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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.

Technical Coordinating Committee Meeting Agenda

TO: Technical Coordinating Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: February 3, 2023
SUBJECT: February 8th meeting

A meeting of the Wilmington Urban Area MPO's Technical Coordinating Committee (TCC) will be held on Wednesday, February 8, 2023, at 10:00 am. This meeting will be held in the 4th Floor Technology Conference Room located at 305 Chestnut Street in downtown Wilmington. Members of the public, TCC Members and MPO Staff can attend the meeting in person and virtually through the Zoom platform. The meeting will be streamed live online so that simultaneous live audio, and video, if any, of the meeting is available at the following URL:

<https://us06web.zoom.us/j/86755841388?pwd=L3ZiWE5vTkxmR2EzTkIFQktvQi9yQT09>

Simultaneous live audio of the meeting is also available via audio conference at the following dial in numbers: 301 715 8592 or 305 224 1968.

Meeting ID: 867 5584 1388
Passcode: 158784

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

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of the Agenda
- 3) Presentations
 - a. Navassa Bicycle and Pedestrian Plan- Zachary Bugg, PE, Kittelson & Associates
- 4) Consent Agenda
 - a. Approval of TCC Meeting Minutes- January 11, 2023
 - b. Opening of the 30-day Public Comment Period for 2020-2029 STIP/MPO Amendment #23-1
 - c. Resolution approving 2020-2029 STIP/MPO Administrative Modification #23-1
 - d. Resolution supporting the North Carolina State Ports Grant Application for the USDOT FY 23 Port Infrastructure Development Grant Program to fund a new North Gate at the Port of Wilmington
 - e. Resolution supporting Targets for Performance Measures Established By NCDOT

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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- 5) Regular Agenda
 - a. Resolution adopting the 2023 Wilmington Urban Area Metropolitan Planning Organization Legislative Agenda
 - b. Resolution adopting the Wilmington Urban Area Metropolitan Planning Organization's Conflict of Interest Policy
 - 6) Discussion
 - a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #23-2
 - b. 2020 Urbanized Area (UZA) Census Data- Organizational Boundaries, Structure, and Governance
 - c. Military Cutoff Road/Eastwood Road interchange
 - 7) Updates
 - a. Wilmington Urban Area MPO
 - b. Cape Fear Public Transportation Authority
 - c. NCDOT Division
 - d. NCDOT Transportation Planning Division
 - 8) Announcements
 - a. Wilmington MPO Bike/Pedestrian Committee- February 14, 2023
 - b. Congestion Management Plan Comments Due- February 24, 2023
 - 9) Next meeting- March 15, 2023

Attachments:

- TCC Meeting Minutes- January 11, 2023
- Proposed 2020-2029 STIP/MPO Amendment #23-1
- Proposed 2020-2029 STIP/MPO Administrative Modification #23-1
- Resolution approving 2020-2029 STIP/MPO Administrative Modification #23-1
- Resolution supporting the North Carolina State Ports Grant Application for the USDOT FY 23 Port Infrastructure Development Grant Program to fund a new North Gate at the Port of Wilmington
- NCDOT Transportation Performance Management (TPM) Targets for the 2022-2025 Performance Period
- Resolution supporting Targets for Performance Measures Established By NCDOT
- Electric Assisted Bicycle (E-bike) Statutes and Policies Memorandum
- Draft 2023 Legislative Agenda
- Resolution adopting the 2023 Wilmington Urban Area Metropolitan Planning Organization Legislative Agenda
- Draft Wilmington Urban Area Metropolitan Planning Organization's Conflict of Interest Policy
- NCGS § 136-200.2.
- Resolution adopting the Wilmington Urban Area Metropolitan Planning Organization's Conflict of Interest Policy
- Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #23-2
- 2020 Urbanized Area (UZA) Census Data- Organizational Boundaries, Structure, and Governance Memorandum
- 2020 Urbanized Area (UZA) Census Data- Organizational Boundaries, Structure, and Governance Maps
- Military Cutoff Road/Eastwood Road interchange Memorandum
- E-mail from NCDOT
- Wilmington Urban Area MPO Update (February)
- Cape Fear Public Transportation Authority Update (February)
- NCDOT Division Project Update (February)
- NCDOT Transportation Planning Division Project Update (February)

**Wilmington Urban Area MPO
Technical Coordinating Committee
Wednesday, January 11, 2023
Remote Meeting Minutes**

Members Present

Helen Bunch, Brunswick County
Adrienne Cox, NCDOT
Granseur Dick, Wilmington International Airport
Patrick Flanagan, Cape Fear Council of Governments
Jeremy Hardison, Town of Carolina Beach
Adrienne Harrington, Town of Belville
Abby Lorenzo, WMPO
Vanessa Lacer, Town of Leland
Rachel LaCoe, New Hanover County
Robert O'Quinn, Town of Wrightsville Beach
Marie Parker, Wave
Mandy Sanders, Town of Kure Beach
Nazia Sarder, Vice Chair, NCDOT
Denys Vielkanowitz, City of Wilmington

Others Present

Abie Bonevac, City of Wilmington
Thomas Bradshaw, City of Wilmington
Carolyn Caggia, WMPO
Cheryl Hannah, HDR
Regina Hopkins, WMPO
Scott James, WMPO
Jamar Johnson, WMPO
Andrew Ooms, Kittelson
Amy Passaretti, Port City Daily
Greer Shivers, WMPO
Nicole Smith, City of Wilmington
Emma Stogner, WMPO

Members Absent

Stephanie Ayers, NC State Ports Authority
Michelyn Alston, Town of Navassa
Greg Feldman, Pender County
Mike Kozlosky, TCC Chairman, WMPO

1) Call to Order

MPO Deputy Director Abby Lorenzo acknowledged the absence of Chairman Mike Kozlosky. Vice Chair Nazia Sarder turned over the remote meeting to Ms. Lorenzo, who called the meeting to order at 10:02 a.m. A quorum was present, as follows:

Present: Helen Bunch, Granseur Dick, Patrick Flanagan, Jeremy Hardison, Adrienne Harrington, Vanessa Lacer, Rachel LaCoe, Abby Lorenzo, Robert O'Quinn, Marie Parker, Mandy Sanders, Nazia Sarder and Denys Vielkanowitz. **Absent:** Stephanie Ayers, Adrienne Cox, Greg Feldman, Mike Kozlosky, Rachel LaCoe and the representative of the Town of Navassa.

2) Approval of the Agenda

Ms. Bunch made a motion to approve the agenda as presented. Ms. Lacer seconded the motion and it carried unanimously by roll call vote, as follows:

Ayes: Helen Bunch, Granseur Dick, Patrick Flanagan, Jeremy Hardison, Adrienne Harrington, Abby Lorenzo, Vanessa Lacer, Rachel LaCoe, Robert O'Quinn, Marie Parker, Mandy Sanders, Nazia Sarder and Denys Vielkanowitz. **Nays:** None. **Absent:** Stephanie Ayers, Adrienne Cox, Greg Feldman and the representative of the Town of Navassa.

3) Election of Officers

Mr. Flanagan renominated the current officers, Mr. Kozlosky as chairman and Ms. Sarder as vice chair. Ms. Parker seconded the motion and it carried unanimously by rollcall, as follows:

Ayes: Helen Bunch, Granseur Dick, Patrick Flanagan, Jeremy Hardison, Adrienne Harrington, Abby Lorenzo, Vanessa Lacer, Rachel LaCoe, Robert O'Quinn, Marie Parker, Mandy Sanders, Nazia Sarder and Denys Vielkanowitz. **Nays:** None. **Absent:** Stephanie Ayers, Adrienne Cox, Greg Feldman and the representative of the Town of Navassa.

4) **Presentation**

a. **525 North 4th Street Building Renovation- Jamar Johnson, WMPO**

WMPO Engineering Associate Jamar Johnson gave an update on the Wilmington Multi-modal Transportation Center, Phase 1B, also known as the new home of the WMPO. He gave an overview of the 525 North 4th Street building renovation, including the building's history, the renovation contract, highlights and discoveries, and upcoming milestones. He noted that the building was built 129 years ago in 1894, as the Thomas & Co. Grocery Store. He added that it was physically expanded in the 1920s. In 1995, the building was sold and became a furniture store. Since 1899, the building has withstood more than 15 hurricanes.

Mr. Johnson said that of the two bids received, Paragon Building Corporation was the lowest responsible bidder. He noted that the contract was executed May 17, 2022, and a pre-construction meeting was held two days later. He added that HDR is serving as both the contract administrators and the design team, and that construction began August 1, 2022.

Mr. Johnson displayed a month-by-month photo tour of the renovations from August to January. He noted that the building was abandoned for a long time and the windows on the second floor and on the sides were bricked up. Also, there was some damage to the building that exposed the bricks to the elements. During Hurricane Florence, the north parapet was destroyed and had to be removed from the area. Interior views showed exposed holes in the ceiling, and the walls. Exploration caused holes in the floor that revealed black mold and asbestos, which needed to be abated. Bricks were removed from the windows, and an extensive clean up followed. In September, utility and building permits were issued from Cape Fear Public Utility Authority (CFPUA) and New Hanover County.

Mr. Johnson said that the parge was removed from the southern exterior wall, surface paint from the east and north walls, and the combination of wood floorboards and concrete on the first floor. In October, demolition was paused due to damage to the exterior walls by cleaning methods on the north and east facades, which opened a discussion about brick stabilization. Interior prep work continued for utilities including electrical conduits, and water and sewer piping.

In November, Mr. Johnson said that a connection was made to the water main on North 4th Street. Due to a conflict with the water line, an alternative sewer connection was sought, and permit was obtained to close a portion of Campbell Street between the Wave Transit parking lot driveway and North 4th Street.

In December, Mr. Johnson said that the soil underneath the concrete slab of the building was prepared. Since no vibratory devices could be used, only water and an extended time were used to achieve the necessary 98% compaction. Alternate routes for the sewer line continued to be explored. However, no active sewer line was found on Campbell Street, and discussions were held with CFPUA regarding installing a new line on Campbell Street or returning to a connection on North 4th Street. He noted that this month, work on the slab foundation began with the installation of the rebar, and that concrete is expected to be poured next week.

Mr. Johnson said that interesting finds included mismatched sizes and colors of bricks, mortar joints varying in thickness from 1/8th to 2 inches, some of which has lost strength over time as well as differences in brickwork installed 40 years apart. Fortunately, historic brick was found on Davis Street to match existing brick. He added that an extensive fire was discovered to have occurred sometime during the 20th Century, based on bottles found with a particular pattern created only by fire.

Mr. Johnson said that staff anticipates construction to be completed this year in late summer or early fall. He noted that structural steel will be installed tying back to the brick, masonry repairs will be made to all four facades, the rough framing and layout of the interior for the roof, walls and both floors will be done, interior and exterior stairs will be installed, with wood being repurposed for the interior stairs to preserve some of the building's history. Additionally, new windows will be installed. He noted that the contractor anticipates building occupancy after Labor Day on September 5th.

Ms. Bunch expressed appreciation to Mr. Johnson for his thorough presentation. Ms. Lorenzo noted the presentation will be shared via e-mail.

5) **Consent Agenda**

- a. **Approval of TCC Meeting Minutes- November 16, 2022**
- b. **Resolution approving 2020-2029 STIP/MPO Amendment #22-7**
- c. **Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-11**
- d. **Resolution supporting the establishment of a Citizen Advisory Committee and 2050 Metropolitan Transportation Plan Committee to assist with the 2050 Metropolitan Transportation Plan**
- e. **Resolution supporting the Wilmington Urban Area Metropolitan Planning Organization's application to the North Carolina Department of Transportation's Paved Trails and Sidewalks Feasibility Study Grant Program to complete a Feasibility Study for Phases 2 and 3 of the Future Downtown Trail in the City of Wilmington**
- f. **Resolution supporting the Wilmington Urban Area Metropolitan Planning Organization's application to the North Carolina Department of Transportation's Paved Trails and Sidewalks Feasibility Study Grant Program to complete a Feasibility Study for Gullah Geechee Heritage Corridor in the MPO's planning area boundary**
- g. **Resolution supporting the East Coast Greenway's application to the North Carolina Department of Transportation's Paved Trails and Sidewalks Feasibility Study Grant Program to complete a Feasibility Study for future Pleasure Island Greenway in the Town of Kure Beach and Fort Fisher**
- h. **Resolution supporting the Wilmington Urban Area Metropolitan Planning Organization's application for the North Carolina Department of Transportation's Bicycle Helmet Initiative**

Ms. Harrington made a motion to approve the Consent Agenda items as presented, and to forward the items to the MPO Board for consideration. Ms. Bunch seconded the motion, and it carried unanimously by roll call vote as follows:

Ayes: Helen Bunch, Granseur Dick, Patrick Flanagan, Jeremy Hardison, Adrienne Harrington, Abby Lorenzo, Vanessa Lacer, Rachel LaCoe, Robert O'Quinn, Marie Parker, Mandy Sanders, Nazia Sarder and Denys Vielkanowitz. **Nays:** None. **Absent:** Stephanie Ayers, Adrienne Cox, Greg Feldman and the representative of the Town of Navassa.

6) **Regular Agenda**

a. **Opening of the 30-day Public Comment Period for the 2023-2024 Unified Planning Work Program**

Ms. Lorenzo reminded committee members that the MPO's upcoming Unified Planning Work Program (UPWP) or budget must be submitted no later than March 31, 2023, and that, per the Public Participation Policy, a 30-day public comment period is required. She noted that the four proposed enhancements are based on working closely with our members and direction from the MPO Board and its adopted Strategic Plan. Enhancements include:

- i. Payroll costs: A conservative 10% allocation for staff adjustments in merit and market adjustments, which includes a reorganization of WMPO staff and position reclassifications to reflect the roles, responsibilities, and hierarchy of the Deputy Director as well a Senior Transportation Planner position, and a full year of the Administrative Specialist position
- ii. Operations of the MPO in the new building: In the current FY23 budget, a half-year of funding was anticipated, and occupation of the new building is expected in late summer or early fall, plus an inflation rate of 8.2%
- iii. Special Studies:
 1. The second phase of organizational assessment
 2. Grant identification and assistance
 3. A financial planning consultant for the 2050 Metropolitan Transportation Plan, which kicks off this summer
 4. 20% matching funds for the Safe Streets For All federal grant
- iv. Increase in the Section 5303 pass-through funds

Ms. Lorenzo said that the member jurisdictions' cost share is also included in the memo.

Mr. Dick made a motion to open the 30-day public comment period for the 2023-2024 UPWP. Ms. Parker seconded the motion, and it carried unanimously by roll call vote, as follows:

Ayes: Helen Bunch, Granseur Dick, Patrick Flanagan, Jeremy Hardison, Adrienne Harrington, Abby Lorenzo, Vanessa Lacer, Rachel LaCoe, Robert O'Quinn, Marie Parker, Mandy Sanders, Nazia Sarder and Denys Vielkanowitz. **Nays:** None. **Absent:** Stephanie Ayers, Adrienne Cox, Greg Feldman and the representative of the Town of Navassa.

b. **Resolution amending the Wilmington Urban Area Metropolitan Planning Organization's Public Participation Policy and Rules of Procedure**

Ms. Lorenzo said that the current policy and rules require the posting of meeting notices in both the *Star News* and the *Wilmington Journal*. However, it has been increasingly difficult to contact the *Star News*, and the *Wilmington Journal* is no longer in business. She added that this item would remove the language regarding publishing meeting notices in these two outlets and would amend the language to indicate that meeting notices will be posted in accordance with federal law and the state's open meetings law.

Ms. Lacer made a motion to amend the WMPO's Public Participation Policy and Rules of Procedure. Mr. Dick seconded the motion, and it carried unanimously by roll call vote, as follows:

Ayes: Helen Bunch, Granseur Dick, Patrick Flanagan, Jeremy Hardison, Adrienne Harrington, Abby Lorenzo, Vanessa Lacer, Rachel LaCoe, Robert O'Quinn, Marie Parker, Mandy Sanders, Nazia Sarder and Denys Vielkanowitz. **Nays:** None. **Absent:** Stephanie Ayers, Adrienne Cox, Greg Feldman and the representative of the Town of Navassa.

7) **Discussion**

a. **2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #23-1**

Ms. Lorenzo said that this item is for information purposes only and will be brought back at the next meeting for consideration.

b. **2022-2026 MPO Strategic Plan 2023 Work Program**

Ms. Lorenzo said that a matrix has been included in the agenda packet and is an extension of the Board's adopted Strategic Plan with specific action steps to realize the implementation of the plan in the upcoming year.

c. **2023 Draft Legislative Agenda**

Ms. Lorenzo said that draft legislative agenda includes language for transportation funding options, the transportation project priority of the Cape Fear Memorial Bridge, opposition to the transfer of state road maintenance, limitation on city requirements for street improvements related to schools, moped legislation, and electric scooter legislation.

d. **Direct Attributable Funding**

Ms. Lorenzo said that a memo giving an overview of awarded amounts of the FY23 Surface Transportation Block Grant Program (STBGP), Transportation Alternatives Set Aside (TASA) and Carbon Reduction (CR) funds and the remaining reserve funds available was prepared for informational purposes to assist members during their FY24 budget process.

e. **2020 Urbanized Area (UZA) Census Data- Organizational Boundaries, Structure, and Governance**

Ms. Lorenzo said that when the memo was sent out last week, this item was intended as an update as to when members might receive the new Urbanized Area (UA) data from the Census to accompany the 2020 Census UA totals that were released on December 29, 2022. On Monday, the files were released, and an email was sent with the maps provided an update on what the data shows. As part of the release of the Urbanized Areas for each decennial Census, the MPOs begin a collaborative and coordinated process of considering the boundaries of their organization, structure, and governance. With the release of the Urbanized Areas and population totals, she noted that the MPO is beginning these steps and will continue the discussion with the TCC and MPO Board and provide updates. She commented that staff is in the early stages of reviewing the data and considering scenarios.

Mr. Flanagan expressed appreciation for the maps and asked for the definitions or rules for jumps and hops. Ms. Lorenzo pointed out that the email included a link providing a comparison of the criteria for the 2010 Census and the 2020 Census. She noted that jump distances were changed to a maximum hop distance of 0.5 mile in the 2020 Census, and a maximum jump distance of 1.5 miles. She added that intervening low density jump corridor blocks are not included in Urban Area calculations.

In response to an inquiry by Mr. Flanagan, WMPO GIS Analyst Greer Shivers said there was no explicit note about the distance being along a roadway or as the crow flies. However, she would research it further.

Mr. Dick asked about the potential of changing boundaries and building a case model for airlines to add service. He noted that airlines consider the growth in Brunswick County for Myrtle Beach only, not Wilmington, even though there is cross over. Ms. Lorenzo responded that this is the process where amending the boundary would be considered. However, the MSA is separate from the UA.

In response to an inquiry by Ms. Bunch, Ms. Lorenzo said that this will be a collaborative, transparent process that will begin soon. She reiterated that the data is in the process of being reviewed by staff.

Ms. Sarder said that NCDOT began the Travel Demand Model before the UA data was released. She expressed concerns regarding the model schedule and requested to be kept in the loop.

Ms. Lacer asked about the deadlines. Ms. Lorenzo said that she will research the deadlines. She noted that this process is only beginning and will be ongoing over the next few months.

Ms. Lacer asked if the boundary would generally be expected to grow, rather than shrink. Ms. Lorenzo responded that this process anticipates the urban boundary in 20 years. She noted that where the boundary may change will be under consideration. She added that potential new jurisdictions must be agreed upon by all entities including the MPO Board, the jurisdiction under consideration, and the state. She commented that there has been quite a lot of growth since 2010, so shrinkage might not be expected, although it's too early to tell.

Ms. Lacer inquired about the 20-year planning horizon. Ms. Lorenzo responded that the MPO is required to evaluate its boundary and governance with the release of the Urbanized Areas after each decennial Census. In terms of setting the planning area boundary, which is different than the Urbanized Area boundary, consideration is made for where the Urbanized Area boundary is anticipated to be based on current growth, where that growth may go and where we anticipate the Urbanized Area boundary being in 20 years. So, it's evaluated every 10 years, but it's a consideration of 20 years similar to the MTP with its 25-year planning horizon, which is updated every five years, because changes can occur quickly.

f. Military Cutoff Road/Eastwood Road interchange

Ms. Lorenzo said that the Board requested at its October meeting MPO staff to evaluate and bring back options for a potential project swap involving the delay of the Military Cutoff Road and Eastwood Road interchange project (U-5710). Since the Drysdale Drive extension is currently under construction, the Board was interested in understanding how the delay of U-5710 might impact traffic conditions in the area.

Ms. Lorenzo said that MPO and NCDOT Division 3 staff reviewed the request and determined a potential swap option to move U-5710, scheduled for right-of-way in Fiscal Year 2023 and construction in Fiscal Year 2025, to Preliminary Engineering (PE) only, and to advance U-5704 (College Road and Oleander Drive intersection improvements), currently funded for PE only, to right-of-way in Fiscal Year 2024 and construction in Fiscal Year 2026. She added that this information and an updated traffic forecast regarding the Military Cutoff Road and Eastwood Road interchange will be presented to the Board for consideration.

Ms. Lorenzo said that according to the forecast, Fiscal Year 2029 would be the first year of an unacceptable Level of Service (LOS) E, and LOS F by 2045. She noted that additional lanes and improvements along Military Cutoff Road would be needed to operate acceptably and would likely result in additional impacts and cost.

Ms. Lorenzo pointed out that the Military Cutoff Road and Eastwood Road interchange is funded in the amount of \$66 million, and the College Road and Oleander Drive intersection improvements are funded at \$37.7 million. She noted that the projects are both funded in the Statewide Tier and, if the project swap is approved, the remaining \$28.9 million would be used to rebalance the State Transportation Improvements Program (STIP).

Ms. Lacer asked about the criteria for the swap regarding impacts to the community, especially those at a lower income level. Ms. Lorenzo responded that the swap was considered from the standpoint of

forecasting future operations based on changes to the planned improvements. Ms. Cox added that this information would have been considered when the projects were originally considered for the STIP, but not for the purposes of the swap.

Mr. Vielkanowitz spoke in favor of the swap and commented that the intersection of College and Oleander has been historically congested and a major impediment in the City of Wilmington. He added that the area of Military Cutoff Road and Eastwood Road has recently become a heavily traveled area.

Ms. Cox concurred with Mr. Vielkanowitz. However, she expressed reservations about funding leaving the region. Ms. Lacer expressed concerns about swaps being outside the criteria of the prioritization process, as well as the loss of funding. She pointed out that it would be important for the public to understand why it's a good swap and in the public interest. Ms. Bunch expressed concerns regarding a swap when there are some many projects needed in the region.

Mr. Flanagan said that he was present at the committee meeting that developed the swap system after the reworking of the STIP. He explained that the swap option was intended as a mechanism to give MPOs and RPOs an opportunity to provide local input.

8) **Updates**

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

Ms. Lorenzo said that the updates are included in the agenda packet.

Ms. Cox said that an update from December was included in the agenda packet due to illness over the holidays. She noted that it will be revised for the MPO Board meeting. She invited questions about projects by phone or email.

Ms. Sarder said that the Brunswick CTP is further along than was indicated in the update and that the steering committee will meet soon.

9) **Announcements**

- a. **Wilmington MPO Bike/Pedestrian Committee- February 14th**
- b. **Next TCC meeting- February 8th**

10) **Adjournment**

There being no further business, Mr. Flanagan made a motion to adjourn the meeting, seconded by Mr. Dick, and the meeting was adjourned at 11:11 a.m. by roll call, as follows:

Ayes: Helen Bunch, Adrienne Cox, Granseur Dick, Patrick Flanagan, Jeremy Hardison, Adrienne Harrington, Abby Lorenzo, Vanessa Lacer, Rachel LaCoe, Robert O'Quinn, Marie Parker, Mandy Sanders, Nazia Sarder and Denys Vielkanowitz. **Nays:** None. **Absent:** Stephanie Ayers, Greg Feldman and the representative of the Town of Navassa.

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 #23-1
(February 2023)

STATEWIDE PROJECT

STIP ADDITIONS				
* HV-0001 STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	VARIOUS, CONSTRUCTION OF ELECTRIC VEHICLE SUPPLY EQUIPMENT ALONG NORTH CAROLINA'S ALTERNATIVE CORRIDORS <u>PROJECT ADDED AT REQUEST OF MPO.</u>	ENGINEERING	FY 2023 - \$721,000 (NEV) \$721,000
M-0552CDIV STATEWIDE PROJ.CATEGORY DIVISION	STATEWIDE PROJECT	VARIOUS, DIGITAL DELIVERY INITIATIVE. <u>PROJECT ADDED AT THE REQUEST OF THE TECHNICAL SERVICES DIVISION.</u>	ENGINEERING	FY 2023 - \$75,000 (T) FY 2024 - \$75,000 (T) \$150,000
M-0552CREG STATEWIDE PROJ.CATEGORY REGIONAL	STATEWIDE PROJECT	VARIOUS, DIGITAL DELIVERY INITIATIVE. <u>PROJECT ADDED AT THE REQUEST OF THE TECHNICAL SERVICES DIVISION.</u>	ENGINEERING	FY 2023 - \$75,000 (T) FY 2024 - \$75,000 (T) \$150,000
M-0552CSW STATEWIDE PROJ.CATEGORY STATEWIDE	STATEWIDE PROJECT	VARIOUS, DIGITAL DELIVERY INITIATIVE. <u>PROJECT ADDED AT THE REQUEST OF THE TECHNICAL SERVICES DIVISION.</u>	ENGINEERING	FY 2023 - \$100,000 (T) FY 2024 - \$100,000 (T) \$200,000

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #23-1 (February 2023)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS				
* BL-0074 BRUNSWICK PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 17, INSTALLATION OF SIGNALIZED ZEBRA-TYPE PEDESTRIAN CROSSING AT PLOOF ROAD AND OLDE WATERFORD WAY IN LELAND. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	ENGINEERING RIGHT-OF-WAY CONSTRUCTION	FY 2023 - \$209,000 (BGDA) FY 2023 - \$53,000 (L) FY 2024 - \$20,000 (BGDA) FY 2024 - \$4,000 (L) FY 2025 - \$438,000 (BGDA) FY 2025 - \$110,000 (L) \$634,000
* BL-0075 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	WRIGHTSVILLE BEACH, INSTALLATION OF ON-STREET BICYCLE LANES AND PEDESTRIAN CROSSWALKS ALONG US 76 (CAUSEWAY DRIVE) AND US 74 (WEST SALISBURY STREET) IN WRIGHTSVILLE BEACH. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	CONSTRUCTION	FY 2024 - \$269,000 (BGDA) FY 2024 - \$68,000 (L) \$337,000
* HL-0109 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SOUTH 3RD STREET, INSTALLATION OF TRAFFIC SIGNALS WITH PEDESTRIAN SIGNAL HEADS AT INTERSECTION OF SOUTH 3RD STREET AND ANN STREET IN WILMINGTON. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	ENGINEERING RIGHT-OF-WAY CONSTRUCTION	FY 2023 - \$380,000 (BGDA) FY 2023 - \$109,000 (L) FY 2024 - \$49,000 (BGDA) FY 2024 - \$12,000 (L) FY 2025 - \$532,000 (BGDA) FY 2025 - \$132,000 (L) \$1,214,000
* HL-0110 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SOUTH 3RD STREET, INSTALLATION OF TRAFFIC SIGNAL WITH PEDESTRIAN SIGNAL HEADS AT INTERSECTION OF SOUTH 3RD STREET AND ORANGE STREET. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u> <u>MATCHING FUNDS ARE PROVIDED BY NCDOT.</u> <u>DIVISION 3 HIGHWAY FUNDS - SPOT SAFETY.</u>	ENGINEERING RIGHT-OF-WAY CONSTRUCTION	FY 2023 - \$12,000 (HF) FY 2023 - \$47,000 (BGDA) FY 2024 - \$59,000 (HF) FY 2024 - \$237,000 (BGDA) FY 2025 - \$55,000 (HF) FY 2025 - \$219,000 (BGDA) \$629,000

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #23-1
(February 2023)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS			
TC-0027 NEW HANOVER PROJ.CATEGORY PUBLIC TRANS	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION (WAVE). PASSANGER AMENITY UPGRADES (INSTALLATION OF TRANSIT SHELTERS AND BENCHES) STBCP - CARBON REDUCTION FUNDING - \$339,000 TRANSIT AUTHORITY WILL INSTALL SHELTERS, LIGHTING AND LANDING PLATFORMS ALONG EXISTING ROUTES.	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY PLANNING	FY 2023 - \$85,000 (L) FY 2023 - \$339,000 (BGDA) \$424,000
<u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>			

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #23-1
(February 2023)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP DELETIONS

EB-6029 NEW HANOVER PROJ CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION ALONG CLARENDON AVENUE FROM 4TH STREET TO SR 1573 (DOW ROAD). <u>DELETE PROJECT AT THE REQUEST OF THE MUNICIPALITY.</u>	CLARENDON AVENUE, CONSTRUCT MULTI-USE PATH CONSTRUCTION	FY 2024 - FY 2024 -	\$516,000 (TADA) \$129,000 (L) \$645,000
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Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #23-1
(December 2022)

STATEWIDE PROJECT

STIP MODIFICATIONS

TC-0021	- STATEWIDE PROJECT	NCDOT, 5339 STATEWIDE RURAL	PLANNING	FY 2022 -	\$273,000	(BGDA)
STATEWIDE		<u>MODIFY FUNDING IN FY 22 AT THE REQUEST OF THE</u>	CAPITAL	FY 2022 -	\$567,000	(L)
PROJ.CATEGORY		<u>MPO.</u>		FY 2022 -	\$4,536,000	(5339)
PUBLIC TRANS				FY 2023 -	\$210,000	(S)
				FY 2023 -	\$210,000	(L)
				FY 2023 -	\$1,684,000	(5339)
					\$7,480,000	

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #23-1 TO THE
2020-2029 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #23-1.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #23-1.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 20, 2023.

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE NORTH CAROLINA STATE PORTS
AUTHORITY'S GRANT APPLICATION FOR THE UNITED STATES DEPARTMENT
OF TRANSPORTATION'S FY2023 PORT INFRASTRUCTURE DEVELOPMENT
GRANT PROGRAM TO FUND A NEW NORTH GATE AT THE PORT OF
WILMINGTON**

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

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

WHEREAS, the North Carolina State Ports Authority's contributed more than \$16.2 billion in annual economic contribution to the state's economy constituted by goods moving through the port facilities and supported 88,200 full-time jobs at North Carolina businesses; and

WHEREAS, the North Carolina State Ports Authority strategic plan forecasts a doubling of general terminal and container volumes at the Port of Wilmington over the next five years; and

WHEREAS, to service existing customers and accommodate growing volumes at the Port of Wilmington, a new gate complex is needed; and

WHEREAS, this investment will allow provide for a new port gate complex away from residential neighborhoods, and

WHEREAS, this investment will provide reduce truck and rail conflicts within the terminal, and

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

WHEREAS, this investment will decrease traffic congestion and improve safety, efficiency, system performance, and infrastructure return on investment (ROI) as well as deliver environmental benefits to the community.

WHEREAS, the North Carolina State Ports Authority is preparing a grant application for the United States Department of Transportation's FY2023 Port Infrastructure Development grant program to fund a new north gate at the Port of Wilmington.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the North Carolina State Ports Authority's application for the United States Department of Transportation's FY 2023 Port Infrastructure development grant program to fund a new North Gate at the Port of Wilmington.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Board on February 20, 2023.

Henry E. Miller III, Chair

Mike Kozlosky, Secretary



NORTH CAROLINA Department of Transportation



**NC DOT Transportation Performance Management (TPM)
Targets for the 2022-2025 Performance Period**
Pavement, Bridge, and System Performance

Targets established December 15, 2022

FHWA Performance Measures

PM1 – Highway Safety

1. Number of fatalities
2. Fatality rate
3. Number of serious injuries
4. Serious injury rate
5. Number of non-motorized fatalities and serious injuries

PM2 – Pavement and Bridge Condition

6. Interstate pavement in Good condition
7. Interstate pavement in Poor condition
8. Non-Interstate NHS pavement in Good condition
9. Non-Interstate NHS pavement in Poor condition
10. NHS bridges in Good condition
11. NHS bridges in Poor condition

PM3 – System Reliability, Freight Reliability, and CMAQ

12. Travel time reliability on the Interstate
13. Travel time reliability on the non-Interstate NHS
14. Truck travel time reliability on the Interstate System
15. Emission reductions from CMAQ projects
16. Annual hours of Peak Hour Excessive Delay per capita (Charlotte Urb Area)
17. Percent Non-SOV Travel (Charlotte Urb Area)



FTA Transit Performance Measures

Transit Asset Management

- Equipment (age)
- Rolling stock (age)
- Infrastructure (condition)
- Facilities (performance restrictions)

Transit Safety

- Number and rate of fatalities
- Number rate of reportable injuries
- Safety events
- System reliability

- Transit providers set these targets annually. MPOs update these targets when they update their LRTP.
- Additional information from FTA is available [here](#) and [here](#).



Target Setting Requirements

For PM2 and PM3, states and MPOs must establish 2-year and 4-year targets every four years

State DOTs shall coordinate with relevant MPOs on the selection of targets



MPOs must then establish targets within 180 days
By June 13, 2023

MPOs shall coordinate with the State DOT on the selection of targets



MPOs establish targets by either:

Agreeing to plan and program projects so that they contribute toward the accomplishment of the State targets; or

Committing to a quantifiable target for the MPA





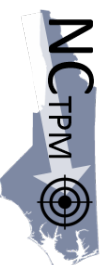
PM2 – Pavement and Bridge Condition Performance Measures

Pavement:

1. Percent of Interstate pavement in Good condition
2. Percent of Interstate pavement in Poor condition
3. Percent of Non-Interstate NHS pavement in Good condition
4. Percent of Non-Interstate NHS pavement in Poor condition

Bridge:

1. Percent of NHS bridge deck area in Good condition
2. Percent of NHS bridge deck area in Poor condition





PM3 – Reliability and CMAQ Performance Measures

Travel time reliability:

1. Percent of person miles on the Interstate that are reliable
2. Percent of person miles on the non-Interstate NHS that are reliable

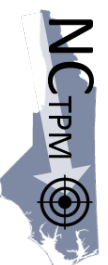
Freight Reliability:

1. Interstate truck travel time reliability index

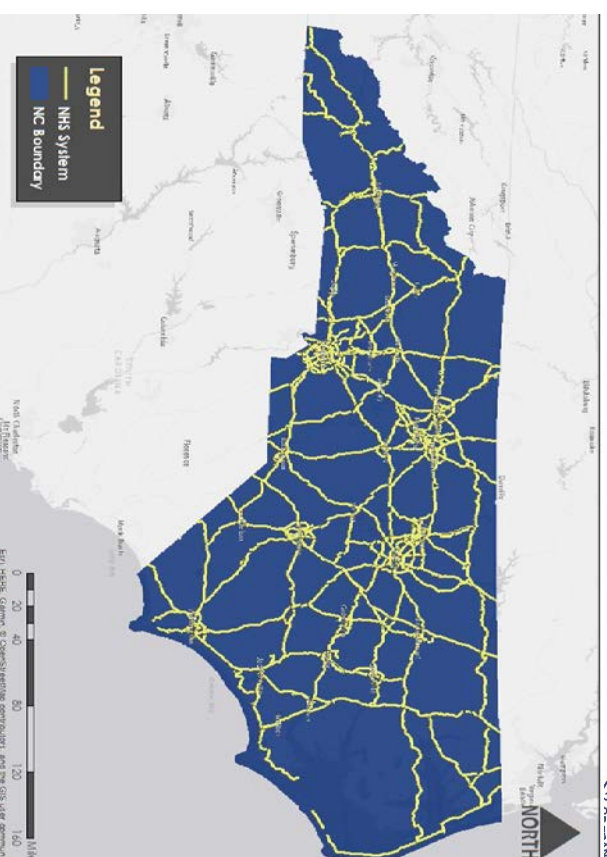
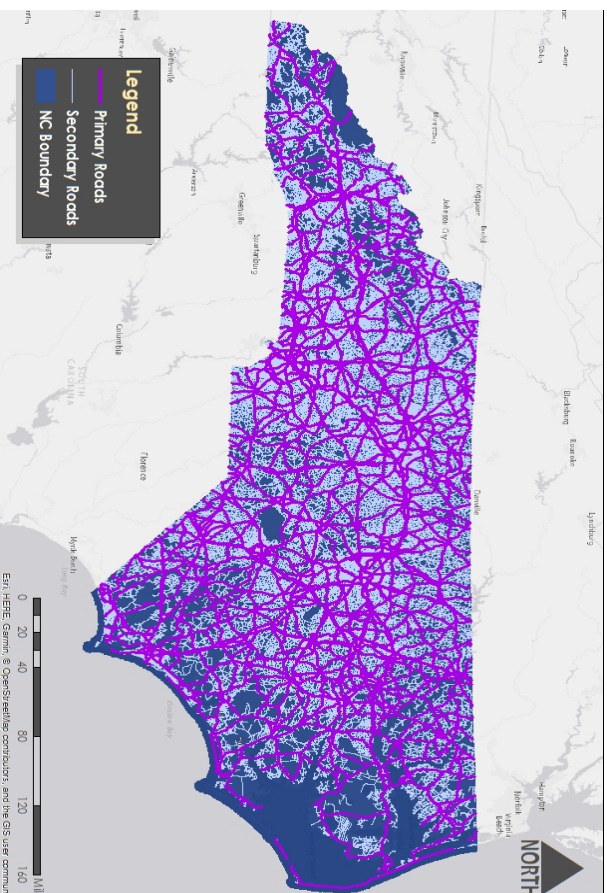
CMAQ:

1. Emission reductions from CMAQ projects
2. Annual hours of peak hour excessive delay per capita *
3. Percent non-SOV travel*

*Charlotte, NC-SC Urbanized area and Concord, NC Urbanized area



NC Maintained vs NHS Inventory



Route Class	Total System		NHS Only	
	Lane-miles		Lane-miles	
Interstate	6,684.1		6,677.0	
Primary	35,191.7		14,221.1	
Secondary	124,126.3		699.5	
Total	166,002.1		21,597.6	

Source: NCDOT Draft TAMP, 2022. Table 2-1.

The NHS includes Interstate highways, Interstate business, US, NC and selected secondary routes and ramps connecting to an NHS route.



PM2 – NHS Bridges

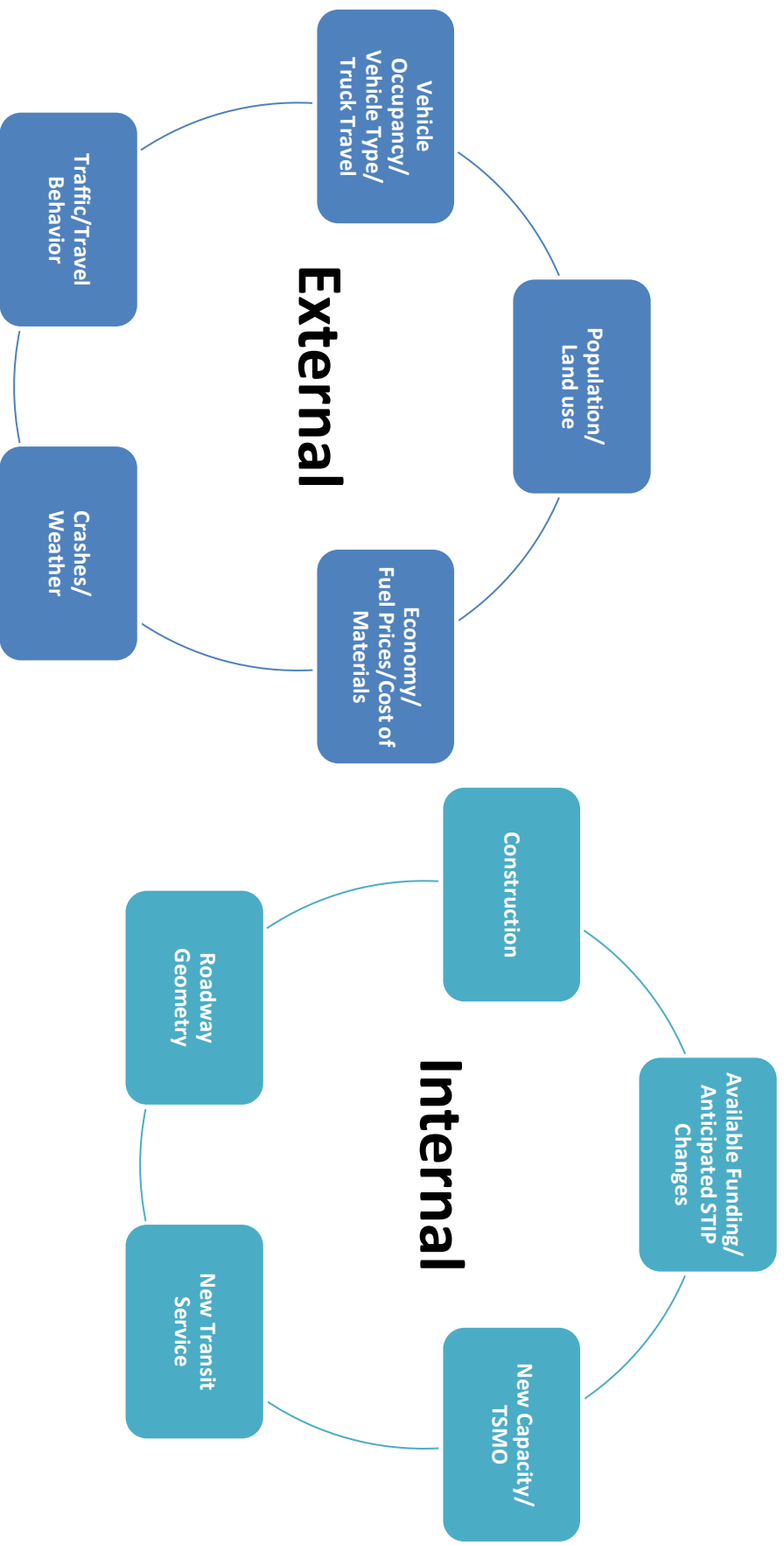
The Department maintains 18,438 structures which include 13,647 bridges and 4,791 culverts.

- Of those, 3,839 are on the NHS

System	# of NHS Bridges & Culverts	Deck Area (Sq. Foot)
Interstate	1,415	21,789,834
Primary	2,291	33,353,612
Secondary	104	1,079,745
Local GOV	29	254,247
Total	3,839	56,477,438

Source: NCDOT Draft TAMF, 2022. Table 2-3.

Factors Influencing Performance





Covid/Post-Covid Target Setting

What will performance look like in 2023 and 2025?

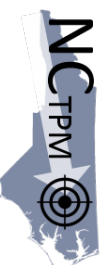
New travel patterns vs. return to pre-2020 equilibrium

Effects of hybrid and remote work

Changes in carpooling and transit use

Economic conditions and fuel prices

Changes to the STIP due to cost increases





Rationale for 2023 and 2025 Targets

Population and VMT
will continue to grow

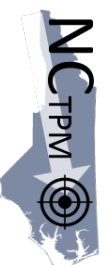
Project cost
increases/inflation

STIP and TIP projects
unlikely to
significantly change
trends

IIJA funding increases
and opportunities

Maintain conservative
and balanced stance
given unknowns

Opportunity to assess
performance at the
midpoint and adjust
4-year targets

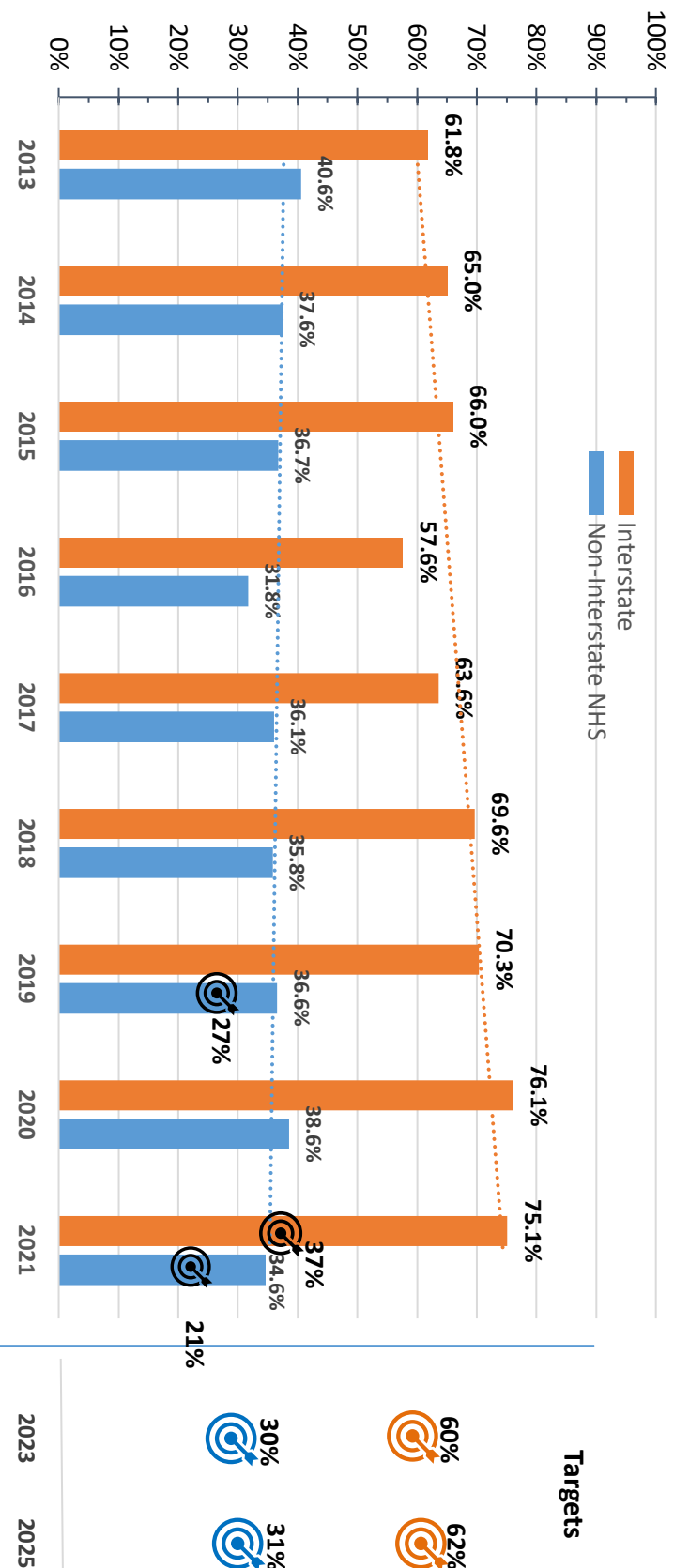




PM2 Pavement in Good Condition

Higher number = better performance

✓ 2019 and 2021 targets were met



Note: 2019 targets not required for Interstate pavement during the 2018-2021 performance period.

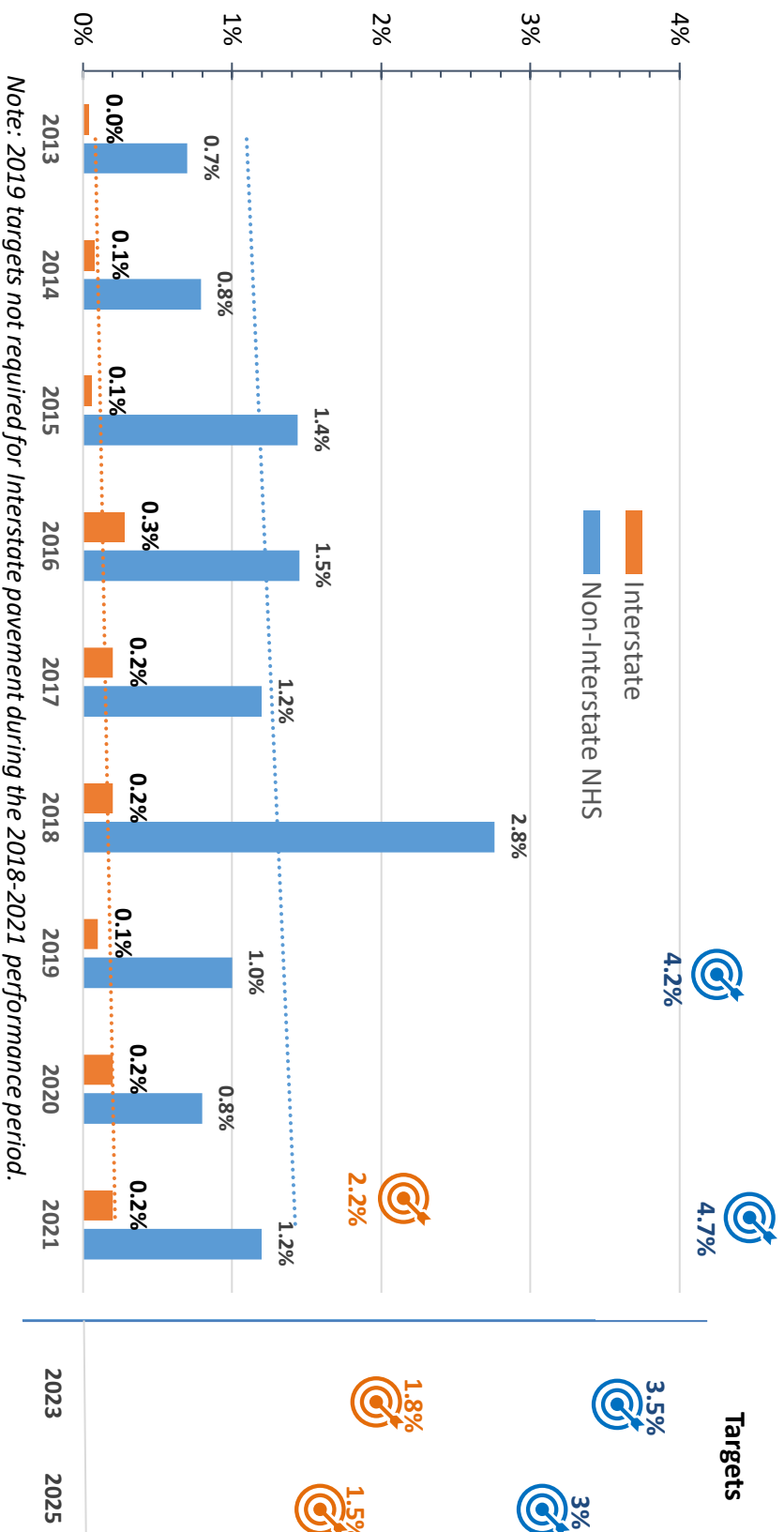




PM2 Pavement in Poor Condition

Lower number = better performance

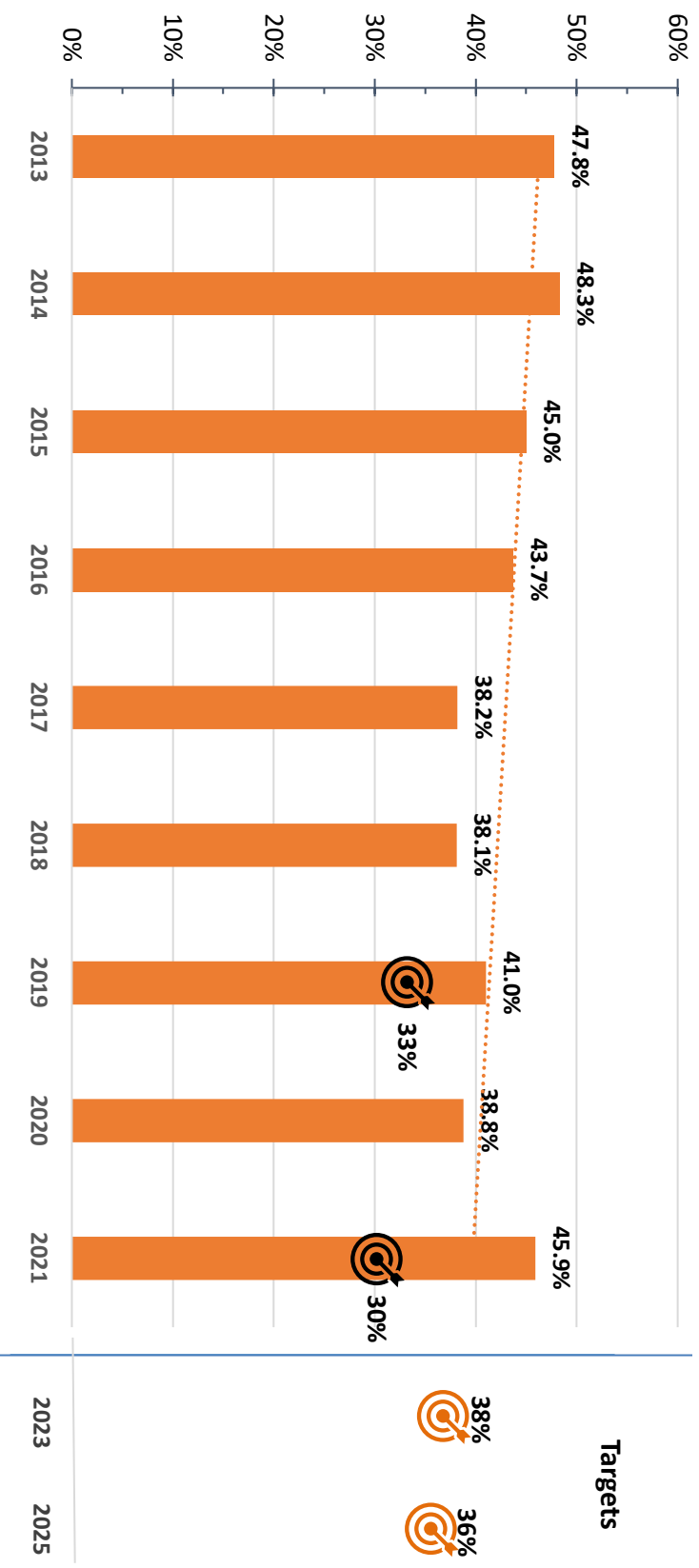
✓ 2019 and 2021 targets were met



PM2 Bridges – Good Condition

- Percent NHS bridge deck area in good condition
- Higher number = better performance

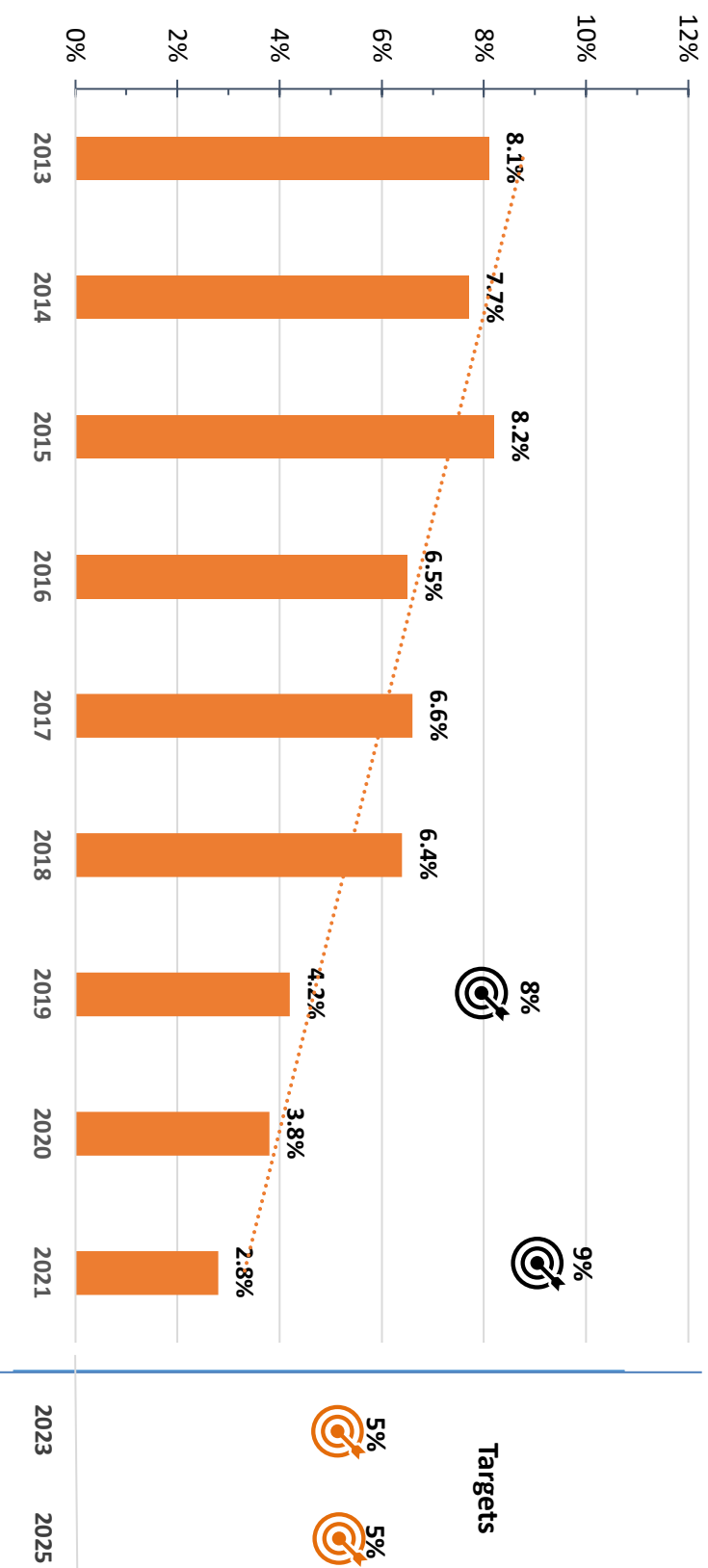
✓ 2019 and 2021 targets met



PM2 Bridges – Poor Condition

- Percent NHS bridge deck area in poor condition
- Lower number = better performance

✓ 2019 and 2021 targets met



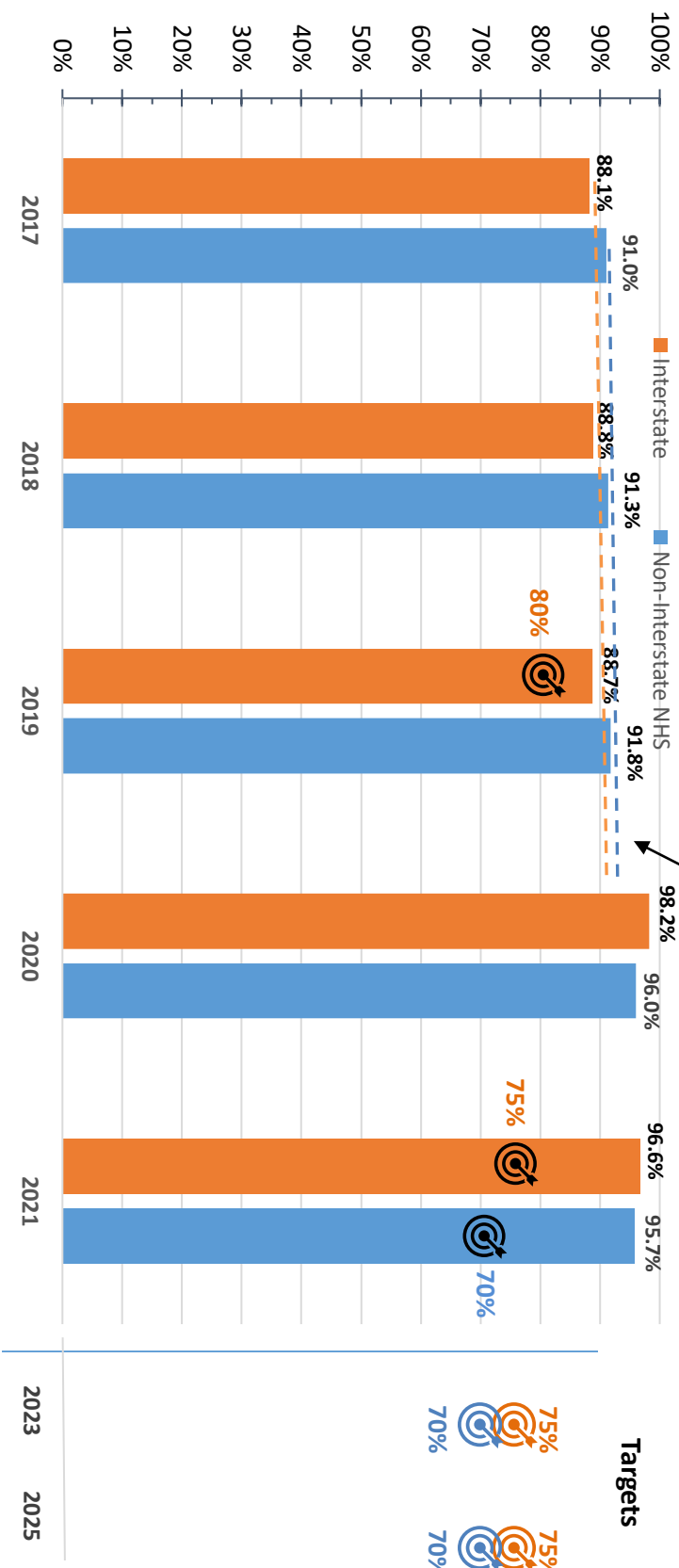


PM3 Travel Time Reliability

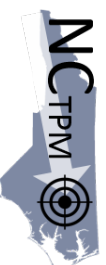
- Percent of person-miles traveled on the Interstate that are reliable
- Percent of person-miles traveled on the non-Interstate NHS that are reliable
- Higher number = better performance

✓ 2019 and 2021 targets met

Pre-pandemic trendlines
(2017-2019)



Note: 2-year targets not required for non-NHS Interstate reliability during the 2018-2021 performance period.

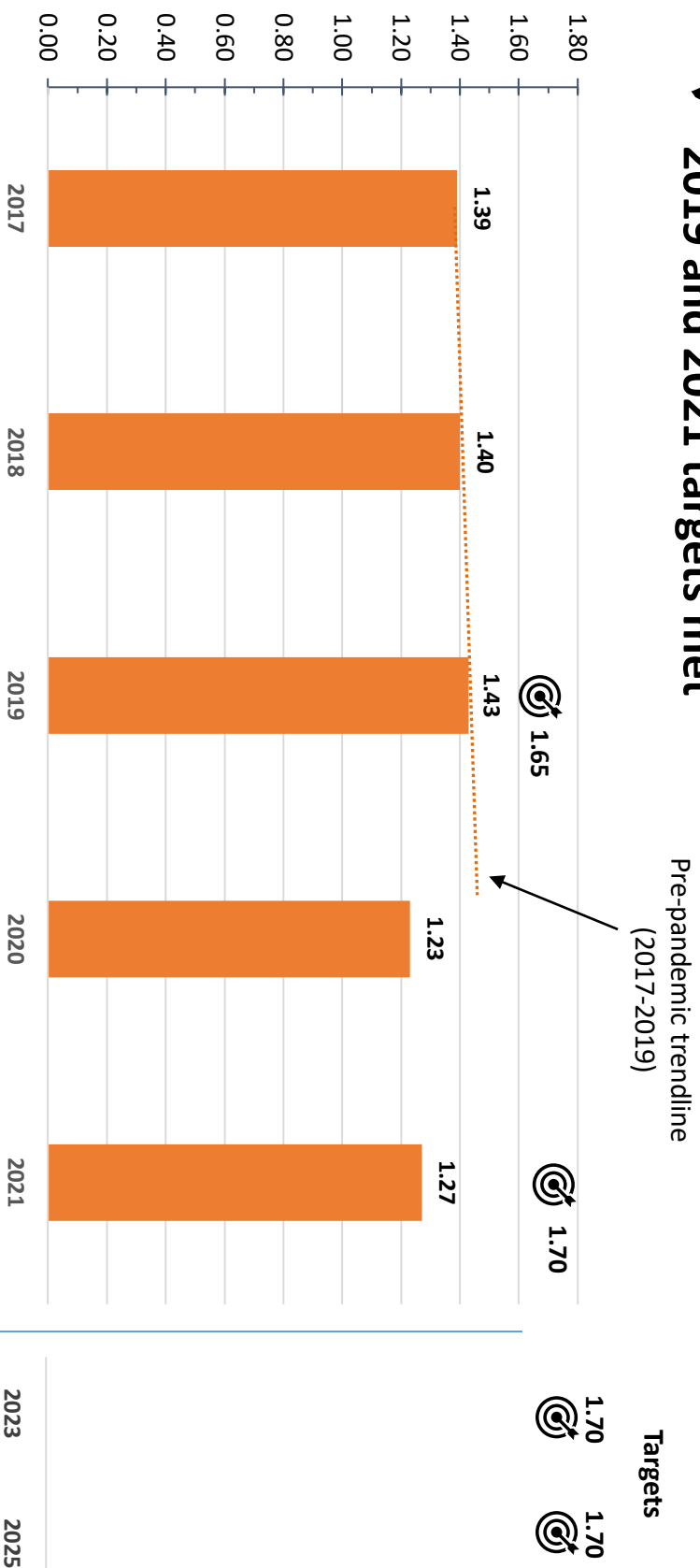




PM3 Truck Travel Time Reliability Index

- Interstate only
- Lower number = better performance

✓ **2019 and 2021 targets met**

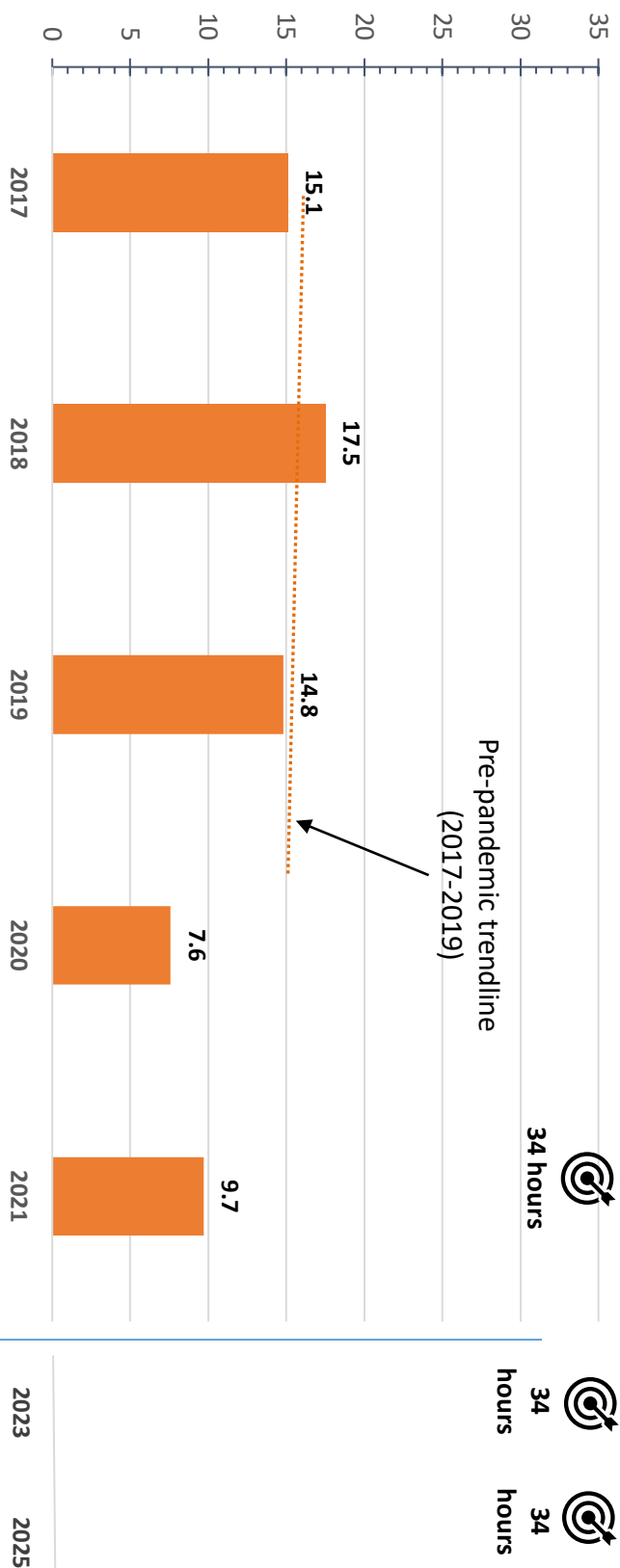




PM3 Peak Hour Excessive Delay (PHED) Charlotte Urbanized Area

- Annual hours of PHED per capita on the NHS

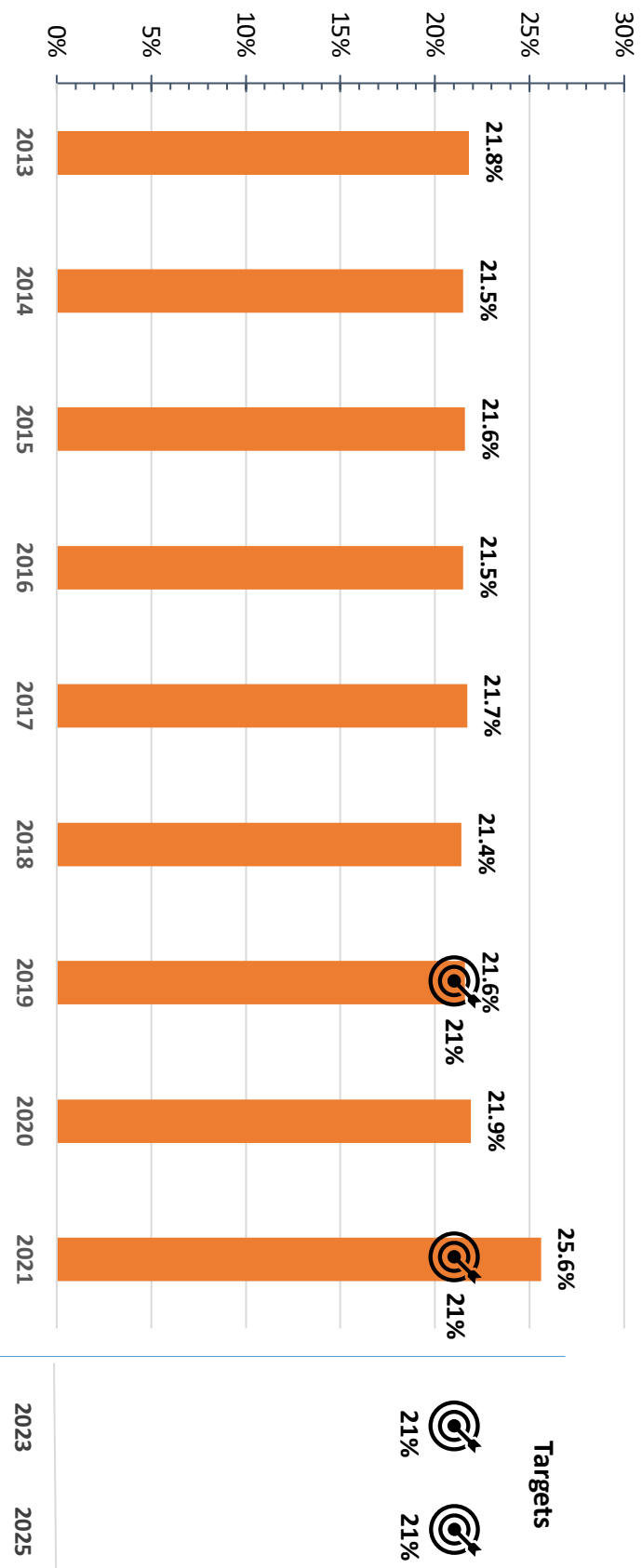
✓ 2021 target met
(2019 target not required)





PM3 Percent Non-SOV Travel – Charlotte Urbanized Area

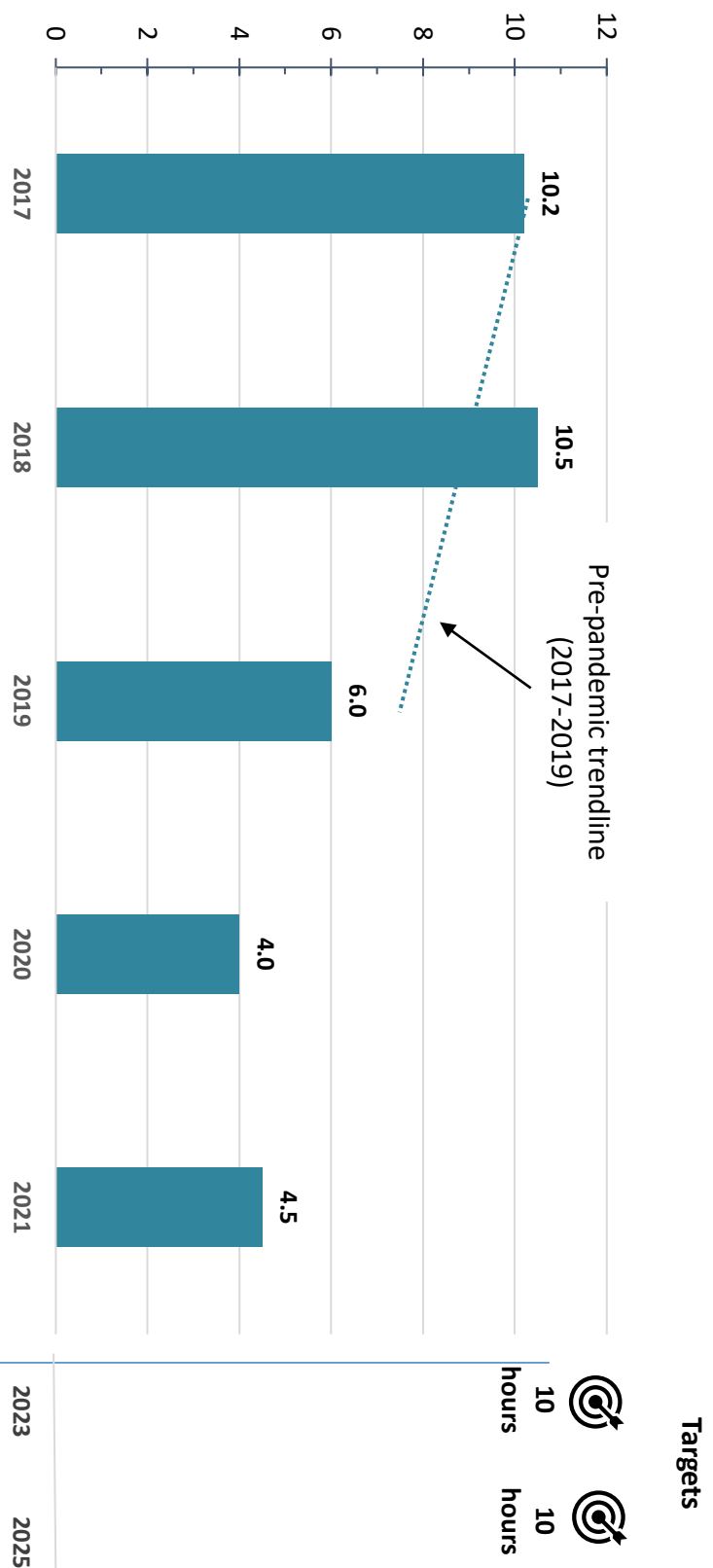
✓ 2019 and 2021 targets met





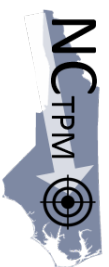
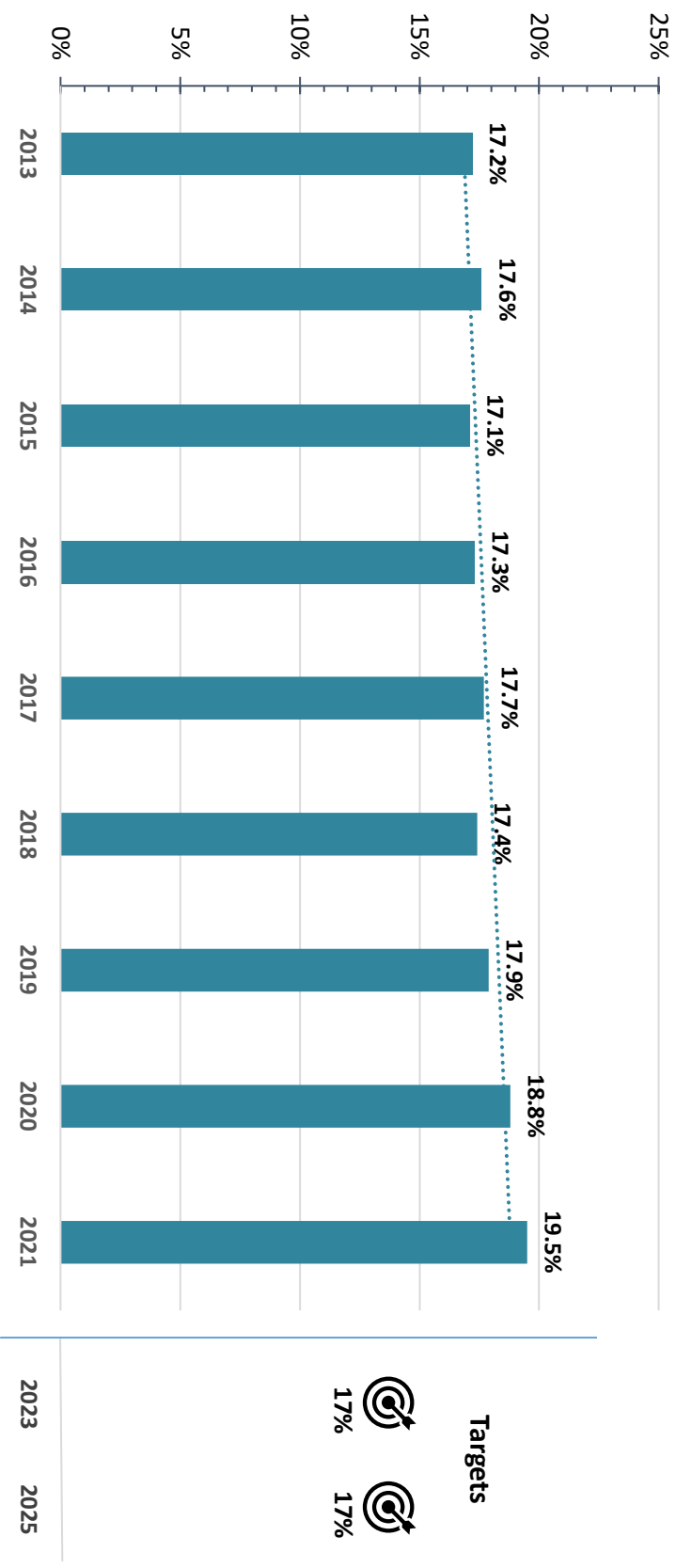
PM3 Peak Hour Excessive Delay (PHED) Concord Urbanized Area

- Annual hours of PHED per capita on the NHS





PM3 Percent Non-SOV Travel Concord Urbanized Area



PM₃ CMAQ Emissions Reductions

- Total emissions reductions from CMAQ projects (kg/day)

✓ 2019 and 2021 targets met

Baseline (2014- 2017)	2018- 2019 Actual	2020- 2021 Actual	2019 Target	2021 Target	2023 Target	2025 Target
VOC 11.135	VOC 133.747	VOC 90.606	VOC ≤ 0.252	VOC ≤ 0.504	VOC ≤ 0.557	VOC ≤ 1.114
NOx 32.907	NOx 429.415	NOx 245.308	NOx ≤ 2.360	NOx ≤ 4.720	NOx ≤ 2.229	NOx ≤ 4.458

All emissions are in kg/day

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

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

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

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

WHEREAS, Federal regulations (23 CFR Part 490) require States to set targets for interstate and non-interstate National Highway System (NHS) pavement condition, NHS bridge condition, travel time reliability, freight reliability, and emissions reduction; and

WHEREAS, the North Carolina Department of Transportation has established targets for the performance measures noted above; and

WHEREAS, the North Carolina Department of Transportation coordinated the establishment of targets with the 19 MPOs in North Carolina during the spring and summer of 2022; and

WHEREAS, the North Carolina Department of Transportation has officially established targets and transmitted them to FHWA on December 16, 2022; and

WHEREAS, Federal regulations require MPOs to establish targets within 180 days of the State establishing and reporting its targets to FHWA by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets for each measure or establish its own target.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby agrees to plan and program projects that contribute toward the accomplishment of the State's targets for each of the listed performance measures.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 20, 2023.

Henry E. Miller III, Chair

Mike Kozlosky, Secretary



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

MEMORANDUM

To: WMPO Board Members
From: Carolyn Caggia, Associate Transportation Planner
Date: February 2, 2023
Subject: E-bike general statutes and policies

The North Carolina General Statutes (NCGS) currently defines Electric Assisted Bicycles as bicycles with fully operable pedals and electric motor of no more than 750 watts, capable of a maximum speed of 20mph.

The NCGS do not outline subclasses for types of e-bikes and where they can be ridden, although other states have done so in their laws, including Virginia, Tennessee, and Georgia. In 2019, the WMPO Bicycle and Pedestrian Advisory Committee developed, and the Board officially endorsed, a model ordinance that included language for defining these subclasses:

- “Class 1” - An electric bicycle with a motor that assists when pedaling only, until a maximum speed of 20mph. This aligns with NCGS’ definition of an “electric assisted bicycle, § 20-4.01(7a).
- “Class 2” - The motor on the e-bike may be used to propel the bicycle without pedaling, until a maximum speed of 20 mph. This aligns with the NCGS’ definition of a “motor-driven bicycle, § 20-4.01(27i).
- “Class 3” - The motor assists when pedaling only, until maximum speed of 28 mph.

The model ordinance also outlined:

- Access rules – Class 3 electric bicycles may be ridden on streets, roadways, and bike lanes, but are restricted from slower speed off-road facilities such as multiuse paths, sidewalks, or designated park trails (whereas Class 1 and 2 are permitted). All electric bicycles must follow all bicycling traffic laws in the NCGS Chapter 20.
- Helmet requirements – All electric bicycle riders shall wear a helmet or be subject to an infraction and fine.

Many cities in North Carolina do not address e-bikes and where they may be permitted in their ordinances. Here are some examples of rules from cities that have begun to address e-bikes in their ordinances:

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

-
- In Raleigh, e-bikes may ride in the same places as traditional bikes, adhering to speed limit rules (such as 10mph for greenways)
 - In Durham, e-bike and motorized scooter users may use shared-use paths provided they yield to pedestrians.
 - In Charlotte, e-bikes at a speed of less than 15 mph may ride on sidewalks, except in a specific downtown area.

The WMPO works continually to promote bicyclist/pedestrian safety and etiquette through the Be A Looker campaign, which aims to educate all road users on rules of the road and safety practices. The Be A Looker campaign will run from April to October 2023.

It's also Year of the Trail, so staff will work with member jurisdictions to promote safety and etiquette while celebrating and promoting general trail usage. Staff is also working to develop a series of videos highlighting trail etiquette which will be posted to social media and the Go Coast website.

Wilmington Urban Area Metropolitan Planning Organization
Draft 2023 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 Priority- Cape Fear Memorial Bridge

The Wilmington Urban Area MPO Board has 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 continues to be 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 and/or bicycles 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.

Electric Assisted Bicycle Legislation

The Wilmington Urban Area MPO supports the use of electric assisted bicycles to provide an alternative mode of transportation when utilized in a safe and responsible manner. The MPO encourages the North Carolina General Assembly to implement legislation defining e-bicycle subclasses. Locations of permissible use of electric assisted bicycles should be subject to local government control through their adopted codes and ordinances.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

RESOLUTION ADOPTING THE 2023 LEGISLATIVE AGENDA

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, to maintain and enhance the transportation infrastructure and quality of life enjoyed by the citizens and visitors of our region, the Wilmington Urban Area Metropolitan Planning Organization's Board is committed to working in partnership with our colleagues, other governmental entities, and our local, state, and federal delegation; and

WHEREAS, local governments, the North Carolina General Assembly, and the United States Congress all play essential roles in helping the region provide efficient transportation systems; and

WHEREAS, to facilitate these productive relationships with our local, state, and federal partners, the Wilmington Urban Area Metropolitan Planning Organization established a legislative agenda to share with our delegation in the North Carolina General Assembly and United States Congress.

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

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 20, 2023.

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

DRAFT 2/1/23

Wilmington Urban Area Metropolitan Planning Organization Conflict of Interest Policy: Recusal Procedure and Guidelines

The Wilmington Urban Area Metropolitan Planning Organization (“WMPO”) seeks to prevent and avoid any conflicts of interest in the conduct of its business and to avoid any appearance of such conflicts to the public it serves. Each WMPO Board Member, and his/her alternate, has the duty to place the interests of the WMPO and the public it serves foremost in the conduct of business by the WMPO and has a continuing responsibility to comply with this policy.

WMPO Board Members shall comply with the provisions of G.S. 136-200.2(g) through (k), and all other applicable provisions of law. In the event that a conflict of interest is identified and no statutory exceptions allow the Board Member to participate in a matter, the Board Member shall recuse him/herself and shall not participate in any verbal or written action regarding the matter. In addition to all statutory requirements, the Board Member shall:

1. Promptly Disclose the Conflict or Potential Conflict of Interest. The Board Member shall promptly disclose in writing to the Board any conflict of interest or potential conflict of interest, which written disclosure shall be attached to the minutes of the meeting in which any discussion or vote was taken by the Board related to that disclosure.

2. Decline to Vote or Take Action on the Matter. The Board Member shall not vote and shall not otherwise take action or make a determination on the matter. To the extent permitted and feasible, the Board Member may request that his/her alternate participate in the matter on behalf of the member jurisdiction, provided that such participation by the alternate does not also create a conflict of interest or the appearance of a conflict of interest, and provided further that such participation by the alternate does not delay the Board’s timely consideration of and/or action upon the matter.

3. Decline to Participate in Discussions on the Matter. The Board Member shall avoid participating in verbal or written discussions about the matter with fellow Board Members, WMPO Staff, NCDOT Staff and other government officials, interested parties, and members of the media or the public. This includes both formal discussions of the full Board or a Board committee or informal conversations concerning the matter.

4. Not Seek or Accept Non-Public Information Concerning the Matter. The Board Member shall not be provided with or accept non-public information related to the matter or request such information. This includes information accepted or requested from fellow Board

Members, WMPO Staff, NCDOT Staff or other government officials, and interested parties.

5. Leave the Meeting Room While the Matter Is Under Consideration. The Board Member shall leave the meeting room in order to ensure that those present at the meeting are not influenced by the Board Member's presence or interest in the matter.

This policy shall be distributed to each WMPO Board Member and (if applicable) his/her alternate.

This policy may be revised or amended as deemed appropriate by the WMPO Board.

This policy is in addition to all applicable Federal and State ethics, disclosure and confidentiality laws, rules, and requirements. In the event that this policy conflicts or is inconsistent with any applicable Federal or State law, rule or requirement, the Federal and/or State law, rule or requirement shall control.

Adopted this ____ day of _____, 2023.

§ 136-200.2. Decennial review of metropolitan planning organization boundaries, structure, and governance.

(a) **Evaluation.** – Following each decennial census, and more frequently if requested by an individual metropolitan planning organization, the Governor and the Secretary of Transportation, in cooperation with the affected metropolitan planning organization or organizations, shall initiate an evaluation of the boundaries, structure, and governance of each metropolitan planning organization in the State. The goal of the evaluation shall be to examine the need for and to make recommendations for adjustments to metropolitan planning organization boundaries, structure, or governance in order to ensure compliance with the objectives of 23 U.S.C. § 134. The Secretary shall submit a report of the evaluation process to the Governor and to the Joint Legislative Transportation Oversight Committee.

(b) **Factors for Evaluation.** – The evaluation of the area, structure, and governance of each metropolitan planning organization shall include all of the following factors:

- (1) Existing and projected future commuting and travel patterns and urban growth projections.
- (2) Integration of planning with existing regional transportation facilities, such as airports, seaports, and major interstate and intrastate road and rail facilities.
- (3) Conformity with and support for existing or proposed regional transit and mass transportation programs and initiatives.
- (4) Boundaries of existing or proposed federally designated air quality nonattainment areas or air-quality management regions.
- (5) Metropolitan Statistical Area boundaries.
- (6) Existing or proposed cooperative regional planning structures.
- (7) Administrative efficiency, availability of resources, and complexity of management.
- (8) Feasibility of the creation of interstate metropolitan planning organizations.
- (9) Governance structures, as provided in subsection (c) of this section.

(c) **Metropolitan Planning Organization Structures.** – The Governor and Secretary of Transportation, in cooperation with existing metropolitan planning organizations and local elected officials, may consider the following changes to the structure of existing metropolitan planning organizations:

- (1) Expansion of existing metropolitan planning organization boundaries to include areas specified in 23 U.S.C. § 134(c).
- (2) Consolidation of existing contiguous metropolitan planning organizations in accordance with the redesignation procedure specified in 23 U.S.C. § 134(b).
- (3) Creation of metropolitan planning organization subcommittees with responsibility for matters that affect a limited number of constituent jurisdictions, as specified in a memorandum of understanding redesignating a metropolitan planning organization in accordance with the provisions of 23 U.S.C. § 134.
- (4) Formation of joint committees or working groups among contiguous nonconsolidated metropolitan planning organizations, with such powers and responsibilities as may be delegated to such joint committees pursuant to their respective memoranda of understanding.
- (5) Creation of interstate compacts pursuant to 23 U.S.C. § 134(d) to address coordination of planning among metropolitan planning organizations located in this State and contiguous metropolitan planning organizations located in adjoining states.
- (6) Delegation by the governing board of a metropolitan planning organization of part or all of its responsibilities to a regional transportation authority created

under Article 27 of Chapter 160A of the General Statutes, if the regional transportation authority is eligible to exercise that authority under 23 U.S.C. § 134.

(d) **Optional Governance Provisions.** – In addition to any other provisions permitted or required pursuant to 23 U.S.C. § 134, the memorandum of understanding, creating, enlarging, modifying, or restructuring a metropolitan planning organization may also include any of the following provisions relating to governance:

- (1) Distribution of voting power among the constituent counties, municipal corporations, and other participating organizations on a basis or bases other than population.
- (2) Membership and representation of regional transit or transportation authorities or other regional organizations in addition to membership of counties and municipal corporations.
- (3) Requirements for weighted voting or supermajority voting on some or all issues.
- (4) Provisions authorizing or requiring the delegation of certain decisions or approvals to less than the full-voting membership of the metropolitan planning organization in matters that affect only a limited number of constituent jurisdictions.
- (5) Requirements for rotation and sharing of officer positions and committee chair positions in order to protect against concentration of authority within the metropolitan planning organization.
- (6) Any other provision agreed to by the requisite majority of jurisdictions constituting the metropolitan planning organization.

(e) **Effect of Evaluation.** – Upon completion of the evaluation required under this section, a metropolitan planning organization may be restructured in accordance with the procedure contained in 23 U.S.C. § 134(b)(5).

(f) **Assistance.** – The Department may provide staff assistance to metropolitan planning organizations in existence prior to January 1, 2001, that are considering consolidation on or after January 1, 2001. In addition, the Department may provide funding assistance to metropolitan planning organizations considering consolidation, upon receipt of a letter of intent from jurisdictions representing seventy-five percent (75%) of the affected population, including the central city, in each metropolitan planning organization considering consolidation.

(g) **Ethics Provisions.** – All individuals with voting authority serving on a metropolitan planning organization who are not members of the Board of Transportation shall do all of the following:

- (1) Except as permitted under this subdivision, no MPO member acting in that capacity shall participate in an action if the member knows the member, the member's extended family, or any business with which the member is associated may incur a reasonably foreseeable financial benefit from the matter under consideration, which financial benefit would impair the MPO member's independence of judgment or from which it could reasonably be inferred that the financial benefit would influence the member's participation in the action. An MPO member may participate in an action of the MPO under any of the following circumstances:
 - a. When action is ministerial only and does not require the exercise of discretion.
 - b. When the committee records in its minutes that it cannot obtain a quorum in order to take the action because the MPO member is disqualified from acting, the MPO member may be counted for

purposes of a quorum but shall otherwise abstain from taking any further action.

- (2) An MPO member shall have an affirmative duty to promptly disclose in writing to the MPO any conflict of interest or potential conflict of interest under subdivision (1) of this subsection. All written disclosures shall be a public record under Chapter 132 of the General Statutes and attached to the minutes of the meeting in which any discussion or vote was taken by the MPO related to that disclosure.
- (3) File a statement of economic interest with the State Ethics Commission in accordance with Article 3 of Chapter 138A of the General Statutes, for which the State Ethics Commission shall prepare a written evaluation relative to conflicts of interest and potential conflicts of interest and provide a copy of that evaluation to the MPO member. All statements of economic interest and all written evaluations by the Commission of those statements are public records as provided in G.S. 138A-23. The penalties for failure to file shall be as set forth in G.S. 138A-25(a) and (b).
- (4) File, with and in the same manner as the statement of economic interest filed under subdivision (3) of this subsection, an additional disclosure of a list of all real estate owned wholly or in part by the MPO member, the MPO member's extended family, or a business with which the MPO member is associated within the jurisdiction of the MPO on which the MPO member is serving. All additional disclosures of real estate filed by MPO members are public records under Chapter 132 of the General Statutes. The penalties for failure to file shall be as set forth in G.S. 138A-25(d).

(h) Confidential Information. – An MPO member shall not use or disclose any nonpublic information gained in the course of or by reason of serving as a member of the MPO in a way that would affect a personal financial interest of the MPO member, the MPO member's extended family, or a business with which the MPO member is associated.

(i) Definitions. – For purposes of this section, "extended family" shall have the same meaning as in G.S. 138A-3(25), "business with which associated" shall have the same meaning as in G.S. 138A-3(7), and "financial benefit" shall mean a direct pecuniary gain or loss or a direct pecuniary loss to a business competitor.

(j) Violations. – A violation of subdivision (1) of subsection (g) of this section shall be a Class 1 misdemeanor. An MPO member who knowingly conceals or knowingly fails to disclose information that is required to be disclosed on a required filing under subdivisions (3) or (4) of subsection (g) of this section shall be guilty of a Class 1 misdemeanor. An MPO member who provides false information on a required filing under subdivisions (3) or (4) of subsection (g) of this section knowing that the information is false is guilty of a Class H felony. If the State Ethics Commission receives written allegations of violations of this section, the Commission shall report such violations to the Director of the State Bureau of Investigation for investigation and referral to the District Attorney for possible prosecution. All written allegations or related documents are confidential and are not matters of public record.

(k) All individuals with voting authority serving on an MPO who are members of the Board of Transportation shall comply with Chapter 138A of the General Statutes and G.S. 143B-350 while serving on the MPO. (2000-80, s. 5; 2013-156, s. 1(b); 2014-58, s. 12(a); 2014-115, s. 56.6A(a); 2015-264, s. 72(a); 2017-6, s. 3; 2018-146, ss. 3.1(a), (b), 6.1.)

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ADOPTING A CONFLICT OF INTEREST POLICY 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, the Wilmington Urban Area Metropolitan Planning Organization (WMPO) seeks to prevent and avoid any conflicts of interest in the conduct of its business and to avoid any appearance of such conflicts to the public it serves; and

WHEREAS, each WMPO Board Member, and his/her alternate, has the duty to place the interests of the WMPO and the public it serves foremost in the conduct of business by the WMPO and has a continuing responsibility to comply with this policy; and

WHEREAS, the WMPO Board Members shall comply with the provisions of G.S. 136-200.2(g) through (k), and all other applicable provisions of law; and

WHEREAS, in the event that a conflict of interest is identified and no statutory exceptions allow the Board Member to participate in a matter, the Board Member shall recuse him/herself and shall not participate in any verbal or written action regarding the matter; and

WHEREAS, the conflict of interest policy provides for the recusal procedures and guidelines.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the Wilmington Urban Area Metropolitan Planning Organization's conflict of interest policy.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 20, 2023.

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #23-2 (February 2023)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

EB-6039 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CAROLINA BEACH, CONSTRUCT BIKE LANES ALONG ST. JOSEPH AVENUE AND LEWIS DRIVE FROM LAKE PARK BOULEVARD TO ACCESS DRIVE IN CAROLINA BEACH. <u>AT THE REQUEST OF THE MUNICIPALITY, DELAY CONSTRUCTION FROM FY 23 TO FY 24.</u>	CONSTRUCTION	FY 2024 - FY 2024 - \$398,000 \$100,000 \$498,000	(BGDA) (L)
HB-0039 NEW HANOVER	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 17/76/421, REPLACE BRIDGE 640013 (CAPE FEAR MEMORIAL BRIDGE) OVER CAPE FEAR RIVER. <u>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY USING HIGHWAY FUNDS.</u>			
HS-2003Y NEW HANOVER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 117 / NC 132 (COLLEGE ROAD), AT SR 2313 WILSHIRE BOULEVARD) IN WILMINGTON. INSTALL PEDESTRIAN COUNTDOWN HEADS. <u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	CONSTRUCTION	FY 2026 - \$63,000	(HSIP)
HS-2003Z NEW HANOVER PROJ.CATEGORY REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 17-76 (WOOSTER STREET), AT SR 1217 (17TH STREET) IN WILMINGTON. REVISE TRAFFIC SIGNAL AND INSTALL PEDESTRIAN COUNTDOWN HEADS. <u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	CONSTRUCTION	FY 2026 - \$114,000 \$114,000	(HSIP)

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #23-2
(February 2023)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS			
P-5740B NEW HANOVER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CSX SE LINE, IMPROVEMENTS TO HIGHWAY GRADE CROSSINGS, CLOSE AND IMPROVE VARIOUS EXISTING AT-GRADE CROSSINGS. <u>TO ALLOW ADDITIONAL TIME FOR UTILITY INVESTIGATION, DELAY CONSTRUCTION FROM FY 23 TO FY 24. DP FUNDS REPRESENT FEDERAL CRISI GRANT FUNDS.</u>	RIGHT-OF-WAY CONSTRUCTION
		FY 2023 -	\$600,000 (T)
		FY 2024 -	\$301,000 (DP)
		FY 2024 -	\$214,000 (T)
		FY 2025 -	\$2,033,000 (DP)
		FY 2025 -	\$1,443,000 (T)
		FY 2026 -	\$209,000 (DP)
	FY 2026 -	\$149,000 (T)	
		\$4,949,000	

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #23-2 (February 2023)

STATEWIDE PROJECT

STIP MODIFICATIONS

R-5966 STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	FEDERAL TRIBAL TRANSPORTATION PROGRAM (FTTP). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO TRIBAL LANDS. <u>UPDATE FUNDING IN FY 23, FY 24, FY 25, AND FY 26 AT THE REQUEST OF THE FEDERAL HIGHWAY ADMINISTRATION.</u>	CONSTRUCTION	FY 2023 - \$5,692,000 (FTTP) FY 2024 - \$5,059,000 (FTTP) FY 2025 - \$4,469,000 (FTTP) FY 2026 - \$1,694,000 (FTTP) \$16,914,000
TC-0018 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5310 CAPITAL PROJECTS FOR RURAL AND URBAN AREAS. <u>ADD FUNDING IN FY 24 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CAPITAL	FY 2023 - \$360,000 (S) FY 2023 - \$404,000 (L) FY 2023 - \$2,929,000 (5310) FY 2024 - \$325,000 (S) FY 2024 - \$350,000 (L) FY 2024 - \$2,607,000 (5310) \$6,975,000
TM-0023 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, INTEGRATED MOBILITY DIVISION STATE ADMINISTRATION FUNDS TO SUPPORT THE IMD WITH PROVIDING SUBRECIPIENT MONITORING AND OVERSIGHT AND PROVIDE TECHNICAL ASSISTANCE IN THE DEVELOPMENT OF PROJECTS AND PLANS FOR SMALL URBAN AND RURAL AREAS(5310 ADMIN/OPERATING/CAPITAL PURCHASE SERVICE) <u>ADD FUNDING IN FY 24 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	ADMINISTRATIVE	FY 2023 - \$522,000 (5310) FY 2024 - \$500,000 (5310) \$1,022,000
TQ-6954 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5310 OPERATING PROJECTS FOR RURAL AREAS <u>ADD FUNDING IN FY 24 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	OPERATIONS	FY 2023 - \$2,137,000 (L) FY 2023 - \$2,138,000 (5310) FY 2024 - \$695,000 (L) FY 2024 - \$2,005,000 (5310) \$6,975,000

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #23-2
(February 2023)

STATEWIDE PROJECT

STIP MODIFICATIONS

R-5753 STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	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.	CONSTRUCTION	FY 2023 - \$7,090,000 (FLTP) FY 2024 - \$1,700,000 (FLTP) FY 2025 - \$48,868,000 (FLTP) FY 2026 - \$1,936,000 (FLTP) FY 2027 - \$117,000 (FLTP) \$59,711,000
<u>UPDATE FUNDING IN FY 23, FY 24, FY 25, FY 26, AND FY 27 AT THE REQUEST OF THE FEDERAL HIGHWAY ADMINISTRATION.</u>				



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MEMORANDUM

TO: TCC Members

FROM: Mike Kozlosky, Executive Director

DATE: February 2, 2023

SUBJECT: 2020 Urbanized Area (UA) Census Data

On December 29, 2022, the US Census released the MPOs Urbanized Area (UA) Census data. The Wilmington Urban Area MPO's UA population based on the 2020 Census data is 255,329. Additional mapping information was released on January 11, 2023. These boundaries are based on the updated Urban Area criteria revised from the 2010 Decennial Census criteria.

NCGS § 136-200.2. Decennial review of metropolitan planning organization boundaries, structure, and governance requires that “– Following each decennial census, and more frequently if requested by an individual metropolitan planning organization, the Governor, and the Secretary of Transportation, in cooperation with the affected metropolitan planning organization or organizations, shall initiate an evaluation of the boundaries, structure, and governance of each metropolitan planning organization in the State. This review could require changes to the organizational boundaries, structure, and/or governance.”

The release of this population data and UA boundaries is a first steps in reviewing our organizational boundaries, structure, and governance. This UA data is critical in determining if and where the WMPO's Planning Boundary may extend to accommodate future population growth trends. Attached please find four maps depicting the following:

- Census 2020 UAs, 2010 UACs, and MPOs map provided by NCDOT
- Wilmington Urban Area MPO map provided by NCDOT
- The 2020 Decennial Census Urban Areas within existing MPO planning boundaries in southeastern North Carolina

FHWA will publish guidance and a timeline for establishing new MPOs or changing/smoothing the MPO boundaries.

I anticipate that this item will be on your agendas for discussion for the next several months.

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

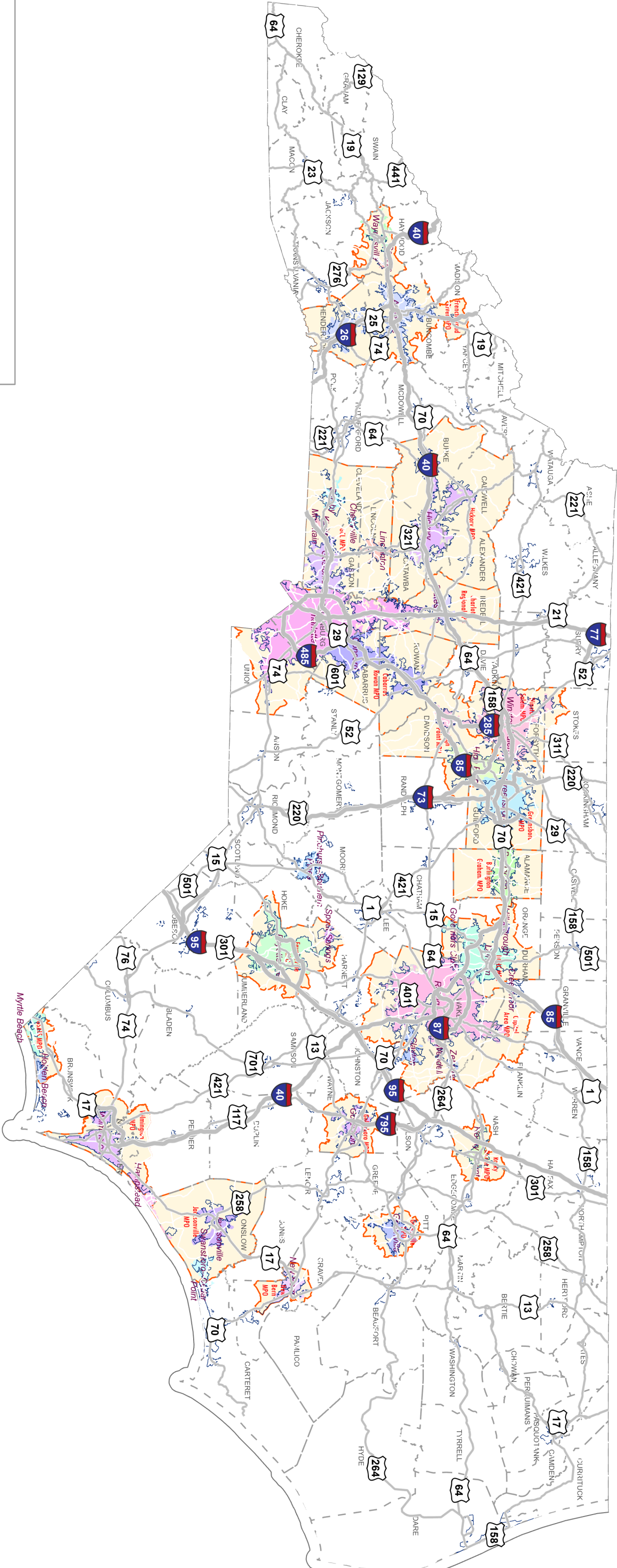
Census 2020 UAs, 2010 UACs and MPOs

2020 UA

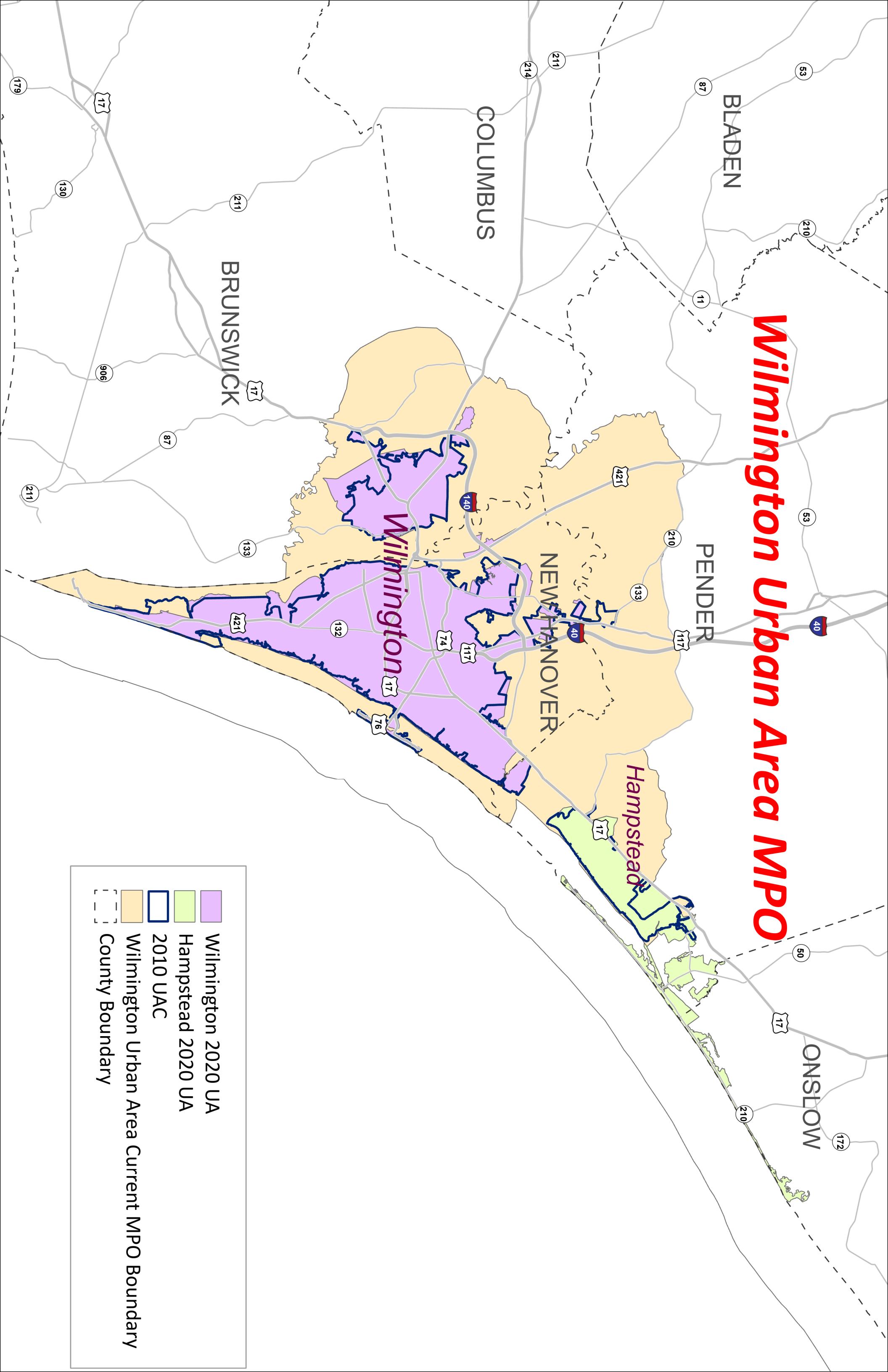
2010 UAC






Current MPO Boundary

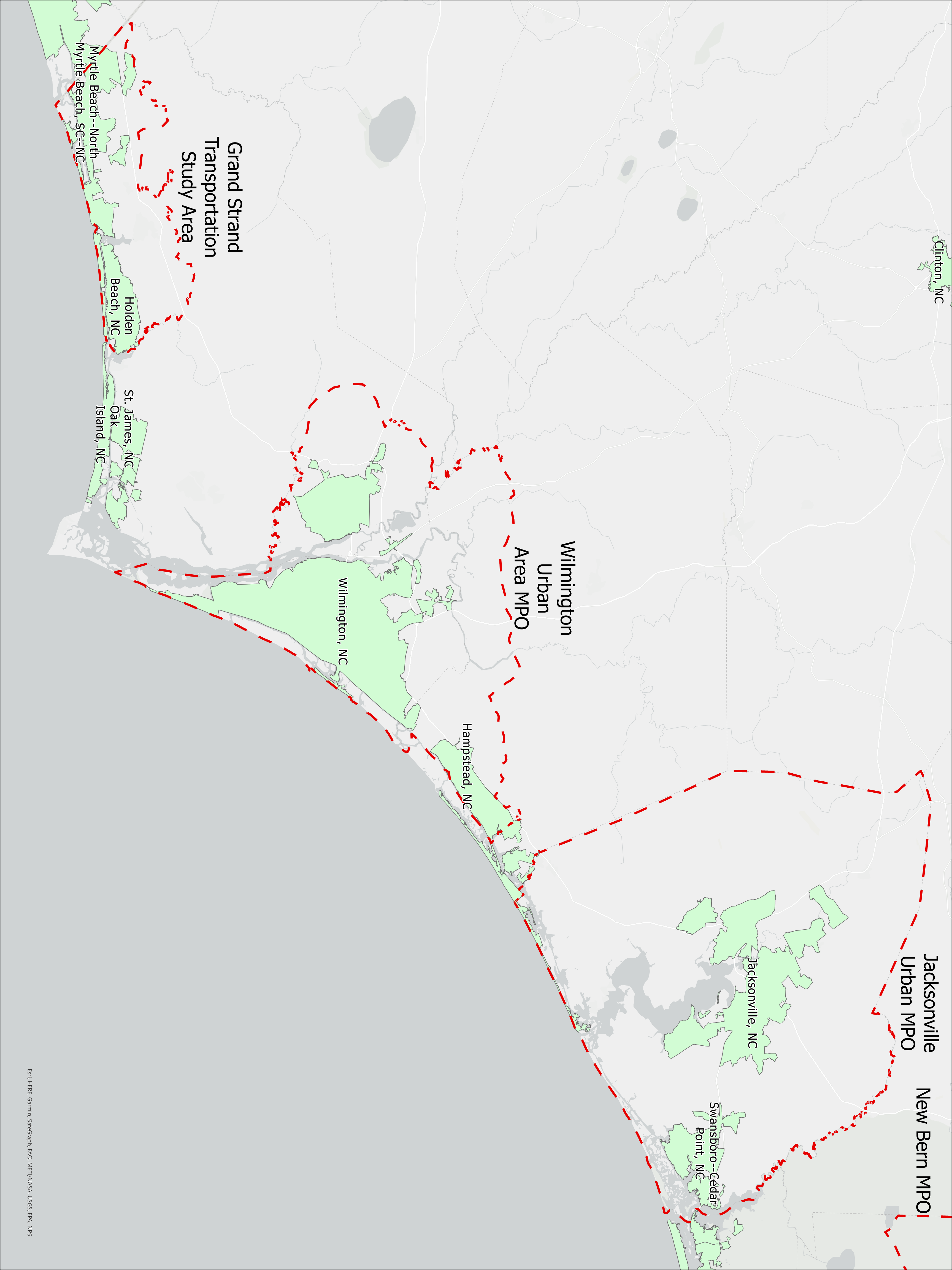
County Boundary



Wilmington Urban Area MPO



-  Wilmington 2020 UA
-  Hampstead 2020 UA
-  2010 UAC
-  Wilmington Urban Area Current MPO Boundary
-  County Boundary





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MEMORANDUM

TO: TCC Members

FROM: Mike Kozlosky, Executive Director

DATE: February 1, 2023

SUBJECT: Military Cutoff Road/Eastwood Road Interchange

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

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

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

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

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

The MPO Board delayed discussions on the proposed project swaps at their November meeting based on this upcoming traffic forecast. Attached please find an e-mail from NCDOT Design Engineer Trace Howell, P.E. with information based on the new December 2022 traffic forecast. All project swaps must be agreed to by NCDOT and the MPO with documentation of the agreement provided to NCDOT's STIP Unit by March 17, 2023.

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

From: [Howell, Trace R](#)
To: [Mike Kozlosky](#)
Cc: [Hite, Katie E](#); [Kimes, D. Chad](#); [Cox, Adrienne M](#); [Marks, Caitlin M](#); [Leonard, David](#)
Subject: RE: U-5710A
Date: Thursday, January 5, 2023 4:31:54 PM
Attachments: [image001.png](#)

Hey Mike,

Please see updated information below based on the new December 2022 traffic forecast. The new December 2022 forecast accounts for traffic related to U-5710A (Drysdale Drive Extension) and the CenterPoint development. A summary of the findings are as follows:

- 2022 – Unacceptable Level of Service (LOS) E anticipated at the Eastwood Road/Military Cutoff Road intersection. Based on new 2022 forecast, Military and Eastwood currently operates at an unacceptable Level of Service (LOS) E. Even with the U-5710A project, this intersection will remain an LOS E.
- 2029 – First year of unacceptable Level of Service (LOS) E anticipated within the study area with restricted mainline left-turns along Eastwood Road at the intersection of Military Cutoff Road and Eastwood Road. These left turns are rerouted onto the new Drysdale Drive.
- 2045 – Unacceptable Level of Service (LOS) F that also restricts the mainline left-turns as described above. Additional lanes and improvements (primarily along Military Cutoff Road) are needed to operate acceptably. This would result in additional impacts and would likely offset the cost savings from constructing an at-grade option only.

All study area intersections are expected to operate acceptably with the full U-5710 project in place under 2045 conditions.

Let me know if you have any questions. Thanks.

Trace R. Howell, PE
Design Engineer
Project Development Unit - Division Three
North Carolina Department of Transportation

910 341 2000 office
910 675 0143 fax
trhowell1@ncdot.gov

5501 Barbados Boulevard
Castle Hayne, NC 28429

From: Hite, Katie E
Sent: Tuesday, November 22, 2022 8:12 AM
To: Mike.Kozlosky@wilmingtonnc.gov
Cc: Kimes, D. Chad <ckimes@ncdot.gov>; Cox, Adrienne M <amcox1@ncdot.gov>
Subject: U-5710A

Good morning, Mike:

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

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

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

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

Katie Hite, PE, PTOE

Division Project Development Engineer

Division 3

NCDOT – Division of Highways

910 341 2000 office

910 604 0249 mobile

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**WILMINGTON URBAN AREA
MPO
February 2023**

WALK WILMINGTON COMPREHENSIVE PEDESTRIAN PLAN UPDATE

Project Description/Scope: The City of Wilmington, in recognizing the desire of its citizens for a more walkable, livable community, applied for and received an NCDOT Planning Grant in 2021 to update the 2009 Walk Wilmington Comprehensive Pedestrian Plan. A Steering Committee, comprised of local stakeholders, citizens, and city staff, has been assembled to work with the consultant, Alta, to guide the development of the plan's update. The Steering Committee held its first meeting on Monday, March 28th. During the meeting, Steering Committee members discussed their visions for the future of walking in the City; reviewed the successes of the current plan and opportunities to build upon; and began identification of where improvements will be most critical in the future. Alta completed a draft existing conditions analysis and an infrastructure safety analysis. The infrastructure safety analysis was presented to and discussed by the Steering Committee during its May 26th meeting, as well as a strategy for public engagement. A comprehensive public engagement period that includes both a survey and input map application began June 15 and continued through mid-August. Ongoing during the outreach process were several in-person survey opportunities targeted to gather input from traditionally underserved communities. Just over 1,000 survey responses were received and used by Alta as a framework to guide the development of project and policy recommendations. The Walk Wilmington Steering Committee reviewed the draft priority areas identified through this framework during its September 27th meeting. Alta incorporated the Committee's initial comments and released a draft plan in November for the Steering Committee's further review. The committee's comments, as well as comments from key city staff, were sent to Alta on December 16, 2022. A final Steering Committee meeting, presenting the plan for receiving public comment on the draft plan and requesting assistance in promoting its availability was held on January 17th.

Project Status and Next Steps:

- Draft plan was released for public review and comment on January 20th and will remain available for comment until February 20th.
- Two Public Workshops were held to allow for in person review and comment on the plan's recommendations. The first was held January 31 from 5pm – 7pm at Halyburton Park, and the second on February 1 from 5pm to 7pm at the MLK Community Center.
- Final plan presentation to City Council in April 2023

PENDER COUNTY BICYCLE AND PEDESTRIAN PLAN

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

Project Status and Next Steps:

- An online survey is open for public feedback for the plan and is anticipated to close at the end of January.
- The first steering committee meeting is taking place on February 1st at the Hampstead Annex Auditorium from 4:00 to 5:30 p.m.
- Plan will be completed by June 2023.

SITE DEVELOPMENT REVIEW

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

- New Hanover County Formal Plan Reviews: 13 reviews
- New Hanover County Informal Plan Reviews: 4 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Concept Plan Reviews: 0 reviews
- Town of Leland Formal Reviews: 5 reviews
- Town of Leland Informal Reviews: 0 review
- Town of Navassa Formal Plan Reviews: 0 review
- Town of Navassa Informal Reviews: 0 review
- Town of Navassa Concept Reviews: 0 review
- Town of Belville Formal Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Town of Carolina Beach Concept Reviews: 0 review
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- Pender County Formal Reviews: 3 reviews
- Pender County Informal Reviews: 1 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 49 reviews (9 new, 40 on-going)
- City of Wilmington Informal Reviews: 20 reviews (7 new, 13 on-going)
- City of Wilmington Concept Reviews: 1 review(s) (1 new, 0 on-going)
- City of Wilmington Full Releases: 8

TIA Reviews: 38 total active (34 under review; 2 approved; 1 new)

- New Hanover County 11 (0 new, 9 under review, 2 approved),
- City of Wilmington 11, (1 new, 10 under review, 0 approved),
- Carolina Beach 0,
- Town of Belville 0,
- Town of Leland 4, (0 new, 4 under review, 0 approved),
- Town of Navassa 2, (0 new, 0 approved, 2 under review),
- Pender County 7 (0 new, 7 under review, 0 approved) and
- Brunswick County 2, (0 new, 2 under review)

STBGP-DA/TASA-DA/CRRSAA **FY2013 to Present**

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:

- NCDOT approval of final design elements and right-of-way authorization obtained June 10, 2022

- Advertise for Bid – June 2023
- Begin Construction – October 2023
- Construction Complete- July 2024

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

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

Project Status and Next Steps:

- Official ribbon cutting occurred on January 25, 2022.
- Received NCDOT final acceptance on January 9, 2023.

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

- Construction commenced February 8, 2021
- Town of Leland is working with the Contractor's Surety
- Final Project Closeout date to be determined
- Project completion extended to June 30, 2023; Town signed the Agreements; NCDOT to fully execute

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

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

exists by the new Town Hall. 3) The construction of a 5-foot sidewalk along Old Fayetteville Road from the existing sidewalk in front of the apartment complex to Village Road NE.

Project Status and Next Steps:

- Construction commenced February 8, 2021
- Town of Leland is working with the Contractor's Surety
- Final Project Closeout date to be determined
- Project completion extended to June 30, 2023; Town signed the Agreements; NCDOT to fully execute

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
- Town of Leland is working with the Contractor's Surety
- Final Project Closeout date to be determined
- Project completion extended to June 30, 2023; Town signed the Agreements; NCDOT to fully execute

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

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

Project Status and Next Steps:

- Final Approval on PS&E from NCDOT February 28, 2022
- Bid advertised on March 3, 2022, with May 3, 2022, opening date, pre-bid meeting held on March 5, 2022
- One bid submitted on May 3, 2022.
- Re-Bid opening on May 10, 2022, only received one bid. Staff did not recommend award due to budget constraints.
- Submitted a Resolution to Council to Reject Bids approved by City Council on June 21st
- Submitted Change Request for CON Auth on October 13th
- Submitted required Environmental Consultation & NCDOT submitted the Construction Auth/funding request on October 25th
- Construction Funding/Auth Pending FHWA approval
- Readvertise with EB-6028 in Spring 2022

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

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

Project Status and Next Steps:

- Right Angle provided the 90% plans

- 90% plans and contract documents have been submitted to NCDOT
- CE Document has been approved
- Right-of-way authorization approved
- The consultant is proceeding with the right-of-way acquisition.
- Proposed property valuations have been submitted and have been approved by NCDOT.
 - Letters to property owners have been mailed to initiate the acquisition process.
 - Construction fund authorization request will occur next federal fiscal year

U-6233 CAROLINA BEACH HAMLET AVENUE/ US 421 TRAFFIC SIGNAL

Project Description/Scope: installation of traffic signal with pedestrian infrastructure at the intersection of Hamlet Avenue and US 421 in the Town of Carolina Beach

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

U-6234 MULTI-MODAL PHASE 1 B

Project Description/Scope: Rehabilitation of the historic structure located at 525 N 4th Street for MPO offices.

Project Status and Next Steps:

- Paragon Building Corp awarded bid and signed the contract
- Project design team working thru submittals and proposed construction schedule
- Contractor submitted a revised construction schedule and has mobilized on site
- September 12, 2022, building permit issued
- Right of Way permit has been approved
- Ongoing demolition of site and cleaning of the exterior walls
- Ongoing investigation for the stabilization of the brick
- Installed water service
- Prepared the masonry of the south parapet wall for reinstallation
- Prepared the subgrade for the concrete slab foundation installation
- Began installation of slab foundation (part 1 of 3)

U-6235 – CITY OF WILMINGTON/NEW HANOVER COUNTY – SIGNAL PRE-EMPTION PHASE 2

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

Project Status and Next Steps:

- Design contract approved May 5, 2021, by City Council and execution is complete.
- Design kick-off meeting held July 23, 2021, with Wilmington Fire Department, Traffic Engineering and Davenport Staff.
- Design started in October 2021 is expected to last through March 2023.

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

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

Project Status and Next Steps:

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

TASA-DA/CRRSAA/STIP

BL-0045 – DOWNTOWN GREENWAY PH. 1 DESIGN

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

Project Status and Next Steps:

- Agreement executed by NCDOT on April 20, 2022
- City has selected an on-call engineering consultant (WSP) to perform design and engineering. A scope and fee have been agreed upon and approved by NCDOT.
- Award of contract by City Council on September 6, 2022, City Council Meeting.
- Notice to proceed issued on October 2, 2022.
- WSP is continuing to coordinate initial as well as recurring meetings with critical stakeholders that include NCDOT Rail Division, CSX, and Cape Fear Public Utility Authority.
- A resubmittal of the 25% plans is anticipated by February 2023 with proposed final alignment.
- Public involvement and stakeholder meetings planned for February/March 2023.

BL – 0059 TOWN OF KURE BEACH - FORT FISHER BOULEVARD/K AVENUE AND NORTH 3RD STREET PEDESTRIAN SAFETY IMPROVEMENTS

Project Description/Scope: This project entails intersection improvements at Ft. Fisher Boulevard and K Avenue to include high visibility crosswalks, ADA ramps, and pedestrian signals; and filling gaps in the sidewalk network on Ft. Fisher Boulevard and N. 3rd Street that will create a pedestrian network connected to the Ft. Fisher Boulevard and K Avenue intersection.

Project Status and Next Steps:

- Agreement finalized and adopted September 2022

- Request for PE Authorization in October 2022
- Request for Letters of Interest to be sent in December 2022
- PE firm selection anticipated February 2023

EB-5600 – S. 17TH STREET MULTI-USE PATH

Project Description/Scope: This project consists of the construction of a 10' multiuse path along South 17th Street from Harbour Drive to Shipyard Boulevard and the installation of crosswalks and pedestrian signal heads at the intersection of South 17th Street and Shipyard Boulevard.

Project Status and Next Steps:

- Agreement executed with NCDOT on May 24, 2022
- Scope and Fee submitted to NCDOT on September 16, 2022
- Change Request for PE Authorization submitted to NCDOT on September 21, 2022, awaiting authorization
- Request to use RS&H (COW On-Call) approved by NCDOT on October 10, 2022
- NCDOT approved the scope and fee on November 2, 2022
- Change Request for PE Authorization approved on January 20, 2023
- Contract between City and RS&H executed on January 24, 2023 and notice to proceed issued.
- Design kick-off meeting between City and RS&H staff scheduled for early February.

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

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

Project Status and Next Steps:

- 100% plans approved by NCDOT
- Contract proposal (with cost estimate) approved April 11, 2022
- CEI contract award in October 2022
- Construction authorization January 2023
- Construction let date March 2023

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

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

Project Status and Next Steps:

- 100% plans approved by NCDOT
- Contract proposal (with cost estimate) approved April 11, 2022
- CEI contract award in October 2022
- Construction authorization January 2023
- Construction let date March 2023

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY

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

Project Status and Next Steps:

- Comments received from CFPWA indicate conflicts with utilities that will require design adjustments

- Right of way acquisition continuing (2 remaining, dependent on water/sewer changes needed)
- NCDOT issued notice of Construction Authorization on April 12, 2022.
- Level A SUE completed, and results have been reviewed.
- Utility re-design is complete
- Anticipated construction let date of March 2023

EB-6028 —CITY OF WILMINGTON- 21ST STREET/MARKET HAWK SIGNAL

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

Project Status and Next Steps:

- NCDOT has approved the 100% project plans
- Preparation of bid documents is underway
- Project approved by NCDOT on September 30, 2022
- Project to be bid with U-5534Q (College Rd @ Holly Tree Pedestrian Crossing).
- Awaiting construction authorization prior to announcing bid schedule

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

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

Project Status and Next Steps:

- Town Council has requested to cancel this project.
- The MPO Board supported removal of the project at their November 30th meeting.
- NCDOT to process request.

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

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

Project Status and Next Steps:

- Advertisement for on-call consultants, August 14, 2020
- Selection and signed contract with HDR on October 29, 2020
- Kickoff meeting on site with NCSPA on March 10, 2022
- NCSPA/WTRY call on April 5, 2022
- Draft scoping letter to Port on April 5, 2022
- Traffic counts completed April 12, 2022
- Scoping Letter to Agencies on April 18, 2022
- Draft design assumptions & Typical Sections submitted on June 3, 2022
- Draft Limited Environmental Records Review (LERR) submitted on July 5, 2022
- Revised typical sections submitted on July 7, 2022
- Natural Resources Technical Report (NRTR) on August 8, 2022
- Revised Limited Environmental Records Review (LERR) submitted August 15, 2022
- Draft 15% roadway submittal on September 15, 2022
- Preliminary Hydraulics submittal on October 11, 2022
- Revised Roadway plans submitted on November 16, 2022

TC – 0021 WAVE PASSENGER AMENITIES AND UPGRADES

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

Project Status and Next Steps:

- The project was awarded funds in November 2021
- NC Board of Transportation approved the flex request in January 2023

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. Go Coast Committee Meeting - The next Go Coast committee meeting will occur on February 16, 2023, at 3 PM.
2. Bicycle Helmet Initiative – The WMPO is applying for 100 bicycle helmets through NCDOT’s Bicycle Helmet Initiative. The helmets are to be distributed to low-income children with a safety education component, so helmets received will be distributed throughout the 2023 Be a Looker campaign. Applications are due February 3.
3. Be a Looker – WMPO and Go Coast will promote the Be a Looker campaign from April 2023 to October 2023, which encourages safety among all road users including motorists, bicyclists, and pedestrians.
4. Year of the Trail – WMPO staff is working with member jurisdictions to create a Story Map which highlights trails/greenways in our region. The Story Map will be featured on the WMPO website at wmpo.org/year-of-the-trail to promote trail usage during the statewide, yearlong Year of the Trail campaign.



Cape Fear Public Transportation Authority

January 2023 Project Updates

SIX MONTH FIXED ROUTE UPDATE

In July of 2022, Wave Transit made investments in four of our routes and the Saturday service schedule. The below reflects the growth from each of those routes over a six-month period ending December 31.

107- College Road (60-minute continuous service)	+53.6%
108 - Market Street (increased to 30-minute frequencies)	+25.3%
201 - Carolina Beach Road (increased to 30-minute frequencies)	+18.5%
205 - Longleaf Park (increased to 30-minute frequencies)	+11.7%
Saturday service – additional hour of morning service	+11.9%
Total system -	+4.2%

ZEV TRANSITION PLAN

In early 2022 NCDOT committed 100% funding to assist Wave Transit in developing a Zero Emissions Transition Plan.

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). The Transition Plan is a requirement by FTA to apply for grant funds supporting any ZEV projects, including vehicles and all related infrastructure. 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.

This study evaluates these potential impacts and develops a strategic road map to incorporate battery electric vehicles (BEV) and/or hydrogen fuel cell electric vehicles (FCEV) for Wave Transit. Wave Transit has a total of 68 vehicles, of which only 26 are CNG low emission vehicles.

Wave Transit staff is working with consultants from HDR to develop the transition plan.

CAPITAL PROJECTS

A Passenger Amenities Improvement Plan is currently under development to prioritize passenger amenity improvements and additions at our highest use stops, stops that are at points of interest, and stops with the highest wait times. There are currently three projects underway to improve passenger amenities. Total installations will include 26 shelters and 19 benches over the next 12-24 months.

OTHER PROJECTS

On December 21st, the United States Department of Transportation (USDOT) awarded NCDOT \$10.4 Million in Rural Surface Transportation Grant program funding to deploy on-demand microtransit services in eleven rural North Carolina communities, including the Wilmington area. MEE NC will accelerate the deployment of high-quality, on-demand transit services to rural, low-income

communities throughout North Carolina, leading to more equitable mobility and improved access to opportunities, services, and resources for transportation disadvantaged populations. Wave Transit requested additional vehicles, software, and service area expansion for the existing RideMICRO system. The project scope will be finalized with USDOT over the next few months.

WMPO FEBRUARY PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	SAP LET Date
Rail Division	Rail	P-5740A	Wilmington Rail Rehabilitation, Curve Realignment and Upgrade Rail Bridges	New Hanover	3/1/2023
Eric Murray	DPOC	U-5914	Widen NC 133 from US 17/74/76 to Old River Road	Brunswick	4/20/2023
Derek Pielech	DPOC	BP3-R004	Brunswick 181 over Sturgeon Creek on SR 1437 (Old Fayetteville Road) (Previously 17BP.3.R.84)	Brunswick	6/1/2023
Lydia	DDRL	I-6039	1-40 Pavement rehab from Milemarker 420 to NC 210	New Hanover & Pender	6/20/2023
Rail Division	Rail	P-5740C	CSX SE Line Installation of Railroad Grade Crossing Signals and Gates at Various At-Grade Crossings	New Hanover	6/30/2023
Lydia	DPOC	I-6036	I-140 - US 17 to North of US 74 pavement rehab	Brunswick	9/19/2023
Rail Division	Rail	P-5740B	CSX SE Line Improvements to Hwy Grade Xings, Close & Improve Various Exisit. At-Grade Crossings	New Hanover	3/21/2024
Brian Harding	DDRL	U-6202	Widen Gordon Road to 4 lanes from US 17 Market St to I-40	New Hanover	7/16/2024
Derek Pielech	DPOC	BP3-R012 17BP.3.R.93	Replace Bridge 208 over Sturgeon Creek on SR 1472 (Village Road) in Brunswick County	Brunswick	7/3/2025
Trace Howell	DDRL	R-3300A	Hampstead Bypass (US 17 from Military Cutoff Road to NC 210)	New Hanover & Pender	7/15/2025
Mike Bass	DDRL	U-5710	US 74 (Eastwood Road) at US 17 (Military Cutoff Rd)	New Hanover	9/16/2025
Derek Pielech	DPOC	B-5653	Pender 14 on NC 133 over Turkey Creek	Pender	1/28/2026
Trace Howell	DDRL	U-5792	MLK at College	New Hanover	6/15/2027
Brian Harding	DDRL	U-5954	NC 133 at 23rd Street 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. Pavment & Bridge Rehabilitation	New Hanover	2/15/2028
Krista Kimmel	DDRL	U-5926	New Route from 23rd St to 26th St	New Hanover	3/31/2028
Brian Harding	DDRL	U-5731	US 74 at US 17/US 421 Flyover	New Hanover	5/16/2028

Krista Kimmel	DDRL	U-3338C	Kerr Ave Interchange at MLK	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
Lydia	DPOC	I-6038	I-140 from US 421 to US74/76. Pavement Rehabilitation	Brunswick	11/16/2028
Krista Kimmel	DDRL	U-4902C	US 17 Business - Market St Median & Interchange	New Hanover	6/19/2029
Trace Howell	DDRL	U-5702B	College Road Access Management Improvement from Carolina Beach Road to Shipyard Blvd	New Hanover	1/15/2030
Krista Kimmel	DDRL	U-4434	Independence Boulevard Extension	New Hanover	6/17/2031
Krista Kimmel	DDRL	U-4902B	US 17 Business - Market St Median Railroad to MLK	New Hanover	1/1/2040
Trace Howell	DDRL	U-5732	Hampstead Median: US 17 from SR 1582 (Washington Acres Road) to Vista Lane	Pender	1/1/2040

Update provided: 1/18/23

PO: WMPO

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

WMPO FEBRUARY PROJECTS UNDER CONSTRUCTION						
Contract Number	Resident	TIP/WBS/Work Order	County	Description	Estimated Completion	Percent Complete
DC00300	Brian Groves	R-2633BA(L)	Brunswick	Navassa Landscape Enhancement	1st Qtr/2023	93.17%
C203980	Joshua Pratt	U-4751	New Hanover	Military Cutoff Road Extension from Market St to the Wilmington Bypass with an interchange at the Bypass	9/10/2023	85.36%
DC00309	Daniel Waugh	N/A	New Hanover	ILM Landscape Improvement	TBD	84.44%
C204623	Joshua Pratt	B-5642	Brunswick	Replace Bridge 65 on NC 87 Over Hood Creek	5/29/2023	76.13%
DC00331	David Sawyer	R-5783E, R-5783F	Brunswick, Duplin, New Hanover, Onslow, Pender and Sampson	Division Wide ADA Curb Ramp Updates	1st Qtr/2023	76.07%
C204301	Joshua Pratt	N/A	New Hanover	New Hanover #48 and #49 on I-40E & I-40 W/NE Substructure Repairs	1st Qtr/2023	65.92%
C204319	Joshua Pratt	U-4902D	New Hanover	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr	9/17/2023	57.21%
DC00249	Joshua Pratt	B-4590	New Hanover	Bridge #29 over Smith Creek	10/11/2023	55.22%
C204629	Joshua Pratt	B-5624	Brunswick	Replace Bridge 57 on NC 211 Over Juniper Creek	1st Qtr/2023	28.31%
C204553	Daniel Waugh	R-3300B	Pender	NC 417 (Hampstead Bypass) from South of NC 210 to North of SR 1563 (Sloop Point Road)	3/16/2027	15.87%
C204331	Joshua Pratt	15BPR.19	New Hanover	Banks Channel (#21, US 76) girder repair, clean and paint bearings, epoxy caps	TBD	14.26%
C204747	Joshua Pratt	U-5710A	New Hanover	Drysdale Drive Extension from Military Cutoff Road at Drydale to US 74	2/27/2025	10.55%
DC00402	David Sawyer	W-5803B	Onslow, Pender	Install Rumble Strips on US 17 Between New Hanover/Pender County Line and Mile Post 19.30 in Onslow County	1/31/2023	0.00%

WMPO FEBRUARY RESURFACING PROJECTS					
Contract Number	Contract Year	County	Routes	Estimated Completion Date	Percent Complete
C204409	2021	Brunswick	1 Section of US-17, US-74/76, And NC-130; and 11 Sections of Secondary Roads	1st Qtr/2023	93.75%
DC00325	2022	Brunswick	Brunswick Resurfacing B (3/16/2022 Availability Date)	5/18/2023	91.02%
DC00294	2021	New Hanover	New Hanover County Resurfacing	1st Qtr/2023	90.43%
DC00327	2022	New Hanover	New Hanover County Resurfacing (1/06/2022 Availability Date)	4/28/2023	90.13%
DC00304	2021	Brunswick	US 17, NC 904 & Various Secondary Roads	1st Qtr/2023	83.40%
DC00311	2022	New Hanover	Market Street, 3rd Street, Independence Blvd, and patching on 16th & 17th Streets	9/29/2023	8.91%
DC00344	2023	Brunswick and New Hanover	Brunswick and New Hanover county resurfacing, various secondary routes	6/16/2023	0.00%

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

<https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=ceae1d0cf870473fb7d35294acb6b71c>



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

February 2023

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

FEBRUARY TPD UPDATES WILMINGTON MPO

FEBRUARY 2023

Brunswick County Comprehensive Transportation Plan (CTP): The Brunswick County CTP was paused from January through August of this year. The CTP has resumed, data has been updated, and the CTP has been reviewed by TPD supervisor, unit head and is currently being reviewed by director. Supervisor and unit head comments have been incorporated. As internal reviews are ongoing, the CTP engineer has incorporated PIO feedback and submitted report to NCDOT Communications Office on 1/18 for production. The next steps are to start setting up public involvement sessions and meet with the steering committee to update their adopting/endorsing agencies council and boards.

Wilmington Model: The 2050 Travel Demand Model (TDM) work started on 3/1/2022. The TDM is being developed for the next Wilmington MTP. Currently the engineer and modeler are working on checking and updating network attributes. The MPO has verified a lot of the data and provided materials and input for employment, population, CO data, network, college data etc. The TAZs have been established.

Additional information: The Census is now available on the United States Census Bureau site. Refer to the [website](#) for census information.

Helpful Links:

Click on links below to learn more:

- NCDOT home page—[ncdot.gov](https://www.ncdot.gov)
- Real-Time Traffic—[DriveNC.gov](https://www.drive-nc.com) | [North Carolina Traffic & Travel Information](#)
- Report a pothole—[NCDOT Contact Us Form](#)
- NCDOT: State Transportation Improvement Program—[ncdot.gov/sti](https://www.ncdot.gov/sti)
- Interactive Bicycle Routes Map—<https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>
- Links to all traffic count data information—[Traffic Survey Group \(ncdot.gov\)](#)

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

- NCDOT Interactive Traffic Volume Map—[Interactive Traffic Volume map \(ncdot.gov\)](https://www.ncdot.gov/InteractiveTrafficVolumeMap/)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](https://www.ncdot.gov/TrafficSafetyDataEngineering/)

NCDOT Statewide Plans:

To learn more, click on the following links:

- [NC Moves 2050 Plan](https://www.ncdot.gov/NCMoves2050Plan/) (or go to [ncdot.gov/ncmoves](https://www.ncdot.gov/ncmoves/))
- [NCDOT Strategic Transportation Corridors](https://www.ncdot.gov/StrategicTransportationCorridors/) (or go to [ncdot.gov](https://www.ncdot.gov) and search: Strategic Transportation Corridors)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](https://www.ncdot.gov/ComprehensiveStateRailPlan25YearVision/) (or go to [ncdot.gov](https://www.ncdot.gov) and search: rail plan)
- [NC Statewide Multimodal Freight Plan \(2015-2040\)](https://www.ncdot.gov/NCStatewideMultimodalFreightPlan2015-2040/) (or go to [ncdot.gov](https://www.ncdot.gov) and search: public transportation plan)
- [Great Trails State Plan](https://www.ncdot.gov/GreatTrailsStatePlan/) (or go to [ncdot.gov](https://www.ncdot.gov) and search: Great Trails)
- [Connecting North Carolinians to Opportunities \(Public Transportation strategic Plan—2018\)](https://www.ncdot.gov/ConnectingNorthCaroliniansToOpportunitiesPublicTransportationStrategicPlan2018/) (or go to [ncdot.gov](https://www.ncdot.gov) and search: public transportation plan)
- [NCDOT Resilience Strategy Report \(2021\)](https://www.ncdot.gov/NCDOTResilienceStrategyReport2021/) (or go to [ncdot.gov](https://www.ncdot.gov) and search: resilience strategy report)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](https://www.ncdot.gov/StatewidePedestrianBicyclePlan2013/) (or go to [ncdot.gov/bikeped/walkbikenc](https://www.ncdot.gov/bikeped/walkbikenc/))