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

Technical Coordinating Committee
Meeting Agenda

TO: Technical Coordinating Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: July 7, 2022
SUBJECT: July 13th meeting

A meeting of the Wilmington Urban Area MPO’s Technical Coordinating Committee will be held on
Wednesday, July 13th at 10 am. This meeting will be held in the 4th Floor Technology Conference Room
located at 305 Chestnut Street in downtown Wilmington. Due to COVID-19, the meeting is being
carried out remotely.

PLEASE NOTE: This will be a remote meeting conducted pursuant to N.C.G.S. sec. 166A-19.24.

The remote meeting will be simultaneously streamed live online so that simultaneous live audio, and
video, if any, of the meeting is available to the public at the following:
https://us06web.zoom.us/j/86755841388?pwd=L3ZiWE5vTkxmR2EzTkIvQ2tvQ19vQT09

The public may also dial in and listen to the simultaneous live audio of the remote meeting at the following
dial in numbers: 301 715 8592 or 646 558 8656 and entering the following credentials:
Meeting ID: 867 5584 1388
Passcode: 158784

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

The following is the agenda for the meeting:

1) Call to Order
2) Approval of the Agenda
3) Presentations
3) Consent Agenda
   a. Approval of TCC Meeting Minutes- June 15, 2022
   b. Opening of the 30-day public comment period for 2020-2029 STIP/MPO
      Amendment #22-5
   c. Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-6
4) Discussion
   a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative
      Modifications #22-7

Wilmington Urban Area Metropolitan Planning Organization
City of Wilmington • Town of Carolina Beach • Town of Kure Beach • Town of Wrightsville Beach
County of New Hanover • Town of Belville • Town of Leland • Town of Navassa • County of Brunswick
County of Pender • Cape Fear Public Transportation Authority • North Carolina Department of Transportation
b. Initial Draft 2024-2033 State Transportation Improvement Program Project Swaps

c. Cape Fear Memorial Bridge Replacement

5) Updates

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

6) Announcements

a. Wilmington MPO Bike/Pedestrian Committee- August 9th

7) Next meeting- August 17, 2022

Attachments:

- TCC Meeting Minutes- June 15, 2022
- Proposed 2020-2029 STIP/MPO Amendment #22-5
- Proposed 2020-2029 STIP/MPO Administrative Modification #22-6
- Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-6
- Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-7
- Initial Draft 2024-2033 State Transportation Improvement Program Projects Available to Swap by Tier (Statewide, Regional, and Division)
- Initial Draft 2024-2033 State Transportation Improvement Program Project Swaps Memorandum
- Initial Draft 2024-2033 State Transportation Improvement Program Project Swaps Scenarios (A-E)
- Cape Fear Memorial Bridge- Overview of NCDOT To Evaluate Project Delivery Options
- Wilmington Urban Area MPO Update (July)
- Cape Fear Public Transportation Authority Update (July)
- NCDOT Division Project Update (July)
- NCDOT Transportation Planning Division Project Update (July)
Members Present
Stephanie Ayers, NC State Ports Authority
Ashli Barefoot, Town of Leland
Helen Bunch, Brunswick County
Adrienne Cox, NCDOT Division of Highways
Granseur Dick, Wilmington International Airport
Patrick Flanagan, Cape Fear Council of Governments
Jeremy Hardison, Town of Carolina Beach
Adrienne Harrington, Town of Belville
Mike Kozlosky, WMPO
Vanessa Lacer, Pender County
Rachel LaCoe, New Hanover County
Abby Lorenzo, MPO Go Coast Program
Robert O’Quinn, Town of Wrightsville Beach
Marie Parker, Wave Transit
Mandy Sanders, Town of Kure Beach
Nazia Sarder, NCDOT Transportation Planning Branch
Denys Vielkanowitz, City of Wilmington

Members Absent
Claudia Bray, Town of Navassa

Others Present
Gerald Carter, TEA
J Dayton
Regina Hopkins, WMPO
Scott A. James, WMPO
Jamar Johnson, WMPO
Sean Kane
Rachel McIntyre, WMPO
Riley Palmer
Amy Passaretti
Emma Stogner, WMPO
Tony Sumter, NCDOT
mwiater

1) Call to Order
Chairman Mike Kozlosky called the remote meeting to order at 10:01 a.m. He took the roll call pursuant to N.C.G.S. Section 166A-19.24. A quorum was present, as follows:

Present: Stephanie Ayers, Ashli Barefoot, Helen Bunch, Adrienne Cox, Granseur Dick, Patrick Flanagan, Adrienne Harrington, Mike Kozlosky, Vanessa Lacer, Rachel LaCoe, Abby Lorenzo, Robert O’Quinn, Marie Parker, Mandy Sanders and Denys Vielkanowitz. Absent: Claudia Bray, Jeremy Hardison and Nazia Sarder.

2) Approval of the Agenda
Ms. Bunch made a motion to approve the agenda as presented. Ms. Ayers seconded the motion and it carried unanimously by roll call, as follows:

Ayes: Stephanie Ayers, Ashli Barefoot, Helen Bunch, Adrienne Cox, Granseur Dick, Patrick Flanagan, Adrienne Harrington, Mike Kozlosky, Vanessa Lacer, Rachel LaCoe, Abby Lorenzo, Robert O’Quinn, Marie Parker, Mandy Sanders, Nazia Sarder and Denys Vielkanowitz. Nays: None. Absent: Claudia Bray and Jeremy Hardison.

3) Presentation
a. Kure Beach Bicycle and Pedestrian Plan – Abby Lorenzo, WMPO
Mr. Kozlosky noted that the resolution adopting Kure Beach Bicycle and Pedestrian Plan has been included in the consent agenda for consideration.

Ms. Lorenzo gave an overview of Bicycle and Pedestrian Plan that was developed during the past fiscal year by the Town of Kure Beach in cooperation with the MPO and the consultant, Alta. She noted that the Town had requested the plan in response to the MPO’s call for local transportation planning needs in preparation for the MPO’s FY22 Unified Planning Work Program (UPWP). Although Kure Beach’s Bicycle and Pedestrian Committee had completed a walking audit report in 2020, the
committee desired a formal plan that would consider the recommendations and policies of existing regional planning documents as well as the findings of the 2020 report, to identify project needs.

Ms. Lorenzo said that the plan was developed with critical stakeholder input from elected officials, other staff from the Town of Kure Beach, Military Ocean Terminal Sunny Point (MOTSU) and the North Carolina Department of Transportation (NCDOT). The planning activity centered around a three-day charrette that was held in late fall 2021, which consisted of a site walk, an initial public meeting attended by approximately 100 citizens of Kure Beach, stakeholder meetings, and an additional public meeting discussing the findings of the consultant team. Afterwards, a public survey was made available online through January for additional public input and response to the preliminary recommendations identified during the charrette activity, which yielded 444 responses.

Ms. Lorenzo said that project study recommendations with cutsheet descriptions, renderings and cost estimates included the following:

i. K Avenue Crossing Improvements
ii. Short Island Greenway Connection
iii. Island Greenway Extension to Town Hall (K Avenue)
iv. Island Greenway Extension to Fort Fisher Boulevard
v. Bicycle Lane Crossing Improvements (along Fort Fisher Boulevard)
vii. Westside Sound Bike Route
vii. Feasibility Study for Sidewalks (along Fort Fisher Boulevard)
viii. Fort Fisher (US 421) Boulevard Crossing Improvements
ix. Fort Fisher Boulevard Side Path
x. Boardwalk Widening
xi. NC State Bike Route 3

Ms. Lorenzo noted that the top three projects were the Island Greenway Extension to Town Hall, K Avenue Cross Improvements, and the Fort Fisher Boulevard Side Path from East Avenue to Fort Fisher. She noted that design guideline resources and potential funding resources for the town are included in the plan. She added that the Kure Beach Town Council adopted the plan at its May 21st meeting, and that the plan will be presented to the MPO Board for consideration at its next meeting.

4) Consent Agenda
   a. Approval of TCC Meeting Minutes- May 11, 2022
   b. Resolution approving 2020-2029 STIP/MPO Amendments #22-3 and #22-4
   c. Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-5
   d. Resolution requesting Administrative Modifications to the 2020-2029 State/MPO Transportation Improvement Programs for Public Transportation Projects
   e. Resolution approving the Go Coast Committee’s model policy for Telecommuting and Alternative Work Schedules
   f. Resolution supporting the Mobility for Everyone, Everywhere in North Carolina (MEE NC) grant application to the U.S. Department of Transportation’s Rural Surface Transportation Grant Program (RURAL)
   g. Resolution approving the Scoring Criteria and Competitive Process for the Surface Transportation Block Grant-Direct Attributable, Transportation Alternatives Set-Aside Direct Attributable, and Carbon Reduction Programs
   h. Resolution adopting the Town of Kure Beach Bicycle and Pedestrian Plan
Ms. Bunch made a motion to approve the Consent Agenda, Items 4a through 4h as presented, and to forward the items to the MPO Board for consideration. Ms. Barefoot seconded the motion, and it carried unanimously by roll call as follows:

**Ayes:** Stephanie Ayers, Ashli Barefoot, Helen Bunch, Adrienne Cox, Granseur Dick, Patrick Flanagan, Jeremy Hardison, Adrienne Harrington, Mike Kozlosky, Vanessa Lacer, Rachel LaCoe, Abby Lorenzo, Robert O’Quinn, Marie Parker, Mandy Sanders, Nazia Sarder and Denys Vielkanowitz. **Nays:** None. **Absent:** Claudia Bray.

### 5) Regular Agenda

#### a. Resolution requesting the North Carolina Department of Transportation Explore Extending Interstate 685 from Dunn to Wilmington in North Carolina

Ms. Kozlosky said that an effort is underway in the central part of the state to designate US-421 between I-85 and I-95 as Interstate 685, which was included in the Infrastructure Bill that Congress signed as a “high priority” corridor. He noted that this will allow the Department of Transportation to request future interstate designation on this section of the highway through the Federal Highway Administration as well as the American Association of State Highway and Transportation Officials (AASHTO). He noted that US-421 extends from Dunn to Wilmington.

Mr. Kozlosky said that this future interstate proposal would connect larger population centers, enhance economic development opportunities, provide an important connection to the port, as well as improve access to Sunny Point, and provide an approved hurricane evacuation route. He added that the MPO has consulted with Division 3, which is in support of this request.

Mr. Vielkanowitz questioned the numbering convention. He noted that even numbered routes are typically loops. Mr. Kozlosky responded that if this item passes, the MPO would work with other RPOs and MPOs in the relevant area and submit the request to the Department.

In response to an inquiry by Ms. Ayers, Mr. Kozlosky said that the only information regarding the source of this request came from the NC Carolina Core. He noted that an effort was underway in the Piedmont region to provide a connection between I-85 and I-95. He commented that another interstate to Wilmington would be a positive thing.

Mr. Dick made a motion to request that NCDOT explore extending I-685. Mr. Kozlosky seconded the motion, and it carried unanimously by roll call as follows:

**Ayes:** Stephanie Ayers, Ashli Barefoot, Helen Bunch, Adrienne Cox, Granseur Dick, Patrick Flanagan, Jeremy Hardison, Adrienne Harrington, Mike Kozlosky, Vanessa Lacer, Rachel LaCoe, Abby Lorenzo, Robert O’Quinn, Marie Parker, Mandy Sanders, Nazia Sarder and Denys Vielkanowitz. **Nays:** None. **Absent:** Claudia Bray.

### 6) Discussion

#### a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-6

Mr. Kozlosky said that this item is for information purposes only and will be brought back for consideration by the TCC at its next meeting.

#### b. Initial Draft 2024-2033 State/MPO Transportation Improvement Program

Ms. Cox said that the initial draft of the 2024-2033 State/MPO Transportation Improvement Program (STIP/MTIP) is also known as Prioritization 6.0 (P6.0). She gave an overview of the format changes and the prioritization status. She noted that costs of projects have increased significantly and the
previous STIP projects are overbudget by $8 billion (previously by $12 billion). She added that the $3.8 billion from the Infrastructure Investment and Jobs Act (IIJA) helped reduce the overage and that an inflation factor has been added to cost estimates.

Ms. Cox said that Statewide Mobility projects in the southeast do not compete as strongly as more congested cities such as Raleigh and Charlotte. Although the southeast has projects in Statewide funding, it’s a smaller percentage than across the state and some of those projects have fallen out of the STIP. She added that Region B is almost $400 million over budget in programming, and Division 3 is $77 million in programming.

Ms. Cox said that the Board of Transportation approved recommendations for process improvements, which came from the review of P6.0, to improve scoring projects, identifying information used for the scoring, and formatting for each iteration. She noted that the process for P7.0 will begin in the fall, and that the projects that drop out of P6.0 will end up in P7.0.

Ms. Cox explained that projects from P3.0, P4.0 and P5.0 that have run out of money and have fallen out of the STIP have become eligible for swapping. These projects are on a separate list and will be available to swap within individual buckets or 10% of the cost so as not to affect the overall budget for the entire program. She pointed out that 80% of projects are still funded, and that the remainder will need to be moved around or set up for P7.0.

Ms. Cox pointed out that the STIP is now available in Excel format that can be more easily sorted. She commented that the new format gives greater flexibility for reviewing priorities. She said that the swap requests will need to be submitted by September 30th. She noted that a revised draft will be provided in December, followed by a public involvement period, and the final document will be considered for adoption in 2023.

Mr. Kozlosky pointed out that thresholds and criteria exist for swapping projects. He noted that projects should be swapped within a region and have the cooperation and consensus of elected officials of the relevant jurisdictions. Ms. Cox explained that two projects of lesser priority might be swapped with one project of greater priority if the projects are of equal cost or within 10% of the cost. She requested that swaps be submitted in writing.

Mr. Kozlosky gave an overview of impacts to the MPO region resulting from the release of the initial draft of the 2024-2033 STIP. He noted that he sent out an updated presentation yesterday afternoon. As a result of the programming exercise, 11 projects became unfunded, nine moved to preliminary engineering (PE) only (no money in the STIP for construction, right-of-way, utilities), seven had schedule changes, and 17 remain unchanged.

Projects that are unfunded include the following:

i. South Front Street Widening from the Cape Fear Memorial Bridge to Burnett Boulevard (request from NC State Ports to swap this project)
ii. Improvements on College Road
iii. Intersection Improvement on Greenville Loop, Greenville Avenue, and Oleander Drive
iv. Additional Ferry
v. Roundabout at Castle Hayne Road and 23 Street
vi. Projects at Wilmington International Airport
Projects in PE only include the following:

i. Flyover at the Isabella Holmes Bridge and US-421
ii. Improvements to Carolina Beach Road between Burnett Boulevard and Shipyard Boulevard (request from NC State Ports to swap this project)
iii. Intersection improvements to Carolina Beach Road and Shipyard Boulevard
iv. Upgrades to Carolina Beach Road in the southern part of the county
v. Improvements to College Road and Market Street
vi. Taxiway at ILM

Projects with schedule changes include the following:

i. Interchange at Kerr Avenue and MLK Boulevard, accelerated by two years to 2027
ii. Kerr Avenue Extension between Peachtree and Oleander Drive, rescheduled for 2030 (may depend on the intersection of College Road and Oleander Drive)
iii. Market Street Access Management, B Section (close to downtown), rescheduled ROW to 2027 with same construction schedule.
iv. Independence Boulevard Extension, from Randall Parkway to the MLK Parkway, rescheduled ROW in 2027, construction in 2029
v. Traffic Signal System, accelerated construction to 2030
vi. Interchange at Eastwood and Military Cutoff Road, delayed one year for construction in 2026
vii. Aviation, extension of runway, delayed of six years to 2028 (request by NCDOT Aviation Division and ILM to swap with AV-5885 rehabilitation project)

Mr. Kozlosky said that of the projects that are unchanged, many are either under construction, ready to begin construction or have construction scheduled to begin within the next few years. Projects with unchanged schedules include the Gordon Road Widening Project, the Interchange of Martin Luther King Jr. Boulevard and College Road, the next phase of the Hampstead Bypass (210 to the Wilmington Bypass), and the superstreet on US 17 between Washington Acres and Vista Drive.

Mr. Kozlosky reminded committee members that the MPO has until September 30th to submit project swaps and that the Department anticipates the release of the draft STIP in December with approval of the final STIP in the Summer of 2023. He asked that members bring ideas about swaps for discussion at the July and August meetings to approve swap submissions at the September meeting.

Following a brief question/answer and discussion period, Mr. Kozlosky pointed out that that he asked the Department to break out project costs for the Interchange at Martin Luther King Jr Boulevard, Eastwood Road and Market Street (U-5880) from the Market Street Access Management Project (U-4209C). He reminded committee members that the MPO Board adopted a list of its top-five funded projects list: Hampstead Bypass, Independence Boulevard Extension, Interchanges at Kerr Avenue and Martin Luther King Jr. Boulevard, Market Street, Eastwood Road and Martin Luther King Jr. Boulevard, Military Cutoff Road and Eastwood Road. During the development of the MPO’s Legislative Agenda, the Board also included the Carolina Beach Road Access Management Improvements and the Widening of South Front Street.

7) Updates
   a. Wilmington Urban Area MPO
      Mr. Kozlosky said that the updates are in the agenda packet.
b. **Cape Fear Public Transportation Authority**
   Ms. Parker reminded committee members that new bus service starts July 3rd with increased frequency of the 108, 201, and 205 bus routes. She noted that extended trolley service will be offered until 8:00 p.m. Regarding micro-transit, the Town of Carolina Beach will now have virtual stops at all public access points as well as direct access to the boardwalk. In addition, tomorrow is National Dump the Pump Day. She encouraged members to use public transportation or alternative transportation modes.

c. **NCDOT Division**

8) **NCDOT Transportation Planning Division**
   Announcements
   a. **Wilmington MPO Bike/Pedestrian Committee – August 9th**
   b. **Next TCC meeting- July 13th**

9) **Adjournment**
   There being no further business, Ms. Lorenzo made a motion to adjourn the meeting, seconded by Mr. Dick, and meeting was adjourned at 10:59 a.m. by roll call as follows:

   **Ayes:** Stephanie Ayers, Ashli Barefoot, Helen Bunch, Adrienne Cox, Granseur Dick, Patrick Flanagan, Jeremy Hardison, Adrienne Harrington, Mike Kozlosky, Vanessa Lacer, Rachel LaCoe, Abby Lorenzo, Robert O’Quinn, Marie Parker, Mandy Sanders, Nazia Sarder and Denys Vielkanowitz. **Nays:** None.
   **Absent:** Claudia Bray.

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

FY 2023 -

$127,000

FY 2023 -

$507,000

$634,000

STATEWIDE PROJECT -
RTAP

$73,000

$73,000

NCDOT, NCSU (ITRE) WILL PROVIDE TECHNICAL ASSISTANCE TO THE INTEGRATED MOBILITY DIVISION AND SUBRECIPIENTS.

ADD FUNDING IN FY 23 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.

NCDOT, NCSU (ITRE) WILL USE THE FUNDS TO PROVIDE TRAINING/PROFESSIONAL DEVELOPMENT RELATED TO THE DELIVERY OF ADA TRAINING TO TRANSIT PROFESSIONALS.

ADD FUNDING IN FY 23 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.

TU-0014
STATEWIDE
PROJ.CATEGORY
PUBLIC TRANS

TU-0015
- STATEWIDE PROJECT

STIP/MPO TIP
PROJ.CATEGORY
PUBLIC TRANS

TU-0014
- STATEWIDE PROJECT

STIP ADDITIONS

TU-003
- STATEWIDE PROJECT

STIP/MPO TIP Amendment #22-5

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

June 2022

TU-0015
- STATEWIDE PROJECT

STIP/MPO TIP
PROJ.CATEGORY
PUBLIC TRANS

TU-0014
- STATEWIDE PROJECT

STIP ADDITIONS

TU-003
- STATEWIDE PROJECT

STIP/MPO TIP Amendment #22-5

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

June 2022
WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

FORT FISHER BOULEVARD, K AVENUE, AND NORTH 3RD STREET, INTERSECTION IMPROVEMENTS INCLUDING ADA CROSSWALKS, PEDESTRIAN ACTUATED PUSH BUTTONS, AND SIDEWALK CONNECTIONS IN KURE BEACH.

ADD PROJECT AT THE REQUEST OF THE MPO.

- FY 2023 - (BGDACV) $57,000
- FY 2023 - (BGDACV) $53,000
- FY 2024 - (BGDACV) $250,000
- FY 2024 - (L) $52,000

$412,000

* BL-0059

NEW HANOVER DIVISION

PROJ.CATEGORY WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

ENGINEERING

STIP/MPO TIP Amendment #22-5

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

ADDITIONS TO 2020-2029 STIP/MPO TIP PROGRAMS

CONNECTIONS IN KURE BEACH, ACTUATED PUSH BUTTONS, AND SIDEWALK INCLUDING ADA CROSSWALKS, PEDESTRIAN

RIGHT-OF-WAY ENGINEERING FOR FISHER BOULEVARD, K AVENUE, AND NORTH 3RD STREET.

STIP/MPO TIP AMENDMENT #22-5

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

(June 2022)
**STIP MODIFICATIONS**

**STIP/MPO TIP Programs**

Proposal Revisions to 2020-2029 STIP/MPO TIP Programs

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**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

**SR 129 (SOUTH 17TH STREET), HARBOUR DRIVE TO SHIPYARD BOULEVARD. CONSTRUCT MULTI-USE PATH.**

At the request of the MPO, delay right-of-way from FY 22 to FY 24 and construction from FY 22 to FY 24.

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**ENGINEERING**

**FY 2022 -**

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**RIGHT-OF-WAY PROGRAMMED IN FY 22**

**AT THE REQUEST OF THE MUNICIPALITY REMOVE**

**RIGHT-OF-WAY PROGRAMMED IN FY 22**

**AT THE REQUEST OF THE MUNICIPALITY REMOVE**

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**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

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

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**STIP/MPO TIP Programs**

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

**STIP/MPO TIP**

**Modification #2**

**May 2022**

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY, PROJECTS FULFILLS THE ALLOCATION FOR NON-TRADITIONAL TRANSPORTATION PROJECTS AS DEFINED IN THE GRANT. THE PROJECT SUPPORTS THE COMMUNITY GRANT OFFERING TO NON-PROFITS AND GOVERNMENTAL ORGANIZATIONS TO REMOVE TRANSPORTATION BARRIERS AND CONNECT ELDERS AND INDIVIDUALS WITH DISABILITIES TO NEEDED RESOURCES.

MODIFY FUNDING IN FY 23, 24 AT THE REQUEST OF THE MPO.

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<tr>
<td>2023</td>
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<tr>
<td>2024</td>
<td>$2,650,000</td>
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<td>2025</td>
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<td>2026</td>
<td>$12,768,000</td>
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<td>2027</td>
<td>$12,432,000</td>
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<td>2028</td>
<td>$8,064,000</td>
</tr>
<tr>
<td>2029</td>
<td>$3,003,000</td>
</tr>
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</table>

PROPOSAL MODIFICATIONS TO 2020-2029 STIP/MPO TIP PROGRAMS
WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD

RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #22-6 TO THE
2020-2029 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS

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

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #22-6.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #22-6.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on July 27, 2022.

________________________________
David Piepmeyer, Chair

________________________________
Mike Kozlosky, Secretary
**STATEWIDE PROJECT**

**IMPLEMENTATION**  FY 2022 - (CM AQ)$1,210,000

FY 2022 - (L)$303,000

FY 2023 - (CM AQ)$1,396,000

FY 2023 - (L)$349,000

**STATEWIDE PROJECT** - VARIOUS, NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. CONDUCT A CLEAN-FUEL ADVANCED TECHNOLOGY OUTREACH AND AWARENESS PROGRAM IN ALL CMAQ-ELIGIBLE COUNTIES. 

COST INCREASE EXCEEDING $2 MILLION AND 25% THRESHOLDS.

VARIOUS, NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES. 

COST INCREASE EXCEEDING $2 MILLION AND 25% THRESHOLDS.

**STATEWIDE PROJECT**

MODIFY FUNDING IN FY 22 AT THE REQUEST OF THE INTERGATED MOBILITY DIVISION URBAN TRANSIT TECHNICAL ASSISTANCE ACTIVITIES. ADMINISTRATIVE

NCDOT, NCDOT-IMD SECTION 5304 PROGRAM FUNDS PLANNING

PUBLIC TRANS

**STATEWIDE PROJECT**

MODIFY FUNDING IN FY 22 AT THE REQUEST OF THE INTERGATED MOBILITY DIVISION URBAN TRANSIT TECHNICAL ASSISTANCE ACTIVITIES. ADMINISTRATIVE

NCDOT, NCDOT-IMD SECTION 5304 PROGRAM FUNDS PLANNING

PUBLIC TRANS

**STATEWIDE PROJECT**

- C-5702D STATEWIDE PROJ.CATEGORY EXEMPT

- C-5702E STATEWIDE PROJ.CATEGORY EXEMPT

**STATEWIDE PROJECT**

NCDOT, NCDOT-IMD SECTION 5304 PROGRAM FUNDS TO SUPPORT THE INTEGRATED MOBILITY DIVISION URBAN TRANSIT TECHNICAL ASSISTANCE ACTIVITIES.

MODIFY FUNDING IN FY 22 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.

**STATEWIDE PROJECT**

STIP/MPO TIP PROGRAMS

STIP MODIFICATIONS

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

(June 2022)
WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
NC
133, US 17/US 74/US 76 TO SR 1554 (OLD RIVER ROAD). MODERNIZE ROADWAY. TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 22 TO FY 23.

Construction
FY 2023 - $2,428,000
FY 2024 - $2,210,000
FY 2025 - $194,000

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP MODIFICATIONS

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

Division
Brunswick

Category
U-5914

Program
Proposals to 2020-2029 STIP/MPO TIP Programs

(March 2022)
<table>
<thead>
<tr>
<th>STIP #</th>
<th>Facility/Project Name</th>
<th>Description</th>
<th>Current Tier</th>
<th>Remaining Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>AV-5701</td>
<td>ILM Taxiway J Improvements</td>
<td>$5.6 million Statewide Mobility</td>
<td>P5.0 (Not Committed)</td>
<td>83.2</td>
</tr>
<tr>
<td>AV-5795</td>
<td>ILM Expand the General Aviation Apron</td>
<td>$1.3 million Statewide Mobility</td>
<td>P5.0</td>
<td>74.79</td>
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<tr>
<td>AV-5799</td>
<td>ILM Widen North-South Taxiway System</td>
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<tr>
<td>AV-5885</td>
<td>ILM Rehabilitate Runway</td>
<td>$7.5 million Statewide Mobility</td>
<td>P5.0 (Not Committed)</td>
<td>87.48</td>
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<tr>
<td>AV-5796</td>
<td>ILM Increase Width of all Taxiways</td>
<td>$3.8 million Statewide Mobility</td>
<td>P5.0 (Not Committed)</td>
<td>80.16</td>
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<tr>
<td>AV-5798</td>
<td>ILM Taxiway Improvements</td>
<td>$5.6 million Statewide Mobility</td>
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<tr>
<td>AV-5731</td>
<td>US 421/Isabel Holmes Bridge Construct Fly-Over interchange</td>
<td>$36.9 million Statewide Mobility</td>
<td>P4.0</td>
<td>77.64</td>
</tr>
<tr>
<td>AV-5729 SW</td>
<td>US 421 (Carolina Beach Rd) US 117 (Shipyard Blvd) Intersection Improvements</td>
<td>$11.0 million Statewide Mobility</td>
<td>P3.0</td>
<td>45.25 Ongoing</td>
</tr>
<tr>
<td>AV-5881</td>
<td>NC 132 (College Rd) Upgrade Roadway from Gordon Rd to New Centre Dr</td>
<td>$102.6 million Statewide Mobility</td>
<td>P4.0</td>
<td>77.97 Future Year</td>
</tr>
<tr>
<td>AV-5702A</td>
<td>NC 132 (College Rd) Access Management and Travel Time Improvements from New Centre Dr to US 117 (Shipyard Blvd)</td>
<td>$36.5 million Statewide Mobility</td>
<td>P4.0</td>
<td>78.96 Future Year</td>
</tr>
<tr>
<td>AV-5704</td>
<td>NC 132 (College Rd) US 76 (Oleander Dr) Intersection Improvements</td>
<td>$37.7 million Statewide Mobility</td>
<td>P4.0</td>
<td>86.4</td>
</tr>
<tr>
<td>AV-4902C</td>
<td>US 17 Business North of US 117/NC 132 to Station Road Access Management</td>
<td>$91.2 million Statewide Mobility</td>
<td>P3.0</td>
<td>45.25 Ongoing</td>
</tr>
<tr>
<td>AV-5730</td>
<td>ILM Extend Runway 6-24 Ph. 1</td>
<td>$5.0 million Statewide Mobility</td>
<td>P3.0</td>
<td>46.15 N/A FY 22 N/A FY 28</td>
</tr>
<tr>
<td>AV-5710</td>
<td>US 74 (Morris Road) Convert at-grade intersection to interchange at Military Cutoff</td>
<td>$66.4 million Statewide Mobility</td>
<td>P3.0</td>
<td>58.84 FY 23 FY 25 FY 23 FY 26</td>
</tr>
<tr>
<td>AV-5710A</td>
<td>Drysdale Dr Extension Construct Route on New Location</td>
<td>$7.5 million Statewide Mobility</td>
<td>P3.0</td>
<td>58.84 Ongoing FY 22</td>
</tr>
<tr>
<td>U-5731</td>
<td>US 421/Isabel Holmes Bridge Construct Fly-Over interchange</td>
<td>$36.9 million Statewide Mobility</td>
<td>P4.0</td>
<td>77.64</td>
</tr>
<tr>
<td>U-5729 SW</td>
<td>US 421 (Carolina Beach Rd) US 117 (Shipyard Blvd) Intersection Improvements</td>
<td>$11.0 million Statewide Mobility</td>
<td>P3.0</td>
<td>45.25 Ongoing</td>
</tr>
<tr>
<td>U-5881</td>
<td>NC 132 (College Rd) Upgrade Roadway from Gordon Rd to New Centre Dr</td>
<td>$102.6 million Statewide Mobility</td>
<td>P4.0</td>
<td>77.97 Future Year</td>
</tr>
<tr>
<td>U-5702A</td>
<td>NC 132 (College Rd) Access Management and Travel Time Improvements from New Centre Dr to US 117 (Shipyard Blvd)</td>
<td>$36.5 million Statewide Mobility</td>
<td>P4.0</td>
<td>78.96 Future Year</td>
</tr>
<tr>
<td>U-4902C</td>
<td>US 17 Business North of US 117/NC 132 to Station Road Access Management</td>
<td>$91.2 million Statewide Mobility</td>
<td>P3.0</td>
<td>45.25 Ongoing</td>
</tr>
<tr>
<td>U-5730</td>
<td>ILM Extend Runway 6-24 Ph. 1</td>
<td>$5.0 million Statewide Mobility</td>
<td>P3.0</td>
<td>46.15 N/A FY 22 N/A FY 28</td>
</tr>
<tr>
<td>U-5710</td>
<td>US 74 (Morris Road) Convert at-grade intersection to interchange at Military Cutoff</td>
<td>$66.4 million Statewide Mobility</td>
<td>P3.0</td>
<td>58.84 FY 23 FY 25 FY 23 FY 26</td>
</tr>
<tr>
<td>U-5710A</td>
<td>Drysdale Dr Extension Construct Route on New Location</td>
<td>$7.5 million Statewide Mobility</td>
<td>P3.0</td>
<td>58.84 Ongoing FY 22</td>
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<td>STIP #</td>
<td>Facility/Project Name</td>
<td>Description</td>
<td>Cost (in millions)</td>
<td>Funding Tier</td>
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<td>-------------</td>
<td>--------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>R‐3300A</td>
<td>US 421 (Cadiz Street Rd) Construct a roundabout at N 23rd Street</td>
<td>$3.0 million</td>
<td>P3.0</td>
<td>FY 27</td>
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<tr>
<td>U‐5954</td>
<td>NC 133 (Castle Hayne Rd) Construct a roundabout at US 70</td>
<td>$5.0 million</td>
<td>P4.0</td>
<td>FY 25</td>
</tr>
<tr>
<td>U‐5863</td>
<td>NC 133 (Castle Hayne Rd) Widen to Multi‐Lanes from I‐140/US 17 (Wilmington Bypass) to SR 1310 (Division Drive)</td>
<td>$36.2 million</td>
<td>P4.0</td>
<td>FY 25</td>
</tr>
<tr>
<td>U‐5729</td>
<td>US 421 (Carolina Beach Rd) Upgrade Roadway from Burnett Blvd to US 117 (Shipyard Blvd)</td>
<td>$43.9 million</td>
<td>P3.0</td>
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</tr>
<tr>
<td>U‐5734</td>
<td>US 421 (Carolina Beach Rd) Widen to Multi‐Lanes from US 117 (Shipyard Blvd) to Burnett Blvd</td>
<td>$25.3 million</td>
<td>P4.0</td>
<td>FY 29</td>
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<tr>
<td>U‐5702B</td>
<td>NC 132 (College Rd) Access Management and Travel Time Improvements from US 117 (Shipyard Blvd) to US 421 (Carolina Beach Rd)</td>
<td>$56.6 million</td>
<td>P5.0</td>
<td>FY 25</td>
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<tr>
<td>U‐6128</td>
<td>US 76 (Oleander Dr) Greenville Loop Rd and Greenville Avenue, Upgrade Intersection</td>
<td>$9.3 million</td>
<td>P3.0</td>
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<td>U‐3338C</td>
<td>SR 1175 (Kerr Ave) Interchange at MLK and Kerr</td>
<td>$26.8 million</td>
<td>P3.0</td>
<td>In Progress</td>
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<tr>
<td>U‐4902B</td>
<td>US 17 Business Access Management Improvements</td>
<td>$23.3 million</td>
<td>P3.0</td>
<td>In Progress</td>
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<tr>
<td>R‐3300A</td>
<td>US 421 (Cadiz Street Rd) Construct a roundabout at N 23rd Street</td>
<td>$3.0 million</td>
<td>P3.0</td>
<td>FY 27</td>
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<tr>
<td>U‐5732</td>
<td>US 17 Convert to Superstreet from SR 1582 (Washington Acres Rd) to Vista Ln</td>
<td>$35.9 million</td>
<td>P3.0</td>
<td>Ongoing</td>
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<tr>
<td>F‐5707</td>
<td>Southport‐Ft Fisher Construct Mooring Facilities</td>
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<td>FY 25</td>
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<td>Division Needs Tier</td>
<td>STIP #</td>
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<td>Description</td>
<td>Cost</td>
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<td>---------------------</td>
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<td>Remaining funded</td>
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<tr>
<td>PE Only</td>
<td></td>
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<tr>
<td>FY 23</td>
<td>FY 24</td>
<td>FY 25</td>
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<tr>
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<tr>
<td>FY 44</td>
<td>FY 45</td>
<td>FY 46</td>
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</tbody>
</table>
MEMORANDUM

TO: TCC Members
FROM: Mike Kozlosky, Executive Director
DATE: July 7, 2022
SUBJECT: Initial Draft 2024-2033 STIP Project Swaps

The North Carolina Department of Transportation released the initial draft 2024-2033 State Transportation Improvement Program (STIP) on April 25, 2022. As part of the STIP development, the process being used for this STIP allows for project swaps as long as these swaps meet certain criteria. The swaps must be agreed to by NCDOT and MPO/RPO(s) and the cost of project(s) swapped in must be within 10% of cost of project(s) being swapped out. To simplify things, it is recommended by staff to swap within the same funding tier. All project swaps must be completed no later than September 30, 2022. The Department will then release a revised Draft 2024-2033 STIP in December with formal adoption in Spring/Summer 2023.

The MPO identified their Top 5 funded priorities in June 2020 and these priorities were reaffirmed with the adoption of the 2022-2026 Strategic Business Plan. These Top 5 funded priorities are as follows:

• Hampstead Bypass
• Military Cutoff Road/Eastwood Road Interchange
• Independence Boulevard Extension
• Martin Luther King Jr. Parkway/Kerr Avenue Interchange
• Martin Luther King Jr. Parkway/Market Street/Eastwood Road Interchange

With the adoption of the 2022 Legislative agenda and at the request of the NC State Ports, the South Front Street Widening (U-5734) and the Carolina Beach Road Access Management Improvements (U-5729) were added as priorities.

All of the Board’s Top 5 funded priorities are funded in the initial draft STIP with the exception of the Martin Luther King Jr. Parkway/Market Street/Eastwood Road Interchange (U-5880). This project was combined with the Market Street Access Management Improvements (U-4902C) and
is currently funded for Preliminary Engineering (PE) only. The MPO requested the Department break out these two projects and the project details for both projects are below:

<table>
<thead>
<tr>
<th>STIP #</th>
<th>Name</th>
<th>Description</th>
<th>Cost</th>
<th>Funding Tier</th>
<th>Prioritization Round</th>
<th>Score*</th>
</tr>
</thead>
<tbody>
<tr>
<td>U-4902C</td>
<td>US 17 Business</td>
<td>North of US 117/NC 132 to Station Road Access Management</td>
<td>$37.9 million</td>
<td>Statewide Mobility</td>
<td>P3.0</td>
<td>45.25</td>
</tr>
<tr>
<td>U-5880</td>
<td>Market Street/MLK Parkway/Eastwood Road</td>
<td>Convert at-grade intersection to interchange</td>
<td>$90.3 million</td>
<td>Statewide Mobility</td>
<td>P4.0</td>
<td>77.56</td>
</tr>
</tbody>
</table>

The Wilmington MPO has received a request from the North Carolina State Ports Authority to swap in the South Front Street Widening (U-5734) which is identified as unfunded and the Carolina Beach Road Access Management Improvements (U-5729).

<table>
<thead>
<tr>
<th>STIP #</th>
<th>Name</th>
<th>Description</th>
<th>Cost</th>
<th>Funding Tier</th>
<th>Prioritization Round</th>
<th>Score*</th>
</tr>
</thead>
<tbody>
<tr>
<td>U-5734</td>
<td>US 421 (South Front St)</td>
<td>Widen to Multi-Lanes from Cape Fear Memorial Bridge to Burnett Blvd</td>
<td>$25.3 million</td>
<td>Regional Impact</td>
<td>P4.0</td>
<td>74.21</td>
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<tr>
<td>U-5729REG</td>
<td>US 421 (Carolina Beach Rd)</td>
<td>Upgrade Roadway from Burnett Blvd to US 117 (Shipyard Blvd)</td>
<td>$43.9 million</td>
<td>Regional Impact</td>
<td>P3.0</td>
<td>69.83</td>
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<tr>
<td>U-5729SW</td>
<td>US 421 (Carolina Beach Rd)</td>
<td>US 117 (Shipyard Blvd) Intersection Improvements</td>
<td>$11.0 million</td>
<td>Statewide Mobility</td>
<td>P3.0</td>
<td>45.25</td>
</tr>
</tbody>
</table>

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

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

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

MPO staff has identified potential swap scenarios if there is an appetite from the Board. Please see attached scenarios A-E.

MPO staff seeks direction from the Technical Coordinating Committee (TCC) on any project swap recommendations to be presented to the MPO Board for consideration.
<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Description</th>
<th>Funding Tier</th>
<th>Prioritization Score</th>
<th>Total Cost</th>
<th>Draft Status</th>
<th>Proposed Status</th>
<th>Proposed Tier</th>
<th>Notes</th>
</tr>
</thead>
</table>
| U-4902B  | US 17 Business (Market St.) Access Management Improvements | Regional | 57.54 | P3.0 | $23,300,000 | Funded | Unfunded | Access management improvements to support regional and division travel.
| U-5732   | US 17 Superstreet Convert to superstreet from SR 1582 (Washington Acres Rd) to Vista Ln | Regional | 59.68 | P3.0 | $35,900,000 | Funded | Unfunded | Within 10% of cost of U-4902B.
| U-5792   | MLK at College Interchange Convert at-grade intersection to interchange | Division | 56.53 | P3.0 | $47,800,000 | Funded | PE Only | Will require combination of Regional and Division tier funding.
| U-6201   | Kerr Ave Extension Construct roadway on new location | Division | 84.12 | P5.0 | $9,100,000 | Funded | Unfunded | Overall Total Regional Total
| U-5880   | MLK/Eastwood at Market St Interchange Convert at-grade intersection to interchange | Statewide | 77.56 | P4.0 | $90,300,000 | Unfunded | Funded | Regional |
| U-5734   | US 421 Superstreet Will require combination of Regional and Division tier funding. | Division | 74.21 | P4.0 | $25,300,000 | Unfunded | Funded | Regional |

Overall Total Regional Total Less Projects Scenario A

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Description</th>
<th>Funding Tier</th>
<th>Prioritization Score</th>
<th>Total Cost</th>
<th>Draft Status</th>
<th>Proposed Status</th>
<th>Proposed Tier</th>
<th>Notes</th>
</tr>
</thead>
</table>
| U-5732   | US 17 Superstreet Convert to superstreet from SR 1582 (Washington Acres Rd) to Vista Ln | Regional | 59.68 | P3.0 | $35,900,000 | Funded | Unfunded | Access management improvements to support regional and division travel.
| U-5792   | MLK at College Interchange Convert at-grade intersection to interchange | Division | 56.53 | P3.0 | $47,800,000 | Funded | PE Only | Will require combination of Regional and Division tier funding.
| U-6201   | Kerr Ave Extension Construct roadway on new location | Division | 84.12 | P5.0 | $9,100,000 | Funded | Unfunded | Overall Total Regional Total
| U-5880   | MLK/Eastwood at Market St Interchange Convert at-grade intersection to interchange | Statewide | 77.56 | P4.0 | $90,300,000 | Unfunded | Funded | Regional |
| U-5734   | US 421 Superstreet Will require combination of Regional and Division tier funding. | Division | 74.21 | P4.0 | $25,300,000 | Unfunded | Funded | Regional |

Overall Total Regional Total Less Projects Scenario A
<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Description</th>
<th>Funded</th>
<th>Unfunded</th>
<th>Proposed Tier</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>U‐4902B</td>
<td>US 17 Business (Market St.) Access Management Improvements</td>
<td>Funded</td>
<td>Unfunded</td>
<td>P3.0</td>
<td>$23,300,000 Funded Unfunded</td>
</tr>
<tr>
<td>U‐6201</td>
<td>Kerr Ave Extension</td>
<td>Funded</td>
<td>Unfunded</td>
<td>P5.0</td>
<td>$9,100,000 Funded Unfunded</td>
</tr>
<tr>
<td>U‐5734</td>
<td>US 421/S. Front Street Widening</td>
<td>Unfunded</td>
<td>Funded</td>
<td>P4.0</td>
<td>$25,300,000 Unfunded Funded</td>
</tr>
<tr>
<td>U‐6128</td>
<td>US 76/Oleander at Greenville Loop Intersection Upgrade</td>
<td>Unfunded</td>
<td>Funded</td>
<td>P5.0</td>
<td>$9,300,000 Unfunded Funded</td>
</tr>
</tbody>
</table>

Scenario B

Regional Remaining (Projects added): Regional Total (Projects removed) Division Total (Projects removed) Division Remaining (Projects added)

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Description</th>
<th>Funded</th>
<th>Unfunded</th>
<th>Proposed Tier</th>
<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>U‐4902B</td>
<td>US 17 Business (Market St.) Access Management Improvements</td>
<td>Funded</td>
<td>Unfunded</td>
<td>P3.0</td>
<td>$23,300,000 Funded Unfunded</td>
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<td>P5.0</td>
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Scenario B

Regional Remaining (Projects added): Regional Total (Projects removed) Division Total (Projects removed) Division Remaining (Projects added)

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Description</th>
<th>Funded</th>
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<tr>
<td>U‐4902B</td>
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<tr>
<td>U‐6201</td>
<td>Kerr Ave Extension</td>
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<td>P5.0</td>
<td>$9,100,000 Funded Unfunded</td>
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<td>U‐5734</td>
<td>US 421/S. Front Street Widening</td>
<td>Unfunded</td>
<td>Funded</td>
<td>P4.0</td>
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<tr>
<td>U‐6128</td>
<td>US 76/Oleander at Greenville Loop Intersection Upgrade</td>
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Scenario B

Regional Remaining (Projects added): Regional Total (Projects removed) Division Total (Projects removed) Division Remaining (Projects added)

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Description</th>
<th>Funded</th>
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<th>Proposed Tier</th>
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<td>U‐4902B</td>
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<td>U‐6201</td>
<td>Kerr Ave Extension</td>
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<td>P5.0</td>
<td>$9,100,000 Funded Unfunded</td>
</tr>
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<td>U‐5734</td>
<td>US 421/S. Front Street Widening</td>
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<td>P4.0</td>
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Scenario B

Regional Remaining (Projects added): Regional Total (Projects removed) Division Total (Projects removed) Division Remaining (Projects added)

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Description</th>
<th>Funded</th>
<th>Unfunded</th>
<th>Proposed Tier</th>
<th>Notes</th>
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</thead>
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<tr>
<td>U‐4902B</td>
<td>US 17 Business (Market St.) Access Management Improvements</td>
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<td>P3.0</td>
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<td>P4.0</td>
<td>$25,300,000 Unfunded Funded</td>
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<tr>
<td>U‐6128</td>
<td>US 76/Oleander at Greenville Loop Intersection Upgrade</td>
<td>Unfunded</td>
<td>Funded</td>
<td>P5.0</td>
<td>$9,300,000 Unfunded Funded</td>
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Scenario B

Regional Remaining (Projects added): Regional Total (Projects removed) Division Total (Projects removed) Division Remaining (Projects added)

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Description</th>
<th>Funded</th>
<th>Unfunded</th>
<th>Proposed Tier</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>U‐4902B</td>
<td>US 17 Business (Market St.) Access Management Improvements</td>
<td>Funded</td>
<td>Unfunded</td>
<td>P3.0</td>
<td>$23,300,000 Funded Unfunded</td>
</tr>
<tr>
<td>U‐6201</td>
<td>Kerr Ave Extension</td>
<td>Funded</td>
<td>Unfunded</td>
<td>P5.0</td>
<td>$9,100,000 Funded Unfunded</td>
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<tr>
<td>U‐5734</td>
<td>US 421/S. Front Street Widening</td>
<td>Unfunded</td>
<td>Funded</td>
<td>P4.0</td>
<td>$25,300,000 Unfunded Funded</td>
</tr>
<tr>
<td>U‐6128</td>
<td>US 76/Oleander at Greenville Loop Intersection Upgrade</td>
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<td>Funded</td>
<td>P5.0</td>
<td>$9,300,000 Unfunded Funded</td>
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Scenario B

Regional Remaining (Projects added): Regional Total (Projects removed) Division Total (Projects removed) Division Remaining (Projects added)
<table>
<thead>
<tr>
<th>Project ID</th>
<th>Description</th>
<th>Access Management Improvement</th>
<th>Total Cost</th>
<th>Draft Status</th>
<th>Proposed Status</th>
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<tbody>
<tr>
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<td>US 17 Business (Market St.) Access Management Improvements</td>
<td>Regional</td>
<td>57.54</td>
<td>P3.0</td>
<td>$23,300,000</td>
<td>Funded</td>
<td>Unfunded</td>
</tr>
<tr>
<td>U-5732</td>
<td>US 17 Superstreet</td>
<td>Convert to superstreet from SR 1582 (Washington Acres Rd) to Vista Ln</td>
<td>Regional</td>
<td>59.68</td>
<td>P3.0</td>
<td>$35,900,000</td>
<td>Funded</td>
</tr>
<tr>
<td>U-6201</td>
<td>Kerr Ave Extension</td>
<td>Construct roadway on new location</td>
<td>Division</td>
<td>84.12</td>
<td>P5.0</td>
<td>$9,100,000</td>
<td>Funded</td>
</tr>
<tr>
<td>U-5731</td>
<td>Isabel Holmes Bridge Fly-over</td>
<td>Construct fly-over interchange</td>
<td>Statewide</td>
<td>77.64</td>
<td>P4.0</td>
<td>$36,900,000</td>
<td>PE Only</td>
</tr>
<tr>
<td>U-5734</td>
<td>US 421/S. Front Street Widening</td>
<td>Widen to multi-lanes from CFMB to Burnett</td>
<td>Regional</td>
<td>74.21</td>
<td>P4.0</td>
<td>$25,300,000</td>
<td>Unfunded</td>
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<tr>
<td>U-6128</td>
<td>US 76/Oleander at Greenville Loop Intersection Upgrade</td>
<td>Upgrade intersection</td>
<td>Regional</td>
<td>74.84</td>
<td>P5.0</td>
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<tr>
<td>Project Number</td>
<td>Project Description</td>
<td>Notes</td>
<td>5% of Project Cost</td>
<td>Total Cost</td>
<td>Division Remaining (Projects added)</td>
<td>Regional Remaining (Projects added)</td>
<td>Division Total (Projects removed)</td>
</tr>
<tr>
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<tr>
<td>U‐4902B</td>
<td>US 17 Business (Market St.) Access Management Improvements</td>
<td>Regional</td>
<td>57.54</td>
<td>$23,300,000</td>
<td>Funded</td>
<td>Unfunded</td>
<td>Funded</td>
</tr>
<tr>
<td>U‐5732</td>
<td>US 17 Superstreet</td>
<td>Regional</td>
<td>59.68</td>
<td>$35,900,000</td>
<td>Funded</td>
<td>Unfunded</td>
<td>Funded</td>
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<tr>
<td>U‐6201</td>
<td>Kerr Ave Extension</td>
<td>Division</td>
<td>84.12</td>
<td>$9,100,000</td>
<td>Funded</td>
<td>Unfunded</td>
<td>Funded</td>
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<tr>
<td>U‐5704</td>
<td>NC 132/College Rd at US 76/Oleander Dr Intersection Improvements</td>
<td>Statewide</td>
<td>86.4</td>
<td>$37,700,000</td>
<td>PE Only</td>
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<td>U‐5734</td>
<td>US 421/S. Front Street Widening</td>
<td>Regional</td>
<td>74.21</td>
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<td>Regional</td>
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<tr>
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<td>US 76/Oleander at Greenville Loop Intersection Upgrade</td>
<td>Regional</td>
<td>74.84</td>
<td>$9,300,000</td>
<td>Unfunded</td>
<td>Funded</td>
<td>Division</td>
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</table>

Scenario D
<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Name</th>
<th>Description</th>
<th>Tier</th>
<th>Score</th>
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<th>Funded Status</th>
<th>Total Cost</th>
<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>U-4902B</td>
<td>US 17 Business (Market St.) Access Management Improvements</td>
<td>Regional</td>
<td>57.54</td>
<td>P3.0</td>
<td>Funded</td>
<td>Unfunded</td>
<td>$23,300,000</td>
<td></td>
</tr>
<tr>
<td>U-5732</td>
<td>US 17 Superstreet Convert to superstreet from SR 1582 (Washington Acres Rd) to Vista Ln</td>
<td>Regional</td>
<td>59.68</td>
<td>P3.0</td>
<td>Funded</td>
<td>Unfunded</td>
<td>$35,900,000</td>
<td></td>
</tr>
<tr>
<td>U-5792</td>
<td>MLK at College Interchange Convert at-grade intersection to interchange</td>
<td>Division</td>
<td>56.53</td>
<td>P3.0</td>
<td>Funded</td>
<td>PE Only</td>
<td>$47,800,000</td>
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</tr>
<tr>
<td>U-6201</td>
<td>Kerr Ave Extension</td>
<td>Division</td>
<td>84.12</td>
<td>P5.0</td>
<td>Funded</td>
<td>Unfunded</td>
<td>$9,100,000</td>
<td></td>
</tr>
<tr>
<td>U-4902C/U-5880</td>
<td>MLK/Eastwood at Market St interchange</td>
<td>Statewide</td>
<td>77.56</td>
<td>P4.0</td>
<td>Unfunded</td>
<td>Funded</td>
<td>$91,200,000</td>
<td>Regional</td>
</tr>
</tbody>
</table>

Within 10% from cost to $83,000:

- $56,900,000
- $59,200,000
- $1,600,000
- $2,000,000

Scenario E Division Total (Projects removed) $15,100,000

Notes:
- Scenarios E and E + $15,100,000
- Additional funding required for Superstreet project.

Within 10% from cost to $40,000:

- $38,000
- $39,000
- $40,000
- $41,000

Will require combination of Regional and Division tier funding.
Overview

The Cape Fear Memorial Bridge opened to traffic in Wilmington, North Carolina on October 1, 1969. Now over 50 years later, the bridge is considered to be near the end of its lifespan and insufficient to carry increasing traffic volumes. Annual maintenance costs continue to increase and replacement parts are becoming increasingly difficult to obtain; however, the proposed Cape Fear Memorial Bridge Replacement (the “Project” or the “Bridge”) is not currently in the State Transportation Improvement Program (STIP) and does not have any state funding allotted to it.

On February 23, 2022, the Wilmington Urban Area Metropolitan Planning Organization (WMPO) Board passed a resolution urging “consideration of all possible options including tolls and previous proposals to fund a replacement for the Cape Fear Memorial Bridge.” Per the request of the WMPO, NCDOT will evaluate options for delivering the Project using a three-pronged approach.

Three-Pronged Approach

Traditional Delivery

A traditional design build or design bid build delivery will require the Project to be evaluated and scored through the next round of NCDOT’s STIP prioritization. NCDOT updates the STIP approximately every two years to ensure it accurately reflects the department’s current financial situation. As part of the traditional delivery analysis, the Department will update the feasibility study, including cost estimates, and provide an indication of where the Project is likely to score in the next round of prioritization. NCDOT will also evaluate the various discretionary grant programs offered by USDOT as well as relevant provisions within the Infrastructure Investment and Jobs Act (IIJA) that was signed into law in November 2021 to determine the feasibility of any such programs and how they may change the funding analysis.

Conventional Toll Delivery

A conventional toll delivery will require the Project to be evaluated per NCDOT’s Toll Project Development Policy (NC Toll Policy) which was implemented in early 2018 to improve the Department’s ability to manage a reliable transportation network, address congestion, leverage limited financial resources, and provide more user choice. Per the guidelines set forth in the Toll Project Feasibility Handbook, there are multiple inputs to the financial feasibility tool that will need to be evaluated. The inputs include, but are not limited to, general project information, traffic characteristics, toll pricing, and project costs. Using traffic and revenue inputs, along with cost information, the financial feasibility tool calculates the ability of a potential toll facility to generate revenue to cover its own costs of operation and assess its ability to fund all or a portion of the capital costs through toll financing.

Alternative Delivery

NCDOT will issue a Request for Information (RFI) to solicit innovative solutions to deliver the Project. Innovative solutions may include, but are not limited to, buildability concepts and financial alternatives. Proposals will be screened for viability, including technical, environmental, engineering, legal, and financial considerations; screening analysis will be presented to the WMPO for consideration.

Not Under Consideration

NCDOT will only evaluate options that are within the Department’s purview and statutory authority, as such the Department will not pursue options such as the following:

- Requests to the N.C. General Assembly for special assistance such as a STIP exemption or special appropriation
- Solicitation of local participation; while the Department encourages local participation, local funds will not be included in any analysis unless specifically identified and requested by the WMPO
WALK WILMINGTON COMPREHENSIVE PEDESTRIAN PLAN UPDATE

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

Project Status and Next Steps:
- Development of project and policy recommendations and review by Steering Committee planned for summer late 2022.
- Draft plan anticipated for release in fall 2022.
- Final plan presentation to City Council in December 2022.

NAVASSA COLLECTOR STREET PLAN

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

Project Status and Next Steps:
- Draft plan (including implementation plan) was provided by AECOM on April 29th
- Revised draft plan was provided by AECOM on June 4th
- Final Steering Committee Meeting was held on June 23rd to review the revised draft plan
- Presentation to Navassa Town Council in July 2022
- Presentation to WMPO Board in August 2022

SITE DEVELOPMENT REVIEW

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

- New Hanover County Formal Plan Reviews: 14 reviews
- New Hanover County Informal Plan Reviews: 1 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Development Plan Reviews: 0 reviews
- Town of Leland Formal Reviews: 12 reviews
- Town of Leland Informal Reviews: 0 reviews
- Town of Navassa Formal Plan Reviews: 0 review
- Town of Navassa Informal Reviews: 0 review
- Town of Navassa Concept Reviews: 0 review
- Town of Belville Formal Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 2 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- Pender County Development Plan Formal Reviews: 6 reviews
- Pender County Informal Plan Reviews: 1 reviews
- Pender County Concept Reviews: 0 reviews
- TIA Reviews: 36 total active (34 under review; 2 approved; 0 new): New Hanover County 11 (0 new, 11 under review), City of Wilmington 10, (0 new, 10 under review), Carolina Beach 0, Town of Belville 0, Town of Leland 6, (0 new, 5 under review, 1 approved), Town of Navassa 1, (1 under review), Pender County 6 (0 new, 5 under review, 1 approved) and Brunswick County 2, (0 new, 2 under review)
- City of Wilmington Formal Reviews: 42 reviews (10 new, 32 on-going)
- City of Wilmington Informal Reviews: 17 reviews (4 new, 13 on-going)
- City of Wilmington Concept Reviews: 0 reviews
- City of Wilmington Full Releases: 6

STBGP-DA/TASA-DA FY 2013 to Present

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

Project Status and Next Steps:
- NCDOT approval of final design elements and right-of-way authorization obtained June 10, 2022
- Advertise for Bid – December 2022
- Begin Construction – May 2023
- Construction Complete- January 2024

U-5534F – CITY OF WILMINGTON – PARK AVENUE MUP – PHASE II
Project Descriptions/Scope: This project is for the design and construction of an off-road multi-use path between Audubon Boulevard and Kerr Avenue.

Project Status and Next Steps:
• Began Construction – July 2021
• Project was substantially completed in January 2022.
• Official ribbon cutting occurred on 01/25. Project closeout is underway.
• Complete Project Closeout – Summer 2022

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

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

*Project Status and Next Steps:*  
- NCDOT approval of final design elements and right-of-way authorization obtained June 10, 2022  
- Advertise for Bid –December 2022  
- Begin Construction –May 2023  
- Construction Complete- January 2024  
- City is currently requesting approval from NCDOT for final design elements and right of way authorization

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

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

*Project Status and Next Steps:*  
- NCDOT approval of final design elements and right-of-way authorization obtained June 10, 2022  
- Advertise for Bid –December 2022  
- Begin Construction –May 2023  
- Construction Complete- January 2024  
- City is currently requesting approval from NCDOT for final design elements and right of way authorization

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

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

*Project Status and Next Steps:*  
- Construction commenced February 8, 2021  
- Project on hold pending resolution of contracting issues with the consultant  
- Contractor is expected to return last two-weeks in May 2022 to finish  
- Project completion extended to June 30, 2022  
- On hold pending negotiation of pay items and scheduling with the Contractor  
- Final completion date to be determined

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

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

Project Status and Next Steps:
- Construction commenced February 8, 2021
- Project on hold pending resolution of contracting issues with the consultant
- Contractor is expected to return last two-weeks in May 2022 to finish
- Project completion extended to June 30, 2022
- On hold pending negotiation of pay items and scheduling with the Contractor
- Final completion date to be determined

U-5534K – TOWN OF LELAND- LELAND MIDDLE SCHOOL SIDEWALK
Project Description/Scope: The construction of 5-foot-wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Road to the US Hwy 74/76 overpass after Glendale Drive with connections to Leland Middle School and the surrounding neighborhoods.

Project Status and Next Steps:
- Construction commenced February 8, 2021
- Project on hold pending resolution of contracting issues with the consultant
- Contractor is expected to return last two-weeks in May 2022 to finish
- Project completion extended to June 30, 2022
- On hold pending negotiation of pay items and scheduling with the Contractor
- Final completion date to be determined

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

Project Status and Next Steps:
- Final Approval on PS&E from NCDOT February 28, 2022
- Bid advertised on March 3, 2022 with May 3, 2022 opening date, pre-bid meeting held on March 5, 2022
- One bid submitted on May 3, 2022.
- Re-Bid opening on May 10, 2022 only received one bid. Staff did not recommend award due to budget constraints
- Submitted a Resolution to Council to Reject Bids approved by City Council on June 21st
- Readvertise with EB-6028 and possible another City project in August or September 2022

U-5534U – TOWN OF NAVASSA- NAVASSA PARK MULTI-USE PATH
Project Description/Scope: This project will construct bike lanes on both sides of Brooklyn Street, a multi-use path connecting Brooklyn Street to the Navassa Park, and a multi-use path through the Navassa Park forming a loop within the park.

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

EB-6025- TOWN OF BELVILLE- RICE HOPE MULTI-USE PATH
Project Description: The project consists of the construction of a multi-use path of eight feet (8') wide located at the western side of NC 133 between Morecamble Blvd and Rice Hope Run.

Project Status and Next Steps:
- The Town entered into a contract with Withers & Ravenel
- 100% plans approved by NCDOT
- Contract proposal (with cost estimate) approved April 11, 2022
- Anticipated RFLOI early July 2022
- Project plans for October 2022 LET

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

Project Status and Next Steps:
- Paragon Building Corp awarded bid and signed the contract
- Project design team working thru submittals and proposed construction schedule

U-6235 – City of Wilmington/New Hanover County – Signal Pre-emption Phase 2
Project Description/Scope: The project will install traffic pre-emption equipment at 50 locations throughout the City of Wilmington and New Hanover County and GPS equipment on emergency response vehicles.

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

U-6039 – CAROLINA BEACH – ST. JOSEPH BIKE LANES
Project Description/Scope: Construct Bike Lanes along St. Joseph Avenue and Lewis Drive from Lake Park Boulevard to Access Drive in Carolina Beach

Project Status and Next Steps:
- NCDOT funding availability reopened January 25, 2021
- Town Council elected to move forward with the project
- Agreement executed with NCDOT on August 18, 2021
- Design discussions held with KHA on August 31, 2021
- Public meeting held on March 24, 2022, to present three (3) design alternatives for bike path on St. Joseph
- KHA presented to Town’s Bike & Pedestrian Committee summary of comments on April 18, 2022
- KHA scheduled to present at Town Council regularly scheduled meeting on May 10, 2022
- Town Council approved Option 3 on May 10, 2022, as presented by KHA
- On May 25, 2022 project managers submit RFLOI to NCDOT requalified engineering firms with
a response deadline of June 8, 2022
• Responses to RFLOI under review by WMPO/Town of Carolina Beach

TASA-DA

EB- 6026- TOWN OF BELVILLE- BELVILLE ELEMENTARY- MULTI-USE PATH
Project Description: The project consists of the construction of a multi-use path of eight feet (8’) wide located along NC 133 connecting north and south entrances of Hawks Water Development to Belville Elementary School.

Project Status and Next Steps:
• The Town entered into a contract with Withers & Ravenel
• 100% plans approved by NCDOT
• Contract proposal (with cost estimate) approved April 11, 2022
• Anticipated RFLOI early July 2022
• Project plans for October 2022 LET

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY
Project Description: Design only of the Middle Sound Greenway connection from Red Cedar to Ogden Park

Project Status and Next Steps:
• ROW acquisition continuing
• NCDOT issued notice of Construction Authorization on April 12, 2022.
• Comments received from CFPUA indicate conflicts with utilities will require design adjustments
• Additional field investigations and design review to take place in early-to-mid July 2022.

EB-6028 —CITY OF WILMINGTON- 21ST STREET/MARKET HAWK SIGNAL
Project Description: Design and construction of a HAWK signal at the pedestrian crossing at Market Street and 21st Street

Project Status and Next Steps:
• NCDOT has approved the project plans
• Preparation of bid documents is underway

EB-6029 – TOWN OF CAROLINA BEACH – CLARENDON AVENUE MULTI-USE PATH
Project Description: Construction of the Clarendon Avenue multi-use path from 4th Street to Dow Road

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

TRANSPORTATION DEMAND MANAGEMENT PROGRAM
Project Description/Scope: The TDM “Go Coast” program works to increase the use of alternative transportation by WMPO residents and decrease Vehicle Miles Traveled (VMT). The WMPO Board approved Cape Fear Change in Motion 2020, the short-range TDM Plan which will guide Go Coast initiatives from 2021 to 2025. This plan identifies seven short-range strategies to increase mobility options and reduce traffic in the WMPO region. These strategies are: Alternative Work Schedules, Bike
Go Coast current initiatives and project status:

1. Bike Share
The WMPO Board approved the release of a new Request for Proposal (RFP) to bring a bike share program to the Wilmington area. The RFP closed on April 11, 2022, and a bike share selection committee was assembled to review and score proposals. The committee voted to reject all proposals and re-advertise the RFP to solicit more options. After internal discussion, WMPO staff elected to pause the process while staff holds discussions with member jurisdictions to determine the best route forward.

2. New Hanover County’s ¼ Cent Sales Tax for Transit
Go Coast is utilizing its social media presence to assist in educating the public about New Hanover County’s ¼ cent sales tax for transit referendum that will be on the ballot for all county residents to decide on in November 2022.

3. City of Wilmington Trail Etiquette Video Update
Go Coast has been assisting City of Wilmington Parks staff in an update to its 2013 Trail Etiquette video.

4. Brunswick Heritage Riverside Ride
Go Coast has been working with local staff in Navassa, Leland, Belville, and Brunswick County to begin preparation for the second annual Brunswick Heritage Riverside Ride. The ride is tentatively set for September 24, 2022. A coordination meeting will be held in mid-July to finalize the date.

5. TDM Coordinator Position
WMPO staff is currently advertising for an associate planner to assume the roles and responsibilities of the TDM program’s coordination. The position will remain open until a qualified candidate is hired.

6. Go Coast Meeting
Staff will reach out to committee members in July to determine the next meeting date.
1. **Service Enhancements Scheduled for July 2022**

In February 2022, the Wave Transit Board of Directors voted unanimously to adopt a proposal to expand the existing network, as well as to invest in more frequent service. The approved service enhancements will be implemented on Sunday, July 3, 2022. Funding for these enhancements is due to the additional $108 billion authorized for public transportation under the Bipartisan Infrastructure Law. The new law increases Wave Transit’s federal formula funding by approximately $700,000 each year over the next five years. In addition to the Board approved 30% increase in service frequencies, the July changes will yield:

- A retention of the current urban core network with additional peripheral improvements
- Reallocation of resources for Routes 207 North and 301 Pleasure Island and the service replacement of these areas with RideMicro, an on-demand microtransit service model
- Introduction of 30-minute frequencies on Routes 108-Market St, Route 201-Carolina Beach Rd, and Route 205-Long Leaf Park
- Increased reliability for Route 107-College Rd by providing consistent 60-minute frequency
- A revision of Route 104 Northeast to provide streamlined and new service along a previously unserved stretch of Market St. RideMICRO will complement this revision as well.
- A seasonal trolley schedule, which will provide a relocation of service hours to the most productive services.

Customers and members can find updated schedules at the Authority’s website, at the two main transfer stations, on vehicles, or through the main office at (910) 343-0106.

2. **Wilmington Regional Microtransit Pilot Project – RideMICRO**

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

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

October 2021 marked the official launch of the program beginning with service to Zone 1 Northern Brunswick/Downtown Wilmington and Zone 2 Pender/Northeastern New Hanover County. Service to Zone 3 Southern New Hanover/Pleasure Island was implemented December 2021. Service to the fourth zone, Zone 4 Northern New Hanover County launched April 2022. The combined zones contain thousands of virtual stop
locations to serve the public. Please consult the following link to view virtual stops within each active zone: https://www.wavetransit.com/how-to-ride-microtransit/.

Zones 1 and 1 operate Monday through Friday, between 6:30 AM and 10 AM and again from 12 PM through 7:00 PM. Zones 4 and 4 operate seven days a week. Hours for Zones 3 and 4 are weekdays from 6:00 AM through 8:00 PM, Saturdays from 8:00 AM through 6:00 PM, and Sundays from 9:00 AM through 5:00 PM.
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<th>Date</th>
<th>Description</th>
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<th>SAP ID</th>
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<tr>
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<td>Wilmington Rail Rehabilitation, Curve Realignment and Upgrade Rail Bridges</td>
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<td>6/1/2022</td>
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<tr>
<td>6/2/2022</td>
<td>Widen NC 133 from US 17/74/76 to Old River Road</td>
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<tr>
<td>6/23/2022</td>
<td>Brunswick 181 over Sturgeon Creek on SR 1437 (Old Fayetteville Road) (Previously 17BP.3.R.84)</td>
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<td>8/4/2022</td>
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<tr>
<td>10/21/2022</td>
<td>Install Rumble Strips on US 17 Between New Hanover/Pender County Line and Mile Post 19.30 in Onslow County</td>
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<td>Monkey Junction Pedestrian Improvements</td>
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<td>10/31/2022</td>
<td>Upgrade Pedestrian &amp; Traffic Signals and Revise Median Islands at US 74 (Eastwood Road) at US 17</td>
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<td>US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421</td>
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**WPD Projects in Development**
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July 2022

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

JULY TPD UPDATES WILMINGTON MPO

JULY 2022

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

Brunswick County Comprehensive Transportation Plan (CTP): The Brunswick County CTP went through Peer Review, Management Review and Steering Committee Review. The county has experienced many changes to their land use and transportation network recently. This has led the county to re-evaluate the area and scope of the CTP. While the updated scope is being worked out, TPD will wait and pause the CTP. Once the county is ready to start the efforts back up again, TPD will reach out to the CTP Steering Committee and continue with the next steps.

Wilmington Model: The 2050 Travel Demand Model work started on 3/1/2022. The TDM is being developed for the next Wilmington MTP. Currently the TPD engineer and modeler are in the data collection phase. TPD has asked the MPO for employment data verification which is due end of August. The next MTP is due end of 2025, and that is also when the TDM will also be adopted by the MPO Board.

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