



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

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

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

TO: Wilmington Urban Area MPO Board Members
FROM: Mike Kozlosky, Executive Director
DATE: March 23, 2023
SUBJECT: March 29th meeting

A meeting of the Wilmington Urban Area MPO's Board will be held on Wednesday, March 29, 2023, at 3 pm. The meeting will be held in the 6th Floor Conference Room at 320 Chestnut Street downtown Wilmington. 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/83969107282>

The public may also dial in and listen to the simultaneous live audio of the remote meeting at the following dial in number: (309) 205-3325 or (312) 626-6799. And when prompted, enter:
Meeting ID: 839 6910 7282

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

The following is the agenda for the meeting:

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

Persons wishing to submit a public comment to be shared during the MPO Board meeting may do so by 5 pm on March 28, 2023, by calling (910) 341-3258 to leave a message or by e-mailing comments to wmpo@wilmingtonnc.gov. The public voicemails will be played aloud, and the public comment e-mails will be read aloud by a staff member during the meeting. Per the adopted Public Participation Plan, public comments shall be limited to 3 minutes.

- 6) Closed Session
- 7) Presentations
 - a. NC Alliance for Safe Transportation- Kim Crouch, NCAST
 - b. 2022 Congestion Management Process- Rachel McIntyre, WMPO

Wilmington Urban Area Metropolitan Planning Organization

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- c. Cape Fear Public Transportation Authority Ridership- Jon Dodson, CFPTA
 - d. 2023 “Be A Looker” Campaign- Carolyn Caggia, WMPO
 - e. FHWA/FTA 2023 Certification Review- Bill Marley, FHWA (p. 4-26)
- 8) Consent Agenda
- a. Approval of Board Meeting Minutes from February 20, 2023 (p. 27-36)
 - b. Resolution adopting the 2022 Congestion Management Process Biennial Data Report (p. 37-144)
 - c. Resolution adopting the Town of Navassa Bicycle and Pedestrian Plan (p. 145)
 - d. Resolution supporting the North Carolina Department of Transportation’s submission of the rail corridor between Wilmington and Raleigh for the Federal Railroad Administration’s Corridor Identification and Development Program (p. 146-175)
 - e. Resolution approving 2020-2029 STIP/MPO Amendment #23-1 (p. 176-180)
 - f. Resolution approving 2020-2029 STIP/MPO Administrative Modification #23-2 (p. 181-185)
 - g. Opening of the 30-day Public Comment Period for 2020-2029 STIP/MPO Amendment #23-2 (p. 186)
- 9) Regular Agenda
- a. Resolution approving Amendment #3 to the FY 23 Unified Planning Work Program (p. 187-216)
 - b. Resolution approving the FY 24 Unified Planning Work Program for the Wilmington Urban Area Metropolitan Planning Organization (p. 217-254)
 - c. Resolution certifying the Wilmington Urban Area Metropolitan Planning Organization’s Transportation Planning Process (p. 255)
 - d. Resolution requesting the North Carolina Department of Transportation explore alternative design options for the College Road and Oleander Drive Improvements (p. 256-257)
- 10) Discussion
- a. 2020 Urbanized Area (UZA) Census Data- Organizational Boundaries, Structure, and Governance (p. 258-266)
 - b. April MPO Board meeting
- 11) Updates
- a. Wilmington Urban Area MPO (p. 267-275)
 - b. Cape Fear Public Transportation Authority (p. 276-277)
 - c. NCDOT Division (p. 278-281)
 - d. NCDOT Transportation Planning Division (p. 282-283)
- 12) Announcements
- a. NC State Ethics Forms Due- April 17, 2023
 - b. River to Sea Ride- May 6, 2023
- 13) Next meeting – April 26, 2023

Attachments

- FHWA/FTA 2023 Certification Review Final Report
 - MPO Board Meeting Minutes- February 20, 2023
 - 2022 Congestion Management Process Biennial Data Report
 - Resolution adopting the 2022 Congestion Management Process Biennial Data Report
 - Town of Navassa Bicycle and Pedestrian Plan:
https://www.wmpo.org/wp-content/uploads/2023/03/Navassa-Bike-Ped-Plan_revised-NCDOT_CLEAN.pdf
 - Resolution adopting the Town of Navassa Bicycle and Pedestrian Plan
 - Corridor Identification and Development Program presentation
 - Resolution supporting the North Carolina Department of Transportation’s submission of the rail corridor between Wilmington and Raleigh for the Federal Railroad Administration’s Corridor Identification and Development Program
 - Proposed 2020-2029 STIP/MPO Amendment #23-1
 - Resolution approving 2020-2029 STIP/MPO Amendment #23-1
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- Proposed 2020-2029 STIP/MPO Administrative Modification #23-2
 - Resolution approving 2020-2029 STIP/MPO Administrative Modification #23-2
 - Proposed 2020-2029 STIP/MPO Amendment #23-2
 - Proposed Amendment #3 to the FY 23 Unified Planning Work Program
 - Resolution approving Amendment #3 to the FY 23 Unified Planning Work Program
 - FY 24 Unified Planning Work Program Memorandum
 - Proposed FY 24 Unified Planning Work Program for the Wilmington Urban Area Metropolitan Planning Organization
 - Resolution approving the FY 24 Unified Planning Work Program for the Wilmington Urban Area Metropolitan Planning Organization
 - Resolution certifying the Wilmington Urban Area Metropolitan Planning Organization's Transportation Planning Process
 - Resolution requesting the North Carolina Department of Transportation explore alternative design options for the College Road and Oleander Drive Improvements
 - 2020 Urbanized Area (UZA) Census Data- Organizational Boundaries, Structure, and Governance Memorandum
 - Wilmington Urban Area MPO Update (March)
 - Cape Fear Public Transportation Authority Update (March)
 - NCDOT Division Project Update (March)
 - NCDOT Transportation Planning Division Project Update (March)



U.S. Department
of Transportation
**Federal Highway
Administration**

North Carolina Division

March 1, 2023

310 New Bern Avenue, Suite 410
Raleigh, NC 27601
(919) 856-4346
(919) 747-7030
<http://www.fhwa.dot.gov/ncdiv/>

In Reply Refer To:
HDA-NC

Mr. Hank Miller, Chairman
Wilmington Urban Area Metropolitan Planning Organization
305 Chestnut Street, 4th Floor
Wilmington, NC 28401

Subject: Wilmington Urban Area MPO Federal Certification Review

Dear Chairman Miller:

This letter notifies you that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certify the planning process for the Wilmington Urban Area MPO (WMPO) Transportation Management Area (TMA). This certification is based on the findings from the Federal Certification Review conducted on December 8, 2022.

The overall conclusion of the Certification Review is that the planning process for the Wilmington Urban Area MPO complies with the spirit and intent of Federal metropolitan transportation planning laws and regulations under 23 USC 134 and 49 USC 5303. The planning process at the Wilmington Urban Area MPO is a continuing, cooperative, and comprehensive process and reflects a significant professional commitment to deliver quality in transportation planning.

We would like to thank Mr. Mike Kozlosky, MPO Executive Director and the MPO staff for their time and assistance in planning and conducting the review. Enclosed is a report that documents the results of this review and offers 2 recommendations and 2 commendations for continuing quality improvements and enhancements to the planning process. This report has been transmitted concurrently to the MPO, WMPO, and NCDOT. As a final step of the Certification Review process, we offer to present these findings to the Wilmington Urban Area MPO Transportation Advisory Committee and other committees, at your discretion.

If you have any questions regarding the Certification Review process, the Certification action, and/or the enclosed report, please direct them to either Bill Marley, Community Planner of the FHWA NC Division, at (919) 747-7028 or John Crocker, Community Planner of the FTA Region 4, at (404) 865-5624.

Sincerely,

For John F. Sullivan, III, P.E.
Division Administrator

cc: Mike Kozlosky, Wilmington MPO

Abigail Lorenzo, Wilmington MPO
Behshad Norowzi, North Carolina DOT, Transportation Planning Division
Nazia Sarder, North Carolina DOT, Transportation Planning Division
John Crocker, FTA Region 4
Bill Marley, FHWA North Carolina Division
Joe Geigle, FHWA North Carolina Division
Brandon Oliver, FHWA, North Carolina Division



U.S. Department
of Transportation

**Federal Highway
Administration**

Federal Highway
Administration

Federal Transit
Administration

Program Review

Wilmington, NC Metropolitan Planning Organization

REPORT

February 23, 2023

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Executive Summary

On December 8, 2022, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the certification review of the transportation planning process for the Wilmington Metropolitan Planning Organization (WMPO). FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least once every four years to determine if the process meets the Federal planning requirements.

Certification

The Wilmington Metropolitan Planning Organization's planning process is certified for four years from the date of this Report.

Previous Findings and Disposition

The previous certification review was conducted in 2020. The 2020 certification review findings and disposition are summarized below.

Review Area	Finding	Action	Corrective Actions/ Recommendations/ Commendations	Resolution Due Date
Metropolitan Transportation Plan (MTP) Development Regulation: 23 CFR 450.324	Commendation for using subject matter experts and a Citizens Advisory Committee (CAC) to assist with the MTP update.	Commendation	The MPO is commended for using subject matter experts and a CAC to assist with its MTP update.	N/A
Public Outreach Regulations: 23 CFR 450.316 232 CFR 450.324; 23 CFR 450.326	Commendation for using new and innovative public outreach techniques which have resulted in increased public output.	Commendation	The MPO is commended for its use of new and innovative public outreach techniques which have resulted in increased public input.	N/A

Freight Planning Regulations:	Commendation for involving an extensive number of freight providers in freight planning, and for establishing a committee to inform the freight portion of the MTP update.	Commendation	The MPO is commended for involving an extensive number of freight providers in freight planning, and for establishing a committee to inform the freight portion of the MTP update.	N/A
Title VI and Environmental Justice (EJ)/Limited English Proficiency (LEP) Regulations: 23 CFR 450.220; 23 CFR 450.336	Need to analyze past projects to ensure that cumulative impacts of benefits and burdens are considered.	Recommendation	It is recommended that the MPO analyze past projects to ensure that cumulative impacts of benefits and burdens are considered.	June 2021

Current Findings

The current review found that the metropolitan transportation planning process conducted in the WMPO urbanized area meets Federal planning requirements. There are also recommendations in this report that warrant attention and consideration for follow-up, as well as areas the MPO is performing very well in that are to be commended.

Review Area	Finding	Action	Corrective Actions/ Recommendations/ Commendations	Resolution Due Date
Metropolitan Transportation Plan 23 U.S.C. 134(c),(h)&(i) 23 CFR 450.324	Commendation for using subject matter experts and a CAC to assist with its MTP update.	Commendation	The MPO is commended for using subject matter experts and a CAC to assist with its MTP update.	N/A
Title VI and Environmental Justice (EJ)/Limited English Proficiency (LEP) Regulations: 23 CFR 450.220; 23 CFR 450.336	Commendation for providing a Degree of Impact Analysis map and scoring of its EJ communities.	Commendation	The MPO is commended for providing a Degree of Impact Analysis map and scoring of its EJ communities.	N/A

Title VI and Environmental Justice (EJ)/Limited English Proficiency (LEP) Regulations: 23 CFR 450.220; 23 CFR 450.336	Need to incorporate into its EJ Plan an analysis of past projects' benefits and burdens specific to EJ communities.	Recommendation	With the MPOs progress in the incorporation of EJ analysis into their MTP development, it is still recommended that the MPO incorporate past projects into this EJ analysis and these project benefits and burdens specific to EJ communities.	February 2027
Intelligent Transportation Systems (ITS) Architecture 23 CFR 450.306(g); 23 CFR 940	Need to coordinate with NCDOT to update the Regional ITS Architecture/Strategic Deployment Plan and include stronger language directly connecting the Plan to the projects identified in the MTP.	Recommendation	It is recommended that the MPO coordinate with NCDOT to update the Regional ITS Architecture/Strategic Deployment Plan, and that the MTP include stronger language directly connecting the Regional ITS Architecture/Strategic Deployment Plan to the projects identified in the MTP.	February 2027

Background

Pursuant to 23 United States Code (U.S.C). 134(k) and 49 U.S.C. 5303(k), the FHWA and the FTA must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. In general, the reviews consist of three primary activities: a site visit, a review of planning products (in advance of and during the site visit), and preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State Departments of Transportation (DOT)(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FTA and FHWA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. Consequently, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the Metropolitan Transportation Plan (MTP), metropolitan and statewide Transportation Improvement Program (TIP) findings, air-

quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other formal and less formal contact provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of the Certification Review are, in fact, based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process review, whether or not they relate explicitly to formal “findings” of the review.

To encourage public understanding and input, FHWA and FTA will continue to improve the clarity of the Certification Review reports.

Purpose

Pursuant to 23 U.S.C. (i)(5) and 49 U.S.C. 1607, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must certify jointly the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least once every four years. The Wilmington Urbanized Area Metropolitan Planning Organization (WMPO) became a TMA, an MPO with a population of at least 200,000 as defined by the United States Census Bureau, with the 2010 decennial census. This review, and all other TMAs in the State, are being conducted only two years after the previous ones to allow more time between each review and subsequent report.

Methodology

The review consisted of a desk audit, a public comment period, including a Public Notice (see Appendix A), and an on-site/hybrid review that was conducted December 8, 2022. The agenda is included (see Appendix B). In addition to the formal review, routine oversight, such as attendance at meetings, day-to-day interactions, review of work products, and working with the MPO provide a major source of information upon which to base certification findings.

Statement of Finding

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) find that the WMPO metropolitan transportation planning process substantially meets Federal requirements and jointly certify the planning process. The review identified commendations, recommendations, and no corrective actions.

Details of the certification findings for each of the above items are contained in this report.

Certification

The Wilmington Metropolitan Planning Organization's planning process is certified for four years from the date of this Report.

Introduction

Purpose

The purpose of the Review is to assess the extent of compliance with the Federal planning requirements, to recognize noteworthy practices, to identify problem areas, and to provide guidance and assistance, as appropriate. The Review consisted of a series of discussions on a variety of transportation planning topics with state and local transportation officials directly involved in the MPO's highway and transit planning activities. The Review also provided the public an opportunity to offer comments on the MPO's transportation planning process. This report contains the findings and recommendations of the Review Team.

Scope

Pursuant to 23 U.S.C.(i)(5) and 49 U.S.C. 1607, the FHWA and the FTA must jointly certify the Federal metropolitan transportation planning process in Transportation Management Areas (TMAs) at least once every four years. A TMA is an urbanized area with a population greater than 200,000, as defined by the U.S. Census Bureau. Certification reviews generally consist of three primary activities: 1) an on-site visit; 2) review of planning products, both prior to, and during the Review; and 3) preparation of a certification review report, which summarizes the review and contains Findings, including commendations, recommendations, and corrective actions. Certification reviews address compliance with Federal regulations and challenges, successes, and experiences of the cooperative relationship between the MPO, State Department of Transportation (DOT), and Transit Operators in the conduct of the continuing, cooperative, and comprehensive (3C) metropolitan planning process. Joint FHWA/FTA certification review guidelines afford agency reviewers flexibility in designing the Review to reflect local issues and circumstances. Consequently, the scope of the Certification Review Reports varies from TMA to TMA.

Methodology

The FHWA North Carolina Division Office and the FTA Region 4 Office conducted a joint Certification Review of the Wilmington MPO's transportation planning process, which included a site visit on December 8, 2022. The Review was conducted in accordance with 23 CFR Part

450 and 49 CFR Part 613, which requires FHWA and FTA to jointly review and assess the transportation planning process for all TMAs at least once every four years. According to the 2010 and 2020 Census, the WMPO contains a population greater than 200,000, which makes it subject to the TMA transportation planning requirements. This is the third Certification Review conducted for this area.

The MPO staff worked with FHWA staff to develop a schedule for the Certification Review. A desk audit of the MPO's planning documents was conducted prior to the on-site review.

The topics addressed in this report document the regulatory basis, status, and findings. These terms are defined below.

Regulatory Basis – Defines where information regarding each planning topic can be found in the Code of Federal Regulations (CFR) and/or the United States Code (USC) – the “Planning Regulations” and background information on the planning topic.

Status – Defines what the Transportation Management Area (TMA) is currently doing regarding each planning topic.

Findings – Statements of fact that define the conditions found during the review which provide the primary basis for determining corrective actions, recommendations, and/or commendations for each planning topic.

Commendation – elements that demonstrate innovative, highly effective, well-thought-out procedures for implementing the planning requirements. Elements addressing items that have frequently posed problems nationwide could be cited as noteworthy practices.

Recommendation – Items that, while somewhat less substantial and not regulatory, are still significant enough that FHWA and FTA are hopeful that appropriate TMA planning partners will consider taking some action. Recommendations involve the state of the practice or technical improvements, as opposed to solely being based on regulatory requirements.

Corrective Action – Items that fail to meet the requirements of the transportation statute and regulations, thus seriously impacting the outcome of the overall process. The expected change and timeline for accomplishing it are clearly defined.

Team Members

The Federal Review Team consisted of the following individuals:

- Mr. George Hoops, P&PD Manager, FHWA, NC Division
- Mr. Bill Marley, Community Planner, FHWA, NC Division
- Mr. Brandon Oliver, Community Planner, FHWA, NC Division

- Mr. Joe Geigle, ITS Engineer, FHWA, NC Division
- Mr. John Crocker, Community Planner, FTA, Region 4

Participants from the Wilmington MPO included:

- Mr. Mike Kozlosky, Executive Director
- Ms. Abigail Lorenzo, Deputy Director

Other participants included:

- Mr. Behshad Norowzi, North Carolina Department of Transportation (NCDOT) Transportation Planning Division (TPD)
- Ms. Nazia Sarder, NCDOT TPD

MPO Comments

The MPO stated that it currently includes a Director, Deputy Director, and other staff in the Planning and Technical Services Divisions. They generally agree with the data-driven approach to project selection, however, they believe that more coordination with NCDOT over project selection would be mutually beneficial. The NCDOT owns most of the roads in the State as there are no County-owned roads. While the relationship between the NCDOT Division Engineer and the MPO is cordial, the MPO stated that they would still benefit from a greater amount of interaction with the NCDOT Division Engineer and NCDOT staff. The relationship between the MPO and the NCDOT's Transportation Planning Division (TPD) MPO coordinator is good. The NCDOT MPO coordinator attends TCC and TAC meetings and manages the Comprehensive Transportation Plan (CTP) development and modeling for the MPO.

Organizational Structure and Policy Board Involvement

Regulations: 23 CFR 450.104; 23 CFR 450.310

Status

The Wilmington area was originally designated and established as an MPO in 1978. The MPO was designated a TMA in 2012. The City of Wilmington serves as the Lead Planning Agency (LPA). The MPO's urbanized area boundary grew per the recently published 2020 Census and the MPO retained its TMA status. No changes to the MPO's designation are currently being considered. All operators of major modes of transportation are represented on the MPO.

The MPO Board and Technical Coordinating Committee (TCC) meet 11 times per year. The MPO's Memorandum of Understanding (MOU) establishes that each member shall have one vote. Weighted voting has been discussed but is not supported. The MPO staff keep the Board

and TCC well informed. They provide “MPO 101” training for new Board members. The MPO staff work closely with the Board and TCC. The 3C planning process is robust.

The Wilmington MPO Board consists of voting members that act as a governing board of the WMPO. The MPO Board also includes non-voting members and advisory members who represent the agencies with interest in the transportation planning practices for the MPO region. Per the MOU, signed by all member jurisdictions, the MPO Board includes:

Pender County
Brunswick County
Town of Leland
City of Wilmington (2)
Cape Fear Public Transportation Authority (New Hanover County)
New Hanover County
Town of Kure Beach
Town of Wrightsville Beach
Town of Belville
Town of Carolina Beach
Town of Navassa
NCDOT Board of Transportation

Each of the above member agencies may also appoint an alternate, in accordance with the rules contained within the Wilmington Urban Area MPO Bylaws.

At the invitation of the Board, other local, regional, State, or Federal agencies impacting transportation within the Planning Area may serve as advisory, non-voting members of the Board. The Executive Director serves as secretary to the Board.

The Wilmington MPO TCC consists of transportation professionals from the member jurisdictions. The TCC is responsible for the review, guidance, and coordination of the transportation planning process. Voting members of the TCC include technical representatives from local and state agencies including:

MPO Executive Director
City of Wilmington
Transportation Demand Management (TDM) Coordinator
Town of Carolina Beach
Town of Kure Beach
Town of Wrightsville Beach
New Hanover County Planning Department
Wilmington International Airport
NC State Ports Authority
Town of Belville

Town of Leland
Town of Navassa
Brunswick County Planning Department
Pender County Planning Department
Cape Fear Council of Government
NCDOT
NCDOT TPD
Cape Fear Public Transportation Authority

Metropolitan Planning Area Boundary (MPA)

Regulation: 23 CFR 450.312

Status

The MPO's planning area is approximately 494 square miles and encompasses all of New Hanover County and portions of Brunswick and Pender counties. The MPO was designated a TMA following the 2010 Census. The current adjusted Urbanized Area Boundary (UAB) is based on the March 26, 2012, United States Census Bureau map that was adopted by the MPO on December 12, 2012.

A change in the MPO's planning area boundary governing structure is likely following the 2020 Census. The MPO has discussed possible expansion into Brunswick County to include the cities of Southport, Boiling Springs Lake, Oak Island, Caswell Beach, Saint James, and Bald Head Island. The MPO has discussed possible expansion to include Surf City and Topsail Beach. To the north, the Jacksonville MPO has expanded its MPA to include all of Onslow County. The MPO has mapped several potential Metropolitan Area Boundary (MAB) expansions and will update the boundary based on the recently released 2020 Census urbanized area maps. Factors in determining future expansions will include population growth, business development, commuting patterns, land use patterns, and arrangements with the neighboring Jacksonville and Myrtle Beach Grand Strand Area Transportation Study (GSATS) MPOs. There are no Federal Lands or Indian Tribal lands within the MPO.

Unified Planning Work Program (UPWP) Development

Regulations: 23 CFR 450.308; 23 CFR 420.111

Status

The UPWP development process begins with a draft UPWP in December of each year. The member jurisdictions of the MPO are encouraged to identify projects, studies, or work tasks for special studies, corridor studies, bicycle/pedestrian plans, etc. that need to be included in the UPWP for the upcoming fiscal year. These tasks are determined through the projects requested

by the MPO members and approved by the TCC and the Board. The NCDOT Transportation Planning Division (TPD) and Integrated Mobility Division (IMD) calculate and inform the MPO how much Section 104(f) (PL) and Section 5303 transit planning funding is available for programming. The MPO coordinates with the Cape Fear Transit Authority, operating as WAVE Transit, on the use of the Section 5303 funding. The draft UPWP is completed by January. It is presented to the TCC and Board after which it is made available to the public for 30 days. It is sent electronically to NCDOT's TPD and IMD for review and comment. Any comments or changes are then incorporated into the draft UPWP, and a final UPWP is developed, reviewed, and approved by the TCC and Board in March. NCDOT provides a letter of approval to the MPO by July.

PL and DA funding are included in the UPWP for safety planning, performance planning, and Environmental Justice (EJ) planning, all of which are all Planning Emphasis Areas (PEAs).

Metropolitan Transportation Plan (MTP) Development

Regulation: 23 CFR 450.324

Status

The existing MTP was adopted November 18, 2020, with a horizon year of 2045. The MTP update will have a 25-year horizon year of 2050. Public outreach for the draft MTP update will begin in 2023. The MTP update will be developed with assistance of a Citizens Advisory Committee (CAC). The CAC will ensure that the update is developed in a manner that reflects the desires of the community. The MPO is commended for this. Subject matter experts have been integral to the development of the plan and associated planning factors. Subject matter experts will also be consulted to address tourism and stormwater issues. The MPO is also commended for this. Identification of roadway upgrades such as I-95 and I-40 as well as storm water and dredging projects have been identified by subject matter experts. The MPO Board developed a Strategic Business Plan in 2017 that identifies six priority projects/areas: 1) the Hampstead Bypass, 2) Independence Blvd Extension, 3) the Cape Fear Crossing, to include the Cape Fear Memorial bridge replacement, 4) the Wilmington Rail Realignment, 5) the reestablishment of rail trackage between Wallace and Castle Hayne, and 6) support for Wilmington International Airport to increase non-stop flights. The 2022-2026 Strategic Plan was adopted by the MPO Board on January 26, 2022.

The MTP is linked to land use plans within the region to support its goals. Consultation with local land use planners allowed socioeconomic and other assumptions for the MTP to align with the vision of local planning documents.

The MTP incorporates projects and policy recommendations for every major mode of transportation in the MPO planning area. The MTP update will incorporate updated travel demand model control totals, which will inform project selection. Updated socio-economic data and large projects are expected to greatly impact control totals.

The MTP incorporates future revenue forecasts for federal, state, and local funding. All identified future transportation network improvements in the MTP are balanced by identified and realistic projected revenue sources. Tolling is proposed for the Cape Fear River Crossing. A 25-cent local option sales tax for public transportation was placed on the November ballot but failed to pass.

The MPO also created a TDM Committee and a Bicycle/Pedestrian Committee, which meets six times per year, to inform the MTP update. Another committee, Go Coast, was created to develop transportation alternatives, provide policy recommendations, and identify projects.

The MPO has recently hired a GIS Analyst to work with issues related to storm surge such as the occurrence of flooding on NC 133.

NCDOT developed a strategic highway initiative for US 74 from I-26 to Wilmington, and an NC 211 corridor study is underway. Safety performance measures were adopted in November 2022. A public safety audit will be conducted in advance of the 2050 MTP. The MPO is proposing to apply for a Safe Streets for All grant and has obtained a funding commitment from NCDOT. The MPO has also partnered with NCDOT to develop a Walk Wilmington Pedestrian Plan.

Commendation:

The MPO is commended for using subject matter experts and a CAC to assist with its MTP update.

Transportation Improvement Program (TIP) Development/Project Selection

Regulations: 23 CFR 450.326; 23 CFR 450.330; 23 CFR 450.332; 23 CFR 450.328

Status

The TIP is the product of a cooperative prioritization process defined by the Strategic Transportation Investments (STI) legislation and managed by NCDOT's Strategic Office of Prioritization (SPOT). This process evaluates all capital transportation projects for funding using one process with multiple formulas. Local MPOs, RPOs, and Division Engineers have an opportunity to submit a set number of projects for review through this process every two years. Each project is evaluated through a set formula published by the state. Projects are then programmed into the STIP/TIP based on their scores. Public input is encouraged during local input processes. The MPOs and RPOs are required to develop local input methodologies reviewed by the public and approved by the MPO Board and the state to guide the local input that is provided as part of the project score for regional impact and division needs projects. Through the State-legislated STI process, specialized criteria have been created to evaluate each mode of transportation for a total of 14 formulas with different component criteria. Criteria used to evaluate public transportation projects include: 1) access, 2) system safety, 3) impact, 4) cost

effectiveness, 5) market share, 6) age, 7) ridership growth, 8) mobility, 9) economic development, and 10) congestion relief.

The MPO adopted the TIP Amendment and Modification guidelines contained in the MOA between the NCDOT, FTA Region IV, and the FHWA North Carolina Division. TIP Amendments require a 30 to 60-day public comment period. Administrative modifications are only acceptable when changes occur to projects already programmed in the STIP and TIP to: 1) change costs below predetermined thresholds, 2) move project phase dates within the 4-year STIP time window, 3) change the project scope or description in a way that does not significantly diminish the ability to achieve the original project intent, and 4) to change traditional (non-AC) project funding sources. Administrative modifications are streamlined and do not require public review or comment or additional demonstration of fiscal constraint. The NC Board of Transportation and Wilmington MPO adopt administrative modifications without a public comment period. The TIP is updated in accordance with NCDOT's SPOT prioritization process, which is planned to occur every two years.

Public Outreach

Regulations: 23 CFR 450.316 232 CFR 450.324; 23 CFR 450.326

Status

The Wilmington MPO Public Involvement Plan (PIP) was adopted in 2019 and amended in 2020 to include virtual participation for the TCC and TAC meetings. The overall public participation plan was developed to seek input from the public using a variety of methods and techniques and is in conformity with federal requirements. The MPO acknowledged that its outreach efforts are evolving and that they are making improvements to its public involvement plan to ensure that they are effectively engaging the public throughout the transportation planning process. The MPO understands that there is a barrier to effectively engage the public when discussing MTP processes and will seek out other MPOs to determine the best approaches to specifically target communities of concern. To adhere to Title VI guidance (Executive Order 13166), the MPO translates meeting notices and project advertisements into Spanish to meet the demand for growing Limited English Proficiency (LEP) populations. The MPO determined that strategic partnership outreach through community organizations such as churches, community centers, and language/multicultural centers to disseminate information, has been one of the most effective methods for public outreach.

Title VI and Environmental Justice (EJ)/Limited English Proficiency (LEP)

Regulations: 23 CFR 450.220; 23 CFR 450.336

Status

The Wilmington MPO provided a comprehensive update on its Environmental Justice efforts and communicated their interest to enhance its EJ analysis tools. The MPO mapped its EJ populations using data from the 2017 American Community Survey (ACS). From the resulting information, the MPO created a visualization map to assess the Degree of Impacts within census block groups. The MPO is seeking a better understanding of transportation projects in which underserved communities have an interest. Though various partnerships with community organizations have proven to be effective, the MPO will review larger state MPOs' EJ planning documents to determine how to further enhance its EJ initiatives and strategies. The MPO has made progress in determining and evaluating benefits and burdens to EJ communities resulting from transportation projects and expressed an interest in having FHWA engage with them in the analysis of benefits and burdens from projects in its updated MTP.

Commendation

The MPO is commended for providing a Degree of Impact Analysis map and scoring of its EJ communities.

Recommendation

With the MPOs progress in the incorporation of EJ analysis into their MTP development, it is still recommended that the MPO incorporate pass projects into this EJ analysis and these projects' benefits and burdens specific to EJ communities.

Intelligent Transportation Systems (ITS) Architecture

Regulation: 23 CFR 450.306(g); 23 CFR 940

Status

In review of the Intelligent Transportation Systems (ITS) component of MTP, the MPO highlighted the importance and role of these types of projects. However, it was difficult to see a connection between the federally required ITS Regional Architecture and the ITS projects identified in the MTP. It is recommended the MTP include stronger language directly connecting the Regional ITS Architecture/Strategic Deployment Plan to the projects identified in the MTP. Also, given the age of the current Regional Architecture, it is recommended the MPO coordinate

with NCDOT to update the Regional ITS Architecture/Strategic Deployment Plan. Implementing these recommendations will ensure ITS projects continue to be eligible for federal funding.

Recommendation

- It is recommended that the MPO coordinate with NCDOT to update the Regional ITS Architecture/Strategic Deployment Plan, and that the MTP include stronger language directly connecting the Regional ITS Architecture/Strategic Deployment Plan to the projects identified in the MTP.

List of Obligated Projects

Regulations: 23 CFR 450.334; 23 CFR 450.314

Status

NCDOT conveys information on the annual obligations to the MPO through its TIP Programming Unit. This information is transmitted annually at the end of the federal fiscal year. The information is posted on the MPO's website. NCDOT produces a report with information on every obligated project for every county in the MPO that includes each project's Division, County, Project Number, Description, Type, Amount, and whether it is federally funded or state funded. The listing is not included in the TIP or MTP. It is transmitted as an independent document. No public comments have been received on the listing. The public can request a copy or download both documents from the MPO's website to compare the fiscal funding year column in the TIP to the list of obligated projects.

Consultation and Coordination

Regulations: CFR 450.316; 23 CFR 450.324

Status

In developing the MTP, the WMPO utilized the expertise of subject matter experts by creating subcommittees for Transportation Demand Management, the Congestion Management Plan, Roadway, Mass Transportation, Bicycle, Pedestrian, Aviation, Ferry, and Freight. The subcommittees were comprised of individuals who are experts, citizens, and public servants representing the community and state and local agencies. During subcommittee meetings, the MPO initiated group discussion by presenting pertinent information, such as public surveys and data.

The MPO provides opportunities for agency consultation in the planning phase, through MTP prioritization and development, project development, and permitting. The MPO maintains a list of agencies contacted, including names and addresses, of agencies responsible for natural resources, land use, economic development, environmental protection, and paratransit.

Documents produced from the Interagency Coordination Protocol for North Carolina's Transportation Planning Process provides a comprehensive contact list and data resources for a planning process that includes developing a vision, conducting a needs assessment, analyzing alternatives, developing the final plan, and adopting the plan. It is recommended that the MPO utilize TPD's agency contact list to consult with agencies early in the project identification process to screen out alternatives before including projects in the MTP.

The MPO responds to questions or proposals either directly, via phone or email, or in a summary. Statewide consultation is coordinated by maintaining a strong relationship with the NCDOT. The NCDOT's Transportation Planning Branch representative is a member of the TCC, and the North Carolina Board of Transportation has a representative on the Board.

Public Transit Planning

Regulation: 49 USC 5303

Status:

Transit service in the Wilmington Urban Area Metropolitan Planning Organization is provided by Cape Fear Public Transportation Authority, doing business as Wave Transit, Pender Adult Services, and Brunswick Transit System. Wave Transit is an independent organization governed by a nine (9) member board of directors consisting of members appointed by the City of Wilmington, New Hanover County, and WMPO with day-to-day operations managed by an Executive Director. Brunswick Transit System is incorporated as a non-profit under North Carolina State Law. Wave Transit is represented by an appointee to the MPO Board. The MPO also has a representative on WAVE's Board. Wave Transit operates fixed route bus, micro-transit, vanpool, and paratransit service throughout New Hanover County and the City of Wilmington and, per the 2021 National Transit Database report, operates 24 fixed route buses, 1 vanpool and 25 paratransit vehicles in maximum service. Average daily weekday unlinked trips were 1,866 with an annual 565,064 unlinked trips on 1,728,353 annual passenger miles. Brunswick Transit operates 7 demand response vehicles in maximum service with 12,133 unlinked trips annually.

Through MPO agreements, cooperative development of the planning products, coordination activities, and implementation of transit projects, Wave Transit and Pender Adult Services (PAS-TRAN) and Brunswick Transit are full partners in the MPO's planning process.

The MPO's transit activities substantially satisfy the federal requirements as outlined in 49 CFR 613.100 as well as the transit supportive elements outlined in 23 CFR 450.

Action Plan

The Federal Highway Administration (FHWA) North Carolina Division Office will work with the Wilmington Metropolitan Planning Organization (WMPO) and the North Carolina Department of Transportation (NCDOT) to address recommendations identified in this Report.

Appendix A

Public Notice



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

PRESS RELEASE

For Immediate Release: November 16, 2022

Wilmington Urban Area Metropolitan Planning Organization Certification Review- Public Comment Opportunity

The Infrastructure Investment and Jobs Act (IIJA) continues to mandate the certification of the transportation planning process in Transportation Management Areas (TMAs) at least once every four years by the U.S. Department of Transportation. The purpose of the certification review is to determine if the transportation planning process being conducted in the area meets the Federal requirements as listed in 23 CFR 450 Part C.

The Federal certification review team will consist of staff from the Federal Highway Administration (FHWA) North Carolina Division Office and the Federal Transit Administration (FTA) Region 4 office. The North Carolina Department of Transportation (NCDOT) may also participate in the review. The on-site visit review will be conducted on Thursday, December 8, 2022, in Wilmington, NC. The review team will be available after 1:00 p.m. on December 8, 2022 and will also hold a short debriefing in the Technology Conference Room located on the 4th floor of 305 Chestnut Street in downtown Wilmington to summarize some of the findings at the conclusion of the on-site visit.

An important part of the certification review is providing the public with an opportunity to comment. The public comment period will be open from November 16, 2022, until 5 pm on December 7, 2022. All comments can be e-mailed to mike.kozlosky@wilmingtonnc.gov or via U.S. mail to:

Mike Kozlosky, Executive Director
Wilmington Urban Area MPO

PO Box 1810
Wilmington, North Carolina 28402-1810

For more information, please contact Mike Kozlosky, Executive Director of the Wilmington Urban Area Metropolitan Planning Organization at 910-342-2781 or mike.kozlosky@wilmingtonnc.gov.

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

Appendix B

Certification Review Agenda

WILMINGTON MPO PLANNING CERTIFICATION REVIEW

9:00 - 9:10	Introductions and
9:10 – 9:20	Overview of Risk Based Certification Review
9:20 – 9:30	Organizational Structure
9:30 – 9:40	List of Obligated Projects
9:40 – 9:50	UPWP - Planning Emphasis Areas
9:50 – 10:20	MTP and Planning Factors
10:20 – 10:30	Public Outreach
10:30 – 10:40	Agency Outreach
10:40 – 10:50	TIP Amendment and Modification Process
10:50 – 11:00	Break
11:00 – 11:30	Public Transit
11:30 – 11:40	ITS Architecture
11:40 – 12:20	Title VI, Environmental Justice, and LEP
12:20 – 12:50	Opportunity for WMPO to Comment
12:50 – 1:00	Summary and Next Steps



WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

MPO Board Regular Meeting Minutes

Monday, February 20, 2023

6th Floor Training Conference Room, 320 Chestnut Street, Wilmington, North Carolina

Members Present in Person

Mike Allen, Town of Belville
Neil Anderson, City of Wilmington
Lynn Barbee, Town of Carolina Beach
Brenda Bozeman, Town of Leland
John Ellen, Town of Kure Beach
Deb Hays, Cape Fear Public Transportation Authority
Wendy Fletcher-Hardee, Pender County
Hank Miller, Town of Wrightsville Beach
Luke Waddell, City of Wilmington
Eulis Willis, Town of Navassa
Landon Zimmer, NC Board of Transportation

Others Present in Person

Zachary Bugg, Kittelson & Associates
Carolyn Caggia, WMPO
Adrienne Cox, NCDOT
Scott James, WMPO
Jamar Johnson, WMPO
Chad Kimes, NCDOT
Mike Kozlosky, WMPO
Abby Lorenzo, WMPO
Caitlin Marks, NCDOT
Matthew Nichols, WMPO Attorney
Rebekah Roth, New Hanover County
Greer Shivers, WMPO
Emma Stogner

Members Present Remotely

Frank Williams, Brunswick County

Others Present Remotely

Abie Bonevac, City of Wilmington
Sydney Bouchelle
Veronica Carter, Town of Leland
Regina Hopkins, WMPO
Katie Hite, NCDOT
Jamar Johnson, WMPO
Rachel LaCoe, New Hanover County
Marie Parker, Wave Transit
Amy Passaretti, Port City Daily
Nazia Sarder, NCDOT
E L Stupka
Sangwoo "Marty" Sung
Brayton Willis

1) Call to Order

Chairman Hank Miller called the meeting to order at 3:00 PM.

Based on the MPO Board's adopted Remote Participation Policy, Executive Director Mike Kozlosky called the roll, and a quorum was present as follows:

Present: Mike Allen, Neil Anderson, Lynn Barbee, Brenda Bozeman, John Ellen, Wendy Fletcher-Hardee, Deb Hays, Hank Miller, Luke Waddell, Frank Williams and Landon Zimmer. **Absent:** Johnathan Barfield and Eulis Willis.

2) Conflict of Interest Statement

Chairman Miller read the conflict-of-interest statement and asked if any Board member had a conflict of interest. Mr. Kozlosky said that staff distributed copies of the conflict-of-interest statement form to each member to be proactive, and that a Conflict-of-Interest Policy will be considered later in the agenda.

To avoid any appearance of a conflict of interest, Chairman Miller and Mr. Zimmer asked to be recused from discussion Item 9a. Ms. Bozeman made a motion to recuse Chairman Miller and Mr. Zimmer. Vice Chair Hays seconded the motion, and it carried unanimously by roll call vote, as follows:

Ayes: Mike Allen, Neil Anderson, Lynn Barbee, Brenda Bozeman, John Ellen, Wendy Fletcher-Hardee, Deb Hays, Hank Miller, Luke Waddell, Frank Williams, Eulis Willis and Landon Zimmer. **Nays:** None. **Absent:** Johnathan Barfield.

3) Approval of Board Member Excused Absences

Mr. Kozlosky said that Mr. Barfield has requested to be excused from today's meeting. Mr. Ellen made a motion to excuse Mr. Barfield, seconded by Vice Chair Hays and the motion carried unanimously by roll call vote, as follows:

Ayes: Mike Allen, Neil Anderson, Lynn Barbee, Brenda Bozeman, John Ellen, Wendy Fletcher-Hardee, Deb Hays, Hank Miller, Luke Waddell, Frank Williams, Eulis Willis and Landon Zimmer. **Nays:** None. **Absent:** Johnathan Barfield.

4) Approval of the Agenda

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

Ayes: Mike Allen, Neil Anderson, Lynn Barbee, Brenda Bozeman, John Ellen, Wendy Fletcher-Hardee, Deb Hays, Hank Miller, Luke Waddell, Frank Williams, Eulis Willis and Landon Zimmer. **Nays:** None. **Excused:** Johnathan Barfield.

5) Public Comment Period

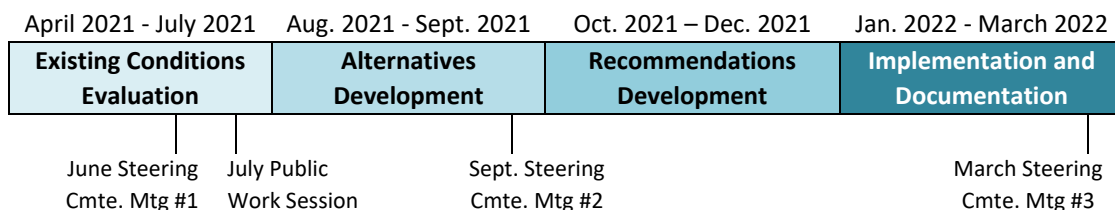
Mr. Kozlosky said that no public comments were received.

6) Presentation

a. Navassa Bicycle and Pedestrian Plan- Zachary Bugg, PE, Kittelson & Associates

Zachary Bugg, Kittelson & Associates, gave a presentation on the Navassa Bicycle and Pedestrian Plan. He said that the plan was a combined effort of the MPO, the Integrated Mobility Division (IMD) of the North Carolina Department of Transportation (NCDOT) and the Town of Navassa. He noted that the project study area encompassed about 14 square miles, co-extensive with the town limits, and that the Bicycle and Pedestrian Plan ran concurrent with the Navassa Street Collector Plan.

Mr. Bugg gave brief overview of the project timeline with public and stakeholder engagement throughout, as follows:



Mr. Bugg said that goals for the project included establishing a bike-ped network connecting existing and planned parks and trails such as the Gullah Geechee Cultural Trail and the Navassa Heritage Trail, and policy recommendations for private development to help pay for multimodal improvements, increase economic development, and support public health and safety.

Mr. Bugg said that all 10 project recommendations came from stakeholders and range from linear improvements of multi-modal facilities for major corridors like Cedar Hill Road to spot improvements aimed at providing connectivity and addressing transportation safety at key intersections. He reiterated that although the costs are substantial (as much as \$30 million) and many of the projects may be 15 years out, an opportunity exists to offset them by private development.

Mr. Anderson asked about the cantilevered facility recommended for Sturgeon Creek Bridge. Mr. Bugg responded that no detailed structural assessment has been done, but examples can be seen in Savannah and Charleston.

Chairman Miller expressed appreciation to Mr. Bugg for his presentation. Mr. Kozlosky noted that the plan will be brought to the Board's next meeting for consideration.

7) Consent Agenda

- a. **Approval of Board Meeting Minutes from December 28, 2022, January 25, 2023, and February 9, 2023**
- b. **Opening of the 30-day Public Comment Period for 2020-2029 STIP/MPO Amendment #23-1**
- c. **Resolution approving 2020-2029 STIP/MPO Administrative Modification #23-1**
- d. **Resolution supporting the North Carolina State Ports Grant Authority's Application for the USDOT FY 23 Port Infrastructure Development Grant Program to fund a new North Gate at the Port of Wilmington**
- e. **Resolution supporting Targets for Performance Measures Established By NCDOT**

Mr. Ellen made a motion to approve the Consent Agenda as presented. Ms. Bozeman seconded the motion, and it carried unanimously by roll call vote as follows:

Ayes: Mike Allen, Neil Anderson, Lynn Barbee, Brenda Bozeman, John Ellen, Wendy Fletcher-Hardee, Deb Hays, Hank Miller, Luke Waddell, Frank Williams, Eulis Willis and Landon Zimmer. **Nays:** None. **Excused:** Johnathan Barfield.

8) Regular Agenda

- a. **Resolution adopting the 2023 Wilmington Urban Area Metropolitan Planning Organization Legislative Agenda**

Mr. Kozlosky said that this item was presented at the Board's last meeting for discussion, which now includes electric assisted bicycles. He noted that a memo included in today's agenda packet outlines some information regarding electric assisted bicycles. Also included is language in support of the use of electric assisted bicycles and encouraging the General Assembly to implement legislation defining e-bike subclasses and local government control of permissible locations for their use to through local adopted ordinances and codes.

Mr. Ellen expressed concerns regarding the public's ability to distinguish between electric scooters and electric bicycles. Mr. Kozlosky responded that they are in separate legislation.

Mr. Barbee expressed support for local control. Vice Chair Hays expressed a desire to get mopeds off the streets. Mr. Anderson pointed out that bikes can be faster than scooters.

Associate Transportation Planner Carolyn Caggia gave an overview of sub-classes of electric assisted bicycles, which have been adopted in Virginia, Tennessee, and Georgia, but not North Carolina, as follows:

- Class 1 –functional pedals and a motor to assist up to 20 mph
- Class 2 – the motor can be used alone, without pedaling, up to 20 mph
- Class 3 – motor assist with pedaling up to 28 mph

Ms. Caggia commented that these are industry standards, and that each e-bike should have a speedometer. She pointed out that enforcement may be difficult.

Vice Chair Hays made a motion to approve the MPO's 2023 Legislative Agenda, seconded by Mr. Anderson, and the motion carried unanimously by roll call vote as follows:

Ayes: Mike Allen, Neil Anderson, Lynn Barbee, Brenda Bozeman, John Ellen, Wendy Fletcher-Hardee, Deb Hays, Hank Miller, Luke Waddell, Frank Williams, Eulis Willis and Landon Zimmer. **Nays:** None. **Excused:** Johnathan Barfield.

b. Resolution adopting the Wilmington Urban Area Metropolitan Planning Organization's Conflict of Interest Policy

Mr. Kozlosky said that at the last MPO Board meeting there was discussion regarding conflicts of interest. He noted that staff was encouraged to work with the MPO attorney to develop a draft policy, which has been included in the agenda packet for consideration.

Mr. Waddell expressed concerns regarding Item #5, which mandates that the member being recused is to leave the room while the matter is under consideration. Mr. Nichols clarified that there is no requirement that the member leave the room, but a suggestion based on the North Carolina State Ethics Commission's Recusal Guidelines for Public Servants, on which much of the policy is based. He read the relevant section of the guidelines as follows:

Because the Ethics Act restricts a public servant with a conflict of interest from taking "verbal or written action in furtherance of" an official action, it does not require that the public servant leave the room or a meeting where the matter is being discussed. However, the Ethics Commission recommends that public servants consider leaving the room in order to ensure that those present at the meeting are not influenced by the public servant's presence or interest in the matter.

Ms. Hays concurred with Mr. Waddell. She noted that she would not be in favor of this item unless this point is stricken. Ms. Bozeman, Chairman Miller, and Mr. Anderson said that they might leave the table during recusal, but not the room.

Chairman Miller asked what would happen if both he and the Vice Chair were recused. Mr. Kozlosky responded that according to *Robert's Rules*, a temporary chair would be elected.

Mr. Waddell made a motion to approve the MPO Board's Conflict of Interest Policy striking the requirement for the recused to leave the room. Vice Chair Hays seconded the motion, and it carried unanimously by roll call vote, as follows:

Ayes: Mike Allen, Neil Anderson, Lynn Barbee, Brenda Bozeman, John Ellen, Wendy Fletcher-Hardee, Deb Hays, Hank Miller, Luke Waddell, Frank Williams, Eulis Willis and Landon Zimmer. **Nays:** None. **Excused:** Johnathan Barfield.

9) Discussion

a. Military Cutoff Road/Eastwood Road interchange

Vice Chair Hays presided in place of Chairman Miller. Mr. Kozlosky said that in October, the Board requested staff bring back options for delaying the Military Cutoff Road and Eastwood Road interchange project. He noted that staff has identified that this project has the potential to be swapped with the College Road and Oleander Drive intersection improvement project, since both are funded at the Statewide Tier. He pointed out that the Military Cutoff Road and Eastwood Road interchange is one of the Board's top-five funded priorities and is funded at \$66.4 million, whereas the College Road and Oleander Drive intersection

improvement is funded at \$37.7 million. If the swap was to occur, \$28.7 million would be used to rebalance in the Statewide Tier of the State Transportation Improvements Program (STIP).

Mr. Kozlosky said that there was some discussion at the Board's November meeting and the Board delayed any decision because NCDOT was updating the traffic forecast. He noted that at the last meeting, a summary of the forecast was provided, although no discussion about the potential swap occurred due to concerns about potential conflicts of interest. During the last meeting, the Board requested that staff provide the conceptual aesthetic enhancements that the Wilmington City Council approved, which staff distributed and identified that City Council had allocated \$560,000 for these enhancements. He added that any project swaps must be submitted with documentation to the STIP unit at NCDOT by March 17, 2023.

In response to an inquiry by Vice Chair Hays, Mr. Kozlosky said that the Board would need to decide today on a swap and that any remaining balance of funds would not remain local.

In response to an inquiry by Mr. Anderson, Mr. Kozlosky said that several intersection improvements funded for interchanges were identified by City Council for aesthetic enhancements, starting with Kerr and MLK, and that the other planned intersections have a consistent brick treatment. Since the Military Cutoff Road/Eastwood Road interchange is near the beach, the City Council decided it should appear different. Staff worked with the City's Governance Committee (Councilmember Anderson, Mayor Pro Tem Haynes, and Councilmember O'Grady), who identified the aesthetic treatment, which is similar to Hungry Neck Boulevard and US-17 in Mount Pleasant, South Carolina. He added that the design for the interchange project has Eastwood Road passing over Military Cutoff Road, with traffic signals at Allen's Lane and Drysdale Drive, and eliminating the one at the intersection.

Mr. Anderson said that this interchange has a coastal, sandstone vibe, whereas the others have a more historic Wilmington look. Mr. Kozlosky said that the lighting is like 3rd Street with prominent four globe lighting at the entrances to each approach and in the middle, and acorn lighting at the other locations. He added that the railing is two-bar railing.

In response to an inquiry by Mr. Waddell, Mr. Kozlosky said that he worked with Kevin Bowen at the Division office about three years ago and the cost of the aesthetic enhancements is subject to increase. Mr. Kimes said that NCDOT would continue to provide revised estimates.

Mr. Kimes said that the first traffic forecast was done in 2015, and, without the bridge being built, the first year of unsatisfactory Level of Service (LOS) is 2032. He noted that with the Drysdale Drive Extension, it's anticipated that drivers will go past the extension and make a left at Military Cutoff Road to avoid waiting twice for a signal. If the interchange is not built, it will be necessary to remove the left turn at the intersection in 2029.

Mr. Kimes said that with the interchange, the LOS at Drysdale Drive at Military Cutoff Road improves from LOS F to LOS C; at Drysdale Drive and Eastwood Road, from LOS F to LOS A or LOS B; and at Commonwealth and Military Cutoff, from LOS F to LOS A. He pointed out that the interchange makes significant improvements based on the traffic forecast.

In response to an inquiry by Mr. Waddell, Mr. Kimes said that the College Road and Oleander Drive intersection is at LOS F. He noted that the preferred alternative needs to be reviewed.

Vice Chair Hays expressed concerns that College Road and Oleander Drive remains unimproved. She pointed out that the Wrightsville Beach Bridge is a bottleneck, and that an improvement might not be noticeable until the bottleneck is addressed.

Discussion continued about the College Road and Oleander Drive intersection improvements. Mr. Anderson pointed out that it's less costly because it's only a partial improvement.

Ms. Bozeman expressed concerns about the need to improve NC-133. Mr. Kimes responded that the project has environmental impacts, and is not in the 10-year STIP.

Mr. Anderson commented that Mayor Saffo is opposed to giving up \$20 million and putting the project off when it's at LOS F.

Vice Chair Hays reiterated her concerns about putting off College Road and Oleander Drive. Mr. Waddell commented that there is no worse intersection.

Mr. Barbee said that those who drive to Carolina Beach do not go through this intersection but take Myrtle Grove and Greenville Loop Road or the golf course, which pushes traffic into residential neighborhoods.

Mr. Anderson commented that the previous Division Engineer gave a great presentation on North-South traffic and all the lefts. He expressed concerns about delaying Statewide projects such as the Independence Boulevard Extension, which has not come back once it was denied by the city.

Vice Chair Hays asked about improvements for College Road other than at Parkway Drive. Mr. Kimes explained that it's complicated by right-of-way and utilities.

Ms. Fletcher-Hardee agreed with Mr. Anderson about not relinquishing any money. She pointed out that the continuity of the project is important. She expressed concerns about the congestion in Hampstead and hopes for the completion of the Hampstead Bypass.

In response to an inquiry by Vice Chair Hays, Mr. Kimes responded that Military Cutoff Road would only be widened for additional turn lanes. He added that the footprint of Eastwood Road will become narrower. Mr. Kozlosky noted that the lefts will be removed.

Vice Chair Hays expressed concerns about the hard right onto Commonwealth Drive. Mr. Kimes responded that it will be improved. He added that most of the buildings will remain intact although there will be some impacts to parking.

Vice Chair Hays noted that no action would be required in the absence of a project swap.

Mr. Barbee expressed concerns about a potential loss of funding, and the weaker impact of the College Road and Oleander Drive intersection improvement project.

It was the consensus of the Board to stay with the plan as is. Vice Chair Hays asked for a focus on the College Road and Oleander Drive intersection.

b. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #23-2

Chairman Miller resumed presiding over the meeting.

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

c. 2020 Urbanized Area (UA) Census Data- Organizational Boundaries, Structure, and Governance

Mr. Kozlosky reminded Board members that the U.S. Census published the Wilmington Urbanized Area (UA) population in December and additional information in January. He noted that the MPO Board began a discussion at its last meeting, which will continue.

MPO Deputy Director Abby Lorenzo gave a brief presentation on the federal code for the Metropolitan Planning Area, outlined some potential pros and cons related to potential expansion and provided a few scenarios. Due to technical difficulties, remote participants were unable to view the presentation.

Ms. Lorenzo said that staff continues to have discussions since the release of the Urban Area boundaries. She noted that State Statute stipulates that the MPO must re-evaluate every ten (10) years when the Urban Areas are released by the Census Bureau. She read the relevant stipulations within the Code of Federal Regulations (CFR) that guide MPOs through the process of identifying potential impacts to the planning area boundary of the MPO as follows:

CFR § 450.312 Metropolitan Planning Area boundaries

- (a) The boundaries of a metropolitan planning area (MPA) shall be determined by agreement between the MPO and the Governor.
 - (1) At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan (MTP).
 - (2) The MPA boundaries may be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget...
- (c) An MPA boundary may encompass more than one urbanized area. [Within the current WMPO planning area boundary is a portion of the Hampstead Urbanized Area under the population threshold of 50,000.]
- (d) MPA boundaries may be established to coincide with the geography of regional economic development and growth forecasting areas...
- (i) The MPO (in cooperation with the State and public transportation operator(s)) shall review the MPA boundaries after each Census to determine if existing MPA boundaries meet the minimum statutory requirements for new and updated urbanized area(s) and shall adjust them as necessary. As appropriate, additional adjustments should be made to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies.

Ms. Lorenzo provided the staff-identified pros and cons of MPA expansion, as follows:

MPA Expansion Pros	MPA Expansion Cons
<ul style="list-style-type: none"> Provides federal transportation planning process to a rapidly growing region where some locations are identified as Urban Areas (UA) by U.S. Census definition. Enables greater regional coordination and collaboration, while potentially strengthening regional influence. Creates additional relationships with communities in northern Pender County and/or southern Brunswick County. Expands opportunities for transportation planning in northern Pender County to include US 17 and NC Highway 50. 	<ul style="list-style-type: none"> Expansion could increase demand on existing staff and budgetary resources, and potentially increase the cost for the organization to provide transportation planning services. Would increase the competitiveness of projects selected for submittal to NCDOT Prioritization (by the WMPO) and for WMPO Direct Attributable funding. May dilute the voting membership of the existing MPO members (depending on how the governance structure is or is not amended).

MPA Expansion Pros	MPA Expansion Cons
<ul style="list-style-type: none"> Expands opportunities for transportation planning in southern Brunswick County to include the NC Highway 133, NC Highway 211, and NC Highway 87 corridors. NCDOT could provide additional funding for planning and project implementation (to be based on revised funding distribution formula). 	<ul style="list-style-type: none"> May create a situation where it is harder to maintain a quorum with added membership.

In response to an inquiry by Mr. Anderson, Ms. Lorenzo said that jurisdictions immediately outside the MPO Planning Area Boundary are part of the Cape Fear Rural Planning Organization (RPO). She noted that RPOs are created by the state, work closely with NCDOT Planning Division, and are neither federally required nor mandated. She noted that RPOs have a policy board, an advisory committee of elected officials from the jurisdictions that are part of the organization. For instance, the Cape Fear RPO neither receives federal funding to be distributed to members for projects nor do they receive funds for federal planning activities.

Ms. Lorenzo noted that staff has identified potential scenarios for consideration, as follows:

- 1) Expand the planning area boundary to the north to the remaining portion of Hampstead to include Surf City and Topsail Beach
- 2) Expand the planning area boundary to the west to Columbus County and to the south in Brunswick County to Southport, Oak Island, Saint James, and Boiling Springs Lake.
- 3) A combination or hybrid of the first two scenarios.
- 4) No change.

Mr. Kozlosky reminded the Board members that staff's intent is to begin the conversation today although any amendment to the Planning Area boundary would need to be made no later than November 18, 2025, when next long-range plan is adopted. He noted that reasons to begin consideration now include:

- The impending kick-off of the next long range plan update to include any new jurisdictions,
- Potential changes to the state's formula for disbursing its planning funds, and,
- Once the urbanized Area and Planning Area boundaries are settled, the state will update the Memorandum of Understanding (MOU), which all of the member jurisdictions must sign.

Mr. Kozlosky encouraged the Board members to consider the Planning Area boundary sooner than later to prevent having to sign the MOU twice if there is a desire to expand. He noted that if there is support for a change, staff recommends beginning conversations with the local jurisdictions because any expansion will need to be mutually agreed upon.

A question/answer and discussion period followed. Mr. Anderson expressed concerns about dilution with changes to the formula. Mr. Kozlosky responded that discussions are early yet. He noted that the formula was changed in the early or mid-2000s and agreed to again with the 2010 Census. Since when Southern Pines and Pinehurst will become an MPO, they will need to be added to the formula.

Mr. Anderson expressed concerns regarding the expense of projects in coastal areas with many bridges.

Mr. Williams said that Brunswick County is currently represented by three planning organizations: the RPO, the WMPO and the Myrtle Beach MPO. He expressed concerns with southern Brunswick County working with SCDOT instead of NCDOT, although working with the Grand Strand MPO is favored. He added that if

Brunswick County were served by one planning organization, the governance structure would be challenging to accommodate its 19 towns.

Discussion continued. Mr. Kozlosky said that the Jacksonville MPO expanded its boundaries a few years ago to the Onslow County line, excluding Surf City, and will be conducting boundary expansion conversations again.

In response to an inquiry by Mr. Anderson, Mr. Kozlosky said that the WMPO might consider expanding its boundary to Surf City and Topsail, which are part of the federally designated UA of Hampstead and would logically be part of the WMPO's Planning Area boundary. He noted that the RPO has one staff member. Whereas the WMPO has 12 staff members, provides planning services for 494 square miles, and receives and is responsible for the expenditure of federal transportation dollars, which benefit member jurisdictions. He explained that the MPO is tasked with conducting transportation planning in a continuing, comprehensive, and cooperative manner, which expansion would achieve.

Mr. Kozlosky commented that it would be beneficial to have conversations to see if interest exists. If so, the MPO could work out the details. He noted that there are different approaches to voting membership, such as weighted voting on an on-call system as included in the MOU of the Capital Area MPO in Raleigh. He added that for the Jacksonville MPO, the city has two votes, NCDOT has one vote and the two county commissioners each have a vote. However, the county commissioners also represent jurisdictions with no voting responsibility. He said that the MPO is tasked with reviewing its planning area boundary, governance, and structure, with the boundary being the first consideration.

In response to an inquiry by Ms. Bozeman, Mr. Kozlosky said that Southport approached the WMPO a few years ago. However, the Board was not in favor of expanding at that time.

Mr. Kozlosky requested to gauge the interest of other jurisdictions. It was the consensus of the Board to continue discussion to the next meeting. Mr. Williams expressed support for exploring the options.

10) Updates

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

Mr. Kimes reminded Board members that the interchange at Martin Luther King Jr. (MLK) Parkway and College Road (U-5792), and the College Road improvements from Gordon Road to Market Street (U-5881), which were going to be built together, fell out the State Transportation Improvements Program (STIP) and became unfunded. He noted that due to some shifts in the Division Tier, Independence Boulevard slipped a few years, which freed up some Division Tier funds that will go toward U-5792 and NCDOT will build College Road from Gordon Road up to Market Street with three interchanges at Kings Drive, Ringo Drive, and MLK Parkway and College Road. He added that the project will be under right-of-way acquisition in 2024 and construction in 2026. He commented that this is big news, which Mr. Kozlosky distributed, and a map of the improvements is available. He pointed out that it will allow Wilmington to get its gateway and free flowing traffic on MLK Parkway.

Chairman Miller requested an interchange project update from NCDOT at a future meeting.

11) Announcements

a. NC State Ethics Forms Due- April 17, 2023

Mr. Kozlosky added that the Compensation Committee will meet on March 1st, and that the Ports Tour is on March 8th.

Chairman Miller acknowledged that Mr. Waddell's son was born on February 14th. He added that NC State beat UNC yesterday, although NC State fell out of the top 20.

12) Next meeting – March 29, 2023

Attorney Nichols advised that it would be okay to adjourn without a roll call vote.

Mr. Zimmer made motion to adjourn the meeting. Vice Chair Hays seconded the motion, and it carried unanimously.

The meeting adjourned at 4:53 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.

CONGESTION MANAGEMENT PROCESS

2022 BIENNIAL DATA REPORT

WILMINGTON
URBAN AREA
METROPOLITAN
PLANNING
ORGANIZATION



Wilmington | Carolina
Beach | Wrightsville
Beach | Kure Beach | New
Hanover County | Leland |
Belville | Navassa | Brunswick
County | Pender County | CFPTA |
NC Board of Transportation

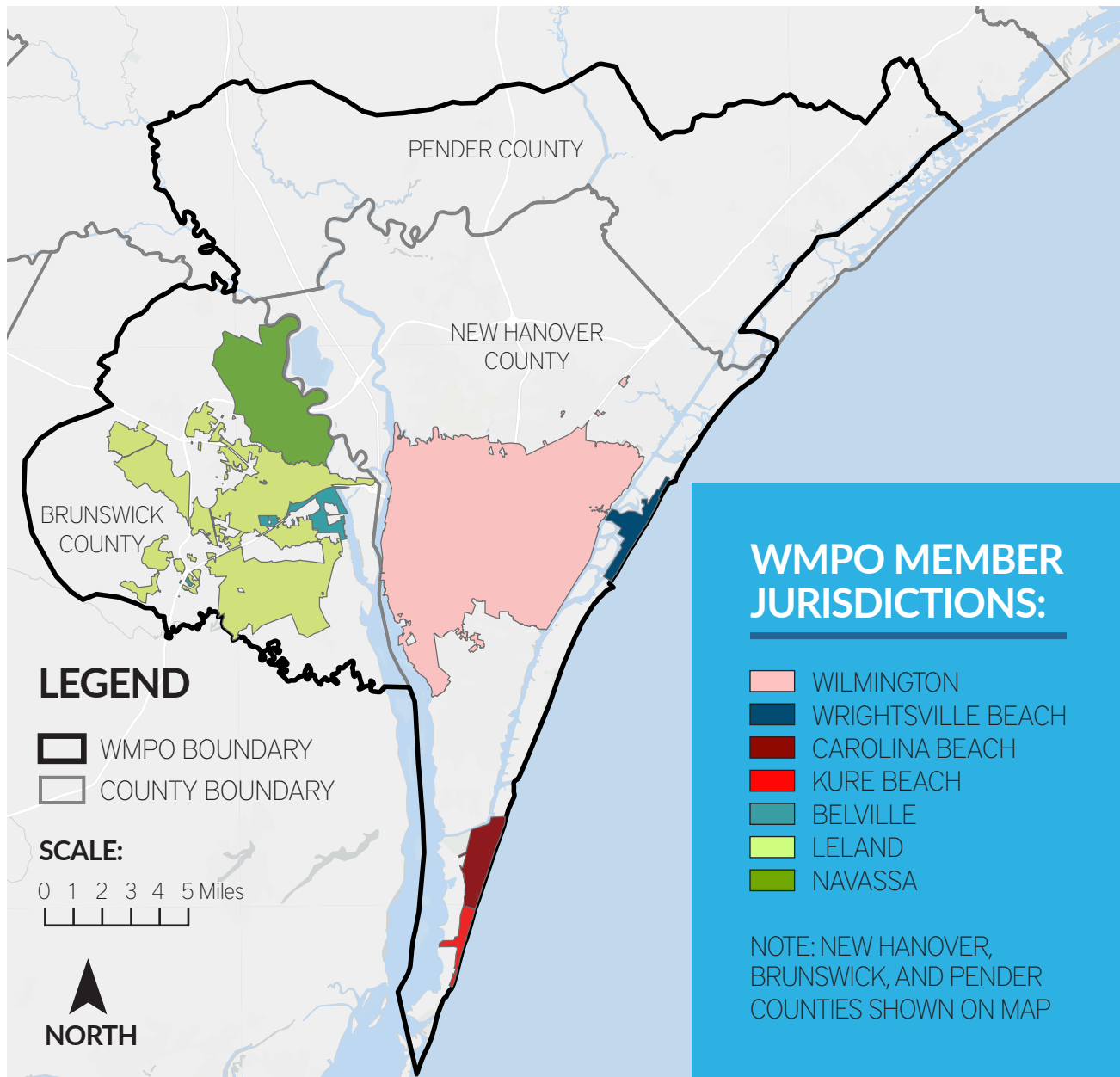
WMPO

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



DRAFT

ABOUT THE WMPO



The Wilmington Urban Area Metropolitan Planning Organization (WMPO) was created in 1978 when the region's population exceeded 50,000. Federally-mandated in all urban areas of 50,000 or more, Metropolitan Planning Organizations (MPOs) are responsible for conducting regional transportation planning which serves as the basis for the expenditure of federal transportation funds. The WMPO is the MPO recognized by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for the Wilmington Urban Area and includes the following jurisdictions and organizations:

- City of Wilmington
- Town of Carolina Beach
- Town of Kure Beach
- Town of Wrightsville Beach
- New Hanover County
- Town of Belville
- Town of Leland
- Town of Navassa
- Brunswick County
- Pender County
- CFPTA/Wave Transit
- NC Board of Transportation

The WMPO planning boundary, shown in the map above, contains approximately 494 square miles and encompasses all of New Hanover County and portions of Brunswick and Pender counties. The current population of the area is estimated at 300,000.

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INTRODUCTION

IN THIS SECTION:

- 1 WHAT IS A CMP?
- 2 HISTORY OF THE CMP
- 3 BENEFITS OF A CMP

WHAT IS A CMP?

A congestion management process (CMP) is a methodical approach for monitoring and managing congestion in a region. The CMP measures congestion and identifies strategies to aid in the efficient movement of people and goods throughout the region. The CMP also assists in the identification of future projects in the Metropolitan Transportation Plan (MTP). The objective of the CMP is to move the highest priority strategies to funding and implementation resources such as the State Transportation Improvement Program (STIP).

HISTORY OF THE CMP

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 was the first law to address congestion management. This resulted in what was then known as the Congestion Management System (CMS). The concept of congestion management has continued to be included in federal legislation since.

Under current legislation, it is known as the Congestion Management Process (CMP).

Federal law requires all Transportation Management Areas (TMAs), which have populations greater than 200,000, to develop a CMP as an integrated part of the metropolitan transportation planning process. Federal regulation is not prescriptive in the methods used to implement a CMP. This flexibility allows each TMA to address congestion in the way that best suits its region.

or construction in the first five years are scheduled for delivery and projects in the remaining five years are programmed for funding. With these limited resources, it is important to make cost-effective decisions. The CMP provides a mechanism to identify strategies in the short, medium, and long term that will address congestion in a region. The multimodal element of the CMP allows for the inclusion of alternative transportation strategies when identifying solutions. Additionally, a properly developed CMP will provide a strong starting point for purpose and need statements required during the National Environmental Policy Act (NEPA) process.

BENEFITS OF A CMP

A successful CMP benefits the efficiency of a regional transportation system and supports community objectives such as transit use, livability, and land use. Benefits of a CMP include:

A DATA-DRIVEN APPROACH

A CMP offers a consistent and coordinated method for continually monitoring and addressing congestion in a region. It serves to both benefit from, and provide information to, other elements of the transportation planning process including the MTP and STIP. By using a structured, data-driven approach, a CMP can ensure that investment decisions are made based on observed and measured conditions. The recurring nature of the process also allows for analysis of the effectiveness of previously implemented strategies.

INCREASED COLLABORATION

The CMP brings planning partners and stakeholders together to identify congestion management objectives for the region, share data, and develop strategies to improve the efficiency of the movement of people and goods. Collaboration is a key element in a successful CMP as it allows the sharing of data and knowledge to provide context-sensitive solutions to corridors in a region.

MORE CONSTRUCTIVE RESOURCE ALLOCATIONS

As a fiscally constrained plan, the MTP recommends projects that are anticipated to have funding in the next 25 years. Similarly, the STIP is constrained to a 10-year period where projects scheduled for right-of-way



IN THIS SECTION:

- 1 INITIAL DEVELOPMENT
- 2 INTEGRATION WITH OTHER WMPO PLANNING PROCESSES
- 3 BIENNIAL DATA REPORTS
- 4 OUR PROCESS TODAY

INITIAL DEVELOPMENT

Federal law requires all Transportation Management Areas (TMAs) to develop, adopt, and maintain a Congestion Management Process (CMP) as an integrated part of the metropolitan transportation planning process. The WMPO was designated a TMA by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on July 18, 2012. This designation was a result of the 2010 U.S. Census, which determined that the population of the Wilmington Urban Area had exceeded 200,000. As a newly designated TMA, the WMPO began development of its CMP in early 2013.

The WMPO's CMP was developed as an on-going data collection and evaluation process that identifies congested locations; determines the causes of congestion; ranks the region's most congested roadway segments; and develops strategies to reduce traffic congestion while enhancing safety and multimodal mobility.

Development of the CMP was guided by a Steering Committee that included land use, transportation, and traffic operations professionals from the WMPO's member jurisdictions, NCDOT, and FHWA. The process outlined below was utilized by the Steering Committee and accomplished through a series of three intensive workshops. After each workshop, the results were presented to the WMPO's Technical Coordinating Committee (TCC) and the WMPO Board for concurrence.

- Develop Goals and Objectives
- Define the CMP Network
- Develop Functional Types for Corridors
- Label CMP Corridors by Type
- Approve System Monitoring Plan
- Develop Congestion Management Strategies
- Develop Ranking Process for Congested Corridors

GOALS AND OBJECTIVES

The identification of data-driven goals and objectives is an important step in the development of the CMP. Data-driven goals are measurable, allowing the WMPO to determine if target numbers were met and, if not, how far off the actual numbers were and potentially why. Additionally, the WMPO is able to compare results year to year, which can lead to the identification of congestion trends in the region.

During the initial development of the CMP, the Steering Committee looked to the WMPO's then-adopted long-range transportation plan, Cape Fear Commutes 2035, and established objectives to complement each of the goals of the plan.

DEFINING THE CMP NETWORK

FHWA guidance lists defining the CMP network as an initial step in the creation of a CMP. This step includes defining which elements of the transportation network are a focus of congestion issues in the region. The WMPO identified two types of corridors on its CMP network:

"Primary Network" Corridors

Corridors that required immediate monitoring through data collection and analysis

"Watch List" Corridors

Corridors that required cursory examinations because they either played an important role in relieving congestion on congested corridors or they were anticipated to see congestion in the near future.

CONGESTION MANAGEMENT STRATEGIES

The application of strategies to manage congestion and achieve regional objectives is a critical step in the CMP. During the initial development of the WMPO's CMP, the Steering Committee identified the following four strategies to address congestion in the region:

1. Reduce Demand – reduce congestion by lessening the demand for motorized vehicular capacity on congested corridors
2. Shift Mode of Trip – reduce congestion by shifting use of congested corridors from single occupancy vehicles to more efficient modes
3. Improve Operations – reduce congestion by improving operational aspects of congested corridors
4. Increase Capacity – reduce congestion by increasing capacity to accommodate additional traffic along congested corridors

A unique set of techniques was developed for each of the four strategies. Each technique was then classified by difficulty of implementation as well as the corridor functional type(s) to which it was applicable.

INTEGRATION WITH OTHER WMPO PLANNING PROCESSES

All metropolitan planning organizations (MPOs) are federally required to create and maintain a Metropolitan Transportation Plan (MTP), a Metropolitan Transportation Improvement Program (MTIP), and a Unified Planning Work Program (UPWP). A CMP must be implemented as a continuous part of the metropolitan transportation planning process for all MPOs that are designated as TMAs and will therefore define items to be included in the MTP, MTIP, and UPWP.

METROPOLITAN TRANSPORTATION PLAN

The MTP is a multimodal, fiscally constrained long range transportation plan. It defines which projects can be programmed in the MTIP and is developed through extensive public input. The goals of the CMP are taken from the MTP for this reason. By aligning the goals of the

THE WMPO'S CMP

CMP with the goals of the MTP, the WMPO can ensure that congestion management in the region reflects the wants and needs of the community. Additionally, projects that are recommended as a result of the CMP will be evaluated and ranked within the MTP.

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

The MTIP is a ten-year program that identifies the funding for and scheduling of transportation improvements in the region. Projects programmed in the MTIP originate from the MTP. Because CMP project recommendations and corridor rankings directly impact the MTP's project lists, the CMP is integrated into the MTIP through its interaction with the MTP.

UNIFIED PLANNING WORK PROGRAM

The UPWP is the annual operating budget for the WMPO. It includes budgets and descriptions for work tasks anticipated to be completed during the fiscal year. The process of developing the CMP utilizes items programmed in the UPWP. For example, the funding for data collection and staff time comes from the UPWP.

BIENNIAL DATA REPORTS

The WMPO adopted its CMP in 2014 and has prepared a biennial data report every other year since to continually monitor and address congestion in the region. The biennial data reports evaluate the WMPO's CMP network based on established performance measures through data collected by multiple partner agencies including City of Wilmington Traffic Engineering, the Cape Fear Public Transportation Authority (Wave Transit), NCDOT, and the WMPO. The reports also allow the WMPO, stakeholders, and the public to evaluate the effectiveness of the WMPO's congestion management strategies.

OUR PROCESS TODAY

The WMPO's CMP has evolved over time as a result of growth and development in the region, new technology and improved data collection methods, and changing community goals.

Prior to the 2020 Biennial Data Report, the primary method to calculate average travel times and delays was to use floating car studies. Floating car studies involve the use of a handheld GPS and travel by vehicle along a corridor during peak travel times. The GPS device provides positioning and a time stamp, which are used to determine average speeds and delays. Floating car studies are time consuming for staff and only provide a snapshot of a corridor.

In 2020, the WMPO hired a consultant, Kittelson and Associates, to prepare a travel time analysis using probe data collected from national sources such as the National Performance Monitoring Resource Data Set (NPMRDS). These sources collect travel time and speed data from cars and trucks equipped with cellular devices – “probe vehicles”. In addition to eliminating the staff time required to conduct floating car studies, probe data monitors a corridor continuously, with data aggregated in five-minute increments.

PROCESS MODEL

As previously stated, federal regulation is not prescriptive in the methods and strategies used in the CMP. Using the FHWA Congestion Management Process Guidebook as a reference, the WMPO has implemented the following steps to address congestion in the region:

DEFINE THE CMP NETWORK AND STAKEHOLDERS

DEVELOP OBJECTIVES FOR CONGESTION MANAGEMENT

COLLECT DATA THAT SERVES AS AN INDICATOR OF CONGESTION OR MULTIMODAL PERFORMANCE

ANALYZE THE EXTENT AND DURATION OF CONGESTION AND EFFECTIVENESS OF MULTIMODAL INFRASTRUCTURE AND SYSTEMS

IDENTIFY MULTIMODAL CONGESTION MANAGEMENT STRATEGIES

IMPLEMENT BY USING THE CMP AS A RESOURCE WHEN CONDUCTING TRANSPORTATION PLANNING

EVALUATE THE EFFECTIVENESS OF PREVIOUSLY IMPLEMENTED STRATEGIES

CURRENT CMP NETWORK AND STAKEHOLDERS

When the WMPO began using probe data in 2020, modifications were made to some of the corridors on the CMP network to account for the start and end points of the roadway segments for which the data was available, which are predefined by probe data sources. Additionally, there were several corridors that did not have probe data available. The City of Wilmington conducted floating car studies so that these corridors could still be monitored as part of the WMPO's CMP.

Kittelson and Associates provided support for this report as well with a scope of work that included travel time analysis for up to 30 corridors. The City of Wilmington provided floating car studies for the three corridors that were still lacking probe data and the WMPO was able to add an additional three corridors to be analyzed by the consultant. The 33 corridors analyzed and scored in this report are shown in the map and table on the following pages.

The WMPO engages stakeholders to assist with the development of CMP biennial data reports. Stakeholders review regional objectives and scoring methods, assist with data collection, and recommend congestion mitigation strategies. The WMPO's Technical Coordinating Committee (TCC) is the primary source of these stakeholders, as it is comprised of planning and operations staff of member jurisdictions and planning partners who are most familiar with the local transportation network. Local knowledge is invaluable in determining the best solution for a congested corridor and stakeholders from the TCC propose solutions to specifically target corridors within their respective jurisdictions.

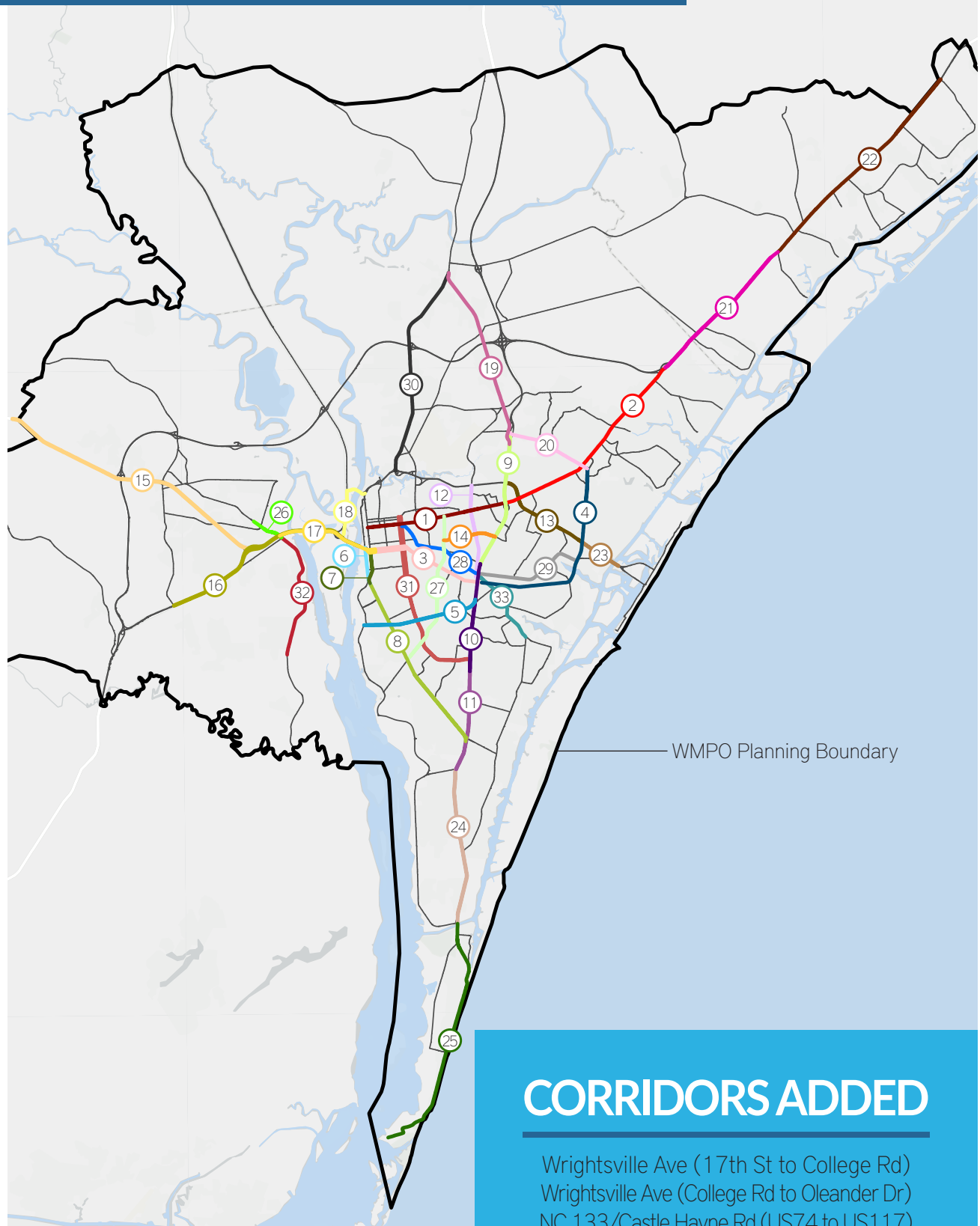
REGIONAL OBJECTIVES AND PERFORMANCE METRICS

Cape Fear Moving Forward 2045 is the WMPO's currently adopted Metropolitan Transportation Plan (MTP). As part of the long-range planning process, the Citizens Advisory Committee (CAC) developed the

CURRENT STAKEHOLDERS

JURISDICTION/AGENCY	STAFF MEMBER POSITIONS
City of Wilmington	City Traffic Engineer Intelligent Transportation Systems (ITS) Engineer
NCDOT Transportation Planning Division (TPD)	Transportation Engineer III
NCDOT Division 3	Division Planning Engineer
New Hanover County Planning Department	Planning Director/Senior Planner
Brunswick County Planning Department	Long Range Planner
Pender County Planning Department	Planning Director/Senior Planner Long Range Planner
Town of Belville	Town Manager
Town of Carolina Beach	Planning Director
Town of Kure Beach	Town Clerk
Town of Leland	Planning Manager Transportation Planner
Town of Navassa	Town Clerk
Town of Wrightsville Beach	Planner
Cape Fear Public Transportation Authority/Wave Transit	Executive Director
North Carolina Ports	Director, Real Estate and Planning
Wilmington International Airport	Facilities Director

2022 WMPO CMP NETWORK



CORRIDORS ADDED

Wrightsville Ave (17th St to College Rd)
Wrightsville Ave (College Rd to Oleander Dr)
NC 133/Castle Hayne Rd (US74 to US117)

SEGMENT	ROAD	FROM	TO	LENGTH (MILES)
1	MARKET STREET	3rd Street	College Road	4.39
2	MARKET STREET	College Road	NC140	6.34
3	US17/US76/OLEANDER DR	3rd Street	Treadwell Street	3.80
4	US17/OLEANDER DRIVE/ MILITARY CUTOFF ROAD	Treadwell Street	Gordon Road	6.34
5	US117/SHIPYARD BLVD	River Road	College Road	3.62
6	FRONT STREET	Lake Shore Drive	Cape Fear Memorial Bridge	1.08
7	3RD STREET	Lake Shore Drive	Wooster Street	1.07
8	US421/CAROLINA BEACH RD	Lake Shore Drive	College Road	5.73
9	US117/COLLEGE ROAD	Gordon Road	Wilshire Blvd	4.30
10	NC132/COLLEGE ROAD	Wilshire Blvd	Pinecliff Drive	3.36
11	NC132/COLLEGE ROAD/ CAROLINA BEACH ROAD	Pinecliff Drive	Sanders Road	3.12
12	KERR AVENUE	US74/MLK Jr Pkwy	College Road	2.96
13	US74/MLK JR PKWY/ EASTWOOD ROAD	College Road	Military Cutoff Road	3.16
14	RANDALL PKWY	Covil Ave/Independence Blvd	College Road	1.67
15	US74/76	Maco Road	US17/Ocean Hwy	8.67
16	US17/OCEAN HIGHWAY	Lanvale Road	NC133 Split	4.12
17	US17/74/76	NC133 Split	3rd Street	3.02
18	US74/US421/NC133	US17 N/S Split	3rd Street	2.09
19	US117/COLLEGE RD	Holly Shelter Road	Gordon Road	5.76
20	GORDON ROAD	I-40	Military Cutoff Road	2.74
21	US17/MARKET STREET	NC140	Washington Acres Road	5.05
22	US17/NC210	Washington Acres Road	Sloop Point Road	7.39
23	US76/EASTWOOD ROAD	Military Cutoff Road	C. Heide Trask Bridge	1.15
24	US421/CAROLINA BEACH RD	Sanders Road	Snows Cut Bridge	4.91
25	US421/LAKE PARK BLVD	Snows Cut Bridge	End of US421	7.92
26	VILLAGE ROAD	US17/74/76	Town Hall Drive	1.00
27	INDEPENDENCE BLVD/ COVIL AVENUE	US421	Market Street	4.85
28	WRIGHTSVILLE AVENUE	17th Street	US117/College Road	2.96
29	WRIGHTSVILLE AVENUE	US117/College Road	US17/US76/Oleander Dr	3.44
30	NC133/CASTLE HAYNE RD	US74	US117	6.67
31	17TH/16TH STREET	Grace Street	College Road	5.74
32	NC133/RIVER ROAD	Fairview Road	Rabon Way	4.48
33	PINE GROVE DRIVE	College Road	Masonboro Sound Road	2.49

THE WMPO'S CMP

following vision for the plan:

“The 2045 MTP will plan for a safe, realistic, efficient, and reliable multimodal transportation network that embraces innovation and is environmentally and socially responsible.”








To support this vision, WMPO staff selected regional performance measures for the 2020 CMP Biennial Data Report using the goals of the 2045 MTP as a

framework. Those goals and performance measures, shown below, were carried forward in this report so that the 2020 performance metrics could serve as a baseline for comparison.

CORRIDOR LEVEL PERFORMANCE METRICS

In addition to regional performance metrics, the WMPO's

CONGESTION MANAGEMENT OBJECTIVES

GOAL	OBJECTIVE	REGIONAL PERFORMANCE MEASURE
 SAFE	Promotes transportation projects that increase the safety of all users by decreasing injury and increasing user awareness	Reduce the rate of crashes per 100 million vehicle miles
 EFFICIENT	Transportation network allows for time savings, interconnected across all modes of transport	Reduce the percent of corridors with Volume/Capacity (V/C) over 0.8
 RELIABLE	Dependable travel times and connections	Reduce the percent of corridors with Level of Travel Time Reliability (LOTTR) > 1.2
 REALISTIC	Appropriately utilizes available funding resources and does not exceed the financial means of the region	Track progress of programmed and recommended strategies
 MULTIMODAL	Alternative modes of transportation available for most trip types	Increase the average percentage of Multi-Use Path (MUP), Sidewalk, Crosswalk, and Bicycle Infrastructure per corridor by 2%
 ENVIRONMENTALLY AND SOCIALLY RESPONSIBLE	Accessible, sustainable, and equitable transportation solutions actively communicated to increase public awareness and collaboration	Increase Transit Ridership by 2%
 INNOVATIVE	Responsive to changing concepts and technologies in both design and construction	Include additional analysis in future CMPs including seasonal, work zone, response time, and weather

current process assigns each corridor a Travel Time/Reliability score and a Multimodal score to assess the performance of the corridor.

For Travel Time/Reliability scores, the metrics used include volume/capacity (V/C), delay rate (AM and PM), travel time reliability (AM and PM), truck volumes, and crashes per mile. These metrics reveal the amount of recurring congestion, non-recurring congestion, and reliability of travel on the corridors. Each metric is worth 10 points and the highest Travel Time/Reliability score possible is 70, with the highest scores representing the worst travel time reliability and worse congestion than lower scores.

Metrics used for Multimodal scores include transit stops and ridership, bicycle suitability, pedestrian suitability, bicycle crash rates, and pedestrian crash rates. These metrics reveal which corridors are utilizing or have the current capacity to utilize various modes of travel. Each metric is worth 10 points and the highest Multimodal score possible is 50, with the highest scores representing the corridors with the most multimodal facilities and the greatest suitability for multimodal travel.

Intersection performance is also monitored by estimating the Level of Service (LOS) at each major intersection along the CMP corridors and identifying “hot spots”. Hot spots are intersections with an estimated LOS of E or F and are shown in the segment snapshots on pages 35-100.

and techniques identified during the initial development of the WMPO's CMP as a starting point, this toolbox has been developed and refined through several CMP Biennial Data Reports and collaboration with other Metropolitan Planning Organizations (MPOs).

The segment snapshots include strategies from the toolbox best suited to mitigate congestion along each CMP corridor, as determined by stakeholders. The complete toolbox is included in the Appendix.

PERFORMANCE ANALYSIS

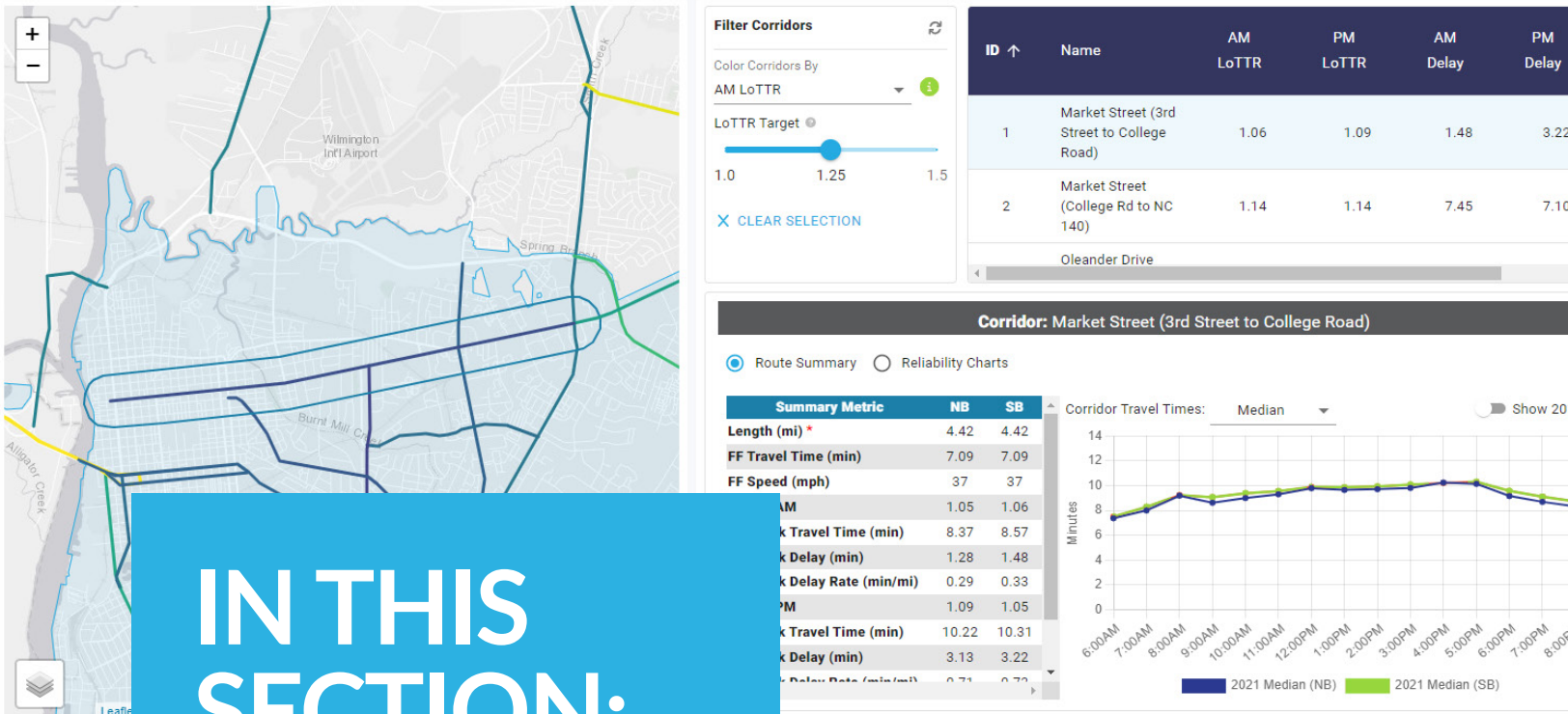
By evaluating regional and corridor level performance results, planners can identify travel patterns and begin to discover the time, location, and causes of congestion. As part of the CMP process, the WMPO prepares regional mapping (pages 16-27), which helps to visualize travel patterns and multimodal accommodations at a network level, as well as corridor performance reports (segment snapshots), which help to identify causes and potential solutions to manage congestion at a corridor level.

CONGESTION MANAGEMENT STRATEGIES TOOLBOX

The WMPO has created a congestion management toolbox that can be used to identify congestion management strategies that are applicable to different contexts. Using the congestion management strategies

DATA COLLECTION

WMPO CMP Corridor Dashboard



IN THIS SECTION:

- 1 DATA COLLECTION EFFORTS AND SOURCES
- 2 2022 CMP SUPPORT
- 3 FLOATING CAR STUDIES
- 4 TRAFFIC VOLUMES
- 5 CRASH DATA
- 6 BICYCLE SUITABILITY
- 7 PEDESTRIAN SUITABILITY

DATA COLLECTION EFFORTS AND SOURCES

Many data sources were used during the development of this report. Probe data from the National Performance Monitoring Resource Data Set (NPMRDS), which was first utilized during the development of the 2020 Biennial Data Report, was obtained and analyzed by a consultant. The consultant, Kittelson and Associates, provided AM and PM travel times, delay rates, travel time reliability, and hot spots for 30 corridors. Other data sources included NCDOT, Wave Transit, and local municipalities as well as WMPO GIS data and studies. The table on the following page summarizes the data collected and sources.

2022 CMP SUPPORT

Kittelson and Associates (Kittelson) provided support for the 2022 Biennial Data Report,

DATA COLLECTION FOR THIS REPORT

OBJECTIVE	DATA NEEDED	PROVIDING AGENCY	DATA SOURCE
Travel Time Reliability	Volume (V/C)	NCDOT Traffic Survey Group	NCDOT 2021 Average Annual Daily Traffic (AADT)
	Capacity (V/C)	NCDOT Transportation Planning Division (TPD)	WMPO Transportation Demand Model
	Average Delay (AM & PM)	Kittelson and Associates	NPMRDS
		City of Wilmington	Floating Car Studies
	Travel Time (AM & PM)	Kittelson and Associates	NPMRDS
		City of Wilmington	Floating Car Studies
	Crash Rate	NCDOT Safety Planning Group	NCDOT Crash Data
	Truck Percentage	NCDOT Traffic Survey Group	NCDOT 2021 Average Annual Daily Truck Traffic (AADTT)
	Hot Spot Identification	Kittelson and Associates	NPMRDS
		City of Wilmington	Floating Car Studies
Multimodal	Transit Stops	Wave Transit	Wave Transit GIS Data
	Transit Ridership	Wave Transit	Wave Transit FY20 and FY21 Ridership Reports
	Bicycle Suitability	WMPO	WMPO Study (2022 WMPO Bicycle Suitability Map)
	Pedestrian Infrastructure	WMPO	WMPO GIS Data
	Bicycle Crashes	NCDOT Safety Planning Group	NCDOT Crash Data
	Pedestrian Crashes	NCDOT Safety Planning Group	NCDOT Crash Data

including travel time and hot spot analyses as well as the development of an online CMP Corridor Dashboard for the WMPO.

TRAVEL TIME ANALYSIS

Kittelson prepared a travel time analysis for 30 corridors within the WMPO utilizing probe data collected from national sources such as the National Performance Monitoring Resource Data Set (NPMRDS). These sources provide continuous travel time data in five-minute increments, which Kittelson processed using proprietary probe data analytics processing tools and algorithms. The Kittelson probe data tool allowed outlier delays to be flagged and summary statistics to be generated. The travel time performance measures evaluated for each corridor are listed to the right.

1. Travel Time (minutes)

*AM and PM Peak Hours
Time Period: Fall 2021*

2. Delay (minutes)

*AM and PM Peak Hours
Time Period: Fall 2021*

3. Delay Rate (minutes/mile)

*AM and PM Peak Hours
Time Period: Fall 2021*

4. Reliability (Travel Time Index)

*24-hour
Time Period: 2021*

5. Historical Performance

*AM and PM Peak Hours and 24-hour
Time Period: 2019-2020 (where available)*

DATA COLLECTION

HOT SPOT ANALYSIS

Kittelson utilized the Highway Capacity Manual (HCM) Quick Estimation Procedure, which allows many intersections to be analyzed for failing traffic operations, to estimate the Level of Service (LOS) for each major intersection along the 30 corridors. The Highway Capacity Manual defines LOS as the average vehicle delay of all movements through an intersection, with LOS A being the best (free flow conditions) and LOS F being the worst (forced flow, or jammed conditions). The intersections estimated as LOS E or F were identified as “hot spots” and represent locations that may require further analysis.

ONLINE DASHBOARD DEVELOPMENT

As part of the 2022 Biennial Data Report, an online dashboard was created to help citizens visualize the results of the travel time analysis, including the extent and duration of congestion and the overall performance of the 30 corridors evaluated by Kittelson. The dashboard also includes results from the 2020 Biennial Data Report where available to allow for the exploration of historical trends.

FLOATING CAR STUDIES

The City of Wilmington conducted floating car studies for the following three corridors that did not have probe data available:

1. 17th/16th Street (Grace St to College Rd)
2. NC 133/River Road (Fairview Rd to Rabon Way)
3. Pine Grove Drive (College Rd to Masonboro Sound Rd)

The floating car studies, which involve travel by vehicle along a corridor during peak travel times using a handheld GPS device, provided AM and PM delay rates. The WMPO used the individual travel times for each run completed as well as the speed limits and lengths of the corridors to calculate free flow travel time, median (50th percentile) travel time, and 80th percentile travel time to determine travel time reliability. The City of Wilmington also identified hot spots for the three corridors.

TRAFFIC VOLUMES

Traffic volumes for this report were obtained from NCDOT’s Annual Average Daily Traffic (AADT)

2021 publication. This data, published online by the Department’s Traffic Survey Group as an interactive map, also includes Annual Average Daily Truck Traffic (AADTT).

CRASH DATA

Crash data was provided to the WMPO as a shapefile by NCDOT’s Safety Planning Group on June 1, 2022. The data included all vehicle, pedestrian, and bicycle crashes that were reported on public roads in Pender, New Hanover, and Brunswick counties between 4/1/2017 and 3/31/2022. This was NCDOT’s most recent five-year data set at the time this report was developed and WMPO staff counted crashes that occurred in 2020 and 2021. All crashes that occurred within 100’ of a corridor were counted. This was done to account for crashes that occurred on cross streets that may have been impacted by traffic on the corridor. If a crash occurred within 100’ of two corridors, it was counted for each of the two corridors.

BICYCLE SUITABILITY

Bike suitability scores were taken from the WMPO’s 2022 Bike Suitability Map, which scored over 360 roadway segments for “bicycle friendliness”. The scores ranged from Easy (10-12 points) to Not Recommended (1-3 points) or Not Allowed (controlled access facilities). The scores took into account (1) the speed limit, (2) the presence or absence of bike lanes, and (3) the vehicle lane volume (the AADT for the roadway segment divided by the number of lanes present). If a CMP corridor contained multiple roadway segments with different bike suitability scores, a weighted score was calculated based on percentage of overall corridor length.

PEDESTRIAN SUITABILITY

To determine pedestrian suitability, WMPO staff used GIS to measure the length of existing pedestrian facilities along each CMP corridor. The length of sidewalk, crosswalk, and multi-use path (MUP) were then calculated as a percentage of overall corridor length and totaled to obtain a pedestrian suitability score.



IN THIS SECTION:

- 1 GOALS, OBJECTIVES, AND PERFORMANCE METRICS
- 2 REGIONAL MAPS





GOALS, OBJECTIVES, AND PERFORMANCE METRICS

The goals, objectives, and performance metrics for the 2020 Biennial Data Report were carried forward in this report so that metrics from the two could be compared using 2020 as a baseline. Goals and objectives as well as the 2020 and 2022 performance metrics are shown on the following page.

REGIONAL MAPS

Pages 16-27 contain maps of the WMPO CMP network for each of the 12 performance metrics utilized in this report. The purpose of the regional mapping is to show a side-by-side comparison of all 33 CMP corridors for each performance metric. For individual results of a specific corridor, refer to the segment snapshots on pages 35-100.

CONGESTION MANAGEMENT OBJECTIVES

BASELINE			
GOAL	OBJECTIVE	REGIONAL PERFORMANCE MEASURE	REGIONAL PERFORMANCE METRIC (2020) REGIONAL PERFORMANCE METRIC (2022)
 SAFE	Promotes transportation projects that increase the safety of all users by decreasing injury and increasing user awareness	Reduce the rate of crashes per 100 million vehicle miles	Brunswick: 217.45 New Hanover: 400.05 Pender: 230.31
	Transportation network allows for time savings, interconnected across all modes of transport	Reduce the percent of corridors with Volume/Capacity (V/C) over 0.8	37%
 EFFICIENT	Dependable travel times and connections	Reduce the percent of corridors with Level of Travel Time Reliability (LOTR) > 1.2	18%
	Appropriately utilizes available funding resources and does not exceed the financial means of the region	Track progress of programmed and recommended strategies	STIP Projects: 33 MTP Projects: 109 Bond Projects: 11
 REALISTIC	Alternative modes of transportation available for most trip types	Increase the average percentage of Multi-Use Path (MUP), Sidewalk, Crosswalk, and Bicycle Infrastructure per corridor by 2%	MUP: 12% Sidewalk: 52% Crosswalk: 4% Bicycle Infrastructure: N/A
	Accessible, sustainable, and equitable transportation solutions actively communicated to increase public awareness and collaboration	Increase Transit Ridership by 2%	FY 2018 Ridership: 1,306,099 FY 2019 Ridership: 1,199,245
 ENVIRONMENTALLY AND SOCIALLY RESPONSIBLE	Responsive to changing concepts and technologies in both design and construction	Include additional analysis in future CMPs including seasonal, work zone, response time, and weather	NPMRDS Travel Time Data (2021)

* 2020 MTP projects is based on count from the then-adopted MTP.

FIGURE 1 | VOLUME /CAPACITY

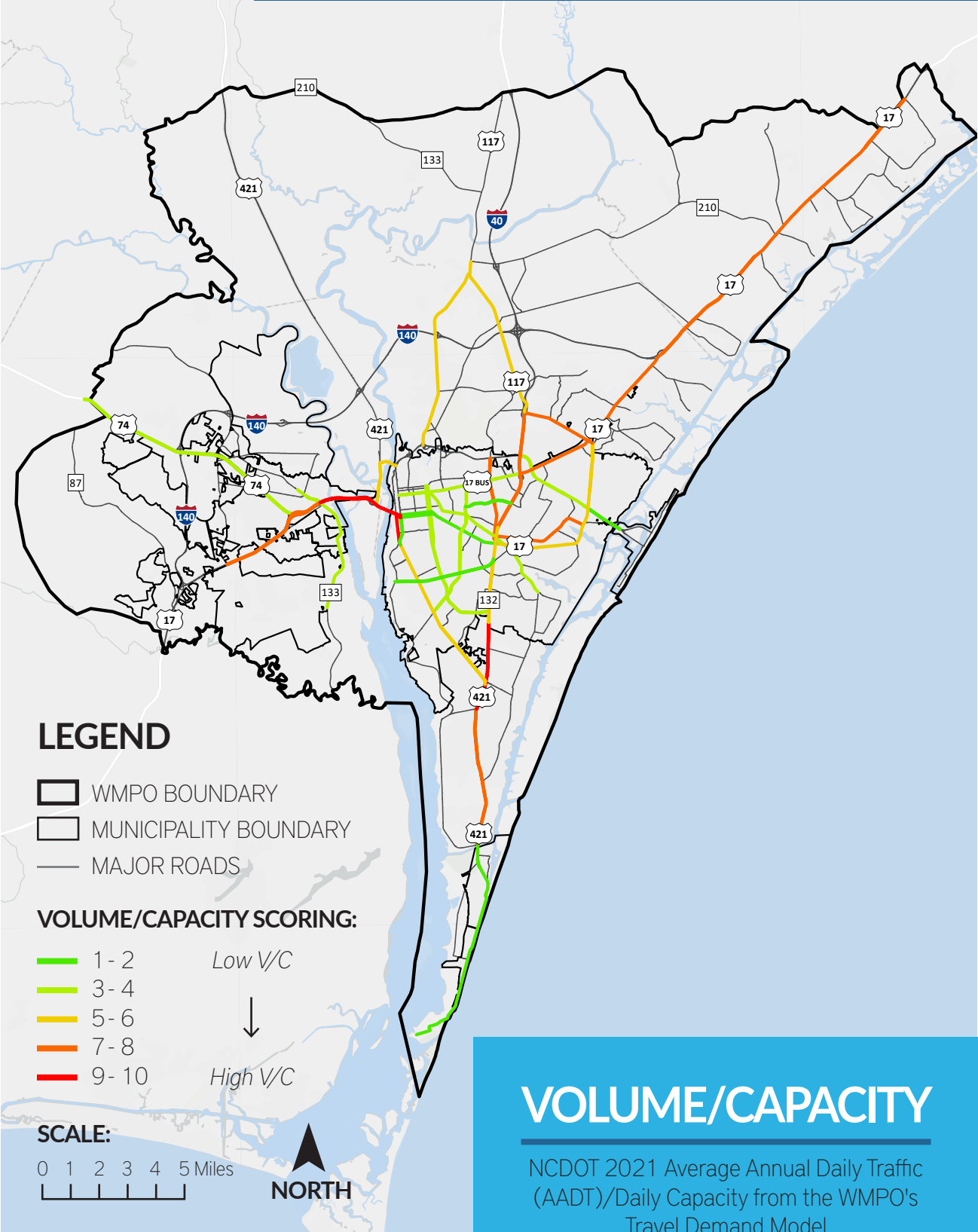


FIGURE 2 | AM DELAY RATE

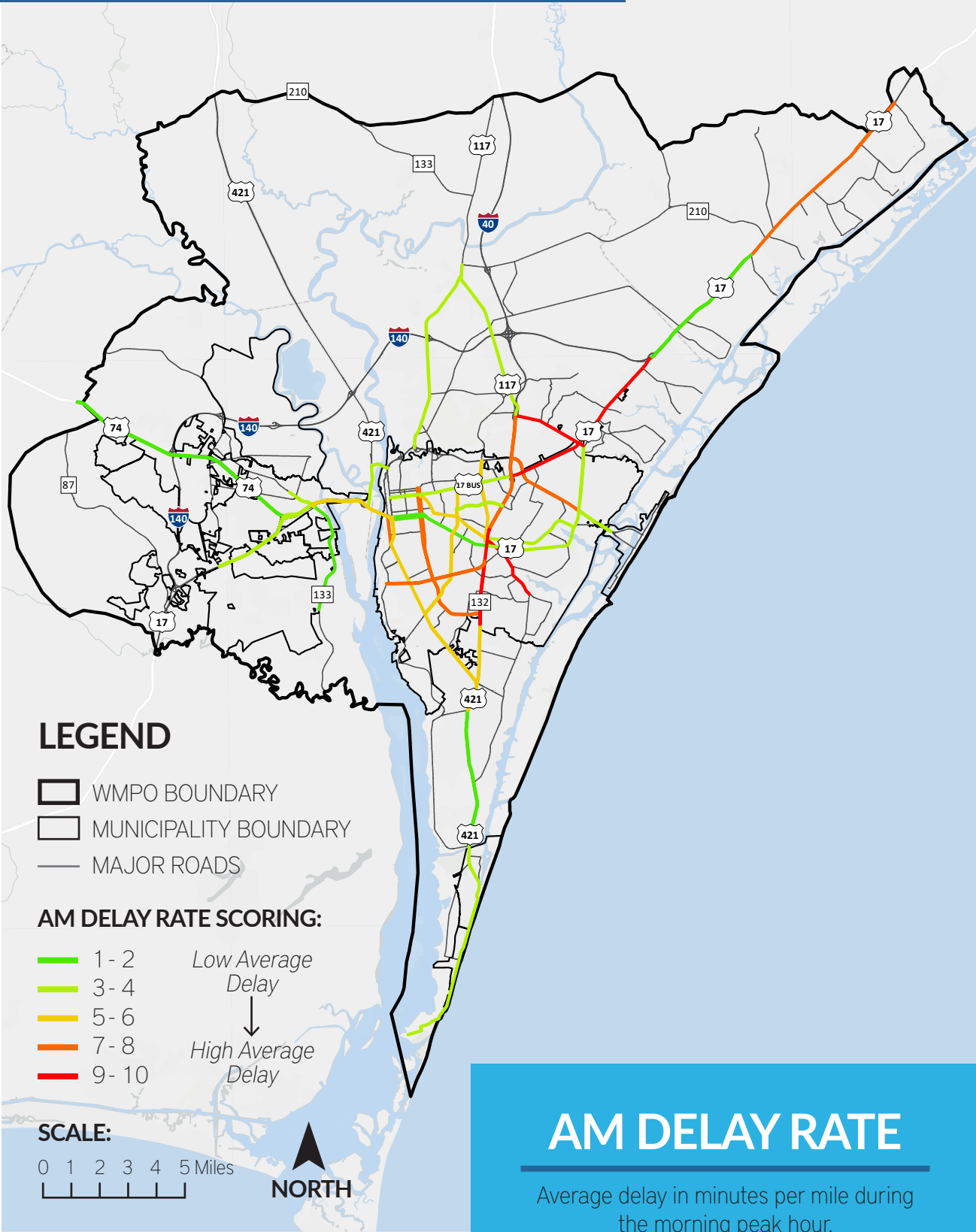


FIGURE 3 | PM DELAY RATE

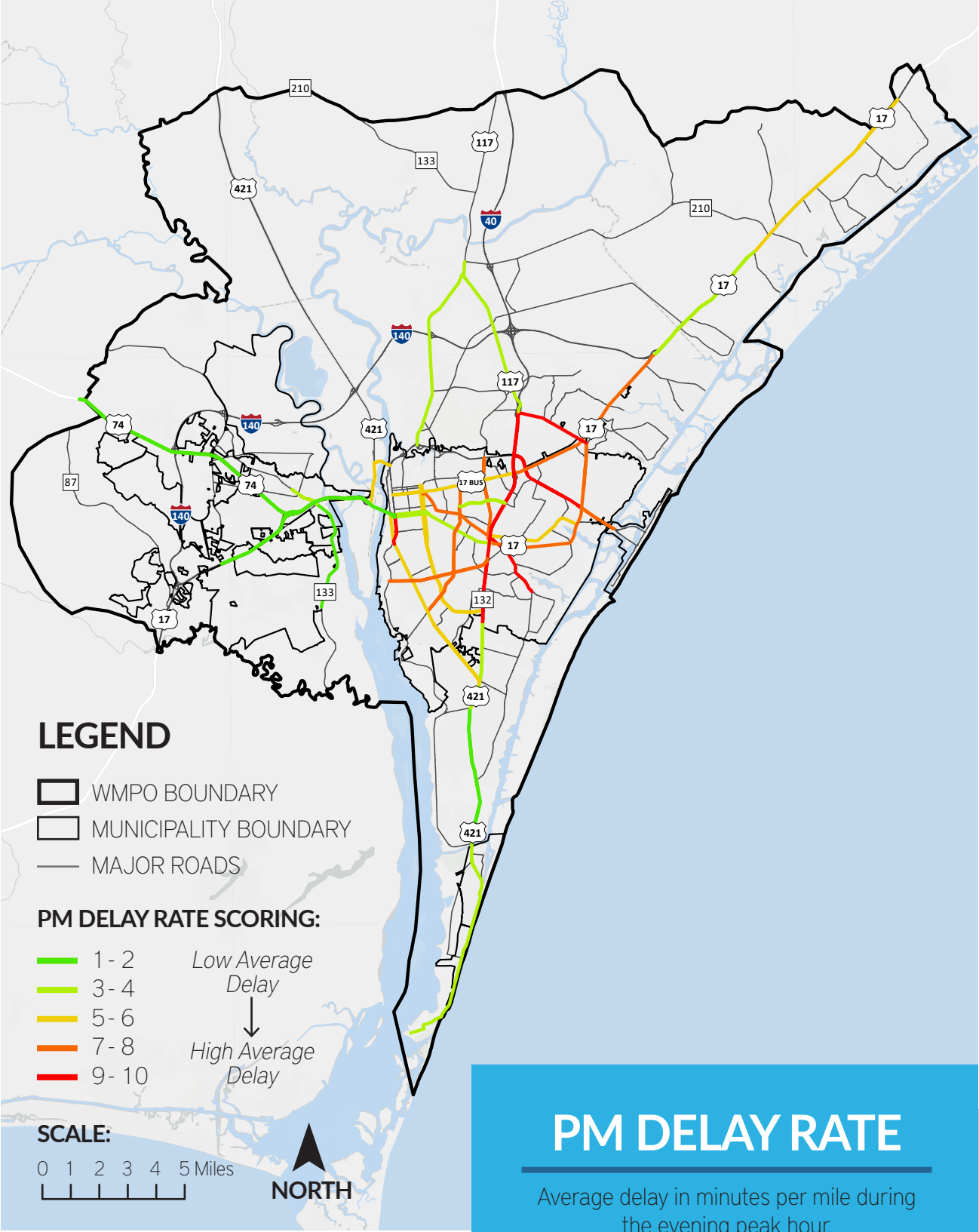


FIGURE 4 | AM TRAVEL TIME RELIABILITY

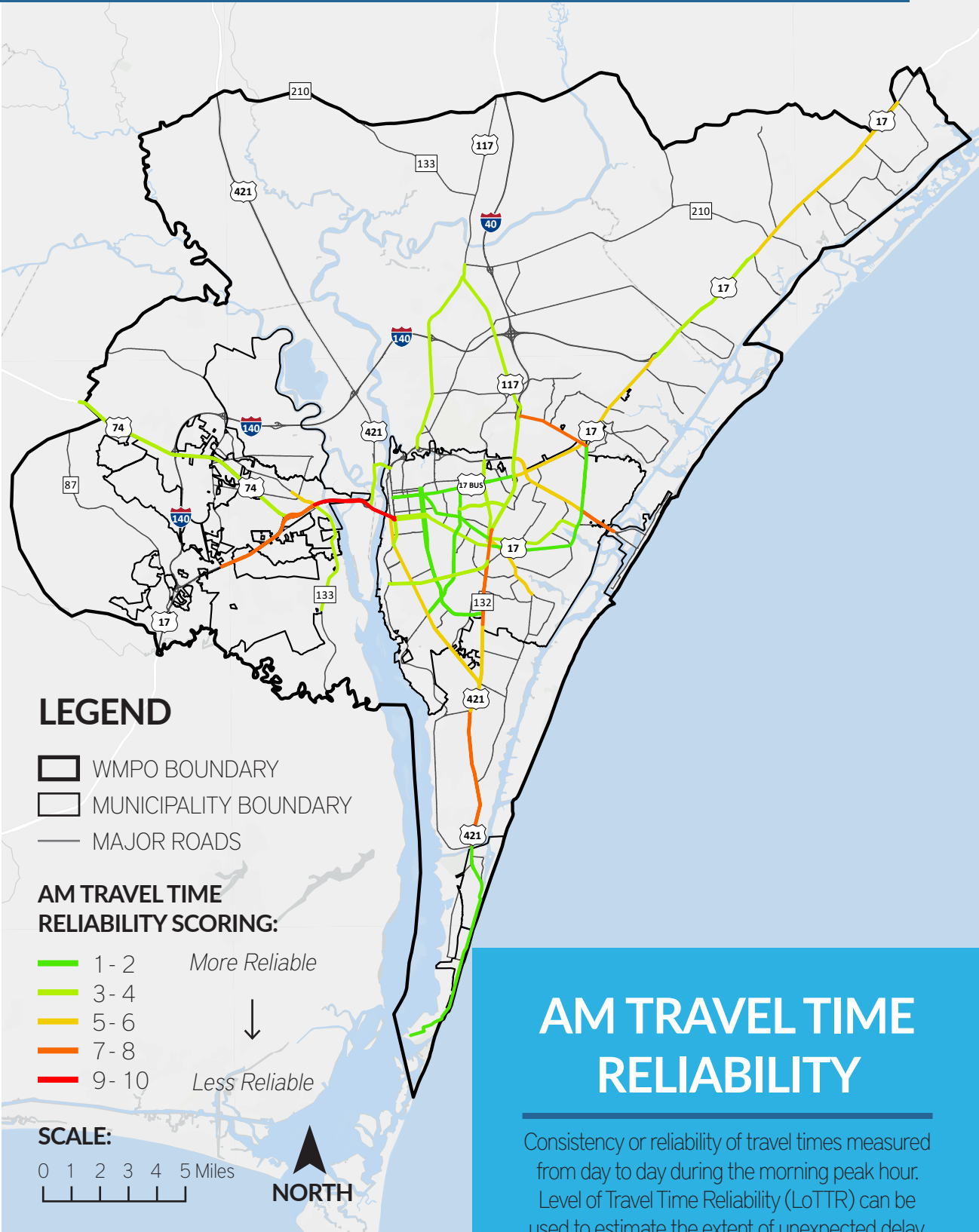


FIGURE 5 | PM TRAVEL TIME RELIABILITY

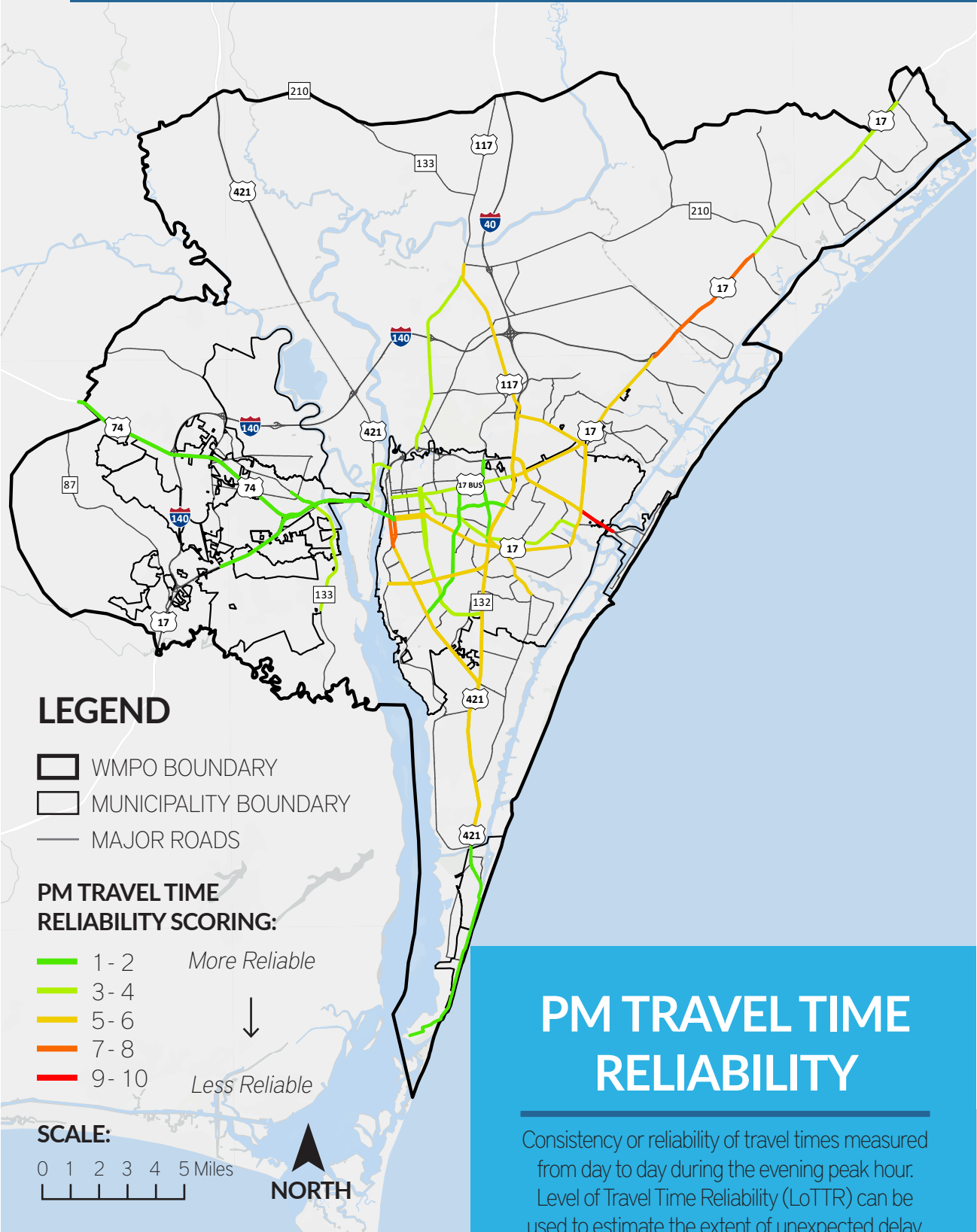


FIGURE 6 | CRASH RATE

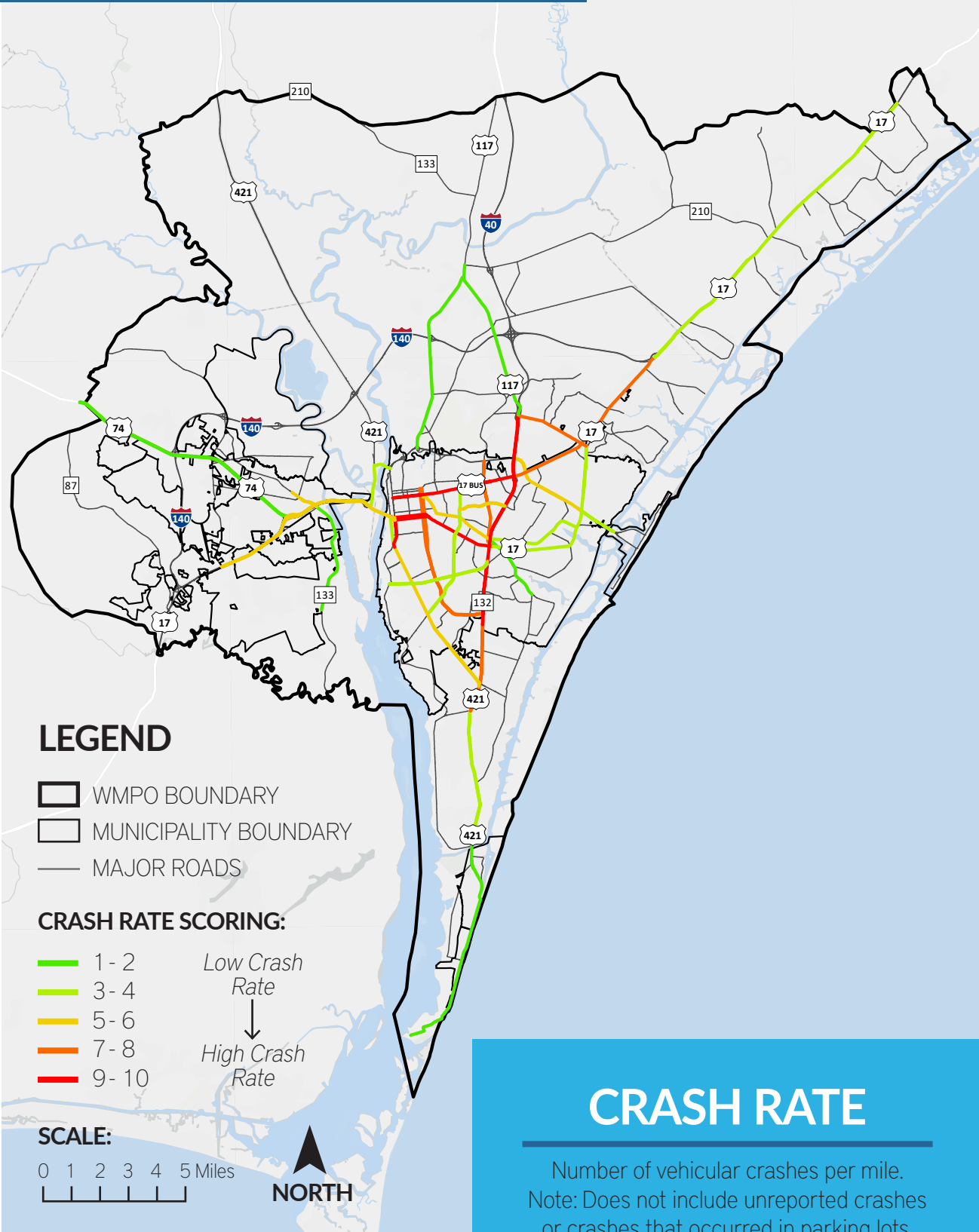


FIGURE 7 | TRUCK VOLUME

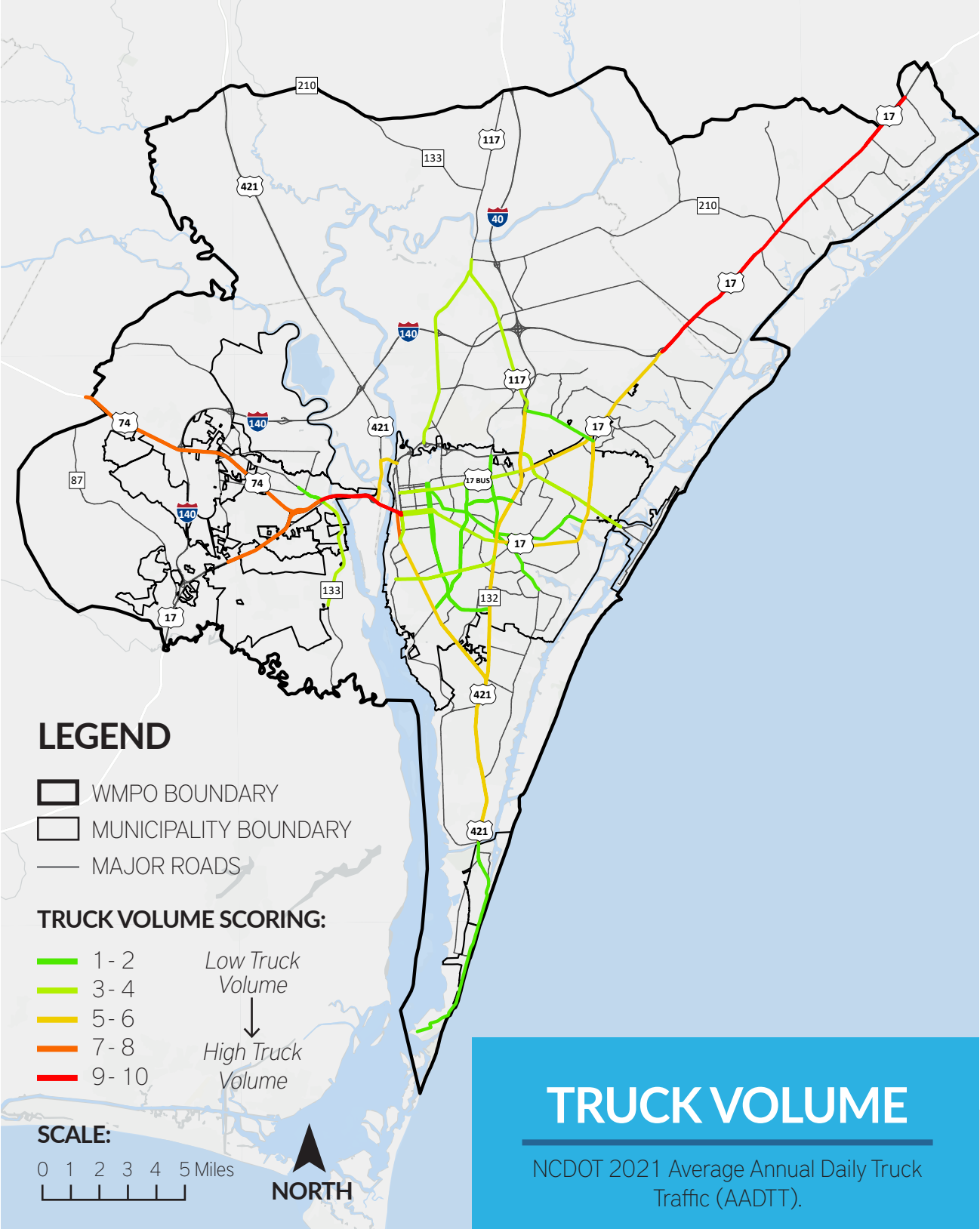


FIGURE 8 | TRANSIT (STOPS + RIDERSHIP)

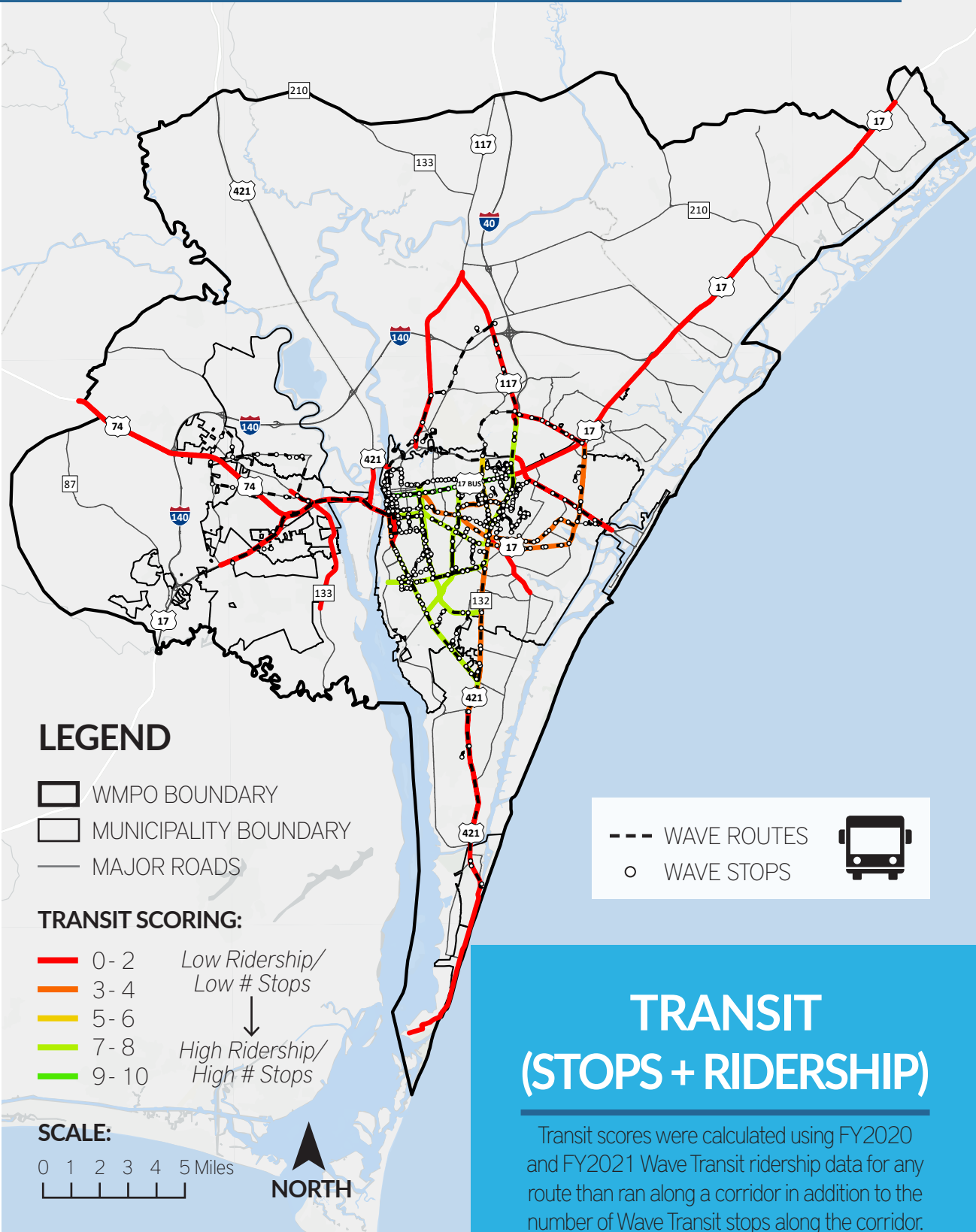


FIGURE 9 | BICYCLE SUITABILITY

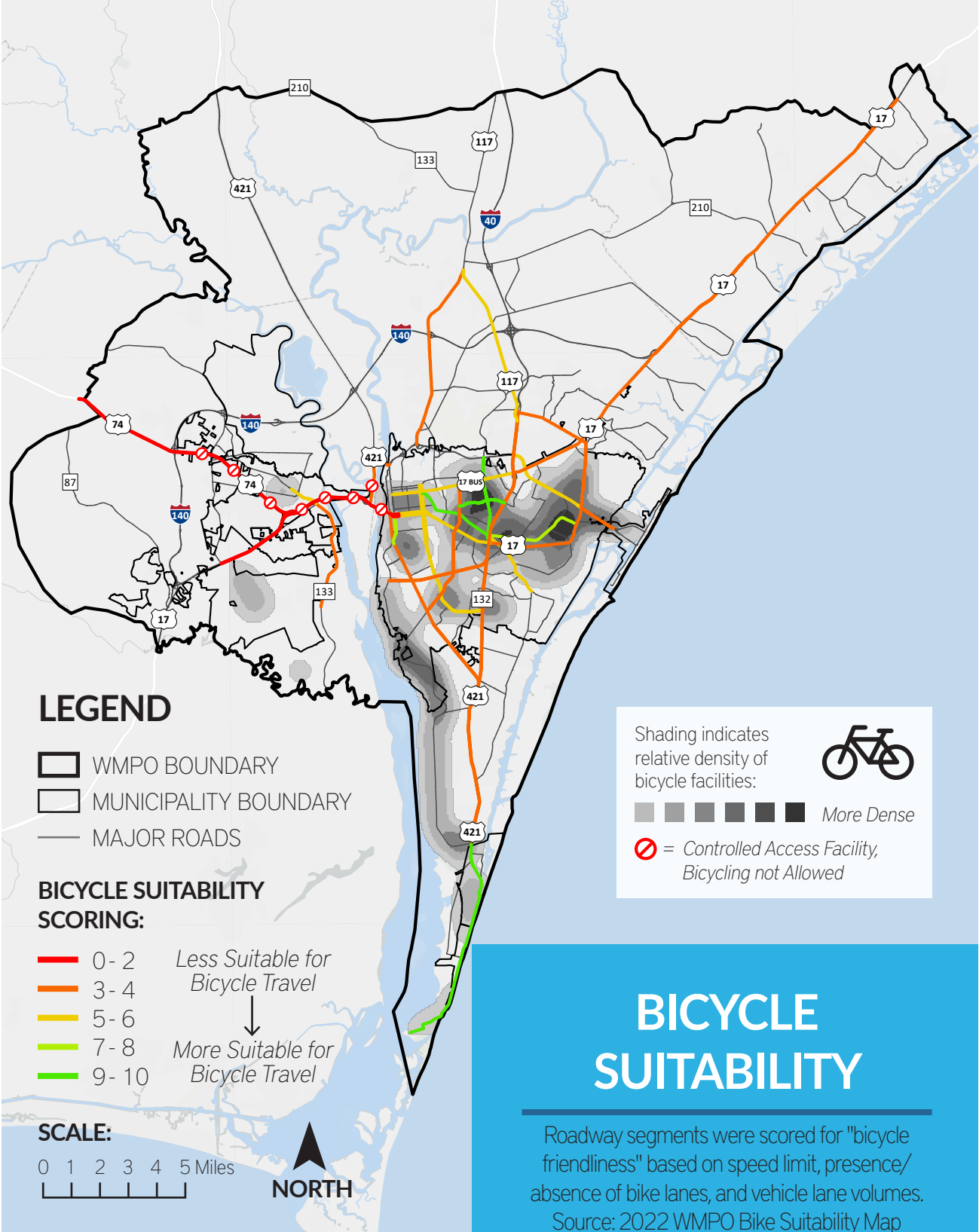


FIGURE 10 | PEDESTRIAN SUITABILITY

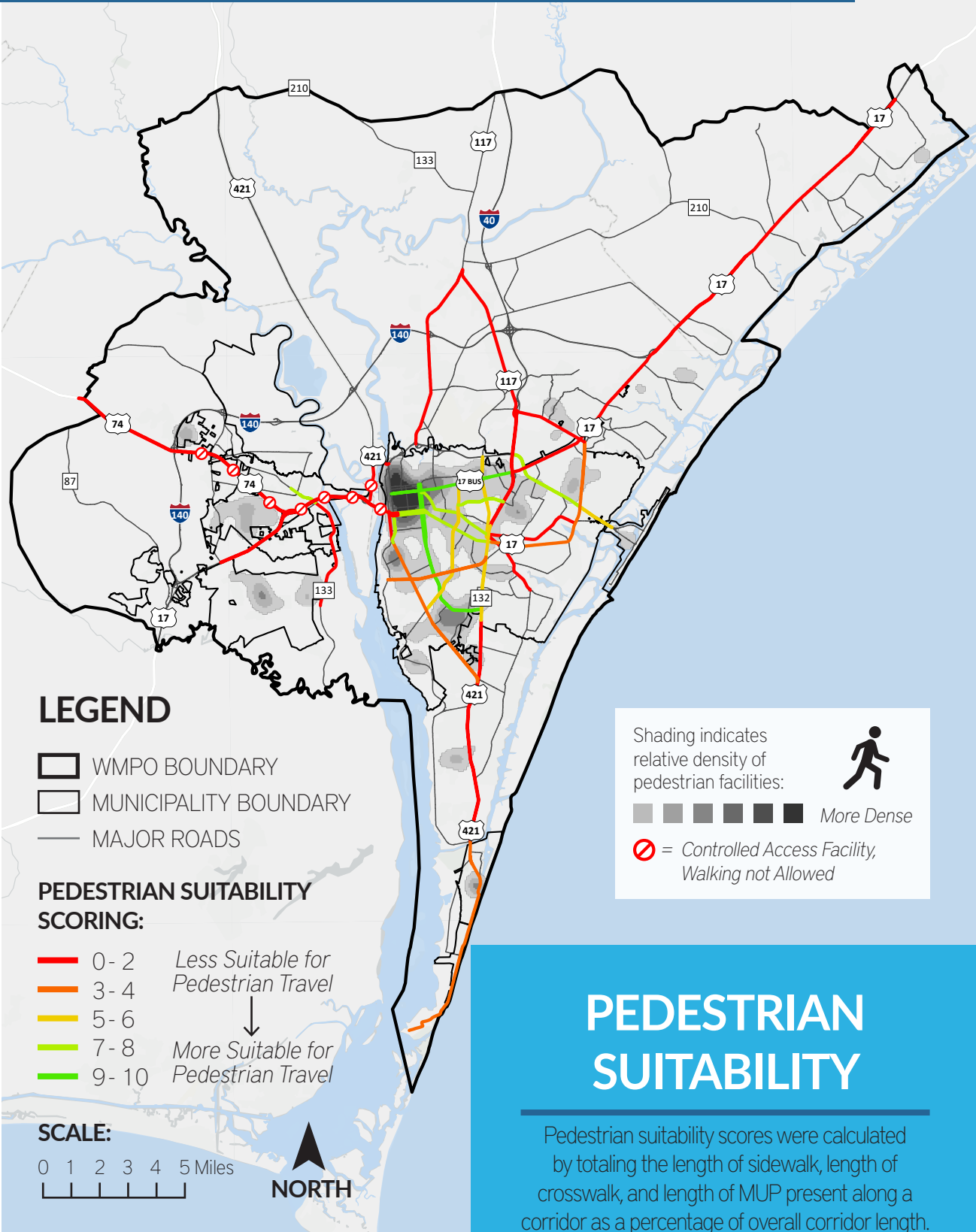


FIGURE 11 | BICYCLE CRASHES

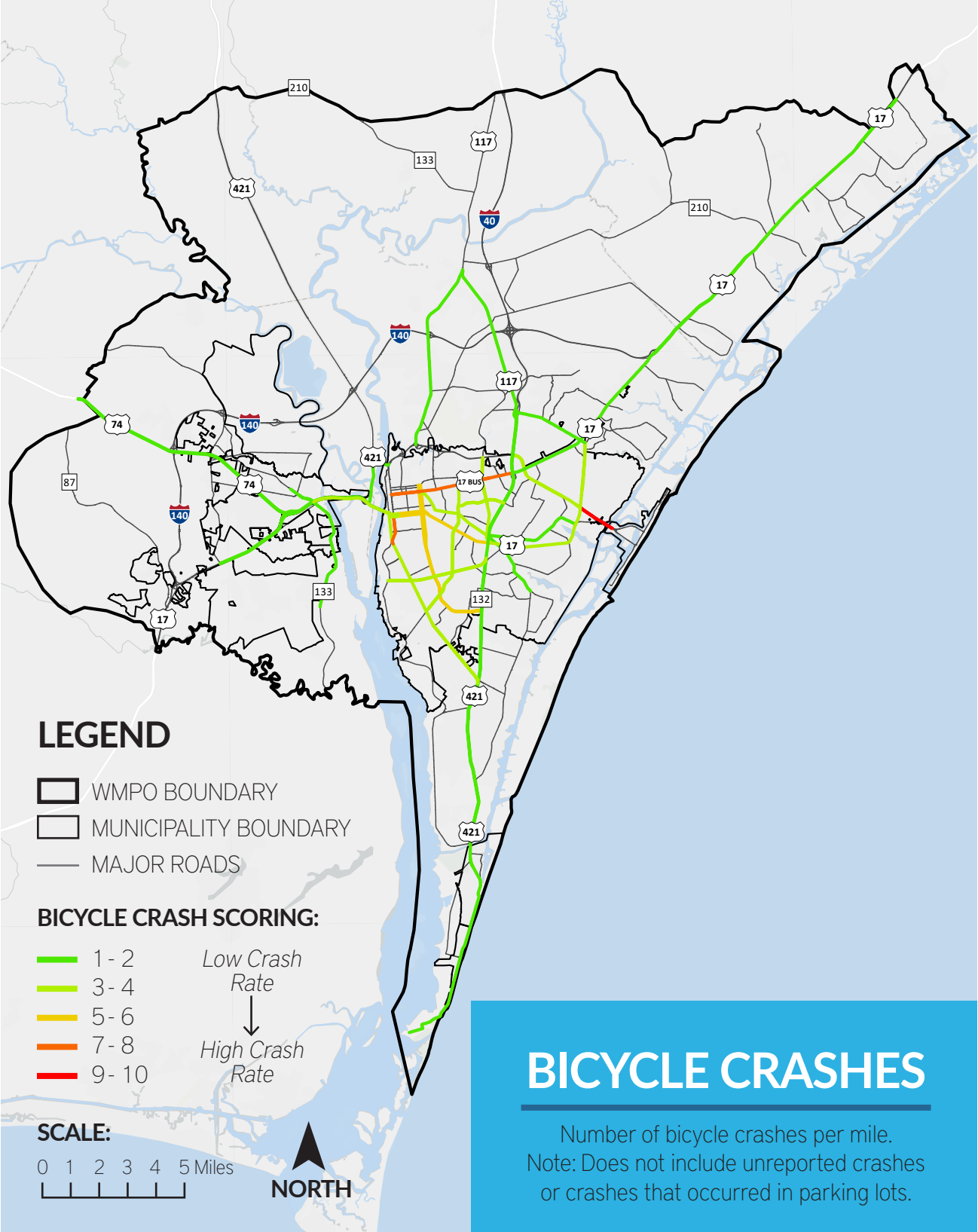
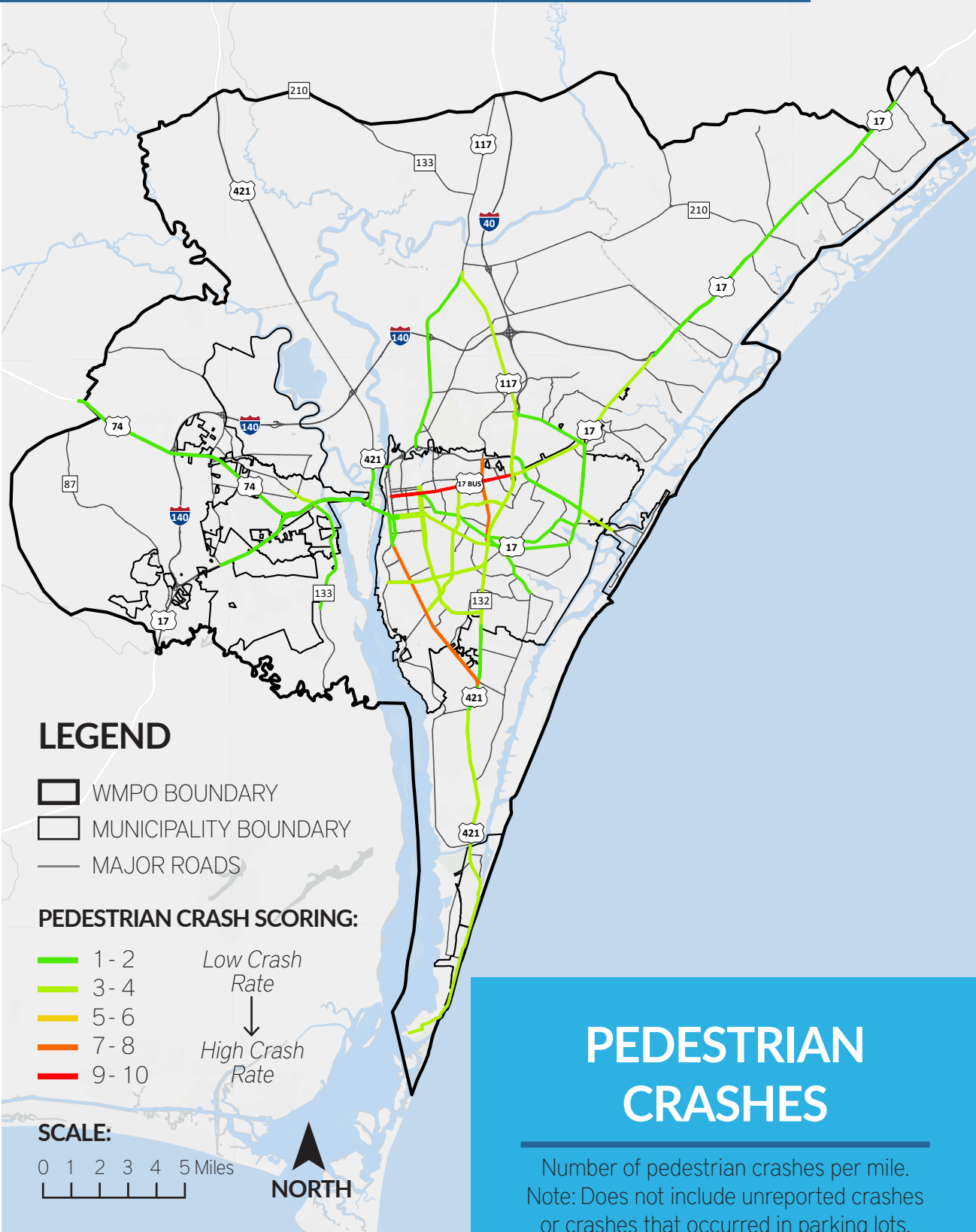


FIGURE 12 | PEDESTRIAN CRASHES



IN THIS SECTION:

- 1 CORRIDOR SCORES
- 2 SEGMENT SNAPSHOT KEY
- 3 SEGMENT SNAPSHOTS

CORRIDOR SCORES

In addition to evaluating congestion at a regional level, the WMPO monitors and analyzes congestion on its CMP network at a corridor level.

To assess travel time and reliability, each corridor is scored for volume/capacity, delay rate (AM and PM), travel time reliability (AM and PM), crash rate, and truck volume. The highest and lowest values are used to determine the range for each metric, which is then converted to a 10-point scale for comparison purposes. The highest total Travel Time/Reliability score possible is 70, with the highest scores representing the worst travel time reliability and worse congestion than lower scores.


Each corridor is also scored for multimodal performance, including transit stops and ridership, bicycle and pedestrian suitability, and bicycle and pedestrian crashes. The highest and lowest values are used to determine the range for each metric, which is then converted to a 10-point scale. The highest total Multimodal score possible

CORRIDOR ANALYSIS

is 50, with the highest scores representing the most existing multimodal facilities and the greatest suitability for multimodal travel.

Corridor scoring can be found on pages 31-32. Each score reveals how a corridor compares to the other corridors in the respective metric.

TRAVEL TIME/RELIABILITY SCORING

PERFORMANCE METRIC	POINTS POSSIBLE	TOTAL
Volume/Capacity (V/C)	10	 70
AM Delay Rate (minutes/mile)	10	
PM Delay Rate (minutes/mile)	10	
AM Travel Time Reliability (80th percentile TT ¹ /50th percentile TT)	10	
PM Travel Time Reliability (80th percentile TT/50th percentile TT)	10	
Crash Rate (crashes/mile)	10	
Truck Volume (AADTT ²)	10	

¹Travel Time ²Average Annual Daily Truck Traffic

THE **HIGHER** THE SCORE, THE **WORSE** THE TRAVEL TIME RELIABILITY AND CONGESTION (INDICATES A GREATER NEED FOR CONGESTION MANAGEMENT STRATEGIES)

MULTIMODAL SCORING

PERFORMANCE METRIC	POINTS POSSIBLE	TOTAL
Transit (Stops + Ridership)	10	 50
Bicycle Suitability	10	
Pedestrian Suitability	10	
Bicycle Crashes	10	
Pedestrian Crashes	10	

THE **HIGHER** THE SCORE, THE **MORE** MULTIMODAL FACILITIES AND THE **BETTER** SUITED FOR TRAVEL BY ALTERNATIVE MODES



25. US 421/LAKE PARK BLVD
from Snow's Cut Bridge to End of US421

Score
13

BEST



Best Ranked Corridor in terms of Travel Time/Reliability



10. COLLEGE ROAD
from Wilshire Blvd to Pinecliff Drive

Score
53

WORST



Worst Ranked Corridor in terms of Travel Time/Reliability



14. RANDALL PKWY
from Covil/Independence to College Rd

Score
37



28. WRIGHTSVILLE AVE
from 17th Street to College Road

BEST



Best Ranked Corridors in terms of Multimodal Facilities and Suitability

SCORING

	ROAD from/to	ROAD														
		MARKET STREET from 3rd Street to College Road	MARKET STREET from College Road to NC 140	US17/US76/OLEANDER DRIVE from 3rd Street to Treadwell St	OLEANDER DR/MILITARY CUTOFF RD from Treadwell Street to Gordon Road	US117/SHIPYARD BLVD from River Road to College Road	FRONT STREET from Lake Shore Dr to Cape Fear Memorial Bridge	3RD STREET from Lake Shore Dr to Wooster Street	US421/CAROLINA BEACH ROAD from Lake Shore Drive to College Road	COLLEGE ROAD from Gordon Road to Wilshire Blvd	COLLEGE ROAD from Wilshire Blvd to Pinecliff Drive	COLLEGE RD/CAROLINA BEACH RD from Pinecliff Drive to Sanders Road	KERR AVENUE from MLK Jr Pkwy to College Road	US74/MLK JR PKWY/EASTWOOD ROAD from College Road to Military Cutoff Road	RANDALL PKWY from Covil Ave/Independence Blvd to College Rd	US74/76 from Maco Road to US17/Ocean Highway
TRAVEL TIME RELIABILITY 10 points/each possible	SEGMENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Volume/ Capacity (V/C)	4	7	2	6	1	10	2	6	7	6	10	7	3	1	3
	AM Delay Rate (min/mile)	4	10	2	4	7	7	5	5	8	10	6	6	7	4	1
	PM Delay Rate (min/mile)	5	8	3	8	7	5	10	5	9	10	4	8	10	4	1
	AM Travel Time Reliability	2	6	3	2	3	6	3	6	4	7	6	3	6	3	3
	PM Travel Time Reliability	3	5	6	6	5	7	8	6	6	6	6	2	6	2	1
	Crash Rate (crashes/mile)	9	8	10	4	4	4	9	6	9	9	7	7	5	5	1
TOTAL 70 points max.	Truck Volume (AADTT)	3	5	4	5	4	8	4	6	6	5	6	1	4	1	8
		30	49	30	35	31	47	41	40	49	53	45	34	41	20	18
MULTIMODAL 10 points/each possible	Transit (Stops + Ridership)	10	0	7	4	7	3	2	8	7	3	3	5	2	4	0
	Bicycle Suitability	6	3	6	4	4	4	7	4	3	4	3	9	5	10	2
	Pedestrian Suitability	9	2	8	3	4	2	8	4	2	5	1	6	7	7	1
	Bicycle Crashes	4	9	5	7	7	7	3	7	10	9	9	7	7	8	10
	Pedestrian Crashes	1	8	7	9	7	10	10	4	7	8	10	4	9	8	10
TOTAL 50 points max.		30	22	33	27	29	26	30	27	29	29	26	31	30	37	23

US17/OCEAN HIGHWAY from Lanvale Rd to NC133 Split	US17/74/76 (CAPE FEAR MEMORIAL BRIDGE) from NC133 Split to 3rd Street	US74/US421/NC 133 from US17 Split to 3rd Street	US117/COLLEGE ROAD from Holly Shelter Road to Gordon Road	GORDON ROAD from I-40 to Military Cutoff Road	US17/MARKET STREET from NC140 to Washington Acres Road	US17/NC210 from Washington Acres Rd to Sloop Point Rd	US76/EASTWOOD RD from Military Cutoff Road to C. Heide Trask Bridge	US421/CAROLINA BEACH ROAD from Sanders Road to Snow's Cut Bridge	US421/LAKE PARK BLVD from Snow's Cut Bridge to End of US421	VILLAGE ROAD from US17/74/76 to Town Hall Drive	INDEPENDENCE BLVD/COVIL AVENUE from US421 to Market Street	WRIGHTSVILLE AVENUE from 17th Street to US17/College Road	WRIGHTSVILLE AVENUE from College Road to US17/US76/Oleander Dr	NC133/CASTLE HAYNE ROAD from US74 to US17	17TH/16TH STREET from Grace Street to College Road	NC133/RIVER ROAD from Fairview Road to Rabon Way	PINE GROVE DRIVE from College Road to Masonboro Sound Rd
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
7	9	5	6	8	7	7	2	7	2	3	3	4	7	5	3	4	3
3	5	4	4	9	1	8	4	2	3	3	6	6	3	4	7	1	10
1	1	5	4	10	4	5	7	1	3	3	7	7	5	3	5	2	10
7	10	4	4	7	4	5	8	7	1	5	1	2	3	4	2	3	6
1	1	3	6	6	8	4	10	6	1	2	2	3	4	3	3	3	5
6	5	4	2	7	3	4	4	4	1	6	4	5	3	2	8	1	2
8	10	6	4	1	9	10	3	6	2	1	1	1	1	4	2	4	1
33	41	31	30	48	36	43	38	33	13	23	24	28	26	25	30	18	37
1	2	0	2	2	0	0	1	2	1	2	7	3	4	2	8	1	0
1	1	4	6	3	3	3	4	3	10	5	4	9	7	4	5	4	5
1	1	1	1	1	1	1	6	1	3	8	5	8	2	1	10	1	2
10	8	10	10	9	10	10	1	10	10	10	8	8	10	10	6	10	10
10	10	9	8	10	9	9	7	8	8	7	8	9	9	10	7	10	10
23	22	24	27	25	23	23	19	24	32	32	32	37	32	27	36	26	27

SEGMENT SNAPSHOT KEY

MAP OF ROADWAY
SEGMENT

SEGMENT #:

ROADWAY
STUDIED

FROM: STARTING POINT
(CROSS STREET)

TO: END POINT
(CROSS STREET)

LENGTH: # MILES

HOT SPOTS: # OF INTERSECTIONS
WITH AT LEAST ONE MOVEMENT
APPROACHING CAPACITY

- 1. CROSS STREET A
- 2. CROSS STREET B
- 3. CROSS STREET C

ALTERNATE ROUTE(S):
ROADWAY X

WMPO CONGESTION
MANAGEMENT
TECHNIQUES

This section outlines the congestion management strategies from the toolbox (included in the Appendix) that are best suited to mitigate congestion along this particular roadway segment. The strategies are organized using the following categories:

REDUCE DEMAND:

- Strategy A (if any)

SHIFT MODE OF TRIP:

- Strategy B (if any)

IMPROVE OPERATIONS:

- Strategy C (if any)

INCREASE CAPACITY:

- Strategy D (if any)

LAND USE:

- Strategy E (if any)

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	X	# (Range: 1-10)
AM Delay Rate (minutes/mile)	X	# (Range: 1-10)
PM Delay Rate (minutes/mile)	X	# (Range: 1-10)
AM Travel Time Reliability (LoTTR)	X	# (Range: 1-10)
PM Travel Time Reliability (LoTTR)	X	# (Range: 1-10)
Crash Rate (crashes/mile)	X	# (Range: 1-10)
Truck Volume (AADTT)	X	# (Range: 1-10) ¹

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	X Y	# (Range: 0-10) ²
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	X Y Z	# (Range: 1-10)
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	X Y Z	# (Range: 1-10)
Bicycle Crashes (crashes/mile)	X	# (Range: 1-10)
Pedestrian Crashes (crashes/mile)	X	# (Range: 1-10)

¹A score of 1 for Truck Volume indicates low AADTT or no data available.

²While all other metrics were scored on a scale of 1-10, corridors lacking transit entirely were given a score of zero in this category.



**MULTIMODAL
SCORE: ##**

RANGE: 4-50 (Best possible score = 50)

A roadway segment with a high multimodal score contains more multimodal facilities and/or is better suited for multimodal travel than a roadway segment with a low multimodal score.



**TRAVEL TIME
SCORE: ##**

RANGE: 7-70 (Best possible score = 7)

A roadway segment with a high travel time score is less reliable in terms of travel time and more congested than a roadway segment with a low travel time score.

CURRENT PROJECTS AND PLANS

This section outlines any programmed or planned capital projects along this particular roadway segment.* The projects originate from the following plans/sources:

NOTES:

*Does not include bridge repair/maintenance or resurfacing projects

**2014 City of Wilmington Transportation Bond

2020-2029 STIP:

- Project 1 (if any)

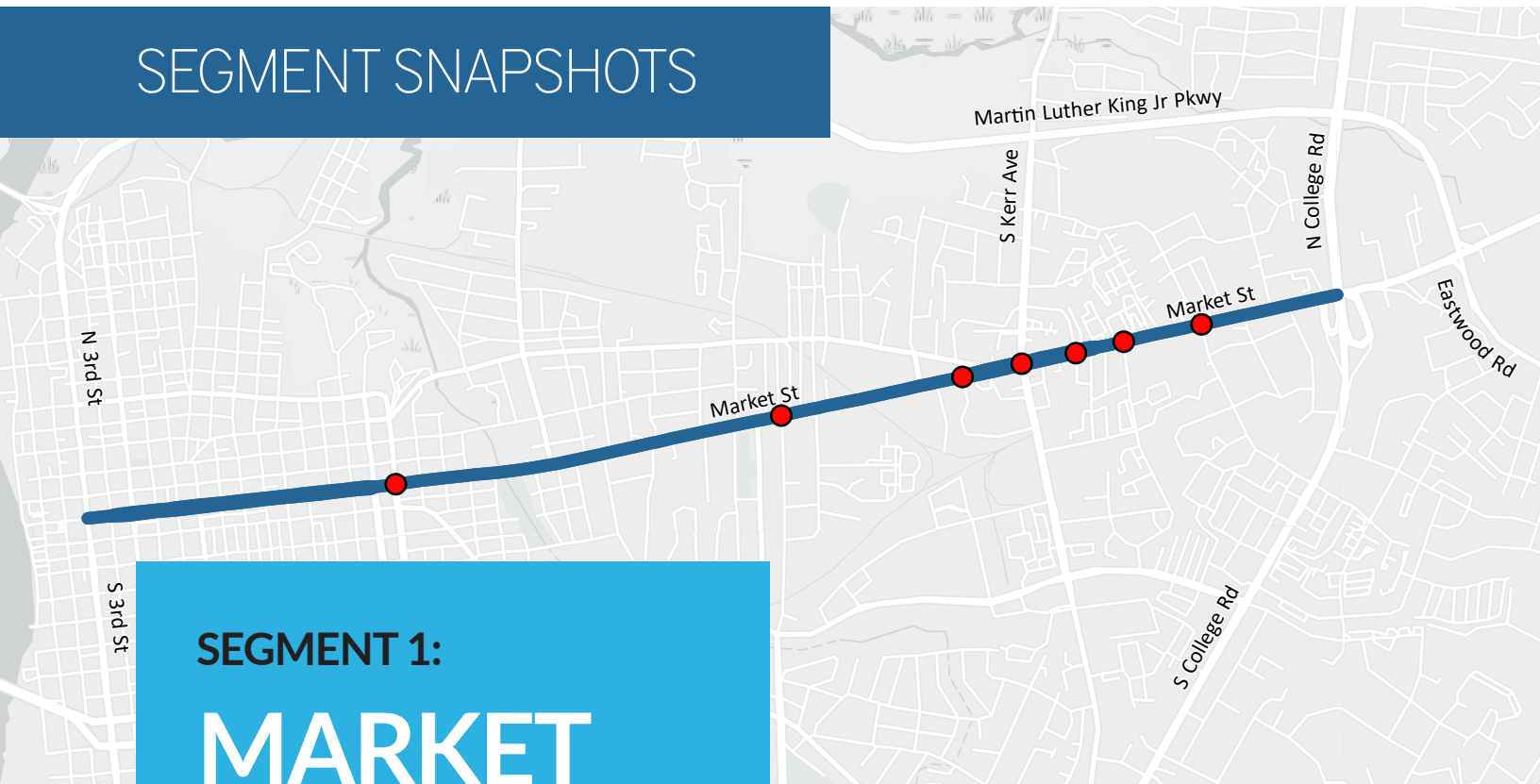
CAPE FEAR MOVING FORWARD 2045:

- Project 2 (if any)

TRANSPORTATION BOND**:

- Project 3 (if any)

SEGMENT SNAPSHOTS



SEGMENT 1:

MARKET STREET

FROM: THIRD STREET
TO: COLLEGE ROAD

LENGTH: 4.39 MILES

HOT SPOTS: 7

1. 17th Street
2. Covil Avenue
3. Cinema Drive
4. Kerr Avenue
5. Wilmington Avenue
6. Lullwater Drive
7. New Centre Drive

ALTERNATE ROUTE(S):
MLK JR PKWY

WMPO CONGESTION MANAGEMENT TECHNIQUES

REDUCE DEMAND:

- Alternative Roadways

SHIFT MODE OF TRIP:

- Expand Bicycle and Pedestrian Network
- Improve Multimodal Access at Intersections
- Increase Transit Frequency
- Transit Stop Improvements

IMPROVE OPERATIONS:

- Access Management
- Geometric Intersection Improvements

LAND USE:

- Construct Supportive Accessways with New Development

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.5382	4
AM Delay Rate (minutes/mile)	0.60	4
PM Delay Rate (minutes/mile)	0.82	5
AM Travel Time Reliability (LOTTR)	1.06	2
PM Travel Time Reliability (LOTTR)	1.09	3
Crash Rate (crashes/mile)	147.84	9
Truck Volume (AADTT)	689	3

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	31 322,440.50	10
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	4.80	6
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	1.71 0.13 0.00	9
Bicycle Crashes (crashes/mile)	1.59	4
Pedestrian Crashes (crashes/mile)	2.51	1



**MULTIMODAL
SCORE: 30**



**TRAVEL TIME
SCORE: 30**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

- EB-6028 | Market St & 21st St HAWK Signal
- U-4902B | US17 BUS/Market St Access Management Improvements (CSX Railroad to Cinema Dr; Jacksonville St to north of College Rd)

CAPE FEAR MOVING FORWARD 2045:

- BP-639 | S 21st St & Market St Crosswalk Improvements
- BP-698 | Market St & Barclay Hills Dr Crosswalk Improvements
- BP-700 | Market St & Lullwater Dr Crosswalk Improvements
- PT-15 | Market St & Kerr Ave Amenity Upgrades
- PT-16 | Market St & Lullwater Dr Amenity Upgrades

- PT-47 | Market St & N 16th St Amenity Upgrades
- PT-147 | Rush Hour Service 8-11am & 3-5pm (105)
- PT-148 | Rush Hour Service 8-11am & 3-5pm (108)
- PT-151 | Earlier Weekday Service (105)
- PT-152 | Earlier Weekday Service (108)
- RW-219 | US17 BUS/Market St Road Diet (I of II)
- RW-220 | US17 BUS/Market St Road Diet (II of II)

TRANSPORTATION BOND:

(none)



SEGMENT 2:

MARKET STREET

FROM: COLLEGE ROAD
TO: NC 140

LENGTH: 6.34 MILES

HOT SPOTS: 7

1. MLK Jr Pkwy/Eastwood Road
2. Cardinal Drive
3. Green Meadows Drive
4. Gordon Road
5. Military Cutoff Road
6. Middle Sound Loop Road
7. Walmart Driveway

ALTERNATE ROUTE(S):

MILITARY CUTOFF ROAD EXT.
(FUTURE)

WMPO CONGESTION MANAGEMENT TECHNIQUES

REDUCE DEMAND:

- Alternative Roadways
- Carpool/Vanpool

SHIFT MODE OF TRIP:

- Expand Bicycle and Pedestrian Network
- Improve Multimodal Access at Intersections

IMPROVE OPERATIONS:

- Access Management
- Geometric Intersection Improvements

LAND USE:

- Transit-Oriented Land Development
- Require MPO Review for Regional Scale Developments
- Construct Supportive Accessways with New Development
- Mixed-Use Land Development
- Encourage Regional Activity Centers
- Infill and Densification

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.8993	7
AM Delay Rate (minutes/mile)	1.70	10
PM Delay Rate (minutes/mile)	1.27	8
AM Travel Time Reliability (LOTTR)	1.14	6
PM Travel Time Reliability (LOTTR)	1.14	5
Crash Rate (crashes/mile)	140.06	8
Truck Volume (AADTT)	1,144	5

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	0 0.00	0
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	2.14	3
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.24 0.01 0.00	2
Bicycle Crashes (crashes/mile)	0.47	9
Pedestrian Crashes (crashes/mile)	0.63	8



**MULTIMODAL
SCORE: 22**



**TRAVEL TIME
SCORE: 49**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

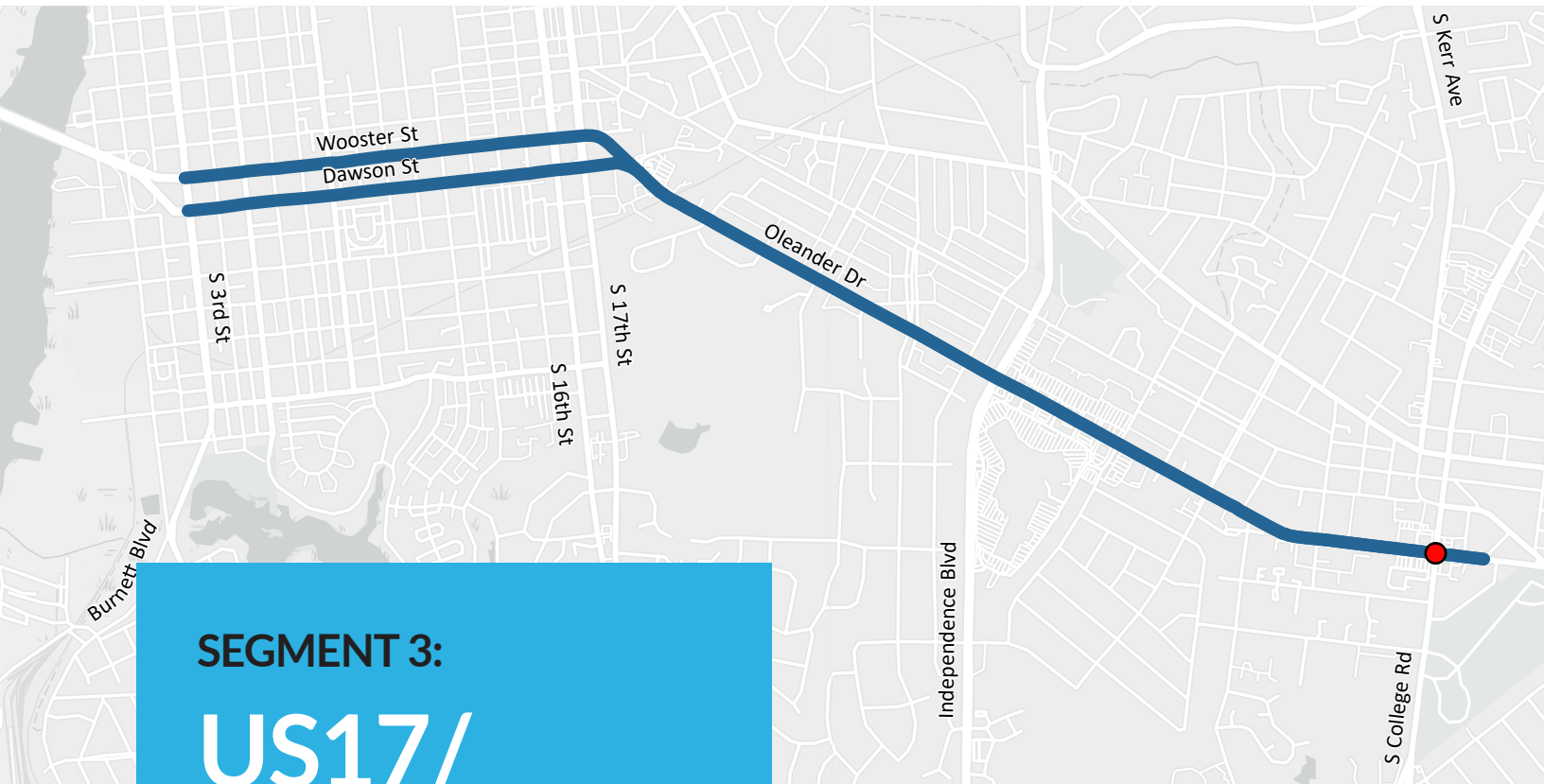
- U-4902B | US17 BUS/Market St Access Management Improvements (CSX Railroad to Cinema Dr; Jacksonville St to north of College Rd)
- U-4902C | US17 BUS/Market St Access Management Improvements (North of College Rd to Station Rd, includes US74/MLK Jr Pkwy & Market St Interchange)
- U-4902D | US17 BUS/Market St Access Management Improvements (Middle Sound Loop Rd to Mendenhall Dr/ Marsh Oaks Dr)

CAPE FEAR MOVING FORWARD 2045:

- PT-8 | New Route to Porters Neck, Heavy Duty Bus
- PT-103 | Market St & Porters Neck Rd Park and Ride
- RW-186 | US17/17 BUS & NC140 Interchange Improvements

TRANSPORTATION BOND:

(none)



SEGMENT 3:

US17/ US76/ OLEANDER DRIVE

FROM: THIRD STREET
TO: TREADWELL STREET

LENGTH: 3.80 MILES

HOT SPOTS: 1

1. College Road

ALTERNATE ROUTE(S):
WRIGHTSVILLE AVENUE

WMPO CONGESTION MANAGEMENT TECHNIQUES

REDUCE DEMAND:

- Carpool/Vanpool

SHIFT MODE OF TRIP:

- Transit Express Routes
- Expand Bicycle and Pedestrian Network
- Multimodal Access at Intersections
- Sidewalk Gap Closure Program

IMPROVE OPERATIONS:

- Improve Signage
- Advanced Transportation Technology
- Intersection Improvements at College Rd.

LAND USE:

- Transit-Oriented Land Development

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.4384	2
AM Delay Rate (minutes/mile)	0.23	2
PM Delay Rate (minutes/mile)	0.51	3
AM Travel Time Reliability (LOTTR)	1.08	3
PM Travel Time Reliability (LOTTR)	1.18	6
Crash Rate (crashes/mile)	189.74	10
Truck Volume (AADTT)	886	4

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	25 121,760.00	7
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	4.50	6
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	1.59 0.03 0.00	8
Bicycle Crashes (crashes/mile)	1.40	5
Pedestrian Crashes (crashes/mile)	1.05	7



**MULTIMODAL
SCORE: 33**



**TRAVEL TIME
SCORE: 30**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

- U-5704 | NC 132/College Rd & US76/Oleander Drive Interchange

CAPE FEAR MOVING FORWARD 2045:

- BP-52 | Oleander Dr Bike/Ped Improvements
- BP-681 | Oleander Dr & Dawson St Crosswalk Improvements
- BP-765 | 10th St & Wooster St Crosswalk Improvements
- PT-5 | New Route through Masonboro Loop Rd with

Hourly Service, Heavy Duty Bus

- RW-17 | US17/76/Oleander Dr Access Management Improvements
- RW-93 | US17/76/Wooster St Streetscape Improvements

TRANSPORTATION BOND:

- Oleander Drive Sidewalk Improvements
- Dawson & Wooster Streetscape



SEGMENT 4:

OLEANDER DRIVE/ MILITARY CUTOFF RD

FROM: TREADWELL STREET
TO: GORDON ROAD

LENGTH: 6.34 MILES

HOT SPOTS: 6

1. Greenville Loop Road
2. Airlie Road/Wrightsville Avenue
3. Wrightsville Avenue (north of previous)
4. Eastwood Road
5. Parker Farm Drive
6. Station Road/McCumber Station Road

ALTERNATE ROUTE(S):
NONE

WMPO CONGESTION MANAGEMENT TECHNIQUES

SHIFT MODE OF TRIP:

- Transit Express Routes
- Expand Bicycle and Pedestrian Network
- Multimodal Access at Intersections

IMPROVE OPERATIONS:

- Geometric Intersection Improvements

INCREASE CAPACITY:

- Add Turning Lanes
- Convert Intersection or Grade Separation to Interchange

LAND USE:

- Construct Supportive Accessways with New Development
- Growth Management Restrictions

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.7325	6
AM Delay Rate (minutes/mile)	0.55	4
PM Delay Rate (minutes/mile)	1.44	8
AM Travel Time Reliability (LOTTR)	1.07	2
PM Travel Time Reliability (LOTTR)	1.17	6
Crash Rate (crashes/mile)	62.62	4
Truck Volume (AADTT)	1,097	5

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	15 74,912.00	4
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	3.00	4
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.29 0.03 0.30	3
Bicycle Crashes (crashes/mile)	0.95	7
Pedestrian Crashes (crashes/mile)	0.32	9



**MULTIMODAL
SCORE: 27**



**TRAVEL TIME
SCORE: 35**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

- U-5710 | US74/Eastwood Rd & Military Cutoff Rd Interchange
- U-6128 | US76/Oleander Dr & Greenville Loop Rd/ Greenville Ave Upgrade Intersection

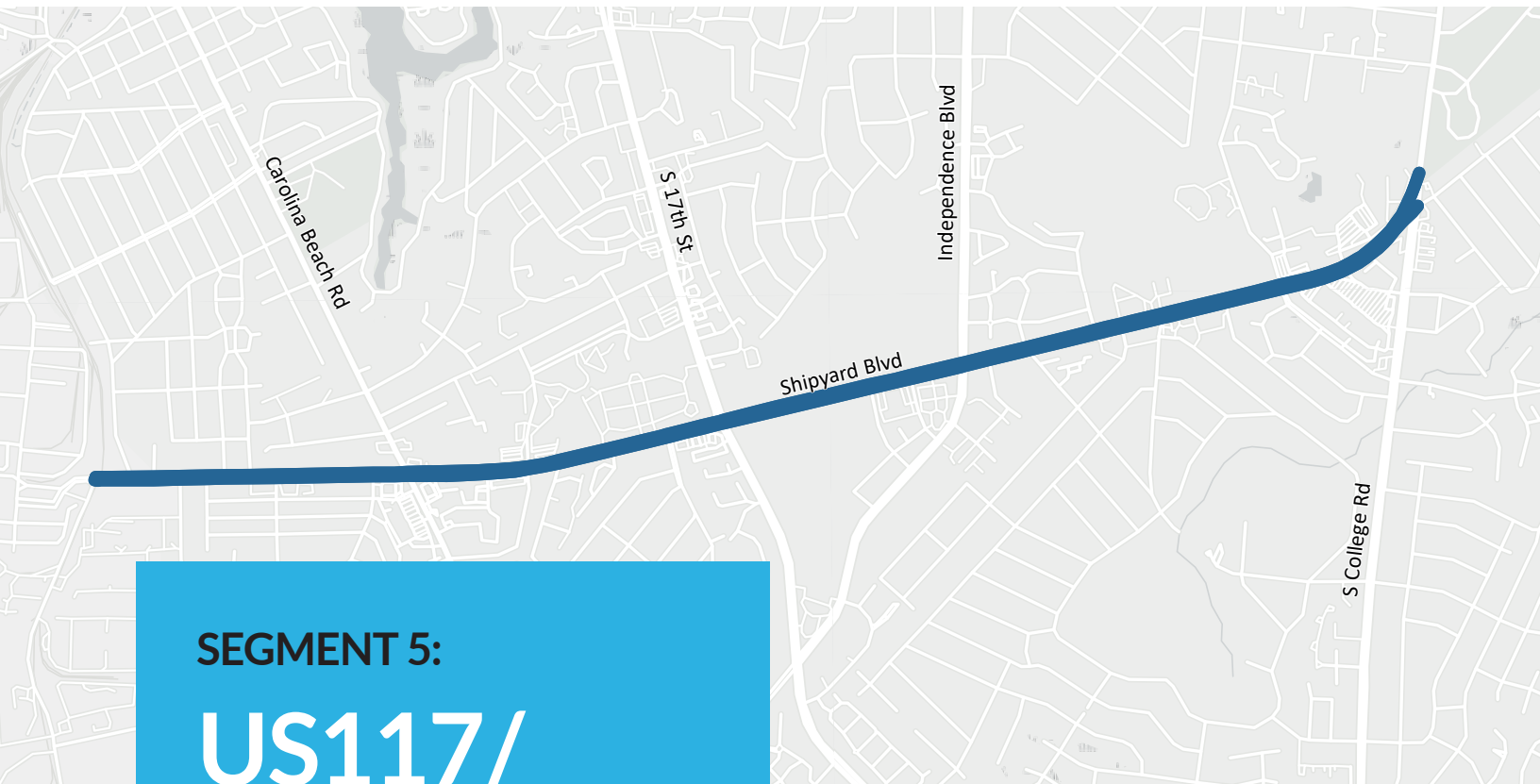
CAPE FEAR MOVING FORWARD 2045:

- BP-579 | Military Cutoff Rd & Station Rd Crosswalk Improvements
- BP-590 | Military Cutoff Rd & Wrightsville Ave Crosswalk Improvements
- BP-591 | Greenville Loop Rd & Oleander Dr Crosswalk Improvements
- BP-633 | Military Cutoff Rd & Cayman Ct Pedestrian Signal
- BP-635 | Parker Farm Dr & Military Cutoff Rd Crosswalk Improvements and Pedestrian Signal

- BP-774 | Military Cutoff Rd & Sir Tyler Dr/Main St Crosswalk Improvements
- BP-775 | Military Cutoff Rd & Destiny Way/Fresco Dr Crosswalk Improvements
- PT-5 | New Route through Masonboro Loop Rd with Hourly Service, Heavy Duty Bus
- PT-9 | Route 104, 30 Minute Frequency
- PT-21 | Oleander Dr & Hawthorne Dr
- PT-22 | Oleander Dr & Giles Ave
- PT-33 | Military Cutoff Rd & Old MacCumber Station Rd
- PT-162 | Military Cutoff Rd High Density Local Route
- RW-17 | US17/76/Oleander Dr Access Management Improvements

TRANSPORTATION BOND:

- Oleander Drive/Pine Grove Drive Realignment



SEGMENT 5:

US117/ SHIPYARD BLVD

FROM: RIVER ROAD
TO: COLLEGE ROAD

LENGTH: 3.62 MILES

HOT SPOTS: 0

ALTERNATE ROUTE(S):
NONE

WMPO CONGESTION MANAGEMENT TECHNIQUES

SHIFT MODE OF TRIP:

- Transit Express Routes
- Expand Bicycle and Pedestrian Network

IMPROVE OPERATIONS:

- Access Management

LAND USE:

- Construct Supportive Accessways with New Development
- Transit-Oriented Land Development
- Mixed-Use Land Development

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.3015	1
AM Delay Rate (minutes/mile)	1.21	7
PM Delay Rate (minutes/mile)	1.07	7
AM Travel Time Reliability (LOTTR)	1.08	3
PM Travel Time Reliability (LOTTR)	1.14	5
Crash Rate (crashes/mile)	60.77	4
Truck Volume (AADTT)	936	4

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	16 225,679.50	7
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	3.00	4
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.77 0.03 0.05	4
Bicycle Crashes (crashes/mile)	0.83	7
Pedestrian Crashes (crashes/mile)	0.83	7



**MULTIMODAL
SCORE: 29**



**TRAVEL TIME
SCORE: 31**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

- U-5729SW | US421/Carolina Beach Rd & US117/Shipyard Blvd Intersection Improvements

Routes (105)

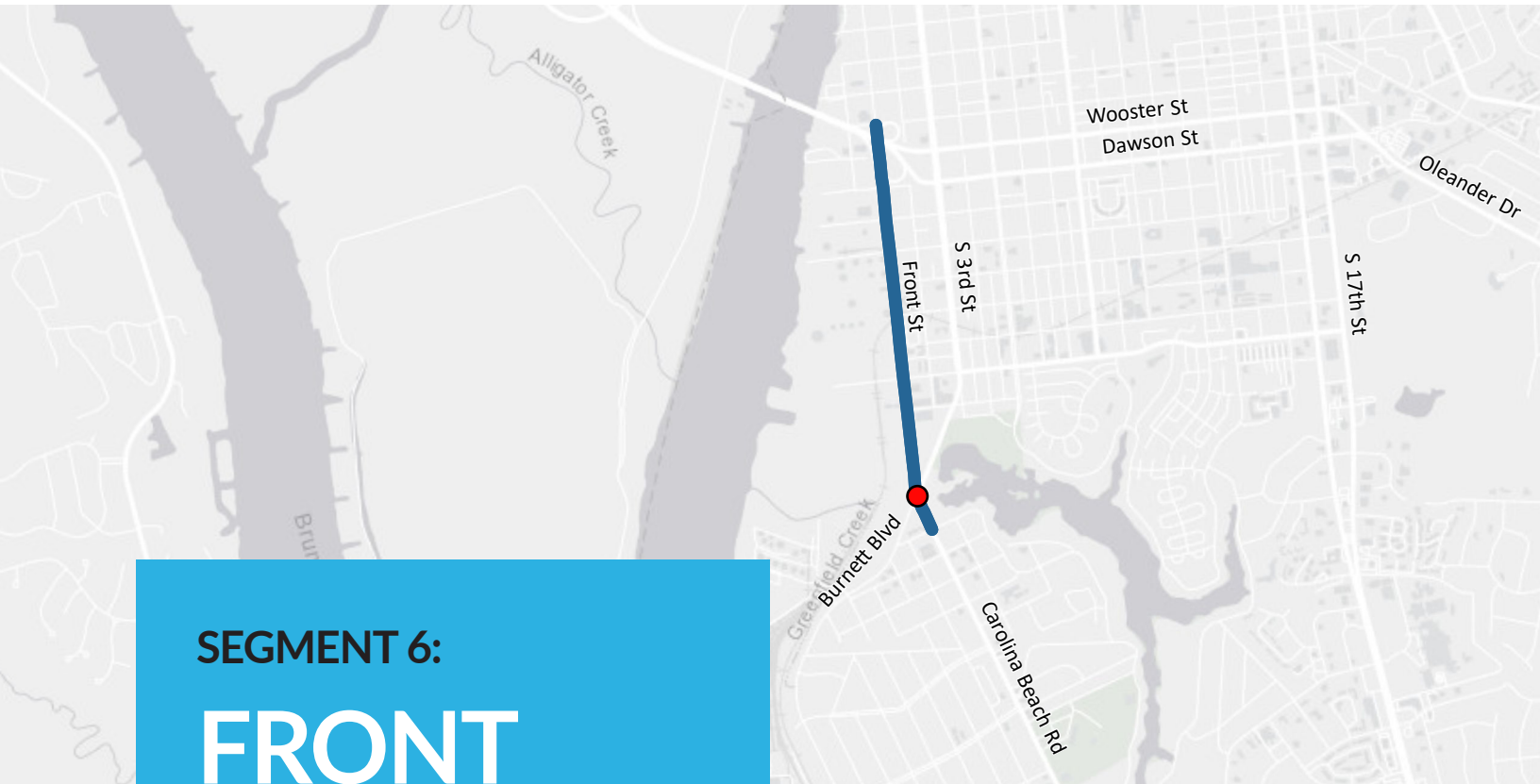
- RW-124 | US117/Shipyard Blvd Speed Sensors & Warning System

CAPE FEAR MOVING FORWARD 2045:

- BP-589 | Carolina Beach Rd & Shipyard Blvd Crosswalk Improvements
- PT-37 | Shipyard Blvd & Commons Dr
- PT-67 | Shipyard Blvd & S 41st St
- PT-147 | Rush Hour Service on High Ridership Routes 8-11am and 3-5pm (105)
- PT-151 | Earlier Weekday Service on High Ridership

TRANSPORTATION BOND:

(none)



SEGMENT 6:

FRONT STREET

FROM: LAKE SHORE DRIVE
TO: CAPE FEAR MEMORIAL BRIDGE

LENGTH: 1.08 MILES

HOT SPOTS: 1

1. Burnett Blvd

ALTERNATE ROUTE(S):
3RD STREET

WMPO CONGESTION MANAGEMENT TECHNIQUES

REDUCE DEMAND:

- Alternative Roadways

SHIFT MODE OF TRIP:

- Expand Bicycle and Pedestrian Network

IMPROVE OPERATIONS:

- Improve Signage
- Freight Traffic Appointments
- Freight Traffic Corridor Signal Timing

INCREASE CAPACITY:

- Add General Purpose Lanes

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	1.2331	10
AM Delay Rate (minutes/mile)	1.17	7
PM Delay Rate (minutes/mile)	0.79	5
AM Travel Time Reliability (LOTTR)	1.15	6
PM Travel Time Reliability (LOTTR)	1.25	7
Crash Rate (crashes/mile)	65.74	4
Truck Volume (AADTT)	2,965	8

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	4 101,933.50	3
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	3.00	4
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.35 0.00 0.00	2
Bicycle Crashes (crashes/mile)	0.90	7
Pedestrian Crashes (crashes/mile)	0.00	10



**MULTIMODAL
SCORE: 26**



**TRAVEL TIME
SCORE: 47**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

- TG-6177 | Route 201 Upgrade Amenities and Bus Stops
- U-5734 | US421/South Front St Widening
- U-5729REG | US421/Carolina Beach Rd Upgrade Roadway

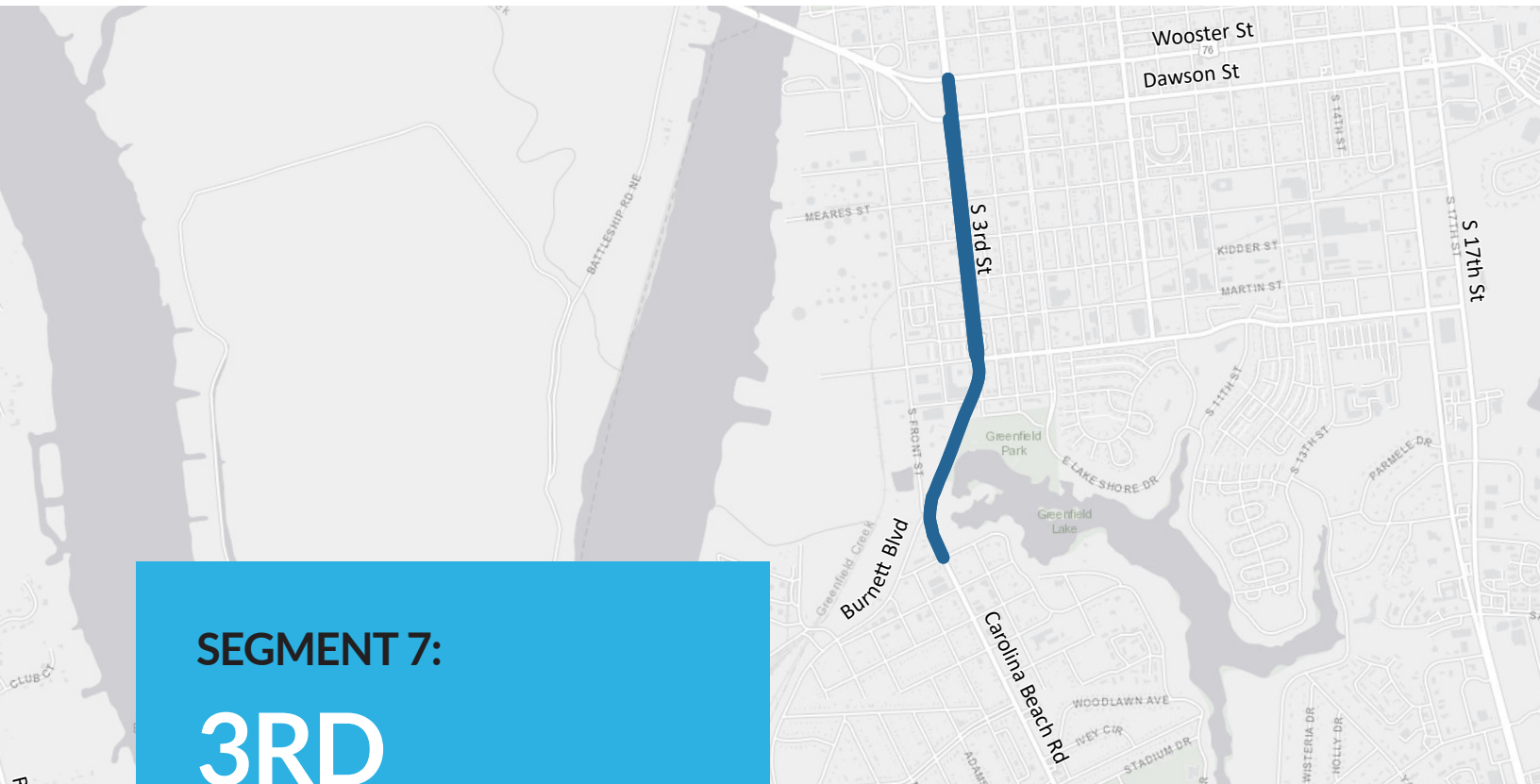
CAPE FEAR MOVING FORWARD 2045:

- BP-370 | Front St Sharrows (Phase 1)
- BP-471 | Front St Sharrows (Phase 2)
- FR-12 | Front St RR Crossings, Meares
- FR-13 | Front St RR Crossings, Marstellar

- FR-14 | Front St RR Crossings, Kidder
- PT-149 | Rush Hour Service on High Ridership Routes 8-11am and 3-5pm (201)
- PT-153 | Earlier Weekday Service on High Ridership Routes (201)
- PT-156 | Route 204 Extended Service to 9pm and Weekends

TRANSPORTATION BOND:

- Carolina Beach Road Streetscape



SEGMENT 7:

3RD STREET

FROM: LAKE SHORE DRIVE
TO: WOOSTER STREET

LENGTH: 1.07 MILES

HOT SPOTS: 0

ALTERNATE ROUTE(S):
FRONT STREET

WMPO CONGESTION MANAGEMENT TECHNIQUES

REDUCE DEMAND:

- Alternative Roadways

SHIFT MODE OF TRIP:

- Increase Transit Frequency
- Multimodal Access at Intersections

IMPROVE OPERATIONS:

- Improve Signage
- Access Management

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.4272	2
AM Delay Rate (minutes/mile)	0.70	5
PM Delay Rate (minutes/mile)	1.65	10
AM Travel Time Reliability (LOTTR)	1.09	3
PM Travel Time Reliability (LOTTR)	1.31	8
Crash Rate (crashes/mile)	148.60	9
Truck Volume (AADTT)	805	4

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	0 113,635.00	2
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	5.13	7
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	1.57 0.03 0.00	8
Bicycle Crashes (crashes/mile)	1.87	3
Pedestrian Crashes (crashes/mile)	0.00	10



**MULTIMODAL
SCORE: 30**



**TRAVEL TIME
SCORE: 41**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

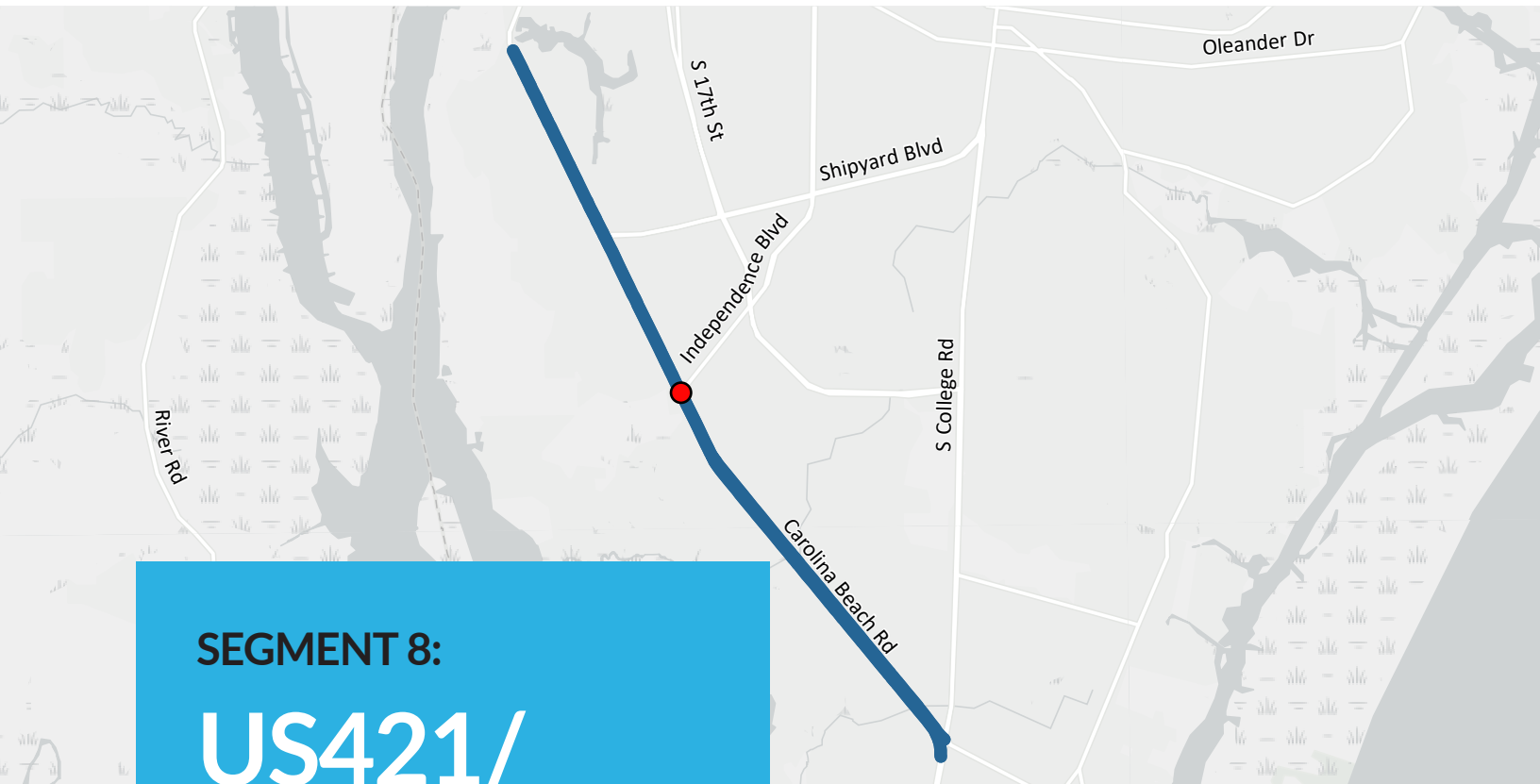
- U-5729REG | US421/Carolina Beach Rd Upgrade Roadway

CAPE FEAR MOVING FORWARD 2045:

- BP-669 | 3rd St & Dawson St Crosswalk Improvements
- PT-135 | Extend Trolley Service Frequency
- PT-156 | Route 204 Extended Service to 9pm and Weekends

TRANSPORTATION BOND:

- Carolina Beach Road Streetscape



SEGMENT 8:

US421/ CAROLINA BEACH ROAD

FROM: LAKE SHORE DRIVE
TO: COLLEGE ROAD

LENGTH: 5.73 MILES

HOT SPOTS: 1

1. Independence Blvd

ALTERNATE ROUTE(S):
NONE

WMPO CONGESTION MANAGEMENT TECHNIQUES

SHIFT MODE OF TRIP:

- Increase Transit Frequency
- Expand Bicycle and Pedestrian Network
- Multimodal Access at Intersections
- Sidewalk Gap Closure Program
- Transit Stop Improvements

IMPROVE OPERATIONS:

- Access Management

INCREASE CAPACITY:

- Convert Intersection or Grade Separation to Interchange

LAND USE:

- Transit-Oriented Land Development
- Require MPO Review for Regional Scale Developments
- Construct Supportive Accessways with New Development
- Mixed-Use Land Development
- Encourage Regional Activity Centers
- Infill and Densification

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.6757	6
AM Delay Rate (minutes/mile)	0.67	5
PM Delay Rate (minutes/mile)	0.72	5
AM Travel Time Reliability (LOTTR)	1.15	6
PM Travel Time Reliability (LOTTR)	1.15	6
Crash Rate (crashes/mile)	88.48	6
Truck Volume (AADTT)	1,535	6

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	25 192,554.50	8
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	3.00	4
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.71 0.04 0.00	4
Bicycle Crashes (crashes/mile)	0.87	7
Pedestrian Crashes (crashes/mile)	1.57	4



**MULTIMODAL
SCORE: 27**



**TRAVEL TIME
SCORE: 40**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

- TG-6178 | Route 201 Upgrade Amenities and Bus Stops
- U-5729 | US421/Carolina Beach Rd Upgrade

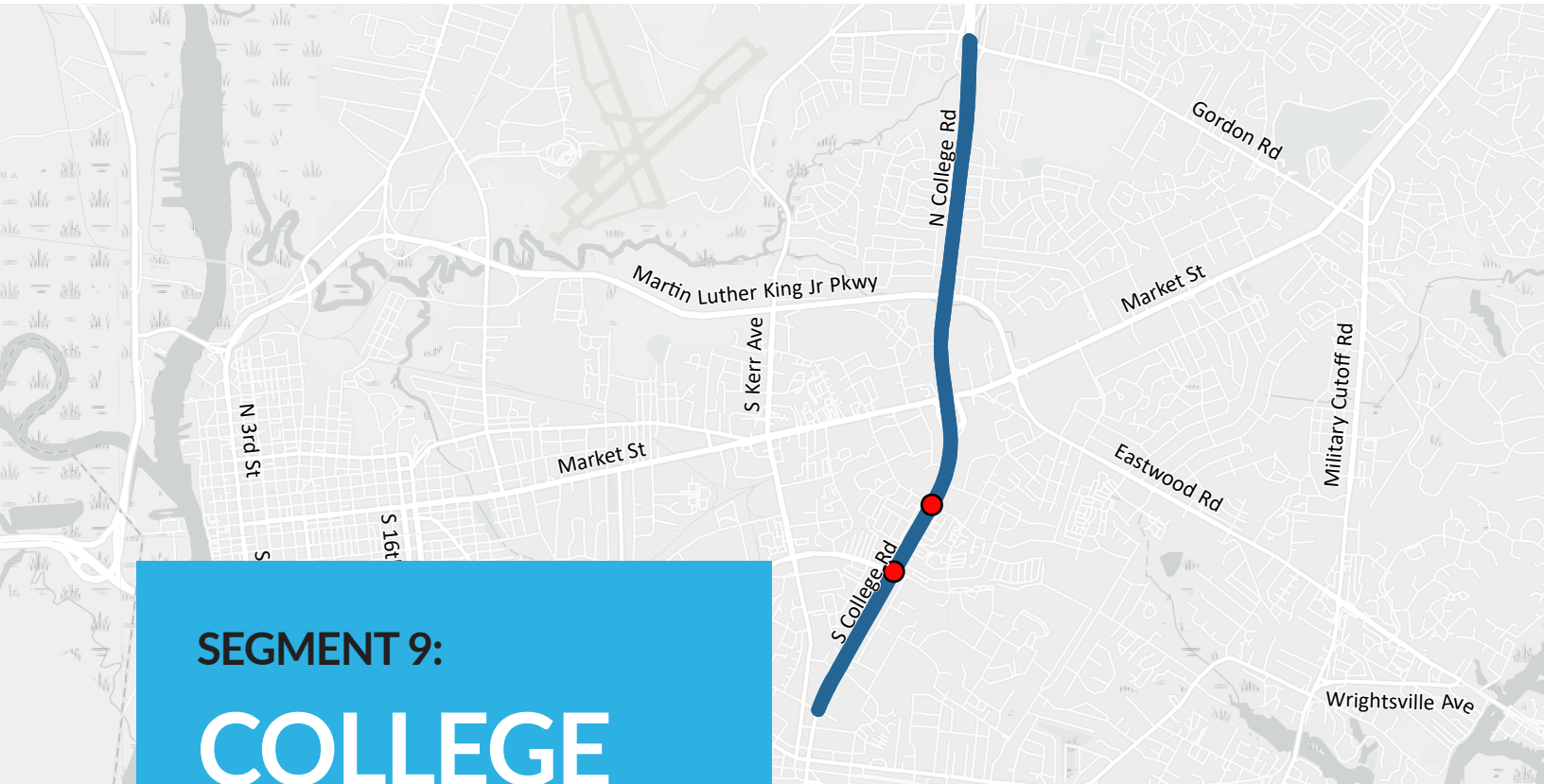
CAPE FEAR MOVING FORWARD 2045:

- BP-589 | Carolina Beach Rd & Shipyard Blvd Crosswalk Improvements
- BP-580 | Carolina Beach Rd & Mateo Dr Crosswalk Improvements
- BP-594 | Carolina Beach Rd & Independence Blvd Crosswalk Improvements
- BP-619 | Carolina Beach Rd & Antoinette Dr Crosswalk Improvements

- BP-855 | Echo Farms Blvd & Belfairs Dr Crosswalk Improvements
- PT-44 | Carolina Beach Rd at Roses
- PT-53 | Carolina Beach Rd & Tennessee Ave (BOA)
- PT-146 | Route 301 Hourly Frequency
- PT-149 | Rush Hour Service on High Ridership Routes 8-11am and 3-5pm (201)
- PT-153 | Earlier Weekday Service on High Ridership Routes (201)
- PT-155 | Upgrade Route 107 to Hourly to Align with Route 301

TRANSPORTATION BOND:

(none)



SEGMENT 9:

COLLEGE ROAD

FROM: GORDON ROAD
TO: WILSHIRE BLVD

LENGTH: 4.30 MILES

HOT SPOTS: 2

1. Randall Pkwy
2. New Centre Drive

ALTERNATE ROUTE(S):
KERR AVENUE

WMPO CONGESTION MANAGEMENT TECHNIQUES

SHIFT MODE OF TRIP:

- Transit Express Routes
- Multimodal Access at Intersections
- Expand Bicycle and Pedestrian Network

IMPROVE OPERATIONS:

- Geometric Intersection Improvements
- Access Management

INCREASE CAPACITY:

- Add Turning Lanes
- Convert Intersection or Grade Separation to Interchange

LAND USE:

- Growth Management Restrictions
- Construct Supportive Accessways with New Development

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.8081	7
AM Delay Rate (minutes/mile)	1.31	8
PM Delay Rate (minutes/mile)	1.62	9
AM Travel Time Reliability (LOTTR)	1.10	4
PM Travel Time Reliability (LOTTR)	1.18	6
Crash Rate (crashes/mile)	157.91	9
Truck Volume (AADTT)	1,712	6

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	13 286,068.50	7
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	2.36	3
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.34 0.06 0.00	2
Bicycle Crashes (crashes/mile)	0.23	10
Pedestrian Crashes (crashes/mile)	0.93	7



**MULTIMODAL
SCORE: 29**



**TRAVEL TIME
SCORE: 49**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

- U-5702A | US117/NC132/College Rd Access Management (New Centre Dr to Shipyard Blvd)
- U-5792 | US74/MLK Jr Pkwy & US117/NC132/College Rd Intersection
- U-5881 | US117/NC132/College Rd Upgrade Roadway

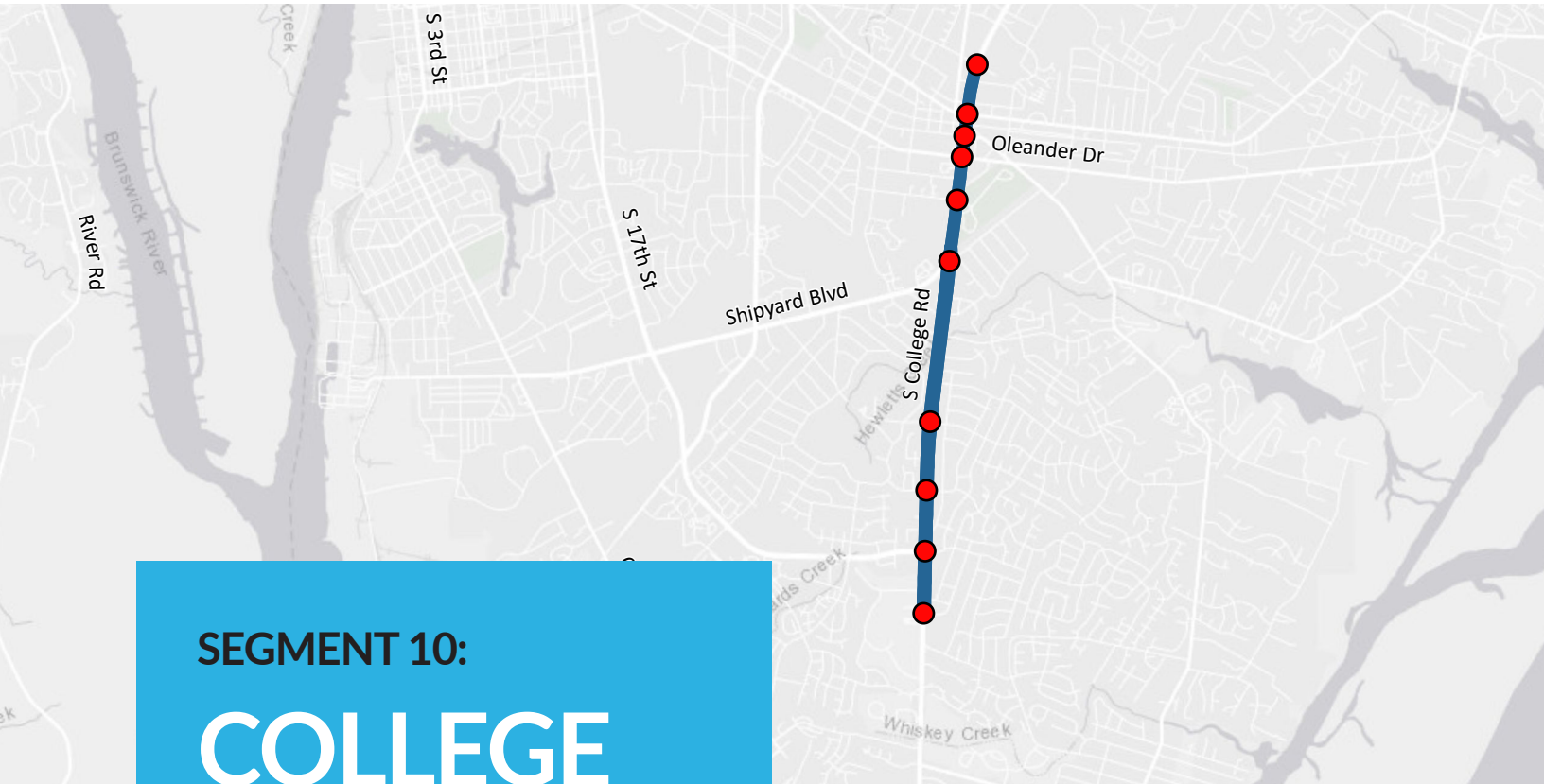
CAPE FEAR MOVING FORWARD 2045:

- BP-35 | College Rd MUP (Phase 1)
- BP-36 | College Rd MUP (Phase 2)
- BP-432 | South Smith Creek Trail MUP
- BP-546 | Central College Rd Trail MUP
- BP-636 | University Dr & S College Rd Crosswalk Improvements

- BP-649 | New Centre Dr & N College Rd Pedestrian Signal
- BP-661 | College Rd & Randall Pkwy Crosswalk Improvements
- PT-155 | Upgrade Route 107 to Hourly to Align with Route 301
- PT-18 | S College Rd (SB) at University Dr
- PT-19 | S College Rd & Wilshire Blvd
- PT-25 | S College Rd (NB) at University Dr
- PT-27 | S College Rd & Randall Pkwy
- PT-148 | Rush Hour Service on High Ridership Routes 8-11am and 3-5pm (108)
- PT-152 | Earlier Weekday Service on High Ridership Routes (108)

TRANSPORTATION BOND:

(none)



SEGMENT 10:

COLLEGE ROAD

FROM: WILSHIRE BLVD
TO: PINECLIFF DRIVE

LENGTH: 3.36 MILES

HOT SPOTS: 10

1. Pinecliff Drive
2. 17th Street
3. Bragg Drive
4. Pine Valley Drive
5. Shipyard Blvd
6. Lake Avenue
7. Oleander Drive
8. Kerr Avenue
9. Wrightsville Avenue
10. Wilshire Blvd

ALTERNATE ROUTE(S):
INDEPENDENCE BLVD

WMPO CONGESTION MANAGEMENT TECHNIQUES

REDUCE DEMAND:

- Alternative Roadways

SHIFT MODE OF TRIP:

- Expand Bicycle and Pedestrian Network
- Multimodal Access at Intersections

IMPROVE OPERATIONS:

- Access Management

INCREASE CAPACITY:

- Convert Intersection or Grade Separation to Interchange

LAND USE:

- Construct Supportive Accessways with New Development

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.7791	6
AM Delay Rate (minutes/mile)	1.91	10
PM Delay Rate (minutes/mile)	1.82	10
AM Travel Time Reliability (LOTTR)	1.21	7
PM Travel Time Reliability (LOTTR)	1.20	6
Crash Rate (crashes/mile)	151.79	9
Truck Volume (AADTT)	1,207	5

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	8 95,412.00	3
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	2.89	4
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.48 0.04 0.37	5
Bicycle Crashes (crashes/mile)	0.30	9
Pedestrian Crashes (crashes/mile)	0.60	8



**MULTIMODAL
SCORE: 29**



**TRAVEL TIME
SCORE: 53**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

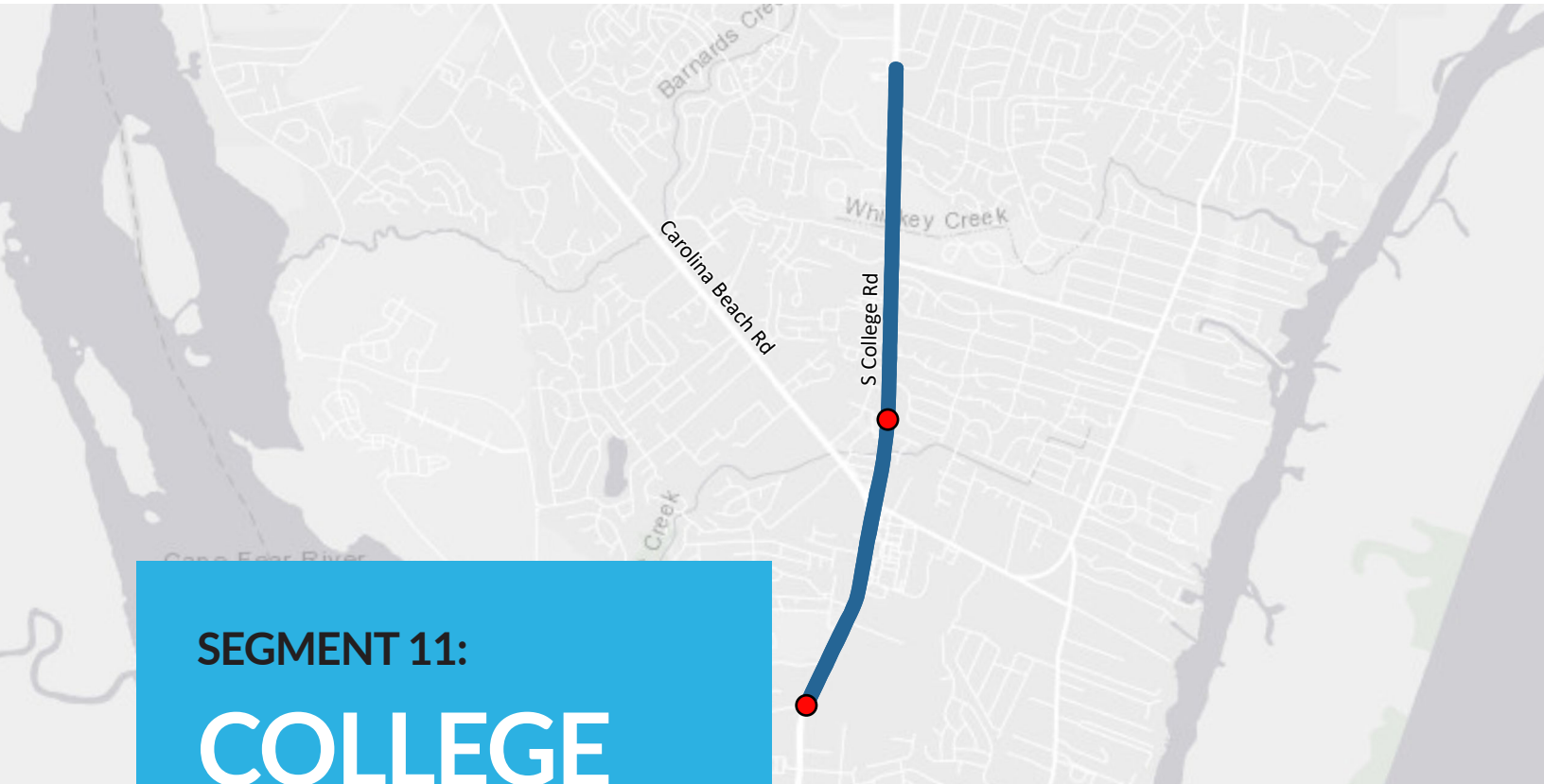
- TD-5292 | Route 202 Amenity Upgrades
- U-5702A | US117/NC132/College Rd Access Management (New Centre Dr to Shipyard Blvd)
- U-5702B | US117/NC132/College Rd Access Management (Shipyard Blvd to US421/Carolina Beach Rd)
- U-5704 | US17/76/Oleander Dr & US117/NC132/College Rd Interchange

TRANSPORTATION BOND:

- Central College Trail

CAPE FEAR MOVING FORWARD 2045:

- PT-5 | New Route through Masonboro Loop Rd with Hourly Service, Heavy Duty Bus
- PT-19 | S College Rd & Wilshire Blvd
- PT-66 | Lake Ave & S College Rd



SEGMENT 11:

COLLEGE ROAD/ CAROLINA BEACH RD

FROM: PINECLIFF DRIVE
TO: SANDERS ROAD

LENGTH: 3.12 MILES

HOT SPOTS: 2

1. Sanders Road
2. Frontage Road

ALTERNATE ROUTE(S):
RIVER ROAD

WMPO CONGESTION MANAGEMENT TECHNIQUES

REDUCE DEMAND:

- Carpool/Vanpool

SHIFT MODE OF TRIP:

- Increase Transit Frequency
- Multimodal Access at Intersections
- Establish Park and Ride Lots

IMPROVE OPERATIONS:

- Access Management
- Improve Signage

INCREASE CAPACITY:

- Convert Intersection/Grade Separation to Interchange
- Add General Purpose Lanes

LAND USE:

- Growth Management Restrictions
- Transit-Oriented Land Development
- Require MPO Review for Regional Scale Developments
- Construct Supportive Accessways with New Development
- Mixed-Use Land Development
- Encourage Regional Activity Centers
- Infill and Densification

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	1.2217	10
AM Delay Rate (minutes/mile)	0.82	6
PM Delay Rate (minutes/mile)	0.57	4
AM Travel Time Reliability (LOTTR)	1.19	6
PM Travel Time Reliability (LOTTR)	1.21	6
Crash Rate (crashes/mile)	116.99	7
Truck Volume (AADTT)	1,273	6

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	6 91,933.00	3
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	2.00	3
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.08 0.00 0.00	1
Bicycle Crashes (crashes/mile)	0.32	9
Pedestrian Crashes (crashes/mile)	0.00	10



**MULTIMODAL
SCORE: 26**



**TRAVEL TIME
SCORE: 45**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

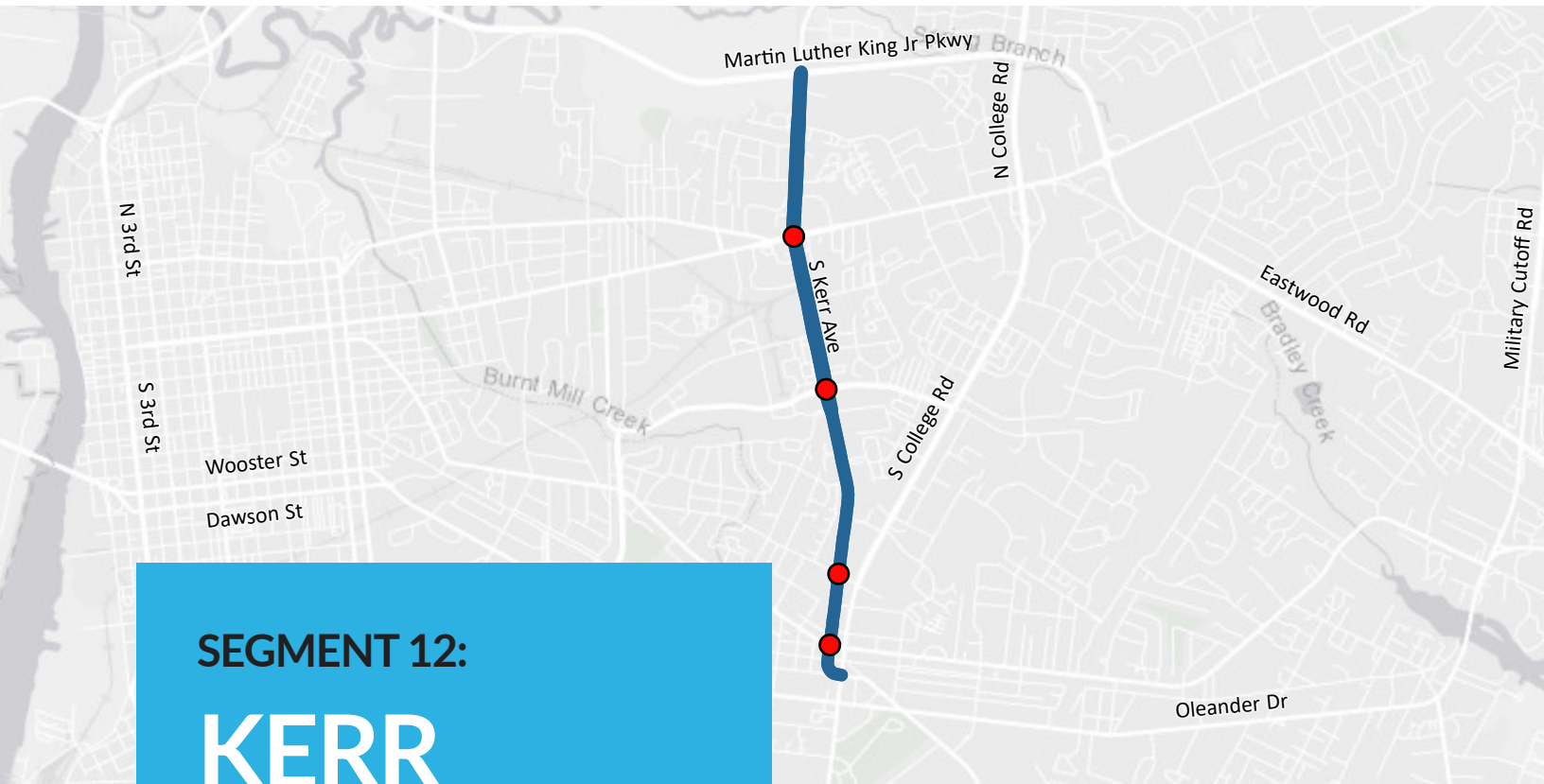
- TG-6178 | Route 201 Upgrade Amenities and Bus Stops
- U-5702B | US117/NC132/College Rd Access Management (Shipyard Blvd to US421/Carolina Beach Rd)
- U-5790 | US421/Carolina Beach Rd Widening & Intersection Improvements

TRANSPORTATION BOND:

(none)

CAPE FEAR MOVING FORWARD 2045:

- BP-584 | Carolina Beach Rd & Independence Blvd Crosswalk Improvements
- PT-149 | Rush Hour Service on High Ridership Routes 8-11am and 3-5pm (201)
- PT-153 | Earlier Weekday Service on High Ridership Routes (201)



SEGMENT 12:

KERR AVENUE

FROM: MLK JR PKWY
TO: COLLEGE ROAD

LENGTH: 2.96 MILES

HOT SPOTS: 4

1. Wrightsville Avenue
2. Wilshire Blvd
3. Randall Pkwy
4. Market Street

ALTERNATE ROUTE(S):
COLLEGE ROAD

WMPO CONGESTION MANAGEMENT TECHNIQUES

REDUCE DEMAND:

- Alternative Roadways

SHIFT MODE OF TRIP:

- Increase Transit Frequency
- Expand Bicycle and Pedestrian Network
- Multimodal Access at Intersections

IMPROVE OPERATIONS:

- Geometric Intersection Improvements

INCREASE CAPACITY:

- Convert Intersection or Grade Separation to Interchange

LAND USE:

- Transit-Oriented Land Development

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.8448	7
AM Delay Rate (minutes/mile)	0.91	6
PM Delay Rate (minutes/mile)	1.30	8
AM Travel Time Reliability (LOTTR)	1.08	3
PM Travel Time Reliability (LOTTR)	1.07	2
Crash Rate (crashes/mile)	114.53	7
Truck Volume (AADTT)	0	1

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	12 170,993.00	5
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	6.64	9
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	1.05 0.15 0.04	6
Bicycle Crashes (crashes/mile)	1.01	7
Pedestrian Crashes (crashes/mile)	1.69	4



**MULTIMODAL
SCORE: 31**



**TRAVEL TIME
SCORE: 34**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

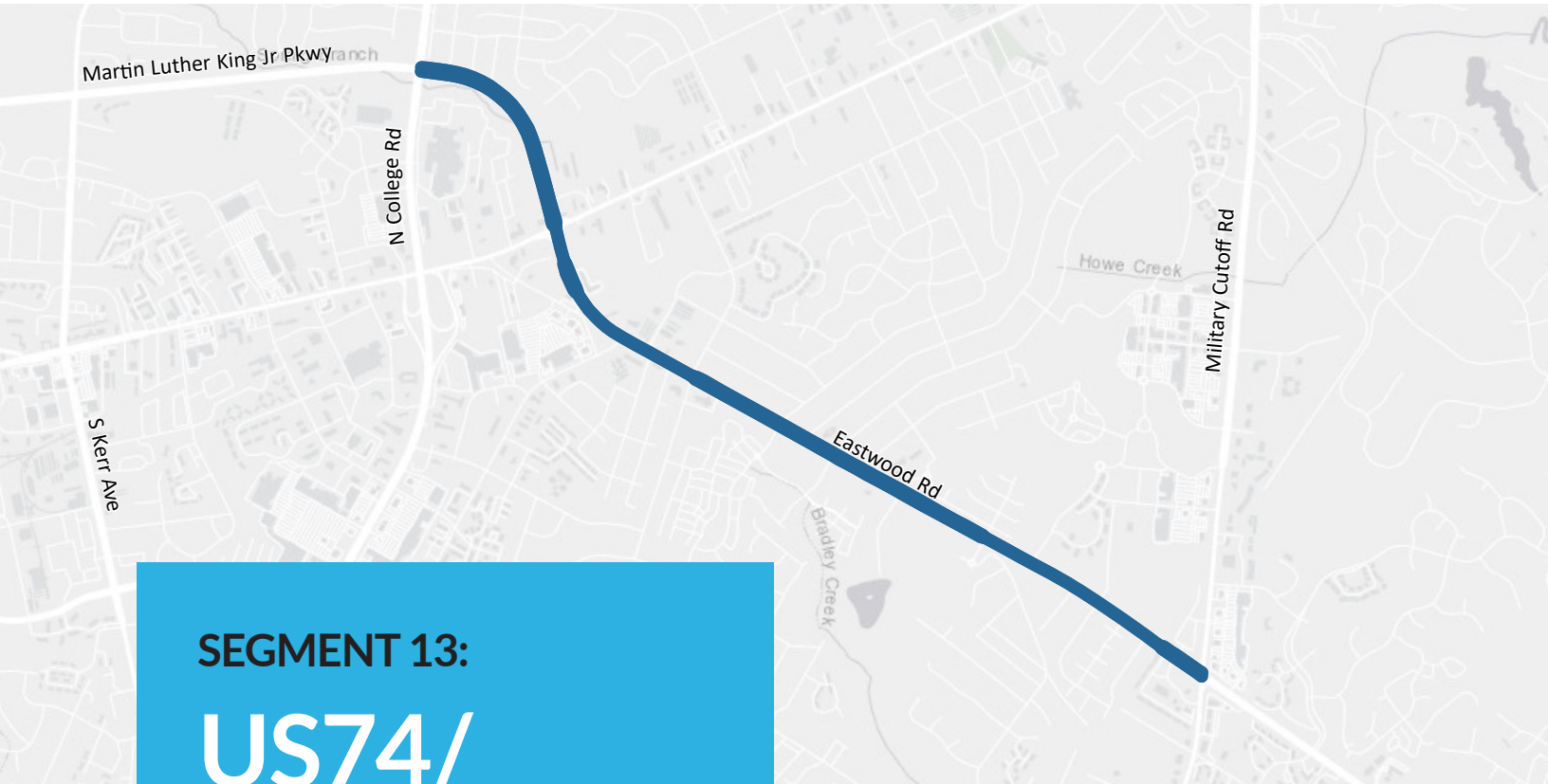
- U-3338 | Kerr Ave & MLK Jr Pkwy Interchange
- U-6080 | Kerr Ave Widening

CAPE FEAR MOVING FORWARD 2045:

- BP-49 | Peachtree Ave MUP
- PT-15 | Market St & Kerr Ave
- PT-147 | Rush Hour Service on High Ridership Routes 8-11am and 3-5pm (105)
- PT-151 | Earlier Weekday Service on High Ridership Routes (105)

TRANSPORTATION BOND:

- Kerr Avenue Trail and Intersection Improvements



SEGMENT 13:

US74/ MLK JR PKWY/ EASTWOOD ROAD

FROM: COLLEGE ROAD
TO: MILITARY CUTOFF ROAD

LENGTH: 3.16 MILES

HOT SPOTS: 0

ALTERNATE ROUTE(S):
MARKET STREET

WMPO CONGESTION MANAGEMENT TECHNIQUES

REDUCE DEMAND:

- Alternative Roadways

SHIFT MODE OF TRIP:

- Increase Transit Frequency
- Transit Express Routes
- Multimodal Access at Intersections

IMPROVE OPERATIONS:

- Geometric Intersection Improvements

INCREASE CAPACITY:

- Convert Intersection or Grade Separation to Interchange

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.4861	3
AM Delay Rate (minutes/mile)	1.23	7
PM Delay Rate (minutes/mile)	1.75	10
AM Travel Time Reliability (LOTTR)	1.17	6
PM Travel Time Reliability (LOTTR)	1.18	6
Crash Rate (crashes/mile)	76.27	5
Truck Volume (AADTT)	908	4

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	5 36,218.00	2
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	3.88	5
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.77 0.06 0.57	7
Bicycle Crashes (crashes/mile)	0.95	7
Pedestrian Crashes (crashes/mile)	0.32	9



**MULTIMODAL
SCORE: 30**



**TRAVEL TIME
SCORE: 41**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

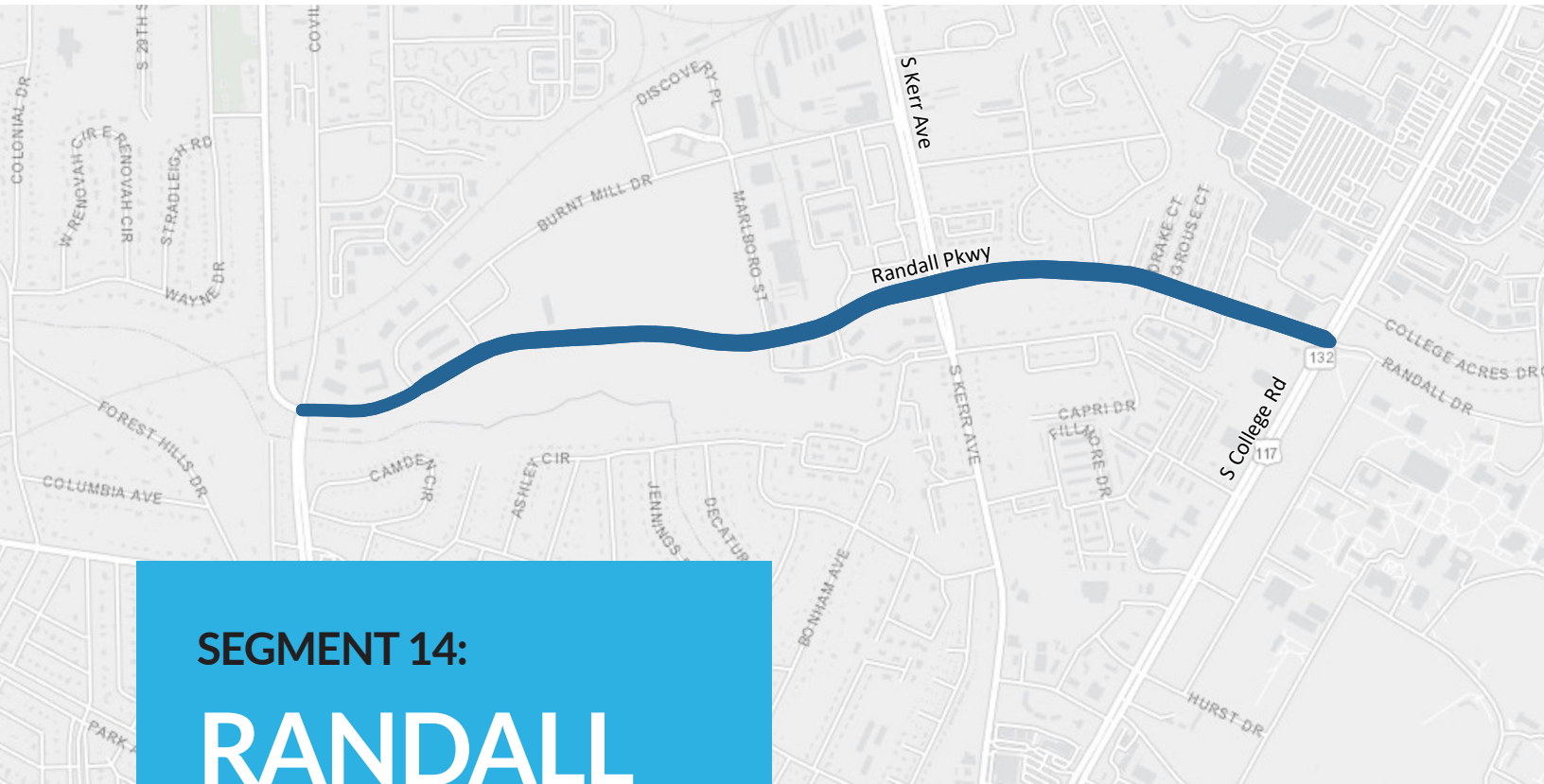
- U-5710 | US74/Eastwood Rd & Military Cutoff Rd
- U-5792 | US74/MLK Jr Pkwy & US117/NC132/College Rd Intersection

CAPE FEAR MOVING FORWARD 2045:

- BP-642 | Eastwood Rd & Bay Creek Dr Crosswalk Improvements
- PT-31 | Eastwood Rd & Rogersville Rd

TRANSPORTATION BOND:

- Eastwood Road Median and Traffic Signals



SEGMENT 14:

RANDALL PKWY

FROM: COVIL AVENUE/
INDEPENDENCE BLVD

TO: COLLEGE ROAD

LENGTH: 1.67 MILES

HOT SPOTS: 0

ALTERNATE ROUTE(S):
WRIGHTSVILLE AVENUE

WMPO CONGESTION MANAGEMENT TECHNIQUES

SHIFT MODE OF TRIP:

- Increase Transit Frequency
- Improve Bicycle Storage
- Multimodal Access at Intersections

IMPROVE OPERATIONS:

- Geometric Intersection Improvements

LAND USE:

- Construct Supportive Accessways with New Development

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.3484	1
AM Delay Rate (minutes/mile)	0.55	4
PM Delay Rate (minutes/mile)	0.67	4
AM Travel Time Reliability (LOTTR)	1.09	3
PM Travel Time Reliability (LOTTR)	1.07	2
Crash Rate (crashes/mile)	75.45	5
Truck Volume (AADTT)	0	1

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	8 163,175.00	4
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	7.62	10
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.66 0.10 0.75	7
Bicycle Crashes (crashes/mile)	0.60	8
Pedestrian Crashes (crashes/mile)	0.60	8



**MULTIMODAL
SCORE: 37**



**TRAVEL TIME
SCORE: 20**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

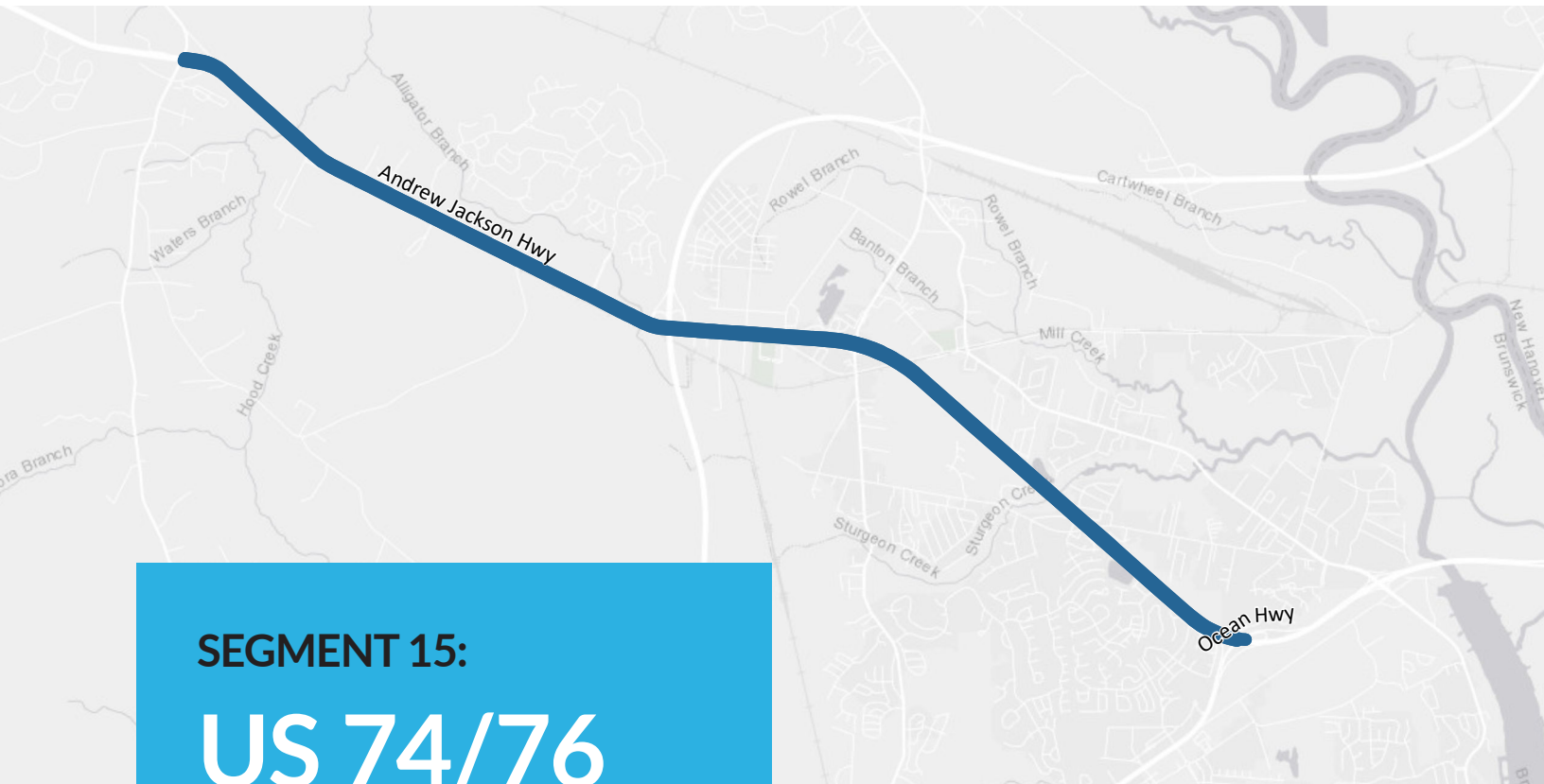
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TRANSPORTATION BOND:

(none)

CAPE FEAR MOVING FORWARD 2045:

- BP-559 | Cross City Trail MUP
- BP-661 | College Rd & Randall Pkwy Crosswalk Improvements
- PT-28 | Randall Pkwy & Brailsford Dr
- PT-148 | Rush Hour Service on High Ridership Routes 8-11am and 3-5pm (108)
- PT-152 | Earlier Weekday Service on High Ridership Routes (108)



SEGMENT 15:

US 74/76

FROM: MACO ROAD
TO: US17/OCEAN HWY

LENGTH: 8.67 MILES

HOT SPOTS: 0

ALTERNATE ROUTE(S):
I-140/WILMINGTON BYPASS

WMPO CONGESTION MANAGEMENT TECHNIQUES

REDUCE DEMAND:

- Alternative Roadways

IMPROVE OPERATIONS:

- Access Management

INCREASE CAPACITY:

- Convert Intersection or Grade Separation to Interchange

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.4514	3
AM Delay Rate (minutes/mile)	0.02	1
PM Delay Rate (minutes/mile)	0.00	1
AM Travel Time Reliability (LOTTR)	1.08	3
PM Travel Time Reliability (LOTTR)	1.05	1
Crash Rate (crashes/mile)	19.61	1
Truck Volume (AADTT)	3,128	8

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	0 0.00	0
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	1.74	2
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.00 0.00 0.00	1
Bicycle Crashes (crashes/mile)	0.00	10
Pedestrian Crashes (crashes/mile)	0.00	10



**MULTIMODAL
SCORE: 23**



**TRAVEL TIME
SCORE: 18**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

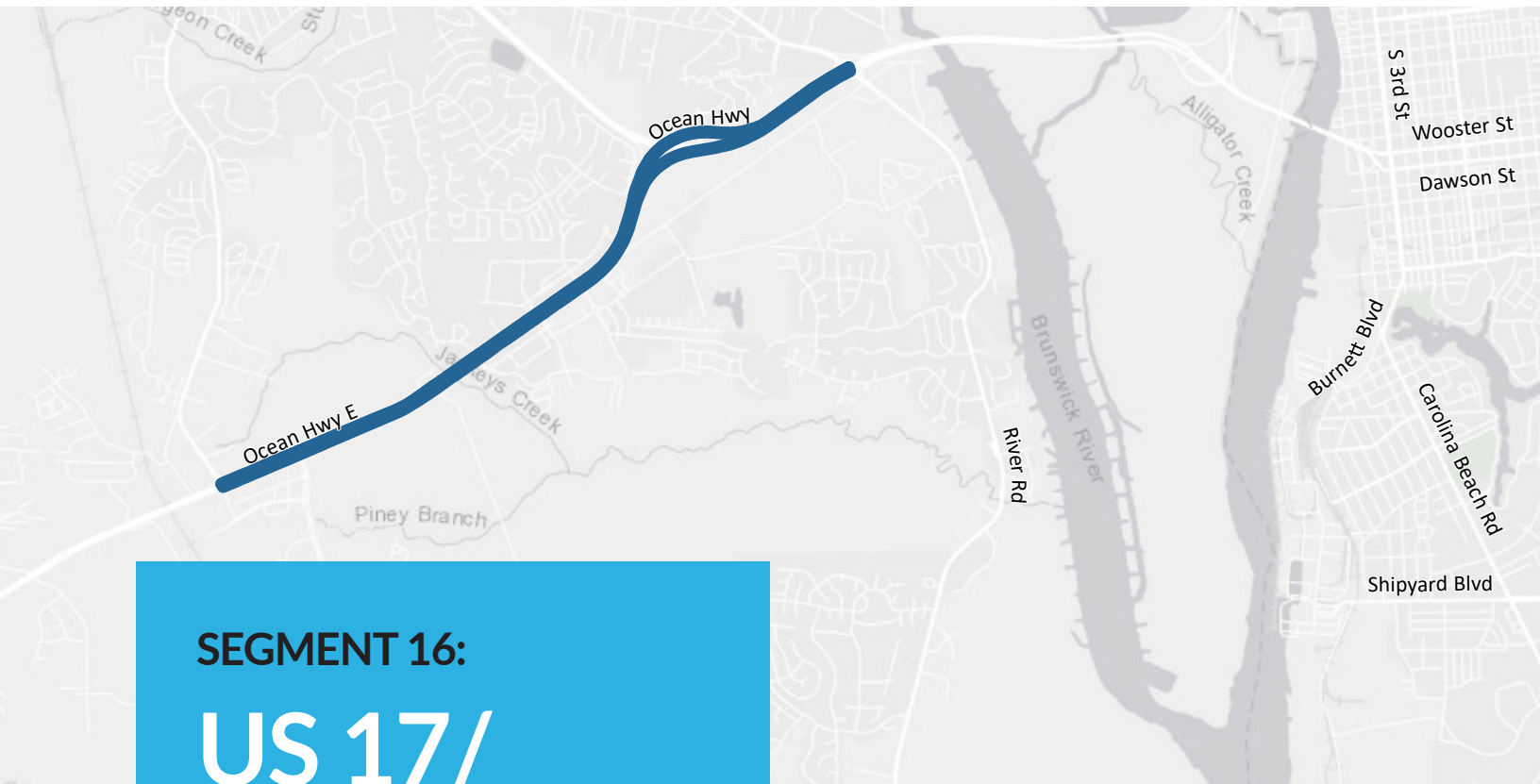
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CAPE FEAR MOVING FORWARD 2045:

- RW-176 | US74/76/Andrew Jackson Hwy & Old Fayetteville Rd Interchange

TRANSPORTATION BOND:

(none)



SEGMENT 16:

US 17/ OCEAN HWY

FROM: LANVALE ROAD
TO: NC 133 SPLIT

LENGTH: 4.12 MILES

HOT SPOTS: 0

ALTERNATE ROUTE(S):
I-140/WILMINGTON BYPASS

WMPO CONGESTION MANAGEMENT TECHNIQUES

REDUCE DEMAND:

- Alternative Roadways

SHIFT MODE OF TRIP:

- Increase Transit Frequency
- Expand Bicycle and Pedestrian Network
- Multimodal Access at Intersections

LAND USE:

- Construct Supportive Accessways with New Development

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.8869	7
AM Delay Rate (minutes/mile)	0.36	3
PM Delay Rate (minutes/mile)	0.11	1
AM Travel Time Reliability (LOTTR)	1.26	7
PM Travel Time Reliability (LOTTR)	1.04	1
Crash Rate (crashes/mile)	93.20	6
Truck Volume (AADTT)	2,986	8

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	0 8,406.00	1
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	1.05	1
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.00 0.00 0.00	1
Bicycle Crashes (crashes/mile)	0.15	10
Pedestrian Crashes (crashes/mile)	0.00	10



**MULTIMODAL
SCORE: 23**



**TRAVEL TIME
SCORE: 33**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

(none)

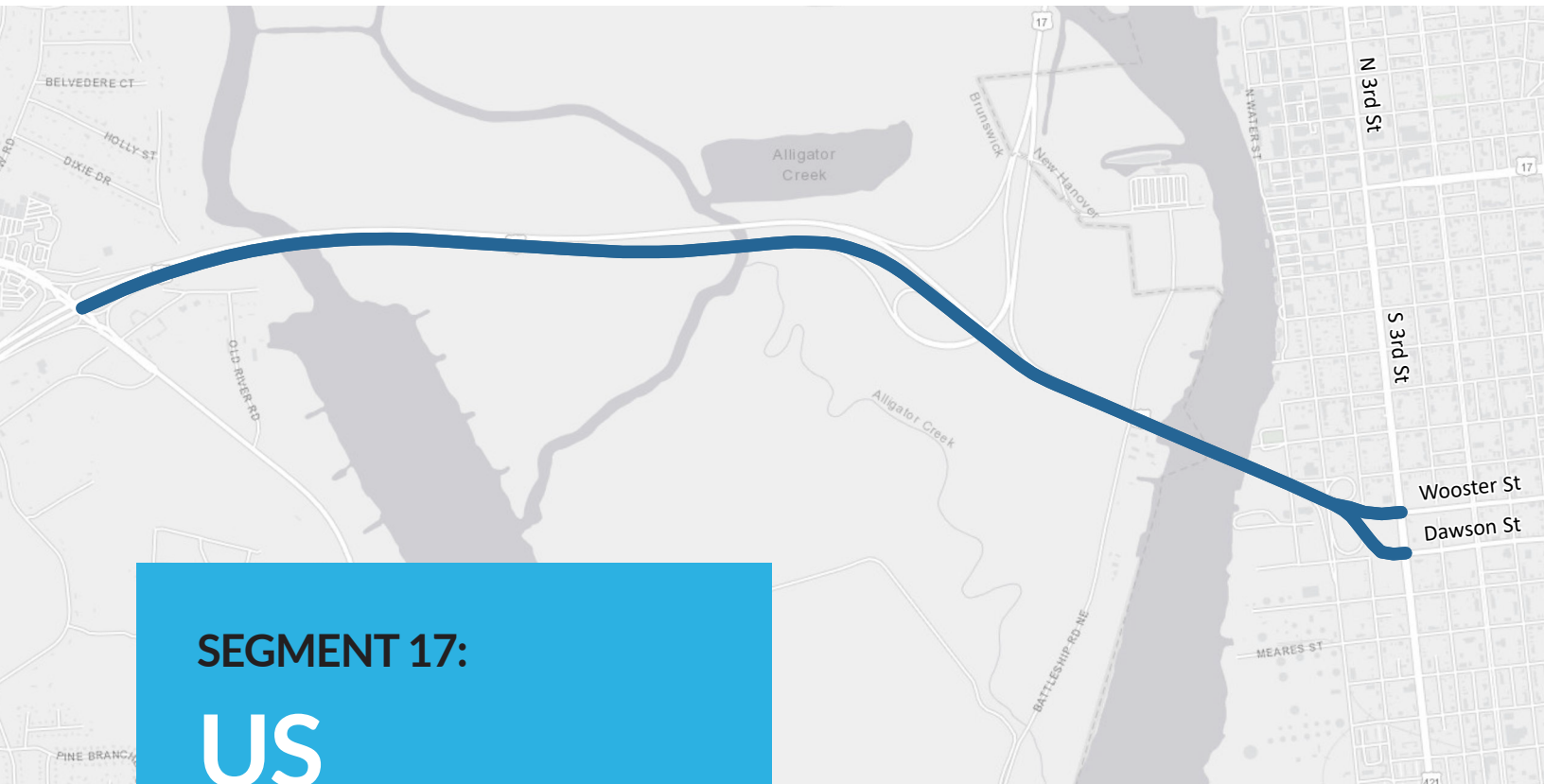
TRANSPORTATION BOND:

(none)

CAPE FEAR MOVING FORWARD 2045:

- BP-838 | US17 & Olde Waterford Way/Ploof Rd SE Crosswalk Improvements
- BP-839 | US17 & W Gate Dr/Grandiflora Dr Crosswalk Improvements
- PT-156 | Route 204 Extended Service to 9pm and Weekends*
- RW-20 | US17/74/76/Causeway Improvements (Phase 2)

*Route 204 was discontinued in October 2020 but is included because this report utilizes FY2020 and FY2021 ridership data.



SEGMENT 17:

US 17/74/76

FROM: NC133 SPLIT
TO: 3RD STREET

LENGTH: 3.02 MILES

HOT SPOTS: 0

ALTERNATE ROUTE(S):
I-140/WILMINGTON BYPASS

WMPO CONGESTION MANAGEMENT TECHNIQUES

REDUCE DEMAND:

- Alternative Roadways
- Alternative Work Schedules
- Carpool/Vanpool
- Employer Shuttles

SHIFT MODE OF TRIP:

- Increase Transit Frequency
- Establish Park and Ride Lots
- Expand Bicycle and Pedestrian Network

IMPROVE OPERATIONS:

- Freeway Ramp Metering

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	1.0339	9
AM Delay Rate (minutes/mile)	0.74	5
PM Delay Rate (minutes/mile)	0.02	1
AM Travel Time Reliability (LOTTR)	1.45	10
PM Travel Time Reliability (LOTTR)	1.04	1
Crash Rate (crashes/mile)	78.15	5
Truck Volume (AADTT)	4,432	10

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	3 43,076.00	2
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	0.27	1
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.08 0.00 0.00	1
Bicycle Crashes (crashes/mile)	0.62	8
Pedestrian Crashes (crashes/mile)	0.00	10



**MULTIMODAL
SCORE: 22**



**TRAVEL TIME
SCORE: 41**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

(none)

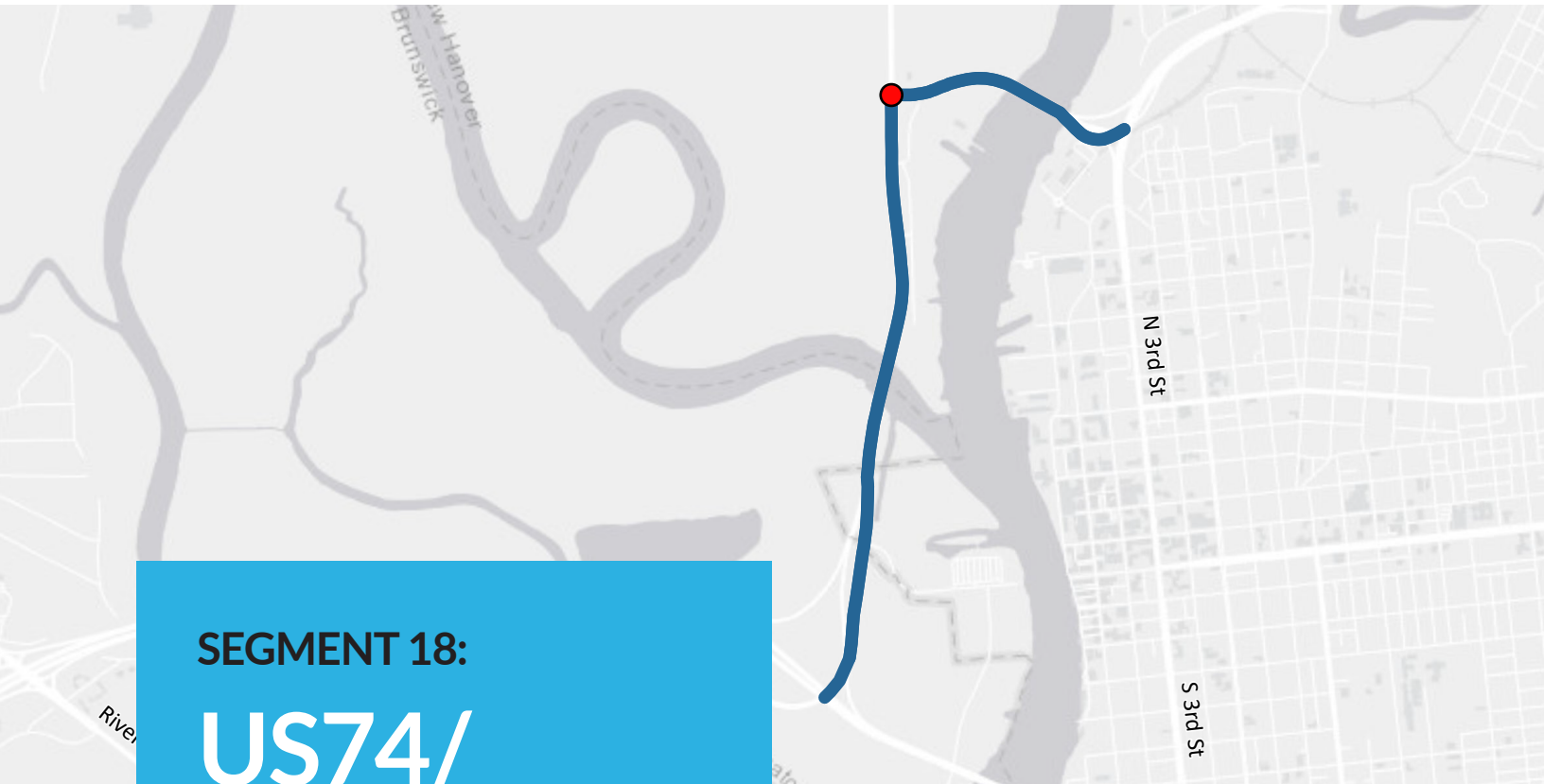
CAPE FEAR MOVING FORWARD 2045:

- PT-156 | Route 204 Extended Service to 9pm and Weekends*
- RW-20 | US17/74/76/Causeway Improvements (Phase 2)
- RW-127 | US76/421/17/17 BUS/Cape Fear Memorial Bridge Replacement

TRANSPORTATION BOND:

(none)

*Route 204 was discontinued in October 2020 but is included because this report utilizes FY2020 and FY2021 ridership data.



SEGMENT 18:

US74/ US421/ NC133

FROM: US17 N/S SPLIT
TO: 3RD STREET

LENGTH: 2.09 MILES

HOT SPOTS: 1

1. Isabel Holmes Bridge (western end)

ALTERNATE ROUTE(S):
I-140/WILMINGTON BYPASS

WMPO CONGESTION MANAGEMENT TECHNIQUES

REDUCE DEMAND:

- Alternative Roadways
- Alternative Work Schedules
- Carpool/Vanpool
- Employer Shuttles

IMPROVE OPERATIONS:

- Geometric Intersection Improvements

INCREASE CAPACITY:

- Convert Intersection or Grade Separation to Interchange

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.6447	5
AM Delay Rate (minutes/mile)	0.61	4
PM Delay Rate (minutes/mile)	0.81	5
AM Travel Time Reliability (LOTTR)	1.11	4
PM Travel Time Reliability (LOTTR)	1.08	3
Crash Rate (crashes/mile)	56.94	4
Truck Volume (AADTT)	1,831	6

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	0 0.00	0
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	3.09	4
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.00 0.00 0.00	1
Bicycle Crashes (crashes/mile)	0.00	10
Pedestrian Crashes (crashes/mile)	0.48	9



**MULTIMODAL
SCORE: 24**



**TRAVEL TIME
SCORE: 31**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

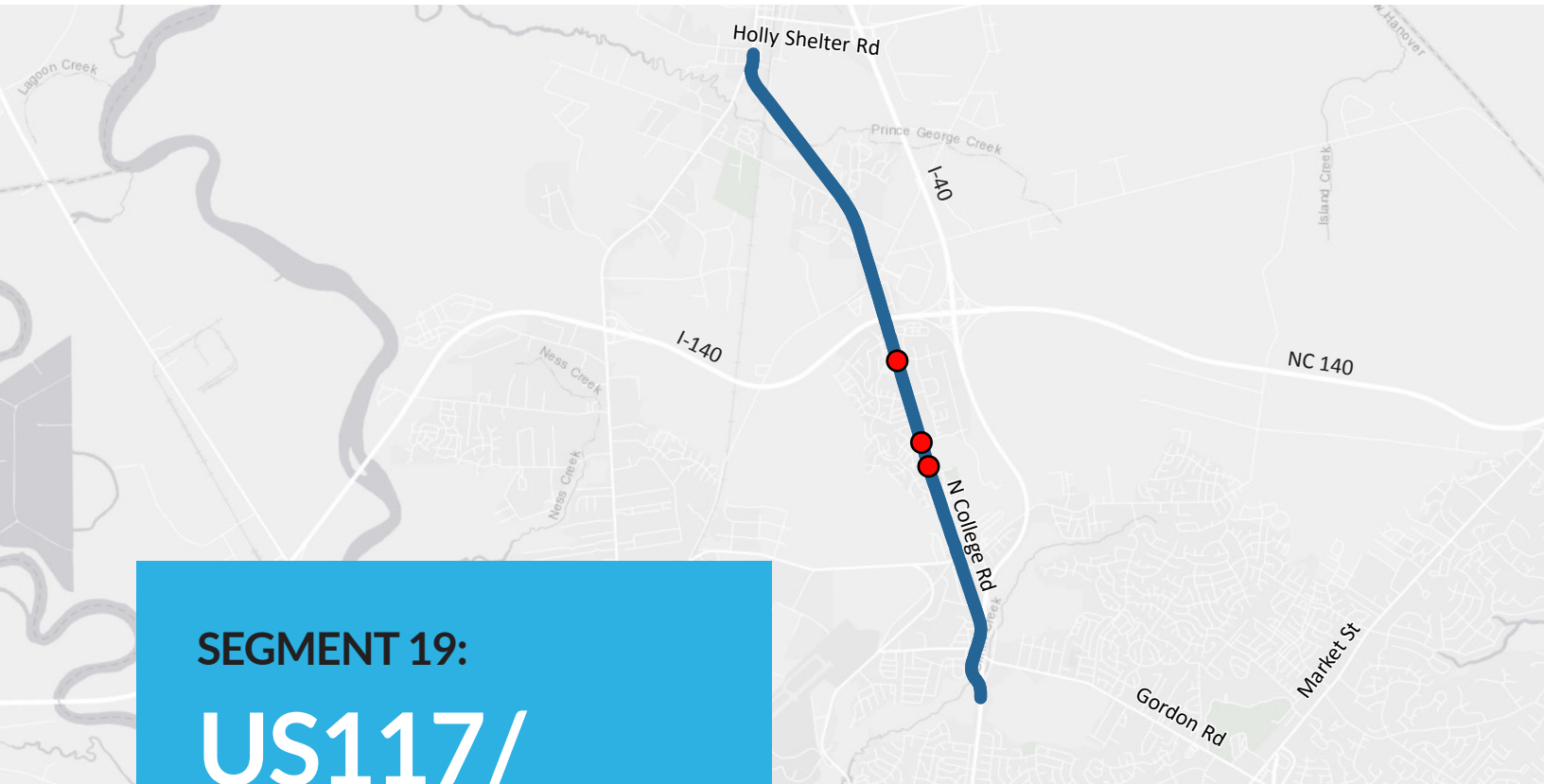
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CAPE FEAR MOVING FORWARD 2045:

- BP-572 | US421 & Isabel Holmes Bridge Crosswalk Improvements
- RW-20 | US17/74/76/Causeway Improvements (Phase 2)
- RW-226 | US421/74/NC133 & US17/76 Merge Lane Addition

TRANSPORTATION BOND:

(none)



SEGMENT 19:

US117/ COLLEGE ROAD

FROM: HOLLY SHELTER ROAD
TO: GORDON ROAD

LENGTH: 5.76 MILES

HOT SPOTS: 3

1. Danny Pence Drive
2. Northchase Pkwy SE
3. Northchase Pkwy W

ALTERNATE ROUTE(S):
CASTLE HAYNE ROAD
I-40

WMPO CONGESTION MANAGEMENT TECHNIQUES

SHIFT MODE OF TRIP:

- Increase Transit Frequency
- Expand Bicycle and Pedestrian Network
- Multimodal Access at Intersections

IMPROVE OPERATIONS:

- Access Management

INCREASE CAPACITY:

- Convert Intersection or Grade Separation to Interchange

LAND USE:

- Transit-Oriented Land Development
- Require MPO Review for Regional Scale Developments
- Construct Supportive Accessways with New Development
- Mixed-Use Land Development
- Encourage Regional Activity Centers
- Infill and Densification

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.7061	6
AM Delay Rate (minutes/mile)	0.54	4
PM Delay Rate (minutes/mile)	0.53	4
AM Travel Time Reliability (LOTTR)	1.10	4
PM Travel Time Reliability (LOTTR)	1.21	6
Crash Rate (crashes/mile)	30.21	2
Truck Volume (AADTT)	879	4

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	7 19,640.00	2
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	4.71	6
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.00 0.00 0.00	1
Bicycle Crashes (crashes/mile)	0.17	10
Pedestrian Crashes (crashes/mile)	0.52	8



**MULTIMODAL
SCORE: 27**



**TRAVEL TIME
SCORE: 30**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

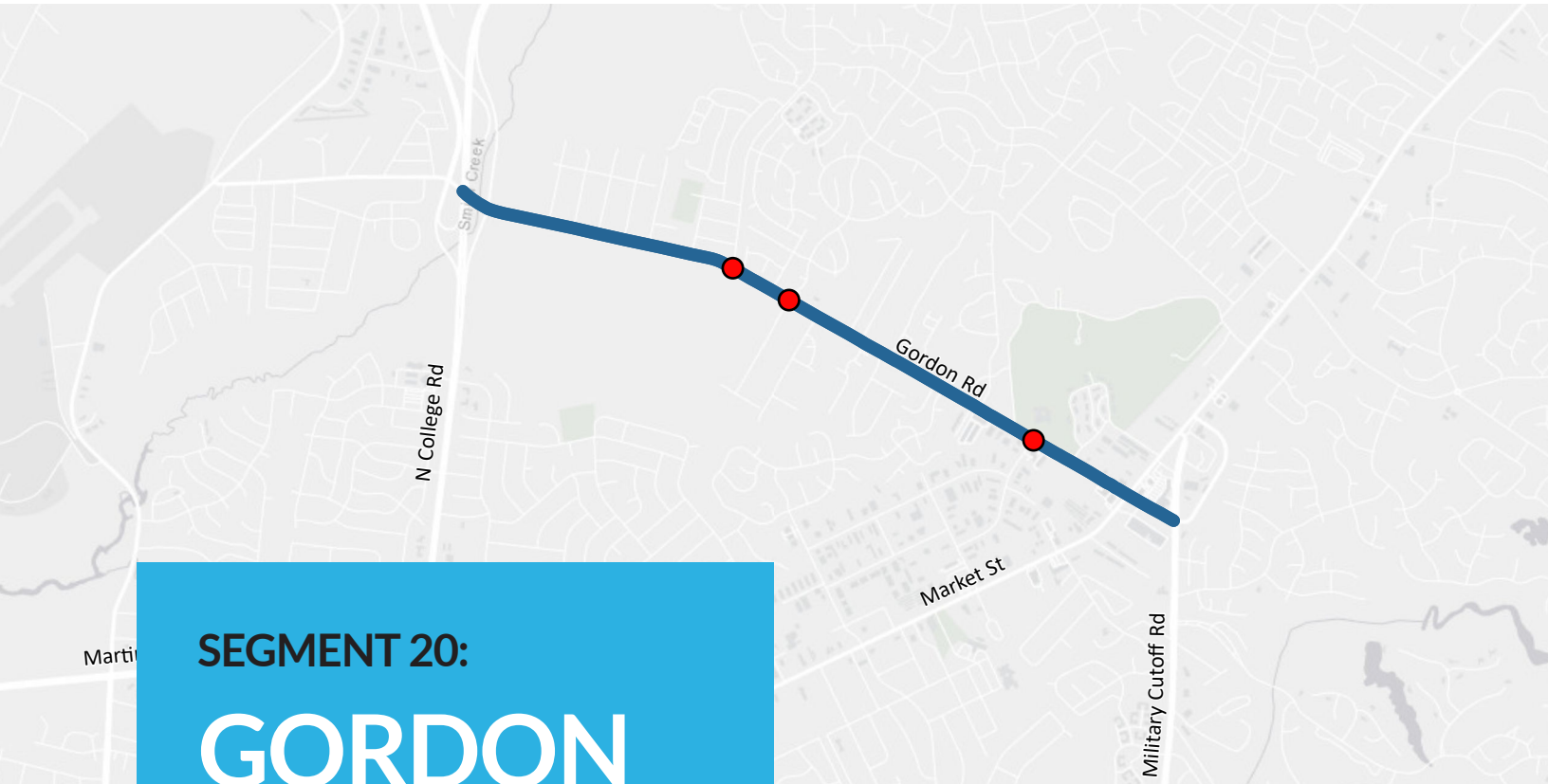
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CAPE FEAR MOVING FORWARD 2045:

- BP-361 | Central College Road Trail Extension Bike Lanes
- BP-546 | Central College Road Trail MUP

TRANSPORTATION BOND:

(none)



SEGMENT 20:

GORDON ROAD

FROM: I-40

TO: MILITARY CUTOFF ROAD

LENGTH: 2.74 MILES

HOT SPOTS: 3

1. Harris Road
2. White Road
3. Netherlands Drive

ALTERNATE ROUTE(S):

NONE

WMPO CONGESTION MANAGEMENT TECHNIQUES

SHIFT MODE OF TRIP:

- Increase Transit Frequency
- Expand Bicycle and Pedestrian Network
- Multimodal Access at Intersections

LAND USE:

- Transit-Oriented Land Development
- Require MPO Review for Regional Scale Developments
- Construct Supportive Accessways with New Development
- Mixed-Use Land Development
- Infill and Densification

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.9695	8
AM Delay Rate (minutes/mile)	1.56	9
PM Delay Rate (minutes/mile)	1.64	10
AM Travel Time Reliability (LOTTR)	1.24	7
PM Travel Time Reliability (LOTTR)	1.22	6
Crash Rate (crashes/mile)	117.88	7
Truck Volume (AADTT)	0	1

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	8 36,218.00	2
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	2.20	3
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.03 0.00 0.00	1
Bicycle Crashes (crashes/mile)	0.36	9
Pedestrian Crashes (crashes/mile)	0.00	10



**MULTIMODAL
SCORE: 25**



**TRAVEL TIME
SCORE: 48**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

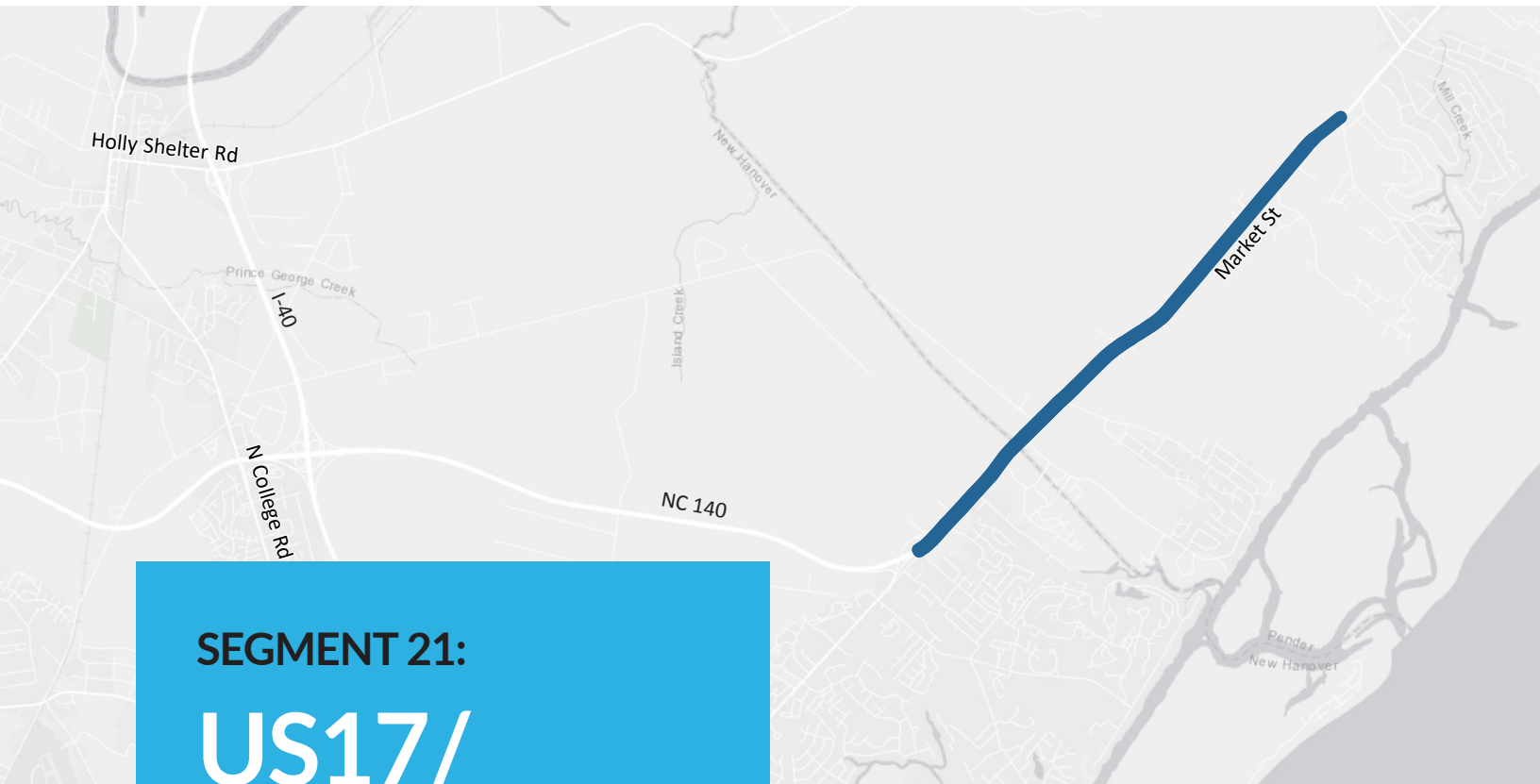
- U-6202 | Gordon Rd Widening

CAPE FEAR MOVING FORWARD 2045:

- BP-795 | Gordon Rd & Netherlands Dr Crosswalk Improvements

TRANSPORTATION BOND:

(none)



SEGMENT 21:

US17/ MARKET STREET

FROM: NC140

TO: WASHINGTON ACRES ROAD

LENGTH: 5.05 MILES

HOT SPOTS: 0

ALTERNATE ROUTE(S):
NONE

WMPO CONGESTION MANAGEMENT TECHNIQUES

REDUCE DEMAND:

- Alternative Roadways

SHIFT MODE OF TRIP:

- Increase Transit Frequency
- Expand Bicycle and Pedestrian Network
- Multimodal Access at Intersections
- Increase Transit Frequency

IMPROVE OPERATIONS:

- Geometric Intersection Improvements
- Access Management

LAND USE:

- Regional Activity Centers
- Require MPO Review for Regional Scale Developments
- Construct Supportive Accessways with New Development
- Mixed-Use Land Development
- Infill and Densification

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.8494	7
AM Delay Rate (minutes/mile)	0.14	1
PM Delay Rate (minutes/mile)	0.70	4
AM Travel Time Reliability (LOTTR)	1.11	4
PM Travel Time Reliability (LOTTR)	1.31	8
Crash Rate (crashes/mile)	44.16	3
Truck Volume (AADTT)	3,408	9

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	0 0.00	0
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	2.00	3
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.00 0.00 0.00	1
Bicycle Crashes (crashes/mile)	0.00	10
Pedestrian Crashes (crashes/mile)	0.40	9



**MULTIMODAL
SCORE: 23**



**TRAVEL TIME
SCORE: 36**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

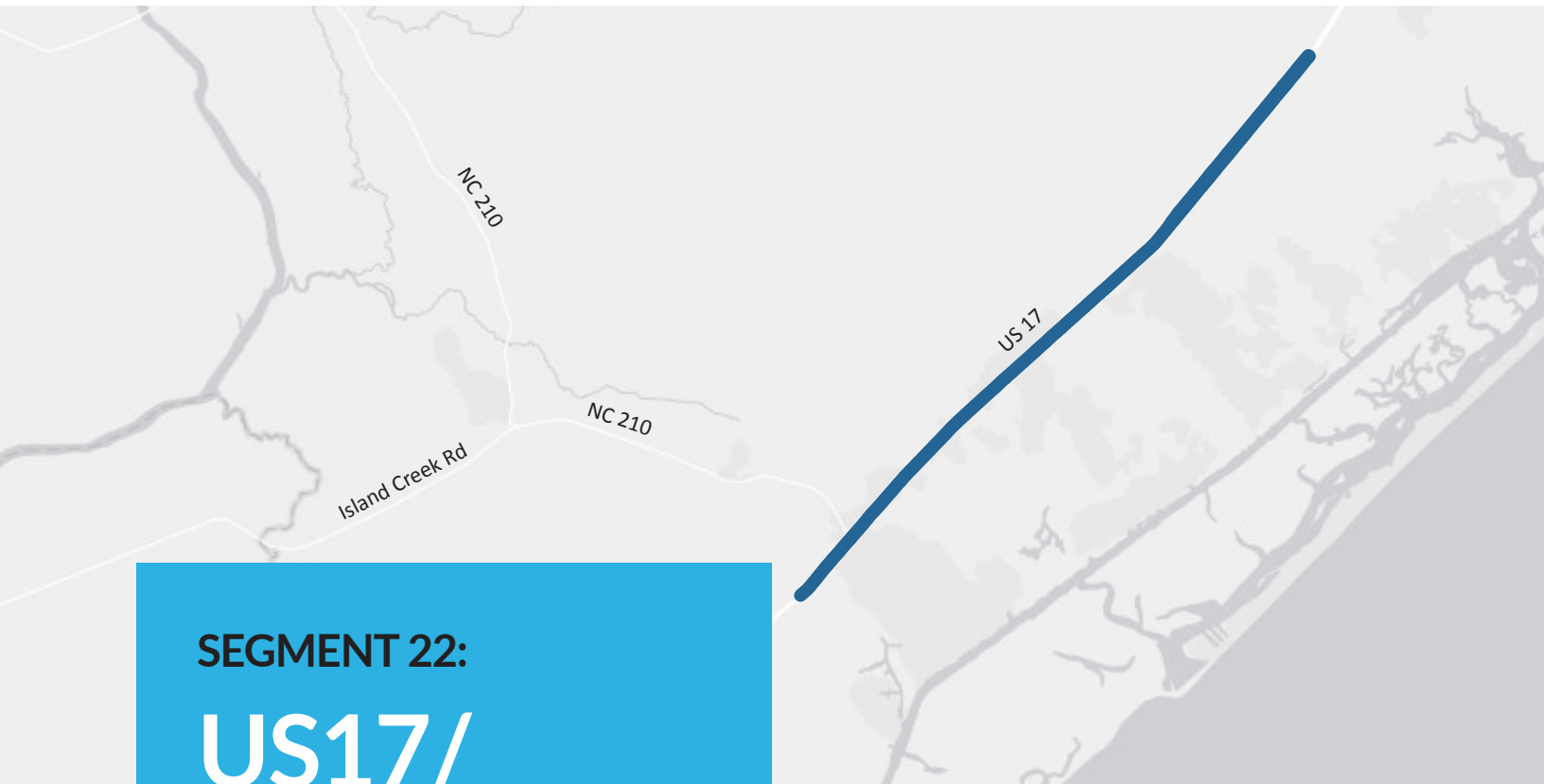
- U-5732 | US17/NC210 Superstreet
- R-3300 | Future NC417/Hampstead Bypass

CAPE FEAR MOVING FORWARD 2045:

- R-3300 | Future NC417/Hampstead Bypass

TRANSPORTATION BOND:

(none)



SEGMENT 22:

US17/ NC210

FROM: WASHINGTON ACRES ROAD
TO: SLOOP POINT ROAD

LENGTH: 7.39 MILES

HOT SPOTS: 0

ALTERNATE ROUTE(S):
NONE

WMPO CONGESTION MANAGEMENT TECHNIQUES

REDUCE DEMAND:

- Alternative Roadways

SHIFT MODE OF TRIP:

- Increase Transit Frequency
- Expand Bicycle and Pedestrian Network
- Multimodal Access at Intersections

IMPROVE OPERATIONS:

- Access Management

LAND USE:

- Mixed-Use Land Development
- Regional Activity Centers

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.8631	7
AM Delay Rate (minutes/mile)	1.29	8
PM Delay Rate (minutes/mile)	0.84	5
AM Travel Time Reliability (LOTTR)	1.12	5
PM Travel Time Reliability (LOTTR)	1.11	4
Crash Rate (crashes/mile)	66.71	4
Truck Volume (AADTT)	4,030	10

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	0 0.00	0
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	2.00	3
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.00 0.00 0.00	1
Bicycle Crashes (crashes/mile)	0.00	10
Pedestrian Crashes (crashes/mile)	0.27	9



**MULTIMODAL
SCORE: 23**



**TRAVEL TIME
SCORE: 43**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

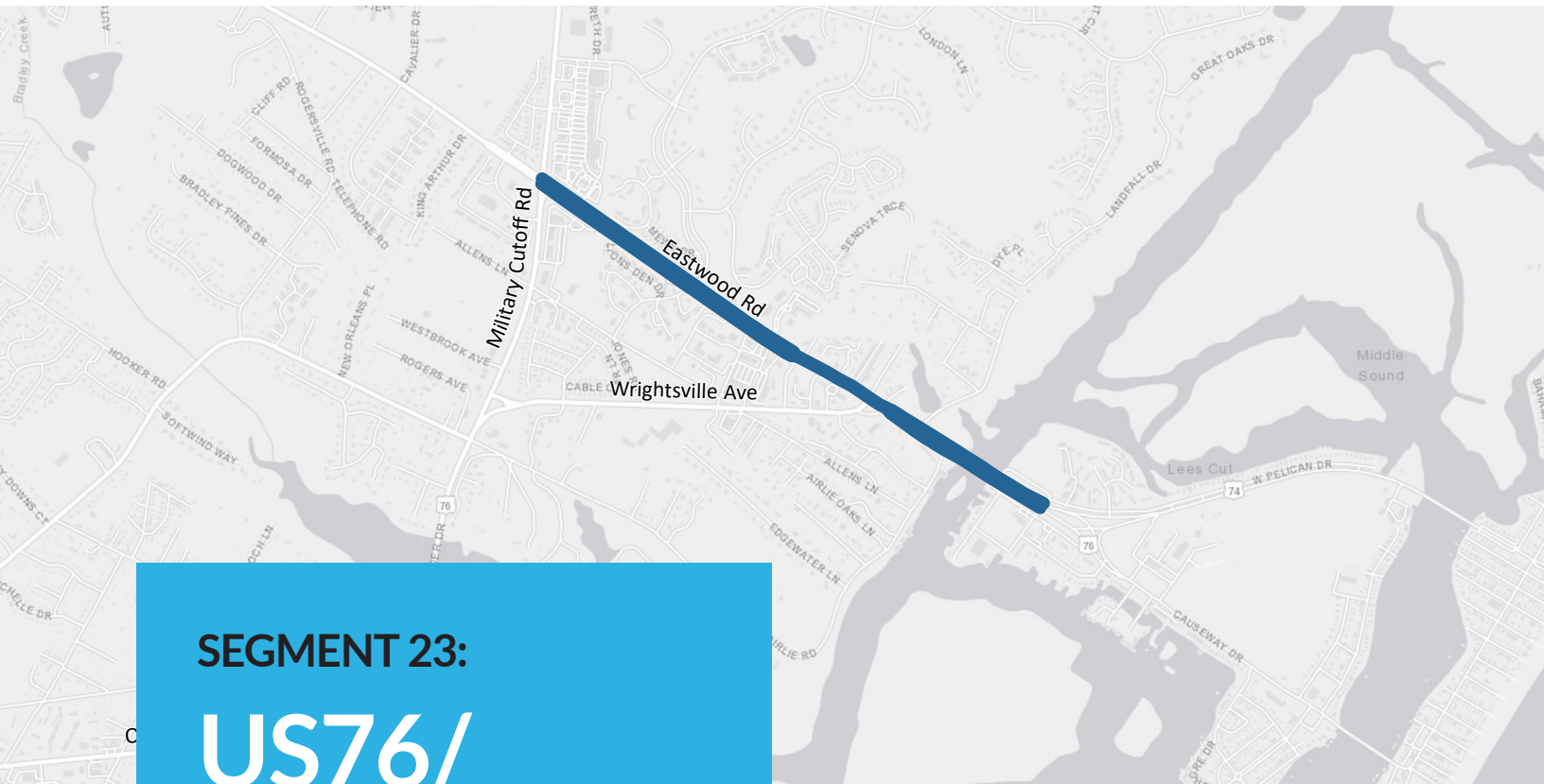
- U-5732 | US17/NC210 Superstreet
- R-3300 | Future NC417/Hampstead Bypass

CAPE FEAR MOVING FORWARD 2045:

- R-3300 | Future NC417/Hampstead Bypass

TRANSPORTATION BOND:

(none)



SEGMENT 23:

US76/ EASTWOOD ROAD

FROM: MILITARY CUTOFF ROAD
TO: C. HEIDE TRASK BRIDGE

LENGTH: 1.15 MILES

HOT SPOTS: 0

ALTERNATE ROUTE(S):
NONE

WMPO CONGESTION MANAGEMENT TECHNIQUES

SHIFT MODE OF TRIP:

- Increase Transit Frequency
- Expand Bicycle and Pedestrian Network
- Multimodal Access at Intersections

INCREASE CAPACITY:

- Convert Intersection or Grade Separation to Interchange

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.4041	2
AM Delay Rate (minutes/mile)	0.52	4
PM Delay Rate (minutes/mile)	1.08	7
AM Travel Time Reliability (LOTTR)	1.30	8
PM Travel Time Reliability (LOTTR)	1.52	10
Crash Rate (crashes/mile)	60.00	4
Truck Volume (AADTT)	683	3

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	1 36,218.00	1
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	3.00	4
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.17 0.07 0.91	6
Bicycle Crashes (crashes/mile)	2.61	1
Pedestrian Crashes (crashes/mile)	0.87	7



**MULTIMODAL
SCORE: 19**



**TRAVEL TIME
SCORE: 38**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

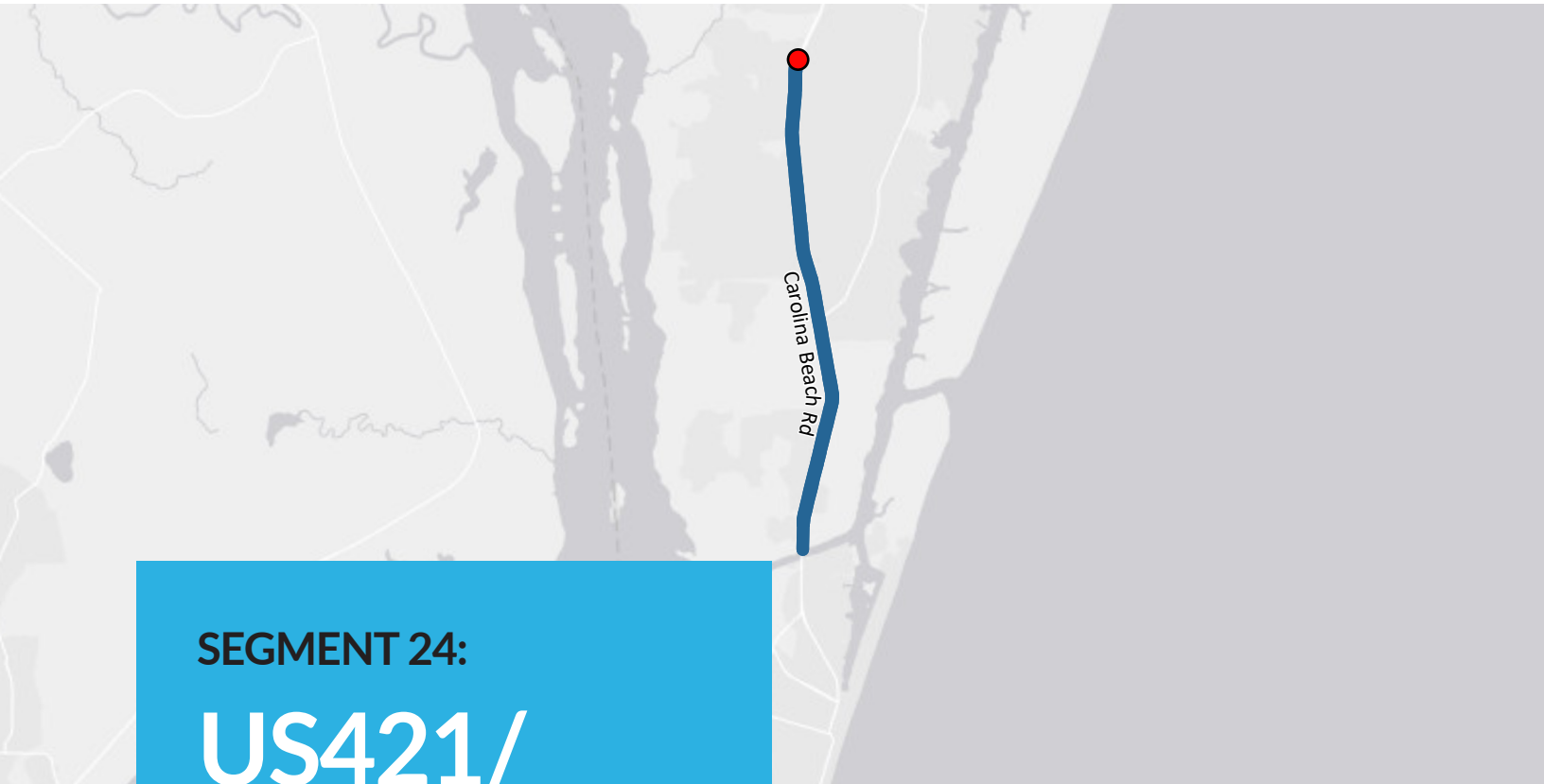
- U-5710 | US74/Eastwood Rd & Military Cutoff Rd

CAPE FEAR MOVING FORWARD 2045:

- BP-441 | Causeway Dr Sharrows
- BP-563 | Causeway Dr & Salisbury St Crosswalk Improvements
- BP-644 | Causeway Dr & Lumina St Crosswalk Improvements

TRANSPORTATION BOND:

(none)



SEGMENT 24:

**US421/
CAROLINA
BEACH RD**

FROM: SANDERS ROAD
TO: SNOW'S CUT BRIDGE

LENGTH: 4.91 MILES

HOT SPOTS: 1

1. Sanders Road

ALTERNATE ROUTE(S):
RIVER ROAD

**WMPO CONGESTION
MANAGEMENT
TECHNIQUES**

SHIFT MODE OF TRIP:

- Increase Transit Frequency
- Expand Bicycle and Pedestrian Network
- Establish Park and Ride Lots

LAND USE:

- Require MPO Review for Regional Scale Developments
- Construct Supportive Accessways with New Development
- Mixed-Use Land Development
- Infill and Densification

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.7836	7
AM Delay Rate (minutes/mile)	0.22	2
PM Delay Rate (minutes/mile)	0.12	1
AM Travel Time Reliability (LOTTR)	1.20	7
PM Travel Time Reliability (LOTTR)	1.16	6
Crash Rate (crashes/mile)	55.19	4
Truck Volume (AADTT)	1,358	6

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	6 4,646.00	2
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	2.00	3
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.00 0.00 0.00	1
Bicycle Crashes (crashes/mile)	0.20	10
Pedestrian Crashes (crashes/mile)	0.61	8



**MULTIMODAL
SCORE: 24**



**TRAVEL TIME
SCORE: 33**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

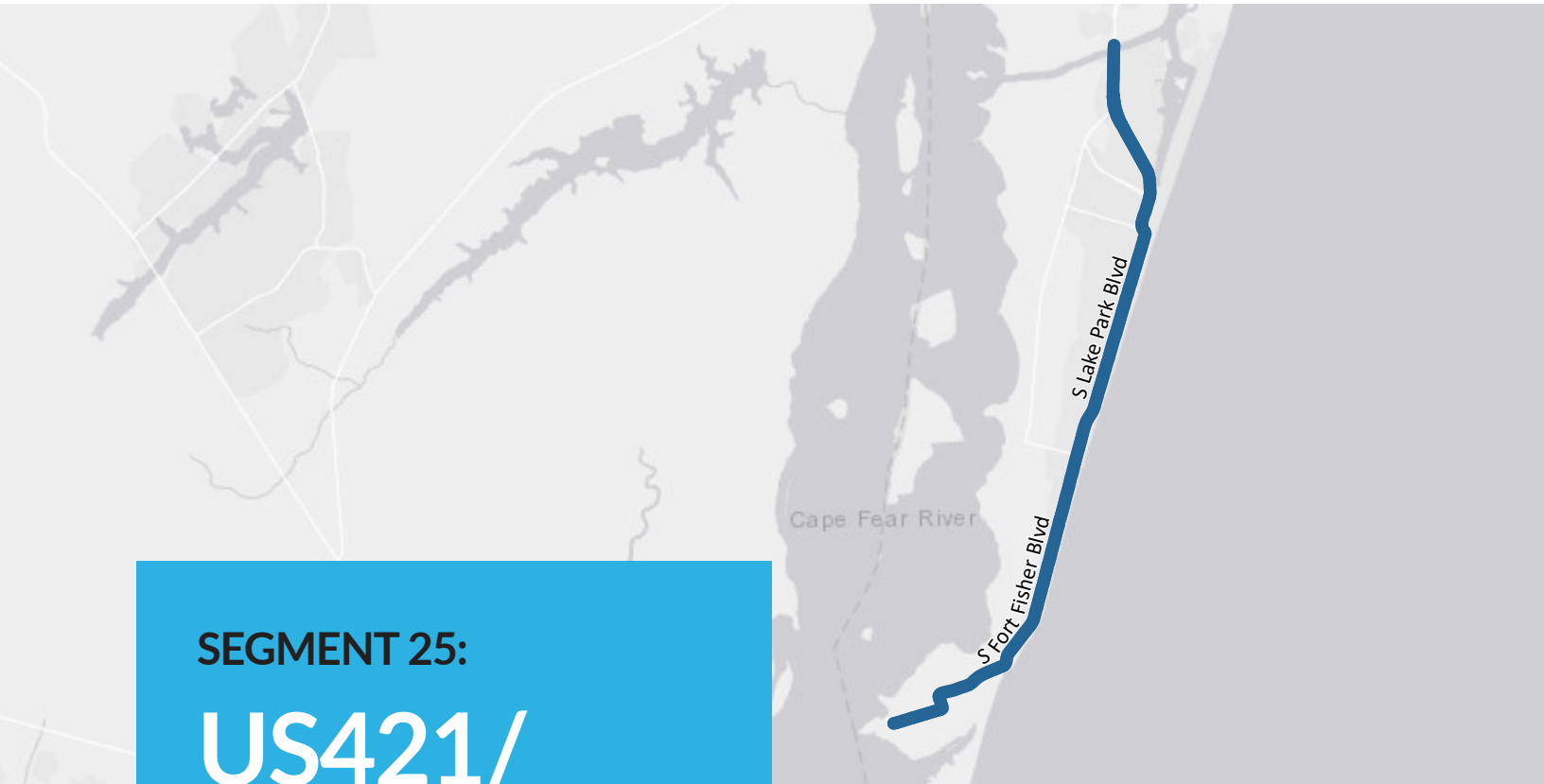
(none)

TRANSPORTATION BOND:

(none)

CAPE FEAR MOVING FORWARD 2045:

- BP-560 | US421/Carolina Beach Rd & Halyburton Pkwy Crosswalk Improvements
- BP-561 | Carolina Beach Rd & Myrtle Grove Rd Pedestrian Signal
- BP-626 | River Rd & Carolina Beach Rd Crosswalk Improvements
- PT-146 | Route 301 Hourly Frequency
- RW-221 | US421/Snow's Cut Bridge Replacement



SEGMENT 25:

**US421/
LAKE PARK
BLVD**

FROM: SNOW'S CUT BRIDGE
TO: END OF US421

LENGTH: 7.92 MILES

HOT SPOTS: 0

ALTERNATE ROUTE(S):
NONE

**WMPO CONGESTION
MANAGEMENT
TECHNIQUES**

SHIFT MODE OF TRIP:

- Increase Transit Frequency
- Expand Bicycle and Pedestrian Network
- Establish Park and Ride Lots

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.3908	2
AM Delay Rate (minutes/mile)	0.34	3
PM Delay Rate (minutes/mile)	0.39	3
AM Travel Time Reliability (LOTTR)	1.03	1
PM Travel Time Reliability (LOTTR)	1.03	1
Crash Rate (crashes/mile)	12.50	1
Truck Volume (AADTT)	370	2

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	3 4,646.00	1
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	8.13	10
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.33 0.03 0.10	3
Bicycle Crashes (crashes/mile)	0.13	10
Pedestrian Crashes (crashes/mile)	0.51	8



**MULTIMODAL
SCORE: 32**



**TRAVEL TIME
SCORE: 13**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

(none)

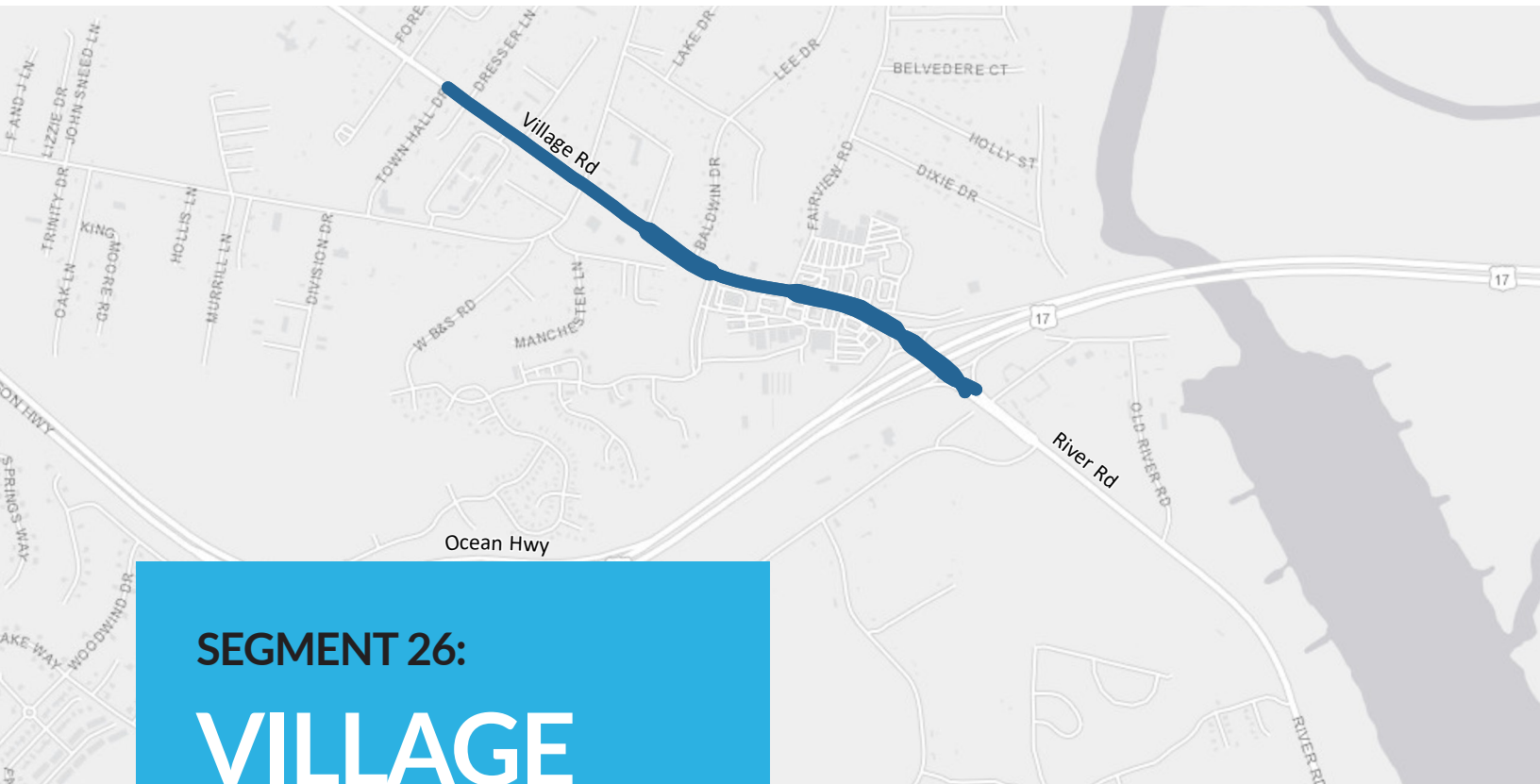
- PT-140 | Public Transportation to and from the Ferry
- PT-146 | Route 301 Hourly Frequency
- RW-221 | US421/Snow's Cut Bridge Replacement

CAPE FEAR MOVING FORWARD 2045:

- BP-843 | K Ave & US421 Crosswalk Improvements
- BP-851 | North Carolina Ave & S Lake Park Blvd Crosswalk Improvements
- BP-852 | South Carolina Ave & S Lake Park Blvd Crosswalk Improvements
- BP-853 | Texas Ave & S Lake Park Blvd Crosswalk Improvements
- PT-98 | Carolina Beach Rd at Snow's Cut Bridge

TRANSPORTATION BOND:

(none)



SEGMENT 26:

VILLAGE ROAD

FROM: US17/74/76
TO: TOWN HALL DRIVE

LENGTH: 1.00 MILES

HOT SPOTS: 0

ALTERNATE ROUTE(S):
NONE

WMPO CONGESTION MANAGEMENT TECHNIQUES

REDUCE DEMAND:

- Alternative Roadways

SHIFT MODE OF TRIP:

- Expand Bicycle and Pedestrian Network
- Multimodal Access at Intersections

LAND USE:

- Require MPO Review for Regional Scale Developments
- Construct Supportive Accessways with New Development
- Mixed-Use Land Development
- Infill and Densification

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.4606	3
AM Delay Rate (minutes/mile)	0.46	3
PM Delay Rate (minutes/mile)	0.39	3
AM Travel Time Reliability (LOTTR)	1.12	5
PM Travel Time Reliability (LOTTR)	1.06	2
Crash Rate (crashes/mile)	99.00	6
Truck Volume (AADTT)	0	1

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	4 8,406.00	2
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	4.00	5
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	1.46 0.18 0.00	8
Bicycle Crashes (crashes/mile)	0.00	10
Pedestrian Crashes (crashes/mile)	1.00	7



**MULTIMODAL
SCORE: 32**



**TRAVEL TIME
SCORE: 23**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

(none)

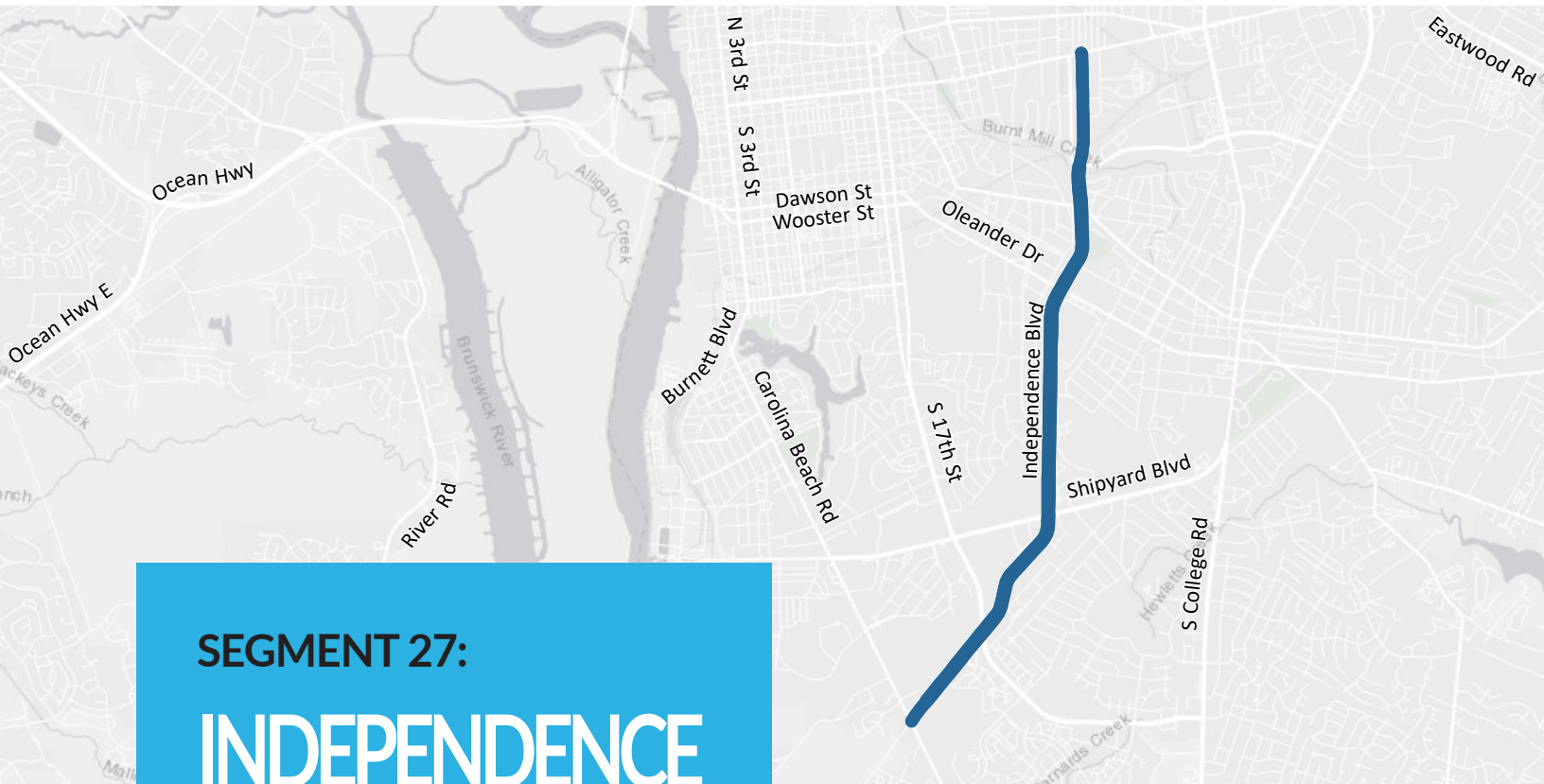
CAPE FEAR MOVING FORWARD 2045:

- PT-91 | Village Rd at Food Lion
- PT-156 | Route 204 Extended Service to 9pm and Weekends*

TRANSPORTATION BOND:

(none)

*Route 204 was discontinued in October 2020 but is included because this report utilizes FY2020 and FY2021 ridership data.



SEGMENT 27:

INDEPENDENCE BLVD/COVIL AVENUE

FROM: US421
TO: MARKET STREET

LENGTH: 4.85 MILES

HOT SPOTS: 0

ALTERNATE ROUTE(S):
COLLEGE ROAD
17TH STREET

WMPO CONGESTION MANAGEMENT TECHNIQUES

REDUCE DEMAND:

- Alternative Roadways

SHIFT MODE OF TRIP:

- Increase Transit Frequency
- Expand Bicycle and Pedestrian Network
- Multimodal Access at Intersections

INCREASE CAPACITY:

- Convert Intersection or Grade Separation to Interchange

LAND USE:

- Transit-Oriented Land Development
- Require MPO Review for Regional Scale Developments
- Construct Supportive Accessways with New Development
- Mixed-Use Land Development
- Infill and Densification

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.5183	3
AM Delay Rate (minutes/mile)	0.86	6
PM Delay Rate (minutes/mile)	1.17	7
AM Travel Time Reliability (LOTTR)	1.05	1
PM Travel Time Reliability (LOTTR)	1.06	2
Crash Rate (crashes/mile)	56.08	4
Truck Volume (AADTT)	0	1

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	13 231,498.50	7
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	3.31	4
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.33 0.08 0.54	5
Bicycle Crashes (crashes/mile)	0.62	8
Pedestrian Crashes (crashes/mile)	0.62	8



**MULTIMODAL
SCORE: 32**



**TRAVEL TIME
SCORE: 24**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

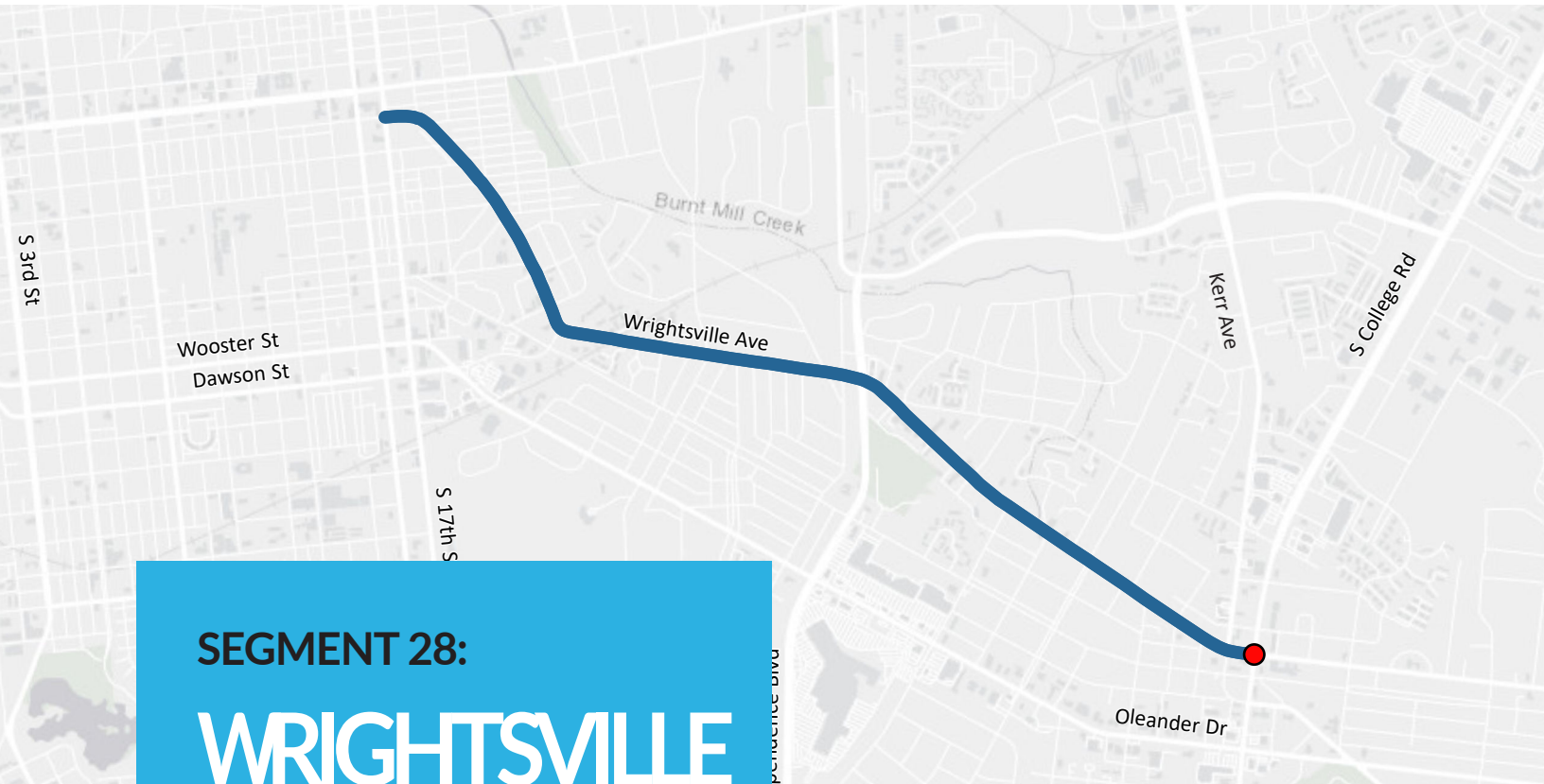
- TD-5290 | Route 106 Amenity Upgrades
- U-4434 | Independence Blvd Extension
- PT-152 | Earlier Weekday Service on High Ridership Routes (108)
- RW-223 | Independence Blvd Access Management

CAPE FEAR MOVING FORWARD 2045:

- BP-15 | Independence Blvd MUP (Phase 2)
- BP-594 | Carolina Beach Rd & Independence Blvd Crosswalk Improvements
- PT-38 | Independence Blvd & Canterbury Dr
- PT-40 | Independence Blvd & Park Ave
- PT-148 | Rush Hour Service on High Ridership Routes 8-11am and 3-5pm (108)

TRANSPORTATION BOND:

(none)



SEGMENT 28:

WRIGHTSVILLE AVENUE

FROM: 17TH STREET
TO: US117/COLLEGE ROAD

LENGTH: 2.96 MILES

HOT SPOTS: 1

- 1. College Road

ALTERNATE ROUTE(S):
OLEANDER DRIVE

WMPO CONGESTION MANAGEMENT TECHNIQUES

REDUCE DEMAND:

- Alternative Work Schedules

SHIFT MODE OF TRIP:

- Expand Bicycle and Pedestrian Network
- Sidewalk Gap Closure Program
- Transit Stop Improvements (Shelter, Bike Rack, Bench)
- Increase Transit Frequency

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.5334	4
AM Delay Rate (minutes/mile)	0.88	6
PM Delay Rate (minutes/mile)	1.19	7
AM Travel Time Reliability (LOTTR)	1.07	2
PM Travel Time Reliability (LOTTR)	1.08	3
Crash Rate (crashes/mile)	76.35	5
Truck Volume (AADTT)	0	1

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	6 129,082.00	3
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	6.82	9
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	1.50 0.11 0.00	8
Bicycle Crashes (crashes/mile)	0.68	8
Pedestrian Crashes (crashes/mile)	0.34	9



**MULTIMODAL
SCORE: 37**



**TRAVEL TIME
SCORE: 28**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

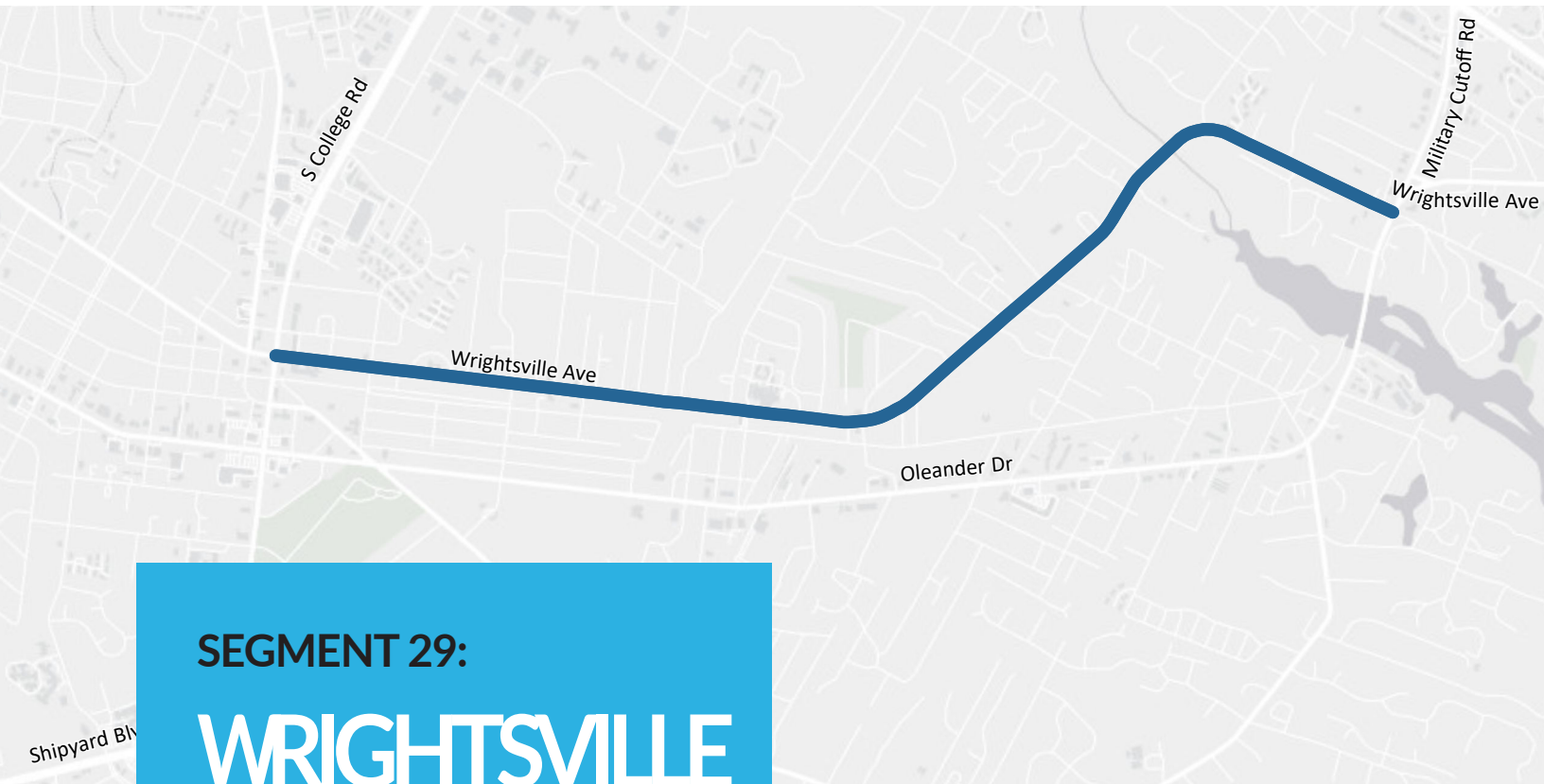
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CAPE FEAR MOVING FORWARD 2045:

- TD-5292 | Route 202 Amenity Upgrades

TRANSPORTATION BOND:

- Wrightsville Avenue Sidewalk #2 (NOTE: Castle Street to Independence Blvd)



SEGMENT 29:

WRIGHTSVILLE AVENUE

FROM: COLLEGE ROAD
TO: OLEANDER DRIVE

LENGTH: 3.44 MILES

HOT SPOTS: 0

ALTERNATE ROUTE(S):
OLEANDER DRIVE

WMPO CONGESTION MANAGEMENT TECHNIQUES

REDUCE DEMAND:

- Alternative Work Schedules

SHIFT MODE OF TRIP:

- Expand Bicycle and Pedestrian Network
- Sidewalk Gap Closure Program
- Transit Stop Improvements (Shelter, Bike Rack, Bench)
- Increase Transit Frequency

IMPROVE OPERATIONS:

- Geometric Intersection Improvements

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.8132	7
AM Delay Rate (minutes/mile)	0.40	3
PM Delay Rate (minutes/mile)	0.80	5
AM Travel Time Reliability (LOTTR)	1.09	3
PM Travel Time Reliability (LOTTR)	1.11	4
Crash Rate (crashes/mile)	42.15	3
Truck Volume (AADTT)	0	1

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	13 54,314.00	4
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	5.00	7
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.40 0.00 0.00	2
Bicycle Crashes (crashes/mile)	0.00	10
Pedestrian Crashes (crashes/mile)	0.29	9



**MULTIMODAL
SCORE: 32**



**TRAVEL TIME
SCORE: 26**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

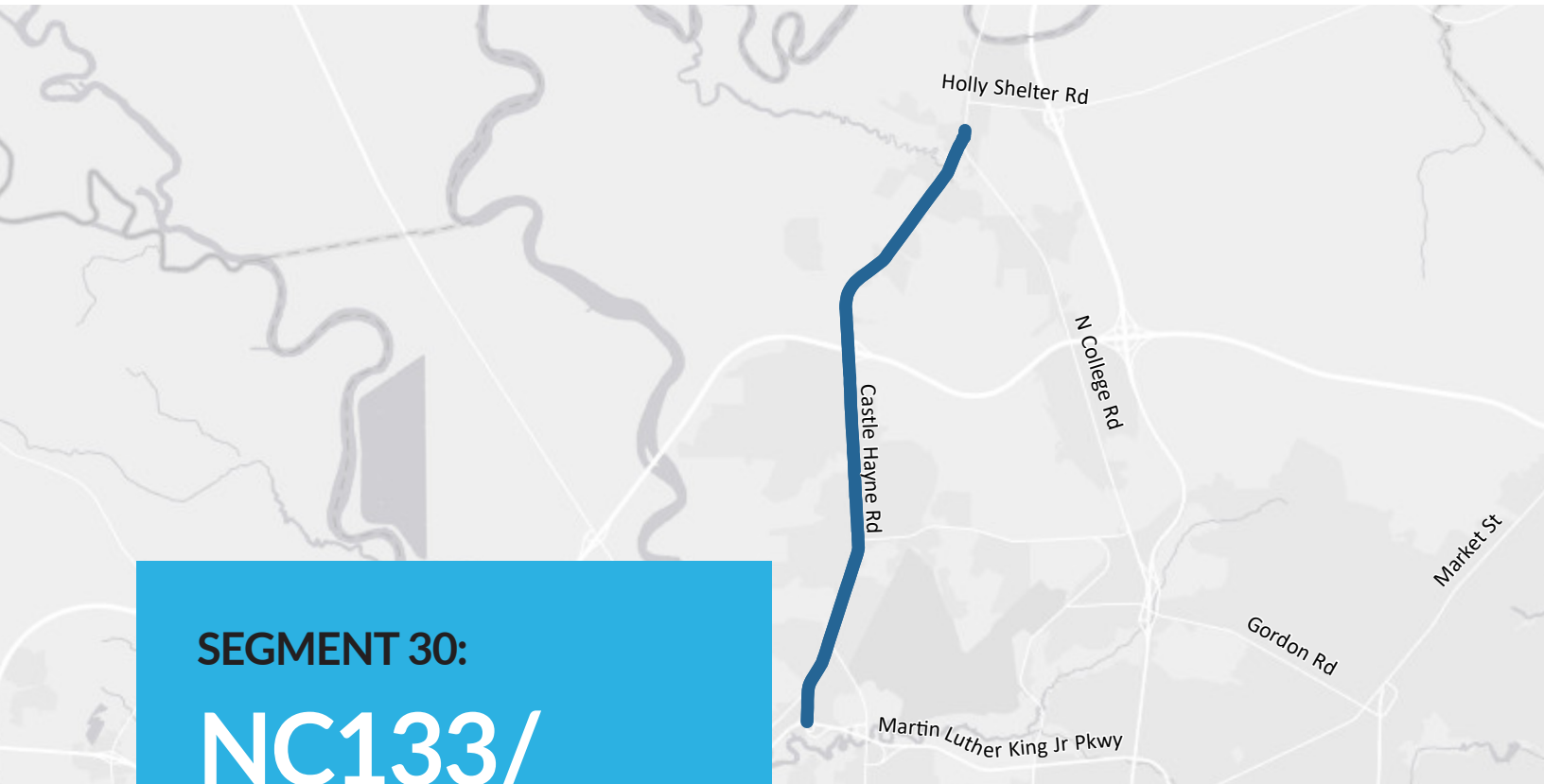
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CAPE FEAR MOVING FORWARD 2045:

- BP-590 | Military Cutoff Road & Wrightsville Avenue
Crosswalk Improvements

TRANSPORTATION BOND:

- Wrightsville Avenue Roundabout and Sidewalks (NOTE:
Sidewalk from College to Hawthorne, Roundabout at
Wallace)



SEGMENT 30:

**NC133/
CASTLE
HAYNE
ROAD**

FROM: US74

TO: US117

LENGTH: 6.67 MILES

HOT SPOTS: 0

ALTERNATE ROUTE(S):
COLLEGE ROAD

**WMPO CONGESTION
MANAGEMENT
TECHNIQUES**

REDUCE DEMAND:

- Alternative Work Schedules

IMPROVE OPERATIONS:

- Geometric Intersection Improvements

INCREASE CAPACITY:

- Add General Purpose Lanes

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.6167	5
AM Delay Rate (minutes/mile)	0.54	4
PM Delay Rate (minutes/mile)	0.40	3
AM Travel Time Reliability (LOTTR)	1.11	4
PM Travel Time Reliability (LOTTR)	1.09	3
Crash Rate (crashes/mile)	27.29	2
Truck Volume (AADTT)	918	4

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	4 19,640.00	2
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	2.85	4
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.00 0.00 0.00	1
Bicycle Crashes (crashes/mile)	0.00	10
Pedestrian Crashes (crashes/mile)	0.00	10



**MULTIMODAL
SCORE: 27**



**TRAVEL TIME
SCORE: 25**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

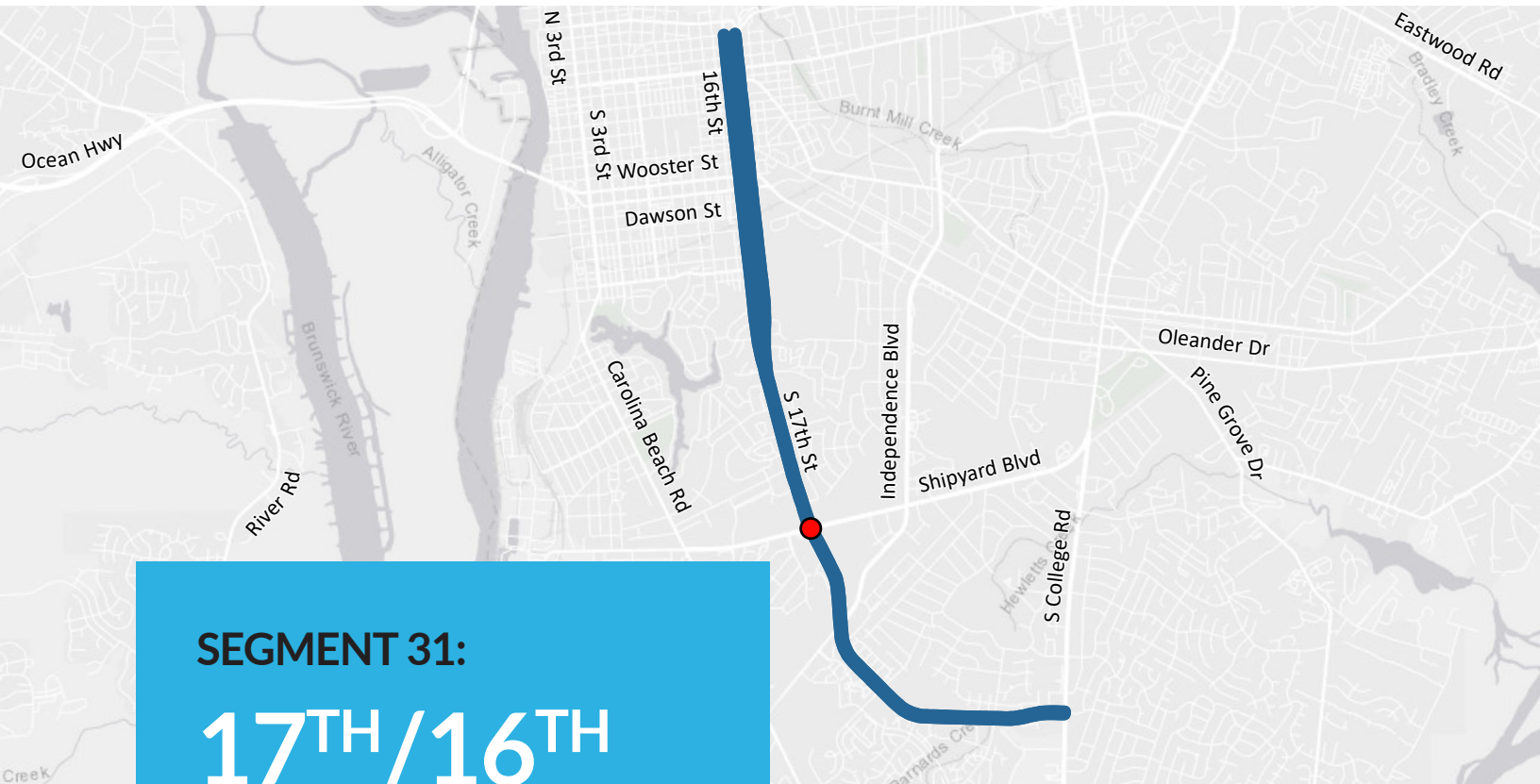
- U-5863 | NC133/Castle Hayne Road Widen to Multi-Lanes
- U-5954 | NC133/Castle Hayne Road Construct Roundabout at North 23rd Street

CAPE FEAR MOVING FORWARD 2045:

(none)

TRANSPORTATION BOND:

(none)



SEGMENT 31:

17TH/16TH STREET

FROM: GRACE STREET
TO: COLLEGE ROAD

LENGTH: 5.74 MILES

HOT SPOTS: 1

1. Shipyard Blvd

ALTERNATE ROUTE(S):
CAROLINA BEACH ROAD
INDEPENDENCE BLVD

WMPO CONGESTION MANAGEMENT TECHNIQUES

REDUCE DEMAND:

- Alternative Work Schedules
- Carpool/Vanpool
- Employer Shuttles

SHIFT MODE OF TRIP:

- Increase Transit Frequency
- Improve Bicycle Storage
- Expand Bicycle and Pedestrian Network
- Multimodal Access at Intersections
- Sidewalk Gap Closure Program

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.4704	3
AM Delay Rate (minutes/mile)	1.02	7
PM Delay Rate (minutes/mile)	0.75	5
AM Travel Time Reliability (LOTTR)	1.07	2
PM Travel Time Reliability (LOTTR)	1.08	3
Crash Rate (crashes/mile)	128.05	8
Truck Volume (AADTT)	244	2

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	27 214,106.50	8
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	3.98	5
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	1.76 0.14 0.32	10
Bicycle Crashes (crashes/mile)	1.05	6
Pedestrian Crashes (crashes/mile)	0.87	7



**MULTIMODAL
SCORE: 36**



**TRAVEL TIME
SCORE: 30**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

- EB-5600 | South 17th Street MUP

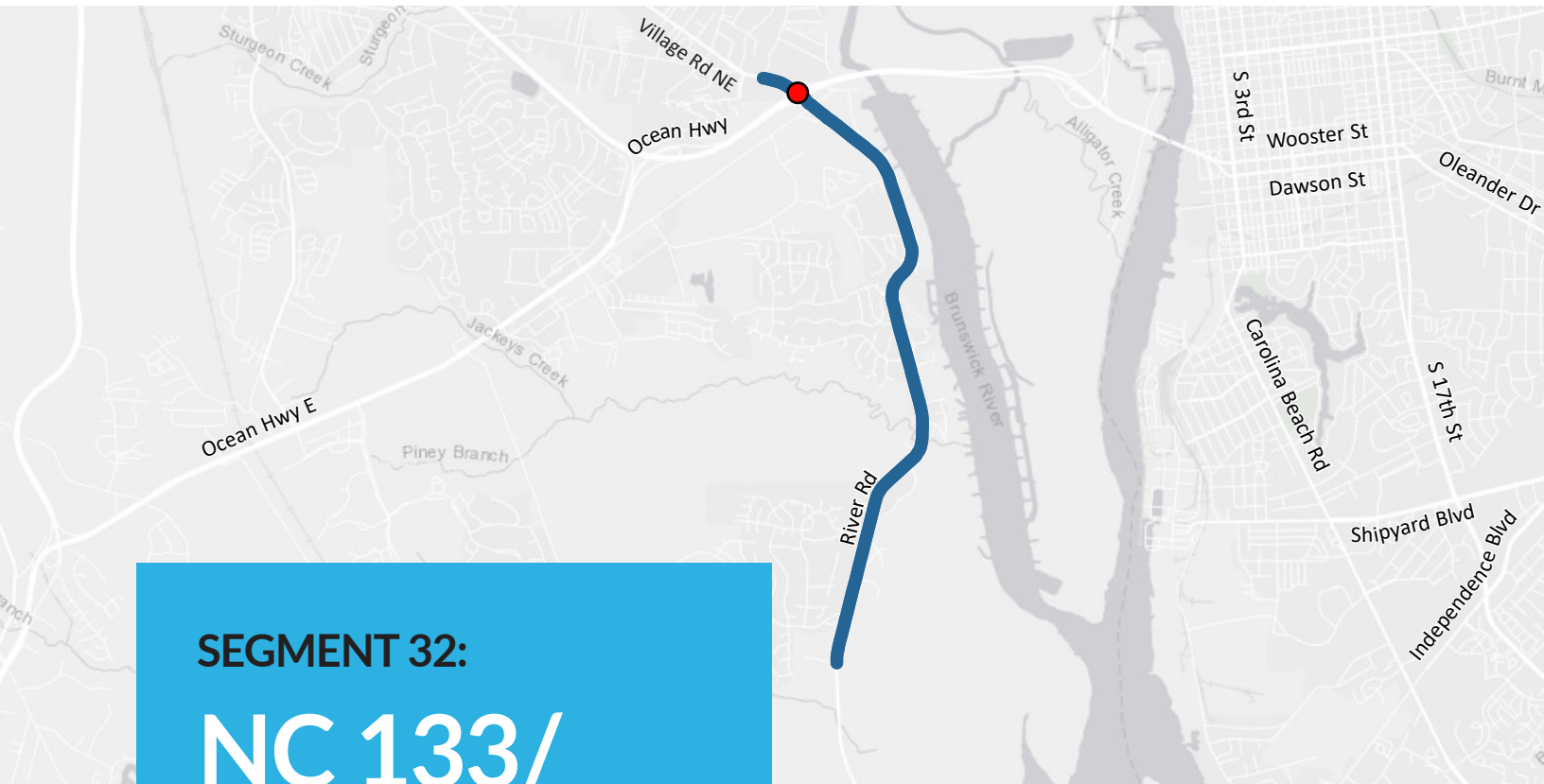
CAPE FEAR MOVING FORWARD 2045:

- BP-556 | 17th St NHC Library Connection MUP
- BP-597 | 17th St & Glen Meade Rd Crosswalk Improvements
- PT-47 | Market St & N 16th St
- PT-90 | Wellington Ave & 17th St
- PT-94 | 17th St at Food Lion Plaza
- PT-147 | Rush Hour Service on High Ridership Routes 8-11am and 3-5pm (105)

- PT-150 | Rush Hour Service on High Ridership Routes 8-11am and 3-5pm (205)
- PT-151 | Earlier Weekday Service on High Ridership Routes (105)
- PT-154 | Earlier Weekday Service on High Ridership Routes (205)

TRANSPORTATION BOND:

- 17th Street Sidewalk and Dawson Street Crosswalks



SEGMENT 32:

NC 133/ RIVER ROAD

FROM: FAIRVIEW ROAD
TO: RABON WAY

LENGTH: 4.48 MILES

HOT SPOTS: 1

1. US17/74/76

ALTERNATE ROUTE(S):
NONE

WMPO CONGESTION MANAGEMENT TECHNIQUES

REDUCE DEMAND:

- Alternative Roadways

SHIFT MODE OF TRIP:

- Increase Transit Frequency
- Expand Bicycle and Pedestrian Network
- Multimodal Access at Intersections

INCREASE CAPACITY:

- Add General Purpose Lanes

LAND USE:

- Construct Supportive Accessways with New Development
- Transit-Oriented Land Development
- Mixed-Use Land Development

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.5322	4
AM Delay Rate (minutes/mile)	0.14	1
PM Delay Rate (minutes/mile)	0.19	2
AM Travel Time Reliability (LOTTR)	1.09	3
PM Travel Time Reliability (LOTTR)	1.08	3
Crash Rate (crashes/mile)	18.97	1
Truck Volume (AADTT)	780	4

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	2 8,406.00	1
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	3.06	4
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.18 0.03 0.00	1
Bicycle Crashes (crashes/mile)	0.00	10
Pedestrian Crashes (crashes/mile)	0.22	10



**MULTIMODAL
SCORE: 26**



**TRAVEL TIME
SCORE: 18**

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

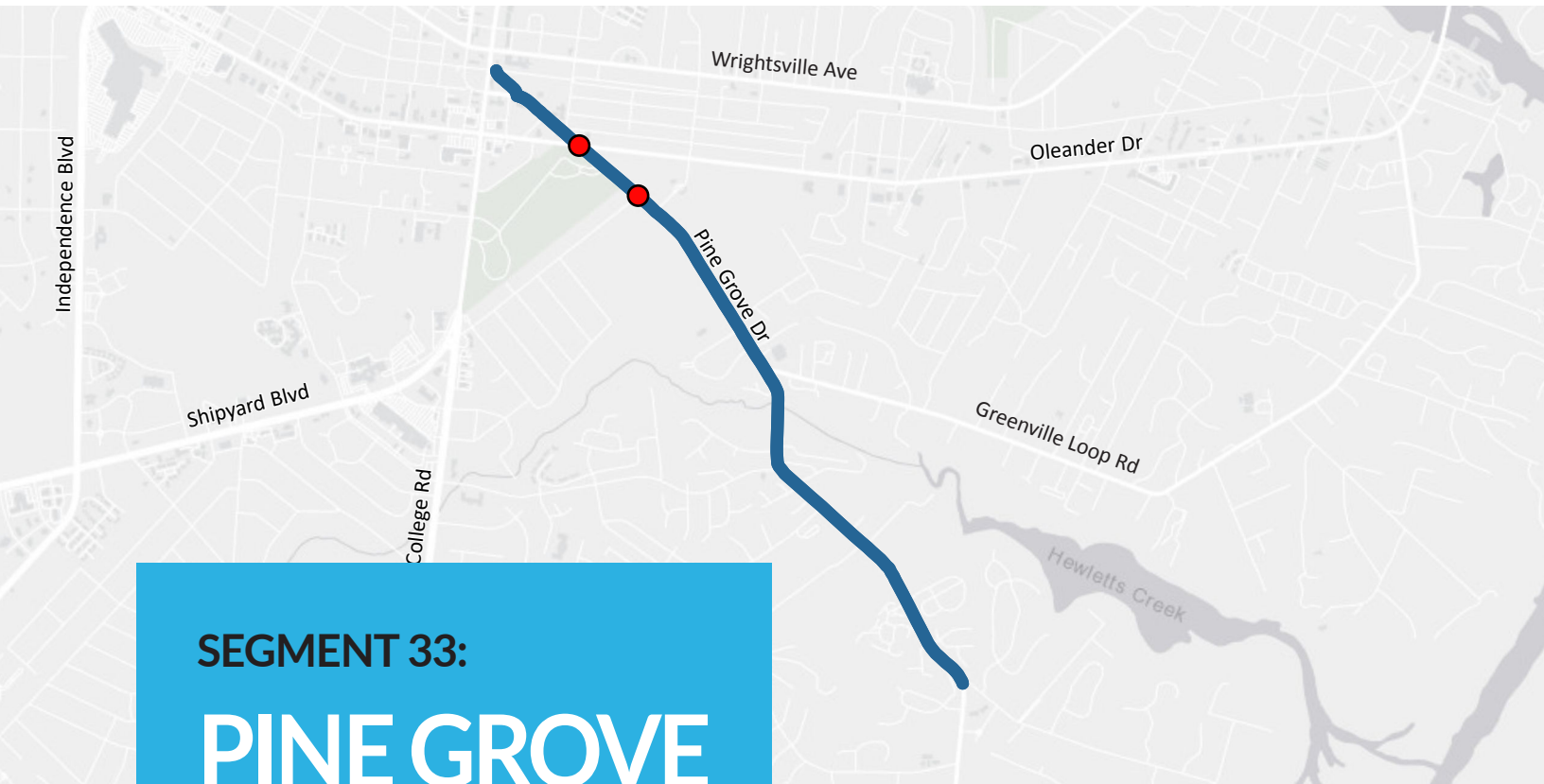
- U-5914 | NC133/River Rd SE Modernize Roadway
- EB-6026 | Belville Elementary Multi-Use Path

CAPE FEAR MOVING FORWARD 2045:

- BP-298 | Chappell Loop Shoulder Bike Lanes & Sharrows
- RW-5 | NC133/River Rd SE Widening

TRANSPORTATION BOND:

(none)



SEGMENT 33:

PINE GROVE DRIVE

FROM: COLLEGE ROAD
TO: MASONBORO SOUND ROAD

LENGTH: 2.49 MILES

HOT SPOTS: 2

1. Oleander Drive
2. Long Leaf Hills Drive

ALTERNATE ROUTE(S):
COLLEGE ROAD

WMPO CONGESTION MANAGEMENT TECHNIQUES

SHIFT MODE OF TRIP:

- Increase Transit Frequency
- Expand Bicycle and Pedestrian Network
- Multimodal Access at Intersections

INCREASE CAPACITY:

- Convert Intersection or Grade Separation to Interchange
- Add General Purpose Lanes

TRAVEL TIME RELIABILITY DATA		SCORE
Volume/Capacity (V/C)	0.5118	3
AM Delay Rate (minutes/mile)	1.87	10
PM Delay Rate (minutes/mile)	1.81	10
AM Travel Time Reliability (LOTTR)	1.16	6
PM Travel Time Reliability (LOTTR)	1.13	5
Crash Rate (crashes/mile)	38.96	2
Truck Volume (AADTT)	0	1

MULTIMODAL DATA		SCORE
Transit (stops combined ridership)	0 0.00	0
Bicycle Suitability (score from WMPO 2022 Bicycle Suitability Map)	3.53	5
Pedestrian Suitability (% sidewalk % crosswalk % MUP)	0.26 0.00 0.03	2
Bicycle Crashes (crashes/mile)	0.00	10
Pedestrian Crashes (crashes/mile)	0.00	10



**MULTIMODAL
SCORE:** 27



**TRAVEL TIME
SCORE:** 37

CURRENT PROJECTS AND PLANS

2020-2029 STIP:

(none)

CAPE FEAR MOVING FORWARD 2045:

- BP-49 | Peachtree Ave MUP

TRANSPORTATION BOND:

- Pine Grove Drive & Oleander Drive Intersection Improvements

IN THIS SECTION:

- 1 STRATEGY IMPLEMENTATION
- 2 EVALUATION AND USE OF THIS REPORT
- 3 FUTURE CONSIDERATIONS

STRATEGY IMPLEMENTATION

The results of the CMP are integrated into the transportation planning process through the development of the Comprehensive Transportation Plan (CTP), Metropolitan Transportation Plan (MTP), State Transportation Improvement Program (STIP), and local plans.

COMPREHENSIVE TRANSPORTATION PLAN

The CTP identifies long term priorities for the region. It also helps to identify which corridors should be evaluated in the CMP. The CMP uses a data-driven approach to begin transitioning this high-level plan into concrete projects that can be programed into the MTP and STIP.

METROPOLITAN TRANSPORTATION PLAN

The MTP is a medium range plan that helps transition projects from the CTP to funding sources such as the STIP, Surface Transportation Block Grant Program (STBGP), and local funds. The currently adopted MTP, Cape Fear Moving Forward 2045, was adopted in 2020 and is required to be updated every five years. The CMP Biennial Data Reports can be compared to determine the success of projects and strategies that have been implemented, while identifying corridors still in need of improvements or new corridors requiring mitigation due to recent development. The identification of needed improvements and congestion mitigation will serve as a source of projects for the next MTP.

STATE TRANSPORTATION IMPROVEMENT PROGRAM

The NCDOT STIP is a 10-year program that identifies funding for transportation projects throughout the state. Projects in the STIP are required to be in the MTP. The CMP contributes to the prioritization of projects in the MTP before they reach the STIP, further strengthening

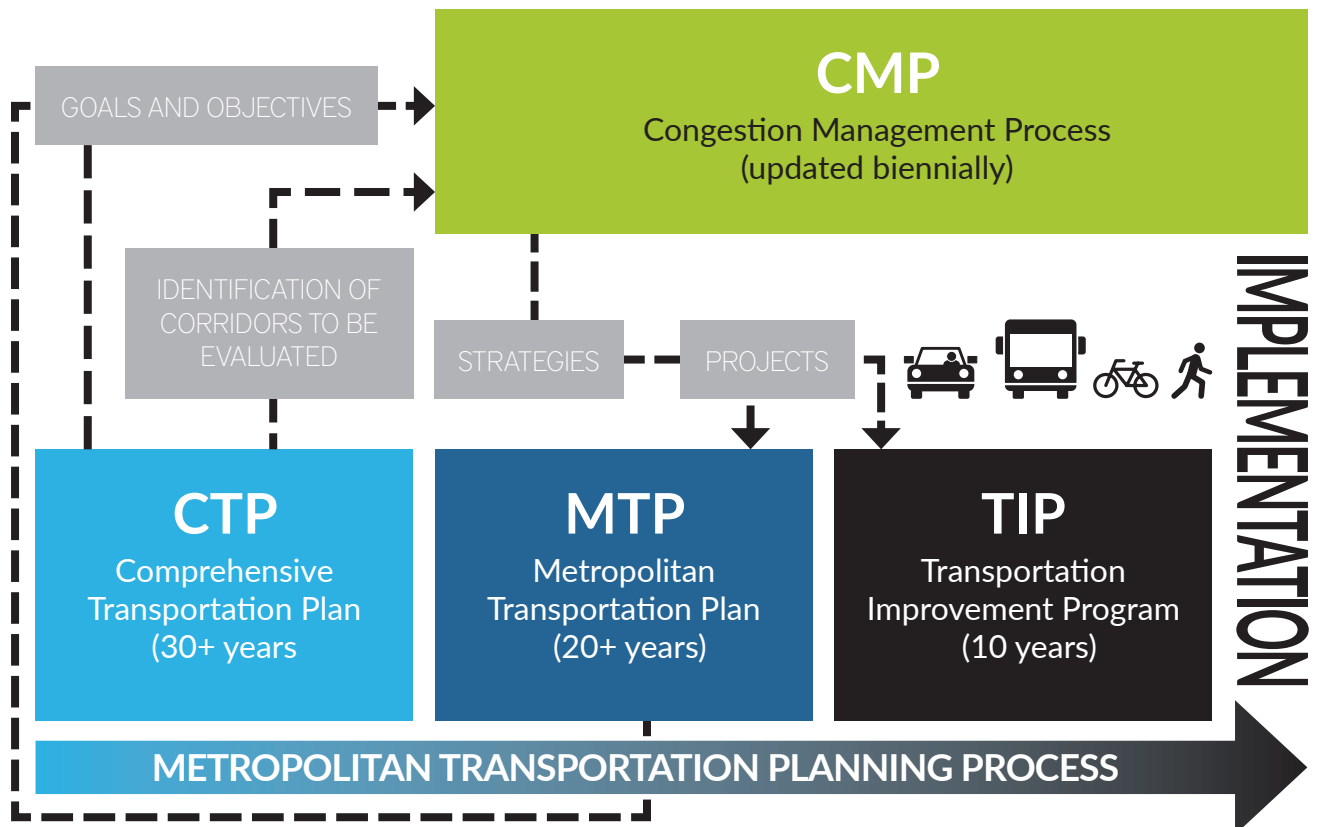
the case for projects as they compete for funding in the STIP.

LOCAL PLANS

The CMP uses a data-driven approach to identify transportation needs in the region, often serving as an indicator and starting point for the development of local plans. Corridors identified in the CMP with poor travel time reliability are strong candidates for additional studies, such as corridor plans and collector street plans. Corridors with significant safety concerns may need safety studies completed. Those with significant congestion and truck volumes may benefit from studies to improve the efficiency of freight movement. Finally, multimodal data provides insight into locations where transit, bicycle, and pedestrian infrastructure is most needed.

EVALUATION AND USE OF THIS REPORT

By continuing the use of NPMRDS data and the new scoring methods developed for the 2020 Biennial Data



NEXT STEPS

Report, the results of the 2020 and 2022 Biennial Data Reports can easily be compared. The WMPO continuously reviews and evaluates its CMP process and will utilize new data sources when appropriate and/or necessary. Additionally, the WMPO will continue to work with its planning partners to ensure the process is appropriately reporting, analyzing, and tracking congestion in our region.

It is important to consider the results of this plan during the development of future planning efforts, including the STIP, MTP, and local plans.

FUTURE CONSIDERATIONS

Previously, and in this plan, the focus on congestion management has revolved around recurring congestion. While this is a significant source of congestion that is easily identifiable, non-recurring congestion counts towards an even larger percentage of congestion. This includes events such as crashes, weather, work zones, and special events. As the WMPO becomes more familiar with NPMRDS data and its capabilities, it would be beneficial to begin looking at these non-recurring events and attempt to mitigate them, or plan for them. In addition to NPMRDS, changes and growth in Intelligent Transportation Systems (ITS) are likely to affect transportation in our region in future years. These changes should be studied to determine potential impacts to or easing of non-recurring congestion.

SEASONAL TRAVEL CHANGES

Located in a coastal environment with numerous beach towns, the WMPO planning area experiences seasonal congestion related to tourism, one of the largest industries in the region. Using NPMRDS data, the CMP can compare delay rates and travel time reliability in both the peak and off season to identify which corridors could be improved without overengineering for the peak season. Reducing congestion would make Wilmington a more attractive destination for travelers and reduce the negative impacts of congestion on locals.

SPECIAL EVENTS

Special events are grouped as non-recurring congestion in the FHWA CMP guidebook, but in the case of certain events, such as the Azalea Festival in

Wilmington, the effects of these events could be further studied. NPMRDS data can be provided down to the day to help identify corridors that are the most strained during large events in the region. With this data, along with coordination with local law enforcement and others that manage the event, future improvements could be identified. This would result in more organized events for guests and less interruption to residents.

INCIDENT MANAGEMENT

Incidents are one of the largest sources of non-recurring congestion. The unpredictable nature of motor vehicle crashes makes it difficult to mitigate the impact of congestion. Improving response times would both reduce congestion and potentially save lives. By using available data to identify corridors with the most accidents and collaborating with local responders, solutions could be identified to improve response times. For example, the City of Charlotte identified the patrolling of corridors with high crash rates by first responders as a solution.

WEATHER

Weather is another unpredictable, non-recurring cause of congestion. Weather causes reduced visibility and decreased traction, leading to slower travel speeds that are not in sync with the signal system as well as increased crash rates. Furthermore, evacuations due to hurricanes and storm damage are important considerations in the region's transportation network. NPMRDS data could be used to study the impact of evacuations on congestion in the region and help to identify where solutions can be implemented.

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**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ADOPTING THE CONGESTION MANAGEMENT PROCESS 2022 BIENNIAL DATA
REPORT**

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, on July 18, 2012 the Wilmington Urban Area Metropolitan Planning Organization was designated as a Transportation Management Area (TMA); and

WHEREAS, federal regulations (23 CFR Part 450) require all designated TMAs to develop and adopt a Congestion Management Process; and

WHEREAS, the Federal Highway Administration defines a Congestion Management Process as a regionally-accepted approach for managing congestion that provides up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization adopted the initial Congestion Management Process on December 11, 2013 and established performance measures for evaluating and monitoring system performance and to serve as a baseline for congestion in the region; and

WHEREAS, following the adoption of the Congestion Management Process, the Wilmington Urban Area Metropolitan Planning Organization has prepared and adopted a report on a biennial basis in 2016, 2018, and 2020; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization recognized the need and opportunity to review and update the performance and system monitoring measures in 2020 in order to align with the vision and goals of the Cape Fear Moving Forward 2045 Metropolitan Transportation Plan; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has collected the necessary data over the course of the past two years to evaluate and monitor system performance and evaluate current congestion needs for the Wilmington Urban Area.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the Congestion Management Process 2022 Biennial Data Report.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 29, 2023.

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

RESOLUTION ADOPTING THE TOWN OF NAVASSA BICYCLE AND PEDESTRIAN PLAN

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 Town of Navassa seeks to improve safety, encourage alternative forms of transportation, stimulate economic development, create opportunities for active and healthy lifestyles, enhance the overall quality of life, and improve the Town's chances to qualify for funding opportunities to design and construct bicycle and pedestrian facilities; and

WHEREAS, to assist in meeting these desired goals, the Town of Navassa applied for and was awarded a grant from the North Carolina Department of Transportation to fund the preparation of the Town's first comprehensive bicycle and pedestrian plan; and

WHEREAS, the planning effort began in Spring 2021 and included comprehensive stakeholder and public engagement, the culmination of this effort resulting in the final plan; and

WHEREAS, the plan is intended to assist the Town in guiding the policies and priorities for bicycle and pedestrian transportation investments and programs to include capital improvements, future Town Ordinance amendments, and general guidance for facility design; and

WHEREAS, the Navassa Town Council adopted the Town of Navassa Bicycle and Pedestrian Plan on December 15, 2022.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the Town of Navassa Bicycle and Pedestrian Plan.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 29, 2023.

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

RAIL

MOVING AMERICA FORWARD



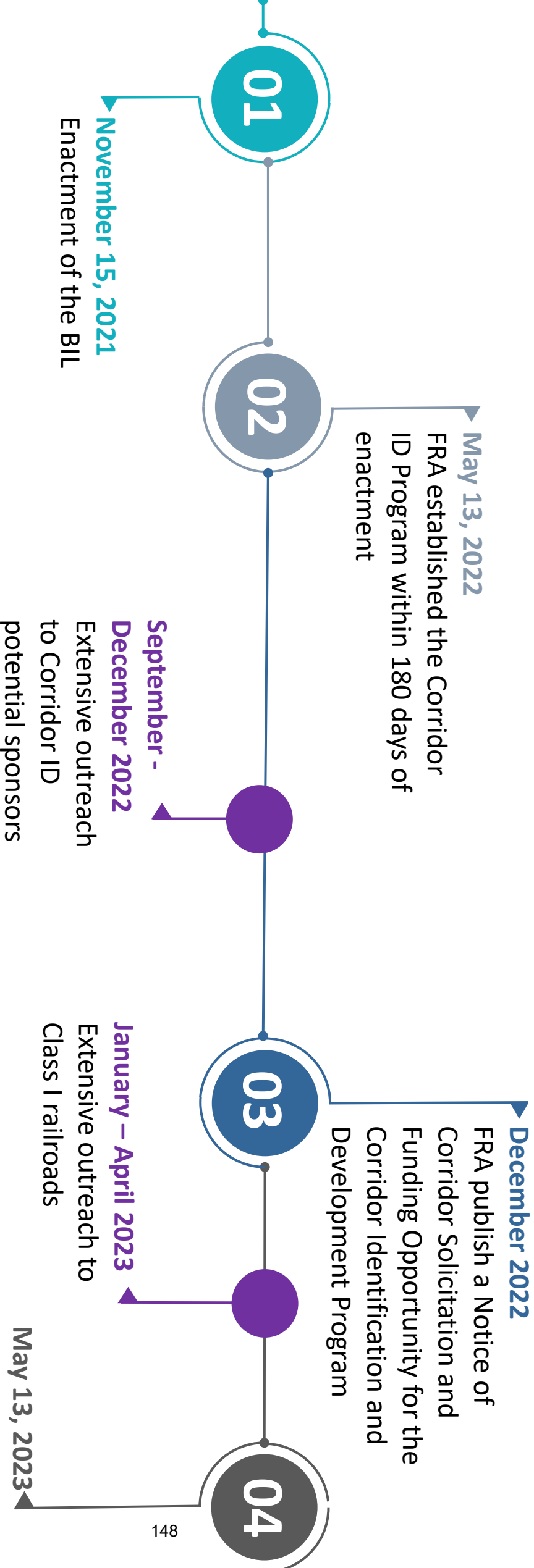
Corridor Identification and Development Program— Service Development Plans Preview

Wynne Davis, Office of Regional Outreach and Project Delivery

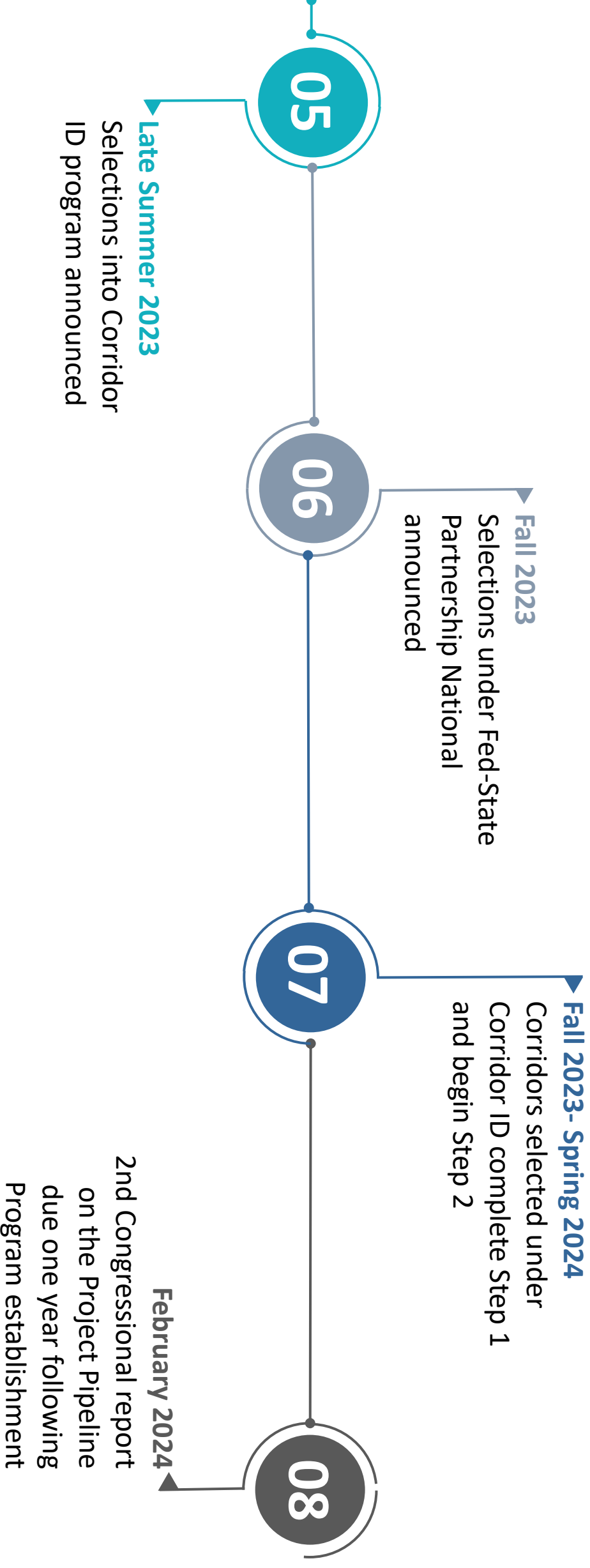
Presentation Overview

- **Timeline**
- **Corridor ID—What is it?**
- **Service Development Planning Overview**
- **Expressions of Interest**
- **Outreach**
- **Questions**

Corridor ID Timeline



Corridor ID Timeline

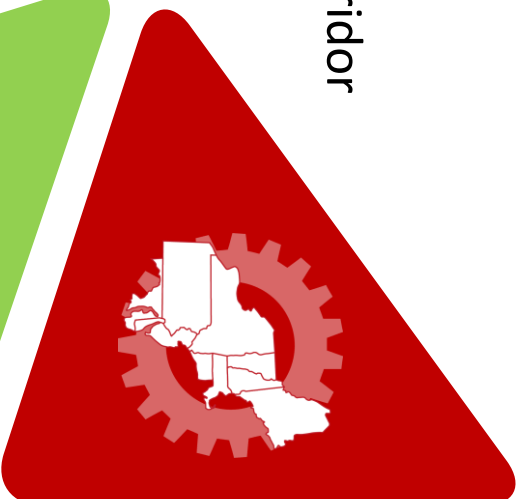


Corridor ID Overview

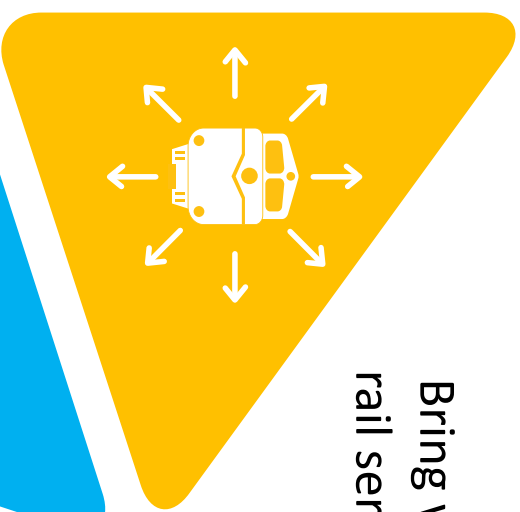


Bipartisan Infrastructure Law: Rail Development Goals

Modernize the
Northeast Corridor



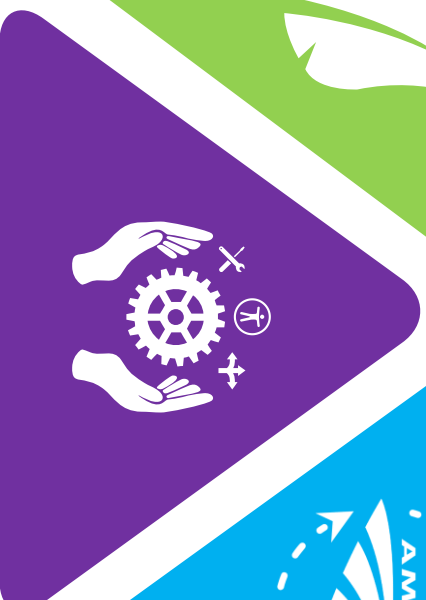
Bring world-class passenger
rail service to regions across
the country



Grow a safer, cleaner,
more equitable rail
system



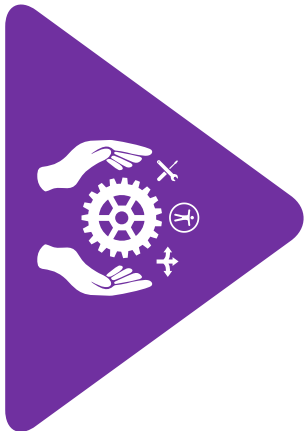
Renew Amtrak's fleet & facilities
and deliver high-quality intercity
passenger rail service



Build the foundation for a
long-term rail program

Corridor ID Program Overview

Build the foundation for a long-term rail program



Corridor ID creates a foundational framework for identifying and developing new or improved intercity passenger rail (IPR) services. Under the program, FRA will:

Solicit proposal for implementing new or improving existing IPR services

Select corridors for development

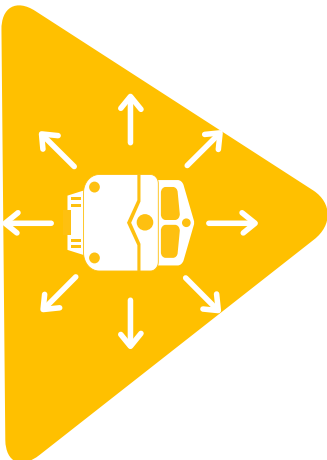
Partner with corridor sponsor to prepare (or update) a Service Development Plan (SDP)

SDP includes a “corridor project inventory”

Corridor project inventories populate a prioritized “pipeline” of projects

Projects in the Corridor ID Pipeline are eligible for funding under FRA’s financial assistance programs

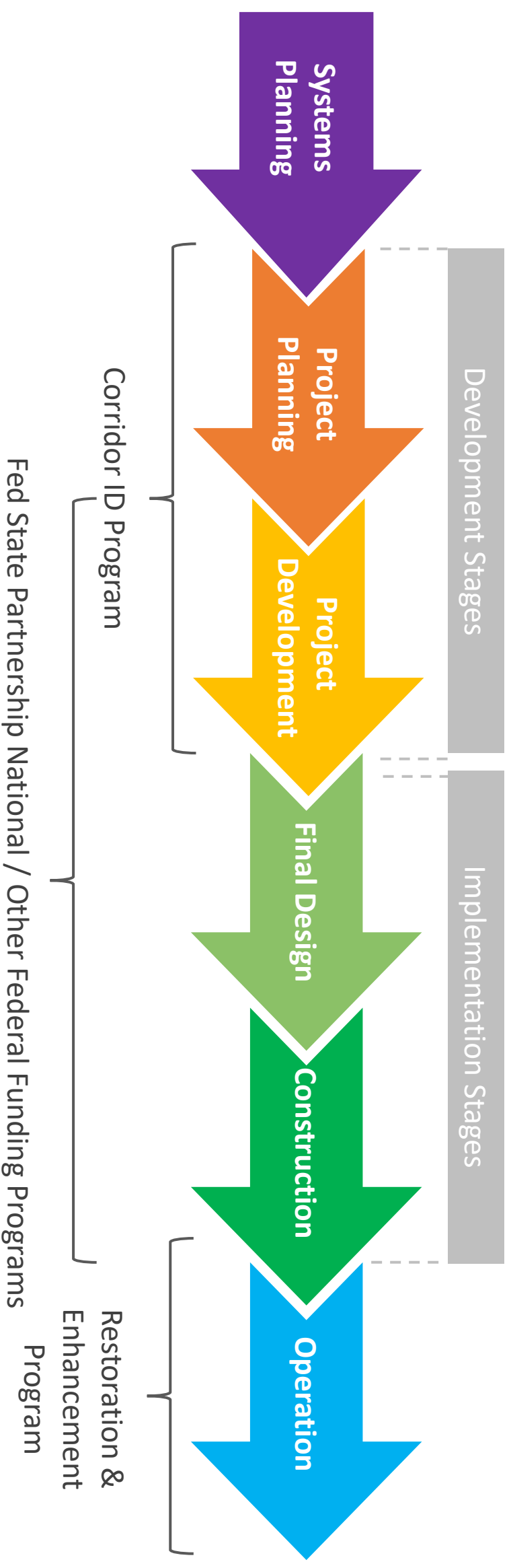
Bring world-class passenger rail service to regions across the country



Grow a safer, cleaner, more equitable rail system



FRA Project Lifecycle Stages – Corresponding FRA Funding Programs



Establishing the Program – Significant Policy Positions



Corridor ID will be the **primary mechanism for developing off-Northeast Corridor intercity passenger rail corridors and projects** for subsequent implementation



Corridor ID is a home **for all types of Intercity Passenger Rail corridors**—new, significant improvements, and modest improvements to existing service are all welcome



Corridor ID will **regularly solicit proposals for additional corridors** to enter the program—this is not a one-time opportunity



Level of non-Federal commitment may be modest at the beginning but must grow as a corridor advances through the Program



Corridors/Projects that advance to the Project Pipeline should be **ready for immediate implementation** (Final Design/Construction)

Nearly any public entity with a role in transportation...

- Amtrak
- States
- Groups of States
- Entities implementing interstate compacts
- Regional passenger rail authorities
- Regional planning organizations
- Political subdivisions of a State
- Federally recognized Indian Tribes

Corridor Eligibility

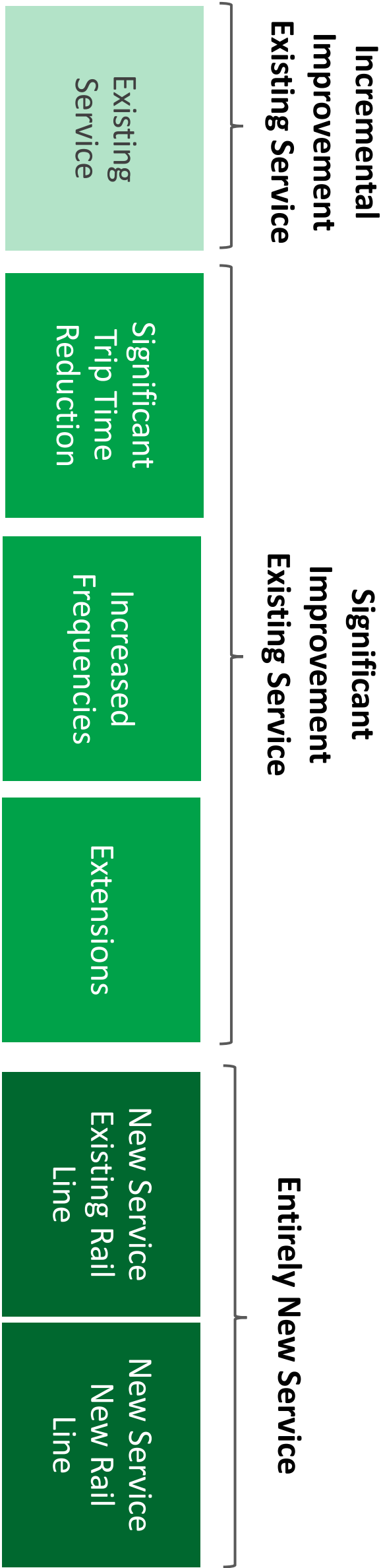
Eligible Corridors

- Short-distance (<750 miles) IPR services
- Restoring service over any route formerly operated by Amtrak
- Increasing frequencies of long-distance service (will be analyzed as part of the FRA-led Long-Distance Study)

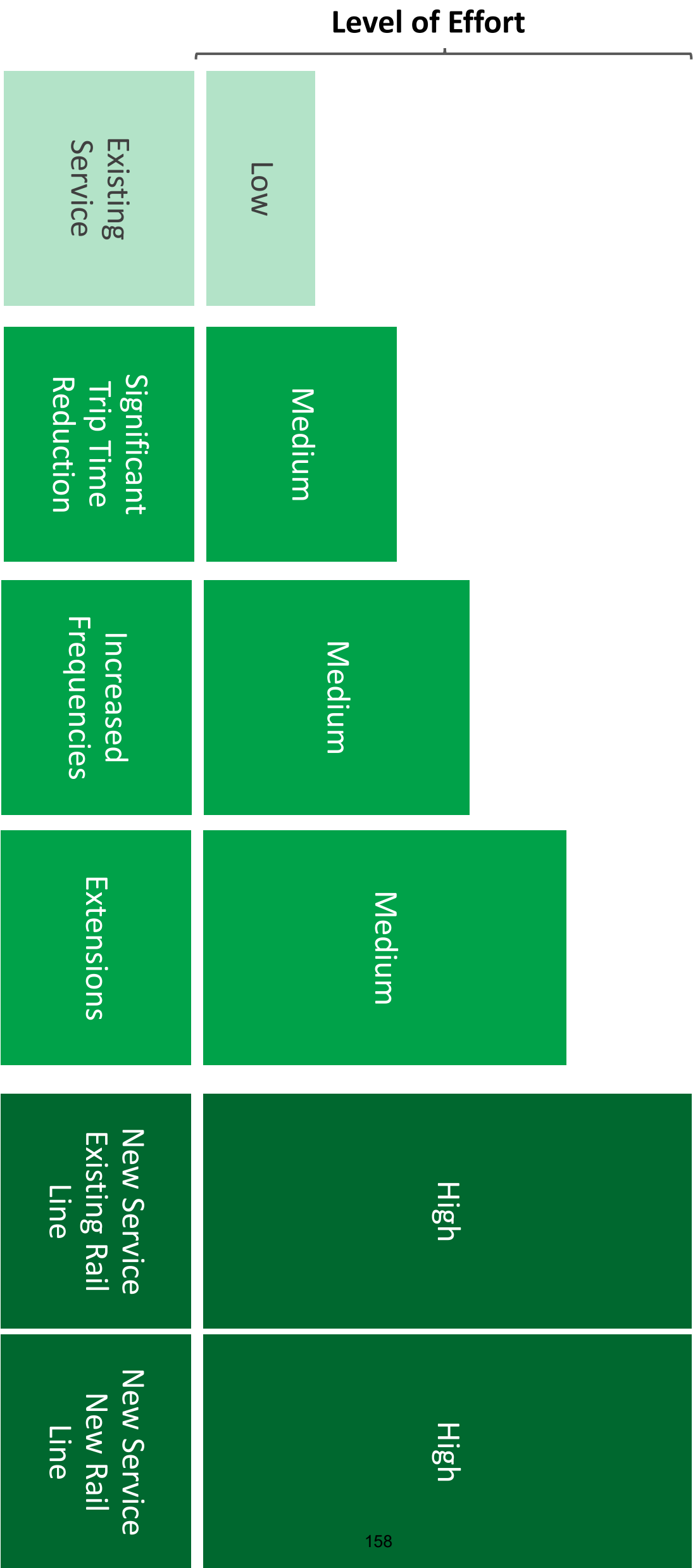
Ineligible Corridors

- Commuter rail
- Increments of an IPR corridor that if advanced alone, would not meet the definition of a stand-alone IPR corridor
- Technology that is under development but not yet proven

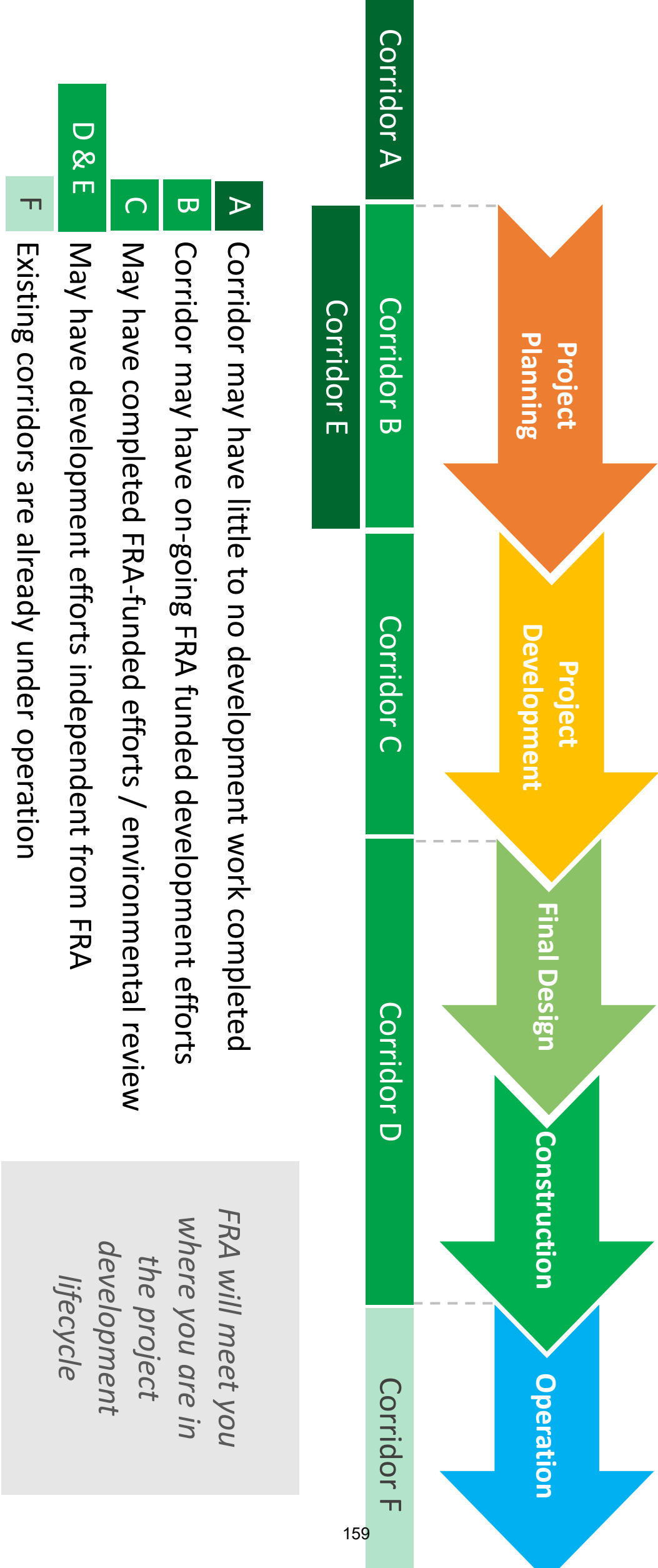
What does this mean for the different types of corridors?



What does this mean for the different types of corridors?



FRA will Consider Work Undertaken to Date



Corridor ID Funding—Development Stages

		Development Stages		
		Project Planning Step 1: SDP Scoping & Program Initiation	Project Planning Step 2: Service Development Planning	Project Development Step 3
Expression of Interest	Submission of Corridor Proposal			
Key Activities	• Submit expression of interest to docket	• Sponsor creates the capacity necessary to undertake the service planning effort	• Sponsor, in collaboration with FRA, prepares service development plan for corridor	For a Phase of Implementing Corridor • Sponsor completes environmental review • Sponsor completes PE
	• Submit corridor proposal in response to upcoming solicitation	• Sponsor develops scope, schedule, and budget for planning effort		
Prerequisites	None	• Selection of Corridor	• Completion of Step 1	• Completion of Step 2 • Phase likely to be implemented • Phase likely to benefit IPR Service
Binding Commitment	None	Delivery of scope and cost estimate for SDP	Completion of SDP, approved by FRA	Completion of PE / NEPA for phase
Funding	None	~\$500k “seed money,” 0% match (Unspent funds carry forward)	\$XX determined through scoping effort, 10% match	\$XX determined through SDP, 20% match

2022 Selections—A Baseline Year for Corridor ID



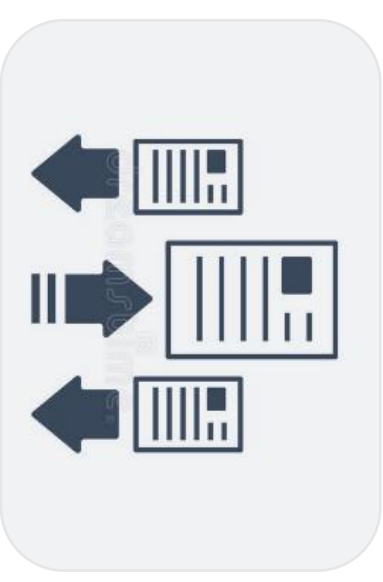
Selections made later
this year will set the
“baseline” for
Corridor ID



Corridor ID map of
selected corridors will
illustrate FRA’s plan
for passenger rail
development across
the country for new
AND existing corridors

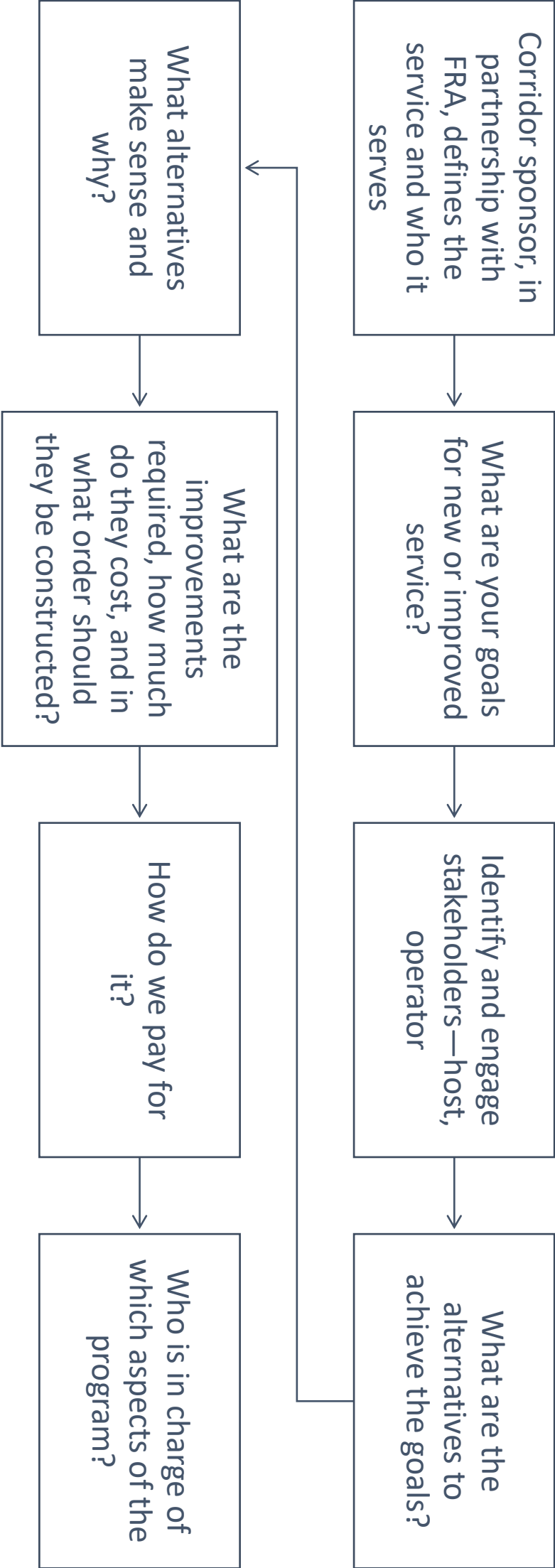


FRA’s goal is to align
the two programs—
Corridor ID produces
the Project Pipeline
for FSP-N

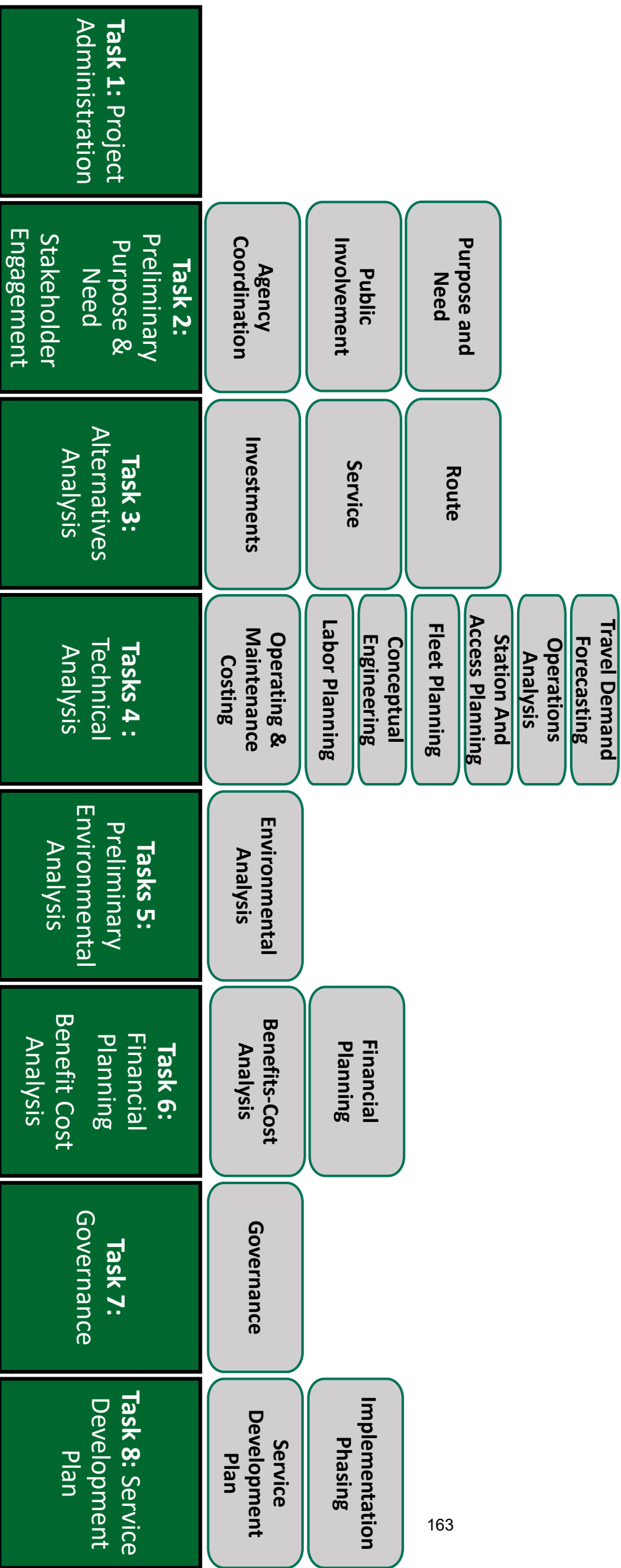


In future funding
cycles, projects
included in the Project
Pipeline will receive
priority funding under
FSP-N

Service Development Plans—What Are They?

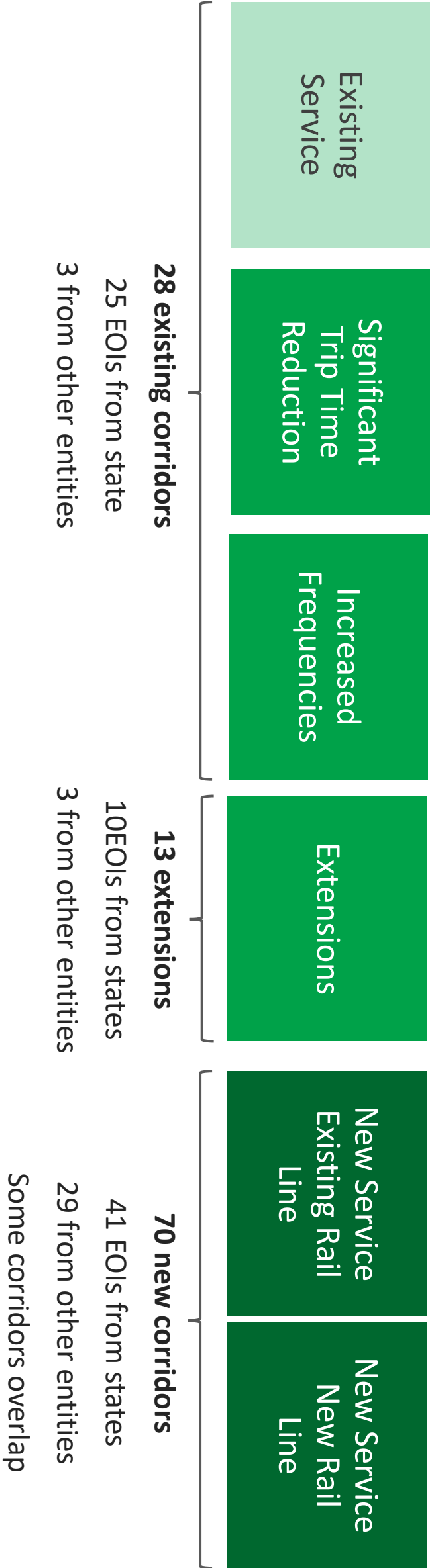


Corridor ID “Step 2” Statement of Work – SDP Preparation/Updating



Expressions of Interest by Types of Corridors

On May 13 FRA published a notice for expressions of interest in the Federal Register, 100 corridors different represented



Expressions of Interest

28 existing corridors

25 EOIs from state

3 from other entities

13 extensions

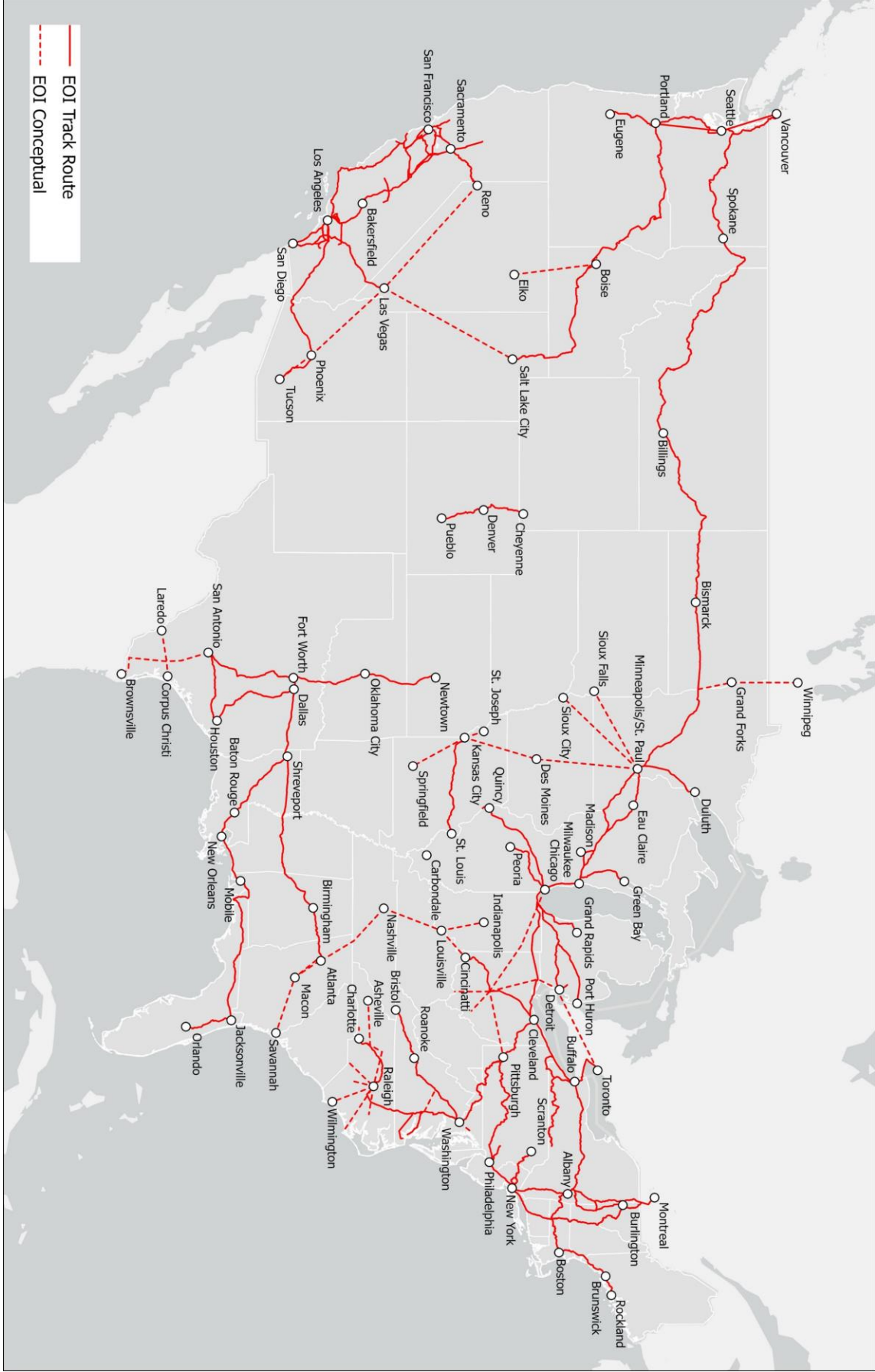
10 EOIs from states

3 from other entities

70 new corridors

41 EOIs from states

29 from other entities



Corridor ID Outreach

Outreach to Date

Conducted 41 virtual outreach sessions, 33 States, 8 other eligible entities

California	Colorado	Connecticut	Florida	Georgia	Idaho	Idaho	Illinois
Indiana	Iowa	Kansas	Louisiana	Maine	Maryland	MassDOT	Michigan
Minnesota	Missouri	Nevada	New York	North Carolina	Ohio	Oklahoma	Oregon
PennDOT	Tennessee	Texas	Utah	Vermont	Virginia	Washington	Wisconsin
Wyoming	Southern Rail Commission	California High Speed Rail	Big Sky Rail	High Desert JPA	Pima Association of Govts	City of Peoria, IL	MORPC & NOACA

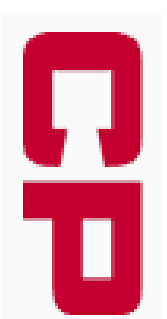
Corridor ID Outreach—What We Heard

- A lot of enthusiasm for Corridor ID across states, regions, and municipalities
- Existing corridor programs—what's the benefit
- Level of commitment for new corridor programs
- When and how to engage host railroads and Amtrak



Class I Outreach

- FRA will meet with each Class I railroad February—March 2023
- Overview of FRA rail development programs with a focus on new and amended programs
- Class I perspective—how are FRA programs impacting them?
- Discuss opportunities to improve rail operations for both freight and passenger corridors
- Review Class I priority projects
- Discuss status, challenges, and successes of passenger rail programs hosted (or potentially hosted) by Class Is



Outreach—Amtrak

- Corridor ID is operator agnostic
- However, Amtrak is the partner for existing passenger rail services and will likely be the partner for several proposed future services
- Outreach regularly with Amtrak to understand efforts that align with Corridor ID and other FRA funding programs



Shortline Railroad Outreach

- Working closely with ASLRRA to provide forums for information and feedback
- Several sessions to date: environmental, project and grant management, Buy America and other issues
- Will meet with largest holding companies and short lines in March / April
- Will present at ASLRRA conference in April
- Goal is to create forum for information and feedback that results in better projects, faster obligation and continued success of the CRISI program



Image credit: Andrew Fletcher

Consultant Community Outreach

- Guidance on Service Development Planning required under Corridor ID will be released late Spring 2023
- FRA will engage consultant community through webinars and other forums to gather feedback and provide direction
- Our goal is to clearly communicate our expectations for work performed under FRA funded programs so consultants hired by our grantees can accurately scope and perform the work



Contact Us

Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590



Connect with us USDOTFRA



Wynne Davis
Deputy Director for Regional
Outreach
*Office of Regional Outreach &
Project Delivery*

PaxRailDev@dot.gov

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION'S SUBMISSION OF THE RAIL CORRIDOR BETWEEN WILMINGTON
AND RALEIGH FOR THE FEDERAL RAILROAD ADMINISTRATION'S (FRA) CORRIDOR
IDENTIFICATION AND DEVELOPMENT PROGRAM**

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

WHEREAS, the Corridor Identification and Development (Corridor ID) Program was included as part of the Infrastructure Investment and Jobs Act (IIJA) that was signed by President Biden on November 15, 2021; and

WHEREAS, the Federal Railroad Administration established the Corridor Identification and Development Program within 180 days of enactment; and

WHEREAS, Corridor ID creates a foundational framework for identifying and developing new or improved intercity passenger rail (IPR) services; and

WHEREAS, the North Carolina Department of Transportation will submit twelve corridors to FRA for consideration for participating in the program and obtaining grant funding; and

WHEREAS, the rail corridor between Wilmington and Raleigh is one of the twelve corridors that will be submitted by the North Carolina Department of Transportation; and

WHEREAS, the North Carolina Department of Transportation is currently refreshing the Southeastern Passenger Rail Study that was completed in 2005 with the update anticipated to be complete later this year; and

WHEREAS, intercity passenger rail is a valuable and necessary component of the future transportation network of North Carolina; and

WHEREAS, the Wilmington Urban Area would experience multiple benefits through the establishment and future implementation of the Wilmington to Raleigh corridor; and

WHEREAS, these anticipated benefits include safety, connectivity, economic advancement, and supporting overall regional growth.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the North Carolina Department of Transportation's submission of the rail corridor between Wilmington and Raleigh for the Federal Railroad Administration's Corridor Identification and Development Program.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Board on March 29, 2023.

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

STATEWIDE PROJECT

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

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

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

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to amend the adopted 2020-2029 State/MPO Transportation Improvement Programs for Amendments #23-1; and

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

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

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 29, 2023.

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

STATEWIDE PROJECT

STIP MODIFICATIONS

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

STATEWIDE PROJECT

STIP MODIFICATIONS

R-5753 STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP) AND EMERGENCY RELIEF FOR FEDERALLY OWNED ROADS (ERFO). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO FEDERAL LANDS.	CONSTRUCTION	FY 2023 - \$7,090,000 (FLTP) FY 2024 - \$1,700,000 (FLTP) FY 2025 - \$48,868,000 (FLTP) FY 2026 - \$1,936,000 (FLTP) FY 2027 - \$117,000 (FLTP) \$59,711,000
<u>UPDATE FUNDING IN FY 23, FY 24, FY 25, FY 26, AND FY 27 AT THE REQUEST OF THE FEDERAL HIGHWAY ADMINISTRATION.</u>				

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #23-2 TO THE
2020-2029 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #23-2.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #23-2.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 29, 2023.

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #23-2 (March 2023)

STATEWIDE PROJECT

STIP ADDITIONS			
* M-0482 STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, FEDERAL STATE TRANSPORTATION INNOVATION COUNCIL (STIC) INCENTIVE FUNDED PROJECTS <u>ADD PROJECT DUE TO AWARD OF FEDERAL STIC INCENTIVE PROGRAM FUNDING. DP FUNDS REPRESENT FEDERAL STIC INCENTIVE PROGRAM FUNDS.</u>	IMPLEMENTATION FY 2023 - \$100,000 (DP) FY 2023 - \$25,000 (S(M)) FY 2024 - \$100,000 (DP) FY 2024 - \$25,000 (S(M)) FY 2025 - \$100,000 (DP) FY 2025 - \$25,000 (S(M)) FY 2026 - \$100,000 (DP) FY 2026 - \$25,000 (S(M)) FY 2026 - \$500,000
* M-057A STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	STATEWIDE, HAZARD CHARACTERIZATION AND WARNING TOOLS. <u>ADD PROTECT FORMULA PLANNING FUNDING FOR RESILIENCE PROGRAM NOT PREVIOUSLY PROGRAMMED.</u>	MITIGATION FY 2023 - \$840,000 (PROTCT) FY 2024 - \$840,000 (PROTCT) FY 2025 - \$840,000 (PROTCT) FY 2026 - \$840,000 (PROTCT) FY 2026 - \$3,360,000
M-057B STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	STATEWIDE, HAZARD CORRIDOR VULNERABILITY ASSESSMENTS. <u>ADD PROTECT FORMULA PLANNING FUNDING FOR RESILIENCE PROGRAM NOT PREVIOUSLY PROGRAMMED.</u>	MITIGATION FY 2023 - \$350,000 (PROTCT) FY 2024 - \$350,000 (PROTCT) FY 2025 - \$350,000 (PROTCT) FY 2026 - \$350,000 (PROTCT) FY 2026 - \$1,400,000
M-057C STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	STATEWIDE, GEOTECHNICAL ASSET MANAGEMENT (GAM) DATABASE AND LANDSLIDE MITIGATION PLANNING <u>ADD PROTECT FORMULA PLANNING FUNDING FOR RESILIENCE PROGRAM NOT PREVIOUSLY PROGRAMMED.</u>	MITIGATION FY 2023 - \$560,000 (PROTCT) FY 2024 - \$560,000 (PROTCT) FY 2025 - \$560,000 (PROTCT) FY 2026 - \$560,000 (PROTCT) FY 2026 - \$2,240,000



Unified Planning Work Program

Fiscal Year 2023

Amendment #3

**Amendment #2 Adopted
October 26, 2022**

**Amendment #1 Adopted
May 25, 2022**

**Original PWP
Adopted March 30, 2022**

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

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Introduction

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

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

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

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

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

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

- Federal Transit Administration Section 5304 Funds - These funds are used for transit planning in the urban area. The Federal Transit Administration provides 80% of these funds, 20% local match will be provided by the Integrated Mobility Division of the NCDOT.

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

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

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

Line-Item Codes:

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

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

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

II-A-4 Traffic - No tasks foreseen.

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

II-A-6 Dwelling Unit, Population, Employment Changes - Will measure land use changes by Transportation Analysis Zone between 2010 Census and travel demand model base year. Staff will provide capacity analysis for proposed developments within the Wilmington UrbanArea MPO's planning area boundary.

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

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

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

II-A-10 Mapping - No tasks foreseen.

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

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

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

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

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

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

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

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

Performance Measures from the Infrastructure Investment and Jobs Act.

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

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

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

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

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

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

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

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

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

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

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

in the update of the MTP and CMP reports. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

congestion by providing mode choice; improving connectivity to existing bicycle routes in the planning area such as the East Coast Greenway; and promoting healthy and active living.

- 2050 MTP Outreach: Postponed until FY24 Per Amendment #2
Funding reallocated to new WMPO Organizational Study below
This special study will provide monetary resources to assist WMPO staff in public outreach activities for the development of the 2050 Metropolitan Transportation Plan. Public participation is crucial for the successful development and adoption of planning documents. To achieve this participation, outreach efforts beyond basic advertisements will likely be necessary. Examples include ads on social media, TV advertisements, etc.
- WMPO Organizational Study: New Study Per Amendment #2
Based on anticipated expenditures, the line item increased by \$50,000
The Wilmington Urban Area MPO continues to grow and develop, and the federal government continues to provide federal requirements and potential opportunities for MPOs across the county. The 2020 decennial census data is expected to be released by the end of the year that will determine any need to expand our urbanized area (UZA) and planning area boundaries. The MPO desires to understand the relationship between the work programs and organizational needs. The Organizational Assessment will evaluate the current organization in terms of staffing, workloads, capacities, and future opportunities and demands. The Organizational Assessment will provide recommendations to best position the organization for the future.

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

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

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

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

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

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

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

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

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

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

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

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

MPO	Wilmington
FTA Code	44.27.00 - Special Studies
Task Code	III-D-3
Title	Special Study - Zero Emissions Vehicles Transition Study
5304 Task Objective	To create a plan for transitioning to zero emissions light and heavy-duty passenger vehicles for Cape Fear Public Transportation Authority (dba Wave Transit).
Tangible Product Expected	Create a Zero-Emission Fleet Transition Plan and engineer and design infrastructure for charging stations for future electric vehicles.
Expected Completion Date of Products	June 2023 2 Year Contract
Previous Work	The creation of the plan and study is approved by CFPTA's Board of Directors and is done in collaboration with the North Carolina Department of Transportation.
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5304 Local 0%	
Section 5304 NCDOT 20%	20,000
Section 5304 FTA 80%	80,000
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	



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

2022 - 2023 Unified Planning Work Program Amendment # 1 5304
May 25, 2022

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

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

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



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2022 - 2023 Unified Planning Work Program Amendment # 2 STBG-DA
October 26, 2022

III-D-3 Special Studies: Consultant - Pender Co. Bike Ped Plan

Based on anticipated expenditures, the line item decreased by \$8,107

The approved contracted amount by WSP came in under the original \$95,000 estimated for the study to be performed. \$8,107 in available funds will be moved to the WMPO Organizational Study.

III-D-3 Special Studies: Consultant - MTP Development

Based on anticipated expenditures, the line item decreased by \$15,000

The MTP Development task has been postponed until FY24. \$15,000 in available funds will be moved to the WMPO Organizational Study.

III-D-3 Special Studies: Consultant – WMPO Organizational Study

Based on anticipated expenditures, the line item increased by \$50,000

The Wilmington Urban Area MPO continues to grow and develop, and the federal government continues to provide federal requirements and potential opportunities for MPOs across the county. The 2020 decennial census data is expected to be released by the end of the year that will determine any need to expand our urbanized area (UZA) and planning area boundaries. The MPO desires to understand the relationship between the work programs and organizational needs. The Organizational Assessment will evaluate the current organization in terms of staffing, workloads, capacities, and future opportunities and demands. The Organizational Assessment will provide recommendations to best position the organization for the future.

III-E Management & Operations

Based on anticipated expenditures, the line item decreased by \$26,893

\$26,893 in funding reallocated from Management and Operations to pair with funding from the Pender Co. Bike Ped Plan and MTP Development to provide \$50,000 in funding for the WMPO Organizational Special Study.



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2022 - 2023 Unified Planning Work Program Amendment # 3 PL104
March 29, 2023

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

Based on anticipated expenditures, the line item decreased by \$2,896
Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

II-A-9 Travel Time Studies

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

II-B-3 Travel Model Updates

Based on anticipated expenditures, the line item decreased by \$9,664
Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

II-B-9 Highway Element of the LRTP

Based on anticipated expenditures, the line item decreased by \$13,094
Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

II-B-10 Transit Element of the LRTP

Based on anticipated expenditures, the line item increased by \$93
Increase of expenditures based on anticipated increase of staff time allocated to this task.

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

Based on anticipated expenditures, the line item increased by \$3,019
Increase of expenditures based on anticipated increase of staff time allocated to this task.

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

Based on anticipated expenditures, the line item decreased by \$2,234
Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

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

Based on anticipated expenditures, the line item decreased by \$1,025
Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

II-B-15 Freight Movement/Mobility Planning

Based on anticipated expenditures, the line item decreased by \$2,633

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

II-B-16 Financial Planning

Based on anticipated expenditures, the line item decreased by \$769

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

II-B-17 Congestion Management Strategies

Based on anticipated expenditures, the line item increased by \$4,067

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

III-A Planning Work Program

Based on anticipated expenditures, the line item decreased by \$1,879

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

III-B Transportation Improvement Program

Based on anticipated expenditures, the line item decreased by \$5,000

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

III-C-1 Title VI

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

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

III-C-2 Environmental Justice

Based on anticipated expenditures, the line item decreased by \$1,353

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

III-C-3 Minority Business Enterprise

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

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

III-C-4 Planning for the Elderly & Disabled

Based on anticipated expenditures, the line item increased by \$87

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

III-C-6 Public Involvement

Based on anticipated expenditures, the line item decreased by \$9,523

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

III-C-7 Private Sector Participation

Based on anticipated expenditures, the line item decreased by \$1,043

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

III-D-4 Regional or Statewide Planning

Based on anticipated expenditures, the line item increased by \$3,093
Increase of expenditures based on anticipated increase of staff time allocated to this task.

III-E Management & Operations

Based on anticipated expenditures, the line item increased by \$41,754
Increase of expenditures to absorb the above reduced costs. Reduced costs moved to Management & Operations for more flexible use and balance UPWP PL104 Budget.

2022 - 2023 Unified Planning Work Program Amendment # 3 STBG-DA **March 29, 2023**

II-A-10 Mapping

Based on anticipated expenditures, the line item decreased by \$20,400
Reduction of expenditures based on anticipated reduction of staff cost allocated to this task.

III-D-3 Special Studies: Consultant - Pender Co. Bike Ped Plan

Based on anticipated expenditures, the line item increased by \$2,090
Increase of expenditures based on small increase of contractual costs.

III-E Management & Operations

Based on anticipated expenditures, the line item increased by \$18,310
Increase of expenditures to absorb the Mapping reduced costs. Reduced costs moved to Management & Operations for more flexible use and balance UPWP STBG-DA Budget.

2022 - 2023 Unified Planning Work Program Amendment # 3 5303 **March 29, 2023**

II-A-5 Transit System Data

Based on anticipated expenditures, the line item increased by \$4,251
Increase of expenditures based on anticipated reduction of staff time allocated to this task.

II-B-10 Transit Element of the LRTP

Based on anticipated expenditures, the line item decreased by \$5,907
Reduction of expenditures based on anticipated reduction of staff time allocated to this task.

II-B-16 Financial Planning

Based on anticipated expenditures, the line item decreased by \$2,752

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

III-C-1 Title VI

Based on anticipated expenditures, the line item decreased by \$2,520

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

III-C-3 Minority Business Enterprise

Based on anticipated expenditures, the line item decreased by \$801

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

III-C-6 Public Involvement

Based on anticipated expenditures, the line item decreased by \$4,951

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

III-E Management & Operations

Based on anticipated expenditures, the line item increased by \$12,680

Increase of expenditures to absorb the above reduced costs. Reduced costs moved to Management & Operations for more flexible use and balance UPWP 5303 Budget.

Wilmington Urban Area Metropolitan Planning Organization FY2023 Unified Planning Work Program Amendment # 3

March 29, 2023

TASK CODE	TASK DESCRIPTION	SECTION 104(f) R.			SECTION 5304			SECTION 5303			SECTION 5304			TASK FUNDING SUMMARY		
		Highway / Transit			Transit / Highway			Transit / Highway			Transit / Highway			LOCAL	NCDOT	FEDERAL
		LOCAL 20%	FHWA 80%	TOTAL 100%	LOCAL 20%	FHWA 80%	TOTAL 100%	LOCAL 10%	NCDOT 10%	FTA 80%	TOTAL 100%	LOCAL	NCDOT			TOTAL
II-A	SURVEILLANCE OF CHANGE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-1	Traffic Volume Counts	14,035	56,141	70,176	-	-	-	-	-	-	-	14,035	-	-	-	70,177
II-A-2	Vehicle Miles of Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-3	Street Systems Changes	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-4	Traffic Accidents	-	-	-	-	-	-	-	-	-	-	2,625	2,625	-	21,001	26,251
II-A-5	Transit System Data	-	-	-	-	-	-	2,625	2,625	-	21,001	-	-	-	-	1,104
II-A-6	Dwelling Unit, Pop. & Emp. Change	221	883	1,104	-	-	-	-	-	-	-	221	-	-	-	-
II-A-7	Air Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-8	Vehicle Occupancy Rates	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-9	Travel Time Studies	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-10	Mapping	-	-	-	15,555	-	717,773	-	-	-	-	15,555	-	-	-	717,773
II-A-11	Central Area Parking Inventory	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-12	Bike & Ped. Facilities Inventory	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B	LONG RANGE TRANSPORTATION PLANNING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-1	Collection of Base Year Data	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-2	Collection of Network Data	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-3	Travel Model Updates	67	269	336	-	-	-	-	-	-	-	-	-	-	-	-
II-B-4	Travel Surveys	-	-	-	-	-	-	-	-	-	-	68	-	-	269	337
II-B-5	Forecast of Data to Horizon year	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-6	Community Goals & Objectives	1,000	4,000	5,000	-	-	-	-	-	-	-	1,200	200	-	5,600	7,000
II-B-7	Forecast of Future Travel Patterns	-	-	-	-	-	-	200	200	1,600	2,000	-	-	-	-	-
II-B-8	Capacity Deficiency Analysis	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-9	Highway Element of the LRP	2,181	8,725	10,906	-	-	-	-	-	-	-	2,182	-	-	8,725	10,907
II-B-10	Transit Element of the LRP	219	874	1,093	-	-	-	309	309	2,474	3,093	328	309	-	3,348	4,185
II-B-11	Bicycle & Ped. Element of the LRP	5,204	20,815	26,019	-	-	-	-	-	-	-	5,204	-	-	20,815	26,019
II-B-12	Airport/Air Travel Element of LRP	53	213	266	-	-	-	-	-	-	-	54	-	-	213	267
II-B-13	Collector Street Element of LRP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-14	Rail, Water or other mode of LRP	295	1,180	1,475	-	-	-	-	-	-	-	295	-	-	1,180	1,475
II-B-15	Freight Movement/Mobility Planning	73	294	367	-	-	-	-	-	-	-	74	-	-	294	368
II-B-16	Financial Planning	246	985	1,231	-	-	-	525	524	4,198	5,248	772	524	-	5,183	6,479
II-B-17	Congestion Management Strategies	3,813	15,254	19,067	-	-	-	-	-	-	-	3,814	-	-	15,254	19,068
II-B-18	Air Qual. Planning/Conformity Anal.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A	PLANNING WORK PROGRAM	24	97	121	-	-	-	-	-	-	-	25	-	-	97	122
II-B	TRANSPORTATION IMPROVEMENT PROGRAM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-C	CM REGS. CMP./OTR. REG. REQ.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-C-1	Title VI	-	-	-	-	-	-	48	48	-	480	48	48	-	384	480
II-C-2	Environmental Justice	139	518	647	-	-	-	-	-	-	-	130	-	-	518	648
II-C-3	Minority Business Enterprise	-	-	-	-	-	-	20	20	-	199	20	20	-	159	199
II-C-4	Planning for the Elderly & Disabled	67	270	337	-	-	-	-	-	-	-	68	-	-	270	338
II-C-5	Safety/Drug Control Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-C-6	Public Involvement	2,095	8,382	10,477	-	-	-	305	305	2,459	3,049	2,401	305	-	10,821	13,527
II-C-7	Private Sector Participation	41	166	207	-	-	-	-	-	-	-	42	-	-	166	208
II-D	INCIDENTAL PLNG./PROJECT DRG.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-D-1	Transportation Enhancement Prog.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-D-2	Enviro. Analysis & Pre-IE Png.	100	400	500	-	-	-	-	-	-	-	100	-	-	400	500
II-D-3	Special Studies, Staff Time - Planning	2,000	8,000	10,000	-	-	-	-	-	-	-	2,000	-	-	8,000	10,000
II-D-3	Special Studies, Staff Time - Planning	-	-	-	17,797	71,186	88,983	-	-	-	-	17,797	-	-	71,186	88,983
II-D-3	Special Studies, Consultant - Rindco, Bike Ped Plan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-D-3	Special Studies, Consultant - MTP Development	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-D-3	Special Studies, Consultant - WAVE Zero Emissions Vehicle Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-D-3	Special Studies, Consultant - WMPO Organizational Study	-	-	-	10,000	40,000	50,000	-	-	-	-	20,000	-	-	80,000	100,000
II-D-4	Regional or Statewide Planning	1,119	4,474	5,593	-	-	-	-	-	-	-	1,119	-	-	4,474	5,593
II-E	MANAGEMENT & OPERATIONS	56,991	227,962	284,953	-	-	-	-	-	-	-	179,381	14,043	-	773,696	967,120
II-E	Management & Operations Staff Time - TDM Program	-	-	-	18,000	72,000	90,000	1,000	1,000	8,000	10,000	19,000	1,000	-	80,000	100,000
TOTALS		\$89,975	\$359,900	\$449,875	\$169,691	\$678,795	\$848,484	\$19,076	\$19,074	\$152,598	\$190,748	\$20,000	\$80,000	\$100,000	\$298,799	\$1,589,126

Anticipated DBE Contracting Opportunities for FY 2023

Name of MPO: Wilmington Urban Area MPO

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

Prospectus Task Code	ProspectusDescription	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
III-D-3	Special Studies: Pender County Bike Ped Plan	City of Wilmington	Consultant	\$71,186	\$88,983
III-D-3	Special Studies: Consultant for MTP Development	City of Wilmington	Consultant	\$0	\$0
III-D-3	Special Studies: Zero Emissions Vehicles Transition Study	NC DOT	Consultant	\$80,000	\$100,000
III-D-3	Special Studies: WMPO Organizational Study	City of Wilmington	Consultant	\$40,000	\$50,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

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

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

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

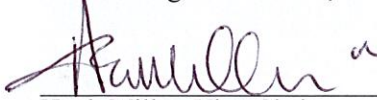
WHEREAS, the City of Wilmington has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program (Section 5303) funds and Federal Highway Administration Metropolitan Planning (Section 104(f)) funds; and

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

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

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

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



Hank Miller, Vice-Chair

*****Subscribed and sworn to me this 30th day of March, 2022.



Notary Public

My commission expires August 15, 2025

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT #1 TO THE FISCAL YEAR 2023 UNIFIED
PLANNING WORK PROGRAM**

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

WHEREAS, the Fiscal Year (FY) 2023 Unified Planning Work Program documenting the continuing, cooperative, and comprehensive transportation planning program in the Wilmington Urban Area was adopted by the Wilmington Urban Area Metropolitan Planning Organization's Board on March 30, 2022; and


WHEREAS, the need for amendments to the FY 2023 Unified Planning Work Program has been evaluated and justified in order to effectively advance transportation planning for FY 2023; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the FY 2023 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization proposes amendments to the FY 2023 Unified Planning Work Program to reflect current and anticipated expenditures.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves Amendment #1 to the FY 2023 Unified Planning Work Program.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 25, 2022.



David Piepmeyer, Chair



Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT #2 TO THE FISCAL YEAR 2023 UNIFIED
PLANNING WORK PROGRAM**

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

WHEREAS, the Fiscal Year (FY) 2023 Unified Planning Work Program documenting the continuing, cooperative, and comprehensive transportation planning program in the Wilmington Urban Area was adopted by the Wilmington Urban Area Metropolitan Planning Organization's Board on March 30, 2022; and

WHEREAS, the Board of the Wilmington Urban Area Metropolitan Planning Organization adopted Amendment #1 on May 25, 2022; and

WHEREAS, the need for amendments to the FY 2023 Unified Planning Work Program has been evaluated and justified in order to effectively advance transportation planning for FY 2023; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the FY 2023 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

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

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves Amendment #2 to the FY 2023 Unified Planning Work Program.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on October 26, 2022.


David Piepmeyer, Chair


Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT # 3 TO THE FISCAL YEAR 2023 UNIFIED
PLANNING WORK PROGRAM**

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

WHEREAS, the Fiscal Year (FY) 2023 Unified Planning Work Program documenting the continuing, cooperative, and comprehensive transportation planning program in the Wilmington Urban Area was adopted by the Wilmington Urban Area Metropolitan Planning Organization's Board on March 30, 2022; and

WHEREAS, the Board of the Wilmington Urban Area Metropolitan Planning Organization adopted Amendment # 1 on May 25, 2022; and

WHEREAS, the Board of the Wilmington Urban Area Metropolitan Planning Organization adopted Amendment # 2 on October 26, 2022; and

WHEREAS, the need for amendments to the FY 2023 Unified Planning Work Program has been evaluated and justified in order to effectively advance transportation planning for FY 2023; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the FY 2023 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization proposes amendments to the FY 2023 Unified Planning Work Program to reflect current and anticipated expenditures.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves Amendment # 3 to the FY 2023 Unified Planning Work Program.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 29, 2023.

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

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

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

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

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

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

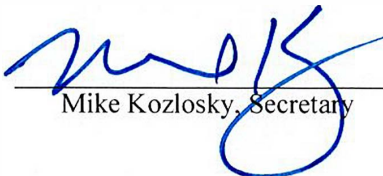
WHEREAS, the Board has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR parts 27, 37, and 38); and

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

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



Hank Miller, Vice-Chair



Mike Kozlosky, Secretary



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

MEMORANDUM

TO: MPO Board Members

FROM: Mike Kozlosky, Executive Director

DATE: March 22, 2023

SUBJECT: FY 24 Unified Planning Work Program Local Member Contributions/Organizational Structure Update

The Wilmington Urban Area Metropolitan Planning Organization (MPO) is required to annually develop and adopt a Unified Planning Work Program (UPWP). The UPWP is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. MPOs are required to develop UPWPs for the expenditure of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning funds. The MPO's Public Participation Policy requires a 30-day public comment period and NCDOT requires the final UPWP to be submitted no later than March 31, 2023.

In January, WMPO staff provided to the Board a Recommended FY 24 UPWP that meets the needs of the organization and our members. The MPO Board opened the required 30-day public comment period and no comments were received. Since submitting the Recommended UPWP in January, four funding changes have been identified and implemented in the FY 24 UPWP presented in your packet for adoption. These four changes are:

1. The 20% local match requirement for the Safe & Accessible Transportation Options PL Set Aside (SATO/PL Y410) funds have been waived. The funding amount of \$19,750 was decreased by the local match, \$3,950, and only the Federal amount of \$15,800 is available for use and is 100% reimbursable. The result is a decrease of \$3,950 in required PL Y410 match funds from our local members.
2. To recapture the decrease in PL Y410 funding, the STBG-DA funding will increase by \$3,950. This will be a \$3,160 increase in Federal DA Funds and an increase of \$790 in local member DA match funds.

Wilmington Urban Area Metropolitan Planning Organization

3. To accommodate DOT's newly implemented \$50 increment rounding requirement, the STBG-DA funding will increase by \$1.00.
4. Per 2 CFR 200.431 and 2 CFR 200.447, it has been determined that Worker's Compensation (WC) is a fringe benefit and is an allowable and allocable cost to the WMPO's operating grants. In prior years the City of Wilmington bore 100% of this cost. Due to this finding, starting in FY 24, WC will be charged to the grants as per standard fiscal procedures. For FY 24 the budgeted WC cost is \$4,635. The result in an increase of \$3,708 in federal funding, and an increase of \$927 in required match funds from our local members.

These four funding changes result in an overall budget increase of \$1.00, a combined increase of \$6,869 in Federal Funding, and a decrease of \$2,233 in the required local match.

Please find below a table that reflects the local member budgeted allocations recommended in the UPWP presented in January, the local member allocations per the FY 24 UPWP presented for adoption that includes the four funding changes detailed above, and the allocated difference.

Member Jurisdiction	January Allocation (\$)	March Allocation (\$)	Allocation Difference (\$)
Wilmington	154,429	153,487	-942
New Hanover County	124,738	123,978	-760
Pender County	34,749	34,538	-211
Leland	19,610	19,491	-119
Brunswick County	13,196	13,116	-80
Carolina Beach	8,284	8,234	-50
Wrightsville Beach	3,593	3,571	-22
Kure Beach	2,932	2,914	-18
Belville	2,822	2,805	-17
Navassa	2,200	2,186	-14

The enclosed document is a memorandum from FHWA regarding the waiver of the 20% local match requirement for the Safe & Accessible Transportation Options PL Set Aside (SATO/PL Y410) funds.

In addition, staff has reviewed the proposed organizational structure included in the recommended FY 24 UPWP. After careful thought and consideration, attached please find an updated organizational structure that staff requests approval of as part of the budget.



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **ACTION:** Waiver of Non-Federal Match
for State Planning and Research (SPR) and
Metropolitan Planning (PL) Funds in
Support of Complete Streets Planning
Activities (BIL § 11206)

Date: January 5, 2023

From: Kenneth Petty
Acting Associate Administrator for Planning,
Environment and Realty

In Reply Refer To:
HEPP-1

To: Shailen P. Bhatt
Administrator

This request is for your approval to waive the non-Federal match requirement for State Planning and Research (SPR) and Metropolitan Planning (PL) funds in support of Section 11206 (Increasing Safe and Accessible Transportation Options) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58), also known as the Bipartisan Infrastructure Law (BIL). This section addresses “Complete Streets planning activities” (*see* BIL § 11206(c)) conducted by States and Metropolitan Planning Organizations (MPOs) in their transportation planning processes.

BIL § 11206(a) defines ***Complete Streets standards or policies*** as “...standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.” BIL § 11206(b) requires States and MPOs to use not less than 2.5 percent of SPR and PL funds, respectively, on Complete Streets planning activities. Further, BIL § 11206(d) provides that “[t]he Federal share of the cost of an activity carried out under this section shall be 80 percent, unless the Secretary determines that the interests of the Federal-aid highway program would be best served by decreasing or eliminating the non-Federal share.”

FHWA encourages States and communities to adopt and implement Complete Streets policies that prioritize the safety of all users in transportation network planning, design, construction and operations. Application of a Complete Streets design model is recommended on roadways where adjacent land use suggests that trips could be served by varied modes, and to achieve complete travel networks for various types of road users. This includes urban and suburban non-freeway arterials or rural arterials that serve as main streets in smaller communities, consistent with the AASHTO *A Policy on Geometric Design of Highways and Streets* (2018) (“Green Book”) context classifications of urban core, urban, suburban and rural town.

States and MPOs use SPR and PL funds, respectively, to carry-out “3-C” (comprehensive, continuous, and cooperative) transportation planning processes pursuant to 23 U.S.C. 135 (Statewide and Non-Metropolitan Transportation Planning) and 23 U.S.C. 134 (Metropolitan Transportation Planning). Those processes are the basis for subsequent

transportation investment decisions made in partnership with and collaboration between States, MPOs, and local governments (including cities and counties).

The Office of Planning, Environment and Realty (HEP) recommends that the non-Federal match for SPR and PL funds on Complete Streets planning activities be waived. BIL § 11206 implementation is one of FHWA's initiatives supporting the Department's National Roadway Safety Strategy and Safe System Approach. Providing safe streets for all users (i.e., reducing fatal and injury accidents, including bicyclists and pedestrians) is in the national interest of the Federal-aid highway program, and this non-Federal match waiver further encourages and makes it easier for States and MPOs to advance Complete Streets activities within their transportation planning processes. Further, implementation of BIL § 11206 provisions and issuance of this waiver of the non-Federal match for SPR and PL funds for Complete Streets planning activities will foster the development of metropolitan and statewide transportation plans, metropolitan Transportation Improvement Programs (TIPs), and Statewide Transportation Improvement Programs (STIPs) that consider the unique circumstances affecting community members' safety and mobility needs and allocate resources consistently with those needs, enabling the transportation network to effectively serve all community members. Eliminating the non-Federal share will serve the interests of the Federal-aid highway program by providing additional resources to promote timely development of these important safety-related plans.


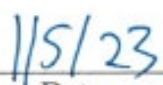
The non-Federal match waiver for SPR and PL funds for Complete Streets planning activities will assist the States and MPOs in including within their respective SPR Work Programs and Unified Planning Work Programs (UPWPs) an activit[ies] "to increase safe and accessible options for multiple travel modes for people of all ages and abilities," which, if permissible under State and local laws, may include (*see* BIL § 11206(c)):

- (1) Adoption of Complete Streets standards or policies;
- (2) Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;
- (3) Development of transportation plans to...
 - (A) Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;
 - (B) Integrate active transportation facilities with public transportation service or improve access to public transportation;
 - (C) Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities;
 - (D) Increase public transportation ridership; and
 - (E) Improve the safety of bicyclists and pedestrians.
- (4) Regional and megaregional planning (i.e., multi-jurisdictional transportation planning that extends beyond MPO and/or State boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and
- (5) Development of transportation plans and policies that support transit-oriented development.

HEP recommends that waiving the non-Federal match of SPR and PL funds for Complete Streets planning activities would be effective for each fiscal year under the BIL, subject to the following

conditions: (1) it would cover the 2.5 percent minimum SPR and PL fund expenditure thresholds described in BIL § 11206(b); and (2) it would end once a State or MPO receives FHWA approval of a request to opt out of meeting the requirements described in BIL § 11206(e). Separate implementation guidance on this provision will be submitted for your review and approval.

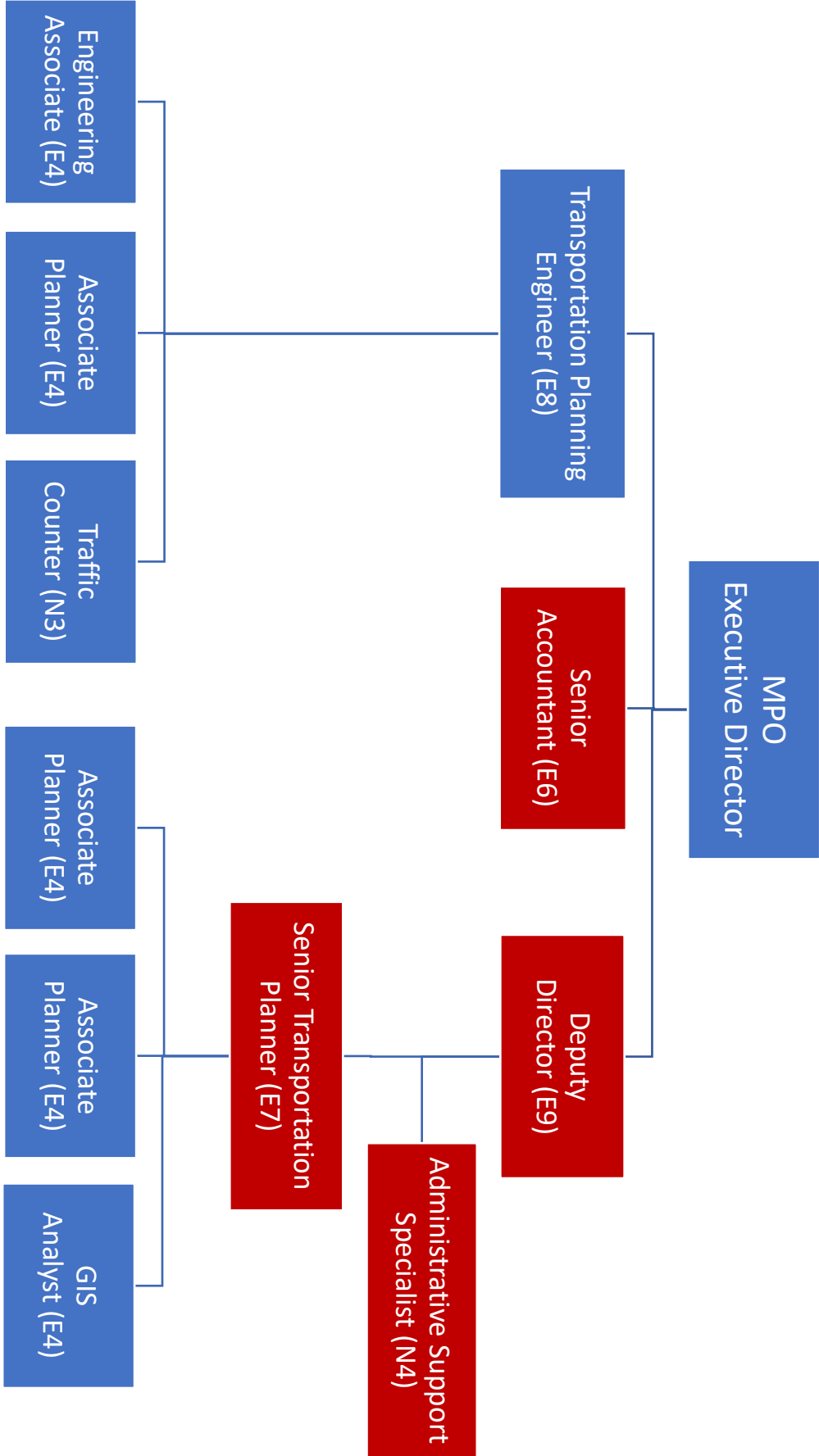
I concur and grant the waiver consistent with HEP's recommendation:

 _____ Signature	 _____ Date
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I DO NOT Concur:

_____ Signature	_____ Date
--------------------	---------------

WMPO Recommended FY24 Organizational Chart





Unified Planning Work Program

Fiscal Year 2024

March 29, 2023

**FY 2024 UNIFIED PLANNING WORK PROGRAM
for the
WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

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Introduction

In compliance with Federal law and in the spirit of cooperation, the Wilmington Urban Area conducts a "cooperative, comprehensive, and continuing....." transportation planning process. This Planning Work Program (PWP) outlines the tasks and associated funding sources dedicated to the Wilmington Urban Area MPO transportation planning process during fiscal year 2024. Depending on the specific funding source, tasks funded through the PWP are eligible for reimbursement of 80-90% of their cost from the Federal Highway Administration and Federal Transit Administration through the North Carolina Department of Transportation.

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

- Federal Highway Administration
Section 104(f) Funds (PL104)
Funds dedicated to the urban area to perform transportation planning. PL104 funds require a 20% local match.
- Federal Highway Administration
Safe & Accessible Transportation Options Set Aside (SATO/Y410)
These funds are dedicated to the urban area to perform transportation planning to increase safe and accessible options for multiple travel modes for people of all ages and abilities. SATO/Y410 funds require a 20% local match.
- Federal Highway Administration
Surface Transportation Block Grant-Direct Attributable Funds (STBG-DA)
Funds dedicated to Transportation Management Areas and these funds can be used to perform transportation planning. STBG-DA funds require a 20% local match.
- Federal Highway Administration
Safe Streets for All (SS4A)
These are discretionary grant funds to be used for the development of a multi-modal, accessible safety plan for the WMPO planning area. SS4A funds require a 20% local match. The WMPO plans to apply for these funds with the next call for projects.
- Federal Transit Administration
Section 5303 Funds
These funds are used for transit planning in the urban area. The Federal Transit Administration provides 80% of these funds, NCDOT 10%, and there is a required 10% local match.

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

Narrative of UPWP Section 104(f) Work Tasks to be Performed in FY 24

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

Line-Item Codes:

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

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

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

II-A-4 Traffic - No tasks foreseen.

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

II-A-6 Dwelling Unit, Population, Employment Changes - Changes in population and development across the service area will be identified and evaluated to determine necessary restructuring of transportation services to meet current and forecasted demand. Census data, local parcel, zoning, and tax data records; Employment Security Commission; and private vendors are acceptable sources of information for this purpose. This item may include the development and maintenance of a GIS database.

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

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

II-A-9 Travel Time Studies - No tasks foreseen.

II-A-10 Mapping - No tasks foreseen.

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

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

II-B-1 Collection of Base Year Data - Collection of the following variables for existing conditions, by traffic zone, is required: (1) population; (2) housing units; and (3) employment. It is expected that re-projection of travel patterns, including transit, would require a re-tabulation of these factors used in developing the travel models. A GIS database may be used to maintain housing and land use information. The MPO will normally be responsible for providing socioeconomic data in spreadsheet form to NCDOT Transportation Planning Division.

II-B-2 Collection of Network Data - Collection of the following variables describing the existing street system is necessary to build a base network for the travel model: 1) posted speed limit; 2) width/lanes; 3) segment length; 4) traffic signal locations. These items are generally the standard parameters required, but others may be needed as models become more sophisticated. The network development process is included in this task item.

II-B-3 Travel Model Updates - In concert with the North Carolina Department of Transportation, MPO staff will assist in the development of the 2050 travel demand model. Tasks to include assistance with trip generation and review of trip distribution, modal split, and trip assignment.

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

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

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

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

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

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

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

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

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

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

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

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

Measures from the Infrastructure Investment and Jobs Act.

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

II-B-17 Congestion Management Strategies - Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions, and transportation system management strategies. Evaluate strategies developed for the Congestion Management Process. Document process and solutions in the update of the MTP and CMP reports. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

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

III-A Planning Work Program - Evaluation of FY 2024 PWP and development of FY 2025 PWP.

III-B Transportation Improvement Program - Review and amend the 2020-2029 Transportation Improvement Program on an as needed basis. Assist in the development of the 2024-2033 Transportation Improvement Program.

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

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

III-C-3 MBE Planning – No tasks foreseen.

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

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

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

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

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

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

III-D-3 Special Studies: Staff Time – Planning – Time utilized by Planning Staff to manage three STBG-DA funded Special Studies performed by contracted consultants. Outside consultants will be utilized to assist in the Organizational Analysis Phase 2, Grant Identification and Assistance,

SS4A Regional Safety Plan, and the MTP Development. Consultants have not yet been selected to perform these tasks. For a comprehensive description of these studies, please see the UPWP section titled: Narrative of Surface Transportation Block Grant – Direct Attributable Special Studies on page 9.

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

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

Narrative of Safe & Accessible Transportation Options Set Aside (SATO/Y410)
Work Tasks to be Performed in FY 24

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

Safe & Accessible Transportation Options (Under II-B-11 Bicycle and Pedestrian Element of the Metropolitan Transportation Plan) - Provide safe and accessible transportation options.

In 2022, the Infrastructure Investment and Jobs Act has added a new Metropolitan Planning set-aside for Increasing Safe & Accessible Transportation Options. The Act requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]. The 2.5% set aside is provided by a separate allocation of PL funds (federal program code Y410). The MPO's share of this amount is distributed using the same allocation formula.

This funding requires no local match and the full funding amount of \$19,750 is 100% reimbursable.

This task may include the following activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities:

1. Adoption of Complete Streets standards or policies.
2. Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street.
3. Development of transportation plans to:
 - a. Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers.
 - b. Integrate active transportation facilities with public transportation service or improve access to public transportation.
 - c. Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities.
 - d. Increase public transportation ridership; and
 - e. Improve the safety of bicyclists and pedestrians.
4. Regional and megaregional planning (i.e., multi-jurisdictional transportation planning that extends beyond MPO and/or State boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and
5. Development of transportation plans and policies that support transit-oriented development.

Narrative of Surface Transportation Block Grant – Direct Attributable Work Tasks and Special Studies to be Performed in FY 24

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

II- A-10 Mapping - Creation or maintenance of base maps, zone maps, land use, etc. for the study area. The Transportation Planning Division will create, maintain, and store mapping for the study area for each update of the study. The WMPO has a full time GIS Analyst dedicated to this task.

III- D-3 Special Studies: Staff Time - STBG-DA – Time utilized by Staff to manage the Safe Streets for All funded Special Study. Outside consultants will be utilized and contracted to perform the study. Consultants have not yet been selected to perform this task. For a comprehensive description of this study, please see the UPWP section titled: Narrative of Safe Streets for All (SS4A) New Funding for a Special Study on page 11.

III-D-3 Special Studies: Consultant - Organizational Assessment Phase 2 – The WMPO has funded an Organizational Assessment to better understand how it is performing based on the needs of our members and an evaluation of the roles, responsibilities, staffing, program delivery, and structure of the organization. The recommendations from this assessment will be used to deliver services more efficiently and effectively to our members.

The US Census released the Urbanized Area (UZA) data on December 29, 2022. NCGS § 136-200.2. Decennial review of metropolitan planning organization boundaries, structure, and governance requires that “– Following each decennial census, and more frequently if requested by an individual metropolitan planning organization, the Governor, and the Secretary of Transportation, in cooperation with the affected metropolitan planning organization or organizations, shall initiate an evaluation of the boundaries, structure, and governance of each metropolitan planning organization in the State. This review could require changes to the organizational boundaries, structure, and/or governance. Funding in the amount of \$50,000 is included in the FY 24 Unified Planning Work Program for an Organizational Assessment Phase II for a consultant to assist with providing recommendations regarding the organizational boundaries, structure, and/or governance. The consultant could also assist in drafting updates to the UPWP, Lead Planning Agreement (LPA), and Memorandum of Understanding (MOU).

III-D-3 Special Studies: Consultant - Grant Identification and Assistance – The Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act of 2022 both include discretionary transportation grant programs. Depending on the specific grant requirements, these grants are open to MPOs, local municipalities, counties, Departments of Transportation, etc. to provide funding to advance transportation infrastructure. Many of these grants require a local (non-federal) match and some require grant specific information. Depending on the notice of funding opportunity, these grants can be used for planning and/or implementation. The UPWP includes \$50,000 to hire a consultant to assist staff in monitoring and developing the necessary information for successful submittal of potential grant through these programs.

III-D-3 Special Studies: Consultant - 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.

MPO staff has begun to embark on the plan development and will officially kick-off the plan in March 2023. The FY 24 Unified Planning Work Program includes \$70,000 for the MPO to hire a consultant to begin the development of the financial element.

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

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

Narrative of Safe Streets for All (SS4A) New Funding for a Special Study

(Primary work to be performed by a contracted consultant.)

The federal Infrastructure Investment and Jobs Act (IIJA) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion to be dispersed over the life of the program. The grant program funds are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micro-mobility users; motorists; and commercial vehicle operators.

The SS4A program provides funding for the completion of Action Plans and Implementation. To access the implementation funding, a Comprehensive Safety Action Plan meeting the USDOT standards must first be completed. Applications are accepted annually. The estimated cost to complete A Comprehensive Safety Action Plan for the Wilmington MPO's planning area is \$500,000. The grant provides federal funding in the amount of 80% and requires a 20% local match. The North Carolina Department of Transportation is not an eligible applicant but has committed to provide \$50,000 in funding as a local match and if awarded MPO members would provide the remaining \$50,000. Following adoption of the Comprehensive Safety Action Plan, this plan will provide an opportunity for our members with the ability to seek SS4A Implementation funding to improve and enhance safety in the communities served by the MPO.

III-D-3 Special Studies: Consultant - Safe Streets for All – An outside consultant will be contracted to complete a Comprehensive Safety Action Plan. At this time a consultant has not been chosen.

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-A-5
Title	Transit System Data
5303 Task Objective	Collect and analyze data for route planning and submission to NTD
Tangible Product Expected	Accurate data from multiple data collection devices onboard Wave Transit vehicles and other sources to ensure compliance with National Transit Database requirements
Expected Completion Date of Products	June 2024 2 Year Contract
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	2,200
Section 5303 NCDOT 10%	2,200
Section 5303 FTA 80%	17,600
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

2 Year Allocation	LOCAL 10%	NCDOT 10%	FTA 80%	Total 100%
FY23	1,650	1,650	13,200	16,500
FY24	550	550	4,400	5,500
Total	2,200	2,200	17,600	22,000

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-6
Title	Community Goals & Objectives
5303 Task Objective	Interpret and communicate with members of the Authority and WMPO TCC and TAC adopted planning documents defining community goals and objectives
Tangible Product Expected	Service offerings that are compliant with adopted plans that outlined the goals of the community for public transportation in the region
Expected Completion Date of Products	June 2024 2 Year Contract
Previous Work	Communication of goals and objectives to decision makers and the public
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	200
Section 5303 NCDOT 10%	200
Section 5303 FTA 80%	1,600
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

2 Year Allocation	LOCAL 10%	NCDOT 10%	FTA 80%	Total 100%
FY23	150	150	1,200	1,500
FY24	50	50	400	500
Total	200	200	1,600	2,000

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

2 Year Allocation	LOCAL 10%	NCDOT 10%	FTA 80%	Total 100%
FY23	675	675	5,400	6,750
FY24	225	225	1,800	2,250
Total	900	900	7,200	9,000

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

2 Year Allocation	LOCAL 10%	NCDOT 10%	FTA 80%	Total 100%
FY23	600	600	4,800	6,000
FY24	200	200	1,600	2,000
Total	800	800	6,400	8,000

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-C-1
Title	Title VI
5303 Task Objective	Interpret and prepare Title VI documents and monitor Title VI efforts to ensure compliance with FTA approved Title VI program
Tangible Product Expected	Compliance with the Title VI circular and adopted Title VI program
Expected Completion Date of Products	June 2024 2 Year Contract
Previous Work	Title VI program development and compliance efforts
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	300
Section 5303 NCDOT 10%	300
Section 5303 FTA 80%	2,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

2 Year Allocation	LOCAL 10%	NCDOT 10%	FTA 80%	Total 100%
FY23	225	225	1,800	2,250
FY24	75	75	600	750
Total	300	300	2,400	3,000

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

2 Year Allocation	LOCAL 10%	NCDOT 10%	FTA 80%	Total 100%
FY23	75	75	600	750
FY24	25	25	200	250
Total	100	100	800	1,000

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

2 Year Allocation	LOCAL 10%	NCDOT 10%	FTA 80%	Total 100%
FY23	600	600	4,800	6,000
FY24	200	200	1,600	2,000
Total	800	800	6,400	8,000

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

2 Year Allocation	LOCAL 10%	NCDOT 10%	FTA 80%	Total 100%
FY23	9,581	9,580	76,649	95,810
FY24	3,194	3,194	25,549	31,937
Total	12,775	12,774	102,198	127,747

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

2 Year Allocation	LOCAL 10%	NCDOT 10%	FTA 80%	Total 100%
FY23	750	750	6,000	7,500
FY24	250	250	2,000	2,500
Total	1,000	1,000	8,000	10,000

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-A-5
Title	Transit System Data
5303 Task Objective	Collect and analyze data for route planning and submission to NTD
Tangible Product Expected	Accurate data from multiple data collection devices onboard Wave Transit vehicles and other sources to ensure compliance with National Transit Database requirements
Expected Completion Date of Products	June 2024 1 Year Contract
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	2,200
Section 5303 NCDOT 10%	2,200
Section 5303 FTA 80%	17,600
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-6
Title	Community Goals & Objectives
5303 Task Objective	Interpret and communicate with members of the Authority and WMPO TCC and TAC adopted planning documents defining community goals and objectives
Tangible Product Expected	Service offerings that are compliant with adopted plans that outlined the goals of the community for public transportation in the region
Expected Completion Date of Products	June 2024 1 Year Contract
Previous Work	Communication of goals and objectives to decision makers and the public
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	500
Section 5303 NCDOT 10%	500
Section 5303 FTA 80%	4,000
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-10
Title	Transit Element of the LRTP
5303 Task Objective	Provide input to CAC, TCC and TAC regarding long range transit plans for the region
Tangible Product Expected	Informed decisions regarding long range public transportation plans leading to a realistic planning document for the region
Expected Completion Date of Products	June 2024 1 Year Contract
Previous Work	Provided input and educated decision makers regarding the federal and state public transportation program
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	900
Section 5303 NCDOT 10%	900
Section 5303 FTA 80%	7,200
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-16
Title	Financial Planning
5303 Task Objective	Plan capital and operating cost estimates to ensure fiscal compliance and maintain the adopted level of transit service
Tangible Product Expected	Short range financial plans based on current federal and state legislation to ensure that transit services are provided in a consistent manner utilizing the most economical and efficient methods
Expected Completion Date of Products	June 2024 1 Year Contract
Previous Work	Financial planning of the public transportation program
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

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

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-C-3
Title	Minority Business Enterprise
5303 Task Objective	Implement and monitor the MBE program to be compliant with adopted MBE program, update MBE goals as required, and undertake MBE outreach
Tangible Product Expected	MBE participation that is equal to or greater than the adopted and approved MBE goal
Expected Completion Date of Products	June 2024 1 Year Contract
Previous Work	MBE program oversight
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	100
Section 5303 NCDOT 10%	100
Section 5303 FTA 80%	800
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-C-6
Title	Public Involvement
5303 Task Objective	Hear and analyze public comment from monthly meetings of the Authority, email comments, written comments and other comments outlined in the Authority Public Involvement Program. Work with public to update LCP, LRTP, SRTP and other planning documents.
Tangible Product Expected	Make recommendations to appropriate parties from comments made to the Authority by members of the community
Expected Completion Date of Products	June 2024 1 Year Contract
Previous Work	Public comment
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-E
Title	Management & Operations
5303 Task Objective	MPO and CFPTA staff will conduct required administrative and operational tasks to support Wave Transit. Periodical reviews of administrative agreements and procedures. Staff will perform daily operations to disseminate planning information to the TAC/TCC committee members, the public and/or other agencies.
Tangible Product Expected	Compliance with FTA and NCDOT requirements, well informed community and elected officials about the public transit program, and functional system that meets the needs of the community
Expected Completion Date of Products	June 2024 1 Year Contract
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	4,041
Section 5303 NCDOT 10%	4,040
Section 5303 FTA 80%	32,325
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-E
Title	Management & Operations – TDM Program
5303 Task Objective	MPO and CFPTA staff will conduct required administrative and operational tasks to support Wave Transit. Periodical reviews of administrative agreements and procedures. Staff will perform daily operations to disseminate planning information to the TAC/TCC committee members, the public and/or other agencies. The MPO will implement Cape Fear Change in Motion 2020.
Tangible Product Expected	Compliance with FTA and NCDOT requirements, well informed community and elected officials about the public transit program, and functional system that meets the needs of the community. Implementation of strategies and of Cape Fear Change in Motion 2020.
Expected Completion Date of Products	June 2024 1 Year Contract
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA / WMPO
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	750
Section 5303 NCDOT 10%	750
Section 5303 FTA 80%	6,000
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

TASK CODE	TASK DESCRIPTION	SEC. 104 (f) PL				SATO PL Set Aside V410				STBG-DA				SAFE STREETS 4 ALL				SECTION 5303 FY23-FY24				SECTION 5303 FY24				FY24 TASK FUNDING SUMMARY						
		Highway / FHWA			WBS #: TBD / New Number	Highway / FHWA			WBS #: TBD / New Number	Highway / FHWA			WBS #: TBD / New Number	FHWA			Transit / FTA			WBS #: TBD / New Number	Transit / FTA			LOCAL	NCDOT	FEDERAL	TOTAL					
		LOCAL 20%	FHWA 80%	Total 100%		LOCAL 0%	FHWA 100%	Total 100%		LOCAL 20%	FHWA 80%	Total 100%		LOCAL 10%	NCDOT 10%	FHWA 80%	Total 100%	LOCAL 10%	NCDOT 10%		FTA 80%	Total 100%										
II-A	SURVEILLANCE OF CHANGE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-1	Traffic Volume Counts	14,040	56,160	70,200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-2	Vehicle Miles of Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-3	Street Systems Changes	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-4	Traffic Accidents	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-5	Transit System Data	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-6	Dwelling Unit, Pop. & Emp. Change	400	1,600	2,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-7	Air Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-8	Vehicle Occupancy Rates	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-9	Travel Time Studies	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-10	Mapping	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-11	Central Area Parking Inventory	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-12	Bike & Ped. Facilities Inventory	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B	LONG RANGE TRANSPORTATION PLANNING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-1	Collection of Base Year Data	100	400	500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-2	Collection of Network Data	100	400	500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-3	Travel Model Updates	200	800	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-4	Travel Surveys	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-5	Forecast of Data to Horizon year	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-6	Community Goals & Objectives	2,400	9,600	12,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-7	Forecast of Future Travel Patterns	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-8	Capacity Deficiency Analysis	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-9	Highway Element of the L RTP	5,600	22,400	28,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-10	Transit Element of the L RTP	400	1,600	2,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-11	Bicycle & Ped. Element of the L RTP	4,800	19,200	24,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-11	Safe & Accessible Transportation Options	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-12	Airport/Air Travel Element of L RTP	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-13	Collector Street Element of L RTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-14	Rail, Water or other mode of L RTP	1,600	6,400	8,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-15	Freight Movement/Mobility Planning	1,200	4,800	6,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-16	Financial Planning	2,000	8,000	10,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-17	Congestion Management Strategies	300	1,200	1,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-18	Air Qual. Planning/Conformity Analysis	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-A	PLANNING WORK PROGRAM	100	400	500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-B	TRANSPORTATION IMPROVEMENT PROGRAM	700	2,800	3,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-C	CVL REGS, CMP, LOTR, REG, REGS.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-C-1	Title VI	100	400	500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-C-2	Environmental Justice	600	2,400	3,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-C-3	Minority Business Enterprise	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-C-4	Planning for the Elderly & Disabled	50	200	250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-C-5	Safety/Drug Control Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-C-6	Public Involvement	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-C-7	Private Sector Participation	300	1,200	1,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-D	INCIDENTAL PLNG./PROJECT DEV.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-D-1	Transportation Enhancement Plng.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Anticipated DBE Contracting Opportunities for FY 2024

Name of MPO: Wilmington Urban Area MPO

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

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
III-D-3	Special Studies: Consultant Organizational Analysis Phase 2	City of Wilmington	Consultant	\$40,000	\$50,000
III-D-3	Special Studies: Consultant Grant Identification and Assistance	City of Wilmington	Consultant	\$40,000	\$50,000
III-D-3	Special Studies: Consultant MTP Development	City of Wilmington	Consultant	\$56,000	\$70,000
III-D-3	Special Studies: Consultant Safe Streets for All	City of Wilmington	Consultant	\$400,000	\$500,000

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD

**RESOLUTION APPROVING THE FY 2024 UNIFIED PLANNING WORK PROGRAM
FOR THE WILMINGTON URBAN AREA METROPOLITAN PLANNING
ORGANIZATION**

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

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

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

WHEREAS, members of the Wilmington Urban Area Metropolitan Planning Organization Board agree that the Planning Work Program will effectively advance transportation planning for State Fiscal Year 2023-2024.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby endorses the FY 2023-2024 Planning Work Program for the Wilmington Urban Area.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 29, 2023.

I, _____, Chair of the Board of the Wilmington Urban Area Metropolitan Planning Organization do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Board, duly held on this the 29th day of March 2023.

Henry E Miller III, Chair

*****Subscribed and sworn to me this ____ day of _____, 2023.

Notary Public _____
My commission expires _____

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD

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

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

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

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

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

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

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

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby certifies the transportation planning process for the Wilmington Metropolitan Planning Organization on this the 29th day of March 2023.

Henry E Miller III, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION REQUESTING THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION EXPLORE ALTERNATIVE DESIGN OPTIONS FOR THE
COLLEGE ROAD AND OLEANDER DRIVE IMPROVEMENTS**

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization Board adopted the Cape Fear Moving Forward 2045 Plan on November 18, 2020; and

WHEREAS, Cape Fear Moving Forward 2045 Plan identifies intersection improvements at College Road and Oleander Drive as a fiscally constrained project in the adopted plan; and

WHEREAS, the interchange improvements at College Road and Oleander Drive (U-5704) is identified in the adopted 2020-2029 State/MPO Transportation Improvement Programs for right of way acquisition and utilities in Fiscal Year 2029 with construction in post years; and

WHEREAS, the revised draft 2024-2033 State/MPO Transportation Improvement Program has identified the project for preliminary engineering only; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) evaluated several potential at-grade and grade separated alternatives; and

WHEREAS, based on the projected intersection level of service, lower construction and right-of-way costs, and reduced environmental impacts; the Department recommended the at-grade Quadrant design as the preferred alternative.

WHEREAS, on October 31, 2018, the Wilmington Urban Area Metropolitan Planning Organization's Board supported NCDOT's recommendation for the at-grade quadrant design as the preferred alternative at the intersection of College Road and Oleander Drive; and

WHEREAS, the Board of the Wilmington Urban Area Metropolitan Planning Organization desires for NCDOT to re-evaluate the potential design options to address the anticipated congestion and delay at this intersection.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby requests NCDOT explore alternative design options for the College Road/Oleander Drive intersection improvements.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 29, 2023.

Henry E. Miller III, Chair

Mike Kozlosky, Secretary



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

MEMORANDUM

TO: MPO Board Members

FROM: Mike Kozlosky, Executive Director

DATE: March 20, 2023

SUBJECT: MPO Potential Planning Area Boundary Expansion

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

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

The Code of Federal Regulations provides guidance for this decennial review of an established MPO's planning boundary, also called the Metropolitan Planning Area (MPA). CFR § 450.312 Metropolitan Planning Area boundaries stipulates that “At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.” The section also details that MPA boundaries can encompass more than one urban area and may “be established to coincide with the geography of regional economic development and growth forecasting.”

Based on the release of the 2020 Census UA information and per state and federal requirements, MPO staff has developed 4 scenarios for the MPO Board to consider for possible expansion of the MPO planning area boundary.

1. Possible Expansion to include Surf City and Topsail Beach.

2. Possible Expansion to include a larger portion of Brunswick County to include Northwest, Sandy Creek, Bolivia, Boiling Springs Lake, Bolivia, Southport, Saint James, Caswell Beach, Bald Head Island, and Oak Island.
3. Possible expansion to include some or all the areas described in options 1 through 2.
4. No additional boundary expansion.

The following maps are included as part of this memorandum:

1. Census 2020 UAs, 2010 UACs, and MPOs map provided by NCDOT
2. Wilmington Urban Area MPO map provided by NCDOT
3. Urban Areas with the current MPO planning area boundaries in Southern North Carolina
4. Possible Expansion to include Surf City and Topsail Beach.
5. Possible Expansion to include a larger portion of Brunswick County to include Northwest, Sandy Creek, Bolivia, Boiling Springs Lake, Bolivia, Southport, Saint James, Caswell Beach, Bald Head Island, and Oak Island.
6. Possible expansion to include some or all the areas described in scenarios 1 through 2.

MPO staff have also developed a list of pros and cons that may be associated with these potential expansions.

Pros	Cons
Provides federal transportation planning process to a rapidly growing region where some locations are identified as Urban Areas (UA) by US Census definition.	Expansion could increase demand on existing staff and budgetary resources, and potentially increase the cost for the organization to provide transportation planning services.
Enables greater regional coordination and collaboration, while potentially strengthening regional influence.	Would increase the competitiveness of projects selected for submittal to NCDOT Prioritization (by the WMPO) and for WMPO Direct Attributable funding.
Creates additional relationships with communities in northern Pender County and/or southern Brunswick County.	May dilute the voting membership of the existing MPO members (depending on how the governance structure is or is not amended).
Expands opportunities for transportation planning in northern Pender County to include US 17 and NC Highway 50.	May create a situation where it is harder to maintain a quorum with added membership.
Expands opportunities for transportation planning in southern Brunswick County to include the NC Highway 133, NC Highway 211, and NC Highway 87 corridors.	
NCDOT could provide additional funding for planning and project implementation (to be based on revised funding distribution formula).	

MPO staff desires to continue discussions with, and direction from, the TCC and MPO Board on the interest in exploring a potential expansion of the MPO planning area boundary. If there is an interest, staff would recommend we begin conversations with these communities in earnest.

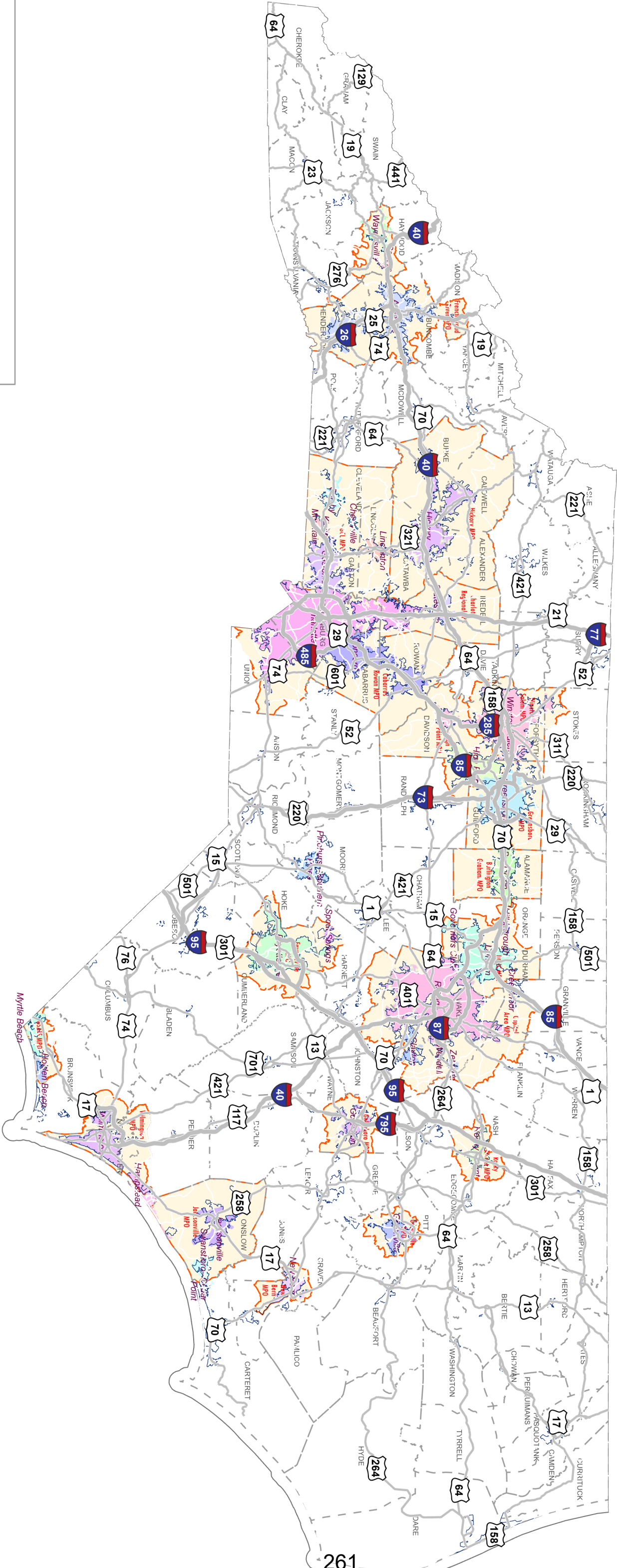
Census 2020 UAs, 2010 UACs and MPOs

2020 UA

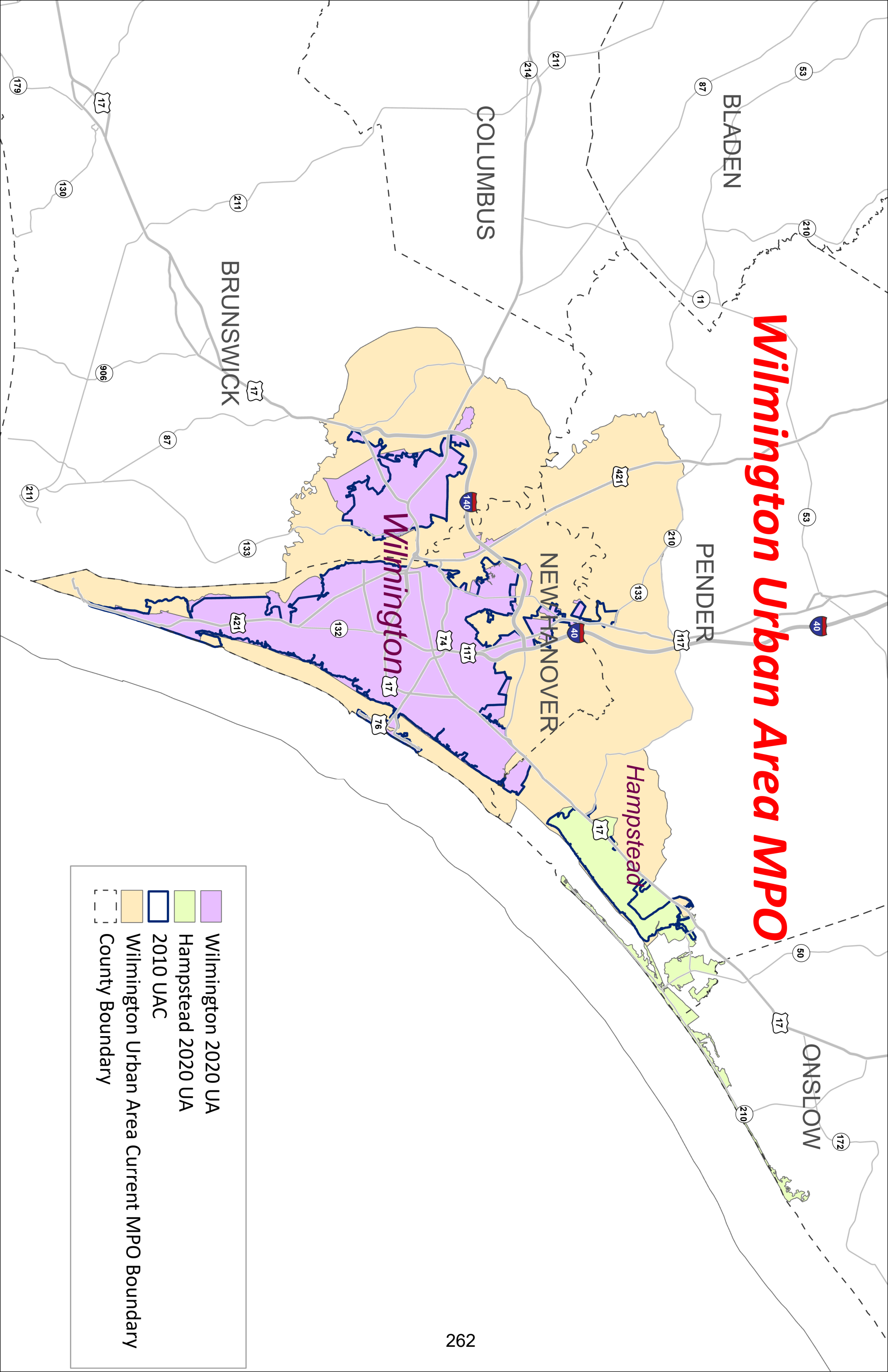
2010 UAC

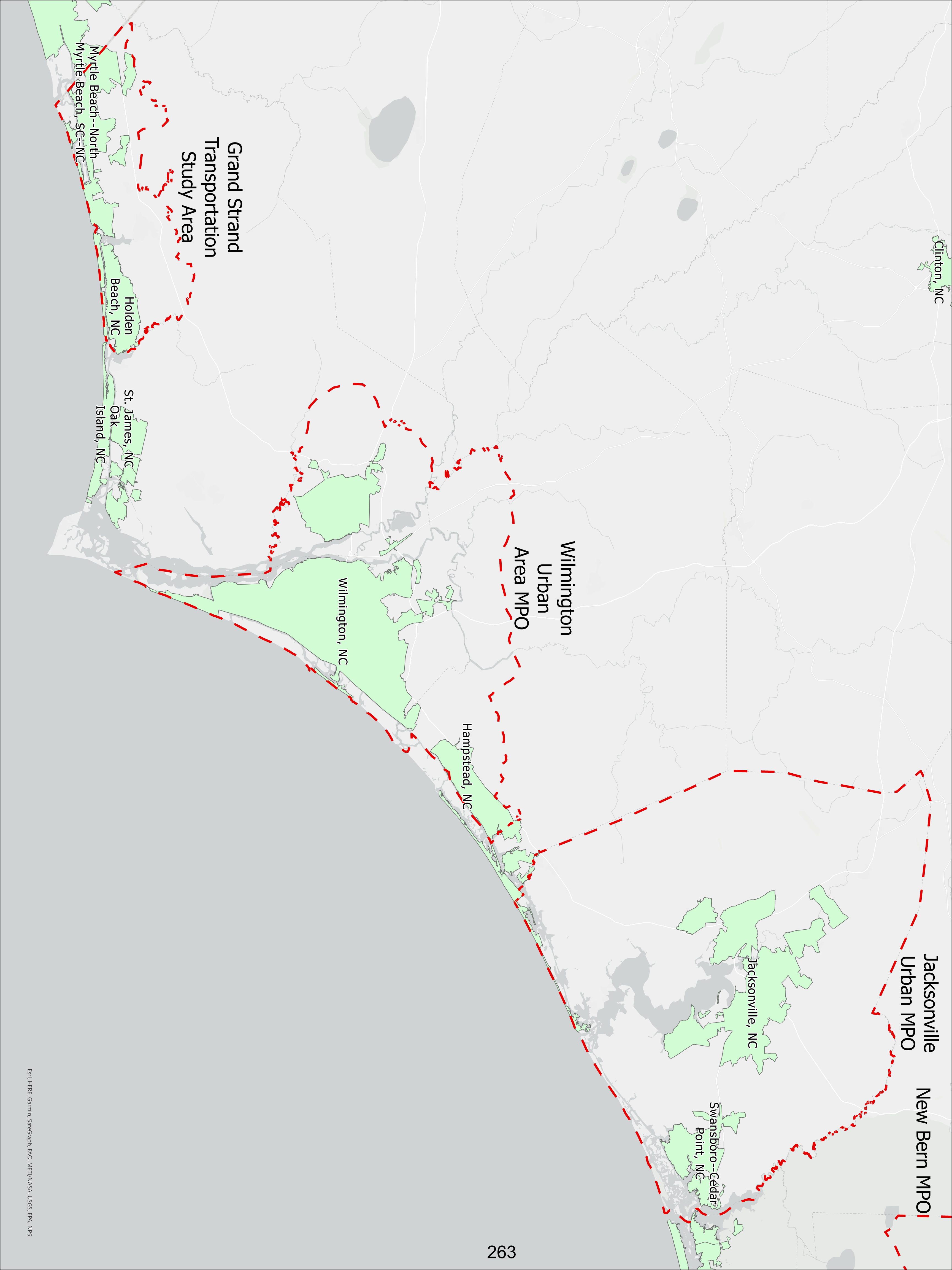
Current MPO Boundary

County Boundary



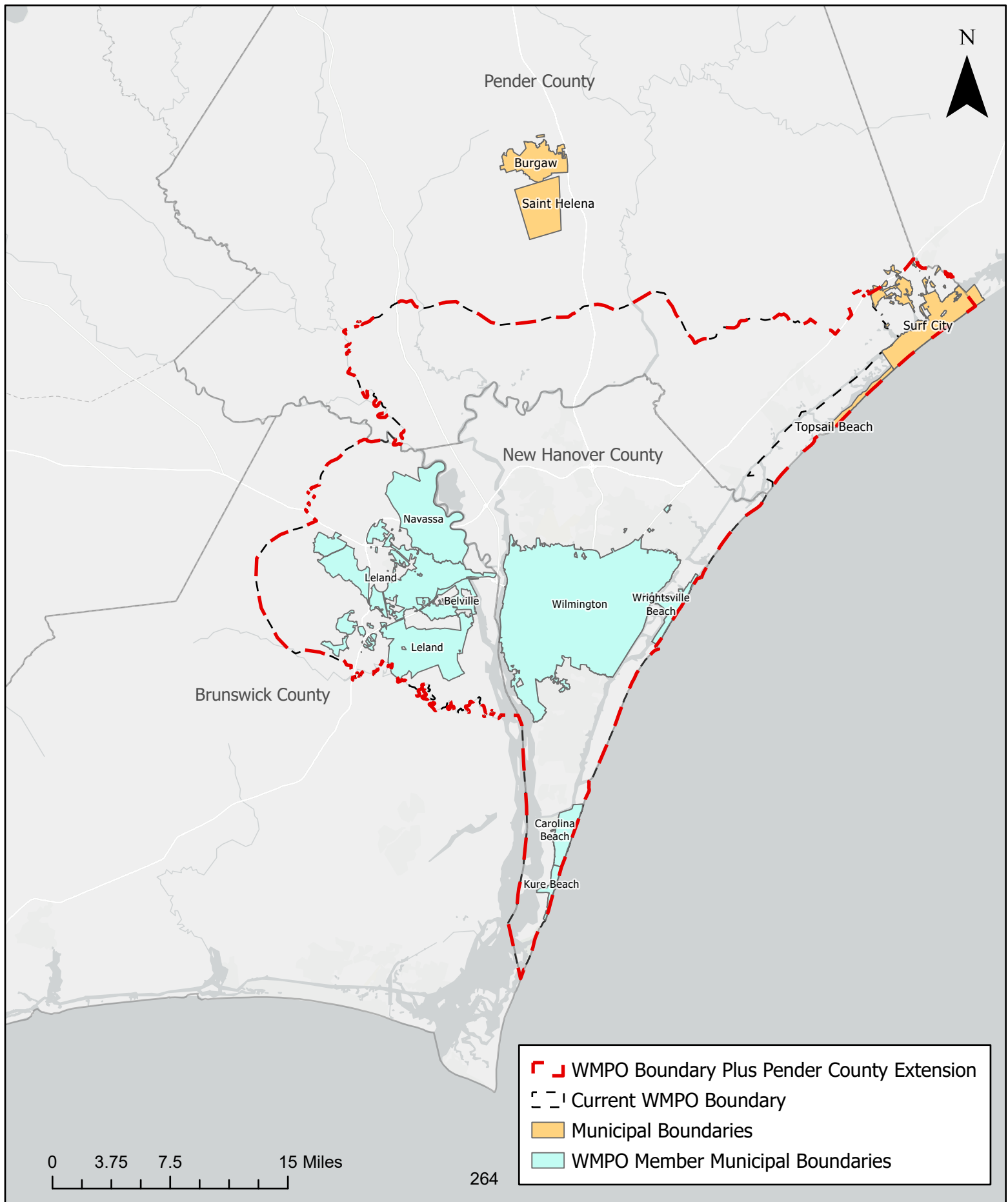
Wilmington Urban Area MPO





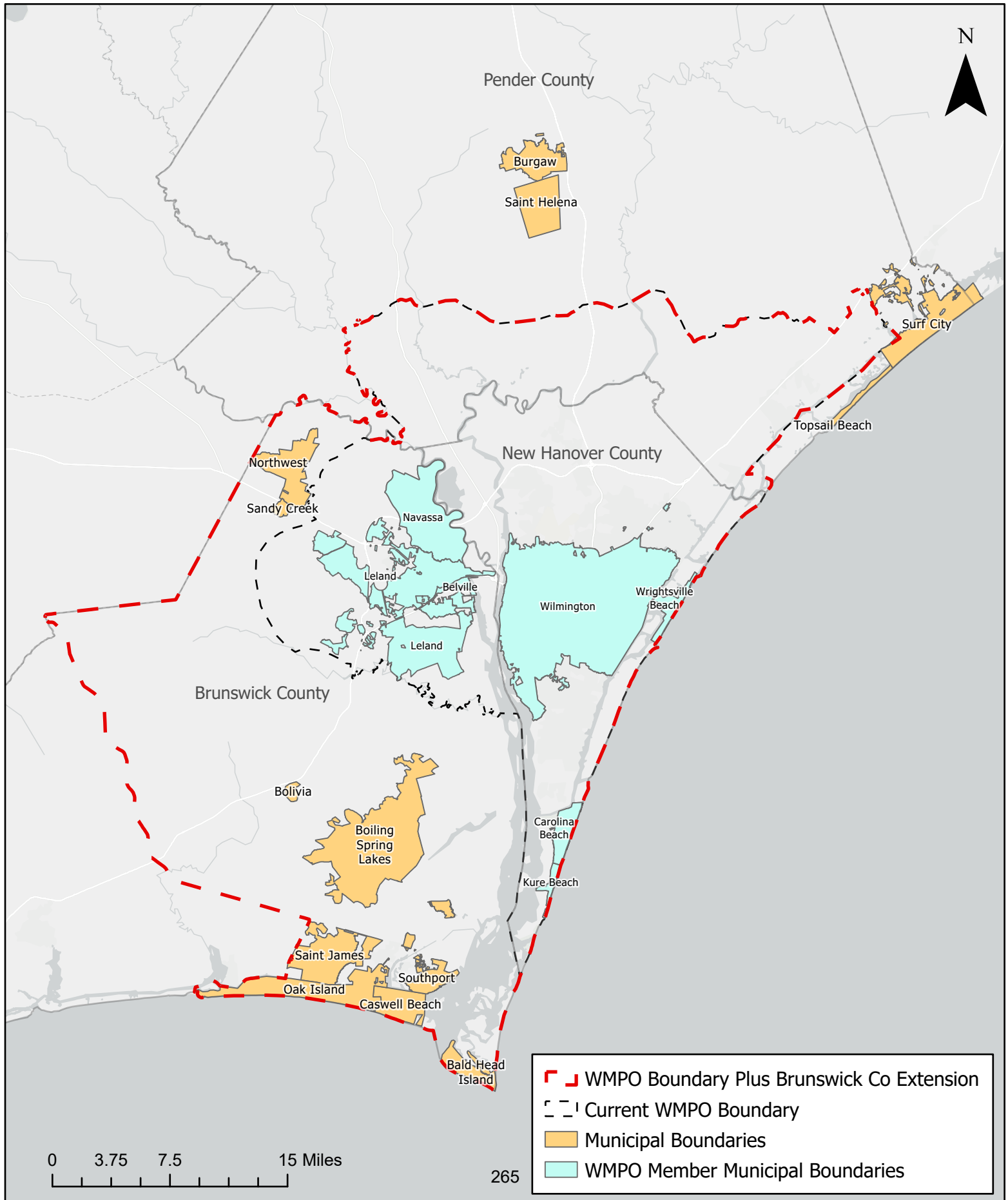
Potential 2050 WMPO Boundary

Current Boundary Plus Pender County Extension



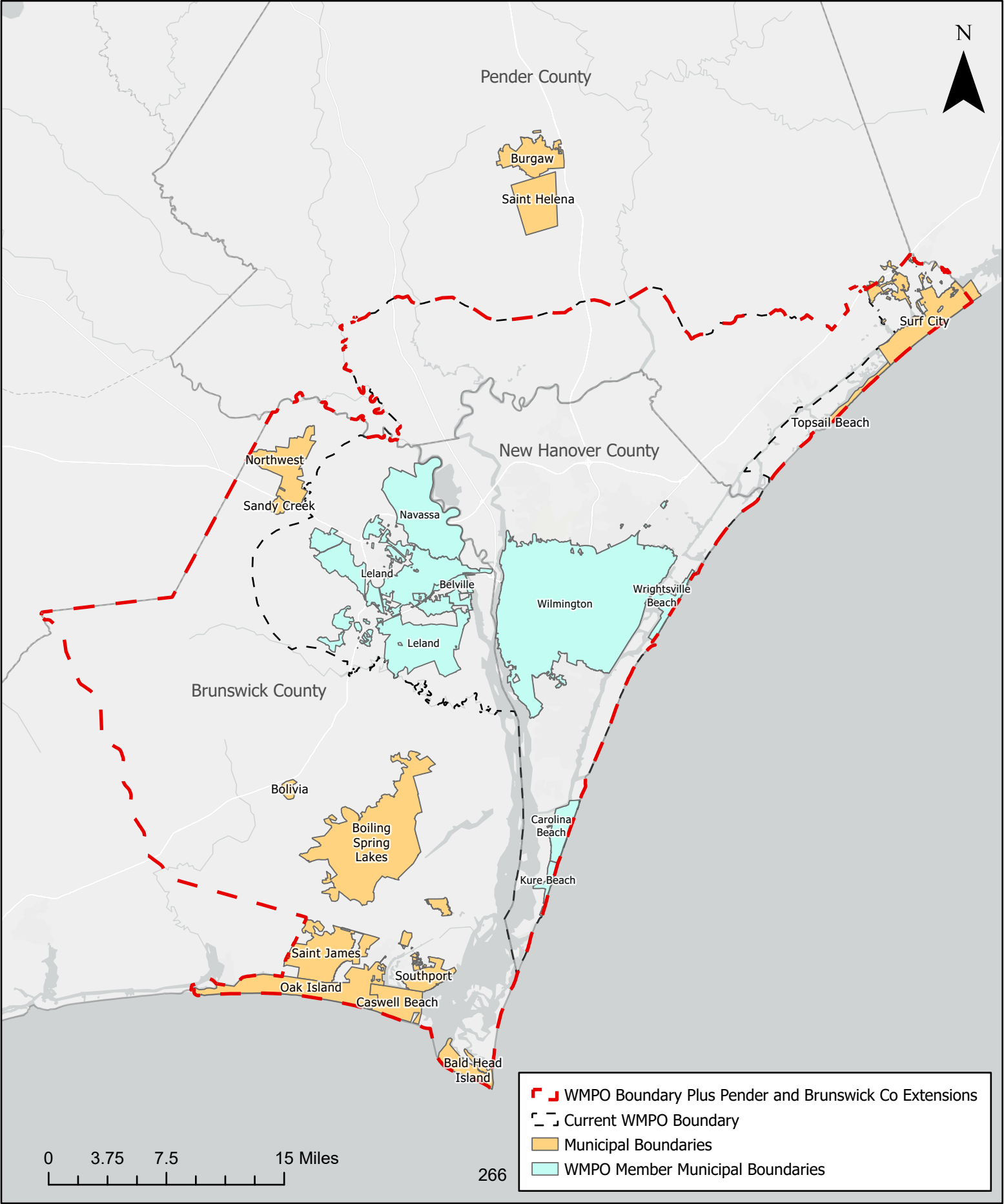
Potential 2050 WMPO Boundary

Current Boundary Plus Brunswick County Extension



Potential 2050 WMPO Boundary

Current Boundary Plus Brunswick and Pender County Extensions



**WILMINGTON URBAN AREA
MPO
March 2023**

WALK WILMINGTON COMPREHENSIVE PEDESTRIAN PLAN UPDATE

Project Description/Scope: The City of Wilmington, in recognizing the desire of its citizens for a more walkable, livable community, applied for and received an NCDOT Planning Grant in 2021 to update the 2009 Walk Wilmington Comprehensive Pedestrian Plan. A Steering Committee, comprised of local stakeholders, citizens, and city staff, has been assembled to work with the consultant, Alta, to guide the development of the plan's update. The Steering Committee held its first meeting on Monday, March 28, 2022. 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 included both a survey and input map application began June 15th and continued through mid-August. Ongoing during the outreach process were several in-person survey opportunities targeted to gather input from traditionally underserved communities. Just over 1,000 survey responses were received and used by Alta as a framework to guide the development of project and policy recommendations. The Walk Wilmington Steering Committee reviewed the draft priority areas identified through this framework during its September 27th meeting. Alta incorporated the Committee's initial comments and released a draft plan in November for the Steering Committee's further review. The committee's comments, as well as comments from key city staff, were sent to Alta on December 16, 2022. A final Steering Committee meeting, presenting the plan for receiving public comment on the draft plan and requesting assistance in promoting its availability was held on January 17th. The Draft plan was released for public review and comment on January 20th and was available for comment until February 20th. Two Public Workshops were held to allow for in person review and comment on the plan's recommendations. The first was held January 31st from 5pm – 7pm at Halyburton Park, and the second on February 1st from 5pm to 7pm at the MLK Community Center.

Project Status and Next Steps:

- Review and addressing of public comments is ongoing by the consultant Alta
- Final plan presentation to City Council in April 2023

PENDER COUNTY BICYCLE AND PEDESTRIAN PLAN

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

Project Status and Next Steps:

- An online survey is open for public feedback for the plan.
- WSP is currently identifying a draft bicycle and pedestrian network to be discussed at the next steering committee, anticipated to take place in early April.
- Stakeholder interviews will be complete in early March.
- The second steering committee will identify evaluation criteria for prioritizing projects.
- Plan will be completed by June 2023.

SITE DEVELOPMENT REVIEW

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

- New Hanover County Formal Plan Reviews: 13 reviews
- New Hanover County Informal Plan Reviews: 4 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Concept Plan Reviews: 0 reviews
- Town of Leland Formal Reviews: 11 reviews
- Town of Leland Informal Reviews: 1 review
- Town of Navassa Formal Plan Reviews: 2 reviews
- Town of Navassa Informal Reviews: 0 review
- Town of Navassa Concept Reviews: 0 review
- Town of Belville Formal Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Town of Carolina Beach Concept Reviews: 0 review
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- Pender County Formal Reviews: 5 reviews
- Pender County Informal Reviews: 2 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 49 reviews (6 new, 43 on-going)
- City of Wilmington Informal Reviews: 23 reviews (8 new, 15 on-going)
- City of Wilmington Concept Reviews: 2 review(s) (2 new, 0 on-going)
- City of Wilmington Full Releases: 8

TIA Reviews: 30 total active (26 under review; 3 approved; 1 new)

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

STBGP-DA/TASA-DA/CRRSAA FY2013

to Present

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

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

Project Status and Next Steps:

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

2022

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

- Received Construction Authorization from NCDOT and Notice to Proceed (NTP) from NCDOT (U-5534Q & EB-6028) on February 8, 2023
- Advertise U-5534Q and EB-6028 on March 8, 2023
- Pre-Bid Meeting on March 21, 2023
- Bid Opening (LET) on April 13, 2023

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

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

Project Status and Next Steps:

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

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

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

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

U-6234 MULTI-MODAL PHASE 1 B

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

Project Status and Next Steps:

- Paragon Building Corp awarded bid and signed the contract
- Project design team working thru submittals and proposed construction schedule
- Contractor submitted a revised construction schedule and has mobilized on site
- September 12, 2022, building permit issued
- Right of Way permit has been approved
- Ongoing demolition of site and cleaning of the exterior walls
- Ongoing investigation for the stabilization of the brick
- Installed water service
- Prepared the masonry of the south parapet wall for reinstallation
- Prepared the subgrade for the concrete slab foundation installation
- Began installation of slab foundation (part 1 of 3)
- Poured second portion of the slab foundation (part 2 of 3)
- Began masonry repair on the south wall

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

- NCDOT funding availability reopened January 25, 2021
- Town Council elected to move forward with the project
- Agreement executed with NCDOT on August 18, 2021
- Design discussions held with Kimley-Horn & Associates (KHA) on August 31, 2021
- Public meeting held on March 24, 2022, to present three (3) design alternatives for bike path on St. Joseph
- KHA presented to Town's Bike & Pedestrian Committee summary of comments on April 18, 2022
- KHA 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 scheduled for March 2023

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.
- NCDOT Rail Division is moving forward with the design for necessary corridor improvements to accommodate both future passenger rail service and the Downtown Trail facility. To ensure continued coordination and collaboration, the trail design schedule will be amended as necessary to align with NCDOT Rail's design schedule, anticipated to be determined in March 2023. The proposed final alignment of the trail in the NCDOT Rail owned corridor to be determined through this continued coordination.
- Public meeting now tentatively scheduled for summer 2023.
- WSP is continuing to coordinate initial as well as recurring meetings with critical stakeholders that include NCDOT Rail Division, CSX, and Cape Fear Public Utility Authority.
- A resubmittal of the 25% plans is anticipated by March 2023 with proposed final alignment.
- Public involvement and stakeholder meetings held in February and planned for March 2023.

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

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

Project Status and Next Steps:

- Agreement finalized and adopted September 2022
- Request for PE Authorization in October 2022
- Request for Letters of Interest to be sent in December 2022
- Four (4) proposals reviewed in January 2023
- PE firm selection February 2023
- Project kick-off meeting scheduled for March 2023

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

Project Description/Scope: This project consists of the construction of a 10' multiuse path along

South 17th Street from Harbour Drive to Shipyard Boulevard and the installation of crosswalks and pedestrian signal heads at the intersection of South 17th Street and Shipyard Boulevard.

Project Status and Next Steps:

- Agreement executed with NCDOT on May 24, 2022
- Scope and Fee submitted to NCDOT on September 16, 2022
- Change Request for PE Authorization submitted to NCDOT on September 21, 2022
- Request to use RS&H (COW On-Call) approved by NCDOT on October 10, 2022
- NCDOT approved the scope and fee on November 2, 2022
- Change Request for PE Authorization approved on January 20, 2023
- Contract between City and RS&H executed on January 24, 2023 and notice to proceed issued.
- Design kick-off meeting between City and RS&H staff held on January 31, 2023
- Survey work is in progress

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
- Construction let date April 2023
- Anticipated bid award May/June 2023

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

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

Project Status and Next Steps:

- 100% plans approved by NCDOT
- Contract proposal (with cost estimate) approved April 11, 2022
- CEI contract award in October 2022
- Construction authorization February 2023
- Construction let date April 2023
- Anticipated bid award May/June 2023

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY

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

Project Status and Next Steps:

- Comments received from CFPWA indicate conflicts with utilities that will require design adjustments
- Right of way acquisition continuing (2 remaining, dependent on water/sewer changes needed)
- NCDOT issued notice of Construction Authorization on April 12, 2022.
- Level A SUE completed, and results have been reviewed.
- Updated utility design under review with CFPWA (since January 25, 2023)

- NCDOT Div. 3 requiring consultation for the approved environmental documentation (CE).
- These additions add an additional 60 days to the design schedule.
- Anticipated construction let date of May 2023

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

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

Project Status and Next Steps:

- NCDOT has approved the 100% project plans
- Received Construction Authorization from NCDOT and NTP from NCDOT (U-5534Q & EB-6028) on February 8, 2023
- Advertise U-5534Q and EB-6028 on March 8, 2023
- Pre-Bid Meeting on March 21, 2023
- Bid Opening (LET) on April 13, 2023

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

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

Project Status and Next Steps:

- Town Council has requested to cancel this project.
- The MPO Board supported removal of the project at their November 30th meeting.
- STIP amendment to delete the project will be considered by the MPO Board at their March meeting.

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

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

Project Status and Next Steps:

- Advertisement for on-call consultants, August 14, 2020
- Selection and signed contract with HDR on October 29, 2020
- Kickoff meeting on site with NCSPA on March 10, 2022
- NCSPA/WTRY call on April 5, 2022
- Draft scoping letter to Port on April 5, 2022
- Traffic counts completed April 12, 2022
- Scoping Letter to Agencies on April 18, 2022
- Draft design assumptions & Typical Sections submitted on June 3, 2022
- Draft Limited Environmental Records Review (LERR) submitted on July 5, 2022
- Revised typical sections submitted on July 7, 2022
- Natural Resources Technical Report (NRTR) on August 8, 2022
- Revised Limited Environmental Records Review (LERR) submitted August 15, 2022
- Draft 15% roadway submittal on September 15, 2022
- Preliminary Hydraulics submittal on October 11, 2022
- Revised Roadway plans submitted on November 16, 2022
- Draft traffic analysis submitted December 16, 2022
- Revised Roadway exhibits submitted January 23, 2023
- Revised Roadway exhibits and costs submitted January 31, 2023

TC – 0021 WAVE PASSENGER AMENITIES AND UPGRADES

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

Project Status and Next Steps:

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

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

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

Go Coast current initiatives and project status:

1. Go Coast Committee Meeting - The next Go Coast committee meeting will occur on May 18, 2023, at 3 PM.
2. “Be a Looker” – WMPO and Go Coast will promote the “Be a Looker” campaign from April 2023 through October 2023, which encourages safety among all road users including motorists, bicyclists, and pedestrians.
3. Maps and print materials – MPO staff is coordinating to update maps and print materials, such as a regional bike facilities print map with points of interest, which will complement the existing Bicycle Suitability Map.



Cape Fear Public Transportation Authority

February 2023 Project Updates

ZEV TRANSITION PLAN

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

The Federal Transit Administration and other primary funding agencies have directed transit agencies nationwide to transition their fleets to Low or No Emissions, with funding priority given to Zero Emissions Vehicles (ZEV). The Transition Plan is a requirement by FTA to apply for grant funds supporting any ZEV projects, including vehicles and all related infrastructure. In 2020, North Carolina's governor signed the Multi-State Medium and Heavy-Duty ZEV Memorandum of Understanding, committing to electrifying buses in the state.

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

Wave Transit staff is working with consultants from HDR to develop the transition plan. The overview will be presented at the CFPTA Monthly Board Meeting March 23rd.

CAPITAL PROJECTS

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

The first major shelter replacement has been completed at Rose's Shopping Center, at 2638 Carolina Beach Rd.

OTHER PROJECTS

On December 21st, the United States Department of Transportation (USDOT) awarded NCDOT \$10.4 Million in Rural Surface Transportation Grant program funding to deploy on-demand microtransit services in eleven rural North Carolina communities, including the Wilmington area. MEE NC will accelerate the deployment of high-quality, on-demand transit services to rural, low-income communities throughout North Carolina, leading to more equitable mobility and improved access to opportunities, services, and resources for transportation disadvantaged populations. Wave Transit requested additional vehicles, software, and service area expansion for the existing RideMICRO system. The project scope will be finalized with USDOT over the next few months.

The Authority has recently published the RFP for the development of the Short Range Transit Plan. The plan will utilize a qualified consultant to develop a plan for the fixed route bus system, including the trolley, microtransit zones, and the university shuttle system. The Authority most recently completed a Short Range Transit Plan in 2017, which served as a guide for the Authority's transit planning efforts. The Authority is seeking consultant services to provide recommendations for service improvements for

FY2024-FY2028 that are comprehensive, fiscally constrained, and implementable according to a timeframe. The primary objective of the analysis is to improve the efficiency and effectiveness of the Authority's fixed-route system as to better serve the public transportation needs of the Cape Fear Region, without increasing the operating budget for the Authority.

The project is scheduled to be awarded by the end of March.

WMPO FEBRUARY PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	SAP LET Date
Derek Pielech	DPOC	BP3-R004	Brunswick 181 over Sturgeon Creek on SR 1437 (Old Fayetteville Road) (Previously 17BP.3.R.84)	Brunswick	2023.01.06
Rail Division	Rail	P-5740A	Wilmington Rail Rehabilitation, Curve Realignment and Upgrade Rail Bridges	New Hanover	2023.03.01
Eric Murray	DPOC	U-5914	Widen NC 133 from US 17/74/76 to Old River Road	Brunswick	2023.04.20
Div 3	DDRL	I-6039	1-40 Pavement rehab from Milemarker 420 to NC 210	New Hanover & Pender	2023.06.20
Rail Division	Rail	P-5740C	CSX SE Line Installation of Railroad Grade Crossing Signals and Gates at Various At-Grade Crossings	New Hanover	2023.06.30
Div 3	DDRL	I-6036	I-140 - US 17 to North of US 74 pavement rehab	Brunswick	2023.09.19
Rail Division	Rail	P-5740B	CSX SE Line Improvements to Hwy Grade Xings, Close & Improve Various Exisit. At-Grade Crossings	New Hanover	2024.03.21
Brian Harding	DDRL	U-6202	Widen Gordon Road to 4 lanes from US 17 Market St to I-40	New Hanover	2024.07.16
Derek Pielech	DPOC	BP3-R012 17BP.3.R.93	Replace Bridge 208 over Sturgeon Creek on SR 1472 (Village Road) in Brunswick County	Brunswick	2025.07.03
Trace Howell	DDRL	R-3300A	Hampstead Bypass (US 17 from Military Cutoff Road to NC 210)	New Hanover & Pender	2025.07.15
Mike Bass	DDRL	U-5710	US 74 (Eastwood Road) at US 17 (Military Cutoff Rd)	New Hanover	2025.09.16
Derek Pielech	DPOC	B-5653	Pender 14 on NC 133 over Turkey Creek	Pender	2026.01.28
Trace Howell	DDRL	R-5734	US 421 (S. Front Street) Widen to Multi-Lanes from Cape Fear Memorial Bridge to Burnett Blvd.	New Hanover	2027.06.15
Trace Howell	DDRL	U-5792	MLK at College	New Hanover	2027.06.15
Brian Harding	DPOC	U-5954	NC 133 at 23rd Street Roundabout	New Hanover	2027.06.15

Derek Plelech	Raleigh	BR-0008	Replace Bridge 7 on US 17 over US 76	Brunswick	2027.09.21
Div 3	DDRL	I-6037	I-140 From US 421 to I-40. Pavment & Bridge Rehabilitation	New Hanover	2028.02.15
Krista Kimmel	DDRL	U-5926	New Route from 23rd St to 26th St	New Hanover	2028.03.31
Brian Harding	DDRL	U-5731	US 74 at US 17/US 421 Flyover	New Hanover	2028.05.16
Krista Kimmel	DDRL	U-3338C	Kerr Ave Interchange at MLK	New Hanover	2028.06.20
Brian Harding	DDRL	U-5729	US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421	New Hanover	2028.07.18
Div 3	DPOC	I-6038	I-140 from US 421 to US74/76. Pavement Rehabilitation	Brunswick	2028.11.16
Krista Kimmel	DDRL	U-4902C	US 17 Business - Market St Median & Interchange	New Hanover	2029.06.19
Krista Kimmel	DDRL	U-4434	Independence Boulevard Extension	New Hanover	2031.06.17
Krista Kimmel	DDRL	U-4902B	US 17 Business - Market St Median Railroad to MLK	New Hanover	2040.01.01
Trace Howell	DDRL	U-5702B	College Road Access Management Improvement from Carolina Beach Road to Shipyard Blvd	New Hanover	2040.01.01
Trace Howell	DDRL	U-5732	Hampstead Median: US 17 from SR 1582 (Washington Acres Road) to Vista Lane	Pender	2040.01.01

Update provided: 3/03/23

PO: WMPO

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

WMPO FEBRUARY PROJECTS UNDER CONSTRUCTION						
Contract Number	Resident	TIP/WBS/Work Order	County	Description	Estimated Completion	Percent Complete
DC00300	Brian Groves	R-2633BA(L)	Brunswick	Navassa Landscape Enhancement	2023/1st Qtr	93.17%
C203980	Joshua Pratt	U-4751	New Hanover	Military Cutoff Road Extension from Market St to the Wilmington Bypass with an interchange at the Bypass	2023.09.10	86.14%
C204623	Joshua Pratt	B-5642	Brunswick	Replace Bridge 65 on NC 87 Over Hood Creek	2023.05.29	76.13%
DC00331	David Sawyer	R-5783E, R-5783F	Brunswick, Duplin, New Hanover, Onslow, Pender and Sampson	Division Wide ADA Curb Ramp Updates	2023/1st Qtr	76.07%
C204301	Joshua Pratt	N/A	New Hanover	New Hanover #48 and #49 on I-40E & I-40 W/NE Substructure Repairs	2023/1st Qtr	71.86%
C204319	Joshua Pratt	U-4902D	New Hanover	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr	2023.09.17	57.21%
DC00249	Joshua Pratt	B-4590	New Hanover	Bridge #29 over Smith Creek	2023.10.11	55.22%
C204629	Joshua Pratt	B-5624	Brunswick	Replace Bridge 57 on NC 211 Over Juniper Creek	2023.12.12	28.89%
C204553	Daniel Waugh	R-3300B	Pender	NC 417 (Hampstead Bypass) from South of NC 210 to North of SR 1563 (Sloop Point Road)	2027.03.16	17.42%
C204331	Joshua Pratt	15BPR.19	New Hanover	Banks Channel (#21, US 76) girder repair, clean and paint bearings, epoxy caps	TBD	25.52%
C204747	Joshua Pratt	U-5710A	New Hanover	Drysdale Drive Extension from Military Cutoff Road at Drydale to US 74	2025.02.27	10.55%
DC00402	David Sawyer	W-5803B	Onslow, Pender	Install Rumble Strips on US 17 Between New Hanover/Pender County Line and Mile Post 19.30 in Onslow County	TBD	0.00%
DC00420	David Sawyer	W-5703R	New Hanover	NC 132 (College Road) & Bragg Drive in the City of Wilmington. Offset Lefts.	2024.02.23	0.00%

WMPO FEBRUARY RESURFACING PROJECTS					
Contract Number	Contract Year	County	Routes	Estimated Completion Date	Percent Complete
C204409	2021	Brunswick	1 Section of US-17, US-74/76, And NC-130; and 11 Sections of Secondary Roads	2023/1st Qtr	93.92%
DC00325	2022	Brunswick	Brunswick Resurfacing B (3/16/2022 Availability Date)	2023.05.18	91.02%
DC00327	2022	New Hanover	New Hanover County Resurfacing	2023.04.28	90.54%
DC00294	2021	New Hanover	New Hanover County Resurfacing	2023/1st Qtr	90.43%
DC00304	2021	Brunswick	US 17, NC 904 & Various Secondary Roads	2023/1st Qtr	83.40%
DC00311	2022	New Hanover	Market Street, 3rd Street, Independence Blvd, and patching on 16th & 17th Streets	2023.09.29	10.69%
DC00344	2023	Brunswick and New Hanover	Brunswick and New Hanover county resurfacing, various secondary routes	2023.06.16	0.00%

Go!NC Portal for public information: **HMIP** (Highway Maintenance Improvement Program) GIS maps
<https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=ceae1d0cf870473fb7d35294acb6b71c>



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

March 2023

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

MARCH TPD UPDATES WILMINGTON MPO

MARCH 2023

Brunswick County Comprehensive Transportation Plan (CTP): The Brunswick County CTP was paused from January through August of this year. All data has been updated since August of 2022. The CTP report and appendix are in draft format ready for review and public involvement. The CTP committee met on February 24th to go over status of the CTP, public involvement sessions, as well as updating their council and boards. Right after public involvement sessions are over and comments have been incorporated into CTP, the CTP will go to local adoptions in early fall.

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

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

Helpful Links:

Click on links below to learn more:

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

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

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

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

Location:
1554 MAIL SERVICE CENTER
RALEIGH, NC 27699

- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](#)

NCDOT Statewide Plans:

To learn more, click on the following links:

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