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

Wilmington Urban Area Metropolitan Planning Organization
Board
Meeting Agenda

TO: Wilmington Urban Area MPO Board Members
FROM: Mike Kozlosky, Executive Director
DATE: August 22, 2024
SUBJECT: August 28th meeting

A meeting of the Wilmington Urban Area MPO's Board will be held on Wednesday, August 28, 2024, at 3 pm. The meeting will be held in Conference Room 1238 on the 12th Floor in Skyline Center located at 929 North Front Street in downtown Wilmington, NC. Members of the public, MPO Board Members and MPO Staff can attend the meeting in person and virtually through the Zoom platform. MPO Board member attendance will be subject to the adopted Remote Participation Policy. The meeting will be streamed live online so that simultaneous live audio, and video, if any, of the meeting is available at the following URL: https://us06web.zoom.us/j/81037261554

The public may also dial in and listen to the simultaneous live audio of the remote meeting at the following dial in number: (301) 715-8592 or (305) 224-1968. And when prompted, enter:
Meeting ID: 810 3726 1554

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

The following is the agenda for the meeting:

1) Call to Order
2) Conflict of Interest Statement
3) Approval of Board Member Excused Absences
4) Approval of the Agenda
5) Public Comment Period
6) Consent Agenda
    a. Approval of Board Regular Meeting Minutes- July 31, 2024 (pg. 3-9)
    b. Resolution approving 2024-2033 STIP/MPO Administrative Modifications #24-7 (pg. 10-12)
7) Regular Agenda
    a. Resolution approving the WMPO's Local Input Point Assignment for Regional Impact Tier Projects for Prioritization 7.0 (pg. 13-36)
8) Discussion

a. 2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #24-8 (pg. 37)

9) Updates
   a. Wilmington Urban Area MPO (pg. 38-48)
   b. Cape Fear Public Transportation Authority (pg. 49)
   c. NCDOT Division 3 (pg. 50-54)
   d. NCDOT Integrated Mobility Division (pg. 55-56)
   e. NCDOT Transportation Planning Division (pg. 57-58)
10) Announcements
   a. River to Sea Bike Ride- September 7, 2024
   b. WMPO's Direct Attributable Applications Due- September 13, 2024
   c. Brunswick Heritage Riverside Ride- September 28, 2024
11) Next meeting – September 25, 2024

Attachments

- MPO Board Regular Meeting Minutes- July 31, 2024
- Proposed 2024-2033 STIP/MPO Administrative Modifications #24-7
- Resolution approving 2024-2033 STIP/MPO Administrative Modifications #24-7
- WMPO's Adopted Prioritization 7.0 Local Input Methodology
- Draft Prioritization 7.0 Local Input Point Assignment Public Comments
- Proposed Local Input Point Assignment for Regional Impact Tier Projects for Prioritization 7.0
- Resolution approving the WMPO's Local Input Point Assignment for Regional Impact Tier Projects for Prioritization 7.0
- Proposed 2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #24-8
- Wilmington Urban Area MPO Update (August)
- Cape Fear Public Transportation Authority Update (August)
- NCDOT Division Project Update (August)
- NCDOT Integrated Mobility Division (August)
- NCDOT Transportation Planning Division Project Update (August)

WILMINGTON URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

WMPO Board Meeting Minutes
Wednesday, July 31, 2024
929 N Front Street
Wilmington, NC 28401

Members Present
Chuck Bost, Town of Belville
Lynn Barbee, Town of Carolina Beach
Jonathan Barfield, Jr., New Hanover County
Brenda Bozeman, Town of Leland
Brad George, Pender County
Mike Forte, Brunswick County
Bill Rivenbark, Cape Fear Public Transportation Authority
Hank Miller, Chairman
Bill Saffo, City of Wilmington
John Ellen, Town of Kure Beach
Landon Zimmer, NC Board of Transportation
Eulis Willis, Town of Navassa

Others Present
Chad Kimes, NCDOT (Remote)
Mike Kozlosky, WMPO
Abby Lorenzo, WMPO
Michelle Howes, NCDOT
Tera Cline, WMPO
Regina Hopkins, WMPO
Trevor Carroll, NCDOT
Michelle Howes, NCDOT
Carolyn Caggia, WMPO
Greer Shriver, WMPO

Members Absent
Luke Waddell, City of Wilmington

1) **Call to Order**

Chairman Miller called the meeting to order at 3:00 PM. Mike Kozlosky, WMPO then called roll.

Present: Chuck Bost, Bill Saffo, Lynn Barbee, Brenda Bozeman, Jonathan Barfield, Jr., John Ellen, Brad George, Bill Rivenbark, Hank Miller, Mike Forte, Eulis Willis and Landon Zimmer. **Absent**: Luke Waddell.

2) **Conflict of Interest Statement**
Chairman Miller read the conflict-of-interest statement and asked if any Board member has a conflict of interest. Landon Zimmer requested to be recused from voting on Consent Agenda item 7D.

3) **Approval of Board Member Excused Absences**
Luke Waddell was excused by a motion by John Ellen and seconded by Brenda Bozeman. Motion carried unanimously.

4) **Approval of the Agenda**
Mr. Ellen made a motion to approve the agenda adding a closed session, seconded by Landon Zimmer and the motion carried unanimously.

5) Public Comment Period

Gene Merritt stated that he believes the best solution for the Cape Fear River Bridge is to build a 100-foot bridge that will end and terminate at Third Street without interference of the historic district of Wilmington. He stated it was fantastic news about the $242 million dollar grant and he believes this is a big step in the right direction.

6) Presentations

a. NCDOT Division 3 Update-Trevor Carroll P.E., NCDOT

Trevor Carroll acknowledged Chad Kimes and Landon Zimmer and gave a quick overview of Division 3. He noted that the division covers 6 counties: Brunswick, Onslow, Duplin, Pender, New Hanover and Sampson. He mentioned the number of bridges, rest areas, and road miles that Division 3 is responsible for.

Mr. Carroll presented the Prioritization timeline (P7.0). This timeframe is for regional impact points, those collective input point assignments. He stated that there are 3 tiers of projects. Statewide tier, Regional Tier, and Division Tier. All projects are scored for all these tiers, meaning if a project does not score well at the State level it may score at the regional level and so on. He presented an interactive map, outlining the WMPO area and projects included in that area. He stated that you can click on the dots, and it will give you details about each one of the projects.

He then presented the following projects in development.

- U-6202- Gordon Road widening is scheduled for later this fall. NCDOT is working through some utility conflicts that could potentially impact the exact letting date. The letting date is currently scheduled for September and once those challenges are resolved another update can be given to the exact timeframe. He showed a current picture of Gordon Road and then a drawing of the widening project. It consists of building a separated road with a multi-use path with 5-foot sidewalks. Mr. Carroll noted he will gather more details on any structures affected by the widening and share this information with the Board. He stated that contact has been made with the homeowners and processes are being established to move forward with the project. More information will be provided once the project moves from development to construction.

- U-5792- College Road from US 17 (Market Street) to SR 2048 (Gordon Road).
  He presented a concept drawing of the bridge that will be constructed going over Martin Luther King Jr. Parkway from College Road. The timeframe is fiscal year 2025 (Right of Way) and construction year 2028 for the price of $137 million.

- U-5881- NC 132 (North College) from SR 2048 (New Centre Dr) to Market Street. This project is currently still in the planning process and continued development with a price tag around $40.5 million. Once development and a timeframe are established a more detailed update will be provided.

- U-4902C- Market Street at Eastwood Road. The current right-of way date is fiscal year 2028 and a construction date of 2030 with a price of $112 million.

- HB-0040- Replacement of bridges on US 74 (Salisbury Street) and US 76 (Causeway Drive) in Wrightsville Beach. Right-of-way date is 2025 and construction is planned for 2028. The three bridges will be phased and built under the same project. NCDOT is seeking alternative delivery methods for this project to accelerate the timeframe due to a lot of challenges with traffic flow and foundation installation. These construction methods passed through the General Assembly, but Mr. Carroll noted it has not been assigned to a Construction Manager/General Contractor (CMGC) slot yet. These bridges have low clearance, and the goal of this project is to raise the grade of these structures between a 4–6-foot in elevation and utilizing fiber reinforcing for the bridges. Currently, carbon steel is being used in the reinforcing strands. This has contributed to the accelerated deterioration of the bridges.

- U-5710- Military Cutoff at Eastwood Road. The current right-of-way date is 2023 and planned construction date is 2026 with a price of around $75 million. There was brief discussion on holding this project until Banks Channel projects have been completed.

- U-3338C Kerr Avenue at Martin Luther King Jr Parkway. The purchase of some right-of-way has been done for this project. The planned construction date is 2028 with a cost around $27 million.

- U-5954- Castle Hayne Road at N. 23rd Street roundabout. Its cost is around $7 million and the planned construction year of 2027.

- F032023-J- N 23rd Street widening at the intersection and entrance to Wilmington Internation Airport. The current price is $3.5 million dollars, and the right-of-way and contract times are still to be determined. NCDOT does believe that the utility and right-of-way impacts will be minimal and are working through those details.

- U-5731- US 74 at US 17/US 421is the interchange north of the battleship. The planned construction date is 2029 with a cost around $54.5 million dollars.

- U-6199- Wilmington Citywide Signal System. The planned construction is 2030. There is minimal right-of way impacts regarding where these new signals will be installed. The cost is around $60.5 million dollars.

- U-5790- US 421 (Carolina Beach Road) widened from NC 132 (College Road) down to SR 1187 (Sanders Road) with a continuous flow interstation. The plan is to start construction in FY 2029 with a cost of $35 million dollars.

- U-4434- Independence Blvd Extension. The draft environmental impact study has been completed and is being reviewed. When approval of the impact study is verified the next step with this project will be public comment this fall. The construction timeframe is 2031 with a cost of $200.4 million. These times are based on the approval of the impact study.

- U-5704- NC 132 (College Road) and US 17/76 (Oleander Drive Interchange)is currently in project design only. NCDOT is looking at different designs and waiting on most recent traffic forecast will impact the project.

- R-3300A/B/U-5732-Hampstead Bypass A. The right-of-way for this project started back in 2018 and the department is looking to start construction in fiscal year 2026. The B portion is under construction already. Cost for section A is $228 million.

Mr. Carroll then presented projects that are under construction at this time:

- R-3300A/B Hampstead Bypass B section. The overall project is 45% complete with detours on Hoover Road, NC 210 and Holiday Drive. Six of eight culverts have been completed and structures on NC 210 and Hoover Road have been started. He showed some updated construction photos showing the progress of the project.

- U-5914-NC 133 at US 17/US 74/US 76 to SR 1554 (Old River Road) is expected to be completed in the next few weeks.

- U-5710A Drysdale Extension is expected to be open this fall. The contractor has been doing a great job staying on timeframe.

- U-4902D Market Street is anticipated to be completed spring 2025.

Mr. Carroll then moved onto future projects that have yet to be funded.

- He presented some background information on the Cape Fear Memorial Bridge Replacement project. Stating the project has been moving forward since 2020. During that time and now, the MPO Board voted to score the project as a toll project and a grant has been awarded. There are also two other grants that are out there for review. He then presented the three main options that are being considered at this time. The first being a 65- foot moveable span this comes with a high cost to build and maintain. The second option, 135-foot fixed span. The third and final option is 100-foot+/-35-foot fixed span to be determined by USACE 408 Section and the USCG. There was brief discussion on where the bridge will be located and where it will come into Wilmington. Mr. Carroll stated that the concept of the project has not been finalized and once it is the Board will have all the details. Mr. Carroll then explained the funding analysis stating the 135-foot span, he presented the scoring and ranking based on traditional delivery and toll delivery. Based on the NCDOT STIP and the Large Bridge Grant the remaining fund source amount is around $157 million. This is where the other two grant options will become a valuable option. He shared the feasibility study results showing 6-lane median- divided facility, multi-use path, and 12-foot outside shoulders.

  Mr. Carroll thanked everyone on the Board and members of NCDOT for their effort thus far for the Cape Fear Memorial Bridge Replacement project.

b. Cape Fear Memorial Bridge Closure Alternative Transportation Survey Results, Carolyn Caggia, WMPO

Ms. Caggia stated the preservation project replaced the grid deck and support beams underneath the deck to extend the life of the bridge. Eastbound lane closures started January 29, 2024, through March 31, 2024, and the Westbound Lane closures lasted April 8, 2024, through May 8, 2024. The WMPO began outreach in November 2023 to member jurisdictions and to some major local and regional employers to advise them of the project.

Teleworking, alternative work schedules, carpooling, public transportation, bicycling and walking were Travel Demand Modal (TDM) strategies promoted with assistance from the GO Coast program also offering personalized commuter plans.

Ms. Caggia stated that in January, Wave Transit and the WMPO submitted a joint funding request to NCDOT's Integrated Mobility Division (IMD) for shuttles and communications to assist with congestion mitigation during the project. NCDOT agreed to provide up to $500,000 for the expansion of RideMICRO service in Zone 1, an additional vehicle, expanded service hours , and marketing for RideMICRO and TDM strategies.

She then noted the marketing channels used such as digital billboards, google search ads, social media posts and local media advertising. The number of advertising hits were substantial with digital ad impressions hits at 98,119 and video ad impression at 146,250, Google ad impressions at 1,640, and social media ad reach at 64,330.

Ms. Caggia stated that the marketing effort was a big part of the increase in RideMICRO numbers during the closures.

The survey was opened in May, and it received 366 responses. The first question was where the respondents were from. The largest response was from Brunswick County and as far south as South Carolina. The next question was did respondents utilize any detours during the project. 210 respondents said yes, they changed their route to avoid traffic, 108 respondents stated they used NCDOT -signed detours, and 45 respondents stated they stuck to their regular route. Respondents were asked if they utilized alternative transportation during the

closures. Most respondents stated they drove alone in their personal vehicles, 37 respondents stated they drove alone but were interested in utilizing alternative transportation, and 21 respondents stated they used alternative transportation at some point during the project. The follow up question was why respondents that were interested in alternative transportation did not utilize it. Out of 35 responses to this question, 34% said transit hours did not work for them, 34% said that they had no access to transit or RideMICRO in their area, 14% needed additional support to try a new option, 40% stated they could not work remotely, 34% stated they could not walk or bicycle in their area, 29% stated they could not shift work hours, and 23% stated they could not find a carpool partner, and 23% answered with other.

Ms. Caggia then noted the results of the survey for people who did utilize alternative transportation, what mode did they use. 21 respondents answered this question with 66% stating teleworking and 52% used an alternative work schedule. Then respondents were asked if they utilized alternative transportation for the first time during this project. 25% said yes, 45% said no but it was the first time in a while and 30% stated they have regular experience with alternative transportation.

She then presented the results of the question, what made you decide to use alternative transportation during the project, or what supported your decision. Advertisement and employer encouragement/support and saving time were some of the answers. She then noted how many respondents saw or heard any of the marketing advertisings.

Ms. Caggia stated that the biggest take aways from the survey information was digital billboards, TV advertising, and social media ads were most effective. Teleworking/alternative work schedules were most used. Opportunities for Go Coast included reaching employers who cannot offer teleworking with other TDM strategies and promoting personalized commuter plans. The data from the survey will also be used for the TDM short-range plan update.

7) Consent Agenda

- **a. Approval of Board Regular Meeting Minutes- June 26, 2024**
- **b. Approval of Joint TCC/Board Special Meeting Minutes-June 26, 2024**
- **c. Opening of the 30-day public comment period for 2024-2033 STIP/MPO Amendment #24-4**
- **d. Resolution approving 2024-2033 STIP/MPO Administrative Modifications #24-6**

Chairman Miller made a motion to approve the consent agenda with the removal of item D. and Mr. Zimmer seconded, the motion carried unanimously. Mr. Zimmer was recused from Item D- Resolution approving 2024-2033 STIP/MPO Administrative Modifications #24-6. Motion made by Mr. Ellen and seconded by Mr. Barbee the motion was carried unanimously.

8) Regular Agenda

a. Resolution supporting Amendment #1 to the FY 25 Unified Planning Work Program

Abby Lorenzo, WMPO stated that the WMPO adopted the FY24 Unified Plan Work Program (UPWP) on March 29, 2023, and was amended on October 25, 2023, and March 27, 2024. The amended UPWP included STBG-DA funding in the amount of $75,400 for a consultant to assist with the Metropolitan Transportation Plan (MTP) Development.

The WMPO is required by federal law to develop a long-range Metropolitan Transportation Plan with a minimum 20-year planning horizon. The current plan, Cape Fear Moving Forward 2045, was adopted by the WMPO Board on November 18, 2020. The next plan is required to be adopted no later than November 18, 2025. The creation

of this long-range Metropolitan Transportation Plan takes more than 2 years to prepare prior to adoption. This plan is developed primarily in-house with a consultant only developing the financial section.

Staff selected Kimley Horn, an approved on-call consultant, to perform the task of identifying appropriate revenue resources, seeking out innovative funding techniques, and preparing cost estimates for potential 2025 - 2050 MTP projects. Estimates include the following modes of transportation: Aviation, Bicycle & Pedestrian, Ferry & Water Transportation, Rail, Public Transportation, and Roadway.

As of June 30, 2024, Kimley Horn has completed 40% of their contracted services, for a total cost of $29,980.27. Work performed included ongoing project administration and bi-weekly coordination with MPO staff; the identification of appropriate revenue sources and preliminary 25-year revenue forecasts by mode for both capital and maintenance and operations costs; development of modal project cost estimates; and research of innovative and applicable funding techniques presented to the WMPO Board for discussion and direction.

She stated that 60% balance of contracted work totaling $45,391.05, will be completed during the 2025 fiscal year. This work will encompass the finalization of the 25-year financial forecast; the development of financial forecasts based on Board directed innovative funding strategies; completion of modal project cost estimates; and drafting of the 2050 Financial Element chapter.

To allow the STBG-DA funds allocated to this task in the FY24 UPWP to remain active, staff recommends an Amendment to the FY25 UPWP allowing the balance of the contract, $45,391.05, to roll into Fiscal Year 2025. To clarify, of the $75,400 budgeted for this task in FY24, only $29,980.27 (rounded to $30,000 per FHWA requirements) was expensed, leaving $45,391.05 (Rounded to $45,400 per FHWA requirements) available/unspent to carry forward into FY25.

Staff is requesting support for amendment #1 to FY 25 UPWP.

Mr. Barfield made a motion to approve the resolution and Mr. Forte seconded, the motion carried unanimously.

b. Opening of a 14-day public comment period for the WMPO's Local Input Point Assignment for Regional Impact Tier Projects

Abby Lorenzo, WMPO stated that included in the agenda packet is the draft local input point assignment for the Regional Impact Tier Projects. The quantitative scores with prioritization 7.0 were released in May and are currently going through the process of local input point assignment. The local input methodology was approved by the MPO Board in February 2024. She stated that there is also included coordination of points with NCDOT Division 3. She noted the P 7.0 process schedule and the point assignment process as well.

Mr. Barfield made a motion to approve the opening of the 14-day public comment period, and Mr. Barbee seconded, the motion carried unanimously.

9) Discussion

a. 2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #24-7

Mr. Kozlosky said this item is for information purposes only and will be brought back for consideration at the Board's next meeting.

b. WMPO's Priorities for Existing Committed Projects

Mike Kozlosky, WMPO stated that P 7.0 funding for Regional and Division tiers are in the negative so that might require some schedule changes on projects. The Board has been asked to provide some feedback on the MPO's priorities. He noted that the revised rankings were included in the agenda packet. These rankings were based on review of the Board's adopted 2022-2026 Strategic Plan and the Legislative Agenda. He shared the revised Regional Impact and Division Needs Tier rankings with the Board. Any changes in the rankings will need to be submitted to NCDOT by August 30th.

Mr. Barfield made a motion to recuse Mr. Zimmer from this item and approve the revised rankings. Mr. Barbee seconded. The motion carried unanimously.

10) Updates are all included in the Agenda Packet

a. Wilmington Urban Area MPO

Mr. Kozlosky noted that the updates are included in the packet, and in addition to those updates he noted that WMPO has been awarded $400,000 dollars from the Federal Government for the Safe Streets for All Grant to develop the action plan. The RFP has been advertised. The River to Sea ride registration is now open and the Brunswick Heritage ride will be in the fall.

b. Cape Fear Public Transportation Authority

Updates included in the packet.

c. NCDOT Division

Updates included in the packet

d. NCDOT Transportation Planning Division

Behshad Norowzi, NCDOT, stated the Wilmington model is ready for the MPO to use toward the Metropolitan Transportation Plan (MTP). Carteret County CTP is currently be worked on. Pender County CTP will restart in early September.

11) Announcements

a. WMPO Bicycle and Pedestrian Advisory Committee-August 13, 2024
b. WMPO Go Coast Committee-August 15, 2024

Next meeting – August 28, 2024

The Board proceeded into closed session at 4:19 p.m. The Board adjourned closed session at 4:36 p.m. and meeting adjourned at 4:38 p.m.

Respectfully submitted,

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

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

Proposed Additions to 2024-2033

STIP/MPO TIP Programs STIP/MPO

TIP Modifications #24-7

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

BL-0059 NEW HANOVER **PROJ.CATEGORY** DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	FORT FISHER BOULEVARD, K AVENUE, AND NORTH 3RD STREET, INTERSECTION IMPROVEMENTS INCLUDING ADA CROSSWALKS, PEDESTRIAN ACTUATED PUSH BUTTONS, AND SIDEWALK CONNECTIONS IN KURE BEACH. ***TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN. DELAY CONSTRUCTION FROM FY 24 TO FY 25.***	RIGHT-OF-WAY CONSTRUCTION	FY 2024 - FY 2024 - FY 2025 - FY 2025 -	$42,000 $11,000 $250,000 $52,000 $355,000	(TADA) (L(M)) (TADA) (L(M))
P-5740C BRUNSWICK NEW HANOVER **PROJ.CATEGORY** STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CSX SE LINE, INSTALLATION OF RAILROAD GRADE CROSSING SIGNALS AND GATES AT VARIOUS AT-GRADE CROSSINGS. ***TO REFLECT LATEST DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 24 TO FY 25. DP FUNDS REPRESENT FEDERAL CRISI GRANT.***	CONSTRUCTION	FY 2025 - FY 2025 - FY 2026 -	$5,792,000 $2,054,000 $2,054,000 $9,900,000	(DP) (T) (T)

Proposed Additions to 2024-2033

STIP/MPO TIP Programs STIP/MPO

TIP Modifications #24-7

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

TC-0031 ALAMANCE BRUNSWICK EDGECOMBE FRANKLIN GRANVILLE JOHNSTON LEE McDOWELL MONTGOMERY NASH NEW HANOVER PENDER RANDOLPH ROCKINGHAM ROWAN VANCE WARREN WILSON **PROJ.CATEGORY** PUBLIC TRANS	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION - GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - FOOTHILLS RURAL PLANNING ORGANIZATION - KERR TAR RURAL PLANNING ORGANIZATION - PIEDMONT TRIAD RURAL PLANNING ORGANIZATION - UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION	INTEGRATED MOBILITY DIVISION, THE PROJECT WILL EXPAND ON-DEMAND TRANSIT SERVICES FOR UP TO 11 RURAL COMMUNITIES ACROSS NORTH CAROLINA. THIS PROJECT WILL EMPLOY TWO PRIMARY ON-DEMAND SERVICE MODELS: SOFTWARE AS A SERVICE (SAAS) AND TURNKEY, ALSO REFERRED TO AS TRANSPORTATION AS A SERVICE (TAAS). ***COST INCREASE EXCEEDING $2 MILLION AND 25% THRESHOLDS. THIS IS A CORRECTION TO AN AMENDMENT THAT WAS APPROVED IN JANUARY 2024.***	CAPITAL	FY 2024 - $10,000,000 (S) FY 2024 - $5,000,000 (L) FY 2024 - $10,400,000 (RTAP) $25,400,000

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD

RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #24-7 TO THE 2024-2033 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS

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

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

WHEREAS, the North Carolina Board of Transportation adopted the 2024-2033 State Transportation Improvement Program on June 6 2023, and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the 2024-2033 State/MPO Transportation Improvement Programs on August 30, 2023; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2024-2033 State/MPO Transportation Improvement Programs for Administrative Modifications #24-7.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2024-2033 State/MPO Transportation Improvement Programs for Administrative Modifications #24-7.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on August 28, 2024.

_____
Henry E. Miller III, Chair

_____
Mike Kozlosky, Secretary

The Wilmington Urban Area Metropolitan Planning Organization's Local Input Point Methodology for the North Carolina Department of Transportation Strategic Prioritization 7.0 Process

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 7.0 (P 7.0) 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.

Figure 1, below, illustrates the three funding categories defined by the Strategic Transportation Investments law. Table 1 and Figure 2 that follow provide details on the data type, weighting, and corresponding geographic areas associated with each funding category to evaluate projects.

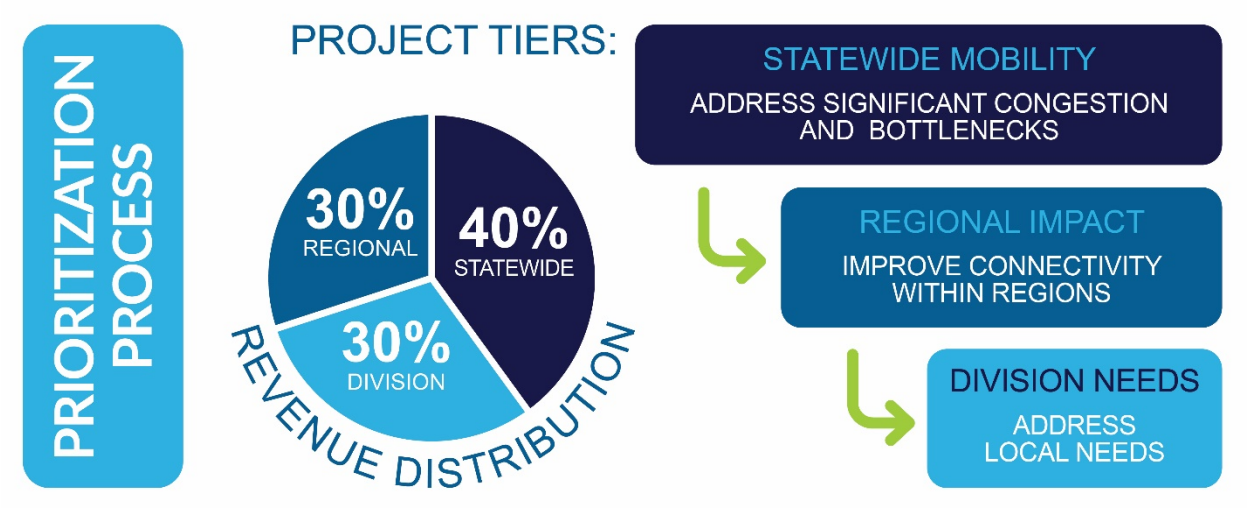


Figure 1. NCDOT Strategic Prioritization Funding Categories

Statewide Mobility (40% of total revenue funding)	Regional Impact (30% of total revenue funding)	Division Needs (30% of total revenue funding)
The project selection process will be 100% data-driven/quantitative scoring.	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. The Wilmington MPO is located in Region B, made up of Divisions 2 and 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. The Wilmington MPO is located in NCDOT Division 3.

Table 1. NCDOT Strategic Prioritization Data Type Weighting by Funding Category

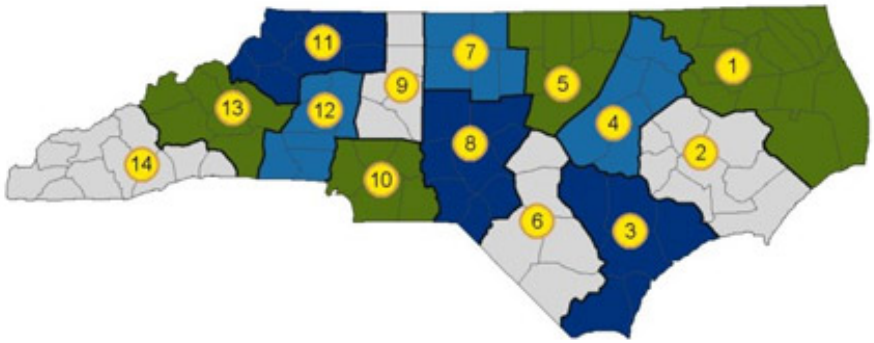


Figure 2. NCDOT Highway Divisions

Each of the three funding categories identified under the Strategic Transportation Investments have their own scoring criteria, weighting, and project eligibility. An overview of these funding category specific details can be reviewed in Appendix A, Strategic Transportation Investments; Highway Scoring Details, and Appendix B, Strategic Transportation Investments; Non-Highway Scoring Details.

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 North Carolina Department of Transportation will be developing quantitative scores for all projects based on adopted criteria from the P7.0 Workgroup.

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

1. Selection and submittal of projects for consideration in the Statewide, Regional and Division levels.

2. Develop qualitative scoring methodology (Local Input Point Methodology) for projects eligible for evaluation in the Regional Impact and Division Needs funding categories.
3. Receive quantitative scoring of submitted projects that has been determined by NCDOT's Strategic Prioritization Office of Transportation (SPOT).
4. Apply local input point methodology for scoring projects in the Regional Impact and Division Needs categories.
5. Public involvement process reviewing the draft results for local input point assignment in the Regional Impact and Division Needs categories; and
6. Finalize project scoring and local input point assignment in the Regional Impact and Division Needs categories.

The following methodology has been developed by the WMPO for the purposes of determining transportation funding priorities for Prioritization 7.0.

Selection of Projects for Prioritization 7.0

The projects submitted from the WMPO to NCDOT for Prioritization 7.0 were selected as priorities by the WMPO Board from the MPO's adopted Metropolitan Transportation Plan, Cape Fear Moving Forward 2045. The WMPO plans for six modes of transportation in its region: aviation, bicycle and pedestrian, ferry and water transportation, freight rail, public transportation, and roadway. Cape Fear Moving Forward 2045 was developed through the utilization of mode specific prioritization tools for evaluating and prioritizing future projects to be included in the plan. These modal prioritization tools were derived from mode specific goals and objectives that were developed by the public, elected officials, subject matter experts, and local planning partners. The evaluative criteria and metrics of the tools was based on both quantitative (objective) and qualitative (subjective) data. Modal ranked lists of projects were then used as the basis for the fiscal constraint analysis of determining which projects could receive a portion of the anticipated funding in the region between 2020 and 2045.

Description of Criteria and Weights

The WMPO will evaluate projects for the assignment of local input points based on the following criteria: the Prioritization 7.0 quantitative score; coordination of point assignment with Division 3; consistency with WMPO adopted plans; status of project in development; and the number of Prioritization cycles the project has been submitted by the WMPO.

A scoring matrix of these criteria will be used to evaluate P7.0 scored projects and develop the draft Local Input point assignments for the WMPO. Below please find an example of this matrix:

	Prioritization 7.0 Quantitative Score	WMPO and NCDOT Div. 3 Coordination	Consistency with Plans	Status of Project in Development	Number of Prioritization Cycles	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						

Table 2. P7.0 Local Input Point Assignment Scoring Criteria Matrix

Prioritization 7.0 Quantitative Score- The Prioritization 7.0 Quantitative score is the score provided by SPOT for each project. The MPO will convert the data/quantitative based Regional and Divisional level scores to a 100-point scale.

Coordination of Points with NCDOT Division 3- This criterion is dependent upon if Division 3 seeks to assign input points to the project. Assignment of points by both the WMPO and Division will represent a coordinated effort and recognized regional priority.

- Projects receiving points from Division 3 - 100 points
- Projects not receiving points from Division 3 – 0 points

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

- Projects included in the adopted Metropolitan Transportation Plan- 100 points
- Projects included in Plans adopted by the WMPO- 50 points
- Projects that are adopted in plans by member jurisdictions and/or NCDOT but not adopted by the WMPO- 0 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

Number of NCDOT Prioritization Cycles – This criterion will award points to projects based on the number of Prioritization cycles in which the WMPO has submitted the project. Projects will be assigned points as follows:

- Projects submitted in four (4) or more consecutive Prioritization cycles (beginning in P4.0 or earlier) – 100 points
- Projects submitted in three (3) consecutive Prioritization cycles (beginning in P5.0) – 75 points
- Projects submitted in two (2) consecutive Prioritization cycles (beginning in P6.0) – 50 points
- Projects submitted in beginning in P7.0 – 25 points

Scoring Projects

All modes of projects will be evaluated utilizing the matrix and criteria scoring outlined in the previous section. The following provides an example of how a project will be scored utilizing this method.

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 received a Prioritization 7.0 quantitative score of 56.8 and has been identified by Division 3 as a priority project to receive 100 of their input points. The project is in the

design phase and is a supported project within the currently adopted MTP. The project was first submitted by the WMPO in Prioritization 5.0.

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

	Prioritization 7.0 Quantitative Score	WMPO and NCDOT Div. 3 Coordination	Consistency with Plans	Status of Project in Development	Number of Prioritization Cycles	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	100	100	50	75	381.8

Table 3. P7.0 Local Input Point Assignment Scoring for Example Project X

Final Local Input Point Assignment

All projects will be ranked based on their evaluated scores. Higher evaluated scores will result in higher ranking of the project. The WMPO will be able to assign up to 1,600 total local input points for each funding category (**1600 for Regional Impact and 1600 for Division Needs categories**). The maximum number of points that can be assigned to a project is 100 points. The top **sixteen** scoring projects will be assigned 100 points each from the WMPO.

To represent the multi-modal needs and interests of its members, the WMPO will maintain a modal project mix standard for point assignment. This minimum standard is the assignment of Local Input Points to at least one project in each of the eligible non-highway modes in the Regional Impact and Division Needs categories. If aviation, bicycle and pedestrian, ferry, public transportation, and rail projects are not included within the WMPO's top sixteen ranked projects, the highest scoring project from each eligible non-highway mode will be elevated to replace the lowest ranking highway project(s) within the top sixteen.

The WMPO Board may also consider the option to apply the Local Input Point Flexing Policy. This means that up to 500 Local Input Points can be transferred from the Regional Impact category to the Division Needs category, and visa-versa. If the organization chooses to flex Local Input Points, the WMPO will provide written documentation to the SPOT Office prior to assigning Regional Impact Local Input Points.

The WMPO Board reserves the option to deviate from the local input methodology point assignment process to award points to projects of priority or importance. In these instances, justification and/or rational shall be given at an advertised, open meeting of the WMPO Board.

Schedule and Public Outreach

The WMPO adopted the most current Public Involvement Policy on January 25, 2023 and is located here on the WMPO's website. The Public Involvement Policy is an umbrella policy encompassing the plans and programs of the WMPO's transportation planning process. This policy serves as an integral part of the MPO's planning efforts. The WMPO 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 WMPO's website. Both efforts will help the WMPO 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 will be documented. The 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 WMPO's website at www.wmpo.org until after the adoption of the final STIP/MPO TIP by the Board of Transportation.

During each point assignment period, the WMPO's TCC and the Board will develop a "draft" project ranking and scoring to assign points based on the criteria. The WMPO will hold a 30-day public comment period and invite in-person comments about the draft assignment to be made at the Board's meeting immediately following this period. Written comments will be provided to the TCC and Board for consideration. 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 adopt a Final Project Ranking and Scoring for the WMPO. This information will then be submitted to the NCDOT SPOT office.

Prioritization 7.0 Process Schedule 2023 – 2025

New project submittals to NCDOT	July – October 2023
MPO's, RPO's, Divisions develop Input Point Methodologies	November 2023 – March 2024
Release of P 7.0 Quantitative Scores and Statewide Mobility programmed projects	April 2024
Regional Impact Local Input Point Assignment	May - July 2024
Regional Impact total scores and programmed projects released	August 2024
Division Needs Local Input Point Assignment	September - November 2024
Program Division Needs projects	December 2024 - January 2025
NCDOT releases Draft 2026-2035 STIP/MPO TIP	February 2025

Point Assignment Process

The Local Input Methodology shall serve as a guide for the Board to assign 100 points to the top sixteen scoring projects located within the WMPO'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 WMPO's website for all projects submitted to SPOT:

	Prioritization 7.0 Quantitative Score	WMPO and NCDOT Div. 3 Coordination	Consistency with Plans	Status of Project in Development	Number of Prioritization Cycles	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						

Table 4. P7.0 Local Input Point Assignment Scoring Matrix

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

Table 5. P7.0 Local Input Point Assignment Results Matrix

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 and MPO TIP by the WMPO Board. The following information will be available at the WMPO'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.

Appendix A – Strategic Transportation Investments; Highway Scoring Details

Highway Project Eligibility and Scoring Criteria and Weights

Statewide Mobility	Regional Impact	Division Needs
• Interstates (existing and future) • National Highway System routes (as of 2013) • STRAHNET • Designated Toll Facilities	• Other US and NC routes	• All secondary roads (SR) • Federal-Aid eligible local roads

Table A1 – Highway Project Eligibility

Mobility Projects

Project types include widening, intersection or interchange improvements, access management improvements, and other capacity expanding improvements.

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	Congestion – 30% Benefit/Cost – 25% Freight – 25% Safety – 10% Economic Competitiveness – 10%	100%	-	-
Regional Impact	Congestion – 20% Benefit/Cost – 20% Safety – 10% Accessibility/Connectivity – 10% Freight – 10%	70%	15%	15%
Division Needs	Congestion – 15% Benefit/Cost – 15% Safety – 10% Accessibility/Connectivity – 5% Freight – 5%	50%	25%	25%

Table A2 – Highway Mobility Scoring Criteria and Weights

Modernization Projects

Project types include existing roadway modernizations and upgrading freeway to interstate standards.

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	Congestion – 10% Freight – 25% Safety – 25% Lane Width – 10% Shoulder Width – 20% Pavement Condition – 10%	100%	-	-
Regional Impact	Congestion – 5% Freight – 10% Safety – 25% Lane Width – 10% Shoulder Width – 10% Pavement Condition – 10%	70%	15%	15%
Division Needs	Freight – 5% Safety – 20% Lane Width – 5% Shoulder Width – 10% Pavement Condition – 10%	50%	25%	25%

Table A3 – Highway Modernization Scoring Criteria and Weights

Appendix B – Strategic Transportation Investments; Non-Highway Scoring Details

Aviation Project Eligibility and Scoring Criteria and Weights

Statewide Mobility	Regional Impact	Division Needs
• Large Commercial Service airports (375,000 or more enplanements annually) • Funding cap: $500k / project / year (up to 3 years)	• Commercial Service airports not included in Statewide • Funding cap: $300k / project / year (up to 3 years)	• General Aviation airports • Funding cap: $18.5M annually over entire category

Table B1 – Aviation Project Eligibility

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	NCDOA Project Rating – 40% FAA ACIP Rating – 30% Constructability Index – 10% Benefit/Cost – 20%	100%	-	-
Regional Impact	NCDOA Project Rating – 30% FAA ACIP Rating – 15% Constructability Index – 10% Benefit/Cost – 15%	70%	15%	15%
Division Needs	NCDOA Project Rating – 25% FAA ACIP Rating – 10% Constructability Index – 5% Benefit/Cost – 10%	50%	25%	25%

Table B2 – Aviation Scoring Criteria and Weights

Bicycle and Pedestrian Project Eligibility and Scoring Criteria and Weights

Bicycle and Pedestrian Project Eligibility:

- Project must be included in an adopted plan
- Minimum total project cost of $100,000
- A 20% local, non-federal match is required

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	N/A	-	-	-
Regional Impact	N/A	-	-	-
Division Needs	Safety – 20% Accessibility/Connectivity – 15% Demand/Density – 10% Cost Effectiveness – 5%	50%	25%	25%

Table B3 – Bicycle and Pedestrian Scoring Criteria and Weights

Ferry Project Eligibility and Scoring Criteria and Weights

Statewide Mobility	Regional Impact	Division Needs
• Not Eligible	• New installation of ramp & gantry (capacity expansion) • Bulkhead expansion (associated with capacity expansion) • Additional mooring slips (to accommodate capacity expansion) • New (capacity expansion) Ferry (River or Sound Class)	• Replacement of Ferry (River, Hatteras, or Sound Class) • Replacement of support vessels (barges, tugs, etc.)

Table B4 – Ferry Project Eligibility

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	N/A	-	-	-
Regional Impact	Asset Condition – 15% Benefits – 10% Accessibility/Connectivity – 10% Asset Efficiency – 15% Capacity/Congestion – 20%	70%	15%	15%
Division Needs	Asset Condition – 15% Benefits – 10% Accessibility/Connectivity – 10% Asset Efficiency – 15%	50%	25%	25%

Table B5 – Ferry Scoring Criteria and Weights

Public Transportation Project Eligibility and Scoring Criteria and Weights

Statewide Mobility	Regional Impact	Division Needs
• Not Eligible	• Service spanning two or more counties and servicing more than one municipality (based on route and not provider)	• Service not eligible in the Regional Impact category. • Multimodal terminals and stations serving passenger transit systems (includes all facilities)

Table B6 – Public Transportation Project Eligibility

Mobility Projects

Project Types:

- Route-specific vehicles (new or expansion only)
  - Fixed guideway vehicles, fixed route vehicles, deviated fixed route vehicles
- Corridors
  - Fixed guideway (commuter rail, intercity rail, light rail)
  - Bundle of vehicle + other (ex. stops / shelters, park and rides, bus pullouts)
  - Bus Rapid Transit (BRT)
  - Bus on Shoulder System (BOSS) / Busway

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	N/A	-	-	-
Regional Impact	Impact (# of new trips) – 15% Demand/Density – 20% Efficiency – 10% Cost Effectiveness – 25%	70%	15%	15%
Division Needs	Impact (# of new trips) – 10% Demand/Density – 10% Efficiency – 10% Cost Effectiveness – 20%	50%	25%	25%

Table B7 – Public Transportation Mobility Scoring Criteria and Weights

Demand Response Projects

Project Types:

- Demand Response vehicles (expansion only, includes MicroTransit service purchases for vehicles and software)

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	N/A	-	-	-
Regional Impact	Impact (# of new trips) – 10% Demand/Density – 20% Efficiency – 15% Cost Effectiveness – 25%	70%	15%	15%
Division Needs	Impact (# of new trips) – 10% Demand/Density – 15% Efficiency – 10% Cost Effectiveness – 15%	50%	25%	25%

Table B8 – Public Transportation Demand Response Scoring Criteria and Weights

Facility Projects

Project Types:

- Passenger stations (includes Mobility Hubs with Transit service)
- Individual or bundled stops/shelters
- Individual or bundled park and ride lots
- Administration/Maintenance buildings

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	N/A	-	-	-
Regional Impact	N/A	-	-	-
Division Needs	Impact (# of trips affected) – 15% Demand/Density – 10% Efficiency – 10% Cost Effectiveness – 15%	50%	25%	25%

Table B9 – Public Transportation Facility Scoring Criteria and Weights

Rail Project Eligibility and Scoring Criteria and Weights

Statewide Mobility	Regional Impact	Division Needs
• Freight capacity and safety improvements on Class I railroad corridors	• Rail lines spanning two or more counties and passenger rail also serving two or more municipalities • Freight capacity and safety improvements not on Class I railroad corridors	• Rail lines and service not included in Statewide or Regional project eligibility • Includes multimodal passenger stations

Table B10 – Rail Project Eligibility

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	Benefit/Cost – 35% System Opportunities – 15% Safety – 30% Capacity and Diversion – 10% Economic Competitiveness – 10%	100%	-	-
Regional Impact	Benefit/Cost – 25% System Opportunities – 10% Safety – 15% Capacity and Diversion – 10% Economic Competitiveness – 10%	70%	15%	15%
Division Needs	Benefit/Cost – 10% System Opportunities – 15% Safety – 10% Capacity and Diversion – 10% Economic Competitiveness – 5%	50%	25%	25%

Table B11 – Rail Scoring Criteria and Weights

Source	Organization/Affiliation	Comment	Recommendation/Resolution
Stephen McNair	Not provided	WMPO, one project missing from the list is the Widening of Independence Blvd between River Rd and Carolina Beach Rd. This project has long been on the. List of improvements for Wilmington and with much discussion with Wilmington City council and government. Why is it not on this list of planned project?	This project is not included in the Regional Local Input Scores because it is not eligible for funding at that tier. This project is scored on the Divisional level, and public comment for that tier will be available in the fall. No change is recommended.
Melissa Sutton-Seng	Not provided	As a Wilmington native who's lived and traveled in a variety of cities, I believe we need to invest in local and regional rail projects and other forms of mass transit. Widening roads and prioritizing individual passenger vehicle traffic doesn't seem to improve quality of life. Then of course there are the environmental impacts of ever-increasing vehicle traffic and the inequity of access for residents without a personal vehicle. We need to decrease our community's reliance on cars. I'd like for all of us to be able to drive less, to take buses and trains instead, to be easily connected to Amtrak so that rail is a viable alternative to highway and air travel.	The WMPO intends to increase the feasibility of rail transport in the region. WMPO also works closely with Wave to improve the reliability, convenience, and efficiency to attract higher ridership. The MTP 2050 update will include strategies, policies, and projects to work toward these goals into the future, as they are long-term in nature. WMPO's TDM program is also actively increasing awareness of alternative transportation modes so that the region will rely on single occupancy vehicles less. Road widening projects are included to provide congestion relief as population in the region is growing. No change is recommended.
Taylor Shuler	Not provided	I am largely in agreeance with the transportation priorities. I do feel it is missing my number one priority which is traffic light improvements. The Wilmington area traffic light patterns are severely outdated for the population increase. There are currently too many lights in our region that don’t stay green long enough for all the traffic waiting at the light to get through, causing people to run red lights and stop and go waves in the traffic that cascade miles back. In addition, too many lights turn green for the next light to turn red, resulting in similar outcomes. We are ranked for terrible road safety, I believe that fixing the lighting could significantly reduce these issues as well.	The WMPO has identified improvements to the region's traffic signal system as a transportation priority in its current regional Metropolitan Transportation Plan, Cape Fear Moving Forward 2045. Included in this plan is a project to upgrade the City of Wilmington's citywide signal system, improving traffic patterns and aiming to reduce congestion. This project is funded and has a construction year of 2030. In addition to this project, the WMPO continues to identify strategies to reduce congestion and improve the safety of the region's roadways through access management, which includes traffic signal management. The WMPO intends to adopt strategies and policies as needed in the future to maintain an effective level of service throughout the region's roadways. No change is recommended.

Prioritization 7.0 Draft Regional Impact Projects -- Draft Point Assignment

													Local Input Criteria							
Spot ID	Mode	TIP	Project Category	Route/Facility Name	From/Cross Street	To/Cross Street	Description	Specific Improvement Type	Cost	Statewide Mobility Quantitative Score (x of 100)	Regional Impact Quantitative Score (x of 70)	Division Needs Quantitative Score (x of 50)	P 7.0 Quantitative Score (x of 100)	Division 3 Points (x of 100)	Consistency with Plans (x of 100)	Status of project in development (x of 100)	Number of Prioritization Cycles (x of 100)	Total (x of 500)	Draft Point Assignment	Notes
A150101	Aviation	AV-5795	Statewide Mobility	ILM - Wilmington International Airport: GA Apron Expansion	TBD-Carryover-need location of project on airport	N/A	The airport is experiencing unprecedented demand for GA and corporate tiedown and hangar space, exceeding ramp availability. Project Expands the North Apron toward new tenant ramp areas to expand capacity and enhance economic development within the corporate GA community.	1200 - Aircraft Apron / Helipad Requirements	$ 1,000,000	76.27	54.92	38.69	84.92	0	100	50	75	309.92	100	
A150420	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Perimeter Road Improvements (Ph.1)	Various Areas, General Location: 34?, 16', 21.59"N 77?, 53',56.94"W	N/A	Project will improve safety and emergency response by relocating the Airport's vehicle perimeter road outside NAVAID critical areas and Object Free Areas while also providing enhanced separation of airport operational vehicles, emergency response vehicles and aircraft.	3000 - Other	$ 500,000	23.76	18.56	11.50	48.56	0	100	25	100	273.56	100	
A170927	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Emergency Boat Ramp Access Launch Rwy 6	34?, 15', 33.49"N 77?, 54', 45.32"W	N/A	The existing emergency water rescue ramp (boat access) is an unimproved riverbank and regularly susceptible to erosion by tide and current. This project will Provide stabilized access for Rescue boat along with a dock to support life safety activities in response to waterway aircraft crash emergencies at runway end.	3000 - Other	$ 1,000,000	22.66	17.99	11.12	47.99	0	100	25	75	247.99		
A192166	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Runway 35 Wind Cone/PAPI Replacement	N34.279962 W77.907966	N/A	Existing wind cone and PAPIs for Runway 35 are nearing end of life. Additionally, the PAPI and Power Supply Unit (PSU) is located inside the RSA and needs to be relocated to meet current FAA standards. This project will be designed and constructed to replace the runway 35 wind cone due to its useful life. The PAPI's and power supply unit (PSU) needs to be relocated outside the Runway Safety Area (RSA) per FAA Standards. Includes Project Request Number: 3805	3000 - Other	$ 500,000	47.43	30.68	18.93	60.68	0	100	25	50	235.68		
A192168	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Upgrade Visual Approach Aids & Runway Lighting	N34.259157 W77.913999	N/A	This project upgrades runway 6, 17, and 24 visual approach slope indicators (VASI's) to precision approach path indicators (PAPIs). It also changes the pilot-activated runway lighting switch from runway 17/35 to 6/24 using the common traffic advisory frequency (CTAF)	1700 - Approach Lighting	$ 1,000,000	80.43	55.43	38.24	85.43	0	100	25	25	235.43		
A231118	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Apron Maintenance	34?, 16', 18.6"N 77?, 54', 32.38"W	N/A	Perform maintenance and renovations on the Modern Aviation FBO Ramp to ensure a safe operating surface amid increasing demand.	1200 - Aircraft Apron / Helipad Requirements	$ 1,000,000	69.11	47.56	35.04	77.56	0	100	25	25	227.56		
A231119	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Perimeter Road Improvements (Ph. 2)	34?, 16', 24.33"N 77?, 53', 36.15"W	N/A	Project will improve safety by relocating the Airport's vehicle perimeter road outside NAVAID critical areas and Object Free Areas. The road will be all-weather road allowing traffic to be separated from Aircraft movement areas. (Phase 2)	3000 - Other	$ 500,000	16.78	12.42	8.01	42.42	0	100	25	25	192.42		

Prioritization 7.0 Draft Regional Impact Projects -- Draft Point Assignment

													Local Input Criteria							
Spot ID	Mode	TIP	Project Category	Route/Facility Name	From/Cross Street	To/Cross Street	Description	Specific Improvement Type	Cost	Statewide Mobility Quantitative Score (x of 100)	Regional Impact Quantitative Score (x of 70)	Division Needs Quantitative Score (x of 50)	P 7.0 Quantitative Score (x of 100)	Division 3 Points (x of 100)	Consistency with Plans (x of 100)	Status of project in development (x of 100)	Number of Prioritization Cycles (x of 100)	Total (x of 500)	Draft Point Assignment	Notes
A231184	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Airline and Customs Apron ? Clean/Seal Joints, Pavement Repair	34?, 16', 24.71"N 77?, 54', 35.45"W	N/A	This project cleans, seals, and repairs joints and concrete pavement sections for the Air Carrier and Customs Aprons to ensure a safe and adequate pavement system at on the existing airline and customs ramp.	3000 - Other	$ 500,000	23.18	13.12	8.48	43.12	0	100	25	25	193.12		
A231185	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Overlay Airport Blvd, Building Circulation and Surrounding Roadways	34?, 16', 4.44"N 77?, 55', 10.85"W	N/A	Overlay aging pavement on Airport Blvd. and ILM roadways leading to N 23rd St. to accommodate increasing traffic and support ILM passenger growth.	3000 - Other	$ 1,000,000	22.38	16.14	10.49	46.14	0	100	25	25	196.14		
F150235	Ferry	F-5705	Regional Impact	Southport - Ft Fisher	Southport - Fort Fisher Route	N/A	Construct a new and additional River Class vessel	8 - New River Class Vessel (to increase capacity)	$ 25,768,160.00	N/A	46.41	35.13	76.41	0	0	50	100	226.41	100	Per WMPO's adopted LIP methodology, the highest scoring project from each non-highway mode NOT included in top 16 projects will be elevated to replae the lowest scoring highway project(s) within the top 16 to ensure multimodal point assignment. Project is only 50% located in WMPO planning boundary. WMPO will submit 50 points and provide remaining 50 points to Cape Fear RPO for submittal.
F230648	Ferry		Regional Impact	Southport - Ft Fisher	Southport - Fort Fisher Route	N/A	Replace the aging Southport & Fort Fisher Visitor Center	13 - Other Terminal or Shipyard Infrastructure	$ 25,900,875.00	N/A	43.72	32.44	73.72	0	0	25	25	123.72		Submitted by Cape Fear RPO
F230649	Ferry		Regional Impact	Southport - Ft Fisher	Southport - Fort Fisher Route	N/A	Additional Ramp and Gantry system at Southport to expand capacity	11 - New Ramp & Gantry (to increase capacity)	$ 25,900,875.00	N/A	42.95	31.67	72.95	0	0	25	25	122.95		Submitted by Cape Fear RPO
F230761	Ferry		Regional Impact	Southport - Ft Fisher	Southport - Fort Fisher Route. Adjacent to existing mooring at Ft. Fisher.	N/A	Additional Ramp and Gantry system at Fort Fisher to expand capacity.	11 - New Ramp & Gantry (to increase capacity)	$ 25,900,875.00	N/A	42.95	31.67	72.95	100	0	25	25	222.95		Submitted by Cape Fear RPO
F230763	Ferry		Regional Impact	Southport - Ft Fisher	Fort Fisher terminal / Fort Fisher Blvd	N/A	Install 5' sidewalk to connect Fort Fisher ferry terminal building entrance to US 421 (has dedicated bicycle lanes and proposed MUP)	13 - Other Terminal or Shipyard Infrastructure	$ 39,006	N/A	42.95	31.67	72.95	0	100	25	25	222.95		
H090287-AG	Highway	R-4462	Statewide Mobility	US 74, US 76	NC 87 (Maco Road)	SR 1426 (Mount Misery Road)	Upgrade Roadway to interstate Standards	2 - Upgrade Arterial to Freeway/Expressway	$ 68,300,000	81.50	50.93	33.56	80.93	100	0	25	100	305.93	89.38	Project location is only 89.38% in the WMPO planning boundary. WMPO to submit 89.38 points, transfer remaining 10.62 to Cape Fear RPO to submit.

Prioritization 7.0 Draft Regional Impact Projects -- Draft Point Assignment

													Local Input Criteria							
Spot ID	Mode	TIP	Project Category	Route/Facility Name	From/Cross Street	To/Cross Street	Description	Specific Improvement Type	Cost	Statewide Mobility Quantitative Score (x of 100)	Regional Impact Quantitative Score (x of 70)	Division Needs Quantitative Score (x of 50)	P 7.0 Quantitative Score (x of 100)	Division 3 Points (x of 100)	Consistency with Plans (x of 100)	Status of project in development (x of 100)	Number of Prioritization Cycles (x of 100)	Total (x of 500)	Draft Point Assignment	Notes
H090499-B	Highway	U-4902B	Statewide Mobility	US 17 Business (Market Street)	CSX Railroad	117/NC 132 (College Road).	Construct Access Management Improvements	11 - Access Management	$ 33,600,000	68.61	49.02	37.27	79.02	0	100	50	100	329.02	100	
H090713	Highway		Regional Impact	NC 133 (River Road)	SR 1551 (Blackwell Road)	SR 1599 (Jackeys Creek Lane)	Widen NC133 (River Road SE) from SR 1551 (Blackwell Road) to SR 1599 (Jackey's Creek Lane SE) to four-lane, divided cross section with curb and gutter.	1 - Widen Existing Roadway	$ 99,600,000	N/A	31.14	30.16	61.14	100	100	25	100	386.14	100	
H110980	Highway	U-5863	Regional Impact	NC 133 (Castle Hayne Road)	SR 1310 (Division Drive)	I-140/US 17	Widen to 3 lanes.	1 - Widen Existing Roadway	$ 89,372,000	N/A	41.73	33.58	71.73	100	100	50	100	421.73	100	
H141537	Highway	U-5732	Statewide Mobility	US 17	SR 1582 (Washington Acres Road)	Vista Lane	Construct reduced conflict intersection	11 - Access Management	$ 57,600,000	88.26	57.91	42.35	--	--	--	--	--	--	--	Not eligible for Regional Impact LIP-Funded in Statewie Mobility category
H149006-A	Highway	U-5702B	Regional Impact	NC 132 (College Road)	US 421 (Carolina Beach Road)	US 117 (Shipyard Boulevard)	Access management and travel time improvements.	11 - Access Management	$ 96,000,000	N/A	46.39	35.02	76.39	100	100	50	100	426.39	100	
H149006-D	Highway	U-5881	Statewide Mobility	NC 132 (College Road)	New Centre Drive	SR 2048 (Gordon Road)	Upgrade Roadway	2 - Upgrade Arterial to Freeway/Expressway	$ 42,900,000	73.72	51.79	37.25	81.79	100	100	50	100	431.79	100	
H149006-E	Highway	U-5704	Statewide Mobility	NC 132 (College Road)	US 76 Oleander Drive	N/A	Intersection improvements	7 - Upgrade At-grade Intersection to Interchange or Grade Separation	$ 71,400,000	64.09	44.24	33.54	74.24	100	100	50	100	424.24	100	
H150013	Highway		Regional Impact	NC 210	SR 1002 (Island Creek Road)	SR 1574 (Dallie Futch Road)	Realign intersection of NC 210 and SR 1002 (Island Creek Road) to t-intersection and install traffic signal. Remove SR 1574 (Dallie Futch Road) intersections at NC 210 and SR 1002.	21 - Realign Multiple Intersections	$ 14,433,148	N/A	24.62	18.76	54.62	0	0	25	100	179.62		
H170214	Highway	U-5863	Regional Impact	NC 133 (Castle Hayne Road)	I-140, US 17 (Wilmington Bypass)	SR 1002 (Holly Shelter Road)	Widen road to 3-lane cross section with shoulders.	1 - Widen Existing Roadway	$ 61,700,000	N/A	31.00	27.62	61.00	100	100	50	100	411.00	100	
H170244	Highway		Regional Impact	NC 133 (River Road)	SR 1599 (Jackeys Creek Lane SE)	Rabon Way SE	Widen NC133 (River Road SE) from SR 1599 (Jackey's Creek Lane SE) to Rabon Way to four-lane, divided cross section with curb and gutter.	1 - Widen Existing Roadway	$ 113,500,000	N/A	23.26	20.59	53.26	0	100	25	100	278.26		Ranked #13 overall and was the lowest scoring highway project qualifying for local input point assignment. Per WMPO's adopted LIP methodology, the highest scoring project from each non-highway mode NOT included in top 16 projects will be elevated to replae the lowest scoring highway project(s) within the top 16 to ensure multimodal point assignment. The 100 local input points have been removed from this project and assigned to F-7505.

Prioritization 7.0 Draft Regional Impact Projects -- Draft Point Assignment

													Local Input Criteria							
Spot ID	Mode	TIP	Project Category	Route/Facility Name	From/Cross Street	To/Cross Street	Description	Specific Improvement Type	Cost	**Statewide Mobility Quantitative Score (x of 100)**	**Regional Impact Quantitative Score (x of 70)**	**Division Needs Quantitative Score (x of 50)**	P 7.0 Quantitative Score (x of 100)	Division 3 Points (x of 100)	Consistency with Plans (x of 100)	Status of project in development (x of 100)	Number of Prioritization Cycles (x of 100)	Total (x of 500)	Draft Point Assignment	Notes
H171924	Highway	U-4738	Statewide Mobility	US 17 (Ocean Highway), US 74, US 421 (Carolina Beach Road), US 117 (Shipyard Boulevard), US 17 BUS, Cape Fear Crossings Alternative	US 117 (Shipyard Boulevard)	I-140 (Wilmington Bypass)	Upgrade existing facilities to provide additional mobility and access between New Hanover and Brunswick Counties and to the NC Port of Wilmington. Includes new river crossing south of existing Cape Fear Memorial Bridge. Cape Fear Crossings Alternative	6 - Widen Existing Roadway and Construct Part on New Location	$ 1,569,400,000	**66.83**	**42.47**	**30.41**	76.61	0	100	25	100	301.61	100	
H190398	Highway		Statewide Mobility	US 17	SR 2734 (Marsh Oaks Drive)	SR 1582 (Washington Acres Road)	Convert roadway to superstreet configuration and provide access management.	4 - Upgrade Arterial to Signalized RCI Corridor	$ 74,800,000	**65.54**	**41.37**	**30.73**	71.37	100	50	25	50	296.37	100	
H193097	Highway		Statewide Mobility	US 17	SR 1563 (Sloop Point Loop Road)	NC 210	Upgrade to a controlled access facility with service roads.	2 - Upgrade Arterial to Freeway/Expressway	$ 195,700,000	**71.54**	**39.43**	**25.59**	69.43	100	0	25	50	244.43		
H191501	Highway	HB-0039	Statewide Mobility	US 17 Business (Cape Fear Memorial Bridge) - Replace Bridge	US 74 Interchange	5th Street	Replace the existing Cape Fear Memorial Bridge (TOLL PROJECT)	5 - Construct Roadway on New Location	$ 85,000,000	**83.95**	**52.15**	**38.17**	--	--	--	--	--	--	--	Not eligible for Regional Impact LIP-Funded in Statewie Mobility category
H191999	Highway		Regional Impact	US 17 Business (Market Street)	SR 1217 (South 17th Street)	Covil Avenue	Implement Road Diet on US 17 Busines (Market Street) between SR 1217 (S. 17th Street) and Covil Avenue to improve safety.	24 - Implement Road Diet to Improve Safety	$ 39,600,000	**N/A**	**41.90**	**33.59**	71.90	0	0	25	50	146.90		
H230978	Highway	U-5732	Statewide Mobility	US 17	SR 1582 (Washinton Acres Road)	Vista Lane	Upgrade signals to fiber along US 17 corridor through Hampstead from SR 1582 (Washington Acres Road) to Vista Lane	14 - Closed Loop Signal System	$ 1,040,400	**90.02**	**59.27**	**42.95**	--	--	--	--	--	--	--	Not eligible for Regional Impact LIP-Funded in Statewie Mobility category
H230544	Highway		Statewide Mobility	SR 2048 (Gordon Road)	US 17 Busines (Market Street)	N/A	Upgrade intersection to grade separated intersection.	7 - Upgrade At-grade Intersection to Interchange or Grade Separation	$ 43,900,000	**63.28**	**44.63**	**33.58**	74.63	0	0	25	25	124.63		
H230687	Highway		Statewide Mobility	US 17 (Ocean Highway)	NC 87	Carol Lynn Drive NE	Provide access management along corridor with a flyover left turn from US 17 to NC 87	11 - Access Management	$ 275,600,000	**55.65**	**32.57**	**22.85**	62.57	0	0	25	25	112.57		Submitted by Cape Fear RPO
H230821	Highway		Statewide Mobility	I-140	US 74/76	N/A	Construct intersection improvements, including the conversion of the grade separated intersection into an interchange with free flow traffic between I-140 and US 74/76. The proposed typical section includes four 12-foot lanes with 22-foot wide loops and 16-foot wide ramps at the interchange. No sidewalks or bicycle lanes.	8 - Improve Interchange	$ 233,600,000	**44.19**	**25.32**	**16.92**	55.32		0	25	25	105.32		
H230873	Highway		Statewide Mobility	US 17 Business	US 74 Interchange	5th Street	Replace the existing Cape Fear Memorial Bridge (NON-TOLL PROJECT)	5 - Construct Roadway on New Location	$ 437,000,000	**62.48**	**35.28**	**32.12**	65.28	100	100	25	25	315.28	100	
H230956	Highway		Regional Impact	US 421 (Carolina Beach Road)	SR 1576 (River Road)	Access Road	Replacement of existing bridge structure over Snow's Cut. Proposed cross section includes raised median, shoulders, and 12' MUP.	26 - Upgrade Roadway	$ 90,822,977	**N/A**	**28.48**	**22.31**	58.48	0	100	25	25	208.48		

Prioritization 7.0 Draft Regional Impact Projects -- Draft Point Assignment

													Local Input Criteria							
Spot ID	Mode	TIP	Project Category	Route/Facility Name	From/Cross Street	To/Cross Street	Description	Specific Improvement Type	Cost	Statewide Mobility Quantitative Score (x of 100)	Regional Impact Quantitative Score (x of 70)	Division Needs Quantitative Score (x of 50)	P 7.0 Quantitative Score (x of 100)	Division 3 Points (x of 100)	Consistency with Plans (x of 100)	Status of project in development (x of 100)	Number of Prioritization Cycles (x of 100)	Total (x of 500)	Draft Point Assignment	Notes
H230961	Highway		Regional Impact	US 74, US 76 (Causeway Drive)	Airlie Road	US 74 (West Salisbury Street)	Replace moveable span, 4-lane, undivided bridge with fixed span, 4-lane divided bridge with 12' multi-use path facility.	26 - Upgrade Roadway	$ 112,100,000	N/A	21.52	17.04	51.52	0	100	25	25	201.52		
H230968	Highway		Regional Impact	US 17, US 76 (Oleander Drive)	SR 1209 (Independence Boulevard	US 117, NC 132 (South College Road)	Construct access management improvements to existing 6-lane, divided cross section.	11 - Access Management	$ 60,900,000	N/A	32.98	25.32	62.98	0	100	25	25	212.98		
H230971	Highway		Regional Impact	US 17/US 76 (Oleander Drive)	Pine Grove Drive	Greenville Loop Road	Construction of access management improvements to include raised median, turning lanes, and driveway access closures.	11 - Access Management	$ 84,600,000	N/A	41.94	31.95	71.94	0	100	25	25	221.94		
H231005	Highway		Statewide Mobility	I-40	Exit 414 (Holly Shelter Road)	Exit 420 (Gordon Road)	Widen to 6 lanes.	1 - Widen Existing Roadway	$ 154,900,000	43.32	21.85	15.13	51.851		0	25	25	101.851		
H231086	Highway		Statewide Mobility	US 74, NC 133	US 421	N/A	Widen 1-lane merge from US 421 to westbound US 17/76 to 2-lanes,	8 - Improve Interchange	$ 30,800,000	50.18	30.39	21.24	60.39	0	100	25	25	210.39		
R140031	Rail		Regional Impact	NCDOT AC Line	Wallace to Castle Hayne	N/A	Restoration of the Wallace to Castle Hayne Rail Corridor from just north of Wilmington to Wallace. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void.	5 - Passenger rail service (line)	$ 48,526,500	N/A	31.23	16.38	61.23	0	0	25	100	186.23		Submitted by Cape Fear RPO
R150125	Rail		Statewide Mobility	CSX AF Line	MP AF 286.6, near the former Invista facility located on the New Hanover side of the New Hanover / Pender County boundary to the Pender County Commerce Park facility	N/A	Construct approximately 1.5 mile rail line extension from MP AF 286.60 (near Invista) to support new rail volumes inbound & outbound from Pender Commerce Park. Project includes at-grade crossing improvements to US 421 (Crossing # 629 171T).	1 - Freight rail corridor improvement or construction (line)	$ 7,225,000	21.70	17.77	12.98	47.77	0	100	25	100	272.77	100	
R150127	Rail		Statewide Mobility	New Route: from Davis Yard to the Port of Wilmington	New trackage from Davis Yard in Navassa south on west side of Cape Fear River, crossing river, terminating at Port of Wilmington	N/A	New, shorter route connecting Davis Yard in Navassa to Port of Wilmington. Davis Yard south section includes crossing Cape Fear River parallel to Thomas Rhodes bridge (US 74/421) and crossing US 17/74/76/NC 133. Southern rail crossing section will be on (or parallel to) Cape Fear Memorial Bridge. East side section connects bridge crossing to Port of Wilmington. Assumes the 30 crossings on Wilmington Beltline will close and CSX will cease operations on ACB branch to operate on this new alignment.	1 - Freight rail corridor improvement or construction (line)	$ 864,075,000	66.14	43.92	28.70	73.92	0	100	25	25	223.92		
R150532	Rail		Statewide Mobility	NCDOT AC Line (preserved)	From Burgaw to Castle Hayne	N/A	Restoration of the Wallace to Castle Hayne Rail Corridor from Burgaw to Castle Hayne (phase 2) per Pender Co CTP project PEND0001-R.	1 - Freight rail corridor improvement or construction (line)	$ 185,711,500	17.75	14.42	12.15	44.42	0	0	25	100	169.42		Submitted by Cape Fear RPO

Prioritization 7.0 Draft Regional Impact Projects -- Draft Point Assignment

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R170043	Rail		Statewide Mobility	CSX AC Line	From Malmo to the RJ Corman Carolina Line in Whiteville	N/A	Restoration of the former Atlantic Coast Rail line from Malmo to the RJ Corman Carolina line in Whiteville. Conceptual study completed by NCDOT FS-1706A.	1 - Freight rail corridor improvement or construction (line)	$ 178,785,000	16.15	13.35	10.66	43.35	0	0	25	50	118.35		Submitted by Cape Fear RPO
R170434	Rail		Statewide Mobility	CSX AC Line	From Malmo to the International Logistics Park near the Columbus/Brunswick County Line	N/A	Restore the former Atlantic Coast Rail line from Malmo to the International Logistics Park near the Columbus/Brunswick County Line.	1 - Freight rail corridor improvement or construction (line)	$ 24,795,000	18.58	15.08	11.35	45.08	0	0	25	50	120.08		Submitted by Cape Fear RPO
R192033	Rail		Statewide Mobility	CSX AF Line (Yadkin Spur, CNC Lead)	US 17/421 South of I-140 Dan Cameron Bridge, Wilmington	N/A	Safety improvements to US 17 / 421 Railroad Crossing south of I-140/Dan Cameron Bridge, Crossing ID# 629 163B. Install gates, signalization and supplementary safety measures per FRA guidelines to achieve optimal benefit per spending.	3 - Highway-rail crossing improvement (point)	$ 1,700,000	61.59	47.08	33.93	77.08	0	100	25	50	252.08	100	
R192058	Rail		Statewide Mobility	CSX ACB Line (New Route/Location)	New railroad line: Cape Fear Memorial Bridge to Port of Wilmington's north end	N/A	Construct new rail line connecting the Cape Fear Memorial Bridge to the NCSPA-owned trackage at its north end in Wilmington (Surry St to CSX ACB Line to port). The project is funding-eligible since CSX uses trackage to conduct interchange with WTRY (port). The project would also maintain project funding eligibility if CSX reserved rights to own and/or operate over this stretch of trackage in the future upon the full implementation of the Rail Realignment Project.	1 - Freight rail corridor improvement or construction (line)	$ 864,075,000	18.06	15.34	13.27	45.34	0	100	25	50	220.34		
R230604	Rail		Regional Impact	NCDOT AC Line (preserved) & CSX SE Line	Wilmington to Castle Hayne	N/A	Construct new route on existing preserved corridor of NCDOT AC Line from future rail station in Wilmington at N 3rd Street and tie into proposed Castle Hayne station via the CSX SE Line.	5 - Passenger rail service (line)	$ 34,536,000	N/A	14.72	12.21	44.72	0	0	25	25	94.72		
R230594	Rail		Statewide Mobility	CSX AC Line	SR 1438 (Lanvale Rd), Brunswick County	N/A	Construction of grade separation with road OVER rail at SR 1438 (Lanvale Road NE) Crossing # 629 191E near Leland, NC.	3 - Highway-rail crossing improvement (point)	$ 16,075,000	49.45	36.24	29.81	66.24	0	0	25	25	116.24		
R230597	Rail		Regional Impact	NCDOT AC Line (preserved)	New route from N 3rd St to King St in Wilmington	N/A	Construct new route on existing preserved corridor of NCDOT AC Line from future rail station in Wilmington at N 3rd Street and tie into the existing CSX ACB Line at King Street (Crossing ID 629 284Y).	5 - Passenger rail service (line)	$ 10,903,000	N/A	13.52	11.81	43.52	0	0	25	25	93.52		
R231037	Rail		Statewide Mobility	CSX AC (MRSX DOD Junction)	SE Quandrant of the AC/DOD junction, near Leland	N/A	Construct a third leg to create a full wye junction where the MRSX DOD Line meets the CSX AC Line. Proposed limits of Old Fayetteville Rd and Lanvale Rd NE. The project is funding-eligible since CSX uses the first two miles of DOD trackage to conduct interchange with the DOD.	2 - Freight rail facility improvement or construction (point)	$ 6,025,000	27.75	23.09	18.32	53.09	0	100	25	25	203.09		

Prioritization 7.0 Draft Regional Impact Projects -- Draft Point Assignment

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Spot ID	Mode	TIP	Project Category	Route/Facility Name	From/Cross Street	To/Cross Street	Description	Specific Improvement Type	Cost	**Statewide Mobility Quantitative Score (x of 100)**	**Regional Impact Quantitative Score (x of 70)**	**Division Needs Quantitative Score (x of 50)**	P 7.0 Quantitative Score (x of 100)	Division 3 Points (x of 100)	Consistency with Plans (x of 100)	Status of project in development (x of 100)	Number of Prioritization Cycles (x of 100)	Total (x of 500)	Draft Point Assignment	Notes
R230522	Rail		Regional Impact	NCRR/NS NC Line (Raleigh to Goldsboro), CSX AC Line (Goldsboro to Wallace), NCDOT AC Line (Wallace to Castle Hayne), & CSX SE Line (Castle Hayne to Wilmington)	Wilmington to Raleigh via Goldsboro	N/A	Upgrade rail infrastructure to support new intercity passenger service from Wilmington to Raleigh via Goldsboro. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void.	5 - Passenger rail service (line)	$155,787,800.00	**N/A**	**42.41**	24.68	72.41	0	0	25	25	122.41	9	Points donated from Goldsboro Urban Area MPO, as this is a shared project. These points do not take away from 1600 total that WMPO is able to assign.
R230524	Rail		Regional Impact	CSX AC Line, NCDOT AC Line, & CSX SE Line (Wilmington to Goldsboro Passenger Service)	CSX AC Line (Goldsboro to Wallace), NCDOT AC Line (Wallace to Castle Hayne), CSX SE Line (Castle Hayne to Wilmington)	N/A	Upgrade and construct rail infrastructure to support new intercity passenger service from Wilmington to Goldsboro. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. This project would also include a maintenance facility at one endpoint. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void.	5 - Passenger rail service (line)	$132,443,200.00	**N/A**	**30.04**	15.81	60.04	0	100	25	25	210.04		
R230584	Rail		Regional Impact	CSX SE Line	SE Line from MP 253.74 to MP 371 between Castle Hayne, NC and Hamlet, NC	N/A	[Initial Project Concept] Modernization of corridor (replace dark territory with signalized territory for a proposed passenger route) between MP 253.74 and 371 to increase the overall train capacity of the corridor.	7 - Corridor modernization (line)	$214,000,000.00	**N/A**	**11.86**	7.3	41.86	0	0	25	25	91.86		
R231208	Rail		Regional Impact	NCRR/NS NC Line, CSX A & SE Lines (New Route)	Wilmington to Raleigh via Fayetteville and Pembroke	N/A	Upgrade rail infrastructure to support new intercity passenger service from Wilmington to Raleigh via Fayetteville and Pembroke. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void.	5 - Passenger rail service (line)	$188,050,000.00	**N/A**	**27.32**	17.34	57.32	0	0	25	25	107.32		
R231210	Rail		Regional Impact	CSX SF & SE Lines (New Route)	Wilmington to Charlotte via Hamlet	N/A	Upgrade rail infrastructure to support new intercity passenger service from Charlotte to Wilmington via Hamlet on the CSX SF and SE Lines. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day.	5 - Passenger rail service (line)	###############	**N/A**	**13.47**	11.25	43.47	0	0	25	25	93.47		
R231218	Rail		Statewide Mobility	CSX SE Line	SE Line from MP 266.05 to MP 371.73 in Scotland, Robeson, Bladen, Columbus, Brunswick, and New Hanover Counties.	N/A	Replacement of legacy signal crossing controllers (PMD-1s, 2s, & 3s) on the Wilmington Sub from Laurinburg (SE-266.05) to Castle-Hayne (SE-371.73) by upgrading to the most current PMD units at 43 at-grade crossing locations.	7 - Corridor modernization (line)	$ 1,700,000.00	**66.94**	**46.17**	26.39	76.17	0	0	25	25	126.17		

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD

RESOLUTION APPROVING THE WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S LOCAL INPUT POINT ASSIGNMENT FOR REGIONAL TIER PROJECTS IN PRIORITIZATION 7.0

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 Strategic Transportation Investments 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; and

WHEREAS, Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs) and Division Engineers assign local input points to projects in the Regional and Division tiers; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization adopted a Local Input Methodology for Prioritization 7.0 on February 28, 2024; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization will allocated 1,600 points at the Regional Impact tier and 1,600 points at the Division Needs tier; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has reviewed the projects in Prioritization 7.0 and consistent with the approved methodology released a draft point assignment for projects at the Regional Impact Tier; and

WHEREAS, the Wilmington Metropolitan Planning Organization Board opened a 14-day public comment period on July 31, 2024 and the WMPO has conducted the public comment period for the Regional Tier projects.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves the Wilmington Urban Area Metropolitan Planning Organization's Local Input Point Assignment for the Regional Impact Tier projects in Prioritization 7.0.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on August 28, 2024.

_____
Henry E. Miller III, Chair

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Mike Kozlosky, Secretary

Proposed Additions to 2024-2033

STIP/MPO TIP Programs STIP/MPO

TIP Modifications #24-8

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

HL-0109 NEW HANOVER **PROJ.CATEGORY** DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SOUTH 3RD STREET, INSTALLATION OF TRAFFIC SIGNALS WITH PEDESTRIAN SIGNAL HEADS AT INTERSECTION OF SOUTH 3RD STREET AND ANN STREET IN WILMINGTON. ***TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF WAY FROM FY 24 TO FY 25.***	ENGINEERING RIGHT-OF-WAY CONSTRUCTION	FY 2024 - FY 2024 - FY 2025 - FY 2025 - FY 2025 - FY 2025 -	$380,000 $109,000 $49,000 $12,000 $532,000 $132,000 $1,214,000	(BGDA) (L) (BGDA) (L) (BGDA) (L)
HS-2003AN NEW HANOVER **PROJ.CATEGORY** REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 17/76 (DAWSON STREET AND WOOSTER STREET), AT SR 1216 (16TH STREET) AND SR 1217 (17TH STREET) IN WILMINGTON. UPGRADE TRAFFIC SIGNALS, AND INSTALL CROSSWALKS AND PEDESTRIAN SIGNALS. ***TO REFLECT LATEST DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 24 TO FY 25.***	CONSTRUCTION	FY 2025 -	$147,000 $147,000	(HSIP)

CAPE FEAR NAVIGATING CHANGE

Project Description/Scope: The WMPO has begun the planning process for our region's 2050 Metropolitan Transportation Plan (MTP), Cape Fear Navigating Change 2050. A long-range Metropolitan Transportation Plan for the region is federally required and must be developed, updated, and adopted by the WMPO every five years. The final plan will be used by federal, state, and local governments to guide decision-making for transportation projects in our region over the next 25 years, including which projects receive state or federal funding, the design and location of local roadways, coordinating land use and development, and identifying projects for further plans and studies. Planning activities began in April of 2023 with plan adoption expected in November of 2025.

Project Status and Next Steps:

- Beginning in June 2023, a Citizen Advisory Committee (CAC), to guide public outreach was convened. The CAC met during phase 1 of public outreach and will be convened next in June of 2025 during phase 2 of public outreach to review the draft plan.
- Beginning in July 2023, a MTP Technical Steering Committee (MTPC), tasked with guiding plan development, was convened.
- In May 2024, the MTP Technical Steering Committee (MTPC) finalized the vision, goals, and objectives for the plan as well as the development of metrics through which draft projects will be scored for inclusion in the MTP. The WMPO Board adopted the Plan vision, goals and objectives at their meeting on May 29, 2024.
- The MTP Technical Steering Committee finalized the modal policies in June. The MTPC will be reconvened in June 2025 to review the draft plan.
- WMPO staff is continuing to work with consultant Kimley-Horn on identifying cost estimates for draft projects, as well as exploring alternative funding sources. Kimley-Horn joined the Board and TCC in June 2024 to understand what alternative funding sources are preferable and are continuing to research. WMPO staff will provide a ranked draft project list, with cost estimates, to the TCC and Board in fall of 2024.

NCDOT IMD FEASIBILITY STUDY GRANTS

In July 2022, the North Carolina Department of Transportation (NCDOT) was allocated $2 million in one-time funding from the North Carolina General Assembly to establish a Paved Trails Feasibility Study Program. The Integrated Mobility Division (IMD) was also awarded $500,000 in State Planning and Research (SP&R) funds to support sidewalk and shared-use path feasibility studies. The purpose of the Paved Trails and Sidewalk Feasibility Studies Grant Program is to improve the pipeline of bicycle and pedestrian projects accessing state and federal funding, resulting in successful implementation of projects led by communities prioritizing multimodal infrastructure.

Wilmington Downtown Trail Phases 2 & 3:

The Downtown Trail will eventually connect the River to Sea Bikeway to the future Multimodal Transportation Center, Cape Fear Community College, and the Riverwalk. In between these locations, the trail will provide a recreational facility for several communities in proximity to the downtown. The project currently consists of three phases. The first phase, from 3rd Street to Archie Blue Park, is in the

preliminary engineering phase. The purpose of this study would be to assess the feasibility of constructing Phases 2 and 3. A scoping meeting with NCDOT IMD and the selected consultant, Kittelson, was held on May 2, 2023.

Project Status and Next Steps:

- The first steering committee took place on October 17, 2023.
- The first public outreach sessions took place October-December 2023. Public engagement consisted of in-person events and an online survey that included an online comment map. In all, 486 survey responses were collected, 352 map comments were received, and 59 in-person conversations were conducted.
- The second steering committee meeting was held May 8, 2024.
- The second public outreach session was conducted during summer 2024. Public engagement consisted of two in-person events (listed below) and an online survey open June through July 15, 2024. 500 survey responses were received with 58 in-person conversations.
    - Frankie's Outdoor Market, 6/15/24
    - Nir Family YMCA, 6/18/24
- Draft study report anticipated in summer 2024.

Gullah Geechee Heritage Trail:
The purpose of this study would be to assess the feasibility of constructing a 10'-12' multi-use path facility in the Gullah Geechee Heritage Corridor from Phoenix Park in Navassa to Brunswick Nature Park in unincorporated Brunswick County. The Gullah Geechee Heritage Corridor is designated as a Cultural Heritage Area by U.S. Congress, presenting an opportunity to educate the public about the history of the Gullah Geechee people and highlight historical sites within Brunswick County. A scoping meeting with NCDOT IMD and the selected consultant, Kittelson, was held on May 2, 2023.

Project Status and Next Steps:

- The first steering committee took place in September 2023.
- The first public outreach sessions took place during September/October 2023. There was an online survey open through the entire month of October as well. 370 surveys were completed with 120+ in-person conversations during this round of public outreach.
- The second steering committee took place on January 4, 2024.
- The second public outreach session took place in March 2024. An online survey, which received 137 responses, was available throughout March and three public meetings were held to collect input.
- The third and final steering committee meeting was held on June 12, 2024. The steering committee was provided a presentation on the draft recommended preferred alignment.
- Draft study report was received on June 26, 2024 and the final report is under review.
- Presentations to the WMPO Board and four Brunswick County jurisdictions in August/September prior to requesting consideration by governing boards for adoption.

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:

Site Plan Reviews:

- New Hanover County Formal Plan Reviews: 14 reviews

- New Hanover County Informal Plan Reviews: 6 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Concept Plan Reviews: 0 reviews
- Town of Leland Formal Reviews: 7 reviews
- Town of Leland Informal Reviews: 5 reviews
- Town of Navassa Formal Plan Reviews: 0 reviews
- Town of Navassa Informal Reviews: 0 reviews
- Town of Navassa Concept Reviews: 0 reviews
- Town of Belville Formal Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Town of Carolina Beach Concept Reviews: 0 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- Pender County Formal Reviews: 20 reviews
- Pender County Informal Reviews: 12 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 44 reviews (9 new, 35 on-going)
- City of Wilmington Informal Reviews: 14 reviews (4 new, 10 on-going)
- City of Wilmington Concept Reviews: 0 review (0 new, 0 on-going)
- City of Wilmington Full Releases: 6

TIA Reviews: 27 total active (3 new; 22 under review; 2 approved)

- New Hanover County 6 (2 new, 3 under review, 1 approved),
- City of Wilmington 7 (0 new,7 under review, 0 approved),
- Carolina Beach 1, (0 new, 1 under review, 0 approved),
- Town of Belville 0,
- Town of Leland 2 (1 new, 1 under review, 0 approved),
- Town of Navassa 0, (0 new, 0 under review, 0 approved),
- Pender County 8 (0 new, 7 under review, 1 approved) and
- Brunswick County 3 (0 new, 3 under review, 0 approved)

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

U - 5527C NEW HANOVER COUNTY - Middle Sound Loop Extension/Connector Construction & Porters Neck Walmart Connector Construction

Project Description/Scope: construction of bicycle/pedestrian trails along Middle Sound Loop Road from Red Cedar Road to Publix commercial lot. Also construct trails along US 17 Business (Market Street) from Mendenhall Drive to Porter's Neck Wal-Mart commercial lot.

Project Status and Next Steps:

- New Hanover County is submitting encroachment agreement to NCDOT for approval
- New Hanover County is resubmitting expired categorical exclusion documentation
- New Hanover County is preparing documents for bidding
- Once all of these are complete, we will submit for approval to bid from NCDOT.
- Anticipate construction in October 2024 (9 mos. construction)

U-5534C - WRIGHTSVILLE AVENUE/GREENVILLE AVENUE TO HINTON AVENUE
Project Descriptions/Scope: The project is for construction of intersection re-alignment improvements at the intersection of Wrightsville Avenue/Greenville Avenue and bike lanes and sidewalks along Greenville Avenue from Wrightsville Avenue to Hinton Avenue.

Project Status and Next Steps:

- NCDOT ROW Certification obtained November 23, 2023
- Utility Authorization obtained January 4, 2024
- Duke Energy Utility Relocations - In Progress
- Advertise for Bid – Summer 2024
- Begin Construction Late Fall/Early Winter 2024
- Construction Complete Late Fall/Early Winter 2025

U-5534G –CITY OF WILMINGTON- HOOKER ROAD MULTI-USE PATH
Project Descriptions/Scope: The project consists of the construction of a 8' wide multi-use path along Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Ave intersection

Project Status and Next Steps:

- NCDOT ROW Certification obtained November 23, 2023
- Advertise for Bid Summer 2024
- Begin Construction Late Fall/Early Winter 2024
- Construction Complete Late Fall/Early Winter 2025

U-5534H –CITY OF WILMINGTON- HINTON AVE MULTI-USE PATH
Project Descriptions/Scope: This project consists of the construction of an 8' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

Project Status and Next Steps:

- NCDOT ROW Certification obtained November 23, 2023
- Utility Authorization obtained January 4, 2024
- Duke Energy Utility Relocations - In Progress
- Advertise for Bid – Summer 2024
- Begin Construction Late Fall/Early Winter 2024
- Construction Complete Late Fall/Early Winter 2025

U-5534Q –CITY OF WILMINGTON- S. COLLEGE/HOLLY TREE CROSSWALKS
Project Description/Scope: The project will install sidewalk, ADA ramps, curb and gutter, markings and traffic signal revisions required to install actuated pedestrian crossings of S. College Road and crossings on Holly Tree Road.

Project Status and Next Steps:

- The project was awarded to the low bidder; Morgan Trucking and General Construction Inc.
- A Pre-Con Meeting was held on February 28, 2024.
- Notice To Proceed (NTP) Date was March 11, 2024.
- Substantial completion date is 210 days from NTP, with a Final completion Date of 365 days from NTP.
- All concrete and drainage work completed.
- Guardrail and Handrails installed.
- Signal work and Pavement Markings are scheduled to take place the week of August 19, 2024
- Once this portion is completed, we will perform the punch walk for this project.

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

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

Project Status and Next Steps:

- Final plans & contract documents are being prepared for NCDOT review & approval
- CE Document has been approved
- Right-of-way authorization approved
- Town has obtained all three (3) of three (3) easements needed to construct path. Easements are in the process of being recorded.
- DOT encroachment application is being submitted
- Right of Way Certification will be requested once easements are recorded.
- Request for construction funds authorization forthcoming

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

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

Project Status and Next Steps:

- Design contract approved May 5, 2021, by City Council and execution is complete.
- 100% plans completed.
- Project received City Council and WMPO Board approval to request additional funding from NCDOT. A formal Change Request has been made to NCDOT.
- Project has received a 2-year extension to April 30, 2027, from NCDOT to allow additional funding requests, bidding, construction, and closeout.
- Expected project bid date is April 2025.

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

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

Project Status and Next Steps:

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

- The Town has uploaded documentation via EBS portal for review and approval.
- The Town has obtained NCDOT approval in January 2023
- Project meeting with consultant held March 2023
- Project survey completed in July 2023
- Received 30% plans from Kimley Horn and submitted via EBS.
- FY24 grant awarded for estimated construction costs
- April 17 supplemental agreement has been fully executed.
- The Town, with Kimley Horn, held a public meeting April 23, 2024.
- Received approval for change request to add ROW as eligible expense.
- TOCB/NCDOT and consultant met on May 30, 2024, to discuss the status of the project
- Received 75% plans from Kimley Horn, submitted via EBS.
- Received supplemental agreement for ROW/TCE from Kimly Horn, submitted unexecuted copy via EBS.
- July 11, 2024, had a meeting with Kimley Horn to discuss Town comments on the 75% plans.
- Returned the signed supplemental agreement for acquisition of temporary construction easements to Kimley Horn and submitted via EBS.

BL-0118 North College Road Pedestrian Improvements
Project Description/Scope: Project consists of the construction of a ten-foot wide, two-plus mile MUP along N. College from Gordon Road to Northchase Parkway West. In addition, it includes a sidewalk on the east side of N. College from Sirius Drive to Murrayville Road and New Village Way to the signalized intersection at Danny Pence Drive.

Project Status and Next Steps:
- Right of way acquisition underway- half complete
- 65% plans submitted to NCDOT for review and comment
- Level A SUE to identify potential utility conflicts
- Design completion anticipated by Dec. 2024

HL-0109 3r0d Street/Ann Street Traffic Signal
Project Description/Scope: Project consists of the installation of a traffic signal at the intersection of 3rd Street and Ann Street in downtown Wilmington.

Project Status and Next Steps:
- Private Engineering Firm is currently working on the signal designs
- Tentatively planning to let this and 3rd/Orange projects together next spring

HL-0110 3r0d Street/Orange Street Traffic Signal
Project Description/Scope: Project consists of the installation of a traffic signal at the intersection of 3rd Street and Orange Street in downtown Wilmington.

Project Status and Next Steps:
- Private Engineering Firm is currently working on the signal designs
- Tentatively planning to let this and 3rd/Ann together next spring

TASA-DA/CRRSAA/STIP

BL-0045 – DOWNTOWN GREENWAY PH. 1 DESIGN
Project Description/Scope: design and engineering for an approximately 2.2 mile long, 10’ to 12’ in width portion of the trail beginning at 3rd street in the Downtown within the NCDOT owned rail

corridor to McRae St (defined in the Wilmington Rail Trail Master Plan); abutting the Dorothy B. Johnson Elementary School western parcel line; traversing east along CSX right-of-way to Archie Blue Park; and continuing north through Archie Blue Park, parallel to the creek and terminating at the Love Grove Bridge multi-use path facility.

Project Status and Next Steps:

- Agreement executed by NCDOT on April 20, 2022
- City selected an on-call engineering consultant (WSP) to perform design and engineering. A scope and fee were agreed upon and approved by NCDOT.
- Award of contract by City Council on September 6, 2022.
- Notice to proceed issued on October 2, 2022.
- Supplemental scope of services for project management activities, NCDOT and CSX rail coordination, and additional survey tasks submitted on April 13, 2023, with NTP on additional services issued on June 12, 2023.
- NCDOT Rail Division is contracting with WSP on the preliminary concept design for rail track layout to determine final alignment of the Downtown Trail facility.
- NCDOT Rail Division Staff, City of Wilmington, and WMPO staff met with Cape Fear Community College President Jim Morton on July 24th to discuss both the Rail Division and City's efforts coordinating future passenger rail track and trail layout in the project corridor.
- Agreement reached with CSX regarding the trail crossing design and safety measures at King Street.
- CSX has indicated that a crossing of its active corridor outside of the King Street right-of-way will not be permitted. The City is currently evaluating alternative alignment options for the trail to connect to King Street from the NHC School property via Hall and 11th Streets.
- NCDOT Rail Division contracted with WSP and has developed conceptual track and trail alignment within the corridor between 3rd Street and McRae Street. Verbal concurrence with this alignment has been given by NCDOT Rail Division.
- Restart of design efforts underway in February and March 2024.
- Meeting with emergency services representatives to discuss alternatives for the ADA access ramp relocation within the gulch corridor.
- Request to CSX for additional discussion regarding an allowance for the trail corridor to cross ROW north of 11th Street to minimize utility and tree impacts anticipated from new alignment on Hall and 11th Streets.
- Draft scope addendum and fee for additional design services resulting from NCDOT Rail's conceptual track and trail layout submitted by WSP to City for review and comment.
- CSX denied the City's second request to cross ROW north of 11th and King Streets. City Staff and Consultant Team have identified one additional strategy for securing CSX approval and is pursuing currently.
- Draft MOU between NCDOT Rail and City of Wilmington pertaining to the future trail section within Wilmington Lead Corridor has been drafted by NCDOT and is under review by City Staff.
- City staff and WSP to provided presentations to both the Deputy City Manager and Design Review Committee in June on the City's coordination efforts during the past 18 months, project next steps, and remaining obstacles.
- A public input opportunity is ongoing during August. The public is invited to review updated information about the design's development on the projects website and provide comments through a brief input survey. WMPO, City, and WSP staff attended a Northside Community dinner on 7/25 to provide project updates and hold discussions with citizens regarding the project. A second in-person engagement opportunity is scheduled to be held on August 15 from 5:30-7:30p at Archie Blue Park.

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

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

Project Status and Next Steps:

- Project kick-off meeting in March 2023
- Contract approved by Kure Beach Town Council in June 2023
- Meeting with NCDOT, WMPO, WithersRavenel, and Town of Kure Beach was held on August 8, 2023
- Survey started in September 2023
- 60% plans are currently under review.

BL-0074 – TOWN OF LELAND- US 17 Pedestrian crossing at Olde Waterford Way/Ploof Road

Project Descriptions/Scope: Installation of signalized pedestrian crossing at the intersection of US 17/Olde Waterford Way/Ploof Road in Leland, NC

Project Status and Next Steps:

- NCDOT Agreement executed Aug 24, 2023
- PE funds authorized September 14, 2023
- NCDOT/Town of Leland has selected Exult Engineering to design the project
- Survey and Design anticipated to commence Fall 2024
- Project Completion September 14, 2028

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

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

Project Status and Next Steps:

- Agreement executed with NCDOT on May 24, 2022
- PE Authorization obtained on January 20, 2023
- Design kick-off meeting between City and RS&H staff held on January 31, 2023
- 25% Plans approved by NCDOT on February 12, 2024
- Natural Resources Technical Report (NRTR)/Environmental Document is in progress
- Redline Drainage Plans approved by NCDOT on April 22, 2024
- Environmental Document approved on May 7, 2024
- The design has been paused and the city will pursue additional funds through the MPO’s DA program

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

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

Project Status and Next Steps:

- 100% plans approved by NCDOT
- Contract proposal (with cost estimate) approved April 11, 2022
- CEI contract award in October 2022

- Construction authorization February 2023
- CE Consultation approved by NCDOT (revised b/c Tricolored Bat is on the potentially endangered species list. CE Consultation signed by both Withers Ravenel and NCDOT).
- NCDOT approved bid documents.
- Bid solicitation in September 2023
- Bid opening in October 2023
- Re-bid and opening in November 2023
- Request additional funds for construction January 2024
- Pre-construction meeting April 2024
- Start of construction late August/early September

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

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

Project Status and Next Steps:

- 100% plans approved by NCDOT
- Contract proposal (with cost estimate) approved April 11, 2022
- CEI contract award in October 2022
- Construction authorization February 2023
- CE Consultation approved by NCDOT (revised b/c Tricolored Bat is on the potentially endangered species list. CE Consultation signed by both Withers Ravenel and NCDOT).
- NCDOT approved bid documents.
- Bid solicitation in September 2023
- Bid opening in October 2023
- Re-bid and opening in November 2023
- Request additional funds for construction January 2024
- Pre-construction meeting April 2024
- Start of construction late August/early September

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY

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

Project Status and Next Steps:

- New Hanover County is submitting encroachment agreement to NCDOT for approval
- New Hanover County is resubmitting expired categorical exclusion documentation
- New Hanover County is preparing documents for bidding
- Once all of these are complete, we will submit for approval to bid from NCDOT.
- Anticipate construction in October 2024 (9 mos. construction)

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

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

Project Status and Next Steps:

- The project was awarded to the low bidder; Morgan Trucking and General Construction Inc.
- A Pre-Con Meeting was held on 02/28/2024.
- Notice To Proceed (NTP) Date is 03/11/2024.

- Substantial completion date is 210 days from NTP, with a Final completion Date of 365 days from NTP.
- Material Submittals have been entered into the NC EBS Portal for approval.
- Design work on the signal arm mast has begun.
- Soils Testing and Design Work completed by contractor and submitted into the NCDOT EBS System for Approval.
- Supplemental Agreement to extend the timeline for EB-6028 has been submitted to NCDOT and is in the process of being signed off on by the City of Wilmington, NC.
- NCDOT approved the Mast Arm design and it is in the fabrication phase.
- NCDOT approved the Supplemental Agreement for additional time.
- Curb Ramps have been installed.
- Additional curb & gutter installed to replace bad section.
- Mast Arm Assembly is scheduled to be delivered by November 7, 2024.
- Once foundation plan is submitted and approved by NCDOT, it will be installed accordingly.

TC – 0021 WAVE PASSENGER AMENITIES AND UPGRADES

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

Project Status and Next Steps:

- The project was awarded funds in November 2021
- NC Board of Transportation approved the flex request in January 2023
- Flex request confirmed end of April 2023
- Letters from NCDOT transmitted May 23, 2023
- Contract awarded to Tolar
- Amenities will be deployed based on outcome of Short-Range planning review

TC-0027 WAVE PASSENGER AMENITIES AND UPGRADES

Project Description: Passenger Facilities and amenities replacement, security, and improvement: acquire, construct, or replace structures, equipment, and systems that provide passenger facilities and amenities for fixed route bus service in the Wilmington, NC UZA. Projects include acquisition and installation of bus shelters, lighting and landing platforms along existing routes; evaluation of a new customer service enclosure at Forden Transfer Station; and extension of fencing at Padgett Transfer Station.

Project Status and Next Steps:

- The fencing at Padgett was completed in May 2023 (132 linear feet at Padgett for $3,565.00)
- Proposals were received as part of an Invitation to Bid for the shelters and benches in Spring 2023. Tolar was selected.
- A RFQ was issued in March for Forden Station designs to improve Customer Service Representative safety in the facility. A firm was selected to design those improvements in April.
    - Designs finalized in May. Construction drawings expected in June 2024. Once received, WAVE will issue RFP for construction.

    - Construction drawings have been completed and will be used for the bid process with an award for the construction of the improvements expected by September 1.
- Amenities will be deployed based on outcome of Short-Range Transit Plan.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

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

Go Coast current initiatives and project status:

1. Go Coast Committee - The next regular Go Coast committee meeting will occur in-person on August 15, 2024, at 3 PM.

2. Bicycle Helmet Initiative – In April, the WMPO was awarded 100 children's bicycle helmets through NCDOT's Bicycle Helmet Initiative for distribution to children from low-income families with bicycle safety education. Staff is participating in outreach events throughout the year to distribute helmets to children and educate families on bicycle safety. So far 11 helmets have been distributed, with more distribution opportunities planned for August.

3. Short Range TDM plan update – WMPO staff have begun work to update the short-range TDM plan, *Cape Fear Change in Motion 2020*. A public engagement period to inform this update is scheduled for September through November 2024. Steering committee meetings are ongoing with the update scheduled for completion by November 2025.

4. Annual WMPO-organized bike rides – Planning has begun for the 34th Annual River to Sea Bike Ride and the 4th Annual Brunswick Heritage Riverside Ride. The rides will take place September 7, 2024, and September 28, 2024, respectively.

5. Get There Greener – Get There Greener is Go Coast's sustainable transportation challenge which occurs annually in October. Participants log their miles traveled by alternative transportation for a chance to win prizes donated by local businesses. In August, WMPO staff will begin reaching out to local businesses to participate in Get There Greener with a donation of gift cards/items of $25-50 value. Additionally, staff is planning for a fall Bike to Work Day on Friday, October 11. Organizations/businesses will be encouraged to set up "pit stops" for bicyclists in the morning or evening commute, providing water, coffee, snacks, etc. to those who bike by, in addition to any swag/info they may choose to hand out.

Cape Fear Public Transportation Authority
August 2024 Update

Public Invited to Comment on Final Reimagine Wave Route Improvements

Wave is moving forward with final approval of the route and service improvements included in the Reimagine Wave Short-Range Transit Plan approved by the Wave Board on May 23, 2024. This plan uses approximately the same current budget as FY24 but restructures the system for increased efficiency and access. Extensive public outreach will be conducted August 1-September 15 prior to final consideration of the route changes at the September 26 Wave Board meeting. Highlights of the improved service include:

- Wave's first ever frequent (15-minute) service, done by staggering departures
- New 30-minute Saturday service on Route 108
- Port City Trolley operating more frequently, later into the evening, and on Sundays on a seasonal basis
- Direct connection from Padgett Station to Mayfaire every hour on new Route 206 – Oleander Dr.
- Additional bus stops on College Road to improve access

A survey and detailed information for each individual route and schedule change can be found on the Wave website here: https://www.wavetransit.com/reimagine-wave-transit/.

Ridership Update

For July 2024, Wave Transit's RideMICRO served 1,746 trips during the month, which reflects a 5% increase as compared to the previous July.

Fixed-route ridership for June 2024 was 42,780 for the month, which is an increase from the previous month. Compared to the previous June, ridership decreased from 48,025. Ridership is expected to increase in August as UNCW comes back into session.

WMPO AUGUST PROJECTS IN DEVELOPMENT

Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
Brian Harding	DDRL	U-6202	SR 2048 (GORDON ROAD) FROM US 17 (MARKET STREET) TO I-40. WIDEN ROADWAY.	NEW HANOVER	2024.09.17
Brian Harding	LAP	HL-0109	SOUTH 3RD STREET INSTALLATION OF TRAFFIC SIGNALS WITH PEDESTRIAN SIGNAL HEADS AT INTERSECTION OF SOUTH 3RD STREET AND ANN STREET IN WILMINGTON.	NEW HANOVER	2025.02.20
Trace Howell	DDRL	R-3300A	US 17 HAMPSTEAD BYPASS FROM US 17 BYPASS SOUTH OF HAMPSTEAD TO NC 210	NEW HANOVER, PENDER	2025.07.15
Derek Pielech	DPOC	BP3-R004	REPLACE BRUNSWICK BRIDGE 181 OVER STURGEON CREEK ON SR 1437 (OLD FAYETTEVILLE ROAD) (PREVIOUSLY 17BP.3.R.84).	BRUNSWICK	**2025.09.18***
Brian Harding	LAP	HL-0110	SOUTH 3RD STREET INSTALLATION OF TRAFFIC SIGNALS WITH PEDESTRIAN SIGNAL HEADS AT INTERSECTION OF SOUTH 3RD STREET AND ORANGE STREET IN WILMINGTON.	NEW HANOVER	2025.09.30
Derek Pielech	LET	15BPR.142	BRIDGE PRESERVATION. BRIDGE 090096 OVER US 74 & US 76 ON US 17; BRIDGE 090198 OVER ICW & NC 179 ON SR 1172.	BRUNSWICK	2026.09.15
Trace Howell	DDRL	U-5710	US 74 (EASTWOOD ROAD) SR 1409 (MILITARY CUTOFF ROAD) INTERSECTION - CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE.	NEW HANOVER	2026.09.15
Trace Howell	DDRL	U-5734	US 421 (SOUTH FRONT ST.) FROM US 17 BUSINESS/US 76/US 421 (CAPE FEAR MEMORIAL BRIDGE) TO US 421 (BURNETT BOULEVARD) WIDEN TO MULTI-LANES.	NEW HANOVER	2027.06.15
Zach Howard	DPOC	U-5954	NC 133 (CASTLE HAYNE ROAD) AT NORTH 23RD STREET. CONSTRUCT A ROUNDABOUT.	NEW HANOVER	2027.06.15
Derek Pielech	DPOC	BP3-R012 17BP.3.R.93	BRIDGE 208 OVER STURGEON CREEK ON SR 1472 (VILLAGE ROAD).	BRUNSWICK	2027.07.03
David Stutts	DPOC	BR-0008	BRIDGE PRESERVATION. BRIDGE 7 ON US 17 OVER US 76. THIS IS PART OF THE INTERCHANGE WEST OF THE CFMB.	BRUNSWICK	2027.09.21
Derek Pielech	DPOC	B-5653	PENDER BRIDGE 14 ON NC 133 OVER TURKEY CREEK.	PENDER	2028.01.20
Derek Pielech	DPOC	HB-0040	REPLACE BRIDGE 21 OVER BANKS CHANNEL ON US 76 (CAUSWAY DRIVE); REPLACE BRIDGE 22 OVER LEES CUT ON US 74 (W SALISBURY STREET); AND REPLACE BRIDGE 24 OVER BANKS CHANNEL ON US 74 (W SALISBURY STREET) IN WRIGHTSVILLE BEACH.	NEW HANOVER	2028.03.21
Trace Howell	DDRL	U-5792	US 74 (MARTIN LUTHER KING JR. PARKWAY) AT US 117/NC 132 (COLLEGE ROAD). CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	NEW HANOVER	2028.06.20

WMPO AUGUST PROJECTS IN DEVELOPMENT

Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
Trace Howell	DDRL	U-3338C	SR 1175 (KERR AVENUE) INTERCHANGE AT US 74 (MARTIN LUTHER KING JR PARKWAY).	NEW HANOVER	2028.06.20
Trace Howell	DDRL	U-5790	US 421 (CAROLINA BEACH ROAD) FROM NC 132 (SOUTH COLLEGE ROAD) TO SANDERS ROAD IN WILMINGTON. WIDEN EXISTING ROADWAY AND CONTRUCT FLYOVERS AT US 421 AND NC 132. INCLUDES U-5859.	NEW HANOVER	2029.03.20
Brian Harding	DDRL	U-5731	US 74 AT US 17/US 421, CONSTRUCT A FLY-OVER AND FREE FLOW RAMP AT INTERCHANGE.	NEW HANOVER	2029.06.19
Brian Harding	DPOC	U-6128	US 76 (OLEANDER DRIVE) NEW HANOVER COUNTY AT GREENVILLE LOOP ROAD AND GREENVILLE AVENUE. UPGRADE INTERSECTION.	NEW HANOVER	2029.06.21
Brian Harding	DDRL	U-5729	US 421 (CAROLINA BEACH ROAD) FROM US 421 (BURNETT AVENUE) TO US 117 (SHIPYARD BOULEVARD) IN WILMINGTON UPGRADE ROADWAY.	NEW HANOVER	2029.07.17
Zach Howard	DDRL	U-4902C	US 17 BUSINESS (MARKET STREET) FROM NORTH OF US 117/NC 132 (COLLEGE ROAD) TO STATION ROAD. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	NEW HANOVER	2029.08.21
Trace Howell	DDRL	U-6199	VARIOUS, WILMINGTON CITYWIDE SIGNAL SYSTEM.	NEW HANOVER	2030.01.15
Trace Howell	DPOC	U-6201	SR 1175 (KERR AVENUE) FROM SR 1411 (WRIGHTSVILLE AVENUE) TO US 76 (OLEANDER DRIVE). CONSTRUCT ROADWAY ON NEW LOCATION.	NEW HANOVER	2030.01.17
Trace Howell	DDRL	U-4434	WILMINGTON, INDEPENDENCE BLVD EXT FROM RANDALL PARKWAY TO MARTIN LUTHER KING, JR. PARKWAY.	NEW HANOVER	2030.12.17
Trace Howell	DDRL	U-5732	US 17 FROM SR 1582 (WASHINGTON ACRES ROAD) TO VISTA LANE. ACCESS MANAGEMENT.	PENDER	2031.01.21*
Trace Howell	DDRL	U-5702A	NC 132 (COLLEGE ROAD) FROM SR 1272 (NEW CENTRE DRIVE) TO US 117 (SHIPYARD BOULEVARD).	NEW HANOVER	2031.02.18
Trace Howell	DDRL	U-5704	NC 132 (COLLEGE ROAD) AT US 76 (OLEANDER DRIVE).	NEW HANOVER	2031.03.18
Trace Howell	DDRL	U-5881	US 117 /NC 132 (COLLEGE ROAD) FROM SOUTH OF SR 1272 (NEW CENTRE DRIVE) TO US 17 BUSINESS (MARKET STREET). UPGRADE ROADWAY.	NEW HANOVER	2031.05.20
Zach Howard	DDRL	U-4902B	US 17 BUSINESS (MARKET STREET) FROM THE CSX RAILROAD TO CINEMA DRIVE AND FROM JACKSONVILLE STREET TO NORTH OF US 117/NC 132 (COLLEGE ROAD).	NEW HANOVER	FY

WMPO AUGUST PROJECTS IN DEVELOPMENT					
Project Manager	**Contract Type**	**TIP**	**Description**	**County**	***SAP Let Date (year.month.date)**
Trace Howell	DDRL	U-5702B	NC 132 (COLLEGE ROAD) FROM US 117 (SHIPYARD BOULEVARD) TO US 421 (CAROLINA BEACH ROAD) ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS.	NEW HANOVER	FY
Brian Harding	DDRL	U-5863	NC 133 (CASTLE HAYNE ROAD) FROM I-140 / US 17, WILMINGTON BYPASS TO SR 1310 (DIVISION DRIVE) WIDEN TO MULTI LANES.	NEW HANOVER	FY

***Dates are subject to change.**

Update provided: 08/05/2024
PO: WMPO
Contact: Michelle Howes, mnhowes@ncdot.gov, 910.341.2001

WMPO AUGUST PROJECTS UNDER CONSTRUCTION

Contract Number	Resident Eng	TIP/WBS /Program	County	Description	*Estimated Completion (year.month.date)	Percent Complete
C204902	Joshua Pratt	15BPR.102	New Hanover	CAPE FEAR MEMORIAL BRIDGE REHABILITATION.	2024.06.28	100.00%
C204331	Joshua Pratt		New Hanover	BANKS CHANNEL BRIDGE PRESERVATION.	2024.06.28	84.24%
DC00439	Joshua Pratt	U-5914	Brunswick	NC 133 IN BELVILLE FROM SR 1551 (BLACKWELL ROAD) TO SR 1554 (OLD RIVER ROAD).	2024.07.06	82.67%
C204747	Joshua Pratt	U-5710A	New Hanover	DRYSDALE DRIVE EXTENSION FROM MILITARY CUTOFF ROAD AT DRYSDALE TO US 74.	2025.03.20	71.89%
C204319	Joshua Pratt	U-4902D	New Hanover	SUPERSTREET MEDIAN ON MARKET STREET (US 17 BUS) FROM MARSH OAKS DRIVE TO LENDIRE DRIVE.	2024.09.28	71.52%
C204553	Daniel Waugh	R-3300B	Pender	NC 417 (HAMPSTEAD BYPASS) FROM SOUTH OF NC 210 TO NORTH OF SR 1563 (SLOOP POINT ROAD).	2027.12.14	44.68%

*Dates are subject to change.

WMPO AUGUST RESURFACING PROJECTS

Contract Number	Contract Year	County	Routes	*Estimated Completion (year.month.date)	Percent Complete
DC00426	2023	NEW HANOVER	RESURFACING AND PAVING PRESERVATION	2024.05.24	100.00%
DC00425	2023	BRUNSWICK, NEW HANOVER, PENDER	ADA VARIOUS SECONDARY - DIVISION 3 WIDE	2024.07.15	100.00%
C204720	2024	PENDER	I-40 FROM WEST OF US-117 (MM-388) TO NC-210 (MM-408)	2024.06.02	84.26%
DC00445	2024	BRUNSWICK	VAROUS ROUTES	2024.10.01	83.60%
DC00437	2024	NEW HANOVER	RESURFACING VARIOUS ROUTES	2025.07.16	44.48%
C204833	2024	NEW HANOVER, PENDER	I-40 RESURFACING FROM MM-420 TO MM-408 AT NC-210 (I-6039)	2025.09.15	23.25%
DC00431	2024	BRUNSWICK	NC 130 & VARIOUS ROUTES	2024.05.31	20.00%
C204866	2024	BRUNSWICK	I-140 RESURFACING FROM US-17 TO NORTH OF US-74 (I-6036)	2025.06.15	0.00%
DC00448	2024	New Hanover	US 76 AND VARIOUS ROUTES. PEDESTRIAN IMPROVEMENTS AT WB (BL-0075)	2025.05.09	0.00%

*Dates are subject to change.

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

https://ncdot.maps.arcgis.com/apps/mapviewer/index.html?webmap=441c2ce81ebf42faa77f3e47f5e6a97e

Update provided:
08/05/2024
PO: WMPO
Contact: **Michelle Howes, mnhowes@ncdot.gov, 910.341.2001**

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

AUGUST 2024

Kim Nguyen
Regional Planner- Coastal Plains
Integrated Mobility Division
1550 Mail Service Center
Raleigh, NC 27601

August IMD UPDATES WILMINGTON MPO

August 2024

Carolina Beach bicycle and Pedestrian Plan: The Carolina beach bicycle and pedestrian plan had the 2nd steering committee meeting on June 26 at the Carolina Beach Town Hall. So far, we reviewed the public engagement, stakeholder outreach, and the existing conditions summary. Plan is still on schedule for completion by the end of the year.

Wrightsville Beach bicycle and Pedestrian Plan 2023: The final plan has been completed. IMD is awaiting plan adoption to close out the project. If anyone has any questions, please contact Katie Ryan with the town of Wrightsville Beach.

Other IMD projects:

- Kure Beach Paved Trails Feasibility Study
- Gullah Geechee Heritage Trail Feasibility Study
- Downtown Wilmington Trail Feasibility Study

For more information, please reach out to the respective project managers or I can get you their contact information/ additional updates.

Sincerely,

Kim Nguyen
Regional Planner- Coastal Plains
Integrated Mobility Division

Integrated Mobility Division
News & Projects of Interest
August 2024

Latest News

CASSI

- The Integrated Mobility Division (IMD) released a report detailing its conclusions about the automated shuttle pilot at the University of North Carolina at Charlotte (UNC Charlotte).
- The Connected Autonomous Shuttle Supporting Innovation (CASSI) was piloted in the last half of 2023 on a 2.2-mile, six-stop route that connected the main campus LYNX Blue Line light rail station, Greek Village, dormitories, parking, and academic buildings, and the Popp Martin Student Union.

  A key finding from the report is the shuttle's technology needs to advance further to usefully meet the demands of a university campus and the expectations of its community members.
- IMD's work with the CASSI program leverages the work of NCDOT's Aviation, Integrated Mobility and Rail divisions to create a multimodal transportation system that improves the movement of people and freight through the Advance Mobility NC initiative.

CASSI project website at ncdot.gov.

Advance Mobility NC project website at ncdot.gov

Grant Awards

Multimodal Planning

- Eight Multimodal Planning grants were awarded in July 2024.
- These grants help NC communities develop a comprehensive strategy for expanding bicycle, pedestrian and public transit facilities, as well as improve the safety of the state's transportation network.
- Grant recipients this year include:
  - Alexander County (multimodal network plan)
  - Lenoir County (pedestrian plan)
  - City of Salisbury (multimodal network plan)
  - Town of Erwin (joint bicycle/pedestrian plan)
  - Town of Mount Gilead (joint bicycle/pedestrian plan)
  - Town of Pilot Mountain (joint bicycle/pedestrian plan)
  - Town of Oak Island (bicycle plan)
  - Town of Southport (joint bicycle/pedestrian plan)
- So far this year, the grant program has awarded approximately $9 million to fund plans for 268 North Carolina municipalities and six counties.

Project website at ncdot.gov

Transportation Demand Management (TDM)

- Four Transit Demand Management grants were awarded in June 2024 for FY25:
  - Land of Sky Regional Council - $121,855
  - Piedmont Authority for Regional Transportation (PART) - $562,888
  - City of Charlotte - $283,626
  - Sustain Charlotte Inc. - $148,628 Total
  - Centralina Council of Governments (COG) - $40,000
- Total funds awarded include 50% local match.
- TDM partners and programs in NC are meant to provide convenient travel options to reduce single occupancy vehicles and vehicle miles traveled (VMT) as well as to enhance accessibility.

S-Line Mobility Hubs

- The Mobility Hub Plan began in early 2024.
- Key deliverables include a feasibility study, environmental documentation (NEPA), Preliminary Engineering and community engagement.
- There are seven communities participating in the Mobility Hub Plan:
  - Norlina: Feasibility Study, NEPA, PE
  - Henderson: Feasibility Study, NEPA, PE
  - Sanford: Feasibility Study, NEPA, PE
  - Wake Forest: Feasibility Study, NEPA, PE
  - Franklinton: Feasibility Study
  - Youngsville: Feasibility Study
  - Apex: Feasibility Study
- Comments collected during recent public engagement will be used to identify specific needs and desires for participating communities.

Project website at ncdot.gov

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GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

August 2024

Amanda Killian
Transportation Engineer
NCDOT Transportation Planning Division
1 South Wilmington Street
Raleigh, NC 27601

AUGUST TPD UPDATES WILMINGTON MPO

August 2024

FY25 Approval Letters for WMPO: These have been sent out the week of 8/5/24.

Wilmington Model: the TDM is ready for MPO project testing and will be official when the MPO adopts their MTP end of 2025.

Carteret County Comprehensive Transportation Plan (CTP): The Carteret County CTP is underway and currently in the recommendations review stage. The next meeting will be on Wednesday, September 4th at 2PM.

Brunswick County Comprehensive Transportation Plan (CTP): The CTP is now complete and has been adopted and endorsed by all local agencies as well as the NCDOT Board of Transportation.

Pender County Comprehensive Transportation Plan (CTP): The Pender County CTP steering committee had their last meeting on April 23rd. The meetings are on pause as the engineer is on maternity leave. The CTP, however, is ongoing. The Pender County CTP survey opened on June 1st and will close on September 1st. Just a reminder, the Pender County CTP does not cover the Wilmington MPO portion of the county.

Helpful Links:
Click on links below to learn more:
· NCDOT home page—ncdot.gov
· Real-Time Traffic—DriveNC.gov | North Carolina Traffic & Travel Information
· Report a pothole—NCDOT Contact Us Form
· NCDOT: State Transportation Improvement Program— ncdot.gov/sti
· Interactive Bicycle Routes Map—https://www.ncdot.gov/bikeped/ncbikeways/default.aspx
· Links to all traffic count data information—Traffic Survey Group (ncdot.gov)

· NCDOT Interactive Traffic Volume Map—Interactive Traffic Volume map (ncdot.gov)
· Traffic Safety Data & Engineering—NCDOT: Traffic Safety Data & Engineering
· NCDOT Comprehensive Transportation Plans (CTPs) – Connect NCDOT - CTPs

NCDOT Statewide Plans:

To learn more, click on the following links:
· NC Moves 2050 Plan (or go to ncdot.gov/ncmoves)
· NCDOT Strategic Transportation Corridors (or go to ncdot.gov and search: Strategic Transportation Corridors)
· NCDOT Comprehensive State Rail Plan (25-Year Vision) (or go to ncdot.gov and search: rail plan)
· NC Statewide Multimodal Freight Plan (2015-2040) (or go to ncdot.gov and search: public transportation plan)
· IMD Great Trails State Plan (or go to ncdot.gov and search: Great Trails)
· Connecting North Carolinians to Opportunities (Public Transportation strategic Plan—2018) (or go to ncdot.gov and search: public transportation plan)
· NCDOT Resilience Strategy Report (2021) (or go to ncdot.gov and search: resilience strategy report)
· Statewide Pedestrian & Bicycle Plan (2013) (or go to ncdot.gov/bikeped/walkbikenc)