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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: January 10, 2018
SUBJECT: January 17th meeting

A meeting of the Wilmington Urban Area MPO's Technical Coordinating Committee will be held on Wednesday, January 17th at 10 am. The meeting will be held in the Lord Spencer Compton Conference Room at 102 North 3rd Street in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of the Agenda
- 3) Election of Offices
- 4) Consent Agenda
 - a. Approval of TCC Meeting Minutes- November 15, 2017
 - b. Opening of the 30-day public comment period for the FY 19 Unified Planning Work Program
 - c. Opening of the 30-day public comment period for 2016-2025 STIP/MTIP and 2018-2027 STIP/MTIP Amendment #18-1
 - d. Resolution adopting Targets for Safety Performance Measures for the Wilmington Urban Area MPO
- 5) Discussion
 - a. Direct Attributable Programs
 - b. 2015 Socio-Economic Data Projections
 - c. Social Media Policy
 - d. Cape Fear Crossing- Toll Facility
 - e. Independence Boulevard Extension
 - f. 2016-2025 STIP/MTIP and 2018-2027 STIP/MTIP Modification #18-1
 - g. Wilmington Urban Area MPO's Draft Prioritization 5.0 Local Input Methodology
 - h. Feasibility Study for a connection between the Wilmington International Airport and Wilmington Multi-modal Transportation Center
- 6) Updates
 - a. MPO Staffing
 - b. Crossing over the Cape Fear River
 - c. Wilmington Urban Area MPO

Wilmington Urban Area Metropolitan Planning Organization

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- d. Wilmington Urban Area MPO's Metropolitan Transportation Plan
 - e. Cape Fear Public Transportation Authority
 - f. NCDOT Division
 - g. NCDOT Transportation Planning Division
- 7) Announcements
 - a. WMPO Bike/Ped Committee Meeting- February 13th
 - 8) Next meeting –February 14, 2018

Attachments:

- TCC Meeting Minutes- November 15, 2017
- FY 19 Draft Unified Planning Work Program
- Proposed 2016-2025 STIP/MTIP and 2018-2027 STIP/MTIP Amendment #18-1
- Metropolitan Planning Organizations Safety Performance Measures Fact Sheet
- Resolution adopting Targets for Safety Performance Measures for the Wilmington Urban Area MPO
- Direct Attributable Programs Memorandum
- Social Media Administrative Policy
- Independence Boulevard Extension Memorandum
- Proposed 2016-2025 STIP/MTIP and 2018-2027 STIP/MTIP Modification #18-1
- Wilmington Urban Area MPO's Draft Prioritization 5.0 Local Input Methodology
- Feasibility Study for a connection between the Wilmington International Airport and Wilmington Multi-modal Transportation Center Memorandum
- Cape Fear River Crossing Update (January)
- Wilmington MPO Project Update (January)
- Cape Fear Public Transportation Authority Update (January)
- NCDOT Transportation Planning Division Project Update (January)
- NCDOT Division Project Update (January)

**Wilmington Urban Area
Technical Coordinating Committee
Wednesday, November 15, 2017
Meeting Minutes**

Members Present:

Mike Kozlosky, Wilmington MPO
Don Bennett, City of Wilmington
Adrienne Harrington, Wilmington MPO
Jerry Haire, Town of Carolina Beach
Danielle Villegas, Town of Wrightsville
Beach
Rebekah Roth, New Hanover County
Whitney Prease, Wilmington
International Airport
Stephanie Ayers, NC Ports Authority
John Allen, Town of Bellville

Ashli Barefoot, Town of Leland
Sutton Barnes, Town of Navassa
Helen Bunch, Brunswick County
Craig Harris Pender County
Allen Serkin, Cape Fear
Council of Governments
Alan Pytcher, NCDOT
Division of Highways
Nazia Sarder, NCDOT Planning
Albert Eby, Cape Fear Public
Transportation Authority

1. Call to Order

Mr. Kozlosky called the meeting to order at 10:04 a.m.

2. Approval of Agenda

Mr. Eby made the motion to approve the agenda as presented with no changes.
Ms. Harrington seconded the motion and it carried unanimously.

3. Presentation

a. 2017 Commuter Challenge Results, Adrienne Harrington and Zoe Leonard, WMPO

Ms. Harrington and Ms. Leonard gave a presentation on the results of the 2017 Commuter Challenge. Ms. Harrington reported that this year's event was a success, and introduced Sustainable Transportation Intern, Zoe Leonard.

Ms. Leonard stated that the Challenge took place the last two weeks of October and participation was tracked using a mobile phone app called My Open Road (MOR). She gave an overview of sponsors who contributed 110 prizes, and of the outreach efforts to recruit pledges.

Ms. Harrington aired promotional videos featuring WAVE Transit and the app.

Ms. Leonard stated that outreach efforts drew 1,000 pledges by the end of the Challenge. She noted that last year's event was compromised by Hurricane Matthew. Although this year's weather was good, there were some mileage tracking issues that were compensated for by manual tracking and user support direct from MOR. She added that most participants used the manual entry method of tracking participation.

Ms. Leonard reported that this year's result were more than double those from last year, as follows:

Participants		Pounds of CO ₂ saved		Miles traveled		Number of trips using sustainable transportation	
2016	2017	2016	2017	2016	2017	2016	2017
175	428	16,038	37,389	29,718	63,035	1,878	6,089

Ms. Harrington attributed increased results for the carpool category this year to greater awareness. She added that the promotional video for the bus category is generic enough to continue to promote ridership, which remained constant despite focused promotion. She noted that staff will research other apps to track results; although similar programs nationwide are not using technology yet. She proposed that data collection could follow the same survey model that Bike to Work Week uses.

Ms. Harrington pointed out that results for this year exceeded expectations, and that the expanded contact list will enhance future promotions and outreach efforts. She pointed out that the new telework category will help facilitate conversations with employers. She added that NCDOT's grant is a further enticement for employers to participate. A question/answer and discussion period was held.

In response to an inquiry by Mr. Harris, Ms. Harrington expressed interest in GPS enhanced data. She noted that although the bike share collects this data; MOR lacks the capability.

Ms. Roth expressed concern regarding the limitation of daylight at this time of the year. Ms. Harrington responded that a date earlier in the fall might be compromised by peak hurricane season.

4. Consent Agenda

- a. **Approval of TCC Meeting Minutes – October 11, 2017**
- b. **Resolution adopting the 2018 Meeting Schedule**
- c. **Resolution supporting the allocation of additional Direct Attributable funds to the Town of Leland for the Old Fayetteville Road Multi-use Path**

Ms. Harrington made a motion to approve the entire Consent Agenda and to forward Items 4a and 4c to the Board for consideration. Mr. Bennett seconded the motion and it carried unanimously.

5. Discussion

a. **Socio-Economic Data**

Ms. Sarder gave a brief presentation regarding Socio-Economic Data. She reminded members that NCDOT is updating the Wilmington 2040 Travel Demand Model to 2045 at the request of the MPO for the next MTP update. She explained that the model will predict various scenarios using proposed plans and policies, and will assist in making informed transportation planning decisions. She reported that data collection is

complete and was sent to the MPO for verification; and that the base or model estimation is currently in progress. She estimated completion of the model by early May, and displayed samples of the data in various Traffic Analysis Zones (TAZ).

Mr. Kozlosky inquired about any interest in a subcommittee of TCC members to review the data with the MPO. Mr. Serkin, Ms. Bunch, Mr. Eby and Ms. Roth volunteered to serve.

Mr. Harris stated that Mr. Breuer might be interested as well. He also expressed some concerns regarding his current staffing challenges.

Mr. Kozlosky stated that he would send out a meeting notice.

Ms. Sarder expressed interest in attending.

b. Direct Attributable Programs

Ms. Kimes gave the Committee an update on the Direct Attributable Programs. She reported that the Board expressed a desire to discuss the TCC's recommendations with respective staff members. She anticipated that the feedback from the Board would be provided with a recommendation from staff at the next TCC meeting.

Mr. Serkin suggested keeping in mind that NCDOT has implemented a new policy for prioritization that requires projects with increased costs of a certain percentage to re-enter the prioritization process.

Mr. Kozlosky agreed and pointed out that it will be necessary to see if the Board wants to continue the annual call for projects or transition to a five-year plan.

In response to an inquiry by Mr. Eby, Mr. Kozlosky stated that staff proposed the development of a five-year plan. He noted that feedback from the Board is expected at its November 29th meeting, which will be shared with the TCC in January.

c. 2018 NCDOT Standards and Specifications

Ms. Kimes stated that NCDOT has provided a 16-page list regarding major changes to its Standards and Specifications, which include current special provisions being included in the spec book only, not the contract, and the discontinuation of the grace period for qualifications. She noted that to be awarded projects bidders must be pre-qualified on the day of the bid. Any lapse would be immediate grounds for disqualification as a nonresponsive bidder. Other changes include those for painted steel structures, and non-skid bike symbols.

Ms. Kimes stated that the statewide changes are effective on January 1, 2018. Any project under design and not let/bid by December 31st must use the new guidelines. She noted that a copy of the list would be distributed to members. A question/answer and discussion period was held.

d. Bike Share

Ms. Harrington stated that a Request for Proposals (RFP) for a potential bike share program to select the best vendor for the region was released by the WMPO with a deadline of today. She requested that a selection committee be formed and that potential participants be educated about the program before the committee is formed. She expressed concern that participants be available to vet all of the proposals. She

noted that the following WMPO Bike and Pedestrian Committee members expressed an interest in participating:

- Karin Mills, City of Wilmington
- Nick Cannon, UNCW
- John Townsend, New Hanover County
- Carol Stein, Pender County

Ms. Harrington inquired if any of the TCC members would be interested in participating. She noted that she reached out to the Go Coast TDM Committee as well. She added that a list of candidates for the Bike Share Subcommittee will be presented at the Board's November 29th MPO meeting.

Mr. Eby stated that Ms. Matheny would be interested in participating.

6. Updates

Mr. Kozlosky stated that the MPO has a GIS Analyst starting November 27th. He added that the Committee would begin receiving updates from the Transportation Planning Division of NCDOT. He reminded members that these and other updates are included in the agenda packet.

7. Announcements

- Next WMPO Bike/Ped Committee meeting: December 12th
- Public Work Session Leland Street Design: Town of Leland, 6:00 p.m., December 4th
- Public Meeting Market Street Access Management Project, C & D (Railroad Tracks to Station Road): College Acres Baptist Church, 5:00 – 7:00 p.m., December 7th
- Next TCC Meeting: January 17th

Mr. Eby stated that the NCDOT Public Transportation Strategic Plan Conference is scheduled tentatively for March 21st 2018 at the Raleigh Convention Center. He noted that the Governor and Secretary Trogdon will be in attendance.

8. Adjournment

With no further items, the meeting was adjourned at 10:52 a.m.

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



WMPO

Wilmington Urban
Area Metropolitan
Planning Organization
www.wmpo.org

Unified Planning Work Program

Fiscal Year 2019

DRAFT

**FY 19 UNIFIED PLANNING WORK PROGRAM
for the
WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

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Introduction

In compliance with Federal law and in the spirit of cooperation, the Wilmington Urban Area conducts a “cooperative, comprehensive, and continuing...” transportation planning process. This Planning Work Program (PWP) outlines the tasks and associated funding sources dedicated to the Wilmington Urban Area MPO transportation planning process during fiscal year 2019. Depending on the specific funding source, tasks funded through the PWP are eligible for reimbursement of 80-90% of their cost from the Federal Highway Administration and Federal Transit Administration through the North Carolina Department of Transportation.

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

- Statewide Planning and Research Programs (SPR)-These funds are used by NCDOT to conduct work for the Wilmington Urban Area MPO.
- Federal Highway Administration Section 104(f) Funds-These funds are dedicated to the urban area to perform transportation planning. They require a 20% local match.
- Federal Transit Administration Section 5303 Funds-These funds are used for transit planning in the urban area. The Federal Transit Administration provides 80% of these funds, NCDOT 10%, and there is a required 10% local match.
- Surface Transportation Program-Direct Attributable Funds- These funds are dedicated to Transportation Management Areas and these funds can be used to perform transportation planning. They require a 20% local match.

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

Narrative of PWP Section 104(f) Work Tasks to be Performed in FY 19

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

Line Item Code

II-A1 Traffic Volume Counts- Wilmington MPO staff maintains an ongoing traffic counting program. An annual summary of the urban area traffic counts and accident data will be prepared and uploaded to the WMPO website.

II-A2 Vehicle Miles of Travel- Establish VMT as measure of effectiveness of transportation system. Measure the VMT with the new travel demand model.

II-A3 Street System Changes- No tasks foreseen.

II-A4 Traffic Accidents-Currently MPO staff conducts an ongoing effort to summarize traffic accident data for specific projects. MPO staff also utilizes accident data for specific inquiries.

II-A5 Transit System Data- Update of transit system database as needed.

II-A6 Dwelling Unit, Population, Employment Changes- Will measure land use changes by Transportation Analysis Zone between 2010 Census and travel demand model base year. Staff will provide capacity analysis for proposed developments within the Wilmington Urban Area MPO's planning area boundary.

II-A7 Air Travel- No tasks foreseen.

II-A8 Vehicle Occupancy Rate Counts- No tasks foreseen.

II-A9 Travel Time Studies- Conduct key travel time studies for travel demand model and development of the Long Range Transportation Plan.

II-A10 Mapping- Keep Geographic Information System files current and produce maps to support the TCC and Board, transportation plans, programs, and projects.

II-A11 Central Area Parking Inventory- No tasks foreseen.

II-A12 Bicycle and Pedestrian Facilities Inventory- Update bicycle suitability assessment of federal-aid functionally classed roadways.

II-B1 Collection of Base Year Data- No tasks foreseen.

II-B2 Collection of Network Data- No tasks foreseen.

II-B3 Travel Model Updates- In concert with the North Carolina Department of Transportation, MPO staff will assist in the development of the 2045 travel demand model.

II-B4 Travel Surveys- No tasks foreseen.

II-B5 Forecast of Data to Horizon Year-No tasks foreseen.

II-B6 Community Goals and Objectives- Monitor public input as it pertains to goals and objectives set forth in the adopted Metropolitan Transportation Plan. Implementation of the Performance Measures from the FAST ACT.

II-B7 Forecast of Future Year Travel Patterns- No tasks foreseen.

II-B-8 Capacity Deficiency Analysis- Identify areas of deficient capacity through use of travel demand model for further analysis as potential long range transportation improvement projects.

II-B9 Highway Element of Metropolitan Transportation Plan (MTP)- Identification of highway deficiencies, priorities, and proposed highway improvement solutions and strategies. Provide documentation of process and recommendations in the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B10 Transit Element of Metropolitan Transportation Plan- Identify public transportation deficiencies, priorities, and proposed transit improvement solutions for inclusion in the update of the MTP. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B11 Bicycle and Pedestrian Element of the Metropolitan Transportation Plan- Identify bicycle deficiencies, priorities, and proposed bicycle and pedestrian improvement solutions and strategies. Provide documentation of the process and recommendations in the update of the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B12 Airport/Air Travel Element of the Metropolitan Transportation Plan - Identify airport and air service deficiencies, priorities, and proposed airport and air service improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B13 Collector Street Element of Metropolitan Transportation Plan- Develop regionally acceptable collector street policies and program recommendations for inclusion in the update of the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B14 Rail, Waterway and Other Elements of Metropolitan Transportation Plan - Identify rail and waterway deficiencies, priorities, and proposed rail and waterway improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B15 Freight Movement/Mobility Planning- Identification of freight movement deficiencies, priorities, and proposed improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B16 Financial Planning- Develop realistic, best estimates of funding sources available and project cost estimates throughout the forecast years for the MTP. Ensure fiscal constraint in the update of the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B17 Congestion Management Strategies- Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions, and transportation system management strategies. Evaluate strategies developed for the Congestion Management Process. Document process and solutions in the update of the MTP and CMP report. Implementation of the Performance Measures from the FAST ACT.

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

III-A Planning Work Program- Evaluation of FY 2019 PWP and development of FY 2020 PWP.

III-B Transportation Improvement Program- Review and amend the 2018-2027 Transportation Improvement Program on an as needed basis. Assist in the development of the 2020-2029 Transportation Improvement Program.

III-C1 Title VI Compliance-Work to insure compliance with the requirements of Title VI in urban area policies and practices.

III-C2 Environmental Justice- Analysis and outreach to insure that transportation plans and projects comply with Environmental Justice policies.

III-C3 MBE Planning- Activities to encourage participation of minority-owned business enterprises in contractual and supply opportunities.

III-C4 Planning for the Elderly and Disabled- Ensure the special needs of the elderly and disabled are addressed in all transportation planning projects.

II-C5 Safety/Drug Control Planning- No tasks foreseen.

III-C6 Public Involvement- Extensive Public Participation effort will be carried out to solicit input and gauge public input for planning studies the within the Wilmington Urban Area MPO's planning area boundary including the 2045 Metropolitan Transportation Plan.

III-C7 Private Sector Participation- Activities to encourage private sector participation in planning and project activities.

III-D1 Transportation Enhancement Planning- No tasks foreseen.

II-D2 Environmental and Pre-TIP Planning- Conduct environmental analysis and planning for the development of transportation projects in the Wilmington Urban Area.

III-D3 Special Studies- Consultant will be contracted to assist in the completion of the Metropolitan Transportation Plan.

III-D4 Statewide and Regional Planning- Coordination of urban area activities with statewide and regional initiatives.

III-E Management and Operations- Required ongoing administrative and operational tasks to support MPO committees and reporting requirements.

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-A-5
Title	Transit System Data
Task Objective	Collect and analyze data for route planning and submission to NTD
Tangible Product Expected	Accurate data from multiple data collection devices onboard Wave Transit vehicles and other sources to ensure compliance with National Transit Database requirements
Expected Completion Date of Products	June 2018
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT	20%
SPR - Highway - F11WA	80%
Section 104 (f) PL, Local	20%
Section 104 (f) PL, FHWA	80%
Section 5303 Local	10%
Section 5303 NCDOT	10%
Section 5303 FTA	80%
Section 5307 Transit - Local	10%
Section 5307 Transit - NCDOT	10%
Section 5307 Transit - FTA	80%
Additional Funds - Local	100%

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-6
Title	Community Goals & Objectives
Task Objective	Interpret and communicate with members of the Authority and WMPO TCC and TAC adopted planning documents defining community goals and objectives
Tangible Product Expected	Service offerings that are compliant with adopted plans that outlined the goals of the community for public transportation in the region
Expected Completion Date of Products	June 2018
Previous Work	Communication of goals and objectives to decision makers and the public
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	400
Section 5303 NCDOT 10%	400
Section 5303 FTA 80%	3,200
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-10
Title	Transit Element of the LRTP
Task Objective	Provide input to CAC, TCC and TAC regarding long range transit plans for the region
Tangible Product Expected	Informed decisions regarding long range public transportation plans leading to a realistic planning document for the region
Expected Completion Date of Products	June 2018
Previous Work	Provided input and educated decision makers regarding the federal and state public transportation program
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	400
Section 5303 NCDOT 10%	400
Section 5303 FTA 80%	3,200
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-16
Title	Financial Planning
Task Objective	Plan capital and operating cost estimates to ensure fiscal compliance and maintain the adopted level of transit service
Tangible Product Expected	Short range financial plans based on current federal and state legislation to ensure that transit services are provided in a consistent manner utilizing the most economical and efficient methods
Expected Completion Date of Products	June 2018
Previous Work	Financial planning of the public transportation program
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-C-1
Title	Title VI
Task Objective	Interpret and prepare Title VI documents and monitor Title VI efforts to ensure compliance with FTA approved Title VI program
Tangible Product Expected	Compliance with the Title VI circular and adopted Title VI program
Expected Completion Date of Products	June 2018
Previous Work	Title VI program development and compliance efforts
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-C-3
Title	Minority Business Enterprise
Task Objective	Implement and monitor the MBE program to be compliant with adopted MBE program, update MBE goals as required, and undertake MBE outreach
Tangible Product Expected	MBE participation that is equal to or greater than the adopted and approved MBE goal
Expected Completion Date of Products	June 2018
Previous Work	MBE program oversight
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-C-6
Title	Public Involvement
Task Objective	Hear and analyze public comment from monthly meetings of the Authority, email comments, written comments and other comments outlined in the Authority Public Involvement Program. Work with public to update LCP, LRTP, SRTP and other planning documents.
Tangible Product Expected	Make recommendations to appropriate parties from comments made to the Authority by members of the community
Expected Completion Date of Products	June 2018
Previous Work	Public comment
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-E
Title	Management & Operations
Task Objective	MPO and CFPTA staff will conduct required administrative and operational tasks to support Wave Transit. Periodical reviews of administrative agreements and procedures. Staff will perform daily operations to disseminate planning information to the TAC/TCC committee members, the public and/or other agencies.
Tangible Product Expected	Compliance with FTA and NCDOT requirements, well informed community and elected officials about the public transit program, and functional system that meets the needs of the community
Expected Completion Date of Products	June 2018
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	2,800
Section 5303 NCDOT 10%	2,800
Section 5303 FTA 80%	22,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

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Wilmington Urban Area Metropolitan Planning Organization

FY2019 Unified Planning Work Program

draft: March 28, 2018

TASK CODE	TASK DESCRIPTION	SEC. 104 (f) PL				SECTION 5303				STBGP-DA			TDM			TASK FUNDING SUMMARY				
		Highway / Transit		Transit / Highway		Transit / Highway		Highway / Transit		Highway / Transit		Transit		LOCAL	NCDOT	FEDERAL	TOTAL			
		LOCAL 20%	FHWA 80%	LOCAL 10%	NCDOT 10%	LOCAL 20%	FHWA 80%	LOCAL 20%	FHWA 80%	LOCAL 50%	NCDOT 50%									
II-A	SURVEILLANCE OF CHANGE																			
II-A-1	Traffic Volume Counts	10,600	42,400													10,600		42,400	53,000	
II-A-2	Vehicle Miles of Travel	50	200													50		200	250	
II-A-4	Traffic Accidents	600	2,400													600		2,400	3,000	
II-A-5	Transit System Data	100	400	1,200	1,200	9,600	4,000									2,300	1,200	14,000	17,500	
II-A-6	Dwelling Unit, Pop. & Emp. Change	400	1,600													400		1,600	2,000	
II-A-9	Travel Time Studies	100	400													100		400	500	
II-A-10	Mapping	2,000	8,000													11,967		47,869	59,836	
II-A-12	Bike & Ped. Facilities Inventory	800	3,200							9,967	39,869					800		3,200	4,000	
II-B	LONG RANGE TRANSPORTATION PLANNING																			
II-B-3	Travel Model Updates	2,000	8,000													2,000		8,000	10,000	
II-B-6	Community Goals & Objectives	4,000	16,000	400	400	3,200	4,000									5,400	400	23,200	29,000	
II-B-7	Forecast of Future Travel Patterns																			
II-B-8	Capacity Deficiency Analysis	200	800							1,000	4,000					1,200		4,800	6,000	
II-B-9	Highway Element of th L RTP	4,800	19,200													4,800		19,200	24,000	
II-B-10	Transit Element of the L RTP	400	1,600	400	400	3,200										800	400	4,800	6,000	
II-B-11	Bicycle & Ped. Element of the L RTP	4,000	16,000													4,000		16,000	20,000	
II-B-12	Airport/Air Travel Element of L RTP	1,000	4,000													1,000		4,000	5,000	
II-B-13	Collector Street Element of L RTP	600	2,400													600		2,400	3,000	
II-B-14	Rail, Water or other mode of L RTP	1,000	4,000													1,000		4,000	5,000	
II-B-15	Freight Movement/Mobility Planning	600	2,400													600		2,400	3,000	
II-B-16	Financial Planning	400	1,600	800	800	6,400										1,200	800	8,000	10,000	
II-B-17	Congestion Management Strategies	1,000	4,000							1,000	4,000					2,000		8,000	10,000	
III-A	PLANNING WORK PROGRAM	224	896													224		896	1,120	
III-B	TRANSPORTATION IMPROVEMENT PROGRAM	200	800													200		800	1,000	
III-C	CVL RGTs. CMP./OTR. REG. REQS.																			
III-C-1	Title VI	100	400	800	800	6,400										900	800	6,800	8,500	
III-C-2	Environmental Justice	600	2,400													600		2,400	3,000	
III-C-3	Minority Business Enterprise	100	400	800	800	6,400										900	800	6,800	8,500	
III-C-4	Planning for the Elderly & Disabled	50	200													50		200	250	
III-C-5	Safety/Drug Control Planning																			
III-C-6	Public Involvement	1,000	4,000	800	800	6,400										1,800	800	10,400	13,000	
III-C-7	Private Sector Participation	250	1,000													250		1,000	1,250	
III-D	INCIDENTAL PLNG./PROJECT DEV.																			
III-D-1	Transportation Enhancement Plng.																			
III-D-2	Enviro. Analysis & Pre-TIP Plng.	50	200													50		200	250	
III-D-3	Special Studies	1,000	4,000							11,000	44,000					12,000		48,000	60,000	
III-D-4	Regional or Statewide Planning	100	400													100		400	500	
III-E	MANAGEMENT & OPERATIONS	29,450	117,800	2,800	2,800	22,400	280,131	70,033	280,131	\$95,000	\$380,000	60,000	60,000	62,800	\$68,000	\$230,774	\$68,000	\$715,096	\$1,013,870	
TOTALS		\$67,774	\$271,096	\$8,000	\$8,000	\$64,000	\$95,000	\$95,000	\$380,000	\$95,000	\$380,000	\$60,000	\$60,000	\$68,000	\$68,000	\$230,774	\$68,000	\$715,096	\$1,013,870	

Anticipated DBE Contracting Opportunities for FY 2019

Name of MPO: Wilmington Urban Area MPO

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

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
III-D-3	Special Studies	City of Wilmington	Consultant	\$36,000	\$45,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING THE FY 2019 UNIFIED PLANNING WORK PROGRAM
FOR THE WILMINGTON URBAN AREA METROPOLITAN PLANNING
ORGANIZATION**

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

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

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

WHEREAS, members of the Wilmington Urban Area Metropolitan Planning Organization Board agree that the Planning Work Program will effectively advance transportation planning for State Fiscal Year 2018-2019.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby endorses the FY 2018-2019 Planning Work Program for the Wilmington Urban Area.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on March 28, 2018.

I, _____, Chair of the Board of the Wilmington Urban Area Metropolitan Planning Organization do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Board, duly held on this the 28th day of March, 2018.

, Chair

Subscribed and sworn to me this the _____ day of _____, 2018.

Notary Public

My commission expires_____.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION CERTIFYING THE WILMINGTON URBAN AREA METROPOLITAN
PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY
2018**

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

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

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

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

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

WHEREAS, the Metropolitan Transportation Plan has a planning horizon year of 2040, and meets all the requirements for an adequate Metropolitan Transportation Plan.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby certifies the transportation planning process for the Wilmington Metropolitan Planning Organization on this the 28th day of March, 2018.

, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2016-2025 STIP/MTIP and 2018-2027 STIP/MTIP Programs

STIP/MTIP Amendments #18-01 (January 2018)

Z-9999			
STATEWIDE	VARIOUS, HIGHWAY-RAIL GRADE CROSSING	RIGHT OF WAY	FY 2023 - \$500,000 (RR)
PROJ.CATEGORY	SAFETY IMPROVEMENTS - UNPROGRAMMED		FY 2024 - \$500,000 (RR)
DIVISION	BALANCE.		FY 2025 - \$500,000 (RR)
			FY 2026 - \$500,000 (RR)
			FY 2027 - \$500,000 (RR)
			FY 2028 - \$500,000 (RR)
			FY 2029 - \$500,000 (RR)
		CONSTRUCTION	FY 2023 - \$3,000,000 (RR)
			FY 2024 - \$3,000,000 (RR)
			FY 2025 - \$3,000,000 (RR)
			FY 2026 - \$3,000,000 (RR)
			FY 2027 - \$3,000,000 (RR)
			FY 2028 - \$3,000,000 (RR)
			<u>FY 2029 - \$3,000,000 (RR)</u>
			\$24,500,000

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at <http://safety.fhwa.dot.gov/hsip/shsp/>.

HSIP Safety Targets Established by MPOs	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

If an MPO agrees to support a State HSIP target, the MPO would ...	If an MPO establishes its own HSIP target, the MPO would...
<ul style="list-style-type: none"> ■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area ■ Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan) ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets 	<ul style="list-style-type: none"> ■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State ■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets ■ Include safety (HSIP) performance measures and HSIP targets in the MTP ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets



Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets?

MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

When do MPOs need to establish these targets?

States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

Top 5 Things to Know about MPO HSIP Safety Performance Targets	
✓	All MPOs must set a target for each of the 5 HSIP Safety Performance Measures
✓	MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both
✓	MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply
✓	MPO HSIP targets are reported to the State DOT
✓	MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually

Where do MPOs report targets?

While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets

Assessment of Significant Progress

While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ENDORSING THE TARGETS FOR SAFETY PERFORMANCE
MEASURES ESTABLISHED BY NCDOT 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 has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

WHEREAS, the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures by August 31, 2017; and

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

WHEREAS, NCDOT coordinated the establishment of safety targets with the 19 Metropolitan Planning Organizations (MPOs) in North Carolina through a Safety Target Setting Coordination Training Workshop held in March, 2017; and

WHEREAS, NCDOT has officially established and reported the safety targets in the Highway Safety Improvement Program annual report dated August 31, 2017; and

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

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

1. For the 2018 Highway Safety Improvement Program (HSIP), the goal is to reduce total fatalities by 5.10 percent each year from 1,340.6 (2012-2016 average) to 1,207.3 (2014-2018 average) by December 31, 2018.
2. For the 2018 Highway Safety Improvement Program (HSIP), the goal is to reduce the fatality rate by 4.75 percent each year from 1.228 (2012-2016 average) to 1.114 (2014-2018 average) by December 31, 2018.
3. For the 2018 Highway Safety Improvement Program (HSIP), the goal is to reduce total serious injuries by 5.10 percent each year from 2,399.8 (2012-2016 average) to 2,161.2 (2014-2018 average) by December 31, 2018.
4. For the 2018 Highway Safety Improvement Program (HSIP), the goal is to reduce the serious injury rate by 4.75 percent each year from 2.191 (2012-2016 average) to 1.988 (2014-2018 average) by December 31, 2018.

5. For the 2018 Highway Safety Improvement Program (HSIP), the goal is to reduce the total non-motorized fatalities and serious injuries by 5.30 percent each year from 438.8 (2012-2016 average) to 393.5 (2014-2018 average) by December 31, 2018.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 31, 2018.

David Piepmeyer, Vice-Chair

Mike Kozlosky, Secretary



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Memorandum

To: TCC Members

From: Amy Kimes, PE, Senior Project Engineer, WMPO
Abby Lorenzo, Associate Transportation Planner, WMPO

Date: January 10, 2018

Subject: Alternatives for STBG/TASA Direct Attributable Funding Allocation Process

Based on discussions with the TCC and MPO Board, Staff researched the Direct Attributable allocation processes of multiple MPO's throughout North Carolina and the Southeastern US. Staff identified and focused our research on four main areas for improvements:

- **Application submittal and award timeline.**
- **The use of "Pots" allocating funding for projects to different modes of transportation.**
- **Inaccurate engineering and construction cost estimates.**
- **Understanding the DOT expectations and basic timelines of a project from NCDOT Agreement to Project Closeout.**

After analyzing policies and procedures of other MPO's and speaking with representatives of some of these other organizations as to the most successful methods, a list of possible solutions for each area of concern have been determined. Staff presented solutions for each area of concern to the TCC at their October meeting. At the October Board meeting, members requested time to discuss with their jurisdictions. After farther clarification, staff requests approval from the Board to move forward with the below recommendations.

Application and submittal award timeline.

- Create MPO Direct Attributable Transportation Improvement Program (TIP) on a 2-year rotating basis with a five year horizon. Only the first two years would be guaranteed funding. The MPO could utilize a call for projects or SPOT scoring to prioritize projects for the MPO Direct Attributable TIP. This option gives LGA's

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additional time to secure their local match and complete the DOT project agreement.

The use of “Pots” allocating funding for projects to different modes of transportation.

- Remove “pots” or “target” amounts for different modes of transportation.
- Removing these pots will necessitate a further discussion on how Transit funds will be awarded. The removal of these target amounts will not include the funds annually taken off the top for the MPO administrative costs.
- The development of an application for studies will also be necessary.

Inaccurate engineering and construction cost estimates.

- Require a feasibility study for each LGA’s top 5-10 projects supported by the MTP.
- Additional discussions will be required on how these studies are funded.
- Once complete and prior to the submittal of a project for scoring, the applicant will be required to hold a scoping meeting with WMPO & NCDOT.

Understanding the NCDOT expectations and basic timelines of a project from NCDOT Agreement to Project Closeout.

- Require and continue additional training for LGA’s prior to and once funding has been awarded.
- WMPO creation of Gantt and flow charts of the expected process from project award to closeout.
- WMPO creation of a project handbook for quick reference and step by step instruction for LGA’s.
- Identify project management software that can be used by all LGA’s, MPO, and NCDOT for the management of Direct Attributable projects.

Other suggestions to improve project flow and support.

- The requirement of monthly check-ins to give a project update and status.
- Prepare a template for a more detailed LOI for engineering firms that specifically spells out the LGA’s needs and expectations for the project.
- Require selected firms to provide a schedule with an anticipated timeline of project milestones at the beginning of the project.

A focus group will be appointed to farther discuss and evaluate the above alternatives and provide recommendations to the TCC and MPO Board.

Staff will present the above and request final approval to move forward at the January 31, 2018 Board meeting.



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MEMORANDUM

TO: Board Members
FROM: Josh Lopez, Associate Transportation Planner
DATE: October 12, 2016
SUBJECT: **Social Media Administrative Policy**

Social media outlets allow the Wilmington Urban Area Metropolitan Planning Organization (WMPO) to provide instantaneous information to citizens on public meetings, community events, and when developing projects and plans. Furthermore, they create a location for citizens to engage with the WMPO by asking questions, providing feedback and their opinions, and to solicit other citizens' participation in the same manner. The WMPO may use social media tools to supplement their public participation efforts and reach additional audience members. The Social Media Administrative Policy provides an overview for utilizing social media outlets and guidelines for social media comments.

Social Media Outlets

Social media outlets may be used are (but not limited to): Facebook, Twitter, and Instagram.

Social Media Outlet	Description
Instagram	Communicate with “followers” through a series of photos taken through mobile devices. Photos are edited using “filters,” a photo editing tool used to enhance the picture. <i>Handle – wilmingtonmpo</i>
Facebook	Social networking website that allows registered users to create profiles, upload photos and video, send messages and keep in touch with “friends” and events. <i>Page – Wilmington Urban Area MPO; @wilmingtonmpo</i>
Twitter	Social networking microblogging service that allows registered members to broadcast short posts, “tweets.” Twitter members can broadcast tweets and follow other users' tweets. Constrains tweets to 140 characters <i>Handle - WilmingtonMPO</i>

Wilmington Urban Area Metropolitan Planning Organization

Social media outlets may be utilized to:

- Share and post articles from other agencies, media, and blogs;
- Demonstrate the development of transportation projects and plans;
- Share and post pictures of projects currently in progress, future projects, and completed projects;
- Post/tweet links for online surveys, public meetings (location/times), community events where information booths will be made available, contact information for those soliciting feedback; and
- Respond to tweets/posts from citizens when seeking information.

The WMPO will monitor, examine and evaluate the effectiveness of social media outlets using analytical data, including (but not limited to): the number of followers/friends, retweets and mentions, shared links, or site traffic. The WMPO may develop a guidance document and evaluation strategy for each social media outlet.

Social Media Comments

We welcome you and your comments!

The purpose of our social media accounts is to present matters of public interest in the WMPO planning area and receive feedback from its many residents, businesses and visitors. We encourage you to submit your questions, comments, and concerns, but please note this is a moderated online discussion site and not a public forum.

We recognize the web is a 24/7 mechanism, and your comments are welcome at any time. However, given the need to manage our staff resources, we generally only monitor comments and postings during regular business hours.

Once posted, the WMPO **reserves the right to delete any or all submissions**. Reasons for deletion may include:

- Vulgar language;
- Personal attacks of any kind;
- Comments or content that promotes, fosters, or perpetuates discrimination on the basis of race, creed, color, age, religion, gender, marital status, genetics, status with regard to public assistance, national origin, physical or intellectual disability or sexual orientation;
- Spam or links to other sites;
- Clearly off topic;
- Advocate illegal activity;
- Promote particular services, products, or political organizations;
- Infringe on copyrights or trademarks;
- Personally identifiable medical information; or
- Information that may compromise the safety, security or proceedings of public systems or any criminal or civil investigations.

If there are repeated violations, then the WMPO will ban participation on platforms that permit organizations to ban users. Please note that the comments expressed on these sites do not reflect the opinions and position of the WMPO, member jurisdictions, board/committee members or its officers and employees. Furthermore, use of these social media sites by ‘liking’, ‘friending’, ‘following’ and/or other means of connecting with sites, pages, or people, by the WMPO does not constitute endorsement.

If you have any questions concerning the operation of this online moderated discussion site, please contact the WMPO at wmpo@wilmingtonnc.gov.

YouTube disclaimer:

The WMPO is not responsible for the content provided on "related" and "promoted" videos that are accessible from the WMPO’s YouTube channel. All viewers should note that these related videos and comments expressed on them do not necessarily reflect the opinions and position of the WMPO, member jurisdictions, board and committee members, or its officers and employees.



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MEMORANDUM

TO: TCC members

FROM: Mike Kozlosky, Executive Director

DATE: January 10, 2018

SUBJECT: Independence Boulevard Extension

The Independence Boulevard Extension project from Randall Parkway to the Martin Luther King Jr. Parkway was added to the Wilmington Thoroughfare Plan in 1972. The primary purpose of the project is to improve regional mobility, congestion, and connectivity within the City. Specifically, the project will help increase north and south mobility in central Wilmington.

On January 18, 2015 the Metropolitan Planning Organization's Transportation Advisory Committee supported the retention of Independence Boulevard Extension on the MPO's long range transportation plans and supported alternative north-south capacity. The Board also supported the completion of the draft environmental impact statement, preservation of the preferred corridor, opposed the design of an elevated facility and encouraged the MPO, North Carolina Department of Transportation (NCDOT) and CSXT to develop an at-grade option for Independence Boulevard extension. The City of Wilmington adopted similar resolutions in November 2014. Due to funding issues, the project was subsequently unfunded in the State/Metropolitan Transportation Improvement Programs.

The Wilmington Urban Area MPO's adopted 2017-2021 Strategic Business Plan identifies Independence Boulevard Extension as one of six (6) Target Areas. The Strategic Business Plan includes objectives and strategies for each target. The objectives for this target include:

- Identify the desired design for Independence Boulevard Extension through engagement with the MPO Board, Wilmington City Council and community
- Identify the environmental impacts related to the potential alignments for Independence Boulevard Extension
- Identify and secure funding for the project
- Continue to work to protect the corridor in an effort to preserve it from future development

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The Independence Boulevard Extension (U-4434) is again funded in the adopted 2018-2027 State/Metropolitan Transportation Improvement Programs for right-of-way acquisition in Fiscal Years 2022 and 2023 with construction is funded in Fiscal Years 2025, 2026 and 2027. The project is funded within the first 5 years of the STIP/MTIP and is considered a committed project by NCDOT.

The current functional designs include grade-separation at the two railroad crossings and an interchange at Market Street. Based on the concerns from the City and MPO, NCDOT coordinated with CSX on the request for at-grade crossings at these rail crossings. CSX has indicated that from an operational and safety standpoint, an at-grade option for Independence Boulevard Extension is unacceptable. Based on this feedback from CSX, the Department is ready to move forward with the project. A discussion item has been calendared for the City Council's agenda briefing on January 22, 2018.

This item will be included on the Board's January meeting agenda for Discussion.

Proposed Revisions to 2016-2025 STIP/MTIP and 2018-2027 STIP/MTIP Programs

STIP/MTIP Modifications # 18-1 (January 2018)

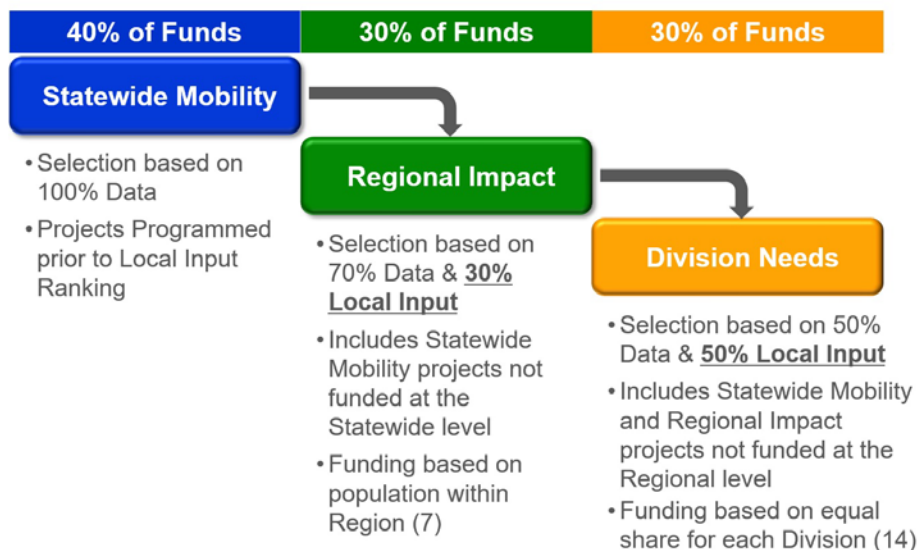
<p>* R-5783 BRUNSWICK DUPLIN NEW HANOVER ONSLow PENDER SAMPSON PROJ.CATEGORY DIVISION</p>	<p>VARIOUS, DIVISION 3 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS. <u>ADD CONSTRUCTION IN FY 18 NOT PREVIOUSLY PROGRAMMED.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2018 - \$800,000 (TAP) FY 2018 - <u>\$200,000</u> (O) \$1,000,000</p>
<p>R-3300A NEW HANOVER PENDER PROJ.CATEGORY REGIONAL</p>	<p>.US 17, US 17 BYPASS SOUTH OF HAMPSTEAD TO NC 210. <u>ACCELERATE RIGHT-OF-WAY FROM POST YEAR TO FY 18 SO THAT PROPERTY ACQUISITION CAN BEGIN THAT WILL MINIMIZE POTENTIAL CORRIDOR MAP ACT LAWSUITS.</u></p>	<p>RIGHT-OF-WAY UTILITIES CONSTRUCTION</p>	<p>FY 2018 - \$16,530,000 (T) FY 2019 - \$16,530,000 (T) POST YR- \$500,000 (T) POST YR-<u>\$113,000,000</u> (T) \$146,560,000</p>
<p>R-3300B PENDER PROJ.CATEGORY REGIONAL</p>	<p>US 17, NC 210 TO US 17 NORTH OF HAMPSTEAD. <u>ACCELERATE RIGHT-OF-WAY FROM FY 19 TO FY 18 DUE TO COMPLETION OF DESIGN PLANS.</u></p>	<p>RIGHT-OF-WAY UTILITIES CONSTRUCTION</p>	<p>FY 2018 - \$14,658,000 (T) FY 2019 - \$14,658,000 (T) FY 2019 - \$500,000 (T) FY 2021 - \$20,400,000 (T) FY 2022 - \$20,400,000 (T) FY 2023 - \$20,400,000 (T) FY 2024 - <u>\$20,400,000</u> (T) \$111,416,000</p>

U-5732	US 17, SR 1582 (WASHINGTON ACRES ROAD) TO			
PENDER	SR 1563 (SLOOP POINT LOOP ROAD). CONVERT			
REGIONAL	TO SUPERSTREET.	RIGHT-OF-WAY		
PROJ.CATEGORY	<u>COST INCREASE EXCEEDING \$2 MILLION AND</u>	UTILITIES		
	<u>25% THRESHOLDS</u>	CONSTRUCTION		
				FY 2018 - \$4,724,000 (T)
				FY 2018 - \$567,000 (T)
				FY 2021 -\$12,550,000 (T)
				FY 2022 - <u>\$12,550,000</u> (T)
				\$30,391,000

Introduction

The Strategic Transportation Investments (STI) law is the formula to determine how the North Carolina Department of Transportation (NCDOT), in partnership with local governments, will fund and prioritize transportation projects in the state of North Carolina. Under this formula, all modes will compete for the same funding based on a data driven process called Prioritization. The Strategic Transportation Investments places projects into three categories: Statewide, Regional and Division levels. The Statewide level is based solely on quantitative data such as benefit cost and safety ratios. Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs) and Division Engineers will assign local input points to projects in the Regional and Division levels. These points will be included in the calculation of the final project scores for Prioritization 5.0 (P 5.0) for the Regional and Division categories. MPOs and RPOs are required to develop methodology for the assignment of local input points and NCDOT must approve this methodology.

Each of the three funding categories identified under the new Strategic Transportation Investments have their own criteria.



This methodology is intended to ensure a process that is both data-driven and responsive to local needs. The methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process that includes at least two criteria, with at least one being qualitative, for determining project prioritization. The following methodology has been developed by the Wilmington Urban Area MPO for the purposes of determining transportation funding priorities for Prioritization 5.0.

The WMPO's participation in the Strategic Transportation Investments consists of the following steps:

1. Selection of projects for consideration in the Statewide, Regional and Division levels;
2. Receive quantitative scoring of submitted projects that has been determined by NCDOT's Strategic Prioritization Office of Transportation (SPOT);
3. Develop draft qualitative scoring of projects and ranking;
4. Public involvement process; and
5. Finalize project scoring and ranking.

Each level of criteria is listed below:

Statewide Level (40% of total revenue funding)

- Projects of statewide significance will receive 40% of the available revenue funding.
- The project selection process will be 100% data-driven/quantitative scoring.

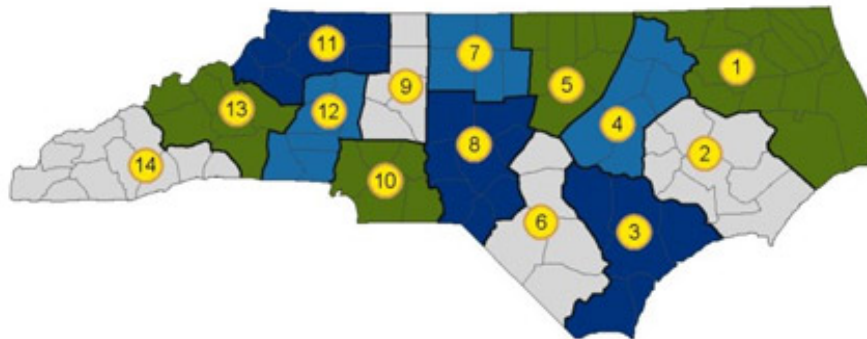
Regional Level (30% of total revenue funding)

- Projects of regional significance will receive 30% of the available revenue funding based on regional population. Projects on this level compete within specific regions made up of two NCDOT Divisions. The Wilmington MPO is located in Region B, made up of Divisions 2 and 3.
- Data/ quantitative scoring will comprise 70% of the decision-making process and local rankings will comprise of the remaining 30%. This 30% local input will be shared 15% by the Division Engineers and 15% MPO/RPO input.

Division Level (30% of total revenue funding)

- Projects that address local concerns such as safety, congestion and connectivity will receive 30% of the available revenue funding shared equally over NCDOT's 14 Transportation Divisions. The Wilmington MPO is located in NCDOT Division 3.
- The Department will choose projects based 50% on data and 50% on local rankings. This 50% local input will be shared 25% by the Division Engineers and 25% MPO/RPO input.

NCDOT Divisions



The North Carolina Department of Transportation will be developing quantitative scores for all projects based on the adopted methodology. Default criteria were recommended by the Prioritization 5.0 work group and agreed to by NCDOT to quantitatively score projects across all modes on the Regional and Division levels.

Regional Projects Evaluation Criteria	
Benefit-Cost	20%
Congestion	20%
Accessibility/Connectivity	10%
Safety	10%
Freight	10%
Multi-modal	0%
Local Input	30%

Division Projects Evaluation Criteria	
Benefit-Cost	15%
Congestion	15%
Accessibility/Connectivity	5%
Safety	10%
Freight	5%
Multi-modal	0%
Local Input	50%

Description of Criteria and Weights

While developing the Cape Fear Transportation 2040 Transportation Plan, the Wilmington Urban Area MPO’s Board utilized a prioritization process for evaluating projects identified in the plan. Projects included in Cape Fear Transportation 2040 have been prioritized for a limited amount of funding from the fiscally-constrained funding sources. The MPO used both quantitative (objective) and qualitative (subjective) information to determine which projects represented the greatest need to match available funding sources within its boundaries. Members of the general public, elected officials, subject matter experts and planning technicians within the Wilmington Urban Area submitted project proposals for 6 modes of transportation – Aviation, Bicycle and Pedestrian, Ferry and Water Transportation, Freight and Rail, Mass Transportation, and Roadways.

All projects were evaluated using goals and objectives identified for each mode. A ranked list of projects was then used as the basis for the fiscal constraint analysis determining which projects could receive a portion of the anticipated funding in this region between 2015 and 2040.

The MPO proposes to utilize the following as evaluating criteria in assigning the local input points: the SPOT Prioritization 5.0 Quantitative Score, Wilmington MPO’s Prioritization 4.0, Consistency with Plans, Status of Project in Development, and Inclusion in Adopted Strategic Business Plan. The WMPO will use the quantitative P 5.0 scores from NCDOT as part of the prioritization process as well as to guide the Board in the assignment of local input points.

The Local Input is the priority of the project as ranked by the Technical Coordinating Committee (TCC) and MPO Board. The Board will review and approve a final prioritized list of projects for submission to SPOT. A matrix will be used to develop the draft Local Input points. Below please find an example of this matrix:

	SPOT Quantitative 5.0 Score	Wilmington MPO's Prioritization 4.0	Consistency with Plans	Status of Project in Development	Inclusion in Adopted Strategic Business Plan	Total
	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 500)
Project X						

SPOT Quantitative 5.0 Score- The SPOT 5.0 Quantitative score is the score provided by SPOT for each project. This score is out of a possible 100 points and based on data/quantitative scoring.

Prioritization 4.0 Points- the amount of local input points the project received during the Prioritization 4.0. This could range from 100 to 0.

Consistency with Plans- This criterion is used to determine if the proposed project is in an adopted plan. Each project will be evaluated with the points assigned as follows:

- Projects included in the adopted Long Range Transportation Plan- 100 points
- Projects included in Plans adopted by the MPO- 50 points
- Projects that are adopted in plans by member jurisdictions and NCDOT but not adopted by the MPO- 25 points

Status of the Project in Development- This criterion will identify which phase the project is in development. Each project will be evaluated with the criteria as outlined below:

- Projects that are in the right-of way acquisition or property already acquired by the State of North Carolina- 100 points
- Projects that are in the Design phase (engineering, construction document preparation, or surveying)- 50 points
- Projects that are in the Planning phase (feasibility study or environmental permitting/permitting phases)- 25 points

Inclusion in the adopted Strategic Business Plan – On February 22, 2017, The MPO's Board adopted the 2017-2021 Strategic Business Plan. This plan highlights the Board's top targets, objectives, and strategies. This criterion will award points to projects named within the adopted 2017-2021 Strategic Business Plan. Projects will be assigned points as follows:

- Project included in the adopted 2017-2021 Strategic Business Plan – 100 points
- Project is not included in the adopted Strategic Business Plan – 0 points

Total Score and Project Ranking

Utilizing the matrix and criteria scoring, all modes will compete against each other for funding. Below is an example of how a project is scored utilizing this method. The assignment of local input points will be based on a mathematical sum of the points assigned during the Local Input Methodology Process.

Example:

Project X is a widening project that includes two transit stop shelters, a bike lane, and 5' sidewalks on both sides of the street. The project is a carryover from Prioritization 4.0, was awarded 50 local points, and recently received a Prioritization 5.0 quantitative score of 56.8. The project is in the design phase and is a supported project within the current adopted MTP. The project is not included in the currently adopted 2017-2021 Strategic Business Plan.

Utilizing the scoring method outlined previously, the following is a breakdown of the point assignment for Project X:

	SPOT 5.0 Score	Wilmington MPO's Prioritization 4.0	Consistency with Plans	Status of Project in Development	Inclusion in Adopted Strategic Business Plan	Total
	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 500)
Project X	56.8	50	100	50	0	356.8

Each MPO, RPO and NCDOT Division Engineer is allowed to assign local input points that will be used by NCDOT in ranking and scoring each project. The Wilmington MPO will be able to assign up to 1,500 total local input points for each funding category (**1500 for Regional Impact and 1500 for Division Needs categories**). The maximum number of points that can be assigned to a project is 100 points. The top **fifteen** scoring projects will be assigned 100 points each from the Wilmington MPO, regardless of mode. The WMPO Board reserves the right to deviate from the local input methodology point assignment process in order to award points to projects of priority or importance that may not have scored within the top fifteen projects. In these instances, justification and/or rationale shall be given at a advertised, open meeting of the MPO Board.

Schedule and Public Outreach

The Wilmington Urban Area MPO adopted the most recent Public Involvement Policy on January 25, 2017 and is located [here](#) on the MPO's website. The Public Involvement Policy is an umbrella policy encompassing the plans and programs of the Wilmington Urban Area MPO's transportation planning process. This policy serves as an integral part of the MPO's planning efforts. The Wilmington Urban Area MPO will utilize this adopted policy to solicit comments on the "draft" Project Ranking and Scoring. These outreach efforts will include regular public input opportunities at Board meetings, and the draft project ranking and scorings being posted on the MPO's website. Both efforts will help the MPO to solicit public comments by way of verbal comments at a public meeting or comments received through mail or email. Following the closing of the public participation process, staff will review any comments

received with the TCC and the Board. All public comments received, local input scores and project rankings, and all draft and final point assignments with any justification/rationale for point assignment which deviates from this Local Methodology will be placed on the Wilmington Urban Area MPO’s website at www.wmpo.org until after the adoption of the final STIP/MTIP by the Board of Transportation.

The Wilmington Urban Area MPO’s TCC and the Board will develop a “draft” project ranking and scoring to assign points based on the aforementioned criteria. The Wilmington Urban Area MPO will then conduct a public outreach effort. Following the public outreach effort, the MPO will review with the TCC and the Board any comments received during the public participation process. No additional projects will be submitted based on the public participation effort, but comments will be considered prior to the final adoption of the scores. The Board will then adopt a Final Project Ranking and Scoring for the Wilmington Urban Area MPO. This information will then be submitted to the NCDOT SPOT office.

Prioritization Process Schedule 2017-2018

- | | |
|--|-------------------|
| • The Board Reviews Existing Projects, Project Modifications and Intersection/Interchange Projects | June-August 2017 |
| • New Project Submittals to NCDOT | September 2017 |
| • The Board Adopts FINAL Local Input Methodology | February 2018 |
| • The Board Approves “DRAFT” Project Ranking and Scoring | April 2018 |
| • Conduct MPO Public Input Process | May 2018 |
| • The Board Approves Final Project Ranking and Scoring | June 2018 |
| • Submit Scored Projects to NCDOT | June-October 2018 |
| • NCDOT releases Draft 2020-2029 STIP/MTIP | January 2019 |

Point Assignment Process

The Local Input Methodology shall serve as a guide for the Board to assign 100 points to the top fifteen scoring projects located within the Wilmington Urban Area MPO’s planning jurisdiction. However, **deviation** from the Local Input Methodology shall require the justification/rationale to be made during a public meeting of the Board, as advertised by the open meetings laws, and included with the sharing of the points with the public through the public outreach effort.

During the draft and final point assignments, the following information will be available on the MPO’s website for all projects submitted to SPOT:

Local Input Point Criteria

	SPOT 5.0 Score	Wilmington MPO’s Prioritization 4.0	Consistency with Plans	Status of Project in Development	Inclusion in Adopted Strategic Business Plan	Total
	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 500)
Project X						

Local Input point Assignment Results

	Draft Local Input Point Assignment	Deviation Notes (if applicable)	Final Local Input Point Assignment
Project X	Points (x of 100)		Points (x of 100)

Material Sharing

The WMPO strives to maintain complete transparency through the local input scoring process. All relevant materials will be posted on the WMPO's website within one week of completion and will remain available until after the adoption of the STIP by the Board of Transportation. The following information will be available at the Wilmington Urban Area MPO's website www.wmpo.org:

- A link to NCDOT's STI Prioritization Resources website.
- The WMPO's adopted methodology summary.
- A schedule of the local input process including dates for public meetings and comment periods.
- Draft and final local input point scores and records of deviations and applicable reasoning.



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MEMORANDUM

TO: TCC members

FROM: Mike Kozlosky, Executive Director

DATE: January 10, 2018

SUBJECT: Feasibility Study for a Rail Connection between Wilmington International Airport and the Wilmington Multi-modal Transportation Center

At the November 29, 2017 MPO Board meeting, the Board discussed a feasibility study for a rail connection between Wilmington International Airport and the Wilmington Multi-modal Transportation Center. This connection is not included in Cape Fear Transportation 2040 plan. The Board requested options for this feasibility study. Based on Board discussion, staff has identified five options:

- 1) Budget \$50,000 in the Unified Planning Work Program and solicit a private planning/engineering firm to complete this feasibility study.
- 2) Utilize MPO staff to complete this feasibility study in-house.
- 3) Utilize an intern to complete this feasibility study.
- 4) Request the Cape Fear Public Transportation Authority consider operating a transit demonstration project for a rubber-tired service between these two locations to determine if ridership warrants the completion of a feasibility study.
- 5) Wait until the project is incorporated into an adopted Metropolitan Transportation Plan prior to the completion of a feasibility study.

Staff will be seeking direction from the Board on the next steps at their January Board meeting.



Cape Fear Crossing

STIP U-4738

Brunswick and New Hanover Counties

PROJECT STATUS REPORT

January 2, 2018

Project Description

The Cape Fear Crossing project is proposed as a roadway extending from the vicinity of US 17 Bypass and I-140 in Brunswick County to US 421 in New Hanover County, including a crossing of the Cape Fear River. The project is programmed in the 2018-2027 STIP for planning and environmental studies only using STPDA funding from the Wilmington MPO.

The following list includes tasks during the month of December:

Current Activities

- The project team continues to coordinate and correspond with project stakeholders.
- Studies for the Traffic Noise Analysis and Air Quality Analysis are ongoing.
- Studies for the updated Traffic Capacity Analysis are ongoing.
- The project team continues preparation of the Draft Environmental Impact Statement (DEIS).
- Design refinements are being prepared based on bridging decisions from the NEPA/Section 404 Merger Team Concurrence Point 2A – “Bridging Decisions and Alignment Review” meeting on 8/17/17.
- Design refinements for alternatives south of the Port of Wilmington are being prepared due to the request from the NCSA and WMPO to provide 215 feet of vertical clearance over the Cape Fear River navigational channel (versus 187 feet as previously designed).

Upcoming Activities

- The project team will incorporate any design revisions necessary upon completion of the updated Traffic Capacity Analysis.

Past Activities

- The NEPA/Section 404 Merger Team reached concurrence on 11/30/17 to eliminate Alternatives C, F, P, G, J, and V Freeway. Alternatives B, Q, T, M Avoidance, N Avoidance, and V Widening will be carried forward for detailed study in the DEIS.
- The update to the Natural Resources Technical Report was finalized on 9/19/17.
- The Essential Fish Habitat Assessment was finalized on 9/01/17.
- Right-of-Way cost estimates and relocation reports have been completed.
- The project team received final concurrence from the NEPA/Section 404 Merger Team on Concurrence Point 2A – “Bridging Decisions and Alignment Review” on 8/17/17.
- The NEPA/Section 404 Merger Team reached Concurrence Point 2A – “Bridging Decisions and Alignment Review” on 5/30/17.
- The project team received final concurrence from the State Historic Preservation Office on 5/26/17 regarding Section 106 effects on historic resources in the project study area.
- The project team presented the status of the project and preliminary alternative impact analysis results to the WMPO TAC on 3/29/17.
- The Archaeological Predictive Model Update was finalized on 2/13/17.
- The NEPA/Section 404 Merger Team reached Concurrence Point 2 – “Detailed Study Alternatives Carried Forward” on 2/10/14.
- The NEPA/Section 404 Merger Team reached Concurrence Point 1 – “Purpose and Need and Study Area Defined” on 12/12/13.
- Technical documents that have been finalized are available on the project website under “Project Documents.”

Contact Information

NCDOT – John Conforti, jgconforti@ncdot.gov, 919.707.6029; AECOM – Joanna Rocco, joanna.rocco@aecom.com, 919.239.7179; Website: <http://www.ncdot.gov/projects/capefear/>; Email: capefear@ncdot.gov; Hotline: 1.800.233.6315

WILMINGTON MPO
TRANSPORTATION PLANNING
JANUARY 2018

2045 METROPOLITAN TRANSPORTATION PLAN

Project Description/Scope: The Wilmington Urban Area Metropolitan Planning Organization is required by federal law to update the Metropolitan Transportation Plan every 5 years. The last plan was adopted by the MPO Board on November 18, 2015. The next update is required to be adopted by November 2020. This plan will guide the regional transportation priorities and actions, and be used for project selection in the State/Metropolitan Transportation Improvement Programs. The MPO Board appointed a Citizen Advisory Committee (CAC) to help guide the development of this plan.

Next Steps:

- Approve the name and color scheme for the plan
- Approve Vision and Goals for the plan
- Continue to work with the CAC on plan development
- Adoption in November 2020

LELAND STREET DESIGN STANDARDS MANUAL

Project Description/Scope: The Town of Leland is partnering with the Wilmington Urban Area MPO to utilize consultant services for the development of street design guidelines. These guidelines will guide new development towards the construction of streets that better align with the town's values in terms of connectivity, multi-modal activity, maintenance, design, and safety. The Leland Street Design Guidelines will include the provision of conceptual tables/graphics which will more easily convey the impact of standards on the physical landscape to the public and elected officials. Staff from the MPO and Town continue to work on the development of these standards. A public meeting was held on December 4th to review the draft materials.

Next Steps:

- Continue to update the guidelines/manual per guidance from the Town of Leland

NORTHEAST NEW HANOVER COUNTY FUTURE STREET PLAN

Project Description/Scope: New Hanover County and the Wilmington Urban Area MPO are partnering to develop a Future Street Plan for Northeastern New Hanover County. This plan will serve as a framework for a future street system in the study area by examining how well the existing transportation system performs, developing multi-modal street design guidelines, and creating strategies for integrating land use and transportation development.

Next Steps:

- Finalize Draft Plan
- Present information to New Hanover County Planning Board and Board of Commissioners

SITE DEVELOPMENT REVIEW

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

- New Hanover County Development Plan Reviews: 4 reviews
- New Hanover County Informal Plan Reviews: 4 reviews
- New Hanover Concept Reviews: 1 reviews
- Town of Leland Formal Reviews: 1 reviews
- Town of Leland Informal Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- TIA Reviews:16 total (New Hanover County 6, City of Wilmington 7, Carolina Beach 0, Leland 1, Navassa 1, and Pender County 1) new 2 and ongoing 14
- Pender County Development Plan Reviews: 3 reviews
- Pender County Informal Plan Reviews: 2 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 56 (9 new, 47 on-going)
- City of Wilmington Informal Reviews: 30 (5 new, 25 on-going)
- City of Wilmington Concept Reviews: 12 (10 new concept reviews-2 on-going concept)
- COW Project Releases: 13 Full releases

STBGP-DA/TASA-DA FY 2013, 2014, 2015 and 2016 Project Status

STBGP-DA

U-5534B - CITY OF WILMINGTON- HEIDI TRASK DRAWBRIDGE

Project Descriptions/Scope: This project consists of construction of a public walkway/pier underneath the Heidi Trask Drawbridge to provide for a safe crossing for cyclists and pedestrians across US 74 (Wrightsville Avenue) on the mainland side of the drawbridge in Wilmington.

Project Status and Next Steps:

- Construction contract awarded to Intercoastal Marine, LLC
- Additional funds approved by the City on September 5th.
- Contractor to begin work on the project.

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:

- 100% plan comments sent back to Engineer
- Specifications comments sent back to Engineer
- Anticipate R/W acquisition completed December 2017
- Bidding anticipated in February 2018

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

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

Project Status and Next Steps:

- Revised 75 % plans/ROW plans and project schedule submitted to NCDOT on October 26, 2017
- The Town is working to complete a Supplemental Agreement with NCDOT
- NCDOT to determine project ownership
- Construction contract let is anticipated June 20, 2018

U-5534E - TOWN OF CAROLINA BEACH - ISLAND GREENWAY AND HARPER AVENUE BIKE LANES

Project Descriptions/Scope: This project is for the design and construction of an off-road multi-use path that begins at Mike Chappell Park and winds along the existing cleared fire path and terminates at Alabama Avenue and the Harper Avenue bike lanes will consist of a bicycle boulevard on existing pavement on each side of Harper Avenue from Dow Road to Lake Park Boulevard. The Town desires to combine the project with the awarded 2014 STP-DA project. Contract documents have been approved and are being finalized for advertisement. Initial funding has been approved by the Board and FHWA.

Project Status and Next Steps:

- Bid Opening was held September 28, 2017. Bids currently under review.
- The Town is working toward the January Board of Transportation meeting for award of additional funds.

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. The right of Way certification was received November 2, 2016.

Project Status and Next Steps:

- Plans and Technical specs have been submitted to NCDOT for approval
- The City has received the proposed Supplemental Agreement from NCDOT for \$240,000
- The City is preparing the Council package for approval of the Supplemental agreement during the December Council Meeting.
- Anticipated Let Date: To be determined once bid package approved

U-5534S (Formerly U-5534M)- Coral Drive Sidewalks

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

Project Status and Next Steps:

- 65% plans received by Town – to be submitted to NCDOT for comment
- Anticipated Let Date: Summer 2018

U-5534H – HINTON AVE MULTI-USE PATH

Project Descriptions/Scope: This project consists of the construction of a 10' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

Project Status and Next Steps:

- The City has provided the executed revised scope and amendment to McKim & Creed.
- Issues with the plans continue to exist. The City will be issuing a letter to McKim & Creed.
- Anticipated Let Date of Fall 2018

U-5534G –HOOKER ROAD MULTI-USE PATH

Project Descriptions/Scope: The project consist of the construction of a 10' wide multi-use path along Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Ave intersection

Project Status and Next Steps:

- The City has provided the executed revised scope and amendment to McKim & Creed.
- Issues with the plans continue to exist. The City will be issuing a letter to McKim & Creed.
- Anticipated Let Date of Fall 2018

U-5534K –LELAND MIDDLE SCHOOL SIDEWALK

Project Descriptions/Scope: The construction of 5 foot wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Rd 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:

- The Town is currently reviewing the revised 90% drawings, which will be resubmitted to NCDOT.
- Right of way Certification-TBD
- Encroachment agreement needed once right-of-way finalized
- Let date will be delayed to match up with “J” project.

U-5534J –OLD FAYETTEVILLE LOOP ROAD PEDESTRIAN LOOP

Project Descriptions/Scope: The construction of 5 foot wide sidewalks in three locations: along Village Road from Town Hall Drive going southeast to the existing sidewalk in front of the apartment complex, along Town Hall Drive from Village Road NE to the sidewalk currently under construction by the new Town Hall, and along Old Fayetteville Road from the existing sidewalk in front of the apartment complex to Village Road NE.

Project Status and Next Steps:

- The Leland Town Council approved a scope change at their July meeting
- The Town is currently reviewing revised 90% drawings, which will be resubmitted to NCDOT.
- Right of way acquisition underway

U-5534I –VILLAGE ROAD MULTI-USE PATH EXTENSION

Project Descriptions/Scope: The construction of a 10 foot wide asphalt multi-use path routed across Perry Ave, behind the library, out to Village Road, down Village Road ending on the western edge of the First Baptist Church property before the Sturgeon Creek Bridge.

Project Status and Next Steps:

- The Town is currently reviewing revised 90% drawings
- Right of way acquisition underway
- Right of way Certification- TBD
- Encroachment agreement needed once right-of-way finalized

- Let date will be delayed to match up with “J” project.

SHIPYARD BOULEVARD SIDEWALK

Project Description/Scope: The construction of a sidewalk and bus pull-out along Shipyard Boulevard between Vance Street and Rutledge Drive. This will be a partnership between the City of Wilmington, Cape Fear Public Transportation Authority and Wilmington MPO.

Project Status and Next Steps:

- 90% design plans - comments submitted to LJB
- CFPUA comments submitted to LJB
- A revised estimate is under review
- Anticipated let date February 2018

U-5534O Cape Fear Blvd Multi-Use Path

Project Description/Scope: The construction of approximately 3200 linear feet of 10' wide paved off-road Multi-use Path along the south side of Cape Fear Blvd. from 6th Street to Dow Road.

Project Status and Next Steps:

- 100% Plans and Engineer's Estimate have been approved by NCDOT
- Finalized contract documents and estimates submitted to NCDOT
- Bids to be open January 23, 2018.

U-5534Q –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:

- The City will provide additional survey regarding the drainage conflicts – survey update 95% complete
- Consultant is providing a revised design scope and schedule based on the drainage issues identified in the 25% plans – once revised survey is complete
- 25 % plans have been submitted to NCDOT for review – comments received, designer correcting
- The City will revise schedule upon outcome of survey issue

U-5534T – Traffic Signal Preemption

Project Description/Scope: This project will install traffic pre-emption equipment at 27 locations throughout the City of Wilmington and GPS devices on fire apparatus.

Project Status and Next Steps:

- Davenport Engineering manhour estimate has been approved.
- Design to begin

U-5534U – 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:

- Scoping meeting held with NCDOT
- The Town is working on a Letter of Interest (LOI)
- PE funds were released at the December 2017 Board of Transportation meeting.

TASA-DA

U-5527B CITY OF WILMINGTON – 5th AVE INTERSECTION UPGRADES

Project Descriptions/Scope: This project is for the construction of high visibility crosswalks, curb ramps, and pedestrian activated signals on 5th Ave at the Dawson Street and Wooster Street intersections.

Project Status and Next Steps:

- A supplemental agreement between NCDOT and City is required for the additional funding. The agreement was approved by the Wilmington City Council on September 5, 2017. The supplemental agreement is on the December Board of Transportation agenda.
- The project is under-funded and the City will be requesting additional funds.

U-5527C NEW HANOVER COUNTY – MIDDLE SOUND GREENWAY – EXTENSION TO MIDDLE SOUND VILLAGE

Project Descriptions/Scope: This project is for the construction of a multi-use path along Middle Sound Loop Road from Oyster Lane to the Middle Sound Village property line.

Project Status and Next Steps:

- New Hanover County has selected Davenport Engineering to complete the design.
- Davenport manhour estimate has been approved by NCDOT
- NCDOT is processing the supplemental agreement for funds awarded last spring.
- New Hanover County is requesting a time extension.

U-5527D HARPER AVE. MULTI-USE PATH

Project Descriptions/Scope: The construction of approximately 2104 linear feet of 10' wide paved multi-use path along Harper Ave. from Dow Road to 6th Street

Project Status and Next Steps:

- NCDOT Agreement is in place
- PE funds authorized August 2, 2016
- Draft LOI for PE Services submitted and being revised by the Town
- Advertisement of PE Services is anticipated in November 2017
- Anticipated let date June 2018

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Project Description/Scope: UNCW is taking the role as lead employer for the Cape Fear region. The WMPO will coordinate with UNCW to work with other major employers in the region to identify opportunities for public outreach, marketing, carpooling, vanpooling, alternative/compressed work schedules, Emergency Guaranteed Ride Home, park and ride lots, etc. The MPO established 2 park and ride lots in Brunswick County and a ridesharing program that began on January 5, 2015. The MPO adopted "Work Cape Fear: Expanding Commuter Options in the Cape Fear Region" TDM Short Range Plan on January 28, 2015 and also authorized staff to apply for a TDM grant through NCDOT that if approved would fund a full-time TDM Coordinator position. The Agreement with NCDOT for the full-

time TDM Coordinator position was approved on November 4, 2015. The TDM Coordinator position is currently vacant. Pulsar develop branding materials.

Next Steps:

- Begin development of the Go Coast marketing plan
- Analyze data and results from the Go Coast Commuter Challenge and develop presentations to various groups reflecting our success
- Gather model alternative work schedule policies from various regional employers to be highlighted in the statewide initiative to showcase model alternative work schedules
- Schedule lunch and learns/presentations with area employers to promote Go Coast program
- Partner with large employers to determine vanpool options
- Partner with UNCW, Cape Fear Community College, and New Hanover Regional Medical Center to explore carpool matching options and guaranteed ride home strategies
- Coordinate with employers to implement 2 additional vanpool programs and potential Park & Ride lot locations
- Hold a Bike Share RFP selection committee meeting



Cape Fear Public Transportation Authority

Project Update

January 2018

REGIONAL AUTHORITY PROJECTS

- 1. Bus fleet replacement** - identifying state and federal funding opportunities to replace eleven thirty-five foot buses, two trolleys, and three shuttles. The Authority has applied for funding from a nationwide discretionary grant program from Federal Transit and is pursuing other opportunities. Wave responded to the NC DEQ RFI regarding the allocation of \$92M in VW settlement funding.
- 2. Short Range Transportation Plan** - (no change) following adoption of Cape Fear Transportation 2040 by the Wilmington Metropolitan Planning Organization (WMPO), Wave Transit has begun its latest short range plan. The plan will set a course for public transportation initiatives, route structure, and revenue programming for the next five years. The plan will also include a financial element to ensure that transit programs are compliant with FTA rules and regulations.
Under the direction of the Authority's Operations and Planning Committee made up of funding partners, Board members, staff, WMPO board members, WMPO staff, passengers, interested citizens, and professional transit planning consultants, the 9 - 12 month plan is an important tool in identifying and quantifying the public transportation needs of the community. Marketing, public relations, and community support for financing transit in Southeastern North Carolina will also be a focus of the plan. A key component of the plan will be extensive surveying and data collection to assess the needs of current and prospective passengers. Nelson Nygaard is the principal consultant leading the project.
Data collection has begun and is being analyzed. Over fifteen agencies are assisting Wave Transit as stakeholders in the planning effort. The stakeholder committee has been identified and held their multiple meeting. The project is expected to be completed in the spring of 2018.
- 3. Long Term Funding** - (no significant change) currently, the Authority does not have a dedicated source of local funding. Strategies to meet future revenue requirements will be identified during SRTP development. The Authority has drafted a *Short Range Final Plan* which was adopted on January 26, 2017. The financial plan findings will be reviewed by the SRTP consultant and included in the final plan. A possible study regarding long term funding for transit in the region is being evaluated by the City of Wilmington and New Hanover County.
- 4. Shelter Program** - (no change) a program to replace and add up to 50 bus shelters and 25 benches at bus stops is underway. Construction of the first eight shelters is complete. Phase two, consisting of 12 shelters and 15 benches is currently under construction. Phase three consisting of three super stops at Independence Mall, Hanover Center, and Monkey Junction is in the engineering and permitting phase.

WMPO SPONSORED PROJECTS

- 1. Wilmington Multimodal Transportation Center** - an Interlocal Agreement between Authority, City of Wilmington, WMPO, and NCDOT has been executed. Demolition of the U-Haul building is complete. Thanks to generous support from the WMPO, STP-DA funding in the amount of \$2,400,000 has been flexed by FHWA to FTA for the project and a formal grant with FTA has approved.

Phase 1 consisting of hazardous materials abatement and demolition is complete.

Phase 2 consisting of building stabilization is complete.

Phase 3 consisting of renovation construction is scheduled to be bid in January 2018. Renovation construction is expected to be complete six months from contract award which is expected in late February 2018.
- 2. Preventive Maintenance & ADA** - (no change) STBGP-DA funding in the amount of \$510,778 for preventive maintenance and ADA service throughout the region was approved by the WMPO in 2016. The process of flexing the funds from FHWA to FTA is in process. The funds will assist the Authority in maintaining its fleet of fixed route buses and FTA funded facilities to meet the FTA *State of Good Repair Requirement*. The preventive maintenance funding will ensure that Wave Transit vehicles are safe, reliable, and provide a positive and comfortable experience on Wave Transit routes throughout the region.

Americans with Disabilities Act (ADA) compliance utilized under the funding will be used to offset the cost of providing complementary ADA service for passengers unable to access Wave Transit fixed routes. Paratransit services provided under the WMPO authorized funding include specialized origin to destination van service. In November 2017 the Authority provided 1,460 ADA passenger trips. The period of performance for the project is 07/01/2017 through 06/30/2018.
- 3. Replacement CNG Buses** - (no change) In February 2017 the WMPO appropriated \$372,000 in FHWA funding for two replacement CNG buses. The Authority has a contract for the vehicles with Gillig, LLC. A purchase order for the buses was approved by the Authority on June 22, 2017. Local matching funds have been appropriated by the City of Wilmington. The estimated delivery date is May 2018 for both vehicles. Grant application with FTA has been executed and award is expected in January 2018.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

January 2018

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

JANUARY TPD UPDATES WILMINGTON MPO

January 2018

Wilmington Model Update – The Wilmington 2045 Model Update is ongoing. Data Collection was completed in October. The Transportation Planning Division has sent data collection for verification to the MPO on October 26th. Soon after, TPD will continue with base year model estimation and calibration. There has been a model verification group created from the TCC and they are working on verifying base year socio-economic data. The Wilmington MPO will also receive model training from TPD and consultants for new staff beginning of next year.

Wilmington CTP – The Wilmington CTP amendment will begin within the next few months.

Freight Plan – The plan was due to FHWA/USDOT by Oct 1st and was submitted. The plan is now under review by FHWA.

STC Master Plan – There are two consultants that have been hired to complete the STC Master Plan – Atkins and Kimley Horn and Associates. The two consultants have provided their scope of work to DOT end of last year. They will start public outreach sessions beginning of this year. For further details, please contact Kerry Morrow at the NCDOT Transportation Planning Division.

Mailing Address:
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1 SOUTH WILMINGTON STREET
RALEIGH, NC 27601

Performance Measures – NCDOT is establishing safety targets for 2018. State DOTs and MPOs must follow regulations regarding inclusion of performance measures into the planning process, implementation and details of the performance management process (targets and measures). For further details, please contact Daryl Vreeland at the NCDOT Transportation Planning Division.

Corridor Studies Group – There will be a Corridors Studies unit created at NCDOT. Certain positions will be centralized in Raleigh and there will be an additional 14 positions for each division (one position per division).



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

January 5, 2018

WMPO Project Update List
Projects Under Construction

Contract C203922: Greenfield Lake: Realign and upgrade intersection at SR 1436/US 421 and SR 1140 (Burnett Blvd.) south of Willard Street.
Original traffic pattern open December 2017
Contractor: Mountain Creek Contractors Inc.
Bid Amount: \$3,156,247.36
Completion Date: April 2018
Percent Complete: 99.0%

R-2633 BA – (Wilmington Bypass: C203199) construct a 4-lane divided highway from US 74/76 (near Malmo) to SR 1430 (Cedar Hill Road).
Open to traffic on December 18, 2017.
Work will continue on Mt. Misery and Cedar hill road until Spring of 2018.

Roadway:

- Working on guardrail/guiderail.
- Working on grading approach slabs for last incomplete structures on mainline.

Contractor: Barnhill Contracting
Estimated Completion Date: June 2018
Percent Complete: 87.2%

R-2633 BB – (Wilmington Bypass: Bridge over Cape Fear River: C203198) construct a 4-lane divided highway from SR 1430 (Cedar Hill Road) to US 421 (where I-140 currently ends in New Hanover County...this includes the large bridge over the Cape Fear River).
Open to traffic on December 18, 2017.

- 90% complete on the roadway portion of the project.

Contractor: Balfour Beatty Infrastructure
Estimated Completion Date: April 2018
Percent Complete: 98.0%

B-5103: (C203540) replace bridge #35 over the abandoned railroad on SR 1627 (3rd Street), in Wilmington.
Bid Amount: \$4,640,453.87
Percent Complete: 99.9%. Waiting on final estimate.



U-3338B: (C203772) Widening of Kerr Ave. from Randall Parkway to MLK, Jr. Prkwy. Installing storm drain throughout project, and grading Multi-Use Path at Kerr and Randall Prkwy. Multi-Use path at Kerr Ave. and Randall Prkwy. is paved.

- Mast arm for traffic signal has been installed at Kerr Ave. and Randall Prkwy.

Contractor: Sealand Contractors Corp.

Bid Amount: \$22,000,000.58

Estimated Completion date: November 2018

Percent Complete: 58.8%

Wrightsville Avenue (EB-4411C: DC00119):

Widen for bike lanes on SR 1411 (Wrightsville Ave.) from Huntington Ave. to US 76 (Oleander Drive). Pavement markings have been placed.

Contractor: Highland Paving Company

Bid Amount: \$1,540,740.05

Percent Complete: 100.0%. Waiting on Final Estimate

B-4929: (C203789) Bridge @ Surf City NC 50/210 - replace bridge #16 over the inter-coastal waterway with a fixed span high rise structure.

Contractors placed concrete at the following locations: Bent 19, Pier's 6 and 8, Bent 20, Pier's 6 and 8. Contractors placed concrete at span A of the bridge deck. Contractors placed concrete at the Bent 12 columns.

Contractor: Balfour Beatty Infrastructure

Bid Amount: \$53,651,508.35

Estimated Contract Completion Date November 2020

Percent Complete: 53.4%

B-5236: (C203957) Replace Bridge #19 over Lords Creek on SR-1100

Start Date: November 2017

Anticipated Completion date: November 2018

Percent Complete: 7.6%

U-4751: Military Cutoff Road Extension: extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass.

West of US 17 Business (Market Street) to US 17 Business (Market Street) SR 1403 (Middle Sound Loop Road). Nothing to report.

Realignment of Lendire Road complete.

Construction forecasted from FY2017 - FY2022

Let Date November 15, 2017

Availability Date: January 2, 2018

Future Projects

R-3300B: US 17 Hampstead Bypass: Construct a four lane divided roadway on mostly new location from NC 210 to Sloop Point Loop Road. R-3300B currently funded in DRAFT 2018-2027

STIP. **ROW and Utilities: FY 2018 – FY 2020.**

Let date for construction: FY 2020

U-5732: Hampstead Median Project: US 17 (Ocean Highway in Hampstead) Convert to superstreet from SR 1582 (Washington Acres Road) to SR 1563 (Sloop Point Loop Road). Median project has been combined with Hampstead Bypass to accelerate the completion of the Bypass.

Let Date September 2020

R-3300B: project may be accelerated to build and open the Bypass for use as a detour during the median project construction.

Dan Owen Drive connector to Factory Road: Roadway being constructed to alleviate traffic volume off of Hampstead Median Project while being built and to reduce the number of vehicle crashes. Currently staking ROW. NCDOT to construct connector road in 2018.

R-3300A: US 17 Hampstead Bypass: Construct a four lane divided roadway from NC 210 to I-140 south of Hampstead. **Currently unfunded section of Hampstead Bypass.** **However, Design and Right of Way has been approved. NCDOT is pursuing funds to meet the same construction let date as R-3300B.**

U-5732: US 17 (Ocean Highway in Hampstead)

Convert to superstreet from SR 1582 (Washington Acres Road) to SR 1563 (Sloop Point Loop Road). **Note: Will be built in conjunction with Hampstead Bypass.**

Let Date September 2020

R-5021: widening of NC 211 from NC 87 to SR 1500 (Midway Road) to a 4-lane divided facility.

Let Date June 2018

U-4902 C&D: US 17 Business (Market Street) construct a “superstreet” (median) from SR 2734 (Marsh Oaks Drive) to Lendire Drive & from Station Road to US 74 (MLK Parkway/Eastwood Road).

Let Date October 2018

B-4590: replace bridge #29 over Smith Creek on NC 133 (Old Castle Hayne Road)

Let Date December 2018

U-5710: US 74 (Eastwood Road) from Burnett Avenue to US 117 (Shipyard Blvd) upgrade the roadway. **Let Date July 2021**

U-5729: US 421 (Carolina Beach Road) from Burnett Avenue to US 117 (Shipyard Blvd) upgrade the roadway. **Let Date July 2021**

FS-1003B: Feasibility Study US 421 (Carolina Beach Road) study the widening of roadway from Sanders Road to NC 132 (College Road).

Feasibility Study in progress.

U-5790: US 421 (Carolina Beach Road) widen existing US 421 from Sanders Road to NC 132 (College Road) and construct fly-overs at Monkey Junction intersection

Design Build Selection Date January 2020

U-5731: US 74 (US 17/US 421 in Wilmington)

Construct a Fly-Over and Free Flow Ramp at interchange. **Let Date September 2022**

R-5701: US 117 Business (Intersection of N. Walker Street and E. Wilmington Street) Construct roundabout.

Let Date for construction: FY 2020

U-5734: US 421 (South Front Street)

Widen to multi-lanes from US17 Business/US 76/US 421 (Cape Fear Memorial Bridge) to US 421 (Burnett Blvd.)

Let Date September 2023. Right of Way and Utilities Let 2021

U-5710: US 74 (Eastwood Road) construct an interchange at the at-grade intersection of SR 1409 (Military Cutoff Road) & US 74 (Eastwood Road)

Let Date January 2022

FS-1503A: Feasibility Study US 17 Bus. (Market Street) study the at-grade intersection of US 17 Business (Market Street), US 74 (MLK Parkway) & US 74 (Eastwood Road) for installment of an interchange.

Feasibility Study in progress.

FS U-5734: Feasibility Study S. Front Street study the widening of S. Front Street from the intersection of Burnett Blvd. and US 421 (Carolina Beach Road), to Dawson Street.

Environmental Assessment in progress.

[Resurfacing Contracts - New Hanover County](#)

New Contract: New Hanover County: Resurfacing Contract: 2018CPT.03.04.10651; C203888 US 76 E. & W., US 421 (3) + NC State Port.

No activity to report to date

Mill & Resurface the following primary and secondary routes in New Hanover County:

2018CPT.03.03.10101 and 2018CPT.03.04.10651 DC00172

US 17 Bus. East/US 76 East – Ocean Hwy E. from New Hanover County Line northwest past underpass.

US 17 Bus. W/US 76 West – Ocean Hwy E.

US 421 N. Ramp – From US 421 to off ramp onto US 76/421

US 17 Bus. E./US 76 E. (US Hwy. 74/76) – From New Hanover County Line to Cape Fear Memorial Bridge. Bridge #13.

US 17 Bus. W./US 76 W (US Hwy. 74/76) - From New Hanover County Line to Cape Fear Memorial Bridge. Bridge #13.

US 421 N. (Carolina Beach Rd.) – From Snows Cut Bridge, north to SR 1187 (Sanders Road).

US 421 S. (Carolina Beach Rd.) – From Snows Cut Bridge south to SR 1187 (Sanders Road).

NC 132 N. (South College Rd.) – near SR 1521 (Piner Road) north to 17th Street.

NC 132 S. (South College Rd.) – From 17th Street south near SR 1521 (Piner Road).

SR 1318 (Blue Clay Rd.) – From the intersection of SR 1302 (23rd St.) and Blue Clay Rd. north to the intersection of Blue Clay Rd. and N. College Rd.

SR 1492 (Myrtle Grove Rd.)

SR 1333 (Hermitage Rd.) – From NC 133 to SR 2157 (Crowatan Rd.)

SR 2158 (Hermitage Rd.) – From SR 2157 (Crowatan Rd.) to end of road.

SR 2157 (Crowatan Rd.) – From NC 133 to SR 1333 (Hermitage Rd.)

SR 2159 (Chesterfield Rd.) – From end of SR 1333 (Hermitage Rd.) to end of SR 2159 (Chesterfield Rd.)

SR 2228 (Dekker Rd.)

SR 1317 (Chadwick Ave.) – From Castle Hayne Rd. to end of SR 1317 (Chadwick Ave.)

SR 2697 (Memory Lane) – From Bountiful to end of SR 2697 (Memory Lane).

SR 1852 (Shore Point Dr.)

SR 1853 (Conch Dr.)

SR 1882 (Abalone Dr.) (Coquina Dr.) and (Cowie Lane) – Located off of Edewater Club Dr. in Porters Neck.

SR 2908 (Conquina Dr.) – Located off of Edewater Club Dr. in Porters Neck.

SR 2537 (Duck Downe Ct.)

SR 2023 (Diamond Shamrock Rd.) – Located off of SR 1002 (Holly Shelter Rd.)

SR 1823 (Kenmore Dr.) – Located off of SR 1403 (Middle Sound Loop Rd.)

SR 1824 (Brandywine Circle) – Located off of SR 1403 (Middle Sound Loop Rd.)

SR 1826 (Homestead Ct.) – Located off of SR 1403 (Middle Sound Loop Rd.)

SR 1825 (Salem Ct.) – Located off of SR 1403 (Middle Sound Loop Rd.)

SR 2024 (Krauss Ln.) – Located off of Division Dr.

SR 2322 (Walker Ridge Ct.) - Located off of Carolina Beach Rd. (North)

SR 2326 (Bainbridge Ct.) - Located off of Carolina Beach Rd. (North)

SR 2327 (Alden Ct.) - Located off of Carolina Beach Rd. (North)

SR 2021 (Wordsworth Dr.) – Located off of North College Rd.

SR 2168 (Pine Knolls Rd.) – Located off of SR 1322 (Murrayville Rd.)

SR 2733 (Miranda Ct.) – Located off of W. Northchase Prkwy.

SR 2732 (Lakemoor Dr.) – Located off of W. Northchase Prkwy.

SR 2230 (Edward Hyde Place) – Located off of W. Northchase Prkwy.

SR 2231 (John Yeamen Rd.) – Located off of SR 2230 (Edward Hyde Place)

SR 2730 (Nevan Ln.) – Located off of W. Northchase Prkwy.

SR 2004 (Kings Dr.) – Located off of N. Coilege Rd.

SR 2264 (Jason Ct.)

SR 2657 (William Louis Dr.)

SR 2658 (Brandy Ct.)

SR 1375 (Lockwood Dr.)

SR 1376 (Glenlea Dr.)

SR 1374 (Alandale Dr.) – Located off of N. Kerr Ave.

SR 1377 (Lynbrook Rd.)

SR 2206 (W. Northchase Prkwy.) – Located on N. College between SR 2257 (SE Northchase Prkwy.) and SR 2652 (NE Northchase Prkwy.)

SR 2767 (Ammons Drive) – Located off of W. Northchase Prkwy.

SR 2234 (Brittany Rd.) – Located off of SR 1322 (Murrayville Rd.)

SR 2235 (Creek Ridge Rd.) – Located off of SR 1322 (Murrayville Rd.)

SR 2117 (Shenandoah St.) – Located off of SR 1322 (Murrayville Rd.)

SR 2072 (Kerry Dr.) – Located off of Holly Shelter Rd.
SR 2073 (McGregor Rd.) – Located off of Holly Shelter Rd.
SR 2074 (Berwick Dr.) – Located off of Holly Shelter Rd.
NC State Port Authority (Patching)
SR 1971 (Humphrey Dr.)
SR 1345 (Alexander Rd.) – Located off of Market Street
SR 1923 (Lost Tree Rd.) – Located off of N. Market Street
SR 1930 (Bright Leaf Rd.)
SR 1979 (Harlandale Rd.)
SR 1989 (Haven Way) – Located off of Middle Sound Loop Rd.

Following roads are located off of SR 2048 (Gordon Rd.)

SR 2622 (Bay Blossom Dr.)
SR 2626 (Winter Moss Ln.)
SR 2665 (Hopscotch Dr.)
SR 2666 (Sapling Circle)
SR 2667 (Splitbrook Ct.)
SR 2672 (Loblolly Ct.)

**Mill & resurface the following primary routes in New Hanover County: 2017CPT.03.07.20651.
DC00172**

SR 1318 (Blue Clay Rd.) – from radius at intersection of SR 1322 (Kerr Ave.) to pvmt seam at US 117. 2.89 miles.
SR 1324 (Sheridan Dr.) – from NC 133 to SR 1325 (Long Leaf Drive).
SR 1325 (Long Leaf Dr.) – from SR 1326 (Laurel Drive) to SR 1358 (Holland Drive).
SR 1326 (Laurel Dr.) – from SR 1358 (Holland Drive) to dead end.
SR 1332 (Chair Rd.) – from NC 133 west on NC 133.
SR 1382 (Garden Place Dr.) – from NC 132 to SR 1387 (Hyacinth Ave.)
SR 1383 (Wedgewood Rd.) – from SR 1382 (Garden Place Dr.) to dead end.
SR 1387 (Hyacinth Ave.) – from SR 1382 (Garden Place Dr.) to dead end.
SR 1668 (Balsam Dr.) – from SR 1667 (Hickory Knoll Dr.) to SR 1668 (Balsam Dr.).
SR 1669 (Darley Ln.) – from SR 1667 (Hickory Knoll Dr.) to SR 1686 (Royal Oak Dr.)
SR 1686 (Royal Oak Dr.) – SR 1492 (Myrtle Grove Rd.) to SR 1667 (Hickory Knoll Dr.)
SR 2071 (Arlene Dr.) – from NC 133 to end of maintenance.
SR 2181 (Blue Clay Rd. / Dairy Farm Rd.) – from SR 1002 (Holly Shelter Rd.) to SR 1336 (Sidbury Rd.).
SR 2199 (Creekstone Ln.) – from SR 1335 (Parmele Rd.) to end of maintenance.
SR 2200 (Plum Tree Lane) – from SR 2199 (Creekstone Ln.) to end of maintenance.
SR 2501 (Access Rd. to Monkey Jct.) – from US 421 to US 421.
SR 1322 (Murrayville Rd.) – from SR 2234 (Brittany Rd.) to SR 2691 (Retriever Dr.).
SR 2313 (Wilshire Blvd.) – from west of SR 1175 (Kerr Ave.) to east of Rosemont Ave.
SR 1400 (Flutch Creek Rd./Champ Davis Rd.) – from south of SR 2845 (Market Street) to SR 1491 (Porters Neck Rd.)
SR 2652 (Northchase Pkwy. NE) – from US 117 to cul-de-sac

Estimated Completion Date: November 2017

Percent Complete: 93.5%

Mill & resurface the following primary routes in New Hanover County:

US 421 (Carolina Beach Road) – from 0.26 miles south of Independence Blvd. (non-system portion) to west of Lake Shore Drive (non-system)

US 117 Northbound Lanes (Shipyard Blvd) – from US 421 to 0.05 miles east of US 421 (Carolina Beach Road)

US 117 Southbound Lanes (Shipyard Blvd) – from 0.20 miles east of US 421 to US 421 (Carolina Beach Road)

US 421 Southbound Lanes (South 3rd Street) – from US 76 (Dawson Street) to Greenfield Street (non-system)

US 421 Northbound Lanes (South 3rd Street) – from Greenfield Street (non-system) to US 76 (Dawson Street)

US 17 Business (South 3rd Street) – from US 76 eastbound lanes to US 76 westbound lanes.

Mill & resurface the following secondary routes in New Hanover County:

SR 1218 (16th Street) – from US 76 westbound lanes (Wooster Street) to US 76 eastbound lanes (Dawson Street)

SR 1371 (16th St.) - from Grace Street (non-system) to US 17 Business (Market Street)

SR 2816 (16th St.) - from US 17 Business (Market Street) to US 76 westbound lanes (Wooster Street)

SR 1301 (17th Street) - from US 17 Business (Market Street) to Grace Street (non-system)

SR 2817 (17th Street) - from US 76 eastbound lanes (Dawson Street) to US 17 Business (Market Street)

SR 1411 (Wrightsville Avenue) - from Dawson Street Extension (non-system) to SR 1209 (Independence Blvd.)

Resurface the following secondary routes in New Hanover County:

SR 2699 (Amsterdam Way) - from SR 2700 (Old Dairy Rd.) to SR 2048 (Gordon Rd.)

SR 2701 (Antilles Ct.) - from SR 2698 (Netherlands Dr.) to end maintenance

SR 2698 (Netherlands Dr.) - from SR 2048 (Gordon Rd.) to SR 2700 (Old Dairy Rd.)

SR 2700 (Old Dairy Rd.) - from US 17 Bus. (Market St.) to SR 2699 (Amsterdam Way)

SR 2220 (Windmill Way) - from SR 2219 (N. Green Meadows Dr.) to SR 2700 (Old Dairy Rd)

SR 2183 (Spring Rd) - from NC 133 (Castle Hayne Rd.) to SR 2184 (Fairfield Rd.)

SR 2184 (Fairfield Rd.) - from SR 2183 (Spring Rd) to SR 1318 (Blue Clay Rd)

Widen & resurface following routes in New Hanover County:

SR 1940 (Covil Farm Rd) - from SR 1409 (Military Cut-Off Rd) to SR 1916 (Red Cedar Rd)

SR 2717 (Torchwood Blvd.) - from US 17 Bus. (Market St.) to SR 2718 (Beacon Dr.)

Mill & resurface a section & just resurface another section of SR 1363

(Bayshore Dr.) from US 17 Bus. (Market St.) to SR 1393 (Biscayne Dr.)

New Hanover:

I-40 – milling & resurfacing from Gordon Road interchange to NC 210 interchange

I-40 – milling & resurfacing from US 117 interchange to mile post 393 (approximately 3.5 miles east of US 117 interchange)

No activity to report to date

New Hanover County: Resurfacing Contract: C203868, I-5760

I-140 (Wilmington Bypass) resurface from I-40 to US 421 & reconstruction of bridge approaches, joint repair & signals.

Contractor: Barnhill Contracting Company

Estimated Contract Completion Date: November 2017

Percent Complete: 73.0%

New Hanover County: Resurfacing Contract: 2017CPT.03.01.10651; C203888

US 117/NC 132 (College Road) from US 17 Business (Market Street) to SR 2313 (Wilshire Blvd.)

WBS #36249.3622; C203888 City of Wilmington signal plan modifications & work to install pedestrian upgrades at the intersection of US 117/NC 132 (S. College Road) and SR 2313 (Wilshire Blvd) to US-17 Business.

Includes safety projects:

W-5203AA construct offset left turn lanes on College Road & Hurst/Hoggard Drive upgrade pedestrian facilities to high visibility crosswalks w/ countdown pedestrian heads. Extend sidewalk to connect with existing sidewalk.

W-5601BB install high visibility crosswalks & push button pedestrian signals at the intersection of College Road & New Center Drive.

Contractor: Barnhill Contracting Company

Percent Complete: 44.2%. Estimated Contract Completion Date: February 2018

Resurfacing Projects - Brunswick County

Resurfacing Contract: C203923, 2017CPT.03.06.10101 & 2017CPT.03.06.20101

Brunswick County primary routes: 1 Section of US 74/US 76, 2 Sections of NC 87, NC 179, NC 904/179, and 41 Sections of secondary roads.

Contractor has started widening on 74/76, and starting to mill and fill on 74/76.

Contractor is close to completing mill and fill in Calabash at Beach Drive SW.

Estimated Completion Date: December 2017

Percent Complete: 97.9%

Resurfacing Contract: I-5357, C203630, WBS #46176.3.FS1, Brunswick County secondary routes:

SR 1104 (Beach Drive) – patching, milling, resurface & leveling from beginning of curb & gutter section to end of SR 1104

SR 1828 (Kings Lynn Drive) – patching, mill & resurface from SR 1104 (West Beach Drive) to SR 1828

SR 1401 (Galloway Road) – resurface from US 17 to SR 1402
(Randolphville Road)

SR 1435 (North Navassa Road) – patching, mill & resurface from SR 1472
(Village Road Northeast) to SR 1432 (Old Mill Road Northeast)

SR 1430 (Cedar Hill Road) – patching, mill & resurface from SR 1435
(North Navassa Road) to 0.58 miles south of SR 1431 (Royster Road Northeast)

SR 1430 (Cedar Hill Road) – patching, mill & resurface from 0.54 miles north
of SR 1431 (Royster Road Northeast) to SR 1426 (Mount Misery Road)
Contractor: S.T. Wooten

Percent Complete: 100.0%. Waiting on final estimate

Resurfacing Contract: DC00117, Brunswick County:

NC 87/NC 133 (River Road) resurfacing from project limits of
R-3324 (Long Beach Road Extension) to SR 1526 (Jabbertown Road)

SR 1100 (Caswell Beach Road) milling & resurfacing from
SR 1190 (Oak Island Drive) to end of system

SR 1101 (Fish Factory Road) resurfacing from NC 133 (Long Beach Road) to
end of system

SR 1194 (West Street) resurfacing from NC 211 to end of system, in Southport

SR 1209 (9th Street) resurfacing from NC 211 to end of system, in Southport

SR 1210 (Old Bridge Road) resurfacing from NC 133 (Long Beach Road) to
end of system

SR 1526 (Jabbertown Road) resurfacing from NC 87 to
SR 1527 (Leonard Street), in Southport

SR 1528 (Moore Street) resurfacing from NC 211 to end of system, in Southport

Contractor: Highland Paving Company

Percent Complete: 100%. Waiting on final estimate

Resurfacing Contract: 2016, C203760, Brunswick County:

US 17 NBL & SBL resurfacing from NC 904 to South Carolina line

SR 1139 (Seashore Road) resurfacing from NC 130 (Holden Beach Road) to

SR 1137 (Boones Neck Road)

SR 1184 (Ocean Isle Beach Road) resurfacing from US 17 to NC 904/179

SR 1241 (Milliken Avenue) resurfacing from

SR 1242 (Beach Drive) resurfacing from NC 179 Bus. to end of the system

SR 1940 (Claremont Drive) resurfacing from SR 1941 (Stratford Place) to
end of the system

SR 1941 (Stratford Place) resurfacing from SR 1943 (Country Club Drive) to
SR 1940 (Claremont Drive)

SR 1942 (Bruce Lane) resurfacing from SR 1941 (Stratford Place) to
SR 1944 (Deep Branch Road)

SR 1944 (Deep Branch Road) resurfacing from SR 1942 (Bruce Lane) to
SR 1940 (Claremont Drive)

SR 1813 (Pinewood Drive) resurfacing from SR 1950 (Camelia Drive) to
end of system

SR 1943 (Country Club Drive) resurfacing from SR 1949 (Brierwood Road) to
SR 1941 (Stratford Place)

SR 1949 (Brierwood Road) resurfacing from SR 1943 (Country Club Drive) to

Shalotte City Limits

SR 1950 (Camelia Drive) resurfacing from SR 1141 (Kirby Road) to SR 1813 (Pinewood Drive)

SR 1951 (Driftwood Acres Drive) resurfacing from SR 1950 (Camelia Drive) to end of the system

SR 1952 (Myrtlewood Drive) resurfacing from SR 1950 (Camelia Drive) to end of the system

Percent Complete: 100%

New Contract: Resurfacing Contract: WBS: 2018CPT.03.03.10101, Brunswick County US 76 E. & W., US 421 N., NC 130, NC 179, NC 904.

No activity to report to date

Additional updates

Resurfacing & System Preservation

College Road Project. Contractor has pulled off to complete other projects.

I-140 Resurfacing is ongoing.

This seasons resurfacing projects (Division wide) are underway.

Next seasons resurfacing projects are being Let and soon to be underway.

Project Team

Project Team is currently managing 94 active projects.

Managing 55 STIP Projects. 11 Safety Projects, 4 Bike/Ped Projects, and 24 Locally Administered Projects.

Working on assigning the latest 10 STIP projects to design firms. Scoping meetings will begin on these projects soon.

Upcoming STIP/Safety Project Let Dates:

- **Changes to Project Update List made January 4, 2018**

If you have any questions, please contact Alan Pytcher at the Division 3 Office:

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