



WILMINGTON URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

ANNUAL REPORT **FY2022-23**





MISSION STATEMENT

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

TABLE OF CONTENTS



WMPO Board Members.....	1
Letter from the Executive Director.....	2
About the WMPO.....	3
WMPO Organizational Assessment.....	4
Long-Range Planning Efforts.....	5
2050 Metropolitan Transportation Plan Development	10
FY 2022-2023 WMPO Highlights.....	11
Transportation Demand Management Program.....	16
Renovation of 525 N 4th St Building (formerly Thomas Grocery Building).....	18
Technical Services.....	19



WMPO BOARD MEMBERS

The Board is the federally recognized entity responsible for carrying out the urban transportation planning process for the Wilmington Urban Area.



TOWN OF WRIGHTSVILLE BEACH
Mayor Pro Tem

Hank Miller, Chair



CITY OF WILMINGTON
Council Member

Luke Waddell, Vice Chair



TOWN OF BELVILLE
Mayor

Mike Allen



CITY OF WILMINGTON
Council Member

Neil Anderson



TOWN OF CAROLINA BEACH
Mayor

Lynn Barbee



NEW HANOVER COUNTY
Commissioner

Jonathan Barfield, Jr.



TOWN OF ILAND
Mayor

Brenda Bozeman



TOWN OF KURE BEACH
Commissioner

John Ellen



CFPTA/
NEW HANOVER COUNTY
Commissioner

Dane Scalise



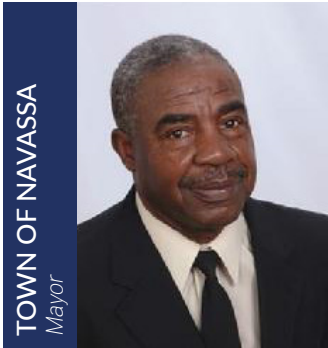
PENDER COUNTY
Commissioner

Wendy Fletcher-Hardee



BRUNSWICK COUNTY
Commissioner

Frank Williams



TOWN OF NAVASSA
Mayor

Eulis Willis



NC BOARD OF
TRANSPORTATION
Board Member At-Large

Landon Zimmer

LETTER FROM THE EXECUTIVE DIRECTOR



July 21, 2023

Community Stakeholders:

Fiscal Year 2023 has been another exciting year within the Wilmington Urban Area Metropolitan Planning Organization. We have experienced a substantial amount of progress on several key initiatives within the organization and as a region. Although we have experienced some challenges this year, I have chosen to focus on the successes of the past fiscal year and looking toward the future. As the Executive Director of the Wilmington Urban Area Metropolitan Planning Organization and on behalf of our Board, I am pleased to present this FY 2023 Annual Report.

Achievements

We have achieved so much over the past fiscal year that it is hard to select just a few to highlight. In August, we embarked on the renovation of a historic building at 525 North 4th Street that will provide a new dedicated office space for the MPO. Although not complete, we continue to make progress on the renovation. MPO staff have been instrumental in the development and adoption of several long-range planning efforts to include the Navassa Collector Street Plan, Navassa Bicycle and Pedestrian Plan, and 2022 Congestion Management Plan. In addition, MPO staff have played a significant role in Traffic Impact Analysis (TIA) and development review, collecting traffic counts on our area roadways, and implementation of projects funded through the MPO's Direct Attributable Program.

Looking to the future

I am very excited about the future of our organization and our area. I look forward to the completion and occupancy of our new offices. We have several plans/studies nearing completion such as an Organizational Assessment, Pender County Bicycle and Pedestrian Plan and Walk Wilmington Update which we anticipate adopting next year. The Board has approved the branding for our next Metropolitan Transportation Plan as Cape Fear Navigating Change 2050 with a significant amount of work anticipated to be accomplished on this effort over the next few years. In addition, we will continue to push for a funding strategy to replace the Cape Fear Memorial Bridge as the MPO's top unfunded priority.

These are very exciting times for our organization! The MPO staff looks forward to working with the MPO Board, our member jurisdictions, our citizens, and other key stakeholders to ensure FY 2024 is another successful year.

Sincerely,

Mike Kozlosky



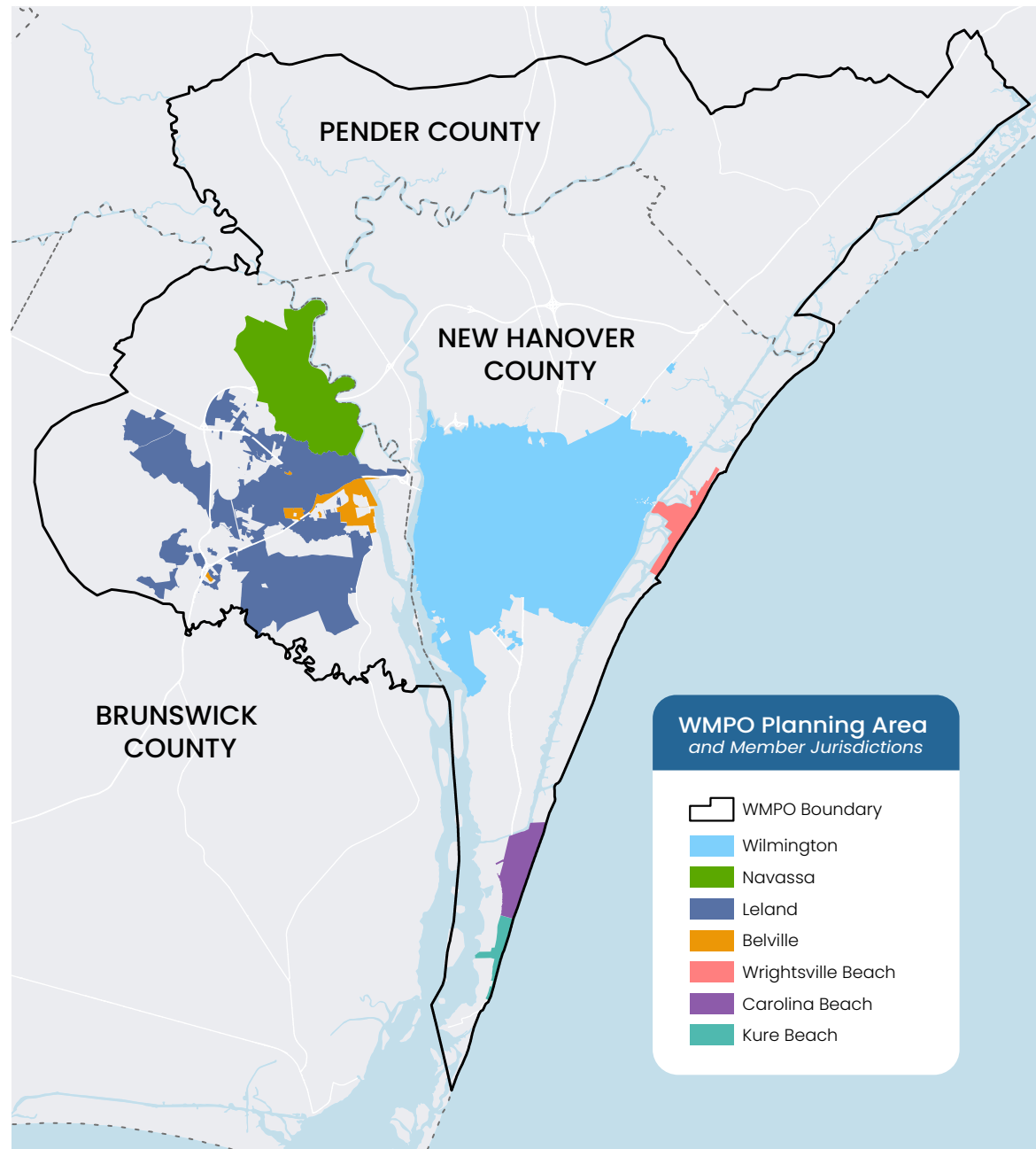
ABOUT THE WMPO

The Wilmington Urban Area Metropolitan Planning Organization (WMPO) was created in 1973 based on the region's population exceeding 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. When the region's population exceeded 200,000 in 2010, the WMPO was designated as a Transportation Management Area (TMA) in 2012.

The WMPO includes representatives from 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
- Cape Fear Public Transportation Authority
- North Carolina Board of Transportation

The WMPO planning boundary, shown in the map to the right, 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 approximately 300,000.





As the federally designated transportation planning agency for the Wilmington Urban Area, the Wilmington Urban Area Metropolitan Planning Organization's (WMPO) mission is to "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." The Wilmington Urban Area Metropolitan Planning Organization is maturing as an organization, and it was important to pull back the curtain to determine what items we as an organization are doing well and to identify areas of improvement.

The WMPO hired JS Lane Company to better understand how the organization is performing based on the needs of our members and perform an evaluation of the roles, responsibilities, staffing, program delivery, and structure of the organization. The process used included one-on-one stakeholder interviews and a survey to receive feedback as well as a peer reviews with other MPOs across the southeast. The recommendations from this assessment will be used to enhance the organization and deliver our services more efficiently and effectively to our members.

Recommended actions from the assessment are listed to the right.

WMPO Organizational Assessment Recommended Actions

1 to 2 years	2 to 5 years	5 to 10 years
<ul style="list-style-type: none"> • Staff going in • Staff going out • In-between coming and going • Conduct an annual WMPO Board retreat • Conduct one joint (TCC and MPO Board) work session annually • Make the member survey an annual affair and update the compensation study • Distribute and focus communications simultaneously • Study voting procedures <ul style="list-style-type: none"> • MPO Meetings 	<ul style="list-style-type: none"> • Adopt - and communicate - key principles that empower the WMPO • Link the site review process to transportation goals • Develop integrated land and transportation guidance <ul style="list-style-type: none"> • Key hires • Develop adjunct capacities to expand WMPO resources <ul style="list-style-type: none"> • Signature communications • Focus on Board member training <ul style="list-style-type: none"> • Modify the LPA agreement to benefit the WMPO • Document updates • Thinking ahead on the MTP 	<ul style="list-style-type: none"> • Consider developing an adjunct funding mechanism to finance large projects • Partner with the other NC TMAs to develop pooled resources • Stand up a new non-profit partner • UPWP modifications



LONG-RANGE PLANNING EFFORTS



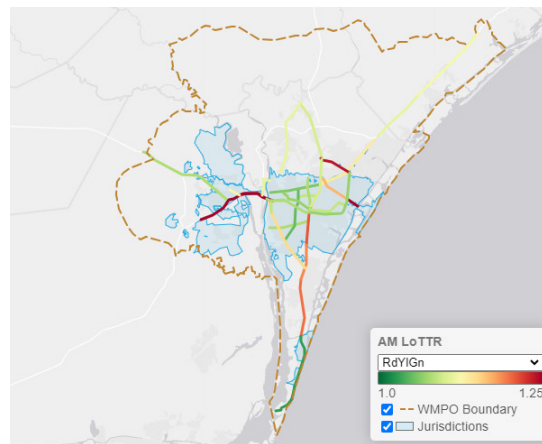
WMPO and Pender County staff tabling for the Pender County Bicycle and Pedestrian Plan development.

PENDER COUNTY BICYCLE AND PEDESTRIAN PLAN DEVELOPMENT

Pender County, in collaboration with the WMPO, developed a Bicycle and Pedestrian Plan for the portion of Pender County that lies within the WMPO’s boundary. This Plan identifies existing challenges to bicycling and walking, proposes a preferred bicycle and pedestrian network to strive for, and lays out the specific policy, program, and infrastructure recommendations that Pender County and various stakeholders can use to begin attaining the overall Bicycle and Pedestrian Network. The plan concluded in June 2023 and is anticipated to go to the WMPO Board for adoption later this year.

CMP 2022 BIENNIAL REPORT COMPLETION AND ADOPTION

The WMPO’s adopted Congestion Management Process (CMP) includes a Biennial Data Report developed every two years to demonstrate how the regional network is performing according to the performance metrics established in the CMP. The document describes the 33 critical corridors the WMPO reviews for congestion, how congestion data is collected, how congestion data is evaluated, and what strategies are recommended by the WMPO to mitigate the impacts of congestion. Strategies within the report are aimed at reducing congestion while enhancing safety and multi-modal mobility throughout the region. The CMP Biennial Report will also be used to inform the Metropolitan Transportation Planning process for the transportation modes. The WMPO is required by the Federal Highway Administration (FHWA) to continually conduct a CMP. The 2022 Biennial Data Report was adopted by the WMPO Board on March 29, 2023.



Snapshot from the CMP dashboard on the WMPO website showing AM level of travel time reliability.

FEASIBILITY STUDY GRANTS

In July 2022, the North Carolina Department of Transportation (NCDOT) was allocated \$2 million in one-time funding from the North Carolina General Assembly to establish a Paved Trails Feasibility Study Program. The Integrated Mobility Division (IMD) was also awarded \$500,000 in State Planning and Research (SP&R) funds to support sidewalk and shared-use path feasibility studies. The purpose of the Paved Trails and Sidewalk Feasibility Studies Grant Program is to improve the pipeline of bicycle and pedestrian projects accessing state and federal funding, resulting in successful implementation of projects led by communities prioritizing multi-modal infrastructure. In February 2023, the WMPO received grants for both submitted grant requests, the Gullah Geechee Heritage Corridor Multi-Use Path and the Downtown Trail Phases 2 and 3. Additionally, the WMPO passed a resolution of support for the Kure Beach Island Greenway Extension project, which was also awarded.

Gullah Geechee Heritage Corridor Multi-Use Path Study

The purpose of this study is to assess the feasibility of constructing a 10’-12’ multi-use path facility in the Gullah Geechee Heritage Corridor from Phoenix Park in Navassa to Brunswick Nature Park in unincorporated Brunswick County. The Gullah Geechee Heritage Corridor is designated as a Cultural Heritage Area by U.S. Congress, presenting an opportunity to educate the public about the history of the Gullah Geechee people and highlight historical sites within Brunswick County. The Gullah Geechee Heritage Corridor



Multi-Use Path feasibility study is the largest study awarded in the grant call.

Downtown Trail Phases 2 & 3

The Downtown Trail will eventually connect the River to Sea Bikeway to the future Multi-modal Transportation Center, Cape Fear Community College, and the Riverwalk. In between these locations, the trail will provide a recreational and transportation facility for several communities in proximity to downtown. The project currently consists of three phases. The first phase, from 3rd Street to Archie Blue Park, is in the design phase. The purpose of this study is to assess the feasibility of constructing Phases 2 and 3 along Burnt Mill Creek from Archie Blue Park to Forest Hills Elementary School.

Kure Beach Island Greenway Extension

The East Coast Greenway (ECG) applied to the Paved Trails Feasibility Study Grant Program to extend the Island Greenway to Fort Fisher. The WMPO Board supported the East Coast Greenway's application and will participate as a major stakeholder in the study's development. The study will review multiple route alignments between the existing Island Greenway in Carolina Beach and the Ft. Fisher Ferry terminal. The project will connect Carolina Beach and Kure Beach with the Ft. Fisher State Recreation Area, the Ft. Fisher State Historic Site, the NC Aquarium at Ft. Fisher, and Carolina Beach State Park.



Reaves Chapel restoration site along the Gullah Geechee Heritage Corridor.



Downtown Trail Phase 2/3 corridor.



East Coast Greenway signage near the ferry terminal.



Preliminary Riverwalk concept alignments by City of Wilmington.

RIVERWALK EXTENSION FEASIBILITY STUDY

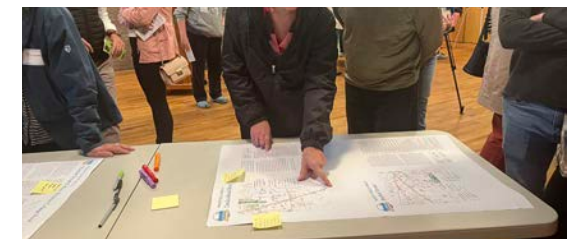
In early 2023, WMPO staff participated as stakeholders on a feasibility study by the City of Wilmington to extend the City's Riverwalk north, under the Isabel Holmes Bridge. The property owners of parcels north of the bridge expressed their interest and provided funds for the City to evaluate expanding the pedestrian facility to provide continuous access to future development and to spur additional economic opportunities. The study examined the existing conditions of the pedestrian network and parcel land uses; identified both opportunities and barriers to the Riverwalk's extension; and outlined necessary design criteria. Four alignment alternatives were identified and evaluated based on the known conditions, constraints, and cost estimates. Alternatives 1 and 2, for a northern extension of the Riverwalk were recommended by the study. The City will continue to work to identify potential funding sources for the project's future implementation.



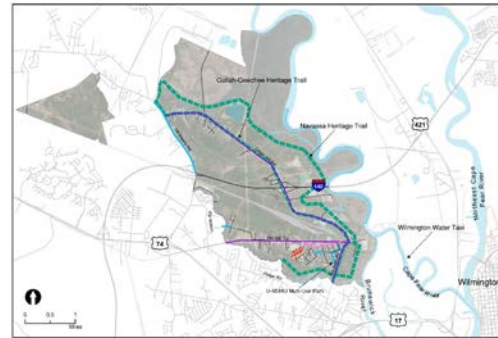
LONG-RANGE PLANNING EFFORTS

WALK WILMINGTON UPDATE

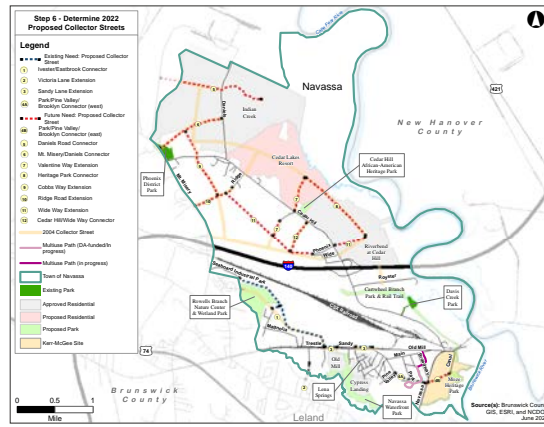
The City of Wilmington, in recognizing the desire of its citizens for a more walkable, livable community, applied for and received an NCDOT Planning Grant in 2021 to update the 2009 Walk Wilmington: A Comprehensive Pedestrian Plan. A comprehensive public outreach effort that included a community survey and interactive mapping application, and also several in-person survey opportunities targeted to gather input from traditionally underserved communities, was held in the summer of 2022. More than 1,000 survey responses were received and used along with the Steering Committee’s input as the guiding framework to develop project and policy recommendations. A final Steering Committee meeting and release of a draft of the plan for public review and comment occurred in January 2023. Two public workshops were held on January 31 and February 1, both well attended by interested members of the public. All public, stakeholder, and staff comments on the draft plan were reviewed and incorporated, as appropriate, into the final draft of the plan that was released in May 2023. A presentation was made to the Wilmington City Council in June 2023. Both the Wilmington City Council and the WMPO Board will consider the plan for adoption in July 2023.



Attendees review a map at a Walk Wilmington public meeting.



Recommended bicycle and pedestrian network in Navassa. Map by Kittelson & Associates.



Proposed collector streets map in Navassa.

NAVASSA COLLECTOR STREET PLAN ADOPTION

In October 2021, the Town of Navassa, the WMPO, and AECOM kicked off the development of the Navassa Collector Street Plan. The new collector street plan serves as a tool for the Town to guide both public and private investments in shaping the transportation network as the Town continues to grow. The plan provides a comprehensive network of streets to access major roads and thoroughfares, outlines collector street design recommendations, and identifies safe and efficient opportunities for multi-modal connectivity, preparing the Town to serve future developments while preserving its existing neighborhoods. The WMPO Board adopted the plan in August 2022.

NAVASSA BICYCLE AND PEDESTRIAN PLAN ADOPTION

In collaboration with NCDOT’s Integrated Mobility Division, the Town of Navassa, the WMPO, and Kittelson & Associates, Inc. developed the Navassa Comprehensive Bicycle and Pedestrian Plan that recommended a bicycle and pedestrian network for the Town. While the population of Navassa was recorded at 1,367 during the 2020 U.S. Census, some 6,000 new residential units are planned and/or under agency review within the Town’s limits, with Town staff and elected officials expecting a dramatic increase in demand for multi-modal transportation infrastructure. The purpose of the Comprehensive Bicycle and Pedestrian plan was to identify recommended bicycle and pedestrian projects within the Town, considering existing and planned development, and unify the planning and design efforts for these facilities. The WMPO Board adopted the plan in March 2023.



STATE/MPO TIP DEVELOPMENT (PROJECT SWAPS) AND FINAL DRAFT OF 2024-2033 STATE/MPO TIP

Due to higher than anticipated costs for projects funded in the 2020-2029 STIP, minimal funding was available for new projects in the 2024-2033 programs. Based on the Prioritization Work Group's recommendation, in August 2021, the N.C. Board of Transportation approved that Prioritization 6.0 be halted. The decision was made to develop the 2024-2033 STIP using existing projects from the previously adopted 2020-2029 STIP. Since the 2024-2033 STIP could not accommodate every project in the 2020-2029 STIP, some previously funded projects were excluded from the revised STIP. However, MPOs and NCDOT Divisions had the opportunity to swap higher priority projects back into the STIP. The WMPO, in coordination with Division 3, swapped in the South Front Street Widening (U-5734) and Greenville Loop/Greenville/Avenue/Oleander Drive Intersection Upgrade (U-6128), and accelerated the Hampstead Bypass Section A (U-3300A). The US 17 Superstreet (U-5732) project was moved to PE only, the Interchange at MLK and Kerr Avenue (U-3338C) was delayed to 2028, and the Market Street Access Management project was swapped out (U-4902B). Concerning aviation, the runway extension 6-24 Phase 1 (AV-5730) was swapped out while the runway rehabilitation (AV-5885) was swapped in. Projects swapped out are eligible to compete again for funding in Prioritization 7.0. The N.C. Board of Transportation adopted the 2024-2033 STIP at its June 2023 meeting. The WMPO Board opened the required public comment period on June 28, 2023. The WMPO

board will hold a public hearing on the 2024-2033 State/Metropolitan Planning Organization Transportation Improvement Program in July. Adoption of the MPO TIP and State TIP is expected in August 2023.

PRIORITIZATION 7.0 PREP

Prioritization refers to the process by which NCDOT identifies projects for inclusion in the State Transportation Improvement Program (STIP) and MPO TIP and is guided by the Strategic Transportation Investments (STI) Law. Preparations for Prioritization 7.0 began in 2022 with the development of the P7.0 process by the work group. Their recommendations were presented to the NC Board of Transportation and approved on June 6, 2023. Project submittals will

open in July, and WMPO staff has begun working with member jurisdictions and other partners to develop lists of projects to submit. Projects shall be submitted by September 29, 2023, after which the SPOT office will begin scoring. Prioritization 7.0 is anticipated to conclude in Winter 2025.

IIJA DISCRETIONARY GRANT PROGRAM RESEARCH AND PRESENTATION

WMPO staff researched grant opportunities available through the 2021 Infrastructure Investment and Jobs Act (IIJA) and the 2022 Inflation Reduction Act (IRA) and presented potential opportunities to the TCC and Board in October. Grant opportunities available to MPOs included the Prioritization Process Pilot Program,



2024 - 2033 State Transportation Improvement Program cover image.



LONG-RANGE PLANNING EFFORTS

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT), Reconnecting Communities, Neighborhood Access and Equity Grant Program, Railroad Crossing Elimination Program, Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Safe Streets and Roads for All, Strengthening Mobility and Revolutionizing Transportation (SMART), Bridge Investment Program, Nationally Significant Multi-modal Freight & Highway Projects (INFRA), Wildlife Crossing Pilot Program, Charging and Fueling Infrastructure Grants, Strategic Innovation for Revenue Collection, Advanced Transportation Technology and Innovation (ATTAIN), Low-Carbon Transportation Materials Grants, and National Infrastructure Project Assistance (Mega). The WMPO applied for the Safe Streets and Roads for All Grant Program during FY 23 and began the application for the PROTECT Discretionary Grant Program to be submitted in early FY 2024. Additionally, the FY24 Unified Planning Work Program (UPWP) contains money set aside to hire a consultant to identify and assist staff in monitoring, and developing the necessary information for successful submittal of potential grants through these programs.

Safe Streets for All (SS4A)

The U.S. Department of Transportation states that the purpose of Safe Streets and Roads for All Grant Program is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and refinement and implementation focused on all users, including pedestrians, bicyclists, public transportation users,

motorists, personal conveyance and micromobility users, and commercial vehicle operators. The program provides funding to develop the tools to help strengthen a community's approach to roadway safety and is designed to meet the needs of diverse local, Tribal, and regional communities that differ dramatically in size, location, and experience administering Federal funding.

The WMPO's FY24 Unified Planning Work Program (UPWP) contains \$50,000 in matching funds from MPO members as well as a commitment from the NCDOT in the amount of \$50,000. Letters and resolutions of support for the WMPO's application were received from all the WMPO's member jurisdictions.



Bicyclist and pedestrians waiting to cross College Rd. at 17th St.

In June 2023, WMPO staff applied for funding from the Safe Streets and Roads for All Grant Program to develop a Comprehensive Safety Action Plan for the entirety of the WMPO boundary. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribe, or region. The Town of Leland received a SS4A grant in February 2023 which will be integrated into a future regional plan. Award announcements for planning grants are anticipated to happen in October 2023.

Promoting Resilient Operations for the Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)

In June 2023, the WMPO Board directed staff to prepare an application for the FY22/23 USDOT's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) discretionary grant program for a Resiliency Improvement Planning grant. If awarded, the grant will fund a Resiliency Improvement Plan for the WMPO's planning area. The goal of a Resiliency Improvement Plan is to prepare for and mitigate damages incurred by natural hazards, such as flooding and severe weather events, that can disrupt and deteriorate the transportation network. The Resiliency Improvement Plan would include a vulnerability assessment of the transportation network, the results of which would identify priority projects. The plan's project recommendations will focus on the transportation network's ability to recover following natural disasters. The application is due on August 18, 2023, and award announcements for planning grants are anticipated to be released in Winter 2023.



Flooding from 2018's Hurricane Florence along I-40.

2050 METROPOLITAN TRANSPORTATION PLAN



The WMPO is federally required to develop and adopt a Metropolitan Transportation Plan (MTP) every five years. This multi-modal plan includes project and policy recommendations and is intended to serve as a blueprint for local, regional and statewide transportation investments. The current MTP, Cape Fear Moving Forward 2045, was adopted by the WMPO Board on November 18, 2020. After adoption of the 2045 MTP, staff reviewed the MTP development process to identify potential opportunities for improvement and researched the processes used by MPOs across the state.

On October 26, 2022, staff presented to the WMPO board several MTP development changes that will facilitate a more streamlined and efficient planning process for the 2050 MTP development. Changes include a different focus for the Citizens Advisory Committee (CAC), which will now concentrate on public outreach, and the formation of a MTP Technical Steering Committee (MTPC) comprised of planning staff from local member jurisdictions, NCDOT, and other subject matter experts for the modes of transportation in the region to guide the more technical components of the process. Additionally, in place of working with multi-modal subcommittees, regional stakeholder meetings will be held.

Under modal deliverables, changes include endorsing the airports' plan in the aviation chapter, identifying bicycle and regional priority areas and projects that have been included in member jurisdiction plans, locating freight moved by truck under the roadway element, adding passenger rail to the rail mode, and adopting the Comprehensive Transportation Plan (CTP) as an appendix of the 2050 MTP.

Staff preparations for the 2050 MTP development began in August 2022, the CAC and MTPC were assembled in May/June of 2023, and plan kickoff is scheduled for August 3, 2023, with the first of six public meetings. The planning process will continue through 2025 with key milestones including two phases of public outreach, modal project development, financial projections, and the creation of a travel demand model. Plan adoption is expected in November of 2025.

PROJECT TIMELINE

August 2022 - May 2023

WMPO staff preparations

June - July 2023

Citizens Advisory Committee and MTP Technical Advisory Committee meetings begin

August 2023

Survey opens, public meetings, stakeholder interviews

November 2023

Survey closes

February 2024 - November 2024

Modal project development, financial element

December 2024 - May 2025

Draft plan development

June 2025

Draft plan released for comment

July - August 2025

Plan finalization

November 2025

Plan adoption

Public Outreach Phase 1

Public Outreach Phase 2

On June 28, 2023, the WMPO board approved the name and logo for the 2050 MTP. Cape Fear Navigating Change was approved as the plan name and a logo graphic including a compass rose and modal icons was also approved.



(Above) Screenshot of survey's map component for gathering public comments to inform development of the plan. (Below) Handout for outreach.

Take the survey!

Tell us about your **community's transportation needs** and top priorities!

Visit the WMPO website to learn more about Cape Fear Navigating Change 2050:

wmpo.org/2050mtp



FY 2022-2023 WMPO HIGHLIGHTS



The Cape Fear Memorial Bridge.

CAPE FEAR MEMORIAL BRIDGE REPLACEMENT “THREE-PRONGED” APPROACH

The Cape Fear Memorial Bridge is a critical transportation infrastructure link between New Hanover and Brunswick Counties. The bridge was completed in 1969, is a lift-span bridge, and is considered functionally obsolete. The bridge is also considered to be near the end of its lifespan and is insufficient to carry increasing traffic volumes. The bridge replacement is currently unfunded in the State Transportation Improvement Program. In February 2022, the WMPO Board urged consideration of all possible funding options, including tolling and an unsolicited proposal for replacement of the bridge. As a result of this request, the North Carolina Department of Transportation began and is continuing to evaluate the project using a 3-pronged approach of traditional delivery, conventional tolling, and alternative delivery. In addition, the Department and WMPO continue to explore potential discretionary grant opportunities.

The NCDOT is currently working to complete a Traffic and Revenue forecast to provide answers related to tolling. This traffic and revenue study is anticipated to be complete in 2024. In addition, the Department has begun the planning and environmental studies necessary to determine the location for the bridge. The bridge replacement alignment will be selected through the merger process (an interagency effort to streamline the project development and permitting process) in which the WMPO is a signatory agency. These planning and environmental studies are anticipated to take several years to complete. NCDOT and the WMPO will continue to work closely on funding solutions throughout these studies.

ENDORSEMENT OF SAFETY TARGETS PERFORMANCE MEASURES (NOVEMBER 2022)

Effective April 14, 2016, the Federal Highway Administration (FHWA) established five highway safety performance measures in accordance with regulations set forth in the Federal MAP-21 and FAST Act transportation funding bills. These performance measures are: Number of fatalities; Rate of fatalities per 100 million vehicle miles traveled; Number of serious injuries; Rate of serious injuries per 100 million vehicle miles traveled; and Number of combined non-motorized fatalities and non-motorized serious injuries. Earlier this year, FHWA completed an assessment of target achievement for NCDOT’s calendar year (CY) 2020 safety targets, based on the 5-year averages for 2016-2020 for each measure. In November 2022, the WMPO Board endorsed the NCDOT’s safety targets for the WMPO region.



WMPO staff adjusts a child’s helmet at the Kure Beach Traffic Garden on May 20, 2023.

NCDOT BICYCLE HELMET INITIATIVE GRANT APPLICATION/AWARD

In February 2023, the WMPO applied for 100 children’s bicycle helmets through NCDOT’s Bicycle Helmet Initiative, which supplies bicycle helmets intended to be distributed to children in low-income families in North Carolina along with a safety education component. The WMPO received 100 helmets in April to distribute during the Be A Looker bicycle and pedestrian safety campaign, which will be promoted April through October of 2023 through marketing channels, events, and other outreach.



Stephanie Ayers narrating the NC Port of Wilmington tour on March 8, 2023.

NC PORT OF WILMINGTON TOUR (MARCH 2023)

The WMPO Board held a special meeting on March 8, 2023, to participate in a tour of the North Carolina Port Authority's Port of Wilmington. The Executive Director of the NC Port Authority, Brian E. Clark, welcomed the WMPO Board prior to the bus guided tour. Stephanie Ayers of the NC Port Authority narrated the tour, elaborating on the port's current capacity, changes, and plans for expansion.

WMPO BOARD LEGISLATIVE AGENDA

The 2023 Legislative Agenda was adopted at the February 2023 WMPO Board meeting. The legislative agenda highlights the priorities of the WMPO for the upcoming year. The priorities identified include encouraging the NCDOT, N.C. General Assembly, and the Governor to explore and implement new funding mechanisms to address the growing transportation needs of the state; the replacement of the Cape Fear

Memorial Bridge; opposition to the transference of state road maintenance to local governments; limitations on city requirements for street improvements related to schools; the restriction of mopeds to roads with posted speed limits of 45 mph or less; support of electric scooters and bikes so long as they are used in a safe and responsible manner; and encouraging the N.C. General Assembly to implement legislation defining e-bicycle subclasses.



Vice Chairman Hank Miller, Executive Director Mike Kozlosky, and Chairman David Piepmeyer.

OUTGOING CHAIRMAN DAVID PIEPMEYER

In November 2022, Chairman Piepmeyer retired from the WMPO Board. Chairman Piepmeyer began his service to the Board in 2015, serving as Vice Chairman, and as Chairman (since 2018). The WMPO is grateful to Chairman Piepmeyer for his service. Vice Chairman Miller presented Chairman Piepmeyer with a plaque of appreciation for his service at the November 2022 Board meeting.

NEW CHAIR AND VICE CHAIR



Hank Miller, the WMPO board's Town of Wrightsville Beach representative, was elected Chairman of the WMPO Board January 25, 2023. Wave Board member, New Hanover County Commissioner Deb Hays, was elected as Vice Chair.



On May 31, 2023, City of Wilmington representative Luke Waddell was elected Vice Chairman of the WMPO board. Cape Fear Transportation Authority representative Deb Hays, who sadly passed away in March 2023, previously held the position of Vice Chairwoman.

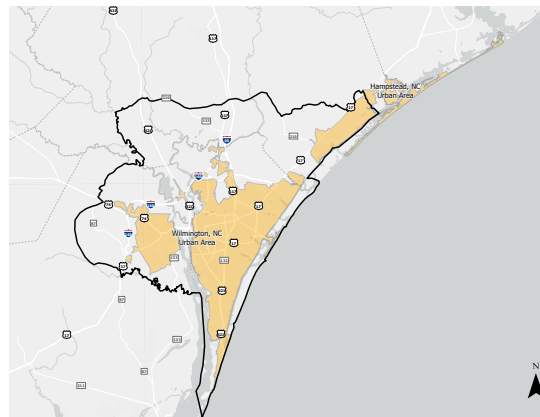
STRATEGIC PLAN ACCOMPLISHMENTS (NOVEMBER 2022)

The WMPO worked tirelessly with Fountainworks to create a 2022-2026 strategic plan that will guide the organization in achieving the vision set for the future. As part of this plan development, the WMPO Board identified seven key focus areas throughout this process. WMPO staff presented yearly work plans for 2022 and 2023 based on the adopted strategic plan and action steps.

The WMPO has achieved many of the action items that we set out to achieve during these

timeframes. Below are some of the highlights:

- Improve safety- the WMPO has adopted performance measures and created a dashboard to track these measures.
- Multi-modal Focus- the WMPO adopted updated Direct Attributable scoring criteria and supported 2023 as the “Year of the Trail.”
- Regionally focused- the WMPO adopted the Navassa Collector Street Plan and implemented a training program to better support our members with the expenditure of the WMPO’s Direct Attributable funds.
- Economic Development- the WMPO supported the North Carolina State Ports Authority on their federal grant initiatives.
- Community Engagement- the WMPO developed a social media plan and the WMPO Board approved the branding and logo of Cape Fear Navigating Change 2050 for the next Metropolitan Transportation Plan
- More Organized, Vocal and Cohesive Voice- the WMPO Board adopted a legislative agenda that has been shared with our state and federal delegations.
- Organizational and Operational Effectiveness- the WMPO has updated our website to be more user friendly.



Urban Area for Wilmington and Hampstead, 2020.

WMPO BOUNDARY, GOVERNANCE, AND STRUCTURE EVALUATION

Following the release of every decennial Census, per NCGS § 136-200.2 and federal code, MPOs are required to revisit their current planning area boundary and assess whether changes to boundary, structure, and governance are necessary to account for current and future urban area growth. A WMPO Board subcommittee was formed to direct staff in this research. Staff worked to project population scenarios of areas surrounding the WMPO’s current planning boundary to determine what jurisdictions should be approached about potential inclusion to the WMPO. Identified Jurisdictions were provided a July 31, 2023, deadline to express formal interest in joining the WMPO. All research and subcommittee work on this effort will conclude by the end of 2023. WMPO staff presented the Board with three scenarios and staff was authorized to gauge interest from potential members.

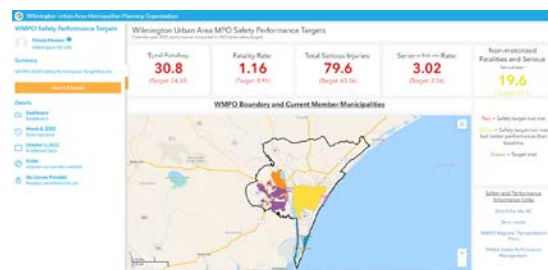


Attendees at a Walk Wilmington public meeting at Halyburton Park, January 31, 2023.

AMENDMENTS TO PPP AND ROP (JANUARY 2023) AND CONFLICT OF INTEREST POLICY (FEBRUARY 2023)

On January 25, 2023, the WMPO Board approved amendments to the WMPO’s Public Participation Policy and the Rules of Procedure that would improve and modernize the advertisement of public meetings, which is required per federal requirements and the state’s open meeting laws.

The WMPO seeks to prevent and avoid any conflicts of interest in the conduct of its business and to avoid any appearance of such conflicts to the public it serves. To this end, on February 20, 2023, the WMPO adopted a Conflict of Interest Policy. The policy is compliant with NC state law and outlines the steps board members must take should a conflict be identified, including recusal procedures and guidelines.



WMPO’s Safety Performance Target Dashboard



FHWA/FTA 2023 CERTIFICATION REVIEW (DECEMBER 2022/ MARCH 2023 REPORT)

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 Urban Area 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. The review suggested two non-regulatory recommendations for action: analysis of past projects to ensure that cumulative impacts of benefits and burdens are considered especially in EJ analysis, and coordination with NCDOT to update the Regional ITS Architecture/Strategic Deployment Plan. The review also provided commendations for effective and noteworthy practices: for using subject matter experts and a CAC to assist with the 2020 MTP update, for using new and innovative public outreach techniques which have resulted in increased public input, and for involving an extensive number of freight providers in freight planning and establishing a committee to inform the freight portion of the MTP update. No issues requiring corrective actions were found. The review concluded that the metropolitan transportation planning process conducted in the WMPO urbanized area meets Federal planning requirements, and that the Wilmington Metropolitan Planning Organization's planning process is certified for four years. The next review will occur in 2027.



Intersection of College Rd. and Oleander Dr.

RESOLUTION REQUESTING ALTERNATIVE DESIGN OPTIONS BE EXPLORED FOR COLLEGE RD. AND OLEANDER DR.

On March 29, 2023, the WMPO Board requested the North Carolina Department of Transportation explore alternative design options for the College Road and Oleander Drive Improvements. The WMPO's Cape Fear Moving Forward 2045 Plan identifies intersection improvements at College Road and Oleander Drive as a fiscally constrained project in the adopted plan. The 2024-2033 State/MPO Transportation Improvement Program identified the same project for preliminary engineering funding. Based on the projected intersection level of service, lower construction and right-of way costs, and reduced environmental impacts; the North Carolina Department of Transportation (NCDOT) recommended the at-grade quadrant design as the preferred alternative. The WMPO Board supported NCDOT's recommendation for the at-grade quadrant design as the preferred alternative. However, due to new information on anticipated congestion and delay at this intersection, the WMPO Board desires for NCDOT to re-evaluate the potential design options.

PARTICIPATION IN NCDOT FEASIBILITY STUDIES/EXPRESS DESIGNS

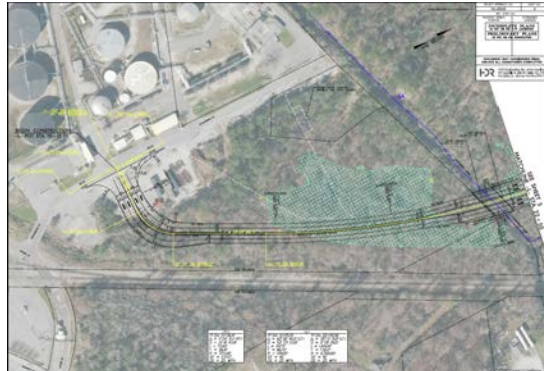
During FY 23, WMPO staff participated as major stakeholders in several NCDOT led feasibility and express design studies to evaluate future potential projects. These studies included the NC 133 Widening Study; the Snows Cut Bridge (US421) Replacement Study; the US 74 Corridor Study; the Waynick Blvd Pedestrian and Bicycle Improvements Study; the NC 210 Improvements Study; the College Road Pedestrian Bridge Study; and the I-40 Widening Study. The findings of these studies will be used to inform project evaluation for Prioritization 7.0 beginning in FY 24.

RESOLUTION REQUESTING THE NCDOT COMPLETE A SAFETY FEASIBILITY STUDY FOR NC 210 IN PENDER COUNTY

In October 2022, the WMPO Board requested that the N.C. Department of Transportation (NCDOT) complete a safety feasibility study on NC 210 in Pender County. NC 210 is a vital corridor across Pender County and is a posted hurricane evacuation route. Additionally, the construction of the Hampstead Bypass is anticipated to generate more traffic along the corridor. For these reasons, the Pender County Board of Commissioners and the WMPO requested NCDOT examine increasing the safety of the corridor including shoulder widening, sight line improvements, and any other appropriate method to ensure that the road is safe and reliable for all travelers. A feasibility study began January 2023.



FY 2022-2023 WMPO HIGHLIGHTS



Preliminary alignment of future North Gate relocation from ongoing feasibility study.

RESOLUTION SUPPORTING NC PORT AUTHORITY PORT INFRASTRUCTURE GRANT APPLICATION FOR NEW NORTH GATE

On February 20, 2023, the WMPO Board supported the NC Port Authority's Port Infrastructure Grant application for a new north gate at the Port of Wilmington. The North Carolina State Ports Authority owns and operates an ocean port terminal in Wilmington, which is a tremendous catalyst for economic growth and development throughout North Carolina and the region. Investment in a new north gate has many benefits to the region such as, moving port traffic away from residential neighborhoods, reducing truck and rail conflicts within the terminal, and increasing port capacity. The WMPO has contributed \$250,000 towards the feasibility study.



August redistribution funds swapped by WMPO were applied to remaining GARVEE Bond balance for the Wilmington Bypass (I-140).

AUGUST REDISTRIBUTION (APRIL - JUNE 2023)

On May 31, 2023, the WMPO board approved the requested swap of unobligated Transportation Alternatives Set Aside-Direct Attributable and Carbon Reduction Program-Direct Attributable fund for Surface Transportation Block Grant-Any Area funds for the purpose of assisting NCDOT with the FY 23 federal August Redistribution process. The Federal Highway Administration redistributes unused obligation authority from federal programs in August of each federal fiscal year, called August Redistribution. In order for NCDOT to request additional federal funds for the state as part of the FY 23 August Redistribution, a revenue neutral swap of WMPO funds was requested: \$ \$10,137,821 of the WMPO's Transportation Alternatives Set Aside-Direct Attributable, Carbon Reduction Program, and Covid Relief-Direct Attributable funds for \$10,137,821 of Surface Transportation Block Grant-Any Area funds.



A passenger rail train in North Carolina.

RESOLUTION SUPPORTING NCDOT RAIL DIVISION'S CORRIDOR ID APPLICATION OF THE WILMINGTON TO RALEIGH CORRIDOR

On March 29, 2023, the WMPO Board supported NCDOT Rail Division's Corridor ID application for the Wilmington to Raleigh corridor. 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. The Corridor ID Program creates a foundational framework for identifying and developing new or improved intercity passenger rail (IPR) services. The NCDOT Rail Division submitted twelve corridors to FRA for consideration in the program to obtain grant funding. One of the twelve submissions was the rail corridor between Wilmington and Raleigh. Intercity passenger rail is a valuable and necessary component of the future transportation network of North Carolina and the Wilmington Urban Area would experience multiple benefits through the establishment and future implementation of the Wilmington to Raleigh corridor including safety, connectivity, economic advancement, and the support of overall regional growth.



2022 COMMUTER CHALLENGE

The Commuter Challenge, held annually in October, encourages participants to use alternative modes of transportation to driving alone, including bicycling, walking, public transportation, carpooling, and teleworking. Participants are challenged to log as many miles as they can by alternative transportation, with top participants receiving prizes donated by local businesses. The 2022 Challenge had 20 outstanding participants who collectively reduced vehicle miles traveled by 5,061 miles, saved \$753 on gas, and traveled 938 miles by bicycling and walking.



2023 YEAR OF THE TRAIL

2023 marks the Year of the Trail in North Carolina, a statewide campaign to promote and celebrate trails, greenways, and blueways. The WMPO coordinated a regional committee with representatives from WMPO jurisdictions' staff from departments including parks & recreation, communications, transportation and planning, diversity, equity, and inclusion, tourism, and others to promote the campaign. Staff created a webpage on the WMPO website with information about the campaign including a calendar of trail-focused events, and a Story Map featuring trails within the WMPO boundary.



WMPO staff assisting with fitting children's helmets awarded through NCDOT's Bicycle Helmet Initiative.

BE A LOOKER 2023 CAMPAIGN AND CHANGES

Go Coast continued the Be A Looker campaign in 2023, promoting the campaign beginning in April and will be held through October to coincide with the warmer months when more people are likely to be out bicycling and walking, more visitors are on the roads in the area, and to time well with the Commuter Challenge which will take place in October. Graphics from previous campaigns were updated and new brochures were printed. The WMPO also received 100 children's bicycle helmets through NCDOT's Bicycle Helmet Initiative, which are intended for distribution to children from low-income families along with a safety education component. The Be A Looker campaign's promotion began in April. From April through June, WMPO staff attended eight events to promote safety and collect pledges. 147 new pledges were collected in FY23 digitally and on paper.

COMMUTER FRIENDLY EMPLOYER CRITERIA CHANGES

In spring 2023, proposed changes were brought to the Go Coast committee for the Commuter Friendly Employer program. This program recognizes the region's employers for their commitment to supporting or providing a range of transportation options for commuters, which could include programming such as telework/alternative work schedule policies, subsidies for alternative transportation, preferred parking for carpools, onsite amenities for bicyclists, and more. Updates were made to adjust criteria for the bronze, silver, and gold recognition tiers with lessons learned from commuting in a post-COVID world. Changes were discussed and approved by the Go Coast committee, and WMPO staff will work in FY24 to promote the Commuter Friendly Employer program to prior participants as well as new employers.

BIKE MONTH 2023

National Bike Month is observed each May to celebrate bicycling. Go Coast hosted a challenge in May 2023 for participants to log their bicycle miles using a tracking form or the Strava app. 30 participants logged 3,900+ miles, demonstrating the region's interest and passion for bicycling. During May, bicycling and the challenge were promoted on social media. The City of Wilmington and Town of Kure Beach both released proclamations declaring May as Bike Month in May 2023, recognizing the importance of bicycling to our communities as a means of transportation, wellness, sustainability, and recreation. The importance of bicyclist safety on our region's roadways was also highlighted.



TRANSPORTATION DEMAND MANAGEMENT

SOCIAL MEDIA OUTREACH

Staff bolstered social media outreach in FY23 with the addition of two platforms for the WMPO: Nextdoor and LinkedIn. Go Coast also began to use Facebook. Staff created an internal social media calendar to plan content ahead of time and created graphic templates to promote WMPO regular meetings including those for the Board, TCC, Go Coast, and BPAC committees and other activities.

WMPO Follower Counts:



Facebook @wilmingtonmpo
562 followers



Twitter @wilmingtonmpo
192 followers



Instagram @wilmingtonmpo
778 followers



LinkedIn @wmpo
110 followers

Go Coast Follower Counts:



Facebook @gocoastnc
111 followers



Facebook @gocoast_wilmington
2,399 followers



Riders in the Brunswick Heritage Riverside ride on September 24, 2022.



Riders navigating the diverging diamond in Leland with police support during the ride.

2ND ANNUAL BRUNSWICK HERITAGE RIVERSIDE RIDE

The 2nd Annual Brunswick Heritage Riverside Ride had a turnout of approximately 60 riders. The ride began at Phoenix Park in Navassa, travels through Leland, stops at Belville Riverwalk Park, and then returns to Navassa, encompassing around 16 miles. Participants enjoyed the ride and were interested in learning more about the history of the Gullah Geechee Heritage Corridor, which inspired the creation of the ride.



Drone photo of River to Sea riders crossing the C. Heide Trask Bridge on May 6, 2023.



Drone photo of registrants waiting on Front Street to begin the ride.

33RD ANNUAL RIVER TO SEA BIKE RIDE

The 2023 River to Sea Bike Ride had an incredible turnout with online registration capping out in only a few days. 450 participants signed up online, and 159 more participants signed up the day of the event. This year, WMPO staff captured drone footage, as well as set up at the Riverfront Farmers Market after the event.

RENOVATION OF 525 N 4TH STREET BUILDING



The WMPO is renovating the two-story structure located at 525 N 4th Street in downtown Wilmington for use as the main offices and public meeting space for the WMPO. The building was originally built in 1894 for the Thomas Grocery company and is currently owned by the City of Wilmington. The renovations began in August 2022. The building has been gutted and replaced with a steel structure “skeleton” that secures the existing brick walls. The exterior paint and parge covering the north, east, and south walls have been removed. The existing window openings have been reconstructed. A new foundation slab was poured inside the building. The southside parapet was also reconstructed. The new second floor system and roof are being installed heading into fiscal year 2024.



Building exterior work, February 2023.

The building is part of the larger Wilmington Multi-Modal Transportation Center, encompassing the recently constructed Padgett Station, the proposed downtown rail trail and a future rail station. The transportation center will be located in the Brooklyn Arts District, bounded by North 3rd and 4th Streets and Campbell and Hanover Streets. The WMPO’s 12-person staff will occupy the 1st and 2nd floor offices, and the main floor will provide meeting space for the WMPO Board.



Building interior work, June 2023.



Rendering of what the building will look like when restoration is complete.

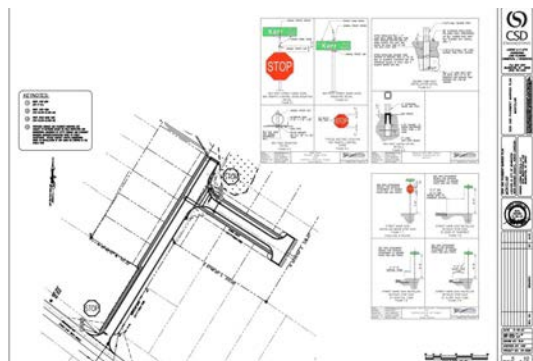
The WMPO also provides the following Technical Services:

- Traffic Impact Analysis (TIA) Review
- Development Review
- Traffic Counts
- Management of the Direct Attributable Grant Program

The following TIA, development review, traffic counting, and project management activities were completed during FY23.

DEVELOPMENT REVIEWS

WMPO staff sit on the Technical Review Committees of several of our member jurisdictions. The WMPO member jurisdictions may request technical review of site/subdivision plans prior to issuance of building permits. Technical Services staff provide comments on technical elements related to transportation plans, engineering design standards and code requirements. A total of one thousand, one hundred forty-seven (1,147) plan reviews were performed during



Site plan reviewed by the WMPO

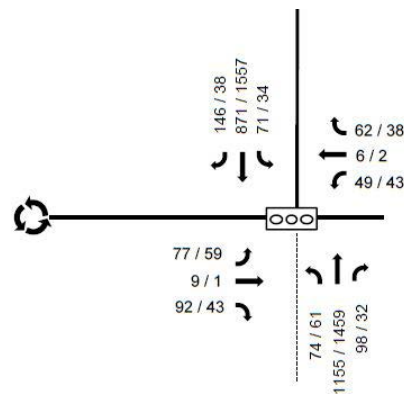
FY23, eight hundred forty (840) of which were formal reviews, and three hundred seven (307) of which were informal or conceptual designs.

Number of Development Plan Reviews:

- Formal Plan Reviews: 840
- Informal Plan Reviews: 289
- Concept Plan Reviews: 18

TRAFFIC IMPACT ANALYSES (TIA)

Some WMPO member jurisdictions require TIAs whenever a proposed development is expected to generate at least 100 additional trips during a peak travel period, typically weekday mornings or afternoons. These required analyses are reviewed by professional engineers and staff from NCDOT, WMPO, City of Wilmington and our other member jurisdictions for completeness and accuracy. Upon approval, the TIAs outline the mitigation measures required and serve as reference documents for



Existing traffic distribution at a study intersection for a Traffic Impact Analysis

plan reviews and driveway access permits to the state-maintained roadway system. A total of seventy-three (73) TIAs were reviewed during FY23. A total of forty (40) approvals were issued, and thirty-three (33) reviews remain ongoing, with four (4) begun in the previous fiscal year.

TRAFFIC COUNTS (ANNUAL AND SPECIAL COUNT LOCATIONS)

The WMPO collects traffic counts at selected locations on an annual basis. In addition, member jurisdictions may request special traffic counts for specific projects and roadways, including speed and volume, travel time counts, and pedestrian or bicycle volume counts. Five hundred and three (503) traffic counts were completed by WMPO staff during FY 23. Of these, three hundred seventy-two (372) were scheduled annual counts and one hundred and nineteen (119) were special requested counts.

Annual counts: 372

Special request counts: 119

WEBSITE AND GIS TECHNICAL SERVICES MAP UPDATES

The WMPO created an ArcGIS Web Application that allows stakeholders to observe the locations and project status of Surface Transportation Block Grant Program - Direct Attributable-funded projects currently planned and constructed within the planning service area. The web application is housed on the City of Wilmington's ArcGIS Online account and has public, open access for anyone interested in learning about DA projects within



the WMPO region. The web application is updated as new projects are added and existing project status changes. Within the GIS Data Hub portal, the WMPO presents currently approved Traffic Impact Analyses (TIA) within the Organization's planning area. The webapp is updated monthly. Also, within the GIS Data Hub portal are annual traffic counts for fixed locations within the WMPO planning service area. The webapp displays traffic counts from 2012 to 2023. Each traffic count reflects a 24-hour interval on the designated route and is dated by month and year. Due to COVID-19, some traffic count locations may be missing 2020 counts. Consistent count collection was resumed for the 2021 counts. The traffic count webapp is updated on a quarterly basis.

FY23 CALL FOR PROJECTS AND AWARDED PROJECTS

As a designated Transportation Management Area (TMA), the WMPO receives a direct allocation of approximately \$5 million annually of federal Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP) funding to be distributed through a competitive application process to member jurisdictions for local projects. The WMPO is responsible for the development of this competitive process and in FY22 revised both the application and project criteria to better align with typical project applications and the Board's desire to prioritize safety and capacity improvements. The WMPO issued the FY23 call for projects on July 8, 2022 after approval of the revised scoring guidelines and criteria approved by the Board on May 25, 2022. The call for projects had an initial pre-submittal date of August 8, 2022 and a final deadline of

September 15, 2022. A total of six (6) project applications were received, which were ranked according to the established revised application guidelines. Following is the list of ranked projects in descending order:

New Hanover County

Monkey Junction Pedestrian Improvements Project – Multi-use path (W- 5703C)
Requested STBGP-DA funding: **\$461,949**

Town of Leland

US 17 Pedestrian Crossing Safety Improvements
Requested STBGP – DA funding: **\$666,623**

City of Wilmington

South 3rd Street and Ann Street Traffic Signal Installation
Requested STBGP – DA funding: **\$971,840**

Cape Fear Public Transportation Authority (Wave)

Passenger Amenity Upgrades (installation of transit shelters and benches)
Requested STBGP-Carbon Reduction funding: **\$339,000**

Town of Wrightsville Beach

Causeway Drive Bicycle and Pedestrian Improvements
Requested STBGP-DA funding: **\$269,245**

NC Department of Transportation - Division 3 Traffic Services

South 3rd Street and Orange Street Traffic Signal Installation
Requested STBGP – DA funding: **\$542,400**

At the regularly scheduled meeting on October 12, 2022, the WMPO Board unanimously approved the recommended amounts listed. The total sum of requested funds did not exhaust the allocation for the WMPO planning service area. The remaining funds will be placed in reserve, available for qualifying projects.

FY24 SCORING CRITERIA AND PROCESS

In FY23, WMPO staff worked with the Board to streamline the application process and provide additional clarification of allowable projects, in addition to modifications to the selection methodology used to rank applications. The revised methodology reflects both recent applications and the WMPO Board direction to prioritize safety and capacity improvements. The current evaluation metrics total 100 points and are structured in the following manner:

1. Safety – 25 points maximum
2. Congestion Reduction – 25 points maximum
3. Multi-modal elements – 20 points maximum
4. Accessibility improvements – 15 points maximum
5. Project Readiness – 10 points maximum
6. Administration – 5 points

On May 31, the WMPO Board approved the scoring criteria and competitive process for the FY 24 Surface Transportation Block Grant Program- Direct Attributable, Transportation Alternatives Set Aside- Direct Attributable, and Carbon Reduction Programs. A call for projects is scheduled to be held in early FY 24.



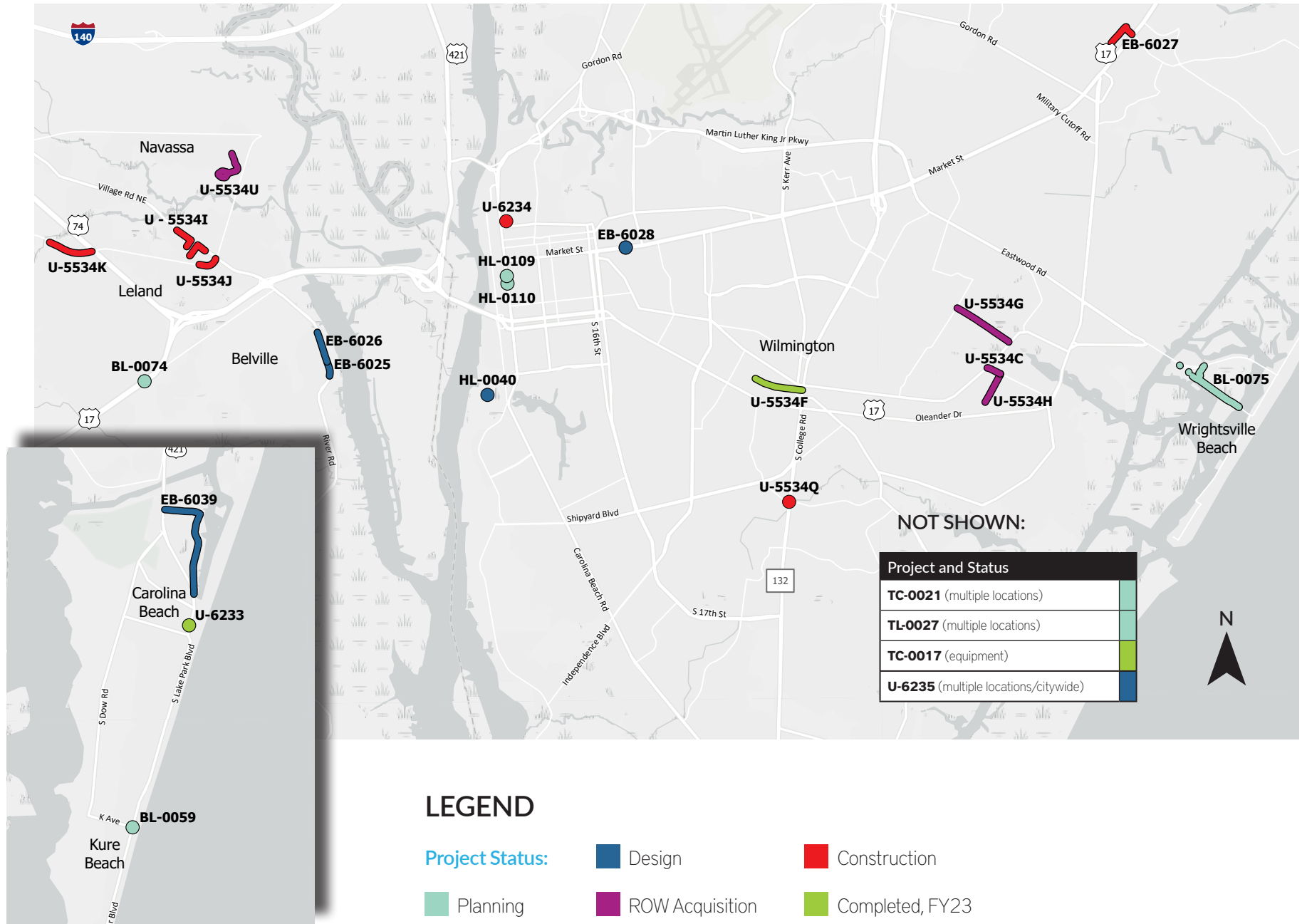
STBGP-DA AND TASA-DA PROJECTS COMPLETED OR IN DEVELOPMENT

There are currently 25 projects receiving Direct Attributable funding, either through the Surface Transportation Block Grant (STBG) Program, Transportation Alternatives Set Aside (TASA) Program or the Carbon Reduction (CR) Program. These projects are at various stages of planning, design, or construction. Additionally, three Direct Attributable projects were completed during FY 23 and one was formally withdrawn.

Ongoing/Completed Projects

- Wrightsville Avenue/Greenville Avenue to Hinton Avenue (U-5534C) - Status: **ROW Acquisition**
- City of Wilmington - Hooker Road Multi-Use Path (U-5534G) – Status: **ROW Acquisition**
- City of Wilmington – Park Avenue MUP – Phase II (U-5534F) – Status: **Completed**
- City of Wilmington - Hinton Avenue Multi-Use Path (U-5534H) – Status: **ROW Acquisition**
- Town of Leland - Village Road Multi-Use Path Extension (U-5534I) - Status: **Construction**
- Town of Leland - Old Fayetteville Loop Road Pedestrian Loop (U-5534J) – Status: **Construction**
- Town of Leland - Leland Middle School Sidewalk (U-5534K) – Status: **Construction**
- City of Wilmington - S. College/Holly Tree Crosswalks (U-5534Q) – Status: **Construction**
- Town of Navassa - Navassa Park Multi-Use Path (U-5534U) – Status: **ROW Acquisition**
- Carolina Beach – St. Joseph Bike Lanes (U-6039) – Status: **Design**
- Town of Carolina Beach – S Lake Park Blvd / Hamlet Avenue Intersection (U – 6233) – Status: **Completed**
- Multi-Modal Phase 1 B (U-6234) - Status: **Construction**
- City of Wilmington/New Hanover County – Signal Pre-emption Phase 2 (U-6235) – Status: **Design**
- Kure Beach Pedestrian Safety Improvements at K Street/Fort Fisher Blvd. (BL – 0059) – Status: **Planning**
- Leland Pedestrian Safety Improvements US 17/Ploof Road/Olde Waterford Way (BL – 0074) – Status: **Planning**
- Wrightsville Beach Pedestrian and Cyclist Safety Improvements US 74/US 76 (BL – 0075) – Status: **Planning**
- North Carolina Ports Authority – Feasibility Study Port of Wilmington (HL – 0040) – Status: **Design**
- North Carolina DOT – Traffic Safety Improvements on US 421 (S 3rd Street) (HL – 0109) – Status: **Planning**
- North Carolina DOT – Traffic Safety Improvements on US 421 (S 3rd Street) (HL – 0110) – Status: **Planning**
- Wave Transit Passenger Amenity Upgrades – Multiple Locations (TC - 0020) - Status: **Planning**
- Wave Transit Automatic Passenger Counting System (TL – 0017) - Status: **Completed**
- Wave Transit Passenger Amenity Upgrades - Multiple Locations (TC - 0027) - Status: **Planning**
- Town of Belville - Rice Hope Multi-Use Path (EB-6025) - Status: **Design**
- Town of Belville - Belville Elementary Multi-Use Path (EB- 6026) - Status: **Design**
- New Hanover County - Middle Sound Greenway (EB-6027) – Status: **Construction**
- City of Wilmington - 21st Street/Market HAWK Signal (EB-6028) – Status: **Design**

TECHNICAL SERVICES





*Honoring the life
and contributions of
Commissioner Deb Hays.*



305 Chestnut St.
PO Box 1810
Wilmington, NC 28402

Phone: (910) 341-3258
Fax: (910) 341-7801
www.wmpo.org

