$55,253	\$65,213	0.85	0.85
Abby Lorenzo	MPO Deputy Director	\$81,144.70	\$81,145	\$94,848	0.86	0.86
Mike Kozlosky	MPO Executive Director	\$110,864.00	\$110,864	\$123,610	0.90	0.90
Regina Hopkins	Sr. Accountant	\$59,486.18	\$59,486	\$73,411	0.81	0.81
Greg Laughter	Traffic Counter	\$42,432.00	\$42,432	\$55,865	0.76	0.76
Nick Cannon	Transportation Demand Management	\$53,906.32	\$53,906	\$61,205	0.88	0.88
Scott James	Transportation Planning Engineer	\$98,640.10	\$98,640	\$94,624	1.04	1.04

Title	Market Average		Current Grade	Current Midpoint	Market to Mid Compa/Ratio		Proposed Grade	Proposed Midpoint	Market to Mid Compa/Ratio	
Administrative Support Specialist	\$44,489		N4	\$43,867	1.01	N4	\$43,867	1.01		
Associate Transportation Planner	\$61,205		E4	\$58,188	1.05	E5	\$63,960	0.96		
Engineering Associate	\$64,377		E4	\$58,188	1.11	E5	\$63,960	1.01		
GIS Analyst	\$65,213		E4	\$58,188	1.12	E5	\$63,960	1.02		
MPO Deputy Director	\$94,848		E8	\$85,150	1.11	E9	\$93,678	1.01		
MPO Executive Director	\$123,610		E9	\$93,678	1.32	E13	\$126,620	0.98		
Sr. Accountant	\$73,411		E6	\$70,382	1.04	E6	\$70,382	1.04		
Traffic Counter	\$55,865		N1	\$32,926	1.70	N6	\$53,082	1.05		
Transportation Demand Management Coordinator (Associate Planner)	\$61,205		E4	\$58,188	1.05	E5	\$63,960	0.96		
Transportation Planning Engineer	\$94,624		E8	\$85,150	1.11	E9	\$93,678	1.01		

Proposed Grades

Employee	Title	Annualized Salary	Current		Employee to Current Mid Compa/Ratio	Proposed Grade	Proposed Midpoint	Employee to Proposed Mid Compa/Ratio
			Current Grade	Current Midpoint				
Tracy Manning	Administrative Support Specialist	\$49,420.80	N4	\$43,867	1.13	N4	\$43,867	1.13
Vacant	Associate Transportation Planner	\$53,415.44	E4	\$58,188	0.92	E5	\$63,960	0.84
Rachel McIntyre	Associate Transportation Planner	\$57,201.82	E4	\$58,188	0.98	E5	\$63,960	0.89
Bill McDow	Associate Transportation Planner	\$69,810.00	E4	\$58,188	1.20	E5	\$63,960	1.09
Jamar Johnson	Engineering Associate	\$54,000.18	E4	\$58,188	0.93	E5	\$63,960	0.84
Vacant	GIS Analyst	\$55,252.60	E4	\$58,188	0.95	E5	\$63,960	0.86
Abby Lorenzo	MPO Deputy Director	\$81,144.70	E8	\$85,150	0.95	E9	\$93,678	0.87
Mike Kozlosky	MPO Executive Director	\$110,864.00	E9	\$93,678	1.18	E13	\$126,620	0.88
Regina Hopkins	Sr. Accountant	\$59,486.18	E6	\$70,382	0.85	E6	\$70,382	0.85
Greg Laughler	Traffic Counter	\$42,432.00	N1	\$32,926	1.29	N6	\$53,082	0.80
Nick Cannon	Transportation Demand Management Coordinator (Associate Planner)	\$53,906.32	E4	\$58,188	0.93	E5	\$63,960	0.84
Scott James	Transportation Planning Engineer	\$98,640.10	E8	\$85,150	1.16	E9	\$93,678	1.05



Becky Drozdz, MBA, CCP, SPHR, SHRM-SCP
HR Advisor, Compensation Lead

Becky Drozdz is the HR Advisor, Compensation Lead for Catapult. From our locations in Raleigh, Charlotte and High Point, North Carolina, we serve over 2200 member organizations across the state. Managing challenging workplace issues, ensuring HR compliance and solving complicated employment situations can be demanding. For more than 60 years, we have been the go-to-resource for employers seeking practical solutions to help build engaged, well-managed and low-risk workplaces through human resources, employment law and management advice, HR consulting, training, survey data and public policy advocacy.

Becky is primarily responsible for advising companies in the areas of compensation and benchmark data, and tailoring compensation consulting services to meet the needs of the member. This includes, but is not limited to, assessment or creation of salary structures; job analysis; and FLSA guidance.

Becky earned her Master of Business Administration from Marymount University and her Bachelor of Fine Arts from the University of Illinois. She has experience in the areas of compensation, job analysis, organizational communications, recruitment and retention, and employee relations. Becky is also a Certified Compensation Professional (CCP), certified Senior Professional in Human Resources (SPHR) and SHRM Senior Certified Professional (SHRM-SCP).



2022 WMPO Sponsored Compensation Survey Report

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Participating Organizations

Charleston Area Transportation Study (CHATS)
Charlotte Regional Transportation Planning Organization
City of Chattanooga
City of Greensboro
DCHC MPO
Emerald Coast Regional Council
FAMPO
NC CAMPO
Waccamaw Regional Council of Governments
Western Piedmont Council of Governments
Wilmington MPO

Although data represents 11 entities, not all were able to provide compensation data for all jobs.

Introduction

1. Policies

1.1 Use of Surveys

All surveys produced by Catapult are most effectively used when employed as a guide for management, together with other data, to determine a company's position and its alternatives. Survey users should not attempt to use survey results and summaries as absolute standards. Any survey data should be used in advance of readjustments of rates, schedules, or policies.

1.2 Survey Administrator

Any questions regarding this survey should be directed to:

Becky Drozdz, MBA, CCP, SPHR, SHRM-SCP
Catapult
3020 West Arrowood Road
Charlotte, NC 28273
www.letscatapult.org
(704) 522-8011

2. Survey Process

2.1 Effective Date

The effective date of the survey is February 1, 2022. Data in this survey should be aged according to this effective date.

2.2 Job Descriptions

This survey is intended to be a benchmark survey of selected job types. Most companies will have variations of the job titles in this report. Therefore, users of this report should read each job description carefully to effectively select appropriate matches.

3. Notes

3.1 Statistical Parameters

(a). There must be at least three companies before an average, weighted average or median can be calculated. For data breakouts with less than these parameters, no line of data will be reported.

(b). There must be at least five companies before the first and third quartile statistics can be calculated. There must be at least five companies/five employees before the two extreme statistics can be calculated. For statistical calculations with less than these parameters, a * will be reported.

4. Definitions

4.1 Companies

The total number of organizations/companies providing data for the job.

4.2 Employees

The total number of employees for which compensation data are reported.

4.3 Average

Average base pay is provided with each displayed data cut. It represents the simple average of reported pay rates, where each pay rate is counted equally. It is found by summing the pay rates provided for a given job and dividing by the number of reporting companies. Average base pay does not take into account the number of employees in the position. Given that all pay rates are counted equally, the simple average is influenced by extreme values.

4.4 Weighted Average

Weighted average is provided with each displayed data cut. Weighted average takes into account the number of employees in the position; it does not treat all pay rates equally. It is a truer measure, therefore, for determining the closest to market pay rate. Larger employee counts have more influence, or weight, than smaller employee counts. Thus the weighted average allows a more comprehensive perspective that goes beyond the stand-alone pay rate.

Weighted average takes into account the number of employees associated with each pay rate for a given job and the total number of employees. It is found by multiplying each pay rate by the associated employee count. Sum the values and divide by the total number of employees represented.

4.5 Interquartile Ranges

Median – Median is provided with each displayed data cut. It is found by arranging given pay rates from lowest to highest. With an odd number of pay rates, the median is the true middle point. With an even number of pay rates, the median is the average of the two middle responses. Also known as the 50th percentile, half of the reported pay rates are less than the median and half are greater. The median is unaffected by extreme values, therefore, it is a stable measure for small sample sizes and/or high variability across pay rates.

Percentiles – The 25th and 75th percentiles are provided with each displayed data cut. Percentiles represent positioning on the market spectrum. A percentile denotes the numeric point at which X% of pay rates are below or equal, and X% of pay rates are above. For example, the 25th percentile is where 25% of reported pay rates are below or equal while 75% are above. Note for the purpose of this report, calculations of percentiles take into account the number of employees in the position.

Percentiles rank the variability existing in the data, allowing them to be used as a set of market standards. Thus, percentiles are best used with larger sample sizes (at least 20 or more). The more pay rates provided, the more useful and reliable a range comparison.

4.6 Extremes

The lowest and highest representative rates of pay. 10% represents that rate at which only ten percent of respondents currently pay a lower rate to incumbents. 90% represents that rate at which only ten percent of respondents pay a higher rate to incumbents.

2022 WMPO Sponsored Compensation Survey

1.01 Administrative Support Specialist Planning

The purpose of this position is to provide clerical and administrative support to a City department and/or department executive. This is accomplished by receiving phone calls, greeting and directing walk-in visitors, creating and distributing correspondence, copying, faxing, making travel arrangements, distributing mail, completing reports, maintaining office supply inventory, completing departmental purchase orders, processing invoices, assisting with budget preparation, and maintaining records and files. Other duties monitoring the budget, keeping employees informed of work related activities, assisting other departments, maintaining employee records, and providing back up support for other clerical staff.

Base Pay								
Number of Companies	Number of Employees	Average Base Pay	Weighted Average	10th	25th Percentile	Median	75th Percentile	90th
9	9	\$46,267	\$46,267	\$39,291	\$42,290	\$45,484	\$49,566	\$53,505
Average Range Minimum		\$36,697						
Average Range Maximum		\$57,367						

2022 WMPO Sponsored Compensation Survey

1.02 Associate Transportation Planner Planning

The purpose of this position is to provide planning services for the city and related local agencies. This is accomplished by interpreting and applying plans, policies, ordinances, and technical standards, interfacing with outside agencies and the public, producing regular reports, reporting trends, proposing and implementing policy and procedures, identifying objectives and strategies for long range plans, and completing special studies as assigned. Other duties include preparing and making presentations, reviewing site plans, reading architectural drawings, and assisting with emergency operations.

Base Pay								
Number of Companies	Number of Employees	Average Base Pay	Weighted Average	10th	25th Percentile	Median	75th Percentile	90th
8	15	\$58,740	\$57,998	\$52,075	\$57,000	\$57,367	\$60,632	\$64,975
Average Range Minnumum		\$49,049						
Average Range Maximum		\$73,596						

2022 WMPO Sponsored Compensation Survey

1.03 Engineering Associate Planning

The purpose of this position is to assist the Project Engineer in the design and construction of federally funded capital projects, to provide coordination of review of Traffic Impact Analysis (TIA), to assist in the administration of the STGB/TAP program and to provide technical support to the Transportation Planning Division and Wilmington Metropolitan Planning Organization (WMPO). Performs routine civil/transportation engineering tasks under the supervision of a senior project engineer, while gaining the skills s/he needs to lead and manage projects.

Base Pay								
Number of Companies	Number of Employees	Average Base Pay	Weighted Average	10th	25th Percentile	Median	75th Percentile	90th
4	6	\$55,394	\$52,364	*	*	\$52,208	*	*
Average Range Mininum		\$44,762						
Average Range Maximum		\$69,828						

2022 WMPO Sponsored Compensation Survey

1.04 GIS Analyst Planning

The purpose of this position is to manage geospatial data and information. A GIS Analyst may be assigned to a department, or division and coordinates GIS data or information that may have specific department, division, or citywide implications. This is accomplished by designing geospatially-enabled databases; provided GIS support to an assigned area; creating reports; processing data; and producing maps.

		Base Pay						
Number of Companies	Number of Employees	Average Base Pay	Weighted Average	10th	25th Percentile	Median	75th Percentile	90th
7	7	\$64,508	\$64,508	\$52,376	\$59,767	\$65,310	\$70,675	\$75,838
Average Range Minimum		\$49,716						
Average Range Maximum		\$81,051						

2022 WMPO Sponsored Compensation Survey

1.05 MPO Deputy Director Planning

The purpose of this position is to assist the Wilmington Urban Area Metropolitan Planning Organization's Executive Director/City Transportation Planning Manager in managing and carrying out the transportation planning services for the City of Wilmington and surrounding local jurisdictions and agencies within the MPO's planning area. This position performs senior level transportation planning as well as assists the MPO's Executive Director/City Transportation Planning Manager with project and organizational management for the Wilmington Urban Area Metropolitan Planning Organization. The position manages the federal transportation requirements and coordinates activities with other MPOs as well as local, state and federal elected and appointed officials. Duties include overseeing implementation of the Department's and Wilmington Urban Area Metropolitan Planning Organization's strategic goals and objectives, overseeing and ensuring transportation planning activities are being completed to meet the federal requirements, project management and monitoring fiscal resources. The Deputy Director serves as a key advisor to the Executive Director on projects and efforts within the MPO. The Deputy Director would be assigned to fulfill the duties of the Executive Director in their absence.

Base Pay								
Number of Companies	Number of Employees	Average Base Pay	Weighted Average	10th	25th Percentile	Median	75th Percentile	90th
8	8	\$92,245	\$92,245	\$79,429	\$86,112	\$96,117	\$98,917	\$103,598
Average Range Minnumum		\$73,229						
Average Range Maximum		\$117,225						

2022 WMPO Sponsored Compensation Survey

1.06 **MPO Executive Director
Planning**

The purpose of this position is to direct and carrying out the transportation planning services for the City of Wilmington and surrounding local jurisdictions and agencies within the MPO's planning area.

Base Pay								
Number of Companies	Number of Employees	Average Base Pay	Weighted Average	10th	25th Percentile	Median	75th Percentile	90th
7	7	\$128,066	\$128,066	\$100,164	\$122,848	\$124,750	\$133,449	\$157,865
Average Range Mininum		\$92,185						
Average Range Maximum		\$144,083						

2022 WMPO Sponsored Compensation Survey

1.07
Sr. Accountant
Planning

The purpose of this position is to support all accounting operations and activities and to comply with all grant reporting activities. This is accomplished by reconciling accounts, processing journal entries, processing year end closings, monitoring programs for compliance, monitoring expenditures, establishing policies and procedures, providing financial data to departments, assisting departments with budget activities, transferring funds, submitting required reports to various agencies, and monitoring other charges. Other duties include assisting with special projects, analyzing additional accounts, forecasting future revenues and expenditures, supervising staff, and coordinating distribution of reports.

Base Pay								
Number of Companies	Number of Employees	Average Base Pay	Weighted Average	10th	25th Percentile	Median	75th Percentile	90th
8	11	\$69,414	\$65,933	\$53,240	\$61,406	\$64,984	\$71,750	\$79,392
Average Range Minimum		\$55,912						
Average Range Maximum		\$87,855						

2022 WMPO Sponsored Compensation Survey

1.08 Traffic Counter
Planning

The purpose of this position is to perform technical work in the collection of traffic data. Duties include setting up computerized traffic counting equipment in order to collect traffic data from the City of Wilmington. Duties also include testing, and replacing pneumatic hoses as necessary.

Base Pay								
Number of Companies	Number of Employees	Average Base Pay	Weighted Average	10th	25th Percentile	Median	75th Percentile	90th
3	3	\$51,379	\$51,379	*	*	\$55,730	*	*
Average Range Minumum		\$35,067						
Average Range Maximum		\$57,655						

2022 WMPO Sponsored Compensation Survey

1.09 Transportation Planning Engineer Planning

This position assists with guiding and coordinating the technical aspects of transportation planning policies, projects and programs for WMPO and member jurisdictions.

Base Pay								
Number of Companies	Number of Employees	Average Base Pay	Weighted Average	10th	25th Percentile	Median	75th Percentile	90th
4	4	\$95,166	\$95,166	*	*	\$94,051	*	*
Average Range Minimum		\$71,371						
Average Range Maximum		\$113,851						



WILMINGTON URBAN AREA

METROPOLITAN PLANNING ORGANIZATION

MPO Board Meeting Minutes **6th Floor Training Conference Room, 320 Chestnut Street, Wilmington, N.C.** **Wednesday, February 23, 2022**

Members Present (in-person)

Neil Anderson, City of Wilmington
Lynn Barbee, Town of Carolina Beach
Brenda Bozeman, Town of Leland
Mike Forte, Brunswick County
Deb Hays, Cape Fear Public Transportation Authority
Hank Miller, Town of Wrightsville Beach
David Piepmeyer, Pender County
Charlie Rivenbark, City of Wilmington

Others Present (in-person)

Natalie English, Wilmington Chamber
Abby Lorenzo, Deputy Director, WMPO
Scott A. James, Transportation Planning Engineer
Chad Kimes, Division Engineer, NCDOT
Mike Kozlosky, Executive Director, WMPO
Caitlin Marks, Planning Engineer, NCDOT
Rachel McIntyre, WMPO Assoc. Transportation Planner
Bruce Wortelman

Members Present (remotely)

Mike Allen, Town of Belville
Jonathan Barfield, Jr., New Hanover County
Eulis Willis, Town of Navassa
Landon Zimmer, NC Board of Transportation

Others Present (remotely)

Deb LeCompte, Carolina Beach
Amy Passaretti
Joanna Rocco
LB Haviland
Marty Little, New Hanover County
Nazia Sarder, NCDOT
Katie Hite
Tony Sumter
C Hannah
J Dayton
Aubrey Parsley, City of Wilmington
Marie Parker, Wave Transit
Historic Wilmington Foundation
Veronica Carter, Town of Leland
Charles Bost, Town of Belville
Johanna Still

1) Call to Order

Chairman David Piepmeyer called the meeting to order at 3:00 p.m. Mr. Kozlosky called the roll, and a quorum was present as follows:

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

Absent: John Ellen.

2) Conflict of Interest Statement

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

3) Approval of Board Members' Excused Absences

Chairman Piepmeyer said that Mr. Ellen requested at the last meeting to be excused from this meeting. Mr. Kozlosky concurred and said that no other member has requested to be excused.

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

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

Nays: None. **Excused:** John Ellen.

4) Approval of the Agenda

Mr. Forte made a motion to approve the agenda.

Vice Chair Miller requested to add a discussion item (9E) to the agenda. He said that last night the Chamber approved a resolution urging all possible considerations for funding the replacement of the Cape Fear Memorial Bridge, possibly to consider a similar resolution.

Mr. Rivenbark seconded the motion it carried unanimously by roll call as follows:

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

Nays: None. **Excused:** John Ellen.

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

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

Nays: None. **Excused:** John Ellen.

5) Public Comment Period

Mr. Bruce Wortelman, resident of Gorman Plantation, spoke to the MPO Board and said that he has been working with NCDOT since 2016 regarding unsafe traffic conditions in his neighborhood due to speeding vehicles. He noted that the population growth on Middle Sound Loop Road and Military Cutoff Road Extension have added to the problem. However, traffic studies conducted by DOT between 2019 and 2021 denied multi-way stops and speed limit reductions. He added that the Deputy Marshal at the New Hanover County Fire and Rescue recently drafted a letter acknowledging the neighborhood traffic calming endeavor, and DOT has granted a petition to capture homeowner signatures in support of the project. He requested that the MPO investigate homeowner concerns and provide a recommendation and funding for traffic calming measures.

Ms. Natalie English, President and CEO, Wilmington Chamber of Commerce, said that the Chamber's Public Policy Committee approved a resolution yesterday urging the WMPO to consider all possible options for funding the replacement of the Cape Fear Memorial Bridge. She commented that the business community understands that the funding for transportation infrastructure across the country is not keeping pace with needs, even with the Infrastructure Bill that passed last year. However, the bridge is a top priority for connecting the region as well as the state of North Carolina.

Mr. Rivenbark inquired about Mr. Wortelman's comments. Mr. Kozlosky said that MPO staff will contact Division 3, as this is a consideration for the Department. He noted that Mr. Wortelman expressed an interest in adding this project to the MPO's long-range plan, which will be approved in November of 2025.

6) Presentation

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

Stephanie Ayers said she primarily deals with real estate, grants, strategic planning, and is the liaison for inland transportation issues related to road and rail for the NC State Ports Authority, which has seaports in Wilmington and Morehead City and an inland Port in Charlotte. She noted that the terminal facilities serve a variety of customers with container boxes, bulk, break bulk, and roll-on/

roll-off commodities as well as the military. Both seaports are identified as strategic seaports, which of the 300 seaports in the U.S., 15 have port planning orders with the U.S. DOD to respond to the military as well as commercial customers. She added that the Port is strategically located on the east coast within 700 miles of 70% of the U.S. industrial base and, although a state agency, is a corporate body that pays its own salaries by the revenues it generates through moving cargo.

Ms. Ayers said the Port of Wilmington covers about 300 acres and has a 600,000 TEU capacity. The TEU (Twenty Equipment Unit) represents the 20' equivalent container box invented in North Carolina by Malcolm McLean, although containers seen on the highway today are double that. For comparison, she added that Savannah has a 3 million TEU capacity. She noted that the Port recently completed a project to increase its capacity for refrigerated containers. She added that the Port of Morehead City is at full capacity and covers about 130 acres, with an additional 150 acres on Radio Island available for development. Morehead City serves the same commodities as Wilmington except containers.

Ms. Ayers pointed out that according to a NC State study produced triennially, the Port continues to be an important economic contributor to the state due to the jobs it generates statewide, tax revenues, and economic output. She noted that fiscal year '21 ending June 30th was a record year for the Ports with refrigerated container volumes up 300% over a five-year period and a 213% growth in intermodal rail since 2017. She added that the Port heavily focuses on growing rail and refrigerated container volumes.

Ms. Ayers pointed out that the Port brings its customers the value of superior performance in its ability to turn around trucks and ships faster than anyone else in the U.S. She noted that the Port was ranked #1 by the *Journal of Commerce* for overall productivity in 2019.

Ms. Ayers said that over the summer, the Port completed a new strategic plan for it to be the preferred east coast port based upon value brought to stakeholders. The five-year plan is to grow containers by 50% and breakbulk customers (anything that can be palletized). Highlights include the completion of the container yard plan and Wilmington harbor navigation project, focused growth of refrigerated containers and intermodal rail cargo, and investments on and off terminal to support new businesses. The Port continues to work with economic development partners, making improvements in rail and highway connectivity outside of the Port and coordinating with sister agencies on targeted segments around the state.

Ms. Ayers said capital improvements include the \$256 million infrastructure plan, which is about to be completed. She noted that the plan includes a berth expansion, raising the powerlines to 250', three Neo-Panamax cranes, turning basin expansion, a container yard expansion master plan near completion, and a conditionally authorized Wilmington harbor navigation project. She added that the harbor project takes two acts of U.S. Congress – one to authorize the project, which had been secured, and the other to make an appropriation for it. She reported that the General Assembly recently set aside the required match for the appropriation.

In response to an inquiry by Chairman Piepmeyer, Ms. Ayers said that at the outset of the container yard expansion plan, the Port was at 600,000 TEUs but was not at full capacity. She noted that the study determined a bottleneck on the terminal at the container gate that limited capabilities to 350,000 TEUs, which is the current capacity. On February 14th, the Port opened its new container gate complex with a fully automated container gate. She noted that trucks need only stop at security, swipe a card, and continue directly to pick up or drop off a box. This has improved capacity to 1.2 million TEUs.

Ms. Ayers said the last year, the Port completed the first phase of its refrigerated container yard expansion with 760 plugs. Currently, Phase 2 is under design to add an additional 720 plugs. The Port has freezer and chiller capability on the terminal, and just signed a lease for construction of a cold storage facility off the terminal. Additionally, the Queen City Express rail service to Charlotte has added two new trans-Pacific services since its reinstatement in 2017. And just this year, the Mid-west Express, through the CCX Carolina Connector in Rocky Mount that NCDOT helped fund, is shipping boxes to the Midwest enabling zero-dwell time at the Port.

Ms. Ayers gave a brief overview of U.S. DOT grant awards as follows:

- In 2020, the Port of Wilmington was awarded a \$16 million grant for infrastructure improvements.
- In 2021, the Port of Morehead City was awarded a \$1.7 million U.S. DOT grant towards a \$2 million project to replace rail on Radio Island.
- For 2022, a grant application is in progress to fund a portion of a \$22 million program to finish the container yard expansion and build a dedicated intermodal yard at the Port of Wilmington, which is on today's consent agenda for consideration.

Ms. Ayers said that short-term transportation priorities include a new north gate at Greenfield Street, improving U.S. 74 between Wilmington and Charlotte, South Front Street and Carolina Beach Road widening including Burnett Boulevard intersection improvements, and the Cape Fear Memorial Bridge replacement project.

In response to an inquiry by Mr. Rivenbark, Ms. Ayers said that the State Ports contributes 87,000 direct and indirect jobs to the state. She commented that the airports might contribute more jobs to the state.

Chairman Piepmeyer expressed appreciation to Ms. Ayers.

7) Consent Agenda

- Approval of Board Meeting Minutes from January 26, 2022**
- Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-1**
- Opening of the 30-day public comment period for 2020-2029 STIP/MPO Transportation Improvement Program Amendment #22-2**
- Resolution supporting the North Carolina State Ports Authority Grant Applications for the US DOT FY 22 Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Infrastructure for Rebuilding America (INFRA), and Port Infrastructure Development (PID) grant programs to fund a new Intermodal Terminal Facility at the Port of Wilmington**

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

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

Nays: None. **Excused:** John Ellen.

8) Regular Agenda

- Resolution Supporting the Allocation of Additional Direct Attributable Funds to the City of Wilmington for the Hooker Road Multi-use Path (U-5534G), Hinton Road Multi-use Path (U-5534H), and Wrightsville Avenue/Greenville Avenue Intersection Improvement (U-5534C) Projects**

Executive Director Mike Kozlosky said that the projects were funded with Direct Attributable (DA) funds in 2013 and 2014. He noted that the city has been working on the design of these projects and

has identified a need for additional funds for the construction of these facilities. The city is requesting \$2.4 million in DA funds from the MPO and has committed to providing the 20% local match of \$600,000 for the completion of those projects. Funds for the projects would come from the current fiscal year and would leave a balance of around \$1.7 million in the DA program.

Ms. Rivenbark made a motion to support the allocation of additional funds to the City of Wilmington. Mr. Anderson seconded the motion, and it carried unanimously by roll call as follows:

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

Nays: None. **Excused:** John Ellen.

9) Discussion

a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-2

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

b. FY23 Unified Planning Work Program Development

MPO Deputy Director Abby Lorenzo said that this item is to provide some detail for a required administrative modification to the draft FY23 Unified Planning Work Program (UPWP) and is an update to what was presented to the Board at its January meeting. She noted that the WMPO is an annual recipient of Federal Transit Administration 5303 funding, awarded at an 80% federal share, requiring a 10% state and 10% local match. In the January draft UPWP, the total federal share was split into \$143,061 for FY23 and \$47,687 for FY24. However, the FY23 UPWP is required to show the entire amount of \$190,748. She added that this change is for administrative purposes only and will not increase the local match.

Mr. Kozlosky said that information can be found on page 46 of the agenda packet. He clarified that the amount will be budgeted for one fiscal year but be spent over two fiscal years. He added that currently there is a 30-day public comment period open on the draft, with the budget to be brought back to the Board for consideration at its March 30 meeting.

c. Direct Attributable Programs Prioritization Criteria

Mr. Kozlosky said that this is an ongoing discussion item regarding the Direct Attributable (DA) scoring criteria, which was presented at the Board's last meeting. He noted that this is an update on the schedule for the intended call for projects and award of those funds, based on direction from the Board to canvas members and present revised scoring criteria.

MPO Transportation Planning Engineer Scott A. James recapped the direction from the Board to increase safety ranking and gave the timeline as follows:

- March – input from membership,
- April – revised methodology and 100-point total
- May – final draft for consideration
- June – issue a call with revised methodology for FY23 funds

d. Wilmington Multi-modal Transportation Center Phase 1B

Mr. Kozlosky gave an update on the Wilmington Multi-modal Transportation Center Phase 1B for the building renovation at 525 North 4th Street, which would be used by the MPO for future office space. He noted that bids came in \$650,000 more than the architect's/engineer's estimate. He added that several options were explored: value engineering, phasing the project, asking the contractor to extend

their bids for additional time to secure additional moneys, and rejecting the bids and re-bidding the project. Staff recommends either removing the Boardroom, which might result in a rough cost savings of \$50,000, or asking for additional funds, \$1.8 million from the MPO, and \$468,000 from the city. He noted that initial discussions have been held with the city.

Chairman Piepmeyer commented that a Boardroom might be considered essential. He pointed out that parking is still an issue with discussions ongoing with Cape Fear Community College. Vice Chair Miller pointed out that its purpose would be diminished without a boardroom. He added that value engineering would only yield 50 cents on the dollar.

A lengthy discussion session followed. The Board expressed concerns regarding increasing construction costs and the timeline for the current trend to make a correction and how much of a correction could be expected.

Mr. Rivenbark expressed reluctance to take this back to the city, although the options are lean.

Chairman Piepmeyer commented that the Boards purpose is to advance transportation and expressed concerns about the cost of this project when transportation projects in the region need funding.

In response to Vice Chair Miller, Mr. Kozlosky said that the building is about 7,200 square feet.

Mr. Rivenbark commented that it would be less expensive to tear it down and build new. However, that would defeat the purpose of the historic element. He inquired if the cost (of the local match) could be shared. Mr. Kozlosky pointed out that when the building is complete, it will be owned by the city and that it is currently dilapidated. Mr. Rivenbark expressed a desire to consult with City Council.

In response to an inquiry by Mr. Anderson, Mr. Kozlosky said that about \$100,000 in the city budget has been unallocated, which could be used toward the match to the MPO money, so the ask of the city would be \$331,586. Board members asked about the total amount, Mr. Kozlosky said that the bid was \$3.1 million. He noted that the estimate is conservative to avoid future asks, and any remaining balance would be returned to the DA fund.

Ms. Hays asked about the intent of the project. Mr. Kozlosky explained that the MPO is housed in the City of Wilmington. He reminded the Board that the building exists and must be used for a transportation purpose because it was purchased with transportation money by DOT. The thought was to use federal money to rehab the building because the MPO is a transportation agency that would move into the facility and use these dollars, which are eligible for historic rehabilitation. He added that the federal money cannot be used to demolish the building and build new.

Discussion continued. Ms. Hays commented that proceeding forward seems to be the best option and concurred with Mr. Rivenbark that the city shouldn't shoulder the entire burden. Mr. Kozlosky said that historical data shows that waiting another six months might anticipate a 20% to 30% increase in cost, approximately \$900,000, and that's the amount of time it will take to get the additional funds.

Mr. Rivenbark estimated the rehab cost at \$700 per square foot. Mr. Kozlosky noted that it includes furniture.

Mr. Kozlosky reminded the Board that this item is for discussion only, that it will have to go to City Council first, and the MPO Board will consider it at its April meeting. Chairman Piepmeyer reminded the group that he will be absent from the March meeting.

Mr. Forte inquired about the cost of walking away from the project. Chairman Piepmeyer said that the \$370,000 investment in design would be lost. Mr. Kozlosky added that the building, with ownership

transferred to the city in 2017 from NCDOT, would continue to sit vacant. He noted that this project has been in the works since 2019.

Barfield expressed regret for the potential loss of a great opportunity to restore it.

e. **Wilmington Chamber's Resolution Urging Consideration of All Options to Fund the Replacement of the Cape Fear Memorial Bridge**

Vice Chair Miller said the Chamber yesterday discussed the importance of the Cape Fear Memorial Bridge to the region. He distributed a copy of the resolution that the Chamber adopted urging consideration of all options to fund the bridge's replacement.

Ms. English said that the Federal Highway Administration gave the Chamber an update yesterday on what the Infrastructure Bill would do for transportation infrastructure in the State of North Carolina, and Mr. Kimes gave an update on North Carolina's transportation dollars. She noted that the Chamber understands clearly that fewer transportation projects will be delayed thanks to the Infrastructure Bill, that an unfunded priority is unlikely to get funding using traditional funding methods, and that the Cape Fear Memorial Bridge is important to the region.

In response to an inquiry by Chairman Piepmeyer, Mr. Kozlosky said that the MPO received a resolution from Brunswick County encouraging exploration of all funding options and another resolution from the Town of Leland encouraging that the project be added to the State Transportation Improvements Plan (STIP).

Mr. Kimes estimated that NCDOT's 10-year program is about \$12 billion over-programmed. He noted that NCDOT expects to receive about \$1.5 billion over the next five years from the Infrastructure Bill. He explained that this will keep the first few of years of projects from slipping. He added that projects in the STIP with greater costs will be a real challenge.

A lengthy discussion followed. Concerns were expressed regarding resurrecting tolling as an option as well as the condition of the bridge. Mr. Anderson asked Ms. English if the Chamber supports a toll. Chairman Piepmeyer pointed out that it's a competitive process that might not end up being a toll. Mr. Rivenbark expressed concerns about sponsoring options that are not fully supported by the Chamber. Ms. English responded that she was in support of a toll, but others were more vocal.

Mr. Barfield expressed concerns about relitigating the tolling decision. He commented that he would not support a toll. Ms. Hays expressed a desire to explore all options. She pointed out that the bridge is in desperate need and DOT is unable to fund it. Mr. Anderson attributed the problem to a lack of legislative action. He identified four options for bridge replacement as follows:

- Wait 40 years
- Tolls
- Bridge failure that attracts media attention
- A reduced toll subsidized by money from other sources, such as grants

Mr. Kozlosky said that competitive grants and mega grants exist through the Infrastructure Bill, but the challenge is the state match and the project being excluded from the STIP.

Mr. Kimes said that there is a separate program for bridges, a Bridge STIP. But the value of the project was not enough for the High Value Bridge Program. So, the Highway STIP is the only option. And although the project scored well, it didn't score well enough to get funded in addition to STIP being out of money right now. He noted that the unsolicited proposal was the only other option but was

rejected. He added that NCDOT remains open to other options and suggested that grants be pursued. Mr. Kozlosky said the MPO is working in coordination with DOT to explore the options.

Vice Chair Miller pointed out that nothing is going to happen unless the MPO supports all options. Mr. Barfield disagreed and commented that NCDOT is doing its job to explore the options except tolling.

Mr. Anderson pointed out that the Board would be voting to consider all the options, not specifically tolling. Mr. Kimes reminded the Board that to continue with an unsolicited proposal, he would need the Board's approval. He noted that when it was rejected in June, that was the end of it.

Chairman Piepmeyer asked Mr. Kimes if he could go back to the originators of the unsolicited proposal to see if they are still interested. Mr. Kimes responded that he would need a specific request for that, which could be combined with the other request to explore all options.

Mr. Kozlosky said that the Board could choose to explore all options but would have to identify that tolling be included since the unsolicited proposal was rejected in June. In response to an inquiry by Mr. Forte, Mr. Kimes explained that an unsolicited proposal is a two- to three-year process that initiates a competitive process.

Ms. Hayes reiterated that the Board is not voting on a specific project or option, merely instructing NCDOT to explore all options including tolls. She encouraged the Board to consider the unsolicited proposal if it's still available. She concurred with Mr. Rivenbark that costs are increasing every day and inquired about bonus allocations. Mr. Kozlosky responded that bonus allocations go with tolls, are capped at \$100 million, and must be applied to projects within the counties where the facility is located.

Vice Chair Miller requested that staff prepare a resolution with the following language"

"Now therefore, be it be resolved that the WMPO urges consideration of all possible options to include tolling and previous proposals to fund a replacement for the Cape Fear Memorial Bridge."

Mr. Forte seconded the motion and it carried 9-3.

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

Mr. Barfield requested that weighty topics with much conversation and community input such as this one be included on the regular agenda and not as a walked-on item. Ms. Bozeman concurred.

10) Updates

- a. Wilmington Urban Area MPO
- b. Cape Fear Public Transportation Authority
- c. NCDOT Division
- d. NCDOT Transportation Planning Division

Mr. Kozlosky acknowledged new MPO staff members: Engineering Associate Jamar Johnson, and Associate Transportation Planner Emma Stogner (who starts on February 28th). He noted that Transportation Demand Management (TDM) Coordinator Nick Cannon is leaving the MPO on March 4th.

Ms. Bozeman asked if the MPO is fully staffed. Mr. Kozlosky said the MPO lacking a GIS Analyst and a TDM Planner. He noted that rest of the updates are included in the agenda packet.

11) Announcements

- a. Hampstead Bypass Groundbreaking Ceremony- March 11th at 11 am**
- b. NC State Ethics Forms Due- April 15th**
- c. NC Association of MPOs 2022 Conference- April 20th-22nd**

Mr. Kimes said invitations were sent for the March 11th Hampstead Bypass groundbreaking ceremony. He noted that the Secretary of Transportation will be in attendance. He added that the ceremony will be held just north of the high school.

Ms. Bozeman requested confirmation that her ethics form has been received. Mr. Kozlosky said he would look into it.

Mr. Kozlosky said that the MPO expects 400 to 500 attendees at the NC Association of MPOs' Conference at the Wilmington Convention Center downtown. He encouraged Board members to attend. Ms. Lorenzo said that mobile tours include the Port of Wilmington, two bike rides (downtown and Carolina Beach), micro-transit to Belville, and a boat tour of the riverfront.

Mr. Kozlosky said that the April MPO Board meeting will be held at the airport, starting with a tour of the airport.

12) Adjournment

Next MPO Board meeting – March 30th, 2022

Chairman Piepmeyer said that Vice Chair Miller will run the March MPO Board meeting.

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

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

Absent: Landon Zimmer. **Excused:** John Ellen.

The meeting adjourned at 4:29 p.m.

Respectfully submitted,

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* BL-0045 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	WILMINGTON, WILMINGTON RAIL TRAIL. CONSTRUCT MULTI-USE PATH FROM 3RD STREET IN DOWNTOWN WILMINGTON TO THE LOVE GROVE BRIDGE MULTI- USE PATH FACILITY. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	ENGINEERING	FY 2022 - \$680,000 (BGDACY)
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Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

STATEWIDE PROJECT

STIP ADDITIONS

RC-2000 - STATEWIDE PROJECT
STATEWIDE
PROJ.CATEGORY
STATEWIDE

VARIOUS, TRAFFIC SEPARATION STUDY
IMPLEMENTATION AND CLOSURES PROGRAM
ADMINISTRATION

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

RX-2000 - STATEWIDE PROJECT
STATEWIDE
PROJ.CATEGORY
STATEWIDE

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

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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENTS #22-1 AND #22-2 TO THE
2020-2029 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to amend the adopted 2020-2029 State/MPO Transportation Improvement Programs for Amendments #22-1 and #22-2; and

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

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves amending the 2020-2029 State/MPO Transportation Improvement Programs for Amendments #22-1 and #22-2.

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

Hank Miller, Vice-Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* EB-5600 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1219 (SOUTH 17TH STREET), HOSPITAL PLAZA TO INDEPENDENCE BOULEVARD. CONSTRUCT MULTI- USE PATH.	ENGINEERING	FY 2022 - \$120,000 (BGANY) FY 2022 - \$30,000 (L) FY 2022 - \$24,000 (BGANY) FY 2022 - \$6,000 (L) FY 2022 - \$590,000 (BGANY) FY 2022 - \$148,000 (L) \$918,000
		<u>ADD PRELIMINARY ENGINEERING IN FY 22 AND RIGHT OF-WAY IN FY 22 NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	
EB-6029 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CLARENDON AVENUE, CONSTRUCT MULTI-USE PATH ALONG CLARENDON AVENUE FROM 4TH STREET TO SR 1573 (DOW ROAD).	CONSTRUCTION	FY 2023 - \$516,000 (TADA) FY 2023 - \$129,000 (L) \$645,000
		<u>TO MATCH THE LATEST SCHEDULE PROVIDED BY THE MUNICIPALITY, DELAY CONSTRUCTION FROM FY 22 TO FY 23.</u>		
HO-0002D ANSON BRUNSWICK COLUMBUS RICHMOND ROBESON SCOTLAND UNION PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 74, EASTERN END OF MONROE BYPASS TO I-140 IN WILMINGTON. VULNERABILITY ASSESSMENTS, INSTALLATION OF FLOOD GAUGES, AND FLOOD MONITORING.	ENGINEERING	FY 2022 - \$1,760,000 (DP) FY 2022 - \$440,000 (T) \$2,200,000
	- CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION	<u>TO ADHERE TO FEDERAL GRANT SCHEDULE, MODIFY SCHEDULE FROM FY 23 TO FY 22. 'DP' REPRESENTS FEDERAL INFRA GRANT FUNDS.</u>		
* U-5534 BRUNSWICK NEW HANOVER PENDER PROJ.CATEGORY DIVISION	- CAPE FEAR RURAL PLANNING ORGANIZATION			
	- LUMBER RIVER RURAL PLANNING ORGANIZATION			
	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	VARIOUS, WILMINGTON URBAN AREA MPO STP-DA PROGRAM.	RIGHT-OF-WAY CONSTRUCTION	FY 2022 - \$220,000 (BGDA) FY 2022 - \$1,762,000 (BGDA) FY 2022 - \$168,000 (BGDAV) FY 2022 - \$496,000 (L) FY 2023 - \$3,463,000 (BGDA) FY 2023 - \$866,000 (L) \$6,975,000
		<u>ADD RIGHT-OF-WAY IN FY 22 AND CONSTRUCTION IN FY 22 AND FY 23 NOT PREVIOUSLY PROGRAMMED.</u>		

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

STATEWIDE PROJECT

R-5753
STATEWIDE
PROJECT CATEGORY
EXEMPT

- STATEWIDE PROJECT

STIP MODIFICATIONS

CONSTRUCTION

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

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

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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #22-2 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 #22-2.

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 #22-2.

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

Hank Miller, Vice-Chair

Mike Kozlosky, Secretary



Unified Planning Work Program

Fiscal Year 2023

DRAFT
March 30, 2022

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

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Introduction

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

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

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

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

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

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

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

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

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

Line-Item Codes:

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

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

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

II-A-4 Traffic - No tasks foreseen.

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

II-A-6 Dwelling Unit, Population, Employment Changes - Will measure land use changes by Transportation Analysis Zone between 2020 Census and travel demand model base year. Staff will provide capacity analysis for proposed developments within the Wilmington UrbanArea MPO's planning area boundary.

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

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

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

II-A-10 Mapping - No tasks foreseen.

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

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

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

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

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

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

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

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

Performance Measures from the Infrastructure Investment and Jobs Act.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- 2050 MTP Outreach:

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

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

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

- TDM Program:

To resume Transportation Demand Management efforts, the TDM Program will move forward using STBG-DA and 5303 funding and will continue to be performed by inhouse staff. The TDM Program has been successful in promoting the Commuter Friendly Employer Program, Bike Month, the River to Sea Bike Ride, and the Commuter Challenge. This program works with local employers to promote alternative modes of transportation and TDM strategies such as carpooling, vanpooling, telecommuting, and personalized commuter plans. The program has completed two successful "Be A Looker" campaigns, maintains a dedicated Go Coast website, and promotes the carpool matching platform Share the Ride NC. In 2021, the update to the short-range TDM plan "Cape Fear Change in Motion 2020" was adopted by the Board. This plan will guide TDM efforts in our region through 2025. Go Coast will continue to pursue the implementation of a Bike Share program(s) in the region and regularly update TDM related resources like area bike maps and model policies.

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-A-5
Title	Transit System Data
Task Objective	Collect and analyze data for route planning and submission to NTD
Tangible Product Expected	Accurate data from multiple data collection devices onboard Wave Transit vehicles and other sources to ensure compliance with National Transit Database requirements
Expected Completion Date of Products	June 2024 2 Year Contract
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	2,200
Section 5303 NCDOT 10%	2,200
Section 5303 FTA 80%	17,600
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-6
Title	Community Goals & Objectives
Task Objective	Interpret and communicate with members of the Authority and WMPO TCC and TAC adopted planning documents defining community goals and objectives
Tangible Product Expected	Service offerings that are compliant with adopted plans that outlined the goals of the community for public transportation in the region
Expected Completion Date of Products	June 2024 2 Year Contract
Previous Work	Communication of goals and objectives to decision makers and the public
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	200
Section 5303 NCDOT 10%	200
Section 5303 FTA 80%	1,600
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-10
Title	Transit Element of the LRTP
Task Objective	Provide input to CAC, TCC and TAC regarding long range transit plans for the region
Tangible Product Expected	Informed decisions regarding long range public transportation plans leading to a realistic planning document for the region
Expected Completion Date of Products	June 2024 2 Year Contract
Previous Work	Provided input and educated decision makers regarding the federal and state public transportation program
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	900
Section 5303 NCDOT 10%	900
Section 5303 FTA 80%	7,200
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-16
Title	Financial Planning
Task Objective	Plan capital and operating cost estimates to ensure fiscal compliance and maintain the adopted level of transit service
Tangible Product Expected	Short range financial plans based on current federal and state legislation to ensure that transit services are provided in a consistent manner utilizing the most economical and efficient methods
Expected Completion Date of Products	June 2024 2 Year Contract
Previous Work	Financial planning of the public transportation program
Relationship	This is a collaborative effort of the WilmingtonMPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-C-1
Title	Title VI
Task Objective	Interpret and prepare Title VI documents and monitor Title VI efforts to ensure compliance with FTA approved Title VI program
Tangible Product Expected	Compliance with the Title VI circular and adopted Title VI program
Expected Completion Date of Products	June 2024 2 Year Contract
Previous Work	Title VI program development and compliance efforts
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	300
Section 5303 NCDOT 10%	300
Section 5303 FTA 80%	2,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-C-3
Title	Minority Business Enterprise
Task Objective	Implement and monitor the MBE program to be compliant with adopted MBE program, update MBE goals as required, and undertake MBE outreach
Tangible Product Expected	MBE participation that is equal to or greater than the adopted and approved MBE goal
Expected Completion Date of Products	June 2024 2 Year Contract
Previous Work	MBE program oversight
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	100
Section 5303 NCDOT 10%	100
Section 5303 FTA 80%	800
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-C-6
Title	Public Involvement
Task Objective	Hear and analyze public comment from monthly meetings of the Authority, email comments, written comments and other comments outlined in the Authority Public Involvement Program. Work with public to update LCP, LRTP, SRTP and other planning documents.
Tangible Product Expected	Make recommendations to appropriate parties from comments made to the Authority by members of the community
Expected Completion Date of Products	June 2024 2 Year Contract
Previous Work	Public comment
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-E
Title	Management & Operations
Task Objective	MPO and CFPTA staff will conduct required administrative and operational tasks to support Wave Transit. Periodical reviews of administrative agreements and procedures. Staff will perform daily operations to disseminate planning information to the TAC/TCC committee members, the public and/or other agencies.
Tangible Product Expected	Compliance with FTA and NCDOT requirements, well informed community and elected officials about the public transit program, and functional system that meets the needs of the community
Expected Completion Date of Products	June 2024 2 Year Contract
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	12,775
Section 5303 NCDOT 10%	12,774
Section 5303 FTA 80%	102,198
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-E
Title	Management & Operations – TDM Program
Task Objective	MPO and CFPTA staff will conduct required administrative and operational tasks to support Wave Transit. Periodical reviews of administrative agreements and procedures. Staff will perform daily operations to disseminate planning information to the TAC/TCC committee members, the public and/or other agencies. The MPO will implement Cape Fear Change in Motion 2020.
Tangible Product Expected	Compliance with FTA and NCDOT requirements, well informed community and elected officials about the public transit program, and functional system that meets the needs of the community. Implementation of strategies and of Cape Fear Change in Motion 2020.
Expected Completion Date of Products	June 2024 2 Year Contract
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA / WMPO
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	1,000
Section 5303 NCDOT 10%	1,000
Section 5303 FTA 80%	8,000
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

Wilmington Urban Area Metropolitan Planning Organization

FY2023 Unified Planning Work Program

Adopted March 30, 2022

TASK CODE	TASK DESCRIPTION	SEC. 104 (f) PL				STBGP-DA				SECTION 5303				TASK FUNDING SUMMARY				
		Highway / Transit			Total	Highway / Transit			Total	Transit / Highway			Total	LOCAL	NCDOT	FEDERAL	TOTAL	
		WBS #:		WBS #:		WBS #:												
		LOCAL 20%	FHWA 80%	LOCAL 20%		FHWA 80%	LOCAL 10%	NCDOT 10%		FTA 80%								
II-A	SURVEILLANCE OF CHANGE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-1	Traffic Volume Counts	14,035	56,141	70,176	-	-	-	-	-	-	-	-	-	14,036	-	56,141	70,177	-
II-A-2	Vehicle Miles of Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-3	Street Systems Changes	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-4	Traffic Accidents	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-5	Transit System Data	-	-	-	-	-	-	-	-	2,200	2,200	17,600	22,000	2,200	2,200	17,600	22,000	-
II-A-6	Dwelling Unit Pop. & Emp. Change	800	3,200	4,000	-	-	-	-	-	-	-	-	-	800	-	3,200	4,000	-
II-A-7	Air Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-8	Vehicle Occupancy Rates	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-9	Travel Time Studies	50	200	250	-	-	-	-	-	-	-	-	-	50	-	200	250	-
II-A-10	Mapping	-	-	-	-	19,635	78,538	98,173	-	-	-	-	-	19,635	-	78,538	98,173	-
II-A-11	Central Area Parking Inventory	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-12	Bike & Ped. Facilities Inventory	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B	LONG RANGE TRANSPORTATION PLANNING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-1	Collection of Base Year Data	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-2	Collection of Network Data	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-3	Travel Model Updates	2,000	8,000	10,000	-	-	-	-	-	-	-	-	-	2,000	-	8,000	10,000	-
II-B-4	Travel Surveys	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-5	Forecast of Data to Horizon year	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-6	Community Goals & Objectives	1,000	4,000	5,000	-	-	-	-	200	200	1,600	2,000	1,200	200	5,600	7,000	-	-
II-B-7	Forecast of Future Travel Patterns	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-8	Capacity Deficiency Analysis	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-9	Highway Element of the LRP	4,800	19,200	24,000	-	-	-	-	-	-	-	-	-	4,800	-	19,200	24,000	-
II-B-10	Transit Element of the LRP	200	800	1,000	-	900	-	900	900	900	7,200	9,000	9,000	1,100	900	8,000	10,000	-
II-B-11	Bicycle & Ped. Element of the LRP	4,600	18,400	23,000	-	-	-	-	-	-	-	-	-	4,600	-	18,400	23,000	-
II-B-12	Airport/Air Travel Element of LRP	500	2,000	2,500	-	-	-	-	-	-	-	-	-	500	-	2,000	2,500	-
II-B-13	Collector Street Element of LRP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-14	Rail, Water or other mode of LRP	500	2,000	2,500	-	-	-	-	-	-	-	-	-	500	-	2,000	2,500	-
II-B-15	Freight Movement/Mobility Planning	600	2,400	3,000	-	-	-	-	-	-	-	-	-	600	-	2,400	3,000	-
II-B-16	Financial Planning	400	1,600	2,000	-	800	-	800	800	800	6,400	8,000	8,000	1,200	800	8,000	10,000	-
II-B-17	Congestion Management Strategies	3,000	12,000	15,000	-	-	-	-	-	-	-	-	-	3,000	-	12,000	15,000	-
II-B-18	Air Qual. Planning/Conformity Anal.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-A	PLANNING WORK PROGRAM	400	1,600	2,000	-	-	-	-	-	-	-	-	-	400	-	1,600	2,000	-
III-B	TRANSPORTATION IMPROVEMENT PROGRAM	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	1,000	-	4,000	5,000	-
III-C	CAL RGTS, CMP, LOTR, REG, REGS.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-C-1	Title VI	100	400	500	-	-	-	-	-	300	300	2,400	3,000	-	300	2,800	3,500	-
III-C-2	Environmental Justice	400	1,600	2,000	-	-	-	-	-	-	-	-	-	400	-	1,600	2,000	-
III-C-3	Minority Business Enterprise	50	200	250	-	100	-	100	100	100	800	1,000	1,000	150	100	1,000	1,250	-
III-C-4	Planning for the Elderly & Disabled	50	200	250	-	-	-	-	-	-	-	-	-	50	-	200	250	-
III-C-5	Safety/Drug Control Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-C-6	Public Involvement	4,000	16,000	20,000	-	800	-	800	800	800	6,400	8,000	8,000	4,800	800	22,400	28,000	-
III-C-7	Private Sector Participation	250	1,000	1,250	-	-	-	-	-	-	-	-	-	250	-	1,000	1,250	-
III-D	INCIDENTAL PLNG./PROJECT DEV.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-D-1	Transportation Enhancement Plng.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-D-2	Enviro. Analysis & Pre-TIP Plng.	100	400	500	-	-	-	-	-	-	-	-	-	100	-	400	500	-
III-D-3	Special Studies: Staff Time - Planning	2,000	8,000	10,000	-	-	-	-	-	-	-	-	-	2,000	-	8,000	10,000	-
III-D-3	Special Studies: Consultant - Pender Co. Bike Ped Plan	-	-	-	-	19,000	76,000	95,000	-	-	-	-	-	19,000	-	76,000	95,000	-
III-D-3	Special Studies: Consultant - NTP Development	-	-	-	-	3,000	12,000	15,000	-	-	-	-	-	3,000	-	12,000	15,000	-
III-D-4	Regional or Statewide Planning	500	2,000	2,500	-	-	-	-	-	-	-	-	-	500	-	2,000	2,500	-
III-E	MANAGEMENT & OPERATIONS	48,540	194,559	243,199	-	110,064	440,257	550,321	12,775	12,774	102,198	127,748	171,479	12,774	737,014	921,267	-	-
III-E	Management & Operations: Staff time - TDM Program	-	-	-	-	18,000	72,000	90,000	1,000	1,000	8,000	10,000	19,000	1,000	80,000	100,000	-	-
TOTALS		\$89,975	\$359,900	\$449,875		\$169,699	\$678,795	\$848,494	\$19,076	\$19,074	\$152,598	\$190,748	\$278,750	\$19,074	\$1,191,293	\$1,489,117		

STBG-DA Funded - Anticipated DBE Contracting Opportunities for FY 2023

Name of MPO: Wilmington Urban Area MPO

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

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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

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

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

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

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

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

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

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

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

Hank Miller, Vice-Chair

*****Subscribed and sworn to me this ____ day of _____, 2022.

My commission expires _____

Notary Public

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

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

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

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

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

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

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

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

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

Hank Miller, Vice-Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE CITY OF WILMINGTON'S APPLICATION FOR THE
NORTH CAROLINA EMERGENCY MANAGEMENT'S TRANSPORTATION
INFRASTRUCTURE RESILIENCY FUND GRANT**

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 Public Safety has released the transportation grants through the Emergency Management Transportation Infrastructure Resiliency Fund which was allocated as a part of the 2021 state budget; and

WHEREAS, eligible applicants are state agencies, units of local government, and nonprofit corporations to facilitate transportation resilience against natural disasters; and

WHEREAS, total available funding for this grant program is \$15 million with the anticipated number of grants available between five (5) and thirty (30); and

WHEREAS, projects can be 100% funded with no cost share and are paid on a reimbursement basis.; and

WHEREAS, the City of Wilmington has identified an interest in applying to the Transportation Infrastructure Resiliency Fund grant for funding to install equipment that allows traffic signals to operate on back-up power during power failures; and

WHEREAS, the request would also include a support vehicle, generators, traffic control devices, and other project related equipment and supplies that will minimize the disruption of traffic flow in and around the city during post storm recovery.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the City of Wilmington's application for the North Carolina Emergency Management's Transportation Infrastructure Resiliency Fund Grant.

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

Hank Miller, Vice-Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING PENDER COUNTY’S APPLICATION FOR THE NORTH
CAROLINA EMERGENCY MANAGEMENT’S TRANSPORTATION INFRASTRUCTURE
RESILIENCY FUND GRANT**

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 Public Safety has released the transportation grants through the Emergency Management Transportation Infrastructure Resiliency Fund which was allocated as a part of the 2021 state budget; and

WHEREAS, eligible applicants are state agencies, units of local government, and nonprofit corporations to facilitate transportation resilience against natural disasters; and

WHEREAS, total available funding for this grant program is \$15 million with the anticipated number of grants available between five (5) and thirty (30); and

WHEREAS, projects can be 100% funded with no cost share and are paid on a reimbursement basis; and

WHEREAS, Pender County has identified an interest in pursuing the Transportation Infrastructure Resiliency Fund Grant in order to complete a Risk Assessment of the Highway 210 corridor between Highway 117 and US 17; and

WHEREAS, this section of NC 210 is identified as a Hurricane Evacuation Route but historically has flooded significantly during Hurricane events.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports Pender County’s application for the North Carolina Emergency Management’s Transportation Infrastructure Resiliency Fund Grant.

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

Hank Miller, Vice-Chair

Mike Kozlosky, Secretary



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

2021 - 2022 Unified Planning Work Program Amendment # 3 – PL 104
March 30, 2022

II-A-2 Vehicle Miles of Travel:

Based on anticipated expenditures, the line item decreased by \$250
Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

II-A-4 Traffic Accidents:

Based on anticipated expenditures, the line item decreased by \$250
Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

II-A-5 Transit System Data:

Based on anticipated expenditures, the line item decreased by \$500
Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

II-A-6 Dwelling Unit, Pop. & Emp. Change:

Based on anticipated expenditures, the line item decreased by \$1,538
Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

II-A-9 Travel Time Studies:

Based on anticipated expenditures, the line item decreased by \$250
Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

II-A-12 Bike & Ped. Facilities Inventory:

Based on anticipated expenditures, the line item decreased by \$2,168
Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

II-B-3 Travel Model Updates:

Based on anticipated expenditures, the line item decreased by \$9,000
Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

II-B-6 Community Goals & Objectives:

Based on anticipated expenditures, the line item decreased by \$5,924
Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

II-B-8 Capacity Deficiency Analysis:

Based on anticipated expenditures, the line item decreased by \$1,000

Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

II-B-9 Highway Element of the LRTP:

Based on anticipated expenditures, the line item decreased by \$15,205

Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

II-B-10 Transit Element of the LRTP:

Based on anticipated expenditures, the line item increased by \$2,055

Increase of expenditures based on anticipated increase of staff time allocated to this task.

II-B-11 Bicycle & Ped. Element of the LRTP:

Based on anticipated expenditures, the line item increased by \$1,000

Increase of expenditures based on anticipated increase of staff time allocated to this task.

II-B-12 Airport/Air Travel Element of LRTP:

Based on anticipated expenditures, the line item decreased by \$4,931

Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

II-B-13 Collector Street Element of LRTP:

Based on anticipated expenditures, the line item decreased by \$2,000

Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

II-B-14 Rail, Water or other mode of LRTP:

Based on anticipated expenditures, the line item decreased by \$2,156

Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

II-B-15 Freight Movement/Mobility Planning:

Based on anticipated expenditures, the line item decreased by \$2,156

Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

II-B-16 Financial Planning:

Based on anticipated expenditures, the line item decreased by \$675

Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

II-B-17 Congestion Management Strategies:

Based on anticipated expenditures, the line item decreased by \$8,976

Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

III-A Planning Work Program:

Based on anticipated expenditures, the line item decreased by \$1,039

Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

III-B Transportation Improvement Program:

Based on anticipated expenditures, the line item decreased by \$2,839

Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

III-C-1 Title VI:

Based on anticipated expenditures, the line item decreased by \$500

Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

III-C-3 Minority Business Enterprise:

Based on anticipated expenditures, the line item decreased by \$500

Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

III-C-4 Planning for the Elderly & Disabled:

Based on anticipated expenditures, the line item decreased by \$250

Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

III-C-6 Public Involvement:

Based on anticipated expenditures, the line item decreased by \$3,865

Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

III-C-7 Private Sector Participation:

Based on anticipated expenditures, the line item decreased by \$520

Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

III-D-2 Enviro. Analysis & Pre-TIP Plng.:

Based on anticipated expenditures, the line item decreased by \$362

Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

III-D-3 Special Studies: Staff Time - Planning:

Based on anticipated expenditures, the line item increased by \$4,327

Increase of expenditures based on anticipated increase of staff time allocated to this task.

III-D-4 Regional or Statewide Planning:

Based on anticipated expenditures, the line item decreased by \$1,837

Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

III-E Management & Operations:

Based on anticipated expenditures, the line item increased by \$61,309

Increase in funding will capture the funding decreases in the above tasks. This is in effort to clean up the UPWP and to allow for expenditure flexibility.

2021 - 2022 Unified Planning Work Program Amendment # 3 – STBG-DA
March 30, 2022

II-A-10 Mapping:

Based on anticipated expenditures, the line item decreased by \$35,000

Reduction of expenditures based on the reduction of staff time assigned to this task. This is due to the GIS Analyst and GIS Intern position being vacant for the past 5 months. We anticipate the Analyst position will be filled in May.

III-D-3 Special Studies: Staff Time - Pender Co. Roadway Safety Audit:

Based on anticipated expenditures, the line item decreased by \$20,000

Due to Pender County staff changes and other planning priorities, Pender County staff have withdrawn the request for this study at this time.

III-E Management & Operations:

Based on anticipated expenditures, the line item increased by \$55,000

Increase in funding will capture the funding decreases in the above tasks. This is in effort to clean up the UPWP and to allow for expenditure flexibility.

2021 - 2022 Unified Planning Work Program Amendment # 3 – 5303
March 30, 2022

II-A-5 Transit System Data:

Based on anticipated expenditures, the line item increased by \$10,100

Increase of expenditures based on anticipated increase of staff time allocated to this task.

II-B-6 Community Goals & Objectives:

Based on anticipated expenditures, the line item increased by \$950

Increase of expenditures based on anticipated increase of staff time allocated to this task.

II-B-10 Transit Element of the LRTP:

Based on anticipated expenditures, the line item increased by \$500

Increase of expenditures based on anticipated increase of staff time allocated to this task.

II-B-16 Financial Planning:

Based on anticipated expenditures, the line item increased by \$1,350

Increase of expenditures based on anticipated increase of staff time allocated to this task.

III-C-1 Title VI:

Based on anticipated expenditures, the line item decreased by \$7,000

Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

III-C-3 Minority Business Enterprise:

Based on anticipated expenditures, the line item decreased by \$7,300

Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

III-C-6 Public Involvement:

Based on anticipated expenditures, the line item decreased by \$7,000

Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

III-E Management & Operations:

Based on anticipated expenditures, the line item increased by \$8,400

Increase in funding will capture the funding decreases in the above tasks. This is in effort to clean up the UPWP and to allow for expenditure flexibility.

2021 - 2022 Unified Planning Work Program Amendment # 3 – 5304
March 30, 2022

III-D-3 Special Studies: Consultant – WAVE Zero Emissions Vehicles Transition Study

Based on anticipated expenditures, the line item increased by \$100,000

The Federal Transit Administration and other primary funding agencies have directed transit agencies nationwide to transition their fleets to Low or No Emissions, with funding priority given to Zero Emissions Vehicles (ZEV). In 2020, North Carolina's governor signed the Multi-State Medium and Heavy-Duty ZEV Memorandum of Understanding, committing to electrifying buses in the state. CFPTA/Wave Transit has a total of 68 vehicles, of which only 30 are CNG low emission vehicles. Eight transit agencies and two airport shuttle services have already begun electrifying their fleet in North Carolina, which ranks 7th in the nation for transit electrification. The study, supported by and coordinated with, the North Carolina Department of Transportation will facilitate 1) the creation of a Zero-Emission Fleet Transition Plan, and 2) the engineering and design for infrastructure for charging stations. The Transition Plan is a requirement by FTA to apply for grant funds supporting any ZEV projects, including vehicles and all related infrastructure. Transportation accounts for 29% of U.S. greenhouse gas emissions. Planning for the electrification of the fleet will help position CFPTA to purchase or lease electric vehicles that help reduce pollutants and combat negative climate change. The implementation of the vehicles over time would help improve the area's air quality index, as well as noise pollution, creating a sustainable city and region for its residents and visitors.

Wilmington Urban Area Metropolitan Planning Organization
FY2022 Unified Planning Work Program
 Amendment # 3 - March 30, 2022

TASK CODE	TASK DESCRIPTION	SEC. 104 (f) PL				STRBGP-DA				SECTION 5303				SECTION 5304				TASK FUNDING SUMMARY			
		Highway / Transit				Highway / Transit				Transit / Highway				Transit / Highway				LOCAL	NCDOT	FEDERAL	TOTAL
		LOCAL 20%	FHWA 80%	Total 100%	WBS #:	LOCAL 20%	FHWA 80%	Total 100%	WBS #:	LOCAL 10%	NCDOT 10%	FTA 80%	Total 100%	NCDOT 20%	FTA 80%	Total 100%	WBS #:				
II-A	SURVEILLANCE OF CHANGE																				
II-A-1	Traffic Volume Counts																	13,000	-	-	
II-A-2	Vehicle Miles of Travel	-	-	-														-	-	52,000	65,000
II-A-3	Street Systems Changes	-	-	-														-	-	-	-
II-A-4	Traffic Accidents	-	-	-														-	-	-	-
II-A-5	Transit System Data	-	-	-														2,810	2,210	20,080	25,100
II-A-6	Dwelling Unit, Pop. & Emp. Change	492	1,970	2,462														492	-	1,970	2,462
II-A-7	Air Travel	-	-	-														-	-	-	-
II-A-8	Vehicle Occupancy Rates	-	-	-														-	-	-	-
II-A-9	Travel Time Studies	-	-	-														-	-	-	-
II-A-10	Mapping	-	-	-														9,000	-	36,000	45,000
II-A-11	Central Area Parking Inventory	-	-	-														-	-	-	-
II-A-12	Bike & Ped. Facilities Inventory	166	666	832														166	-	666	832
II-B	LONG RANGE TRANSPORTATION PLANNING																				
II-B-1	Collection of Base Year Data	-	-	-														-	-	-	-
II-B-2	Collection of Network Data	-	-	-														-	-	-	-
II-B-3	Travel Model Updates	200	800	1,000														200	-	800	1,000
II-B-4	Travel Surveys	-	-	-														-	-	-	-
II-B-5	Forecast of Data to Horizon Year	-	-	-														-	-	-	-
II-B-6	Community Goals & Objectives	815	3,261	4,076														1,310	495	7,221	9,026
II-B-7	Forecast of Future Travel Patterns	-	-	-														-	-	-	-
II-B-8	Capacity Deficiency Analysis	-	-	-														-	-	-	-
II-B-9	Highway Element of the LRTP	1,759	7,036	8,795														1,759	-	7,036	8,795
II-B-10	Transit Element of the LRTP	811	3,244	4,055														1,261	450	6,844	8,555
II-B-11	Bicycle & Ped. Element of the LRTP	4,200	16,800	21,000														4,200	-	16,800	21,000
II-B-12	Airport/Air Travel Element of LRTP	14	55	69														14	-	55	69
II-B-13	Collector Street Element of LRTP	-	-	-														-	-	-	-
II-B-14	Rail, Water or other mode of LRTP	69	275	344														69	-	275	344
II-B-15	Freight Movement/Mobility Planning	169	675	844														169	-	675	844
II-B-16	Financial Planning	265	1,060	1,325														1,200	935	8,540	10,675
II-B-17	Congestion Management Strategies	1,205	4,819	6,024														1,205	-	4,819	6,024
II-B-18	Air Qual. Planning/Conformity Anal.	-	-	-														-	-	-	-
III-A	PLANNING WORK PROGRAM																				
III-A	TRANSPORTATION IMPROVEMENT PROGRAM	16	65	81														16	-	65	81
III-B	TRANSPORTATION IMPROVEMENT PROGRAM	32	129	161														32	-	129	161
III-C	CULDETS, CMP, LOTR, REG. REQS.	-	-	-														-	-	-	-
III-C-1	Title VI	-	-	-														-	-	-	-
III-C-2	Environmental Justice	400	1,600	2,000														100	100	800	1,000
III-C-3	Minority Business Enterprise	-	-	-														-	-	-	-
III-C-4	Planning for the Elderly & Disabled	-	-	-														70	70	560	700
III-C-5	Safety/Drug Control Planning	-	-	-														-	-	-	-
III-C-6	Public Involvement	227	908	1,135														100	100	800	1,000
III-C-7	Private Sector Participation	146	584	730														-	-	-	-
III-D	INCIDENTAL PLNG./PROJECT DEV.																				
III-D-1	Transportation Enhancement Plng.	-	-	-														-	-	-	-
III-D-2	Enviro. Analysis & Pre-TIP Plng.	28	110	138														28	-	110	138
III-D-3	Special Studies: Start Time - Planning	2,865	11,462	14,327														2,865	-	11,462	14,327
III-D-3	Special Studies: Start Time - Pender County Roadway Safety Audit	-	-	-														-	-	-	-
III-D-3	Special Studies: Consultant - Strategic Plan Update *	-	-	-														500	-	2,000	2,500
III-D-3	Special Studies: Consultant - Navassa Collector St.	-	-	-														15,000	-	60,000	75,000
III-D-3	Special Studies: Consultant - N Brunswick County Transit Study	-	-	-														-	-	-	-
III-D-3	Special Studies: Consultant - Kure Beach Bike Plan	-	-	-														8,000	-	32,000	40,000
III-D-3	Special Studies: Consultant - FY22 Congestion Management Plan	-	-	-														7,700	-	30,800	38,500
III-D-3	Special Studies: Consultant - Leland US 17 Ped Plan	-	-	-														4,000	-	16,000	20,000
III-D-3	Special Studies: Consultant - Staff Compensation Analysis	-	-	-														1,020	-	4,080	5,100
III-D-3	Special Studies: Consultant - WAVE Zero Emissions Vehicle Study	-	-	-														-	-	-	-
III-D-4	Regional or Statewide Planning	633	2,530	3,163														-	-	20,000	100,000
III-E	MANAGEMENT & OPERATIONS																				
III-E	Management & Operations Staff Time - TDM Program	65,288	261,154	326,442														108,153	432,611	540,764	1,081,428
TOTALS		\$392,801	\$371,202	\$464,003		\$168,462	\$673,852	\$842,314		\$9,337	\$9,335	\$74,885	\$93,357	\$20,000	\$80,000	\$100,000		\$270,600	\$29,335	\$1,199,739	\$1,469,674

* Special Studies: Consultant - Strategic Plan Update *

\$2,000 in Federal Funds budgeted for FY22 will be charged against the FY21 UPWP Contract # 7500024222, under STBGP-DA Fund WBS # 44094.1.2

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT #3 TO THE FISCAL YEAR 2022 UNIFIED
PLANNING WORK PROGRAM**

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

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

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

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

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

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves Amendment #3 to the FY 2022 Unified Planning Work Program.

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

Hank Miller, Vice-Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #22-3 (February 2022)

STATEWIDE PROJECT

STIP MODIFICATIONS				
* TC-0020 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5339 SMALL URBAN <u>MODIFY FUNDING IN FY 22 AT THE REQUEST OF MPO.</u>	PLANNING CAPITAL	FY 2022 - FY 2022 - FY 2022 - FY 2022 -
				\$273,000 (STBG)
				\$219,000 (S)
				\$219,000 (L)
				\$1,747,000 (5339)
				<u>\$2,458,000</u>

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

**STIP/MPO TIP Modification #22-3
(February 2022)**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* U-5710	- WILMINGTON URBAN AREA	US 74 (EASTWOOD ROAD), SR 1409 (MILITARY CUTOFF	RIGHT-OF-WAY	FY 2023 -	\$5,666,000	(NHP)
NEW HANOVER	METROPOLITAN PLANNING ORGANIZATION(ROAD)	INTERSECTION IN WILMINGTON. CONVERT AT-		FY 2024 -	\$11,333,000	(NHP)
PROJ.CATEGORY		GRADE INTERSECTION TO AN INTERCHANGE.		FY 2025 -	\$5,666,000	(NHP)
STATEWIDE		<u>MODIFY FUNDING FROM STATE TO FEDERAL.</u>	UTILITIES	FY 2023 -	\$5,212,000	(NHP)
			CONSTRUCTION	FY 2025 -	\$385,000	(NHP)
				FY 2026 -	\$12,551,000	(NHP)
				FY 2027 -	\$13,171,000	(NHP)
				FY 2028 -	\$9,268,000	(NHP)
				FY 2029 -	\$3,125,000	(NHP)
					\$66,377,000	
U-6235	- WILMINGTON URBAN AREA	WILMINGTON, TRAFFIC SIGNAL PRE-EMPTION FOR	CONSTRUCTION	FY 2023 -	\$627,000	(BGDA)
NEW HANOVER	METROPOLITAN PLANNING ORGANIZATION(EMERGENCY VEHICLES PROJECT.			FY 2023 -	\$157,000	(L)
PROJ.CATEGORY		<u>TO MATCH SCHEDULE PROVIDED BY THE</u>			\$784,000	
DIVISION		<u>MUNICIPALITY. DELAY CONSTRUCTION FROM FY 22</u>				

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #22-3 (February 2022)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS				
W-5703DIV BRUNSWICK DUPLIN NEW HANOVER ON SLOW PENDER SAMPSON PROJ.CATEGORY DIVISION	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. <u>ADD RIGHT-OF-WAY IN FY 22 AND CONSTRUCTION IN FY 22 NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2022 - FY 2022 - \$30,000 \$180,000 \$210,000 (HSIP) (HSIP)
W-5703REG BRUNSWICK DUPLIN NEW HANOVER ON SLOW PENDER SAMPSON PROJ.CATEGORY REGIONAL	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. <u>ADD RIGHT-OF-WAY IN FY 22 AND CONSTRUCTION IN FY 22 NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2022 - FY 2022 - \$30,000 \$180,000 \$210,000 (HSIP) (HSIP)

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #22-3 (February 2022)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS				
W-5703SW	- GRAND STRAND METROPOLITAN	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS	RIGHT-OF-WAY	FY 2022 - \$40,000 (HSIP)
BRUNSWICK	PLANNING ORGANIZATION	LOCATIONS.	CONSTRUCTION	\$240,000 (HSIP)
DUPLIN	- WILMINGTON URBAN AREA	<u>ADD RIGHT-OF-WAY IN FY 22 AND CONSTRUCTION IN</u>		<u>\$280,000</u>
NEW HANOVER	METROPOLITAN PLANNING ORGANIZATION	<u>FY 22 NOT PREVIOUSLY PROGRAMMED.</u>		
ON SLOW	- JACKSONVILLE URBAN AREA			
PENDER	METROPOLITAN PLANNING ORGANIZATION			
SAMPSON	- MID-CAROLINA RURAL PLANNING			
PROJ.CATEGORY	ORGANIZATION			
	- EASTERN CAROLINA RURAL PLANNING			
	ORGANIZATION			
	- CAPE FEAR RURAL PLANNING			
STATEWIDE	ORGANIZATION			



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MEMORANDUM

TO: MPO Board Members

FROM: Mike Kozlosky, Executive Director

DATE: March 24, 2022

SUBJECT: Wilmington Multi-modal Transportation Center Phase 1B

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

The City of Wilmington/Wilmington MPO completed the design for the upfit of this building in late 2021. The engineers' construction cost estimate for the project was \$2,497,127. The city held a bid opening on January 27, 2022. Two contractors bid on the project and the low bid was in the amount of \$3,144,446 (including \$38,000 for Alternates 1 and 2). The bid was \$647,319 over the engineer's estimate and outside the project budget.

Staff reviewed several options including value engineering, project phasing, and removal of the board room to try to reduce the cost of the project. Staff was unable to develop an option that would meet the needs of the organization and settled on the request for additional funds. With the bid of \$3,144,446 and general construction funding allocated to the project of \$2,675,957 there is a significant shortfall. If there is support to provide the additional funding, the anticipated timeframe to secure these additional funds would be approximately six (6) months. Construction costs are anticipated to continue to increase during this period. Therefore, to be conservative and account for inflation, staff proposes a 30% increase (\$943,334) on top of the current bid. In addition, staff recommends including a 15% contingency (\$471,667), funding for design and contract administration (\$88,000), funding for furniture (\$80,000), and 5% anticipated North

Wilmington Urban Area Metropolitan Planning Organization

Carolina Department of Transportation administration fees (\$111,516). This would bring the total amount of additional funding required to \$2,341,836.

The use of Surface Transportation Block Grant - Direct Attributable funding provided by the Wilmington Urban Area Metropolitan Planning Organization is 80% federal and requires a 20% local match. Additional funding from the WMPO in the amount of \$1,873,469 would be required to move forward. Accordingly, the additional local match required from the City of Wilmington to complete the project would be \$468,367. The City's project budget (4TRMF0216) includes \$136,781 in unallocated funding which can be utilized for a portion of this local match. An additional \$331,586 would need to be appropriated to the Wilmington Multi-modal Facility Project.

On March 15, 2022, the Wilmington City Council unanimously approved authorizing the City of Wilmington to apply to the Wilmington Urban Area Metropolitan Planning Organization for the additional Surface Transportation Block Grant Program - Direct Attributable Funds in the amount of \$1,873,469 and providing a portion of the (20%) local match in the amount of \$165,793. The remaining \$165,793 was approved by the New Hanover County Board of Commissioners at their meeting on March 21, 2022.

MPO staff requests the Board consider allocating the additional Direct Attributable funding needed to complete the project in the amount of \$1,873,469. This will allow the City/MPO to proceed with the building renovation for dedicated MPO office space.

Wilmington Urban Area Metropolitan Planning Organization
Draft 2022 Legislative Agenda

Transportation Funding

The Wilmington Urban Area MPO supports prioritization and funding for local transportation and infrastructure projects and the need to explore new transportation and infrastructure revenue sources to address the growing needs of the state and the nation. Including, but not limited to road, bridges and highway projects, public transportation, ferry, bicycle and pedestrian infrastructure, beach nourishment, inlet and waterway maintenance, coastal storm damage reduction, port infrastructure, airports, etc.

The Wilmington Urban Area MPO encourage the North Carolina Department of Transportation, North Carolina General Assembly, and Governor of North Carolina to explore and implement new funding mechanisms that could raise the funds necessary to accelerate much needed transportation projects.

Transportation Project Priorities

Due to NCDOT cash management issues many projects across the state and in our region were delayed in the STIP/MPO TIP. As a result of increases in right of way and construction costs, the 2020-2029 State Transportation Improvement Program approximately \$12B over-programmed. The Wilmington Urban Area MPO supports the acceleration of the MPO's top priorities for projects currently funded in the draft 2023-2032 State/MPO Transportation Improvement Programs. The Board's transportation priorities are as follows:

- *Hampstead Bypass (R-3300)*
- *Military Cutoff Road/Eastwood Road Interchange (U-5710)*
- *Independence Boulevard Extension (U-4434)*
- *Martin Luther King Jr. Parkway/Kerr Avenue Interchange (U-3338C)*
- *Martin Luther King Jr. Parkway/Market Street/Eastwood Road Interchange (U-4902C)*

The MPO Board also identified the replacement of the Cape Fear Memorial Bridge as their highest unfunded priority.

Opposition to Transfer of State Road Maintenance

The Wilmington Urban Area MPO respectfully and urgently requests the North Carolina General Assembly reject proposals which would transfer responsibility for large portions of the state's road system to local governments and weaken or dismantle municipal Powell Bill Street maintenance funding.

Limitation on City Requirements for Street Improvements Related to Schools

SL 2017-57 included language related to street improvements for schools. The Wilmington Urban Area MPO is concerned that on non-state-maintained facilities where improvements related to schools are needed, the funding burden has fallen on the municipalities or the level of service on the roadways will be compromised. The Wilmington Urban Area MPO encourages the General Assembly to review this language and seek solutions to address this funding concern.

Moped Legislation

The Wilmington Urban Area MPO supports the North Carolina Department of Transportation's policy recommendation of restricting mopeds on public roadways with posted speed limits of 45 mph or greater. The MPO also encourages the North Carolina General Assembly to implement

laws that regulate the use of mopeds in a manner that promotes the safety and welfare of the citizens and visitors of North Carolina and pursue education and clarity on existing regulations for mopeds, golf carts, and low-speed vehicles.

Electric Scooter Legislation

The Wilmington Urban Area MPO supports the use of electric scooters to provide an alternative mode of transportation so long as the scooters are used in a safe and responsible manner, do not create visual clutter, and do not block parking or ADA accessibility. The allowance and/or use of electric scooters should be subject to local government control through their adopted codes and ordinances.



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MEMORANDUM

TO: MPO Board Members

FROM: Mike Kozlosky, Executive Director

DATE: March 24, 2022

SUBJECT: **Draft 2022 Legislative Agenda Technical Coordinating Committee Suggestions/Requests**

The Wilmington Urban Area Metropolitan Planning Organization's Technical Coordinating Committee (TCC) held a meeting on March 16, 2022. During this meeting, the TCC discussed the Draft 2022 Legislative Agenda. Committee members made some suggestions/requests for MPO Board consideration. Below please find a summary of these suggestions/requests:

Transportation Funding

There was a suggestion to add safety and specifically break out safety with references to pedestrian safety, Vision Zero, and other safety initiatives.

Transportation Project Priorities

A request was made to add the South Front Street Widening (U-5729) as a top transportation priority project. This is being requested because this route is the designated truck route, due to the increase in freight congestion at the south gate and re-routing of trucks to the north gate. This project has been delayed multiple times and something needs to be done sooner rather than later.

Overall Comment

There was a suggestion to add more information that stresses growth. Many of the transportation needs have to do with growth in the region and this growth impacts new roads, road improvements, and maintenance.

**WILMINGTON URBAN AREA
MPO
March 2022**

PENDER COUNTY STREETS PLAN

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

Project Status and Next Steps:

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

KURE BEACH BIYCLE AND PEDESTRIAN PLAN

Project Description/Scope: The Town of Kure Beach, Alta, and the WMPO kicked off development of a bicycle and pedestrian plan for the Town of Kure Beach in September 2021. The plan is intended to aid the Town in the development and prioritization of its bicycle and pedestrian infrastructure needs. A kick-off meeting to discuss the Town's existing bicycle and pedestrian infrastructure and develop a timeline and strategy for public engagement was held in mid-October. A 3-day charrette activity was held November 30th through December 2nd. The charrette included two public meetings and stakeholder interviews. Approximately 150 members of the public attended the two public meetings, with an additional 436 responses providing input through the online interactive map tool. Alta completed an initial draft of the final plan and released to the Steering Committee for initial review in late February 2022.

Project Status and Next Steps:

- Release of draft plan for 30-day public review and comment period late winter/spring 2022
- Presentation of final plan to Kure Beach Town Council in spring 2022
- Presentation of final plan to WMPO Board in spring 2022

NAVASSA COLLECTOR STREET PLAN

Project Description/Scope: In October, the Town of Navassa, the WMPO, and AECOM kicked off the development of the Navassa Collector Street Plan. Development of the plan, which will serve as an update to the 2004 Town of Navassa Collector Street Plan, is scheduled to last approximately eight months. The plan is funded as a special study in the WMPO's adopted FY 22 UPWP. The updated collector street plan will serve as a tool for the Town to guide both public and private investments in shaping the transportation network as the Town continues to grow. The plan will provide a comprehensive network of streets to safely and efficiently access major roads and thoroughfares, outline collector street design recommendations, and identify opportunities for multimodal connectivity, preparing the Town to serve future developments while preserving its existing neighborhoods. The proposed collector street network will complement the Town's future park and trail network as well as the Comprehensive Bicycle and Pedestrian Plan currently in development. Plan

development is being guided by a Steering Committee and will incorporate public input received via a public survey and both in-person and virtual public meetings.

Project Status and Next Steps:

- Public engagement survey launched the week of January 24th (open through mid-March)
- In-person Public Meeting planned for Wednesday, March 9th
- Virtual Public Meeting planned for Thursday, March 10th
- Development of draft plan (including implementation plan) in spring 2022
- Presentation to Navassa Town Council in late spring/early summer 2022
- Presentation to WMPO Board in late spring/early summer 2022

SITE DEVELOPMENT REVIEW

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

- New Hanover County Formal Plan Reviews: 4 reviews
- New Hanover County Informal Plan Reviews: 2 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Development Plan Reviews: reviews
- Town of Leland Formal Reviews: 7 reviews
- Town of Leland Informal Reviews: 2 reviews
- Town of Navassa Formal Plan Reviews: 0 review
- Town of Navassa Informal Reviews: 0 reviews
- Town of Navassa Concept Reviews: 0 review
- Town of Belville Formal Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- TIA Reviews: 42 total active (34 under review; 2 approved; 6 new):
New Hanover County 11 (2 new, 9 under review, 0 approved), City of Wilmington 10, (2 new, 8 under review), Carolina Beach 1, (1 approved), Town of Belville 0, Town of Leland 9, (new, 8 under review, 1 approved), Town of Navassa 0, Pender County 9 (1 new, 8 under review, and Brunswick County 2, (1 new, 1 under review)
- Pender County Development Plan Formal Reviews: 6 reviews
- Pender County Informal Plan Reviews: 2 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 39 reviews (10 new, 29 on-going)
- City of Wilmington Informal Reviews: 17 reviews (6 new, 11 on-going)
- City of Wilmington Concept Reviews: 0 reviews
- COW Project Releases 6

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

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

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

sidewalks along Greenville Avenue from Wrightsville Avenue to Hinton Avenue.

Project Status and Next Steps:

- 90% design review completed in November 2021
- Requested Right-of-Way Authorization in January 2022
- Begin Right-of-Way Acquisition – May 2022
- Advertise for Bid – December 2022
- Begin Construction – May 2023
- Construction Complete- January 2024

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

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

Project Status and Next Steps:

- Construction commenced October 26, 2021
- Construction is complete; Town issued Notice of Acceptance
- FHWA established Final Voucher Date as of 11/8/2021; Town will retain records for a minimum of three years
- Warranty Period will expire on November 8, 2022
- Town Staff is working with NCDOT to close out project and submit final construction reimbursement
- Project completion extended to December 31, 2022

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

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

Project Status and Next Steps:

- Begin Right-of-Way Acquisition – May 2022
- Advertise for Bid – December 2022
- Begin Construction – May 2023
- Construction Complete- January 2024

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

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

Project Status and Next Steps:

- 90% design review completed in November 2021
- Requested Right-of-Way Authorization in January 2022
- Begin Right-of-Way Acquisition – May 2022
- Advertise for Bid –December 2022
- Begin Construction –May 2023
- Construction Complete- January 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:

- **90% design review completed in November 2021**
 - Requested Right-of-Way Authorization in January 2022
 - Begin Right-of-Way Acquisition – May 2022
 - Advertise for Bid –December 2022
 - Begin Construction –May 2023
 - Construction Complete- January 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
- Supplemental Agreement 4 increased the total estimated project cost to \$254,842
- Project on hold pending resolution of contracting issues with the consultant
- Project completion extended to June 30, 2022

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

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

Project Status and Next Steps:

- Construction commenced February 8, 2021
- Project on hold pending resolution of contracting issues with the consultant
- Project completion extended to June 30, 2022

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

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

Project Status and Next Steps:

- Construction commenced February 8, 2021
- Supplemental Agreement 4 increased the total estimated project cost to \$327,788
- Project on hold pending resolution of contracting issues with the consultant
- Project completion extended to June 30, 2022

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

Project Description/Scope: The project will install sidewalk, ADA ramps, curb and gutter, markings

and traffic signal revisions required to install actuated pedestrian crossings of S. College Road and crossings on Holly Tree Road.

Project Status and Next Steps:

- Received ROW Certification on October 22, 2021
- AECOM completed 100% Plans, Specs, and Estimate on November 3, 2021
- City sent 100% PS&E to NCDOT for review on November 8, 2021
- City sent City/NCDOT Comments on Plans and Estimate to AECOM on November 29, 2021
- NCDOT sent comments on Specs and Estimate to AECOM on January 18
- AECOM submitted revised 100% Plans, Specs, Estimate (PS&E) to City/NCDOT for final review January 21, 2022
- Resubmit 100% PS&E to NCDOT for Construction Authorization January 31, 2022
- Final Approval on PS&E from NCDOT February 28, 2022

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

U-6234 MULTI-MODAL PHASE 1 B

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

- Design contract approved May 5, 2021 by City Council: execution complete.

- Design kick-off meeting held July 23, 2021 with Wilmington Fire Department, Traffic Engineering and Davenport Staff.
- Design started in October lasting through September 2022.

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

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

Project Status and Next Steps:

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

TASA-DA

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

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

Project Status and Next Steps:

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

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY

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

Project Status and Next Steps:

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

EB-6028 —CITY OF WILMINGTON- 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:

- 100% Final Plans uploaded to NCDOT EBS on February 8, 2022.
- Awaiting NCDOT review/approval.

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

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

Project Status and Next Steps:

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

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

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

Go Coast current initiatives and project status:

1. Bike Share

- a. the WMPO Board approved the release of a new Request For Proposal to bring a bike share program to the Wilmington area
- b. The RFP has been written and will be released by the City of Wilmington on behalf of the WMPO before the end of March 2022

2. Bicycle Suitability Map Update

- b. The Bicycle and Pedestrian Advisory Committee has approved a final draft with of the Wilmington Area Bike Suitability Map
- c. Staff is working to develop to finalize the format of this map for print and online use

3. Commute Friendly NC

- a. Go Coast has been working with state TDM partners to develop the “Commute Friendly North Carolina” program which designates organizations as “commuter friendly” if they offer commuter benefits/resources to employees and affiliates
- b. This program has been launched and can be found online at <https://commutefriendlync.com/>
- c. This program recognizes organizations on a state level for their efforts to provide commuter benefits and provides organizations an opportunity to directly connect with Go Coast

4. Telecommuting and Alternative Work Schedule Model Policy

- a. The Go Coast committee has approved a model policy to guide area employers on how best to implement telework and alternative work schedule policies for employees

5. River to Sea Bike Ride

- a. Planning is underway for the 32nd Annual River to Sea Bike Ride
- b. Saturday May 7th

6. Bike Month

- a. Planning is underway for Go Coast Bike Month

7. The next Go Coast meeting is May 19, 2022



Cape Fear Public Transportation Authority

Project Updates

March 2022

1. Service Enhancements Scheduled for July 2022

On Tuesday February 8, 2022, the Wave Transit Board of Directors voted unanimously to adopt a proposal to expand the existing network, as well as investing in more frequent service! In November 2021, a recommendation was presented for consideration with adoption of a finalized draft slated for January 2022. The regularly scheduled January 27th meeting was recessed to February 8th to continue discussion on the network redesign, following the announcement from Federal Transportation Administration (FTA) on an additional \$108 billion authorized for public transportation under the Bipartisan Infrastructure Law. The new law will increase Wave Transit's federal formula funding by approximately \$700,000 each year in over the next five years. Provided this added information, the Board of Directors voted to advance a revised framework which would result in increased frequencies on 30% of the fixed routes, enlarge Wave Transit's service footprint, and improve efficiencies. The draft proposal is as follows:

- Retain current urban core network with peripheral improvements
- Replace Routes 207 North and 301 Pleasure Island with an on-demand microtransit service delivery model, which is responsive and serves a much larger geographic area
- Introduce 30-minute service frequencies on three routes, including Route 108 Market Street, Route 201 Carolina Beach Road, and Route 205 Long Leaf Park
- Offer 60-minute continuous, uninterrupted frequencies for Route 107 College Rd. for better consistency
- Revise Route 104 East offering transit service on Market Street east of College Rd. for the first time, and shifting coverage of Gordon Road and North College Road to the flexible microtransit service
- Interline Route 107 College Rd. and Route 201 Carolina Beach Rd. at Monkey Junction, reducing transfers resulting in better customer service
- Implement a seasonal trolley schedule, reallocating resources to the most productive hours

The service enhancements will take effect at the beginning of July. Customers and members of the public have an opportunity to provide comment through a general survey offering. Responses can be submitted online at <https://www.wavetransit.com> or in-person at Forden and Padgett Stations. Additional information regarding the service improvements included under the draft framework can be obtained through the Authority's website, at the two main transfer stations, or through the main office at (910) 343-0106.

2. Wilmington Regional Microtransit Pilot Project - RideMICRO

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

Monday, October 11, 2021 marked the official launch of the program beginning with service to **Zone 1 Northern Brunswick/Downtown Wilmington** and **Zone 2 Pender/Northeastern New Hanover County**. Service to **Zone 3 Southern New Hanover/Pleasure Island** was implemented December 1, 2021. Service to the fourth and final zone, **Zone 4 Northern New Hanover County** will go live April 2022. The three active zones contain a combined total of over 3,270 virtual stop locations. Please consult the following link to view virtual stops within each active zone: <https://arcg.is/1KvyOS>.

The full technology suite for the RideMICRO program and weekday service hours expanded to 7:00 am to 10:00 am and 12:00 to 7:30 pm on **Monday, January 17, 2022**. Customers are now able to book trips, pay fares, plan routes, identify the closest virtual stop, and track their vehicle in real time through the RideMICRO app. A multimodal trip planning feature was incorporated into the app on **March 13, 2022**, offering seamless planning across all Wave Transit transportation services. Wave Transit staff challenges you to RideMICRO!

From program inception through February 28, 2022, there have been a total of 515 passenger trips, with increasing productivity since the implementation of services.

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

3. Update on Section 5310 Community Grant Offering

The Authority received responses from three community organization in response to the publication of the *FY2023 Section 5310 Community Grant* offering. The respondents include, Elderhaus Adult Daycare Services, New Hanover County Senior Resource Center (SRC), and Town of Navassa. Elderhaus and the SRC are recipients of the current, FY2022 community grant awards and have demonstrated need for continued support for next fiscal year.

The WaveConnect Advisory Group that oversees the community grant process will convene in March 2022 to review and score the applications and draft a recommendation for award. The recommendation will be presented to the WMPO and Authority's Board of Directors for consideration and approval April 2022.

Projects in Development						
Project Manager	Contract Tyt	TIP	Description	County	Forward	SAP Let Date
Rail Division	Rail	P-5740 A	Wilmington Rail Rehabilitation, Curve Realignment and Upgrade Rail Bridges	New Hanover	Y	4/1/2022
Rail Division	Rail	P-5740C	CSX SE line Installation of Railroad Grade Crossing Signals and Gates at Various At-Grade Crossings	New Hanover	Y	6/1/2022
Eric Murray	DPOC	U-5914	Widen NC 133 from US 17/74/76 to Old River Rd	Brunswick	Y	6/2/2022
Derek Pielech	DPOC	BP3-R004	Brunswick 181 over Sturgeon Creek on SR 1437 (Old Fayettevill Rd) (Previously 17BP.3.R.84)	Brunswick	Y	6/23/2022
David Leonard	DPOC	W-5703E	US 117/NC 132 (College Rd) sidewalk between Randall Pkwy and N of University Drive	New Hanover	3D	8/4/2022
Eric Murray	DPOC	W-5601DH	3rd St and Dock St Intersection	New Hanover		10/21/2022
Trace Howell	DPOC	W-5703R	NC 132 (South College Rd) and Braggs Drive offset lefts	New Hanover		9/15/2022
David Leonard	DPOC	W-5803B	Install Rumble Strips on US 17 Between New Hanover/Pender County Line and Mile Post 19.30 in Onslow County	Pender & Onslow		10/31/2022
Eric Murray	DPOC	W-5703C	Monkey Junction Pedestrain Improvements	New Hanover		11/17/2022
David Leonard	DPOC	W-5803A	Upgrade Pedestrian & Traffic Signals and Revise Median Islands at US 74 (Eastwood Road) at US 17 (Military Cutoff Road) and US 74 (Eastwood Road)	New Hanover		1/31/2023
Rail Division	Rail	P-5740B	CSX SE line Improvements to Hwy Grade Xings, Close & Improve Various Exist. At-Grade Crossings	New Hanover	Y	4/28/2023
Lydia	DDRL	I-6039	I-40 Pavement rehab from Milemarker 420 to NC 210	New Hanover, Pender		6/20/2023
Krista Kimmel	DDRL	U-5926	New Route from 23rd St to 26th St	New Hanover	Y	12/19/2023
Brian Harding	DDRL	U-6202	Widen Gordon Rd to 4 lanes from US 17 Market St to I-40	New Hanover		6/18/2024
Lydia	DPOC	I-6036 17BP.3.R.93	I-140 - US 17 to North of US 74 pavement rehab	Brunswick		10/17/2024
Derek Pielech	DPOC	BP3-R012	Replace Bridge 208 over Sturgeon Creek on SR 1472 (Village Road) in Brunswick County	Brunswick		7/1/2025
Derek Pielech	DPOC	B-5653	Pender 14 on NC 133 over Turkey Creek	Pender		1/28/2026
Lydia	DDRL	I-6037	I-140 from US 421 to I-40 pavement and bridge rehab	New Hanover		2/17/2026
Mike Bass	DDRL	U-5710	US 74 (Eastwood Rd) at US 17 (Military Cutoff Rd)	New Hanover		9/16/2025
Trace Howell	DDRL	U-5792	MLK at College	New Hanover		6/16/2026
Trace Howell	DDRL	R-3300A	Hampstead Bypass (US 17 from Military Cutoff Rd to NC 210)	New Hanover/ Pender	Y	9/15/2026
Brian Harding	DDRL	U-5954	NC 133 at 23rd St Roundabout	New Hanover		6/15/2027
Derek Pielech	Raleigh	BR-0008	Replace Bridge 7 on US 17 over US 76	Brunswick		9/21/2027
Lydia	DPOC	I-6037	I-140 From US 421 to I-40. Pavement & Bridge Rehabilitation.	New Hanover		2/15/2028
Brian Harding	DDRL	U-5731	US 74 at US 17/US 421 Flyover	New Hanover		5/16/2028
Krista Kimmel	DDRL	U-4434	Independence Boulevard Extension	New Hanover		6/20/2028
Brian Harding	DDRL	U-5729	US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421	New Hanover		7/18/2028
Trace Howell	DDRL	U-5732	Hampstead Median: US 17 from SR 1582 (Washington Acres Rd) to Vista Lane	Pender		9/19/2028
Lydia	DPOC	I-6038	I-140 From US 421 to US74/76. Pavement Rehabilitation	Brunswick		11/16/2028
Krista Kimmel	DDRL	U-3338C	Kerr Ave Interchange at MLK	New Hanover		12/19/2028
Krista Kimmel	DDRL	U-4902B	US 17 Bus - Market St Median - Railroad to MLK	New Hanover		12/19/2028
Krista Kimmel	DDRL	U-4902C	US 17 Bus - Market St Median & Interchange	New Hanover	Y	6/19/2029
Trace Howell	DDRL	U-5702B	College Rd Access management improvement from Carolina Beach Rd to Shipyard Blvd	New Hanover		1/15/2030

PE Work Continuing	
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Date Completed:

PO:

Contact:

3/4/2022

WM/PO

Caitlin Marks

910-341-2001

cmmarks@ncdot.gov

Projects Under Construction						
Contract Number	Resident	TIP/WBS/Program	County	Description	Estimated Completion	Percent Complete
DC00316	Alex Stewart	W-5601DH	New Hanover	3rd and Dock St	9/13/22	8.04%
DC00249	Alex Stewart	B-4590	New Hanover	Bridge 29 over Smith Creek	Oct-23	20.50%
DC00309	Daniel Jones	49404	New Hanover	ILM Landscape Improvement - Available August 1	Dec-22	88.58%
DC00300	Daniel Jones	R-2633BA(L)	Brunswick	Navassa Landscape Enhancement	Dec-22	97.67%
C203980	Alex Stewart	U-4751	New Hanover	Military Cutoff Rd Extension from Market St to the Wilmington Bypass with an interchange at the Bypass	Mar-23	68.15%
C204331	Alex Stewart	15BPR.19	New Hanover	Banks Channel (#21, US 76) girder repair, clean and paint bearings, epoxy caps	Aug-22	6.38%
TBD	Alex Stewart	15BPR.26	New Hanover	Cape Fear (#48 I-140 E) Shear Strengthen	TBD	TBD
DC00254	Lydia McKeel	R-5783C/D	Brunswick, Duplin, New Hanover, Onslow, Pender, Sampson		Mar-20	100.00%
C204319	Alex Stewart	U-4902D	New Hanover	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr	Sep-23	54.51%
TBD	Alex Stewart	15BPR.26	New Hanover	Cape Fear (#49, I-140W) Shear Strengthen	TBD	TBD
DC00315	Lydia McKeel	51215.01AD	New Hanover	SR 1187 (Sanders Road) Sinkhole Repairs	Dec-21	100.00%
DC00331	Lydia McKeel	R-5783E & R-5783F	Brunswick, Duplin, New Hanover, Onslow, Pender, Sampson		Dec-22	0.00%
C204123	Alex Stewart	R-5021	Brunswick	NC 211 from SR 1500 (Midway Rd.) to NC 87 Grading, Drainage, Paving, Signals & Structures	Mar-27	2.49%
C204553	Daniel Waugh	R-3300B	Pender	NC 417 (Hampstead Bypass) from South of NC 210 to North of SR 1563 (Sloop Point Road)	Mar-27	0.00%
C204623	Alex Stewart	B-5642	Brunswick	Replace Bridge 65 on NC 87 Over Hood Creek	Mar-23	0.00%
C204301	Alex Stewart	15BPR.26	New Hanover	New Hanover 48 on I-40E & I-40 W/NE Substructure Repairs	Nov-22	0.00%
C204629	Alex Stewart	B-5624	Brunswick	Replace Bridge 57 on NC 211 Over Juniper Creek	Dec-23	0.00%

Resurfacing						
Contract Number	Contract Year	County	Map	Routes	Estimated Completion	Percent Complete
DC00311	2022	New Hanover	0	Market Street, 3rd Street, Independence Blvd, and patching on 16th & 17th Streets	Sep-23	0.00%
DC00318	2021	Pender	0	Pender County Resurfacing	TBD	12.73%
C204409	2021	Brunswick	0	1 SECTION OF US-17, US-74/76, AND NC-130; AND 11 SECTIONS OF SECONDARY ROADS	Oct-22	15.76%
DC00304	2021	Brunswick	0	US 17, NC 904 & VARIOUS SECONDARY RDS.	Jun-22	0.00%
DC00302	2021	New Hanover	0	New Hanover County Resurfacing	Jan-22	89.44%
DC00294	2021	New Hanover	0	New Hanover County Resurfacing	Sep-22	27.84%
DC00325	2022	Brunswick	7	Brunswick Resurfacing B (3/16/2022 Availability Date)	Apr-23	0.00%
DC00327	2022	New Hanover	30	New Hanover County Resurfacing (1/6/2022 Availability Date)	Apr-23	0.00%
DC00330	2022	Sampson	27	Sampson County Resurfacing and Preservation (7/6/2022 Availability Date)	Jun-23	0.00%

Interactive Resurfacing Map can be found here: <https://ncdot.maps.arcgis.com/apps/dashboards/d967e1f18d1c41aca2f260ffb630a4c64>



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

March 2022

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

MARCH TPD UPDATES WILMINGTON MPO

MARCH 2022

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

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

Wilmington Model: The 2050 Travel Demand Model work started on 3/1/2022. The TDM is being developed for the next Wilmington MTP. The 2045 Travel Demand Model and 2045 Wilmington MPO MTP was adopted on 11/18/2020 by the Wilmington MPO Board.

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

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

Helpful Links:

Click on links below to learn more:

- NCDOT home page—[ncdot.gov](https://www.ncdot.gov)
- Real-Time Traffic—[DriveNC.gov](https://drive.nc.gov) | [North Carolina Traffic & Travel Information](https://www.ncdot.gov/traffic)
- Report a pothole—[NCDOT Contact Us Form](https://www.ncdot.gov/contact-us)
- NCDOT: State Transportation Improvement Program— [ncdot.gov/sti](https://www.ncdot.gov/sti)
- Interactive Bicycle Routes Map—<https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING DIVISION
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27699

Telephone: 919 707 0980
Customer Service: 1-877-368-4968

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

Location:
1554 MAIL SERVICE CENTER
RALEIGH, NC 27699

- 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](#))