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

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

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

A meeting of the Wilmington Urban Area MPO's Board will be held on Wednesday, February 28, 2024, 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/81037261554>

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

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

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Conflict of Interest Statement
- 3) Approval of Board Member Excused Absences
- 4) Approval of the Agenda
- 5) Election of Vice Chair
- 6) Public Comment Period
- 7) Presentations
 - a. NCDOT Ferry Division Update, Catherine Peele, NCDOT
 - b. NCDOT's policy regarding Congestion Mitigation and Air Quality (CMAQ) Program and Carbon Reduction Program (CRP) funding- Mark Eatman, NCDOT
 - c. Cape Fear Navigating Change 2050 Public Outreach Phase 1 Results - Vanessa Lacer, WMPO
- 8) Consent Agenda
 - a. Approval of Board Regular Meeting Minutes- January 31, 2024 (pg. 3-14)

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

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- b. Resolution approving 2024-2033 STIP/MPO Administrative Modifications #24-1 (pg. 15-17)
 - c. Opening of the 30-day public comment period for 2024-2033 STIP/MPO Amendment #24-2 (pg. 18)
 - d. Resolution adopting the 2024 Legislative Agenda (pg. 19-21)
 - 9) Regular Agenda
 - a. Resolution adopting the Wilmington Urban Area Metropolitan Planning Organization's Local Input Methodology for Prioritization 7.0 (pg. 22-37)
 - b. Resolution supporting the North Carolina Department of Transportation's application to the US Department of Transportation's Bridge Investment Program (BIP) for the Replacement of the Wrightsville Beach Bridges (pg. 38)
 - 10) Discussion
 - a. 2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #24-2 (pg. 39)
 - b. Draft FY 25 UPWP (pg. 40-65)
 - c. MPO Work sessions
 - 11) Updates
 - a. Wilmington Urban Area MPO (pg. 66-77)
 - b. Cape Fear Public Transportation Authority (pg. 78)
 - c. NCDOT Division (pg. 79-82)
 - d. NCDOT Transportation Planning Division (pg. 83-84)
 - 12) Announcements
 - a. Wilmington MPO Bike/Pedestrian Advisory Committee- March 12, 2024
 - b. Wilmington MPO Metropolitan Transportation Plan Technical Steering Committee (MTPC) meeting- March 28, 2024
 - c. NC Ethics Information Due- April 15, 2024
 - 13) Next meeting – March 27, 2024

Attachments

- MPO Board Regular Meeting Minutes- January 31, 2024
- Proposed 2024-2033 STIP/MPO Administrative Modifications #24-1
- Resolution approving 2024-2033 STIP/MPO Administrative Modifications #24-1
- Proposed 2024-2033 STIP/MPO Amendment #24-2
- 2024 Draft Legislative Agenda
- Resolution adopting the 2024 Legislative Agenda
- Proposed Wilmington Urban Area Metropolitan Planning Organization's Local Input Methodology for Prioritization 7.0
- Resolution adopting the Wilmington Urban Area Metropolitan Planning Organization's Local Input Methodology for Prioritization 7.0
- Resolution supporting the North Carolina Department of Transportation's application to the US Department of Transportation's Bridge Investment Program (BIP) for the Replacement of the Wrightsville Beach Bridges
- 2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #24-2
- Draft FY 25 UPWP
- Wilmington Urban Area MPO Update (February)
- Cape Fear Public Transportation Authority Update (February)
- NCDOT Division Project Update (February)
- NCDOT Transportation Planning Division Project Update (February)



WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

WMPO Board Meeting Minutes

Wednesday, January 31st, 2024

New Hanover County Government Center Conference Rooms 138 and 139,
230 Government Center Drive, Wilmington, North Carolina

Members Present

Mike Allen, Town of Belville
Lynn Barbee, Town of Carolina Beach
Jonathan Barfield, Jr., New Hanover County
Brenda Bozeman, Town of Leland
John Ellen, Town of Kure Beach
Wendy Fletcher-Hardee, Pender County
Mike Forte, Brunswick County
Hank Miller, Town of Wrightsville Beach
Bill Rivenbark, Cape Fear Public Transportation Authority
Bill Saffo, City of Wilmington
Luke Waddell, City of Wilmington
Eulis Willis, Town of Navassa
Landon Zimmer, NC Board of Transportation

Others Present

Chad Kimes, NCDOT
Mike Kozlosky, WMPO
Abby Lorenzo, WMPO
Caitlin Melvin, NCDOT
Michelle Howes, NCDOT
Matt Nichols, MPO General Counsel
Veronica Carter, Town of Leland
Regina Hopkins, WMPO
Emma Stogner, WMPO
Vanessa Lacer, WMPO
Carolyn Caggia, WMPO
Greer Shriver, WMPO
Tracy Manning, City of Wilmington
Scott James, WMPO

1) Call to Order

Chairman Hank Miller called the meeting to order at 3:02 PM. A quorum was present in person.

2) Conflict of Interest Statement

Chairman Miller read the conflict-of-interest statement and asked if any Board member has a conflict of interest. No one indicated that they had a conflict.

3) Approval of Board Member Excused Absences

No Board Member requested to be excused.

4) Approval of the Agenda

Mr. Waddell made a motion to approve the agenda as presented, seconded by Mr. Forte and the motion carried unanimously.

Chairman Miller acknowledged and welcomed the public present in the audience. He noted that 46 people have signed up to speak and that there is a three-minute cap on public comment according to the WMPO's Public Participation Policy, which can be extended by the Board.

Vice Chairman Waddell acknowledged that there are concerns about one item on today's agenda and encouraged civil debate.

Chairman Miller noted that the public comment period is limited for a total of 15 minutes.

Mr. Saffo commented that the public should be given every opportunity to speak and suggested extending the public comment period to 30 minutes at least, three minutes apiece.

Chairman Miller said that the speakers would be called in the order that they signed up. He asked that each person give their name and address and that someone would let them know when their speaking time is up.

5) Election of Officers

WMPO General Counsel Matt Nichols opened the floor for election of officers. Mr. Waddell nominated Hank Miller for chair, seconded by Ms. Bozeman. There being no other nominations, Mr. Barfield made a motion to close the nominations, seconded by Mr. Allen, and the motion carried unanimously.

The motion to elect Mr. Miller as chairman carried unanimously.

Chairman Miller expressed appreciation and opened the floor for nominations for vice chairman.

Mr. Forte nominated Mr. Barbee for vice chairman. Mr. Saffo nominated Mr. Waddell for vice chair, seconded by Ms. Bozeman. Mr. Zimmer then seconded Mr. Forte nomination of Mr. Barbee. Ms. Bozeman made a motion to close the nominations for vice chairman, seconded by Mr. Ellen. After discussion and determining that the first nomination was seconded after the second nomination was made and seconded, Mr. Allen made a motion to table the election of a vice chairman to the next meeting and motion was seconded by Mr. Barbee. That motion carried unanimously.

Public Comment Period

Given the number of members of the public who signed up to speak, the Board members agreed to extend the public comment period to 30 minutes.

Neal Andrew, President of Andrew Consulting engineers spoke to the Board and others in favor of all options being considered. He stated that he was there to speak not only as a representative of Andrew Consulting engineer, but also as a supporter of the Wilmington Chamber of Commerce. He stated he has served on the board for eight years, in 2022 had the honor of serving as the board chair for the Chamber and in February of that year, the Chamber Board of Directors took a significant step by unanimously passing a resolution urging consideration of all possible options to fund the replacement for the Cape Fear Memorial Bridge. He said the Board's position on this matter has not changed. In 2004, there was a missed opportunity for a new high-rise Southern bridge. In 2010, another missed opportunity for a new bridge. From 2013 to 2015, he stated he served on the WMPO Citizen Advisory Committee for the 2040 Transportation Plan. He said the plan that was adopted 9 years ago, had a budget deficit of \$7 billion for WMPO only. Mr. Andrew noted that this deficit and spending needs versus funding has only increased over the last decade and will continue to increase. Every MPO and RPO in North Carolina thinks they deserve more money from the STIP. He encouraged the Board to vote to explore all options.

Lisa Leath introduced herself as the Chief People Officer at a software company called Vantaca, based in Wilmington and employees around 140 full-time employees. She stated that as a member of the Chamber of Commerce since 2017 and now serving as Chair of the Board of Directors for the Chamber, she has witnessed significant growth and tenacity on addressing community issues. She said the Board created a strategic plan to address policies impacting the business community, with a focus in support of the MPO's Board identification of replacement of the Cape Fear Memorial Bridge as the highest unfunded priority. She stated that to accommodate the growth of this area, the Chamber supports the Board to vote to explore all options.

Jim Hundley, Executive Vice President of Thomas Construction Group, urged the Board to vote in favor of the Resolution to submit Cape Fear Memorial Bridge for exploration purposes as a toll project in the

next prioritization process. He stated that transportation infrastructure improvements are critically important, especially as this is the fastest growing region in the state of North Carolina. Our emergency response teams need to be confident they can transport patients across a dependable bridge. As a citizen that has chosen to raise children in this community, he stated the region continues to prosper and embrace the forward-thinking mentality the region has missed on several opportunities in the past with the DOT to improve capacity with a new bridge over the river, we cannot afford to miss on this one.

Natalie English with the Chamber of Commerce stated as an advocate of businesses in Southeastern North Carolina she is asking for the Board to support the proposal that will ensure the timely and efficient replacement of the Cape Fear Memorial Bridge. She noted the bridge is a vital link for the region's economy, safety, and quality of life. She requested the Board work with DOT to ensure the bridge scores higher in the process. The projects with the highest scores are selected for funding and scheduling projects with some level of consideration for alternative funding tend to score higher. She stated other regions across the state are considering tolls or other avenues because they understand that existing state revenue will not fund all the infrastructure needed across the state. In fact, we have heard specifically from NCDOT staff that if the project is submitted includes tolls, it will move our region's most critical infrastructure project to the top of the list. By including tolls in the NCDOT's prioritization process it will increase the score of the Cape Fear Memorial Bridge replacement project and make it more competitive and attractive for funding. Including tolls in the NCDOT's prioritization process does not commit to including tolls. She stated on behalf of the Board of Directors of the Wilmington Chamber of Commerce Committee that they will continue turning over every possible rock for additional funding avenues and they want be part of the solution for a significantly higher ranking.

John Lennon, Vice-Chairman for BASE and a past member of the NC Board of Transportation that was part of the prioritization implementation noted that New Hanover County ranks tenth and Brunswick County eleventh for transportation funding since the inception of this legislation. He stated each of the governments that are represented have been struggling with revenues, not keeping pace with expenses, bond referendums, utilization of debt and public private partnerships have all been utilized in our region as ways to not only fund new projects, but also to replace existing infrastructure. Citizens of those respective counties and municipalities have indeed been paying taxes for projects such as the replacement of government buildings. The revenues simply don't match the expenses. In February of 2022, the Board voted to pursue all options for the replacement of the Cape Fear Memorial Bridge. The resolution could not be clearer, and the Board is being asked to vote to move this project forward and would still have to vote to approve tolling. He asked that instead of disparaging our local legislative delegation by saying that they aren't doing enough, give them the tool to aggressively pursue alternative funding options from both the federal and state governments, which they will be able to do, given that the tolling option qualifies for the required matching funds. Give them a high scoring project for STI and let them continue their recent efforts to bring significant resources to our region.

Tyler Newman spoke representing a regional business advocacy organization called BASE that is active in Brunswick, New Hanover, Pender, and Onslow counties. He stated he sent an email to the Board members on behalf of the BASE, encouraging support of the resolution requesting DOT modify the prioritization 7.0 to evaluate a toll option for the Cape Fear Memorial Bridge. He said that voting in favor of the resolution as written is an important step as we pursue options to score, fund, and replace a critical piece of infrastructure, the Cape Fear Memorial Bridge. He noted when discussing this issue, there are three absolute facts: Number 1 replacement of the Cape Memorial Bridge is our number one regional priority. Number 2, In 2013, the state made a total overhaul to the transportation funding strategy process, which left the project unfunded and number 3, voting to further study tolls

as a strategic option will not create a toll. Given these facts, the total objective should be to find a way to score the Cape Fear Memorial Bridge to place the project as high as possible within the current funding process. At the same time, supporting the resolution will make the project more viable for additional federal and state funding streams. Thank you for your attention to this critical issue and your leadership on the MPO board. We appreciate your collaboration with NCDOT to ensure our region has the plans, funds, and resources to facilitate critical infrastructure and investment in our fast-growing region of North Carolina.

Mike Rush from Leland spoke in opposition to the toll option. He stated that there are currently no toll bridges in the state of North Carolina and stated the process the state uses to make decisions on infrastructure is broken and needs to be fixed.

Joanne Levitan, 2106 Talmage Dr, Leland spoke in opposition to the toll option. She questioned why a 135-foot bridge was needed due to more dredging, wetlands destruction, deforestation, and all the negative impacts that come with that. She stated that a 135-foot bridge would also impact low-income housing in Wilmington. She stated that upfitting a 65-foot bridge aligns without community's needs, ensuring a cost effective, and environmentally considerate resolution to our infrastructure challenges. She urged the Board to vote against considering a 165-foot span with a toll option and propose a 65-foot span instead.

Travis Gilbert, Wilmington Historical Foundation, stated that today's vote was integral to increasing scoring of this project. He noted he would like to speak on three points. He stated that the Chamber stated all options should be considered but he believes there are four options. These options include a 65-foot fixed bridge, 135-foot fixed bridge, 65-foot movable bridge, and a 65-foot movable bridge with a train component. Mr. Gilbert stated that there is a merger process which is the environmental review process occurring right now. Mike and Abby sit in on those meetings, and he is concerned that updates are not being shared from those meetings. He noted that the neighborhood Commissioner Barfield is very concerned about that merger process is setting how much that of that neighborhood is going to be in the study area. The purpose is to eliminate those four options and then determine the least environmentally damaging practical alternative. Mr. Gilbert stated point number two regarding the traffic and revenue forecasts that was shared with the Board at the November 29th meeting. He stated there was an important point being missed during that presentation. He noted if a submission of a 135-foot fixed bridge was submitted to STIP, you would drive underneath that bridge on 3rd Street and the bridge will land at 5th Avenue. By this time, 5th Avenue will have one lane, not two in each direction, based on a city project being implemented. He stated that the traffic revenue forecasts were being implemented with two lanes in each direction, which will not be the case once the city project is complete. He went on to state that a \$2.00 toll at Castle and 5th Avenue according to the forecast would increase the traffic 37% on 5th Avenue. He noted that the Coast Guard can issue a permit that defines the reasonable needs of navigation based on a 65-foot, least environmentally damaging bridge. He stated that pleasure crafts need to be looked at and studied to define the impact they have on the region and if there is truly a need for 135-foot clearance. He urged the Board not to lose sight of the merger process and the four options on the table.

Brayton Willis, Leland, stated he was a disabled veteran and lives on a fixed income. In 2018, was a member of the Citizens Advisory Committee for the 2045 Transportation plan. He stated it was his opinion that the STIP model is badly broken and has been from the beginning. He noted that if the replacement of the Cape Fear Memorial Bridge could not make it to the top of the STIP being one of the most important bridges in North Carolina, crucial to the port of Wilmington, our local region, state and national jobs and economy. It is an emergency evacuation route for hurricanes, or other disasters, like Sunny Point, the port, and Brunswick Nuclear station. Mr. Willis noted his concerns of trucks beating the bridge up daily and the average commuter paying the bill for the bridge

replacement. He spoke on the negative financial impact a toll would have on the working-class citizens of the region. He recommended the Board to table the vote today and go ask the legislators to fix the STIP and see where the toll option sits then.

Shelley Allen, Chair of the Brunswick County Democratic Party, stated she was speaking on behalf of the citizens of the region that rely on the Cape Fear Memorial Bridge to help live their lives. Ms. Allen stated that her understanding is that a yes vote on toll option scoring is the path to a toll reality. She noted taxes that are already being paid by citizens and instead of fixing the STIP and demanding the North Carolina General Assembly work to obtain state and federal funding, some of that burden will unfairly be shifted to the citizens of this region. In conclusion, she urged the Board to vote no on a toll study.

After 30 minutes of public comment, Mr. Saffo made a motion to extend the public comment period, seconded by Mr. Waddell, and the motion carried unanimously.

Nick Cherasaro, 1131 Lillibridge Drive, Leland, spoke in opposition to a toll noting the money that has been spent in the Ukraine and Afghanistan. He stated that the infrastructure bill that was passed in Congress covered that infrastructure. He noted the roads are US 17, US 74, and US 76, where is the federal government, these are US highways.

Andy Koeppell, PO Box 4443, Wilmington, commented that tolls should not be part of the scoring process. He requested that the item be tabled and that the WMPO direct the local delegation to seek an alternative for replacing the Cape Fear Memorial Bridge.

Diana Hill, 2210 Klein Road, Wilmington, requested to table the item as well, and expressed her concerns regarding some the New Hanover County Board of Commissioners being bullied to make a motion to support a toll option by declaring it an emergency agenda item. She requested to go back to the drawing board and decide what is best for Wilmington and the surrounding areas and not some kind of outrageous toll.

6) Presentations

a. Cape Fear Memorial Bridge Preservation Project Update- Chad Kimes, NCDOT

NCDOT Division Engineer Chad Kimes gave a brief update on the Cape Fear Memorial Bridge rehabilitation project. He went over the schedule, and he noted that incentives have been put in place for the contractor to finish the rehabilitation on time if not earlier. He urged board members and the public to visit www.ncdot.gov/CFMB, cameras and message boards for the latest information on the project and traffic. He commended the region for a successful first few days of detours and traffic management due to the closure. He stated that the DOT will continue to monitor and make changes accordingly to reduce the impact of the closure.

In response to an inquiry by Chairman Miller, Mr. Kimes said the DOT command center is monitoring the website and detour routes 24 hours a day and that the information on the website is in real time. Chairman Miller noted that he knows of some suggestions that were sent to the site and have already been implemented.

7) Consent Agenda

a. Approval of Board Regular Meeting Minutes- November 29, 2023

b. Resolution approving 2024-2033 STIP/MPO Amendment #23-2

c. Resolution approving 2024-2033 STIP/MPO Administrative Modifications #23-3

d. Opening of the 30-day public comment period for 2024-2033 STIP/MPO Amendment #24-1

e. Resolution supporting Process Improvements for the Utilization of the Wilmington Urban Area MPO's Direct Attributable Funds

- f. Resolution adopting the Wilmington Urban Area MPO's member jurisdiction population numbers from the 2020 Census data
- g. Resolution supporting the Wilmington Urban Area Metropolitan Planning Organization's application for the North Carolina Department of Transportation's Bicycle Helmet Initiative

Ms. Fletcher-Hardee made a motion to approve the Consent Agenda as presented. Mr. Barbee seconded the motion, and it carried unanimously.

8) Regular Agenda

- a. Resolution requesting a modification to the Wilmington Urban Area Metropolitan Planning Organization's Prioritization 7.0 (P 7.0) Project Submittal to provide Evaluation of a Toll Option for the Cape Fear Memorial Bridge in P 7.0.

Mr. Kozlosky said that the replacement of the Cape Fear Memorial Bridge is the WMPO's top unfunded priority. He stated that in February of 2022, the MPO Board adopted a resolution considering all possible options to include tolls and previous proposals for replacement of the Cape Fear Memorial Bridge. In July 2022 NCDOT presented a three-prong delivery process. First would be a traditional delivery that would be through the prioritization process. The second would be through conventional tolling and the third would be alternative delivery. As part of that the NCDOT indicated it would pursue grants to try to deliver this project. NCDOT has already submitted a Large Bridge Grant through the Bridge Investment Program to USDOT. Prioritization 7.0 is the process used to select projects for the 2026-2035 STIP/MPO Transportation Plan. The WMPO and the NCDOT have submitted the project for consideration in Prioritization. It has been determined that both projects would score identical under the traditional delivery. State law requires that if a toll option is to be considered that the MPO must sign off on that delivery option. The NCDOT has provided the MPO until February 1st to modify the WMPO's submission in prioritization 7.0 as a toll option. This would be for scoring purposes only and would not commit the project to be programmed or delivered as a toll facility. The resolution on the agenda also identifies and includes language that future affirmation by the WMPO Board would be required for the Cape Fear Memorial Bridge replacement be implemented as a toll facility and the WMPO Board can withdraw any approval of Co-op until the time that the Department advertises for a contractor to deliver the bridge replacement. The resolution before the Board is requesting NCDOT modify the MPO's project submittal to evaluate the Cape Fear Memorial Bridge as toll option in Prioritization 7.0.

Mr. Saffo requested to know why the \$500 million-dollar Hampstead Bypass scored better than the Memorial Bridge replacement. Mr. Kozlosky stated that the scoring criteria that was used for the Hampstead bypass was US 17, part of the scoring was traffic congestion which impacted the score. He noted that there are several different criteria that the state uses to score projects and the projects report is based on three different tiers. One is the statewide tier that is 100% data-driven, the next tier is the Regional tier, which we are in Region B and that is 70% data driven and 30% public input. He stated that the 30% public input is shared between the MPO and the DOT Division and then projects that don't get scored in the Regional tier are stored in the Division tier, which are scored 50% based on data and 50 % based on public input.

Mr. Zimmer noted that the Hampstead Bypass scored based on US 17 being the only way in or out and it was scored as three projects instead of one.

Mr. Saffo stated that hopefully the state will get interested in the Cape Fear Memorial Bridge because it has three major roadways connecting to it. Highway 421, US 17, and US 74/76, and it did not score high.

Mr. Saffo asked Chad Kimes, NCDOT, about interchanges being built along US 74/76. He noted he was told that both bridges associated with those interchanges scored higher in Columbus County than the Cape Fear Memorial Bridge project. Mr. Kimes stated that he would need more information regarding those interchanges to discuss the exact scoring of the projects. Mr. Kimes did say that a lot of it is based on the actual dollar amount of a project. Any project over \$100 million is going to get scored differently.

Mr. Saffo noted that the Alligator River Bridge that was replaced has around 6,000 cars per day, a percentage of \$300 million to build, and no toll. This is because it was considered a replacement bridge. By adding two lanes to the Cape Fear Memorial Bridge that is now considering it a new facility, and that would be the case with any existing roadway that lanes are added on too. For instance, College Road, Market Street, and Shipyard Boulevard, any state-owned existing roads with added lanes would be considered new roads.

Chad Kimes, NCDOT, stated the Alligator River Bridge was in very poor condition and if not replaced would cause traffic to adhere to an 85-mile detour. The Cape Fear Memorial Bridge is in fair condition and not the only means over the river.

Mr. Saffo then asked who would regulate tolls in North Carolina? Who is responsible for the facility? How much is charged for tolls?

Mike Kozlosky that there are different ways to deliver a project, one being through a private/partnerships like a private firm or entity. The other option is to use conventional tolling which is the method the NCDOT presented to the Board back in July of 2022 and that would be done through the North Carolina Turnpike Authority. Mr. Saffo asked if the Board does approve tolls will the Turnpike Authority be the company or entity that would build this facility.

Mike Koslosky stated that would be a conversation to have down the road. What is being asked of the Board today is to consider scoring the project as a toll facility and once those scores come in, then have further conversations.

Mr. Saffo noted that since the bridge is a state asset with the port, the State of North Carolina has put a significant amount of money into that port to deliver goods and services throughout the state. He finds it concerning the citizens of two counties are going to be asked to pay for those goods and services going all over the State.

Chairman Miller, noted to Mr. Saffo that today was a vote on a resolution not about taxable tolls, we are talking about a resolution to score the project.

Mr. Barfield, asked Chad Kimes if this resolution to score the Cape Fear Memorial Bridge as a toll option is moved forward with and is approved as a toll option, then we come back and say we do not want to put a toll would it still be funded and built?

Chad Kimes stated he is going back to the initial comment. The WMPO came to NCDOT to look at all possible funding options, including a toll. NCDOT did not come to this group. NCDOT has spent several million dollars to get to this point today. They performed and presented the traffic and revenue study and in the process of submitting for grant funding. Also, a parcel has also been purchased for around \$18 million for the replacement of the bridge and to show the state that this region is taking this replacement seriously. Down the road, this Board has the authority to not pursue the toll and continue pursuing capital funding. He stated that going after grants is key and

scoring the project as a toll option is beneficial in receiving grants. There is no guarantee on how much will be received but with positive scoring and prioritization the funding looks better.

Mr. Barfield asked if the bridge fell apart today what impact would it have on the state's budget as it relates to the ports?

Mr. Kimes stated the bridge would be maintained. He said he could not speak on behalf of the state ports.

Mr. Barfield asked if the feasibility study that is included in the resolution was sent to the MPO Board.

Mr. Zimmer made a motion to approve the modification to the WMPO's P 7.0 Project Submittal, seconded by Mr. Forte. Chairman Miller stated the Board can now have discussion.

Mike Kozlosky stated the study has been sent to the MPO Board members.

Mr. Waddell stated that the language being used in this resolution will undoubtedly be used to play the game and help get significant federal funding with grants. The replacement of the bridge would hopefully be scored under 7.0 Prioritization and would score high enough to move forward and funded without the need for a toll. He stated that he agrees that the outcome is attractive. Mr. Waddell stated that his job and every other member of the Board is to look out for the best interests of the citizens they represent. If NCDOT receives less favorable federal funding than anticipated or does not score with the toll option in the Prioritization 7.0 then a proposal would come back before this body to have a binary vote to accept a toll to get a bridge. Mr. Waddell stated that he would like to include several provisions.

Mr. Waddell stated he drafted 3 additions to add to the resolution and he is not bringing that forward at this time because he feels there needs to be discussion but would like to read them to the Board. Whereas, North Carolina General Statute Chapter 136, Article 14 B, subsection C explicitly states that the bridge replacement is not subject to prioritization criteria. The next one Whereas, in the event the Cape Fear Memorial Bridge replacement project fails to score high enough with or without a toll option the state of North Carolina is legally obligated to replace it with light kind infrastructure, and Whereas, the highway fund primarily supports projects that maintain states existing transportation system to include the replacement of bridges. He concluded that he was not bringing these as a motion before the Board, just as a discussion.

Mr. Zimmer stated that this is not a motion on a toll, but this is a vote to move forward to open the region up to federal funding. If the vote is no on this, the funding will not be there. He shared money that has been given to New Hanover County, Pender County and Brunswick County has been more than a fair share. He agrees that the STIP process could use some improvements but it's the only option at this time. He said we must show with a vote of yes today that we are serious about replacing this bridge and getting the funds from the Federal government to do so. Mr. Zimmer brought up other projects that were voted on unanimously without politics and media coverage.

Mr. Zimmer expressed concern with changing the resolution at this point after the attorneys had already approved it.

Mr. Barfield stated this Board and others are fighting over someone else's stuff. The bridge belongs to the State of North Carolina not New Hanover County or Brunswick County. The State needs to take responsibility.

Mr. Saffo stated that if we vote yes today, it will come back as a toll option. He stated he investigated the process of tolling agencies and tolling companies. He presented the Board with a 923-page contract with a tolling project and stated that does not protect the public.

The state says we do not have enough congestion to score in the STIP, but the tolling companies can charge \$78.00 dollars one way on I-77. He expressed concern regarding the transparency of these companies in the public/private partnerships and they need to be investigated because they are taking public assets and possibly giving them to the private sector. He said he had no problem when the Turnpike Authority was created and no problem tolling a new road but states it is dead wrong to toll an existing road.

Chairman Miller stated there is still a motion on the floor to approve resolution by Mr. Zimmer and seconded by Mr. Forte.

Mr. Kozlosky proceeded with roll call vote as follows:

Ayes: Mike Allen, Lynn Barbee, John Ellen, Hank Miller, Wendy Fletcher-Hardee, Mike Forte, Bill Rivenbark and Landon Zimmer. **Nays:** Johnathan Barfield, Brenda Bozeman, Bill Saffo, Luke Waddell, and Eulis Willis.

The meeting was paused and resumed after a brief, five-minute recess. Mr. Ellen pointed out that a toll bridge has been approved in North Carolina although it has not been built yet.

b. Resolution supporting the allocation of additional Direct Attributable Funds to the Town of Belville for the Rice Hope Multi-use Path (EB-6025) and Belville Elementary Multi-use Path (EB-6026)

Mr. Kozlosky said that funds approved previously were insufficient for the bids received. He noted that the town has requested an additional \$151,839 for the Rice Hope Multi-use Path, and an additional \$394,920 for the Belville Elementary Multi-use Path. He added that the Town of Belville will provide the required 20% match. Mr. Allen explained that costs have continued to increase and that the projects have a contractor ready to begin.

Mr. Zimmer made a motion to support the additional Direct Attributable (DA) allocation for the Town of Belville multi-use paths, seconded by Mr. Willis and the motion carried unanimously.

c. Resolution supporting the move of the funding to P.E. Only for the Kerr Avenue Extension (U-6201) to provide for NCDOT's committed Economic Development funding for a project in Brunswick County

Mr. Kozlosky said that NCDOT committed \$10 million in economic incentives to a project in Brunswick County. At the time of the commitment, sufficient funding existed in the Division Tier. However, the Division needs tier now has a negative balance. He explained that the funds are being spent outside the WMPO Boundary in the RPO. Unfortunately, there are no projects in the Brunswick RPO from which to pull the funds. Although there are two projects in the Pender County RPO, pulling funding would defund those projects.

Considering that the WMPO Board asked NCDOT to re-evaluate the intersection improvements at College Road and Oleander Drive, Mr. Kozlosky said that staff reviewed the options and recommends moving Kerr Avenue Extension Project from Peachtree Avenue to Oleander Drive to PE only to make available the economic development funds.

In response to an inquiry by Chairman Miller, Mr. Kozlosky said that NCDOT provided some options, and staff came up with the Kerr Avenue Extension project to assist the Department.

Several Board members, Mr. Waddell, Mr. Saffo, and Mr. Forte (also on the RPO), expressed concerns about moving funding outside the WMPO boundary.

Mr. Kimes pointed out that the MPO has 50% of the Regional Tier funds, and Cape Fear RPO has very little division funds. He added that these jobs are for the region not just one town.

In response to an inquiry by Mr. Barbee, Mr. Kimes confirmed that the funding would be coming off a project not ready to go but the money has been allocated too.

Following further discussion, Mr. Waddell made a motion to deny moving funding to P.E. only for the Kerr Avenue Extension, seconded by Ms. Bozeman.

Mr. Zimmer commented that the Board is turning down jobs in the state.

Mr. Forte expressed concern that the Board may need to apply to delegates in Raleigh about economic growth in the growing region.

Chairman Miller called the question and the motion to deny carried 11-2. (Mr. Willis and Mr. Zimmer voted “nay.”)

d. Opening of the 30-day Public Comment Period for the FY 2025 Unified Planning Work Program

Mr. Kozlosky said that this item is the WMPO’s budget for the coming fiscal year. He noted that the MPO is required by federal law to submit its budget to NCDOT, per the WMPO public participation policy to hold a 30-day public comment period, and have the budget approved by March 30, 2024. He gave an overview of some of the highlights of the proposed budget as follows:

- **Two new positions** – a marketing coordinator, and a grants coordinator (recommended from the organizational assessment adopted in 2023) also a reclassification of the Senior Accountant position to Accounting Manager.
- **Intelligent Transportation Systems Plan** – Recommendation from the FTA/FHWA Certification Review.
- **Non-grant eligible expenses** - \$60,000 to hire a lobbyist to advance the MPO’s legislative agenda; and \$16,000 for promotional activities, these funds would be contributed by the membership relative to population.
- **10% for compensation** – final determination by the City of Wilmington, as the MPO’s lead agency.
- **General operating expenses** – travel and training, professional services, etc.
- **Funding for the Safe Streets for All Grant** – awarded funding last year from USDOT to complete a Comprehensive Safety Action Plan, which carries forward and will most likely be expended in FY25.

Mr. Kozlosky displayed a table with the proposed increase in the members’ shares. Mr. Forte expressed concern about a significant increase. Mr. Kozlosky responded that much of it is due to non-grant eligible expenses.

Mr. Waddell pointed out that a lobbyist would be important to advocate against tolling.

It was confirmed that the meeting is being recorded and will be available to the public.

Mr. Barfield made a motion to open the 30-day public comment period for the FY25 UPWP, seconded by Mr. Allen and the motion carried unanimously.

9) **Discussion**

a. **2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #24-1**

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

b. **2024 Draft Legislative Agenda**

Mr. Kozlosky said that the 2023 draft Legislative Agenda has been included in today's meeting agenda for feedback from the Board members regarding any changes for the 2024 agenda. He noted that this item would be brought back for consideration at the Board's next meeting.

c. **2022-2026 Wilmington Urban Area MPO 2023 Accomplishments**

Mr. Kozlosky said that he sent out the accomplishments to the board for review. He commented that 2023 was a very successful year related to the strategic plan and requests of Board members. He noted that staff hopes to occupy the new building this year.

d. **2022-2026 Wilmington Urban Area MPO 2024 Work Plan**

Mr. Kozlosky stated that the MPO Work Plan is included in the agenda packet and was sent out in advance.

e. **WMPO Board's April Meeting Date**

Mr. Kozlosky said that Ms. Bozeman has requested that an alternate date for the Board's April meeting be considered due to a scheduling conflict with the League of Municipalities Conference.

Following a brief deliberation, Ms. Bozeman made a motion to change the date of the Board's April meeting to May 1st. Ms. Flether-Hardee seconded the motion and it carried unanimously.

Mr. Zimmer requested to be excused due to a scheduling conflict.

10) **Updates are all included in the Agenda Packet**

a. **Wilmington Urban Area MPO**

b. **Cape Fear Public Transportation Authority**

c. **NCDOT Division**

d. **NCDOT Transportation Planning Division**

11) **Announcements**

a. **Wilmington MPO Bike/Pedestrian Advisory Committee- February 6, 2024**

b. **MTP Technical Advisory Committee- February 15, 2024**

c. **Go Coast TDM Committee- February 15, 2024**

Mr. Kozlosky said that an Evaluation and Compensation Subcommittee meeting, as well as a Boundary, Governance, and Structure Subcommittee meeting, will be needed soon.

Chairman Miller reminded Board members about the NCDOT's Cape Fear Memorial Bridge Preservation Project website, encouraged attendance at the New Hanover County Emergency Management meeting on Tuesday and expressed appreciation for the comments and participation today. He acknowledged the new MPO Board members, Mr. Rivenbark and Mr. Saffo. He noted that he would not be present for the next meeting and expressed concern regarding the lack of a vice chairperson. Mr. Kozlosky will chair the next meeting.

12) **Next meeting – February 28, 2024**

Mr. Barfield made a motion to adjourn the meeting.

The meeting adjourned at 5:36 p.m.

Respectfully submitted,

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

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

Proposed Additions to 2024-2033

STIP/MPO TIP Programs

STIP/MPO TIP Modificaiton # 24-1

STATEWIDE PROJECT

STIP MODIFICATIONS

* HS-2015DIV STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM. <u>ADD FUNDING IN FY 25 THROUGH FY 29 NOT PREVIOUSLY PROGRAMMED.</u>	CONSTRUCTION	FY 2024 -	\$2,100,000	(VRU)
				FY 2025 -	\$2,100,000	(VRU)
				FY 2026 -	\$2,100,000	(VRU)
				FY 2027 -	\$2,100,000	(VRU)
				FY 2028 -	\$2,100,000	(VRU)
				FY 2029 -	\$2,100,000	(VRU)
					\$12,600,000	
* HS-2015REG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM. <u>ADD FUNDING IN FY 25 THROUGH FY 29 NOT PREVIOUSLY PROGRAMMED.</u>	CONSTRUCTION	FY 2024 -	\$2,100,000	(VRU)
				FY 2025 -	\$2,100,000	(VRU)
				FY 2026 -	\$2,100,000	(VRU)
				FY 2027 -	\$2,100,000	(VRU)
				FY 2028 -	\$2,100,000	(VRU)
				FY 2029 -	\$2,100,000	(VRU)
					\$12,600,000	
* HS-2015SW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM. <u>ADD FUNDING IN FY 25 THROUGH FY 29 NOT PREVIOUSLY PROGRAMMED.</u>	CONSTRUCTION	FY 2024 -	\$2,800,000	(VRU)
				FY 2025 -	\$2,800,000	(VRU)
				FY 2026 -	\$2,800,000	(VRU)
				FY 2027 -	\$2,800,000	(VRU)
				FY 2028 -	\$2,800,000	(VRU)
				FY 2029 -	\$2,800,000	(VRU)
					\$16,800,000	

Proposed Additions to 2024-2033

STIP/MPO TIP Programs

STIP/MPO TIP Modification # 24-1

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* BO-2403 BRUNSWICK DUPLIN NEW HANOVER ONSLOW PENDER SAMPSON PROJ.CATEGORY DIVISION	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	VARIOUS, DIVISION 3 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED.</u>	ENGINEERING	FY 2024 -	\$80,000	(TA)
				FY 2024 -	\$20,000	(HF(M))
				FY 2025 -	\$80,000	(TA)
				FY 2025 -	\$20,000	(HF(M))
				FY 2026 -	\$80,000	(TA)
				FY 2026 -	\$20,000	(HF(M))
				FY 2027 -	\$80,000	(TA)
				FY 2027 -	\$20,000	(HF(M))
				FY 2028 -	\$80,000	(TA)
				FY 2028 -	\$20,000	(HF(M))
			CONSTRUCTION	FY 2024 -	\$800,000	(TA)
				FY 2024 -	\$200,000	(HF(M))
				FY 2025 -	\$800,000	(TA)
				FY 2025 -	\$200,000	(HF(M))
				FY 2026 -	\$800,000	(TA)
				FY 2026 -	\$200,000	(HF(M))
				FY 2027 -	\$800,000	(TA)
				FY 2027 -	\$200,000	(HF(M))
				FY 2028 -	\$800,000	(TA)
				FY 2028 -	<u>\$200,000</u>	(HF(M))
* HS-2403A NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1216 (16TH STREET); SR 1217 (17TH STREET), QUEEN STREET AND CASTLE STREET INTERSECTIONS; QUEEN STREET INTERSECTION IN WILMINGTON. INSTALL CROSSWALKS AND OTHER PEDESTRIAN IMPROVEMENTS. <u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	CONSTRUCTION		\$5,500,000	
				FY 2024 -	<u>\$403,000</u>	(HSIP)
					\$403,000	
EB-5600 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1219 (SOUTH 17TH STREET), HARBOUR DRIVE TO SHIPYARD BOULEVARD. CONSTRUCT MULTI-USE PATH. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 24 TO FY 25.</u>	RIGHT-OF-WAY	FY 2024 -	\$24,000	(BGANY)
				FY 2024 -	\$6,000	(L)
				FY 2025 -	\$590,000	(BGANY)
				FY 2025 -	<u>\$148,000</u>	(L)
					\$768,000	

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #24-1 TO THE
2024-2033 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2024-2033 State/MPO Transportation Improvement Programs for Administrative Modifications #24-1.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2024-2033 State/MPO Transportation Improvement Programs for Administrative Modifications #24-1.

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

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

**Proposed Additions to 2024-2033
STIP/MPO TIP Programs
STIP/MPO TIP Amendment #24-2**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
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STIP ADDITIONS

* BL-0118 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 117 (COLLEGE ROAD), SR 2048 (GORDON ROAD) TO SR 2206 (NORTHCHASE PARKWAY). CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	ENGINEERING CONSTRUCTION	FY 2025 - \$65,000 (CRPDA) FY 2025 - \$16,000 (L) FY 2026 - \$1,166,000 (CRPDA) FY 2026 - <u>\$292,000</u> (L) \$1,539,000
* HL-0131 BRUNSWICK PROJ.CATEGORY REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC 133, BELVILLE RIVERWALK PARK ENTERANCE.CONSTRUCT TRAFFIC SIGNAL AND RELATED PEDESTRIAN INFRASTRUCTURE. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2025 - \$410,000 (BGDA) FY 2025 - \$103,000 (L) FY 2026 - \$1,430,000 (BGDA) FY 2026 - <u>\$357,000</u> (L) \$2,300,000

Wilmington Urban Area Metropolitan Planning Organization
Draft 2024 Legislative Agenda

Transportation Funding

The Wilmington Urban Area MPO supports prioritization and funding for local transportation and infrastructure projects and the need to explore new transportation and infrastructure revenue sources to address the growing needs of the state and the nation. Including, but not limited to road, bridges and highway projects, public transportation, ferry, bicycle and pedestrian infrastructure, beach nourishment, inlet and waterway maintenance, coastal storm damage reduction, port infrastructure, airports, etc.

The Wilmington Urban Area MPO encourage the North Carolina Department of Transportation, North Carolina General Assembly, and Governor of North Carolina to explore and implement new funding mechanisms that could raise the funds necessary to accelerate much needed transportation projects.

Transportation Project Priority- Cape Fear Memorial Bridge

The Wilmington Urban Area MPO Board has identified the replacement of the Cape Fear Memorial Bridge as their highest unfunded priority.

Opposition to Transfer of State Road Maintenance

The Wilmington Urban Area MPO respectfully and urgently requests the North Carolina General Assembly reject proposals which would transfer responsibility for large portions of the state's road system to local governments and weaken or dismantle municipal Powell Bill Street maintenance funding.

Limitation on City Requirements for Street Improvements Related to Schools

SL 2017-57 included language related to street improvements for schools. The Wilmington Urban Area MPO continues to be concerned that on non-state-maintained facilities where improvements related to schools are needed, the funding burden has fallen on the municipalities or the level of service on the roadways will be compromised. The Wilmington Urban Area MPO encourages the General Assembly to review this language and seek solutions to address this funding concern.

Moped Legislation

The Wilmington Urban Area MPO supports the North Carolina Department of Transportation's policy recommendation of restricting mopeds on public roadways with posted speed limits of 45 mph or greater. The MPO also encourages the North Carolina General Assembly to implement laws that regulate the use of mopeds in a manner that promotes the safety and welfare of the citizens and visitors of North Carolina and pursue education and clarity on existing regulations for mopeds, golf carts, and low-speed vehicles.

Electric Scooter Legislation

The Wilmington Urban Area MPO supports the use of electric scooters to provide an alternative mode of transportation so long as the scooters and/or bicycles are used in a safe and responsible manner, do not create visual clutter, and do not block parking or ADA accessibility. The allowance and/or use of electric scooters should be subject to local government control through their adopted codes and ordinances.

Electric Assisted Bicycle Legislation

The Wilmington Urban Area MPO supports the use of electric assisted bicycles to provide an alternative mode of transportation when utilized in a safe and responsible manner. The MPO encourages the North Carolina General Assembly to implement legislation defining e-bicycle subclasses. Locations of permissible use of electric assisted bicycles should be subject to local government control through their adopted codes and ordinances.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

RESOLUTION ADOPTING THE 2024 LEGISLATIVE AGENDA

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, to maintain and enhance the transportation infrastructure and quality of life enjoyed by the citizens and visitors of our region, the Wilmington Urban Area Metropolitan Planning Organization's Board is committed to working in partnership with our colleagues, other governmental entities, and our local, state, and federal delegation; and

WHEREAS, local governments, the North Carolina General Assembly, and the United States Congress all play essential roles in helping the region provide efficient transportation systems; and

WHEREAS, to facilitate these productive relationships with our local, state, and federal partners, the Wilmington Urban Area Metropolitan Planning Organization established a legislative agenda to share with our delegation in the North Carolina General Assembly and United States Congress.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the 2024 Legislative Agenda.

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

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

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

Introduction

The Strategic Transportation Investments (STI) law is the formula to determine how the North Carolina Department of Transportation (NCDOT), in partnership with local governments, will fund and prioritize transportation projects in the state of North Carolina. Under this formula, all modes will compete for the same funding based on a data driven process called Prioritization.

The Strategic Transportation Investments places projects into three categories: Statewide, Regional and Division levels. The Statewide level is based solely on quantitative data such as benefit cost and safety ratios. Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs) and Division Engineers will assign local input points to projects in the Regional and Division levels. These points will be included in the calculation of the final project scores for Prioritization 7.0 (P 7.0) for the Regional and Division categories. MPOs and RPOs are required to develop methodology for the assignment of local input points and NCDOT must approve this methodology.

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

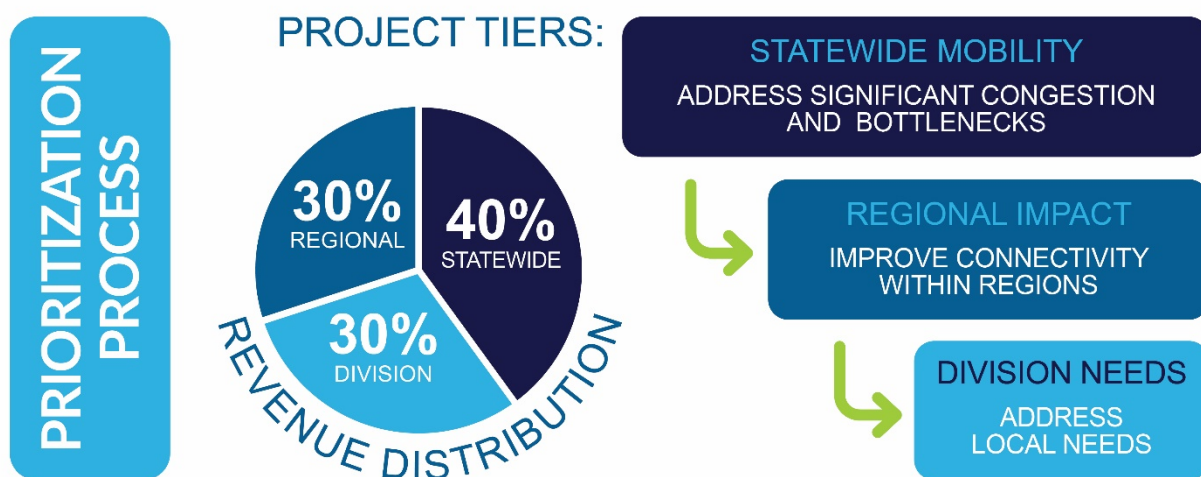


Figure 1. NCDOT Strategic Prioritization Funding Categories

Statewide Mobility (40% of total revenue funding)	Regional Impact (30% of total revenue funding)	Division Needs (30% of total revenue funding)
The project selection process will be 100% data-driven/quantitative scoring.	Data/ quantitative scoring will comprise 70% of the decision-making process and local rankings will comprise of the remaining 30%. This 30% local input will be shared 15% by the Division Engineers and 15% MPO/RPO input. The Wilmington MPO is located in Region B, made up of Divisions 2 and 3.	The Department will choose projects based 50% on data and 50% on local rankings. This 50% local input will be shared 25% by the Division Engineers and 25% MPO/RPO input. The Wilmington MPO is located in NCDOT Division 3.

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

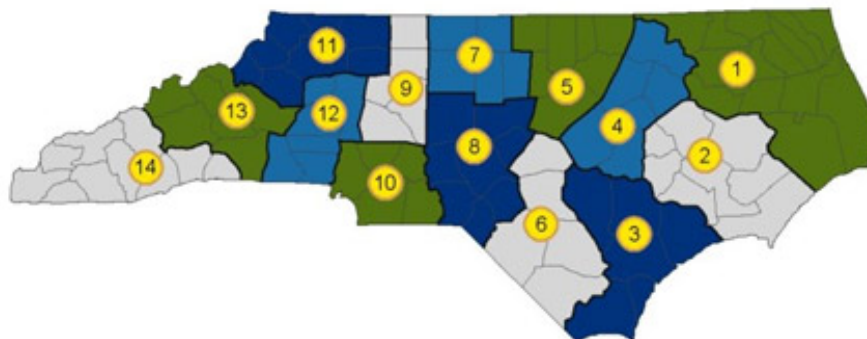


Figure 2. NCDOT Highway Divisions

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

This methodology is intended to ensure a process that is both data-driven and responsive to local needs. The methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process that includes at least two criteria, with at least one being qualitative, for determining project prioritization. The North Carolina Department of Transportation will be developing quantitative scores for all projects based on adopted criteria from the P7.0 Workgroup.

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

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

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

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

Selection of Projects for Prioritization 7.0

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

Description of Criteria and Weights

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

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

	Prioritization 7.0 Quantitative Score	WMPO and NCDOT Div. 3 Coordination	Consistency with Plans	Status of Project in Development	Number of Prioritization Cycles	Total
	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 500)
Project X						

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

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

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

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

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

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

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

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

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

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

Scoring Projects

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

Example:

Project X is a widening project that includes two transit stop shelters, a bike lane, and 5' sidewalks on both sides of the street. The project received a Prioritization 7.0 quantitative score of 56.8 and has been identified by Division 3 as a priority project to receive 100 of their input points. The project is in the

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

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

	Prioritization 7.0 Quantitative Score	WMPO and NCDOT Div. 3 Coordination	Consistency with Plans	Status of Project in Development	Number of Prioritization Cycles	Total
	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 500)
Project X	56.8	100	100	50	75	381.8

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

Final Local Input Point Assignment

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

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

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

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

Schedule and Public Outreach

The WMPO adopted the most current Public Involvement Policy on January 25, 2023 and is located [here](#) on the WMPO's website. The Public Involvement Policy is an umbrella policy encompassing the plans and programs of the WMPO's transportation planning process. This policy serves as an integral part of the MPO's planning efforts. The WMPO will utilize this adopted policy to solicit comments on the "draft"

Project Ranking and Scoring. These outreach efforts will include regular public input opportunities at Board meetings, and the draft project ranking and scorings being posted on the WMPO’s website. Both efforts will help the WMPO to solicit public comments by way of verbal comments at a public meeting or comments received through mail or email. Following the closing of the public participation process, staff will review any comments received with the TCC and the Board. All public comments received will be documented. The local input scores and project rankings, and all draft and final point assignments with any justification/rationale for point assignment which deviates from this Local Methodology, will be placed on the WMPO’s website at www.wmpo.org until after the adoption of the final STIP/MPO TIP by the Board of Transportation.

During each point assignment period, the WMPO’s TCC and the Board will develop a “draft” project ranking and scoring to assign points based on the criteria. The WMPO will hold a 30-day public comment period and invite in-person comments about the draft assignment to be made at the Board’s meeting immediately following this period. Written comments will be provided to the TCC and Board for consideration. No additional projects will be submitted based on the public participation effort, but comments will be considered prior to the final adoption of the scores. The Board will adopt a Final Project Ranking and Scoring for the WMPO. This information will then be submitted to the NCDOT SPOT office.

Prioritization 7.0 Process Schedule 2023 – 2025

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

Point Assignment Process

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

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



WMPO

Wilmington Urban
Area Metropolitan
Planning Organization
www.wmpo.org

	Prioritization 7.0 Quantitative Score	WMPO and NCDOT Div. 3 Coordination	Consistency with Plans	Status of Project in Development	Number of Prioritization Cycles	Total
	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 500)
Project X						

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

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

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

Material Sharing

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

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

Appendix A – Strategic Transportation Investments; Highway Scoring Details

Highway Project Eligibility and Scoring Criteria and Weights

Statewide Mobility	Regional Impact	Division Needs
<ul style="list-style-type: none"> Interstates (existing and future) National Highway System routes (as of 2013) STRAHNET Designated Toll Facilities 	<ul style="list-style-type: none"> Other US and NC routes 	<ul style="list-style-type: none"> All secondary roads (SR) Federal-Aid eligible local roads

Table A1 – Highway Project Eligibility

Mobility Projects

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

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

Table A2 – Highway Mobility Scoring Criteria and Weights

Modernization Projects

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

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

Table A3 – Highway Modernization Scoring Criteria and Weights

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

Aviation Project Eligibility and Scoring Criteria and Weights

Statewide Mobility	Regional Impact	Division Needs
<ul style="list-style-type: none"> Large Commercial Service airports (375,000 or more enplanements annually) Funding cap: \$500k / project / year (up to 3 years) 	<ul style="list-style-type: none"> Commercial Service airports not included in Statewide Funding cap: \$300k / project / year (up to 3 years) 	<ul style="list-style-type: none"> General Aviation airports Funding cap: \$18.5M annually over entire category

Table B1 – Aviation Project Eligibility

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

Table B2 – Aviation Scoring Criteria and Weights



WMPO

Wilmington Urban
Area Metropolitan
Planning Organization
www.wmpo.org

Bicycle and Pedestrian Project Eligibility and Scoring Criteria and Weights

Bicycle and Pedestrian Project Eligibility:

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

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

Table B3 – Bicycle and Pedestrian Scoring Criteria and Weights



WMPO

Wilmington Urban
Area Metropolitan
Planning Organization
www.wmpo.org

Ferry Project Eligibility and Scoring Criteria and Weights

Statewide Mobility	Regional Impact	Division Needs
<ul style="list-style-type: none"> Not Eligible 	<ul style="list-style-type: none"> New installation of ramp & gantry (capacity expansion) Bulkhead expansion (associated with capacity expansion) Additional mooring slips (to accommodate capacity expansion) New (capacity expansion) Ferry (River or Sound Class) 	<ul style="list-style-type: none"> Replacement of Ferry (River, Hatteras, or Sound Class) Replacement of support vessels (barges, tugs, etc.)

Table B4 – Ferry Project Eligibility

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

Table B5 – Ferry Scoring Criteria and Weights

Public Transportation Project Eligibility and Scoring Criteria and Weights

Statewide Mobility	Regional Impact	Division Needs
<ul style="list-style-type: none"> Not Eligible 	<ul style="list-style-type: none"> Service spanning two or more counties and servicing more than one municipality (based on route and not provider) 	<ul style="list-style-type: none"> Service not eligible in the Regional Impact category. Multimodal terminals and stations serving passenger transit systems (includes all facilities)

Table B6 – Public Transportation Project Eligibility

Mobility Projects

Project Types:

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

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

Table B7 – Public Transportation Mobility Scoring Criteria and Weights

Demand Response Projects

Project Types:

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

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

Table B8 – Public Transportation Demand Response Scoring Criteria and Weights

Facility Projects

Project Types:

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

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

Table B9 – Public Transportation Facility Scoring Criteria and Weights



WMPO

Wilmington Urban
Area Metropolitan
Planning Organization
www.wmpo.org

Rail Project Eligibility and Scoring Criteria and Weights

Statewide Mobility	Regional Impact	Division Needs
<ul style="list-style-type: none"> Freight capacity and safety improvements on Class I railroad corridors 	<ul style="list-style-type: none"> Rail lines spanning two or more counties and passenger rail also serving two or more municipalities Freight capacity and safety improvements not on Class I railroad corridors 	<ul style="list-style-type: none"> Rail lines and service not included in Statewide or Regional project eligibility Includes multimodal passenger stations

Table B10 – Rail Project Eligibility

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

Table B11 – Rail Scoring Criteria and Weights

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ADOPTING THE WILMINGTON URBAN AREA METROPOLITAN
PLANNING ORGANIZATION’S PRIORITIZATION 7.0 LOCAL INPUT METHODOLOGY**

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

WHEREAS, the Strategic Transportation Investments is the formula to determine how the North Carolina Department of Transportation (NCDOT), in partnership with local governments, will fund and prioritize transportation projects in the state of North Carolina; and

WHEREAS, under this formula, all modes compete for the same funding; and

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

WHEREAS, MPOs and RPOs are required to develop methodology for the assignment of local input points and NCDOT must approve this methodology; and

WHEREAS, Session Law 2012-84 (Senate Bill 890) requires that MPOs and RPOs have a process including both quantitative and qualitative elements for determining project prioritization; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has developed a local input methodology to meet the requirements of Session Law 2012-84 (Senate Bill 890) for Prioritization 7.0 that will be used to develop the 2026-2035 State/MPO Transportation Improvement Programs.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the Wilmington Urban Area Metropolitan Planning Organization’s Prioritization 7.0 Local Input Methodology.

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

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION'S APPLICATION TO THE UNITED STATES DEPARTMENT OF
TRANSPORTATION FOR THE BRIDGE INVESTMENT PROGRAM TO REPLACE THE
WRIGHTSVILLE BEACH BRIDGES**

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 Wrightsville Beach bridges on Causeway Drive and Salisbury Street over Banks Channel (HB-0040) are in critical condition and will be at the end of their useful life in 10 years; and

WHEREAS, the North Carolina Department of Transportation has identified a need to replace these bridges; and

WHEREAS, the United States Department of Transportation's (USDOT) Bridge Investment Program includes a Large, Other than Large, and Planning grant opportunities; and

WHEREAS, eligible project (or bundle of projects) under this program are to replace, rehabilitate, preserve, or protect a bridge on the National Bridge Inventory (NBI); and

WHEREAS, in the Other than Large category, project(s) total less than \$100M; and

WHEREAS, the North Carolina Department of Transportation has identified an opportunity to submit the replacement of the Wrightsville Beach bridges for funding consideration.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby expresses its support and endorsement for the NCDOT's application to the United States Department of Transportation for the Bridge Investment Program to replace the bridges on Causeway Drive and Salisbury Street over Banks Channel in Wrightsville Beach.

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

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

**Proposed Additions to 2024-2033
STIP/MPO TIP Programs STIP/MPO
TIP Modifications #24-2**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
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STIP MODIFICATIONS

* EB-6039 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CAROLINA BEACH, CONSTRUCT BIKE LANES	ENGINEERING	FY 2024 -	\$539,000	(TADA)
		ALONG ST. JOSEPH AVENUE AND LEWIS DRIVE		FY 2024 -	\$134,000	(L)
		FROM LAKE PARK BOULEVARD TO ACCESS DRIVE	RIGHT-OF-WAY	FY 2025 -	\$48,000	(TADA)
		IN CAROLINA BEACH.		FY 2025 -	\$12,000	(L)
			CONSTRUCTION	FY 2025 -	\$398,000	(BGDA)
				FY 2025 -	\$100,000	(L)
				FY 2026 -	\$586,000	(TADA)
				FY 2026 -	\$147,000	(L)
					\$1,964,000	
* 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	ENGINEERING	FY 2024 -	\$380,000	(BGDA)
		STREET IN WILMINGTON.		FY 2024 -	\$109,000	(L)
			RIGHT-OF-WAY	FY 2024 -	\$49,000	(BGDA)
				FY 2024 -	\$12,000	(L)
			CONSTRUCTION	FY 2025 -	\$532,000	(BGDA)
				FY 2025 -	\$132,000	(L)
					\$1,214,000	



Unified Planning Work Program

Fiscal Year 2025

January 10th, 2024

**FY 2025 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 2025. 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 seven 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 are 100% reimbursable.
- 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 - State and Planning Research Funds (SPR)
These funds are used for statewide planning and research activities. Their purpose is to establish a cooperative, and comprehensive framework for making transportation investment decisions and research activities throughout the State. These funds require a 20% match that will be provided by the state.
- 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's FY 24 PWP included a 20% local match (50% from the state, 50% member contributions) for a \$400,000 SS4A planning grant for the development of a regional Comprehensive Safety Action Plan. The WMPO applied during the FY 24 funding cycle and received notification of the award in December 2023. Plan development will begin in 2024.

- 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.
- Local Member Non-Grant Contributions - Member Only Additional Funds
Local only supplied funds for WMPO operating expenses not eligible for grant funding.

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 25
(Primary work to be performed by lead planning agency staff except where noted.)

II-A Data and Planning Support Line-Item Codes: \$90,900

II-A-1 Networks and Support Systems: \$81,600

Bike & Ped. Facilities Inventory – Staff will facilitate inventory of significant municipal, state, and federal bicycle and pedestrian transportation facilities. These systems shall be incorporated in the Long-Range Transportation Plan update and analyzed in conjunction with other transportation performance measures.

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 Travelers and Behavior: \$2,300

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.

Travel Time Studies – Peak and off-peak travel time studies may be conducted for those street segments that are included in the Congestion Management System. Travel time studies may be required during the travel model calibration phase as well.

II-A-3 Transportation Modeling: \$7,000

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.

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 Planning Process Line-Item Codes: \$61,500

II-B-1 Target Planning: \$5,000

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.

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.

Hazard Mitigation & Disaster Planning – Hazard mitigation planning reduces loss of life and property by minimizing the impact of disasters. After identifying these risks, develop long-term strategies for protecting people and property from similar events. Mitigation plans are key to breaking the cycle of damage and reconstruction.

II-B-2 Regional Planning: \$46,500

Airport/Air Travel Element of the 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.

Bicycle & Pedestrian Element of the Metropolitan Transportation Plan – Identify bicycle deficiencies, priorities, and proposed bicycle and pedestrian improvements 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.

Collector Street Element of the Metropolitan Transportation Plan – Collector Street planning will be conducted as required to develop standards and preliminary locations for collector streets in advance of development. The objective of this planning activity is to ensure optimum traffic operations for the developing street system and transit accessibility to developing areas.

Community Goals & 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.

Highway Element of the Metropolitan Transportation Plan – 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.

Rail, Water, or other mode of the 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-3 Special Studies: \$10,000

Planning Staff time allocated to managing and coordinating with the NCDOT and contracted consultant(s) to develop the Intelligent Transportation System Plan funded with STBG-DA (WMPO) and SPR (Federal and State) funds. This plan is being developed per the recommendations of the FHWA and the FTA in the WMPO's Certification renewal issued on March 1, 2023.

III-A Planning Work Program Line-Item Codes: \$4,000

III-A-1 Planning Work Program: \$1,000

Staff will develop a Planning Work Program (PWP/UPWP) with the guidance of the Technical Coordinating Committee (TCC) and MPO Board, staff will present the PWP for approval to the MPO Board and submit it to the NCDOT Transportation Planning Division (TPD) and NCDOT Integrated Mobility Division (IMD).

III-A-2 Metrics and Performance Measures: \$3,000

Facilitate updates to the UPWP, MTP, etc., to address performance tracking and reporting. This includes preparing quarterly reports, the annual report, requests for reimbursement, and establishing/developing/refinement/updating of performance measures/targets. This task also includes updated plans (CTP/MTP/TIP), as required to track performance measure requirements.

III-B Transportation Improvement Plan Line-Item Codes: \$7,000

III-B-1 Prioritization: \$2,000

Maintain the SPOT list of STIP projects across modes. Develop purpose and needs statements, as appropriate/needed. Work to update and improve local prioritization process for SPOT projects. Coordinate data, maps, and resolutions for STIP Project Recommendations as needed. Gather and enter data required for SPOT ranking of projects.

III-B-2 Metropolitan Transportation Improvement Program (TIP): \$2,500

Work cooperatively with the NCDOT and other partner agencies to review and provide comments on the draft STIP, the final STIP, and then adopt the corresponding MPO TIP. This includes reviewing and refining TIP project schedules and descriptions in the Draft TIP and coordinating meaningful public involvement in the TIP process.

III-B-3 Merger/Project Development: \$2,500

General work associated with development or amendments to the STIP/MPO TIP. Review design issues for TIP Projects and provide comments to appropriate agencies. Participate in the environmental study process for STIP/MPO TIP projects and provide an MPO representative on NEPA/404 Merger Teams. Monitor the public involvement process for STIP/MPO TIP projects and ensure adequate community input; assist PDEA as requested. Participation in project-specific workgroup meetings, as needed. Facilitate dialog between NCDOT and MPO-member communities. Participate in scoping meetings, public input, and merger meetings.

III-C Civil Rights Compliance & Other Regulatory Requirements Line-Item Codes: \$8,300

III-C-1 Title VI Compliance: \$500

Work to ensure compliance with the requirements of Title VI in urban area policies and practices.

III-C-2 Environmental Justice: \$2,000

Analysis and outreach to ensure that transportation plans and projects comply with Environmental Justice policies.

III-C-3 Minority Business Enterprise Planning: \$0

No PL104 funded tasks anticipated in FY25.

III-C-4 Planning for the Elderly: \$300

Ensure the special needs of the elderly and disabled are addressed in all transportation planning projects.

III-C-5 Safety/Drug Control Planning: \$0

No PL104 funded tasks anticipated in FY25.

III-C-6 Public Involvement: \$5,000

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: \$500

Activities to encourage private sector participation in planning and project activities.

III-D Statewide & Extra-Regional Planning Line-Item Codes: \$7,000

III-D Statewide & Extra-Regional Planning: \$7,000

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

Regional or Statewide Planning – Coordination of urban area activities with statewide and regional initiatives.

III-E Management, Operations, & Program Support Admin Line-Item Codes: \$259,050

III-E Management & Operations: \$259,050

Management & 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 25

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

In 2022, the Infrastructure Investment and Jobs Act (IIJA) 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 \$8,200 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.

II-B Planning Process Line-Item Codes: \$8,200

Safe & Accessible Transportation Options - Provide safe and accessible transportation options.

Narrative of Surface Transportation Block Grant – Direct Attributable Work Tasks and Special Studies to be Performed in FY 25

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

II-A Data and Planning Support Line-Item Codes: \$91,500

II-A-1 Networks and Support Systems: \$91,500

Mapping – Creation or maintenance of base maps, zone maps, land use, etc. for the study area. The MPO 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.

II-B Planning Process Line-Item Codes: \$105,000

II-B-3 Special Studies: \$105,000

Special Studies: Staff Time - Safe Streets and Roads for All – Time utilized by Staff to manage the Safe Streets and Roads for All funded Special Study. An outside consultant 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 and Roads for All (SS4A) Continued Funding for a Special Study on page 12.

Special Studies: Consultant - Intelligent Transportation Systems Plan – On March 1, 2023, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued 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. The review includes “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.” The MPO will partner with the NCDOT to update the Regional ITS Architecture/Strategic Deployment Plan.

STBG-DA funds will be used in conjunction with \$200,000 in State Planning and Research (SPR) funds to provide a more comprehensive plan. (See page 12 for SPR funds.)

III-E Management, Operations, & Program Support Admin Line-Item Codes: \$1,126,700

II-B-3 Management & Operations: \$1,126,700

Management & Operations – Required ongoing administrative and operational tasks to support MPO committees and reporting requirements.

Narrative of State Planning and Research (SPR) Special Study

(Primary work to be performed by the NCDOT and a contracted consultant.)

The State Planning and Research (SPR) Program funds States' statewide planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carry out transportation research activities throughout the State.

In the spirit of cooperation, the NCDOT's Transportation Mobility and Safety Division (TSMO) has offered to apply for \$200,000 in SPR funds to assist the WMPO with the Intelligent Transportation Systems Plan. The NCDOT TSMO office has agreed to manage and contract with a consultant to perform this study. WMPO Staff will contribute local/regional input to the consultant and participate in sessions with the NCDOT and consultant necessary to draft this plan. The Intelligent Transportation Systems Plan is anticipated to be completed by June 30, 2025.

II-B Planning Process Line-Item Codes: \$200,000

II-B-3 Special Studies: \$200,000

Special Studies: Consultant - Intelligent Transportation Systems Plan – On March 1, 2023, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued 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. The review includes "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." The MPO will partner with the NCDOT to update the Regional ITS Architecture/Strategic Deployment Plan.

\$100,000 in STBG-DA funds (\$80,000 Federal/\$20,000 Local) will be used in conjunction with \$200,000 in State Planning and Research (SPR) funds to provide a more comprehensive plan. (See page 11 for STBG-DA funds.)

Narrative of Safe Streets and Roads for All (SS4A)

Continued 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 Comprehensive Safety 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. The match requirements from NCDOT and MPO members were committed in the FY 24 PWP and the WMPO applied during the SS4A FY 24 funding cycle call for \$400,000 to develop a regional Comprehensive Safety Action Plan. The grant was awarded in December 2023 and development of the plan will begin in 2024.

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.

II-B Planning Process Line-Item Codes:

II-B-3 Special Studies: \$500,000

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.

Tables of FTA Section 5303

Primary work to be performed by lead planning agency staff and WAVE staff.)

MPO	Wilmington
FTA Code	44.24.00
Task Code	II-A-1
Title	Networks and Support Systems
5303 Task Objective	Collect and analyze data for route planning and submission to NTD
Tangible Product Expected	Transit System Data - 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 2025 1 Year Contract
Previous Work	Collection of data and submission to NTD
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%	2,610
Section 5303 NCDOT 10%	2,610
Section 5303 FTA 80%	20,880
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	44.23.02
Task Code	II-A-3
Title	Transportation Modeling
5303 Task Objective	Financial Planning - Plan capital and operating cost estimates to ensure fiscal compliance and maintain the adopted level of transit service
Tangible Product Expected	Financial Planning – 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 2025 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%	1,500
Section 5303 NCDOT 10%	1,500
Section 5303 FTA 80%	12,000
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	44.23.01
Task Code	II-B-2
Title	Regional Planning
5303 Task Objective	Community Goals & Objectives – Interpret and communicate with members of the Authority and WMPO TCC and TAC adopted planning documents defining community goals and objectives
Tangible Product Expected	Community Goals & Objectives – 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 2025 1 Year Contract
Previous Work	Communication of goals and objectives to decision makers and the public
Relationship	This is a collaborative effort of the WilmingtonMPO and the Cape Fear Public TransportationAuthority (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%	630
Section 5303 NCDOT 10%	630
Section 5303 FTA 80%	5,040
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	44.23.01
Task Code	II-B-2
Title	Regional Planning
5303 Task Objective	Transit Element of the LRTP – Provide input to CAC, TCC and TAC regarding long range transit plans for the region
Tangible Product Expected	Transit Element of the LRTP – Informed decisions regarding long range public transportation plans leading to a realistic planning document for the region
Expected Completion Date of Products	June 2025 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%	890
Section 5303 NCDOT 10%	890
Section 5303 FTA 80%	7,120
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
Task Code	III-C-1
Title	Title VI Compliance
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 2025 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%	140
Section 5303 NCDOT 10%	140
Section 5303 FTA 80%	1,120
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
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 2025 1 Year Contract
Previous Work	MBE program oversight
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%	60
Section 5303 NCDOT 10%	60
Section 5303 FTA 80%	480
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
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 2025 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%	390
Section 5303 NCDOT 10%	390
Section 5303 FTA 80%	3,120
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
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 2025 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%	5,333
Section 5303 NCDOT 10%	5,331
Section 5303 FTA 80%	42,652
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

Narrative of Additional Local Only Participation

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

As a new budget component to FY25, staff recommends our members contribute non-grant related funds. These funds will allow us to maximize our public outreach efforts through the use of promotional items, prizes awarded for public participation in WMPO sponsored events, and the ability to provide light refreshments during public engagement events. In addition, the WMPO proposes to contract with a lobbying firm to advance the WMPO Board's legislative priorities at the state and federal levels.

Neither lobbying nor promotional items are allowable grant funded expenses and require the use of funding from the WMPO's local members that are not associated with any grant or grant match funds.

III-E Management, Operations, & Program Support Admin Line-Item Codes: \$76,000

III-E Management & Operations: \$76,000

Management & Operations – Administrative and operational tasks to support MPO committees and reporting requirements.

WMPO 2024 - 2025 UPWP Administrative Table

WMPO FY25 Task and Cost Allocations			FHWA/TPD Planning - PL104(f)			FHWA/TPD Planning - PL-Y410	FHWA/TPD Planning - STBG-DA			FHWA/TPD Planning - SPR			FHWA - Safe Streets & Roads 4 All				FTA/IMD - 5303 - 5303 - Normal Planning				Additional	FY25 PROGRAM TOTALS				
			WBS #: TBD			WBS #: TBD	WBS #: TBD			WBS #: TBD			WBS #: TBD				WBS #: TBD				Funds					
FTA CODE	TASK CODE	TASK DESCRIPTION	Local 20%	Federal 80%	Total 100%	Federal Total 100%	Local 20%	Federal 80%	Total 100%	State 20%	Federal 80%	Total 100%	Local 10%	State 10%	Federal 80%	Total 100%	Local 10%	State 10%	Federal 80%	Total 100%	Local (100%)	Local Totals	State Totals	Federal Totals	Grand Totals	
	II-A	Data and Planning Support	18,180	72,720	90,900	-	18,300	73,200	91,500	-	-	-	-	-	-	-	4,110	4,110	32,880	41,100	-	40,590	4,110	178,800	223,500	
44.24.00	II-A-1	Networks and Support Systems	16,320	65,280	81,600	-	18,300	73,200	91,500	-	-	-	-	-	-	-	2,610	2,610	20,880	26,100	-	37,230	2,610	159,360	199,200	
44.23.01	II-A-2	Travelers and Behavior	460	1,840	2,300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	460	-	1,840	2,300	
44.23.02	II-A-3	Transportation Modeling	1,400	5,600	7,000	-	-	-	-	-	-	-	-	-	-	-	1,500	1,500	12,000	15,000	-	2,900	1,500	17,600	22,000	
44.23.02	II-B	Planning Process	12,300	49,200	61,500	8,200	21,000	84,000	105,000	40,000	160,000	200,000	-	-	-	-	1,520	1,520	12,160	15,200	-	34,820	41,520	313,560	389,900	
44.23.02	II-B-1	Target Planning	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000	-	4,000	5,000	
44.23.01	II-B-2	Regional Planning	9,300	37,200	46,500	-	-	-	-	-	-	-	-	-	-	-	1,520	1,520	12,160	15,200	-	10,820	1,520	49,360	61,700	
	Y-410	Safe and Accessable Transportation Options - Y-410 Set	-	-	-	8,200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8,200	8,200	
44.27.00	II-B-3	Special Studies: Total	2,000	8,000	10,000	-	21,000	84,000	105,000	40,000	160,000	200,000	-	-	-	-	-	-	-	-	-	23,000	40,000	252,000	315,000	
44.27.00	II-B-3	Special Studies: Staff Time - ITS Work with NCDOT &	2,000	8,000	10,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,000	-	8,000	10,000	
44.27.00	II-B-3	Special Studies: Staff Time - Safe Streets for All	-	-	-	-	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	-	-	-	1,000	-	4,000	5,000	
44.27.00	II-B-3	Special Studies: Consultant - Intelligent Trans Systems (ITS)	-	-	-	-	20,000	80,000	100,000	40,000	160,000	200,000	-	-	-	-	-	-	-	-	-	20,000	40,000	240,000	300,000	
	III-A	Planning Work Program	800	3,200	4,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	800	-	3,200	4,000	
44.21.00	III-A-1	Planning Work Program	200	800	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	200	-	800	1,000	
44.24.00	III-A-2	Metrics and Performance Measures	600	2,400	3,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	600	-	2,400	3,000	
44.25.00	III-B	Transp. Improvement Plan	1,400	5,600	7,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,400	-	5,600	7,000	
44.25.00	III-B-1	Prioritization	400	1,600	2,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	400	-	1,600	2,000	
44.25.00	III-B-2	Metropolitan TIP	500	2,000	2,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	500	-	2,000	2,500	
44.25.00	III-B-3	Merger/Project Development	500	2,000	2,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	500	-	2,000	2,500	
44.27.00	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	1,660	6,640	8,300	-	-	-	-	-	-	-	-	-	-	-	590	590	4,720	5,900	-	2,250	590	11,360	14,200	
44.27.00	III-C-1	Title VI Compliance	100	400	500	-	-	-	-	-	-	-	-	-	-	-	140	140	1,120	1,400	-	240	140	1,520	1,900	
44.27.00	III-C-2	Environmental Justice	400	1,600	2,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	400	-	1,600	2,000	
44.27.00	III-C-3	Minority Business Enterprise Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	60	480	600	-	60	60	480	600	
44.27.00	III-C-4	Planning for the Elderly	60	240	300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	-	240	300	
44.27.00	III-C-5	Safety/Drug Control Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
44.27.00	III-C-6	Public Involvement	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	-	-	390	390	3,120	3,900	-	1,390	390	7,120	8,900	
44.27.00	III-C-7	Private Sector Participation	100	400	500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	400	500	
44.27.00	III-D	Statewide & Extra-Regional Planning	1,400	5,600	7,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,400	-	5,600	7,000	
44.27.00	III-D	Statewide & Extra-Regional Planning	1,400	5,600	7,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,400	-	5,600	7,000	
44.27.00	III-E	Management Ops, Program Suppt Admin	51,810	207,240	259,050	-	225,340	901,360	1,126,700	-	-	-	-	-	-	-	5,333	5,331	42,652	53,316	76,000	358,483	5,331	1,151,252	1,515,066	
44.27.00	III-E	Management Operations	51,810	207,240	259,050	-	225,340	901,360	1,126,700	-	-	-	-	-	-	-	5,333	5,331	42,652	53,316	76,000	358,483	5,331	1,151,252	1,515,066	
FY25 TOTALS:			87,550	350,200	437,750	8,200	264,640	1,058,560	1,323,200	40,000	160,000	200,000	-	-	-	-	11,553	11,551	92,412	115,516	76,000	439,743	51,551	1,669,372	2,160,666	
			Local	Federal	Total	Total / Federal	Local	Federal	Total	Local	Federal	Total	Local	Federal	Federal	Total	Local	State	Federal	Total	Local	Local	State	Federal	Grand Total	
			PL 104(f)			PL Y410 SATO	STBG-DA			STBG-DA			Safe Streets for All				5303 - Normal Planning				Additional	Totals				

WMPO FY24 Task and Cost Allocations - Carry Forward			FHWA/TPD Planning - PL104(f)			FHWA/TPD Planning - PL-Y410	FHWA/TPD Planning - STBG-DA			FHWA/TPD Planning - STBG-DA			FHWA - Safe Streets 4 All				FTA/IMD - 5303 - Normal Planning				Additional	FY24 CARRY FORWARD TOTALS			
FTA CODE	TASK CODE	TASK DESCRIPTION	WBS #: TBD			WBS #: TBD	WBS #: TBD			WBS #: TBD			WBS #: TBD				N/A - FY24 Does Not Carry Forward				Local (100%)	FY24 CARRY FORWARD TOTALS			
			Local 20%	Federal 80%	Total 100%		Local 20%	Federal 80%	Total 100%	Local 20%	Federal 80%	Total 100%	Local 10%	State 10%	Federal 80%	Total 100%	Local 10%	State 10%	Federal 80%	Total 100%		Local Totals	State Totals	Federal Totals	Grand Totals
	II-B	Planning Process	-	-	-		-	-	-	-	-	-	50,000	50,000	400,000	500,000	-	-	-	-	-	50,000	50,000	400,000	500,000
44.27.00	II-B-3	Special Studies: Consultant - Safe Streets for All	-	-	-		-	-	-	-	-	-	50,000	50,000	400,000	500,000	-	-	-	-	-	50,000	50,000	400,000	500,000
FY 24 CONTINUANCE TOTALS:			-	-	-		-	-	-	-	-	-	50,000	50,000	400,000	500,000	-	-	-	-	-	50,000	50,000	400,000	500,000
			Local	Federal	Total		Local	Federal	Total	Local	Federal	Total	Local	Federal	Federal	Total	Local	State	Federal	Total	Local	Local	State	Federal	Grand Total
			PL 104(f)				PL Y410 SATO	STBG-DA				STBG-DA	Safe Streets for All				5303 - Normal Planning				Additional	Totals			

Combined Total of FY25 and FY24 Continuance			PL 104(f)			PL Y410 SATO	STBG-DA			FHWA/TSMO Planning - SPR			Safe Streets for All				5303 - Normal Planning				Additional	FY25 & FY24 Combined Total			
			Local	Federal	Total	Total / 100% Federal	Local	Federal	Total	Local	Federal	Total	Local	Federal	Federal	Total	Local	State	Federal	Total	Local	Local	State	Federal	Grand Total
TOTALS:			87,550	350,200	437,750	8,200	264,640	1,058,560	1,323,200	40,000	160,000	200,000	50,000	50,000	400,000	500,000	11,553	11,551	92,412	115,516	76,000	489,743	101,551	2,069,372	2,660,666

Anticipated DBE Contracting Opportunities for FY 2025

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 Intelligent Transportation System Plan	NC DOT	Consultant	\$240,000	\$300,000
III-D-3	Special Studies: Consultant Safe Streets & Roads for All	City of Wilmington	Consultant	\$400,000	\$500,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING THE FY 2025 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 2024-2025.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby endorses the FY 2024-2025 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 27, 2024.

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 27th day of March 2024.

Henry E. Miller III, Chair

*****Subscribed and sworn to me this _day of_____, 2024.

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

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 27th day of March 2024.

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA
MPO
February 2024**

CAPE FEAR NAVIGATING CHANGE 2050

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

Project Status and Next Steps:

- Beginning in June and July of 2023, a Citizen Advisory Committee, to guide public outreach, and a MTP Technical Steering Committee, to guide plan development, were convened. The Citizen Advisory Committee will continue to meet during phases 1 and 2 of public outreach. The MTP Technical Steering Committee will continue to meet for the duration of plan development.
- Phase 1 of public outreach began on August 1, 2023, and concluded on November 30, 2023. During the four-month outreach period, six public meetings and 16 pop-up events were held, a survey and interactive map were launched, 9 stakeholder interviews and focus groups were conducted, and 13 presentations were provided across the region. In total, 2,347 survey responses were collected, 5,840 map pins were dropped on the interactive map and 6,112 public comments were received. Public outreach data will be used to inform multiple phases of plan development including the creation of the Plan's vision and goals and in project development. Additionally, comments concerning maintenance issues and other relevant topics will be shared with the corresponding WMPO member jurisdictions.
- Phase 2 of public outreach will occur in June 2025 when comments will be sought on the draft plan.

NCDOT IMD FEASIBILITY STUDY GRANTS

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

Wilmington Downtown Trail Phases 2 & 3:

The Downtown Trail will eventually connect the River to Sea Bikeway to the future Multimodal Transportation Center, Cape Fear Community College, and the Riverwalk. In between these locations, the trail will provide a recreational facility for several communities in proximity to the downtown. The project currently consists of three phases. The first phase, from 3rd Street to Archie Blue Park, is in the preliminary engineering phase. The purpose of this study would be to assess the feasibility of constructing Phases 2 and 3. A scoping meeting with NCDOT IMD and the selected consultant, Kittelson, was held on May 2, 2023.

Project Status and Next Steps:

- The first steering committee took place on October 17, 2023.
- The first public outreach sessions took place in December 2023.
- The second public outreach sessions will take place in spring 2024.
- Final study report anticipated in late spring/early summer 2024.

Gullah Geechee Heritage Trail:

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

Project Status and Next Steps:

- The first steering committee took place in September 2023.
- The first public outreach sessions took place in the first and second weeks of October 2023. There was an online survey open through the entire month of October as well.
- The second steering committee took place on January 4, 2024.
- The second public outreach sessions will take place in spring 2024.
- Final study report anticipated in late spring/early summer 2024.

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: 7 reviews
- New Hanover County Informal Plan Reviews: 0 reviews
- New Hanover Concept Reviews: 0 reviews
- Town of Leland Concept Plan Reviews: 0 reviews
- Town of Leland Formal Reviews: 8 reviews
- Town of Leland Informal Reviews: 0 review
- Town of Navassa Formal Plan Reviews: 0 reviews
- Town of Navassa Informal Reviews: 0 reviews
- Town of Navassa Concept Reviews: 0 reviews
- Town of Belville Formal Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Town of Carolina Beach Concept Reviews: 0 review
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 review
- Pender County Formal Reviews: 4 reviews
- Pender County Informal Reviews: 1 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 45 reviews (3 new, 42 on-going)
- City of Wilmington Informal Reviews: 23 reviews (6 new, 17 on-going)
- City of Wilmington Concept Reviews: 1 review (1 new, 0 on-going)
- City of Wilmington Full Releases: 4

TIA Reviews: 31 total active (3 new; 28 under review; 4 approved)
 - New Hanover County 9 (1 new, 8 under review, 0 approved),

- City of Wilmington 8 (1 new, 7 under review, 1 approved),
- Carolina Beach 0,
- Town of Belville 0,
- Town of Leland 2 (0 new, 2 under review, 0 approved),
- Town of Navassa 1, (0 new, 1 under review, 1 approved),
- Pender County 10 (1 new, 9 under review, 1 approved) and
- Brunswick County 1 (0 new, 1 under review, 1 approved)

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

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

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

Project Status and Next Steps:

- Right of way acquisition is complete and was sent to NCDOT for ROW certification.
- Right of way certification received.
- Awaiting final approval from CFPUA
- Design and ROW complete and awaiting construction once MSL portion is complete.
- Construction expected to start early 2024

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 – Early Spring 2024
- Begin Construction – April 2024
- Construction Complete- January 2025

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

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

Project Status and Next Steps:

- NCDOT approval of final design elements and right-of-way authorization obtained June 10, 2022
- Advertise for Bid – Early Spring 2024
- Begin Construction – April 2024
- Construction Complete- January 2025

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

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

Project Status and Next Steps:

- NCDOT approval of final design elements and right-of-way authorization obtained June 10, 2022
- Advertise for Bid – Early Spring 2024
- Begin Construction – April 2024
- Construction Complete- January 2025

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
- Final Payment was sent on August 22, 2023
- Town Staff working with NCDOT Division 3 to close out the project
- Project completion extended to June 30, 2024

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
- Final Payment was sent on August 22, 2023
- Town Staff working with NCDOT Division 3 to close out the project
- Project completion extended to June 30, 2024

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
- Final Payment was sent on August 22, 2023
- Town Staff working with NCDOT Division 3 to close out the project
- Project completion extended to June 30, 2024

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
- One (1) bid submitted and rejected (May 16, 2023 Council Meeting) due to Over/Under difference with Engineer's Cost Estimate.
- Re-advertise w/ EB-6028 on May 18th
- Bid Opening (LET) on June 8, 2023
- One (1) bid submitted and rejected due to excessive cost(s)
- Revised bid schedule set for September 6th
- Two (2) bids received on September 6th, the city and NCDOT agreed to proceed.
- An Ordinance and resolution for award of construction contract was approved at the November 8th City Council meeting.
- The PRE-CON_CONCURRENCE REQUEST – CONSTRUCTION was submitted into NCDOT EBS System and approved by NCDOT.
- The project was awarded to the low bidder; Morgan Trucking and General Construction Inc.
- They are presently working through the contract documentation requirements.
- Once completed, a Pre-Construction meeting will be held accordingly.
- The PS_ CEI COST spreadsheet was submitted into NCDOT EBS System and waiting approval from NCDOT. Received Approval from NCDOT on January 22, 2024.
- NCDOT requested a Draft of Contract for their approval to proceed. (Draft was submitted on January 30, 2024, into EBS System)
- Once approval is received a contract for construction inspection work will be executed accordingly.
- Anticipated start of work is late February, early March.

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-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 Summer 2023.

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

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

Project Status and Next Steps:

- NCDOT funding availability reopened January 25, 2021
- Town Council elected to move forward with the project
- Agreement executed with NCDOT on August 18, 2021
- Design discussions held with Kimley-Horn & Associates (KHA) on August 31, 2021
- Public meeting held on March 24, 2022, to present three (3) design alternatives for bike path on St. Joseph
- KHA presented to Town's Bike & Pedestrian Committee summary of comments on April 18, 2022
- KHA presented at Town Council regularly scheduled meeting on May 10, 2022
- Town Council approved Option 3 on May 10, 2022, as presented by KHA
- On May 25, 2022, project managers submit RFLOI to NCDOT prequalified engineering firms with a response deadline of June 8, 2022
- Responses to RFLOI reviewed by WMPO/Town of Carolina Beach
- On July 12, 2022, the Town of Carolina Beach selected KHA as the design firm
- On September 22, 2022, the Town received a Letter of Agreement from KHA for Scope of Services and Project Engineer Design Estimate.
- The Town has uploaded documentation via EBS portal for review and approval.
- The Town has obtained NCDOT approval in January 2023
- Project meeting with consultant held March 2023
- Project survey completed in July 2023
- Received 30% plans from Kimley Horn and submitted via EBS.
- FY24 grant awarded for estimated construction costs

TASA-DA/CRRSAA/STIP

BL-0045 – DOWNTOWN GREENWAY PH. 1 DESIGN

Project Description/Scope: design and engineering for an approximately 2.2 mile long, 10' to 12' in width portion of the trail beginning at 3rd street in the Downtown within the NCDOT owned rail corridor to McRae St (defined in the Wilmington Rail Trail Master Plan); abutting the Dorothy B. Johnson Elementary School western parcel line; traversing east along CSX right-of-way to Archie Blue Park; and continuing north through Archie Blue Park, parallel to the creek and terminating at the Love Grove Bridge multi-use path facility.

Project Status and Next Steps:

- Agreement executed by NCDOT on April 20, 2022
- City selected an on-call engineering consultant (WSP) to perform design and engineering. A scope and fee were agreed upon and approved by NCDOT.
- Award of contract by City Council on September 6, 2022.
- Notice to proceed issued on October 2, 2022.
- Supplemental scope of services for project management activities, NCDOT and CSX rail coordination, and additional survey tasks submitted on April 13, 2023 with NTP on additional services issued on June 12, 2023.

- NCDOT Rail Division is contracting with WSP on the preliminary concept design for rail track layout to determine final alignment of the Downtown Trail facility.
- NCDOT Rail Division Staff, City of Wilmington, and WMPO staff met with Cape Fear Community College President Jim Morton on July 24th to discuss both the Rail Division and City's efforts coordinating future passenger rail track and trail layout in the project corridor.
- Agreement reached with CSX regarding the trail crossing design and safety measures at King Street.
- CSX has indicated that a crossing of its active corridor outside of the King Street right-of-way will not be permitted. The City is currently evaluating alternative alignment options for the trail to connect to King Street from the NHC School property via Hall and 11th Streets.
- NCDOT Rail Division contracted with WSP and has developed conceptual track and trail alignment within the corridor between 3rd Street and McRae Street. Verbal concurrence with this alignment has been given by NCDOT Rail Division.
- Restart of design efforts underway in February and March 2024.

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 in March 2023
- Contract approved by Kure Beach Town Council in June 2023
- Meeting with NCDOT, WMPO, WithersRavenel, and Town of Kure Beach was held on August 8, 2023
- Survey started in September 2023
- 30% design plans under development

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

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

Project Status and Next Steps:

- NCDOT Agreement executed Aug 24, 2023
- PE funds authorized September 14, 2023
- Town of Leland RFQ for PE services issued February 1, 2024, with submission deadline March 5, 2024
- Project Completion September 14, 2028

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

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

Project Status and Next Steps:

- Agreement executed with NCDOT on May 24, 2022
- 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
- Design criteria and typical section submitted on March 17, 2023.
- Survey work completed on April 27, 2023.
- Natural Resources Technical Report (NRTR)/Environmental Document is in progress.
- Field visit conducted on May 4, 2023.
- 25% Preliminary Plans submitted on June 9, 2023
- Review meeting held on August 10, 2023
- Revised 25% plans submitted on August 28, 2023
- NCDOT provided construction cost estimate on September 8, 2023- currently under review

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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 CFPUA indicate conflicts with utilities that require design adjustments
- NCDOT issued notice of Construction Authorization on April 12, 2022.
- Level A SUE completed, and results have been reviewed.
- CFPUA is reviewing final plans (were modified based on their comments)
- Right of way acquisition is complete and was sent to NCDOT for ROW certification
- Awaiting final approval from CFPUA
- Right of Way Certification received
- NCDOT reviewing encroachment agreement
- Construction tentatively scheduled early 2024

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
- One (1) bid submitted and rejected (May 16, 2023 Council Meeting) due to Over/Under difference with Engineer's Cost Estimate.
- Bid opening held April 13, 2023
- One (1) bid submitted and rejected due to excessive cost(s)
- Revised bid schedule set for September 6th
- Two (2) bids received on September 6th, the city and NCDOT agreed to proceed.
- An Ordinance and resolution for award of construction contract was approved at the November 8th City Council meeting.
- The PRE-CON_CONCURRENCE REQUEST – CONSTRUCTION was submitted into NCDOT EBS System and approved by NCDOT.

- The project was awarded to the low bidder; Morgan Trucking and General Construction Inc.
- They are presently working through the contract documentation requirements.
- Once completed, a Pre-Construction meeting will be held accordingly.
- The PS_ CEI COST spreadsheet was submitted into NCDOT EBS System and waiting approval from NCDOT. Received Approval from NCDOT on 1/22/24.
- NCDOT requested a Draft of Contract for their approval to proceed. (Draft was submitted on 1/30/24 into EBS System)
- Once approval is received a contract for construction inspection work will be executed accordingly.
- Anticipated start of work is late February, early March.

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
- Waiting on SHPO concurrence of no effects
- Traffic noise documentation from NCDOT that Traffic Noise Report not needed.
- Revised and Final CIA to NCDOT on August 11, 2023
- Revised CE document to NCDOT on August 15, 2023
- No Effects letter with conditions from SHPO on August 22, 2023
- Revised CE document to NCDOT on August 30, 2023
- Final CE approved on October 11, 2023
- Project close out and finalize all tech memorandums December 31, 2023
- Awaiting final invoice, January 10, 2024

TC – 0021 WAVE PASSENGER AMENITIES AND UPGRADES

Project Description/Scope: Cape Fear Public Transportation Authority (WAVE transit) currently has a total of 440 bus stops, 24 benches and 27 shelters. Shelters only represent 6% of our passenger amenities, while other NC agencies average 14%. To meet the peer average for statewide systems, CFPTA needs to install an additional twenty-six (26) benches and twenty (20) shelters. This project will

support the installation of a total of nine (9) bus stop benches and ten (10) bus stop shelters along eight (8) transit routes located within the City of Wilmington. The project includes engineering and design, construction of concrete pads, ADA ramps, ADA access, and purchase and installation of durable bench and/or shelter, waste receptacle, and solar lighting, where applicable.

Project Status and Next Steps:

- The project was awarded funds in November 2021
- NC Board of Transportation approved the flex request in January 2023
- Flex request confirmed end of April 2023
- Letters from NCDOT transmitted May 23, 2023
- Contract awarded to Tolar

TC-0027 WAVE PASSENGER AMENITIES AND UPGRADES

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

Project Status and Next Steps:

- The fencing at Padgett was completed in May 2023 (132 linear feet at Padgett for \$3,565.00)
- Proposals were received as part of an Invitation to Bid for the shelters and benches in Spring 2023. Tolar was selected.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

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

Go Coast current initiatives and project status:

1. Go Coast Committee - The next Go Coast committee meeting will occur on February 15, 2023, at 3 PM.
2. TDM strategies during the Cape Fear Memorial Bridge Preservation Project – To support the community during upcoming bridge lane closures, WMPO staff has pursued a two-prong approach to area employers as well as WMPO member jurisdictions and the public. For employer outreach, staff have created a Commuter Friendly Employer toolkit which contains information on TDM strategies and how employers can support their usage. Staff have met with employers in New Hanover and Brunswick counties and employers on the Go Coast committee have been briefed as well. Additionally, staff has contacted all member jurisdictions and met with the City of Wilmington, New Hanover County, Brunswick County, Town of Leland, Town of

Belville, Town of Navassa, Town of Carolina Beach, and Pender County to discuss a communications toolkit for promoting TDM strategies to area residents. Regular communication between the WMPO and member jurisdiction staff is ongoing. The WMPO has also submitted a joint funding request with Wave Transit to NCDOT's IMD for shuttles and communications to assist with congestion mitigation during the project. NCDOT has agreed to fund \$500,000 in congestion mitigation efforts. Wave and WMPO staff are continuing to monitor traffic impacts to implement strategies that are both helpful and fiscally responsible.

3. Bicycle Helmet Initiative – The WMPO is applying for 100 children's bicycle helmets through NCDOT's Bicycle Helmet Initiative in 2024. These helmets are intended to be distributed to children from low-income families along with bicycle safety education. The WMPO will utilize Be a Looker and other safety messaging to distribute helmets at outreach events during 2024 in target communities. The application is due February 9, 2024, and if awarded, helmets will be received in April.



Cape Fear Public Transportation Authority February 2024 Update

Reimagine Wave Transit Short-Range Plan

Following extensive input by Wave passengers, the general public and regional stakeholders, a set of initial service recommendations is being finalized based on three funding scenarios including a 30% reduction, maintaining existing funding, and a 30% increase. Among the major goals of the reconfigured system is to develop a route system that better connects residents to workplaces and other major destinations, elimination of duplication of service and inefficiencies, reduced travel time on the bus and improved service to major destinations in the region. These initial recommendations will be reviewed by the Reimagine Wave Stakeholder Committee and the Wave Transit Board later in February. Once the recommendations are refined and finalized, the plan will be shared widely to gather input and feedback.



Wave Transit Cape Fear Bridge Mitigation Project

Wave has partnered with the WMPO on a plan to institute an expansion of RideMICRO services and conduct Transportation Demand Management (TDM) outreach and marketing during the temporary closure of the Cape Fear Memorial Bridge for its preservation project. The project will likely be a phased approach depending on traffic conditions and the level of congestion experienced as time passes after the initial bridge closure date. Activities may include a multi-faceted TDM outreach campaign through various outlets to assist motorists regarding travel options, an expansion of the existing RideMICRO service and new shuttle services connecting Park-and-Ride locations in Brunswick County to the downtown Wave Padgett transit center. Once a contract for funding and the implementation plan is finalized, the program is expected to begin later in February.

Ridership Update

For January 2024, Wave's fixed-route buses had 55,326 passenger trips and RideMICRO had 1,345 trips. For the fiscal year thus far, RideMICRO is up 14% compared to the previous fiscal year while Wave's fixed route services Wave's fixed route services are up 3% when compared against the previous fiscal year.

WMPO FEBRUARY PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
Brian Harding	DDRL	U-6202	SR 2048 (GORDON ROAD) FROM US 17 (MARKET STREET) TO I-40. WIDEN ROADWAY.	NEW HANOVER	2024.07.16
Derek Pielech	DPOC	BP3-R004	REPLACE BRUNSWICK BRIDGE 181 OVER STURGEON CREEK ON SR 1437 (OLD FAYETTEVILLE ROAD) (PREVIOUSLY 17BP.3.R.84).	BRUNSWICK	2025.06.02
Derek Pielech	DPOC	BP3-R012 17BP.3.R.93	BRIDGE 208 OVER STURGEON CREEK ON SR 1472 (VILLAGE ROAD).	BRUNSWICK	2025.07.03
Trace Howell	DDRL	R-3300A	US 17 HAMPSTEAD BYPASS FROM US 17 BYPASS SOUTH OF HAMPSTEAD TO NC 210	NEW HANOVER, PENDER	2025.07.15
Derek Pielech	LET	15BPR.142	BRIDGE PRESERVATION. BRIDGE 090096 OVER US 74 & US 76 ON US 17; BRIDGE 090198 OVER ICW & NC 179 ON SR 1172.	BRUNSWICK	2026.09.15
Trace Howell	DDRL	U-5710	US 74 (EASTWOOD ROAD) SR 1409 (MILITARY CUTOFF ROAD) INTERSECTION - CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE.	NEW HANOVER	2026.09.15
Trace Howell	DDRL	U-5734	US 421 (SOUTH FRONT ST.) FROM US 17 BUSINESS/US 76/US 421 (CAPE FEAR MEMORIAL BRIDGE) TO US 421 (BURNETT BOULEVARD) WIDEN TO MULTI-LANES.	NEW HANOVER	2027.06.15
Trace Howell	DDRL	U-5792	US 74 (MARTIN LUTHER KING JR. PARKWAY) AT US 117/NC 132 (COLLEGE ROAD). CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	NEW HANOVER	2027.06.15
Brian Harding	DPOC	U-5954	NC 133 (CASTLE HAYNE ROAD) AT NORTH 23RD STREET. CONSTRUCT A ROUNDABOUT.	NEW HANOVER	2027.06.15
Derek Pielech	DPOC	BR-0008	REPLACE BRIDGE 7 ON US 17 OVER US 76.	BRUNSWICK	2027.09.21
Derek Pielech	DPOC	B-5653	PENDER BRIDGE 14 ON NC 133 OVER TURKEY CREEK.	PENDER	2028.01.20
Krista Kimmel	DDRL	U-3338C	SR 1175 (KERR AVENUE) INTERCHANGE AT US 74 (MARTIN LUTHER KING JR PARKWAY).	NEW HANOVER	2028.06.20
Trace Howell	DDRL	U-5790	US 421 (CAROLINA BEACH ROAD) FROM NC 132 (SOUTH COLLEGE ROAD) TO SANDERS ROAD IN WILMINGTON. WIDEN EXISTING ROADWAY AND CONTRUCT FLYOVERS AT US 421 AND NC 132. INCLUDES U-5859.	NEW HANOVER	2029.03.20
Brian Harding	DDRL	U-5731	US 74 AT US 17/US 421, CONSTRUCT A FLY-OVER AND FREE FLOW RAMP AT INTERCHANGE.	NEW HANOVER	2029.06.19
Brian Harding	DPOC	U-6128	US 76 (OLEANDER DRIVE) NEW HANOVER COUNTY AT GREENVILLE LOOP ROAD AND GREENVILLE AVENUE. UPGRADE INTERSECTION.	NEW HANOVER	2029.06.21
Brian Harding	DDRL	U-5729	US 421 (CAROLINA BEACH ROAD) FROM US 421 (BURNETT AVENUE) TO US 117 (SHIPYARD BOULEVARD) IN WILMINGTON UPGRADE ROADWAY.	NEW HANOVER	2029.07.17
Krista Kimmel	DDRL	U-4902C	US 17 BUSINESS (MARKET STREET) FROM NORTH OF US 117/NC 132 (COLLEGE ROAD) TO STATION ROAD & INTERCHANGE.	NEW HANOVER	2029.08.21

WMPO FEBRUARY PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
Raleigh	DDRL	U-6199	VARIOUS, WILMINGTON CITYWIDE SIGNAL SYSTEM.	NEW HANOVER	2030.01.15
Krista Kimmel	DPOC	U-6201	SR 1175 (KERR AVENUE) FROM SR 1411 (WRIGHTSVILLE AVENUE) TO US 76 (OLEANDER DRIVE). CONSTRUCT ROADWAY ON NEW LOCATION.	NEW HANOVER	2030.01.17
Trace Howell	DDRL	U-5702A	NC 132 (COLLEGE ROAD) FROM SR 1272 (NEW CENTRE DRIVE) TO US 117 (SHIPYARD BOULEVARD).	NEW HANOVER	2030.02.19
Krista Kimmel	DDRL	U-4434	WILMINGTON, INDEPENDENCE BLVD EXT FROM RANDALL PARKWAY TO MARTIN LUTHER KING, JR. PARKWAY.	NEW HANOVER	2030.12.17
Trace Howell	DDRL	U-5732	US 17 FROM SR 1582 (WASHINGTON ACRES ROAD) TO VISTA LANE. CONVERT TO SUPERSTREET.	PENDER	2031.01.21
Trace Howell	DDRL	U-5704	NC 132 (COLLEGE ROAD) AT US 76 (OLEANDER DRIVE).	NEW HANOVER	2031.03.18
Trace Howell	DDRL	U-5881	NC 132 (COLLEGE ROAD) FROM SR 2048 (GORDON ROAD) TO SR 1272 (NEW CENTRE DRIVE). UPGRADE ROADWAY.	NEW HANOVER	2031.05.20
Krista Kimmel	DDRL	U-4902B	US 17 BUSINESS (MARKET STREET) FROM THE CSX RAILROAD TO CINEMA DRIVE AND FROM JACKSONVILLE STREET TO NORTH OF US 117/NC 132 (COLLEGE ROAD).	NEW HANOVER	FY
Trace Howell	DDRL	U-5702B	NC 132 (COLLEGE ROAD) FROM US 117 (SHIPYARD BOULEVARD) TO US 421 (CAROLINA BEACH ROAD) ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS.	NEW HANOVER	FY
Brian Harding	DDRL	U-5863	NC 133 (CASTLE HAYNE ROAD) FROM I-140 / US 17, WILMINGTON BYPASS TO SR 1310 (DIVISION DRIVE) WIDEN TO MULTI LANES.	NEW HANOVER	FY

*Dates are subject to change.

Update provided: 02/01/2024

PO: WMPO

Contact: Michelle Howes, mnhowes@ncdot.gov, 910.341.2001

WMPO FEBRUARY PROJECTS UNDER CONSTRUCTION						
Contract Number	Resident Eng	TIP/WBS /Program	County	Description	*Estimated Completion (year.month.date)	Percent Complete
C204319	Joshua Pratt	U-4902D	New Hanover	SUPERSTREET MEDIAN ON MARKET STREET (US 17 BUS) FROM MARSH OAKS DRIVE TO LENDIRE DRIVE.	2023.09.19	64.65%
DC00249	Joshua Pratt	B-4590	New Hanover	BRIDGE #29 OVER SMITH CREEK ON SR 2812.	2023.10.11	92.92%
DC00427	David Sawyer	N/A	New Hanover	US 421 BETWEEN VITAMIN DRIVE TO SR 1109 (COWPEN LANDING ROAD) IN PENDER COUNTY AND US 421 AT I-140 RAMP IN NEW HANOVER COUNTY.	2023.10.30	84.13%
C203980	Joshua Pratt	U-4751	New Hanover	MILITARY CUTOFF ROAD EXTENSION FROM MARKET STREET TO THE WILMINGTON BYPASS WITH AN INTERCHANGE AT THE BYPASS.	2024.01.30	93.99%
DC00420	David Sawyer	W-5703R	New Hanover	NC 132 (COLLEGE ROAD) & BRAGG DRIVE IN THE CITY OF WILMINGTON. OFFSET LEFTS.	2024.02.28	86.93%
DC00439	Joshua Pratt	U-5914	Brunswick	NC 133 IN BELVILLE FROM SR 1551 (BLACKWELL ROAD.) TO SR 1554 (OLD RIVER ROAD).	2024.06.28	42.06%
C204747	Joshua Pratt	U-5710A	New Hanover	DRYSDALE DRIVE EXTENSION FROM MILITARY CUTOFF ROAD AT DRYSDALE TO US 74.	2025.03.04	60.74%
C204553	Daniel Waugh	R-3300B	Pender	NC 417 (HAMPSTEAD BYPASS) FROM SOUTH OF NC 210 TO NORTH OF SR 1563 (SLOOP POINT ROAD).	2027.06.14	39.34%
C204902	Joshua Pratt	15BPR.102	New Hanover	CAPE FEAR MEMORIAL BRIDGE REHABILITATION	2024.06.28	0.00%

*Dates are subject to change.

WMPO FEBRUARY RESURFACING PROJECTS

Contract Number	Contract Year	County	Routes	*Estimated Completion (year.month.date)	Percent Complete
C204720	2024	PENDER	I-40 FROM WEST OF US-117 (MM-388) TO NC-210 (MM-408).	2024.06.01	70.00%
DC00425	2023	BRUNSWICK, NEW HANOVER, PENDER	ADA VARIOUS SECONDARY - DIVISION 3 WIDE.	2024.06.30	50.00%
DC00426	2023	NEW HANOVER	RESURFACING AND PAVING PRESERVATION.	2024.04.24	69.00%
C204833	2024	NEW HANOVER, PENDER	I-40 RESURFACING FROM MM-420 TO MM-408 AT NC-210.	2025.09.15	13.20%
DC00445	2024	BRUNSWICK	VAROUS ROUTES.	2025.05.16	0.00%
DC00437	2024	NEW HANOVER	RESURFACING VARIOUS ROUTES.	2025.05.16	0.00%
C204866	2024	BRUNSWICK	I-140 RESURFACING FROM US-17 TO NORTH OF US-74.	2025.06.15	0.00%
DC00431	2024	BRUNSWICK	NC 130 & VARIOUS ROUTES.	2024.05.31	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>

Update provided:

02/01/2024

PO: WMPO

Contact: Michelle Howes, mnhowes@ncdot.gov, 910.341.2001



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

February 2024

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

FEBRUARY TPD UPDATES WILMINGTON MPO

February 2024

Wilmington Model: Base and future year socio-economic data was sent to the MPO for review and verification in January. Once the data is confirmed, it will be incorporated into the model and presented to the Wilmington TCC and Board.

Brunswick County Comprehensive Transportation Plan (CTP): The CTP is going through adoption presentations during the month of February. The adopting agencies have two options, to adopt in February right after we present, or take a month for review and adopt in March.

Pender County Comprehensive Transportation Plan (CTP): The Pender County CTP start of study letter went out on October 19, 2023. The first CTP steering committee meeting is on February 13th at 10:30am.

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.drive-nc.com) | [North Carolina Traffic & Travel Information](https://www.ncdot.gov/traffic)
- Report a pothole—[NCDOT Contact Us Form](https://www.ncdot.gov/contact-us)
- 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 \(ncdot.gov\)](https://www.ncdot.gov/traffic-survey)
- NCDOT Interactive Traffic Volume Map—[Interactive Traffic Volume map \(ncdot.gov\)](https://www.ncdot.gov/traffic-volume)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](https://www.ncdot.gov/traffic-safety)
- NCDOT Comprehensive Transportation Plans (CTPs) – [Connect NCDOT - CTPs](https://www.ncdot.gov/ctp)

NCDOT Statewide Plans:

To learn more, click on the following links:

- [NC Moves 2050 Plan](https://www.ncdot.gov/ncmoves) (or go to [ncdot.gov/ncmoves](https://www.ncdot.gov/ncmoves))

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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

- [NCDOT Strategic Transportation Corridors](#) (or go to [ncdot.gov](#) and search: Strategic Transportation Corridors)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](#) (or go to [ncdot.gov](#) and search: rail plan)
- [NC Statewide Multimodal Freight Plan \(2015-2040\)](#) (or go to [ncdot.gov](#) and search: public transportation plan)
- [IMD Great Trails State Plan](#) (or go to [ncdot.gov](#) and search: Great Trails)
- [Connecting North Carolinians to Opportunities](#) (Public Transportation strategic Plan—2018) (or go to [ncdot.gov](#) and search: public transportation plan)
- [NCDOT Resilience Strategy Report \(2021\)](#) (or go to [ncdot.gov](#) and search: resilience strategy report)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](#) (or go to [ncdot.gov/bikeped/walkbikenc](#))