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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:** January 24, 2024  
**SUBJECT:** January 31<sup>st</sup> meeting

A meeting of the Wilmington Urban Area MPO's Board will be held on Wednesday, January 31, 2024, at 3 pm. The meeting will be held at the **New Hanover County Government Center in Conference Rooms 138 and 139 located at 230 Government Center Drive in Wilmington, North Carolina.**

Members of the public, MPO Board Members and MPO Staff can attend the meeting in person and virtually through the Zoom platform. MPO Board member attendance will be subject to the adopted Remote Participation Policy. The meeting will be streamed live online so that simultaneous live audio, and video, if any, of the meeting is available at the following URL:

<https://us06web.zoom.us/j/83969107282>

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

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

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Conflict of Interest Statement
- 3) Approval of Board Member Excused Absences
- 4) Approval of the Agenda
- 5) Election of Officers
- 6) Public Comment Period
- 7) Presentations
  - a. Cape Fear Memorial Bridge Preservation Project Update- Chad Kimes, NCDOT
- 8) Consent Agenda
  - a. Approval of Board Regular Meeting Minutes- November 29, 2023 (pg. 4-16)
  - b. Resolution approving 2024-2033 STIP/MPO Amendment #23-2 (pg. 17-18)
  - c. Resolution approving 2024-2033 STIP/MPO Administrative Modifications #23-3 (pg. 19-20)

Wilmington Urban Area Metropolitan Planning Organization

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- d. Opening of the 30-day public comment period for 2024-2033 STIP/MPO Amendment #24-1 (pg. 21-27)
  - e. Resolution supporting Process Improvements for the Utilization of the Wilmington Urban Area MPO's Direct Attributable Funds (pg. 28-31)
  - f. Resolution adopting the Wilmington Urban Area MPO's member jurisdiction population numbers from the 2020 Census data (pg. 32-35)
  - g. Resolution supporting the Wilmington Urban Area Metropolitan Planning Organization's application for the North Carolina Department of Transportation's Bicycle Helmet Initiative (pg. 36-37)
  - 9) 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 (pg. 38-39)
    - 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) (pg. 40-43)
    - c. Resolution supporting to move 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 (pg. 44-45)
    - d. Opening of the 30-day Public Comment Period for the FY 2025 Unified Planning Work Program (pg. 46-71)
  - 10) Discussion
    - a. 2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #24-1 (pg. 72-73)
    - b. 2024 Draft Legislative Agenda (pg. 74-75)
    - c. 2022-2026 Wilmington Urban Area MPO 2023 Accomplishments (pg. 76-78)
    - d. 2022-2026 Wilmington Urban Area MPO 2024 Work Plan (pg. 79)
    - e. WMPO Board's April Meeting Date
  - 11) Updates
    - a. Wilmington Urban Area MPO (pg. 80-90)
    - b. Cape Fear Public Transportation Authority (pg. 91)
    - c. NCDOT Division (pg. 92-95)
    - d. NCDOT Transportation Planning Division (pg. 96-97)
  - 12) 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
  - 13) Next meeting – February 28, 2024

#### **Attachments**

- MPO Board Regular Meeting Minutes- November 29, 2023
- Proposed 2024-2033 STIP/MPO Amendment #23-2
- Resolution approving 2024-2033 STIP/MPO Amendment #23-2
- Proposed 2024-2033 STIP/MPO Administrative Modifications #23-3
- Resolution approving 2024-2033 STIP/MPO Administrative Modifications #23-3
- Proposed 2024-2033 STIP/MPO Amendment #24-1
- Proposed Direct Attributable Funding Process Improvements Memorandum
- Resolution supporting Process Improvements for the Utilization of the Wilmington Urban Area MPO's Direct Attributable Funds
- WMPO Boundary and Member Jurisdiction Population Memorandum
- Resolution adopting the Wilmington Urban Area MPO's member jurisdiction population numbers from the 2020 Census data

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- North Carolina Department of Transportation's Bicycle Helmet Initiative Memorandum
  - Resolution supporting the Wilmington Urban Area Metropolitan Planning Organization's application for the North Carolina Department of Transportation's Bicycle Helmet Initiative
  - 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
  - Letter and Resolution from the Town of Belville for the Rice Hope Multi-use Path (EB-6025) and Belville Elementary Multi-use Path (EB-6026)
  - 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)
  - Resolution supporting to move 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
  - DRAFT FY 2025 Unified Planning Work Program
  - 2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #24-1
  - 2023 Legislative Agenda
  - 2022-2026 Wilmington Urban Area MPO 2023 Accomplishments
  - 2022-2026 Wilmington Urban Area MPO 2024 Work Plan
  - Wilmington Urban Area MPO Update (January)
  - Cape Fear Public Transportation Authority Update (January)
  - NCDOT Division Project Update (January)
  - NCDOT Transportation Planning Division Project Update (January)



## **MPO Board Regular Meeting**

**Minutes Wednesday, November 29, 2023**

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

### **Members Present in Person**

Lynn Barbee, Town of Carolina Beach  
Eulis Willis, Town of Navassa  
Mike Allen, Town of Belville  
Hank Miller, Town of Wrightsville Beach  
Neil Anderson, City of Wilmington  
Jonathan Barfield, New Hanover County  
Brenda Bozeman, Town of Leland  
Dane Scalise, Cape Fear Public Transportation Authority  
Luke Waddell, City of Wilmington  
Landon Zimmer, NC Board of Transportation

### **Others Present Remotely**

Regina Hopkins, WMPO  
Nazia Sarder, NCDOT  
Jamar Johnson, WMPO  
Veronica Carter, Town of Leland  
Adrienne Harrington  
Frank Iler  
Barry Donaghue  
Travis Gilbert  
Travis Henley (COW)  
Jennifer Harris  
AJ Moody  
Jessica Baldwin  
Mike Forte, Brunswick County

### **Members Remote**

John Ellen, Town of Kure Beach  
Wendy Fletcher-Hardee, Pender  
County  
Frank Williams, Brunswick County

### **Others Present in Person**

Carolyn Caggia, WMPO  
Tera Cline, WMPO  
Mark Hairr, WAVE Transit  
Authority  
Michelle Howes, NCDOT  
Chad Kimes, NCDOT  
Vanessa Lacer, WMPO  
Abby Lorenzo, WMPO  
Rebecca Roth, New Hanover  
County  
Caitlin Melvin, NCDOT  
Amy Passaretti, Port City Daily  
Lauren Haviland, NCDOT  
Jon Dodson, WAVE Transit Authority  
David Roy, Turnpike Authority

## **1) Call to Order**

Chairman Hank Miller called the meeting to order at 3:00 PM. MPO Executive Director Mike Kozlosky called the roll, and a quorum was present as follows:

**Present:** Chairman Hank Miller, Mike Allen, Lynn Barbee, Brenda Bozeman, Jonathan Barfield, Jr., Dane



Scalise, Luke Waddell, Frank Williams, Eulis Willis, Neil Anderson, and Landon Zimmer. **Present**  
**Remotely:** John Ellen, Wendy Fletcher- Hardee and Frank Williams.

## **2) Conflict of Interest statement and recusals**

Chairman Miller read the conflict-of-interest statement for the board. No one had a conflict.

## **3) Approval of Board Member Excused Absences**

None

## **4) Approval of the Agenda**

Mr. Barfield made a motion to approve the agenda. Mr. Waddell seconded. Motion passes unanimously.

## **5) Public Comment Period**

No public sign ups.

## **6) Presentations**

### **a. Cape Fear Memorial Bridge Traffic and Revenue Forecast**

Mike Koslosky, WMPO, said the Board will receive an update from Chad Kimes on the Cape Fear Memorial Bridge traffic and revenue forecast as well as an update on the Bridge Preservation Project. He stated that back in February of 2022, the Board approved a resolution requesting NC DOT explore all potential funding alternatives, including tolls and public and private partnerships. In July of 2022, NCDOT came in front of the Board and presented information regarding several different delivery methods, including the traditional delivery, which is prioritization, conventional tolling, alternative delivery, as well as potential grants. There were a lot of questions that the Board had at that July 27th meeting and NCDOT has undertaken a traffic and revenue forecast to answer some of those questions. Mr. Koslosky stated that Chad Kimes is going to provide an overview of the traffic and revenue forecast as well as talk about some potential grant opportunities that the Department is pursuing. He also applauded the Board for every one of our member jurisdictions endorsing a resolution of support for NCDOT's grant application to the US DOT for the Bridge Investment Program.

Chad Kimes, NCDOT, stated that all the information he is sharing is for informational purposes only. He stated that there is a timeline for a decision on the information of February 1<sup>st</sup>, 2024. He stated the information being provided would hopefully help guide the Board on the decision of scoring the replacement of the bridge as a toll project or not.

Mr. Kimes stated that the timeline really started in 2020 when the Department started looking at replacing the bridge. He stated that a feasibility study was completed that identified four bridge replacement options as well as NCDOT received an unsolicited proposal to replace the bridge through a public/private partnership that would require tolls. In 2021, the MPO Board did not support reviewing the unsolicited proposal. The MPO Board did approve a resolution to allow the NCDOT to consider all possible options including tolls and previous proposals for replacing the bridge.

Mr. Kimes stated that they are working on the planning activities as well grant opportunities, the traffic and revenue study, and environmental studies.

Mr. Kimes went on to explain the timeline for Prioritization 7.0. He indicated that the state gave an exception for this project decision until February 1<sup>st</sup>, 2024. He said the MPO must request scoring based on tolling and not DOT. He stated that statewide scores usually start coming out around May 1<sup>st</sup>. The project has already been submitted under the traditional Prioritization 7.0 system, but the state is waiting on the scoring submission as a tolling option.

Mr. Kimes stated the cost that's been submitted is \$437 million to replace the bridge. He then explained a graph showing the cost difference with and without tolls. He explained that the information used came from the traffic and revenue study and the cost to deliver it as a toll project is \$444 million. The difference between that and traditional delivery is basically the equipment needed to set up a toll which is about \$7 million. He explained that with traditional delivery, construction costs would be approximately \$401 million dollars, right of way/utilities relocation approximately \$35 million and ITS/tolling would be around \$1 million based on cost in current year dollars of 2023. The costs based on toll delivery are as follows, Construction in the amount of \$401 million, right of way/utilities relocation \$35 million, and ITS/tolling \$8 million. Mr. Kimes stated these numbers are based on a conventional toll delivery model. Mr. Kimes then gave a brief overview of funding analysis using tolling considerations such as assuming lifecycle major maintenance and operations costs that are supported by toll revenues, the 35-year debt repayment period; (per statute, tolls must be removed when project debt is repaid, and by statute, any toll revenues after debt service and operations must remain on the project). These numbers are as follows: Traditional delivery project cost would be \$437 million, Toll revenue supported funding, \$0 million, P7.0 cost to NCDOT of approximately \$437 million. He then explained with a \$1.00 dollar toll rate the project cost would be approximately \$444 million, with toll revenue at \$174 million and P7.0 cost to NCDOT, \$270 million. He then explained the numbers with a toll rate of \$2.00. Those were \$444 million project cost, \$359 million in toll revenue supported funding, with P7.0 cost to NCDOT being \$85 million.

Mr. Kimes explained that because P7.0 scoring is not yet available the hypothetical rank is based on current estimates using the P6.0 scoring methodology. He explained the following options for P7.0 submittals, traditional delivery getting a score of 63.1 based on P6.0 statewide score with a P6.0 hypothetical statewide rank of 119, the projected result would likely not be funded. Based on toll delivery scored submittal at a rate of \$1.00, the statewide score is 74.1 with a hypothetical rank of 22 with a projected result of likely not funded. Toll delivery score of \$2.00, the statewide score of 85.6, hypothetical statewide rank of 1 with cost to NC DOT \$85 million and would likely be funded. He stated once again that this information is hypothetical based on current estimates utilizing P6.0

scoring.

Mr. Anderson asked if it was statewide funding only. He said he wanted to know what the bridge project is competing against across the state. Mr. Kimes explained that it will be scored along with other projects throughout the state.

Mr. Kimes stated that the NCDOT has been putting a lot of work into grants and gave an overview of the grants that are possibly eligible to help with the bridge project. The Large Bridge grant is eligible to receive up to half of the project estimate, around \$215 million to \$220 million. He also stated they can go after multiple grants and gave some other examples of some that are available but stated you cannot go over the 80/20% rule. He thanked several people for helping with the grant work and stated the Bridge Impact Program (BIP) Large Bridge grant will be submitted December 4, 2023. Mr. Kimes went over a timeline of the grant process noting the submission for 2023-24 round of BIP-Large Bridge. He said NCDOT should hear back regarding to this grant in the springtime.

Mr. Kimes then explained a chart showing where the traffic will go if a toll is implemented. Mr. Kimes stated he will be showing AM Peak Hours and PM Peak Hours, one to show the year 2035 and the other year 2045. He explained as an example, if no project is done, Cape Fear Memorial Bridge is just continued to be maintained as it is currently that there will be approximately 1,450 drivers going down Third Street in the year 2035 in the AM peak hours. He explained that with a new bridge and no toll around 1,300 drivers will be on Third Street. Mr. Kimes continued by stating with a \$1.00 dollar toll the volume would go back up to 1,450 and with a \$2.00 toll it would increase to 1,575 vehicles.

Mr. Kimes said the roughly overtime, traffic will start to level out. He explained that in the year 2045 they are showing 1,825 drivers down Third Street with a \$2.00 toll because drivers will eventually want to take the best route.

Mr. Barfield asked Mr. Kimes if he had another column that showed the negative tax impact on the City of Wilmington and New Hanover County based on buildings being torn down and no tax revenue coming in for some of the buildings on Third, Fourth, and Fifth Streets. Mr. Barfield stated it would be good to know that because there are other impacts besides what it's going to cost NCDOT, and the county's budget may have to be adjusted to offset those losses as well. Mr. Waddell requested that he would like to see the increase in tax dollars received from the increase in traffic and increase in property value. Mr. Kimes confirmed that the toll would be in both directions.

Mr. Zimmer stated that he wanted to give a brief follow up to the information Mr. Kimes shared. He stated that North Carolina is growing, Wilmington is the 8<sup>th</sup> largest city and Leland is one of the top ten fastest growing cities in the state. We also have the Triangle which is home to 5 out of 10 fastest growing towns. Charlotte has 3 of the fastest growing towns and the Triad has one of the fastest growing towns. He explained that competing statewide is based on data, which means you have to show that you want the money and that all opportunities have been exhausted. Mr. Zimmer stated that this is not voting on a toll road but was voting to further study opportunities. He continued explaining the importance of showing NCDOT that this project is important, and all options will be looked at to get funded.

Mr. Waddell asked Mr. Zimmer if other municipalities that were open to a toll were also replacing existing roadways. Mr. Zimmer and Mr. Kimes both stated they did not know but they voted to look into the option of a toll and never had to implement a toll.

Ms. Bozeman asked if the tolls were private or statewide. Mr. Zimmer stated the tolls would be statewide, but they never were implemented because the legislature gave them the funding and they received a grant as well.

Mr. Waddell expressed that he thought it would be important to know whether or not these other projects were replacements of existing roadways or not.

Mr. Zimmer stated that voting to score the project as a toll road would increase the possibilities of receiving discretionary funding. He went on to share the importance of studying all options.

Mr. Allen expressed concerns about the state not helping with the bridge and other projects.

David Roy, NC Turnpike Authority, stated to date the facilities that are open in North Carolina are new facilities, they are not existing facilities and state law prohibits tolling existing facilities. He said that other regions in the state are also considering similar action to advance their projects that are currently non-tolled but are potentially considering a toll.

Mr. Waddell asked Mr. Roy, are the other areas that are reviewing similar options looking to replace existing roadways with a toll?

Mr. Roy replied, stating upgrading existing capacity, adding new capacity with a toll, and tolling current capacity.

Mr. Allen stated he would like some clarification on the options.

Mr. Kimes explained that the project has already been submitted for scoring without a toll. Division 3 is requesting the Board vote to submit the project as a toll option for scoring so that all options are covered.

Mike Kozlosky, WMPO, stated that the MPO submitted the replacement of the Cape Fear Memorial Bridge as a carryover project and DOT submitted it through their project submittals, so the only way DOT could submit it as a toll project is if this Board supported it as being evaluated as a toll project.

Mr. Williams stated that a few years ago this Board made the project of replacing the Cape Fear Memorial Bridge their number one priority. When something is your number one priority you evaluate all options to get it done. He also stated that they have to be crystal clear on what is wanted and needed in regards to this project.

Mr. Anderson, asked if we submit it as toll project will it hurt the federal grant chance?

Mr. Kimes replied stating every grant has a match required. As of right now, there is no money for a match available. By submitting the project as a potential tolling option this is showing them that we are serious about the project, and we will use the tolls to produce the match.

Mr. Barfield stated that he will never support a toll on an existing road. He said that it is a state bridge and it's their responsibility to fix it. He continued by saying that if the City of Wilmington takes on that responsibility, we get an unfunded mandate and now it's the cities. He stated he would not be a good Commissioner if he said he wanted to put that on the backs of the folks he represents. The state needs to figure out where the money is going to come from.

Mr. Waddell requested confirmation that the \$2,000,000 dollars was just for the Traffic and Revenue Study, or did it include other things?

Mr. Kimes and Mr. Roy confirmed the study was roughly 600,000 to 700,000 hundred thousand and they will probably spend around \$2 million on the merger process. They have already spent about \$18 million on right away.

Mr. Waddell requested to know who did the study and can the Board get a full copy of the report?

Mr. Kimes stated CDM Smith was the consultant that did the study and yes, they can get a copy of the full report.

Mr. Waddell expressed his concern if the study took into consideration the income of the commuter?

Mr. Roy stated income was not looked at.

Mr. Waddell stated that based on the latest census data that he looked at, 13,000 jobs in New Hanover County are filled by Brunswick County residents. Half of those jobs are at or below a salary of \$40,000. 5,000 jobs in Brunswick County are filled by New Hanover County residents and roughly half of those are at or below a salary of \$40,000. These jobs include our teachers, first responders, etc. He said it's important to bring the actual individual cost into play because he feels people have already paid for it via the gas tax. North Carolina has the highest gas in the Southeast and 7<sup>th</sup> in the nation and this money is used to maintain existing roads and replace existing roads which the Cape Fear Memorial Bridge is. He stated that he realizes we're maybe not as fast growing as Charlotte and Raleigh, but a report from an economist at UNCW that says our tri-county area is one of the fastest growing areas in the state.

Mr. Waddell states that he believes it's a regressive tax that's unfairly shifting the burden back onto the tax paying citizens of southeastern North Carolina that have already been taxed for these projects. That's an important part of the narrative that's just not being discussed, this bridge has been paid for by taxes.

Mr. Anderson, requested to know what the entire process is so that the Board will be clear as to the next steps and expectations.

Mr. Kozlosky offered to establish a workshop to go over the process and answer any and all questions before this vote.

Chairman Miller explained that his understanding is the Board has already told NCDOT to score the project as a toll road and the vote is basically assuring them that the Board still agrees to this as an option. Chairman Miller directed Mr. Kozlosky to put together a workshop date and send to the Board.

Mr. Kimes was directed back to address the Board on the current Rehabilitation Project. He explained (showing pictures), that the stringers that hold the riding deck up are in sag. He stated that a contractor has been chosen; overall completion date of the project is 06/28/2024. The incentive completion date is 5/23/2024. The incentives include \$200,000.00 if completed by 06/28/2024 and \$500,000.00 if completed by 05/23/2024. There will be one week of no work from April 1 through April 7<sup>th</sup> for Azalea Festival. The deck material has been ordered. He gave a brief overview of the detour options.

Mr. Barbee, requested Mr. Kimes clarify what he is saying is, the bridge is safe, and this is work has to be done to keep it that way.

Mr. Williams, requested to know how this information is going to be communicated to the public and when will it start? He also wanted to know if the bridge is not replaced will this type of closure for repairs be more frequent?

Mr. Kimes stated that NCDOT will be holding a media event and based on the new deck they are looking at probably less than a 10-year span on repairs to the riding deck.

Mr. Waddell questioned if there's going to have to be some tree trimming and some preparation for the trucks that will be going down 3<sup>rd</sup> Street, and who pays for that?

Mr. Kimes stated that depending on how that agreement is set up. We will look at tree trimming and signal timing for the major turns to increase the storage length. All that's being reviewed.

Chairman Miller made a motion to let Representative Iler speak, and the motion was seconded by Vice-Chair Waddell.

Representative Iler stated he was very familiar with another MPO further to the South. He knows a lot of the issues from constituents and from mayors and people at the table sitting there about the connectivity between Brunswick and New Hanover Counties. He said the bill that created the STIP was passed in 2013 and he was a co-sponsor of that bill. There are certain criteria like connectivity, mobility, and this type of thing. It's about 10 different criteria that they put data points on. He stated it's hard to change the STIP, but he thinks it needs to be changed due to connectivity between counties and to include giving some weight on bridges. He also wants connectivity to other states. He stated that another option is to try to move the project to the Turnpike Authority, but existing roads have to be majorly improved to fall under the Turnpike Authority. As far as the gas tax it was flattened back in 2013 and it moves with CPI and not the price of oil. He said we have to understand that the gas tax is jeopardized in the future due to electric vehicles.

#### **b) WMPO Transportation Demand Management Update-Carolyn Caggia, WMPO**

Ms. Caggia stated that the first part of her presentation includes overviews of two TDM campaigns: Be A Looker and Get There Greener. The second part of her presentation will provide a brief refresher about the WMPO's TDM program, Go Coast and how it can be used to assist in mitigating traffic congestion during the Cape Fear Memorial bridge preservation project.

Be A Looker is an educational and outreach campaign focused on bicyclists and pedestrians. The campaign was non-biennial around the summer months and the campaign includes messaging for those who bike, walk, and drive. For drivers, we include tips on how to look for bicyclists and pedestrians.

This year, the campaign was held April through October 2023. During that time, we promoted Be A Looker via 14 in person events and through various media and advertising methods. We also received 212 new Be A Looker pledges.

She stated the MPO also applied for 100 children's bicycle helmets through NC DOT's Bicycle Helmet Initiative, so this grant came with the intention that the helmets be distributed to children in low-income families along with a bicycle education or safety education component, which 82 of those helmets were distributed during the campaign and we have plans to distribute the rest in the new year in a partnership with Maids Park and a bike for every child.

Ms. Caggia stated they used brochures, billboards, and WAVE transit to help get the information out.

Get There Greener is a Go Coast annual sustainable transportation challenge. We recently worked this year to rebrand the challenge from its former name of the commuter challenge with the intent of streamlining messaging and in the spirit of the campaign. Participants could track their miles traveled by walking, bicycling, carpooling, riding the bus, and teleworking. Any trip that was replacing a single occupancy trip. When participants track their trips, they were entered to win prizes that were donated by local businesses. This year we received \$935 in gifts, which the Board formally accepted at the October meeting. Prizes were distributed in November. They had 26 participants that logged trips and 39 people indicated interest in the challenge. Overall, the participation resulted in the savings of 1542 kilograms of carbon dioxide emissions.

Ms. Caggia went on to cover TDM and the strategies that are being used in the Go Coast program. Go Coast has an advisory committee with representatives from local employers, staff from member jurisdiction, and WAVE Transit. This committee assisted in the development of the short range TDM plan, Cape Fear Change in Motion 2020 which was adopted by the Board in April 2021.

Ms. Caggia shared 7 strategies recommended by the TDM plan. She explained the different strategies to include ways to mitigate traffic and diversify mode use. MPO staff developed a 2 prong approach for promoting strategies to assist in mitigating the impacts of congestion on the regional network during the Cape Fear Memorial Bridge preservation project. She states the first prong is geared towards outreach to major employers. We are promoting a tool kit, which includes an overview of alternative transportation options available in our region as well as how and why employers should support their use. The toolkit will also include a model telework and alternative work schedule policy that was endorsed by this Board in June 2022. The toolkit also contains sample emails and presentation slides.

Ms. Caggia then explained the Go Coast Commuter friendly challenge which is a recognition program which designates employers as gold, silver, or bronze depending on what TDM strategies they utilize.



**c) “Wave Reimagined” Short Range Transit Plan-Mark Hairr, Wave Transit**

Mark Hairr, Wave Transit, introduced Keaton Wetzel with Nelson Nygaard, Mr. Wetzel stated they are partnering with WAVE Transit to help support them in the development of a short-range transit plan that has been recently branded Reimagine Wave Transit. The project brand has been to evoke a comprehensive nature of this study. He stated like all transit agencies across the country Wave has experienced a dip in ridership for 2021 and 2020 but has since been steadily rising. Mr. Wetzel explained that the pandemic really changed the way that people traveled, what time of day they travel, what days of week they travel. Transit agencies across the country are taking a look at when and where they're operating service to better match the change in travel.

Mr. Wetzel explained that Wave is looking at 3 scenarios that reflect different levels of funding. The first being a conceptual plan using the resources we have today. The second is a 30% revenue reduction which would reflect federal money that is drying up to support transit operations. The third is a 30% revenue increase that would reflect the amount of service Wave could operate, say in the future if a ballot measure Wave to help provide a dedicated local funding source.

Mr. Wetzel then explained the likelihood that different socioeconomic groups are to take transit compared to an average resident. He highlighted the value for people who don't own a car are 17.6 % more likely to take transit. In the Wilmington region, it costs about \$10,000 a year to own and operate a fuel vehicle. For folks who don't have that discretionary income, they tend to take Wave in much larger numbers and higher proportions. That statistic correlates across other socioeconomic groups, young people, those under the age of 20 are more likely than the average, Senior citizens, those over the age of 55 or people of color and residents below 150% of the poverty level. He stated they want to consider the population density and job density, which really drive transit demand by the likelihood of different residents in transit and try to get a picture of how much service in ideal world should Wave operate.

Mr. Wetzel explained how they are going to use all this information, market analysis, and travel flows to build on Wave strengths to better serve the market and connect those trips that people are already making in large numbers. It is believed that this is a really strong system that we think we can build on in some pretty simple and easy ways.

Mr. Wetzel stated that Wave doesn't have unlimited funding and so some trade-offs will be needed. There are several different guard rails. One is you can turn up or down the frequency of service, you can make service every half hour. This saves a lot of money to make service every hour, although in return you're getting a much lower quality service at the same time, you can also reduce the number of streets that a bus operates on. You want to focus more on the service in the core of the region rather than in the suburbs. We have 20 stakeholders from 16 regional organizations. He requested that all involved share the Wave survey and participate in public outreach.

**d) Pender County Bicycle & Pedestrian Plan- Fred Frank, WSP**

Mr. Frank explained that WSP worked with the Steering committee of about 10 members, Pender County staff, and a number of people from the community. They met three times throughout this project. They had a pretty intense public engagement campaign. They also had an online survey and most people stated that they want to bike more and drive less.

Mr. Frank continued by explaining the boundary and proposed greenways, side paths, sidewalks, and on street facilities.

The steering committee focused on the area along US 17, determining if better facilities are needed there. That's where a lot of people live and want to walk to commercial areas along US 17. The committee then started prioritizing projects. They set in place the framework and also gave the county a policy, a step-by-step guide of how to get from this paper map to actually getting some things going quickly. Getting some pedestrian and bike overlay districts approved through their zoning district, working with developers to get improvements to site plans as development occurs, especially along US 17 start to get pieces of this network built together. Also coming up with a maintenance budget so once they start getting these greenways and sidewalks in place, they can't just build them and forget about them.

Mr. Frank stated the Pender County Board of Commissioners approved the plan in October.

**7) Consent Agenda**

- a) Approval of Board Meeting Minutes- October 25, 2023, and Special Meeting on November 3, 2023**
- b) Resolution adopting the Pender County Bicycle and Pedestrian Plan**
- c) Resolution approving 2024-2033 STIP/MPO Administrative Modifications #23-2**
- d) Resolution approving 2024-2033 STIP/MPO Amendment #23-1**
- e) Opening of the 30-day public comment period for 2024-2033 STIP/MPO Amendment #23-2**
- f) Resolution adopting the Wilmington Urban Area MPO 2024 Meeting Schedule**
- g) Resolution supporting the endorsement of Safety Target Performance Measures for 2024**

Mr. Waddell made a motion to approve the Consent Agenda as presented, seconded by Mr. Scalice, and the motion was carried unanimously.

**8) Discussion**

**a) NCDOT's recommended process improvements for the use of the Wilmington Urban Area MPO's Direct Attributable Funds**

Mr. Kozlosky stated that NCDOT recommended process improvements for the use of WMPO's Direct Attributable funds back in September. The NCDOT will provide the funding amount on an annual basis for a five-year period. The MPO will continue to select the projects and NCDOT will identify the most appropriate funding source. Then NCDOT would work with the MPO to manage the projects and could potentially switch funding as needed. MPO staff does not oppose this approach. The resolution will be brought back to the next meeting.

**b) Wilmington Urban Area MPO 2020 Decennial Census Member Jurisdiction Population Estimates**

Greer Shivers, WMPO, presented to the Board a memorandum that details the changes in population for each member jurisdiction within the WMPO's Planning Area Boundary based upon the 2020 Decennial Census. Following the 2020 Decennial Census, the Federal Highway Administration (FHWA), in collaboration with the US Census Bureau, published population estimates for all Metropolitan Planning Organizations (MPOs) nationwide. The 2020 Census results indicate the total population within the WMPO's planning area reached 297,183 residents, a 17.4% increase from the 2010 Census. The memo provides a breakdown by member jurisdiction.

**c) 2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #23-3**

Mr. Kozlosky, stated this item is for informational purposes only and will be brought back to the Board at the next meeting.

**d) Cape Fear Memorial Bridge Aesthetics Subcommittee**

Mr. Kozlosky stated that NCDOT is submitting a grant to replace the Cape Fear Memorial Bridge. As part of that grant, one of the things that has come up is for the region to identify what the replacement bridge should look like. A subcommittee has been requested that would identify what this Board desires this bridge replacement project to look like as far as aesthetics and cost sharing. A committee would be similar to what was done back in 2010 or 2013 when the Cape for Memorial Bridge was painted. There was a subcommittee of this Board that was established to come up with the paint colors.

There was brief discussion on who would be on this subcommittee, it was decided that Chairman Miller would choose three additional members to join Commissioner Barfield and Commissioner Bozeman that volunteered.

Chairman Miller made the motion and Mr. Barbee seconded, all in favor.

**9) Updates**

**a) Wilmington Urban Area MPO**

Mike Kozlosky, WMPO, stated that updates are in the packet.

**b) Cape Fear Public Transportation Authority**

Mark Hairr, Cape Fear Wave Transit, stated updates were including in the packet.

**c) NCDOT Division**

**d) NCDOT Transportation Planning Division**

**7) Announcements**

**a) Cape Fear Navigating Change 2050 MTP Outreach Period- through November 30, 2023**

Mr. Kozlosky congratulated staff on a job well done with this project.

**b) WMPO Bicycle and Pedestrian Committee Meeting-December 12th**

**c) WMPO Citizen Advisory Committee Meeting- January 17th**

**d) MTP Technical Steering Committee Meeting -January 18th**

**Next meeting – January 31, 2024**

Mr. Barbee and Chairman Miller thanked Mr. Anderson for his service on the WMPO Board.

There being no further business, Mr. Barfield made a motion to adjourn, seconded by Mr. Waddell, and the motion was carried unanimously.

The meeting was adjourned at 5:07 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 Amendment #23-2

(November 2023)

STATEWIDE PROJECT

STIP ADDITIONS

\* ER-5600 - STATEWIDE PROJECT  
STATEWIDE  
**PROJ.CATEGORY**  
DIVISION

VARIOUS, VEGETATION MANAGEMENT - CLEAR ZONE CONSTRUCTION  
IMPROVEMENT AND MANAGEMENT STATEWIDE.  
**ADD PROJECT AT THE REQUEST OF THE ROADSIDE**  
**ENVIRONMENTAL UNIT.**

FY 2022 -	\$2,000,000	(STPE)
FY 2023 -	\$2,000,000	(STPE)
FY 2024 -	\$1,000,000	(STPE)
FY 2025 -	\$1,000,000	(STPE)
FY 2026 -	\$1,000,000	(STPE)
FY 2027 -	\$1,000,000	(STPE)
FY 2028 -	\$1,000,000	(STPE)
	<u>\$9,000,000</u>	

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION APPROVING AMENDMENT #23-2 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 Statewide/MPO Transportation Improvement Programs on August 30, 2023; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization desires to amend the adopted 2024-2033 State/MPO Transportation Improvement Programs for Amendments #23-2; and

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

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves amending the 2024-2033 State/MPO Transportation Improvement Programs for Amendments #23-2.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 31, 2024.

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, Chair

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Mike Kozlosky, Secretary



**Proposed Revisions to 2020-2029  
STIP/MPO TIP Programs  
STIP/MPO TIP Modification #23-3  
(November 2023)**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
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**STIP MODIFICATIONS**

* HS-2003AK NEW HANOVER <b>PROJ.CATEGORY</b> DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1301 (PRINCESS PLACE DRIVE), AT NORTH 30TH STREET IN WILMINGTON. UPGRADE TRAFFIC SIGNAL AND PAVMENT MARKINGS, AND INSTALL PEDESTRIAN SIGNALS.  <u><b>ADD RIGHT-OF-WAY IN FY 24 NOT PREVIOUSLY PROGRAMMED AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</b></u>	RIGHT-OF-WAY CONSTRUCTION	FY 2024 - \$16,000 (HSIP)	
				FY 2024 - <u>\$151,000</u> (HSIP)	
				\$167,000	

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #23-3 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 #23-3.

**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 #23-3.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 31, 2024.

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, Chair

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Mike Kozlosky, Secretary

## Proposed Additions to 2024-2033

### STIP/MPO TIP Programs

#### STIP/MPO TIP Amendment # 24-1

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#### STATEWIDE PROJECT

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#### STIP ADDITIONS

* M-0563E	- STATEWIDE PROJECT	RESILIENCE PROGRAM REPORTING, MANAGEMENT	ENGINEERING	FY 2024 -	<u>\$850,000</u>	(PROTCT)
STATEWIDE		AND SUPPORT			\$850,000	
<b>PROJ.CATEGORY</b>		<b><u>ADD PRELIMINARY ENGINEERING IN FY 24 NOT</u></b>				
STATEWIDE		<b><u>PREVIOUSLY PROGRAMMED. THIS ACTION ADDS</u></b>				
		<b><u>THE PROJECT TO THE FEDERALLY APPROVED STIP.</u></b>				

**Proposed Additions to 2024-2033  
STIP/MPO TIP Programs  
STIP/MPO TIP Amendment # 24-1**

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STATEWIDE PROJECT

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**STIP ADDITIONS**

TC-0031	- WINSTON-SALEM URBAN AREA	INTEGRATED MOBILITY DIVISION, THE PROJECT WILL	CAPITAL	FY 2024	\$10,000	(S)
ALAMANCE	METROPOLITAN PLANNING ORGANIZATION	EXPAND ON-DEMAND TRANSIT SERVICES FOR UP TO		FY 2024	\$5,000	(L)
BRUNSWICK	- GREENSBORO URBAN AREA	11 RURAL COMMUNITIES ACROSS NORTH CAROLINA.		FY 2024	\$10,000	(RTAP)
EDGEcombe	METROPOLITAN PLANNING ORGANIZATION	THIS PROJECT WILL EMPLOY TWO PRIMARY ON-			\$25,000	
FRANKLIN	- WILMINGTON URBAN AREA	DEMAND SERVICE MODELS: SOFTWARE AS A SERVICE				
GRANVILLE	METROPOLITAN PLANNING ORGANIZATION	(SAAS) AND TURNKEY, ALSO REFERRED TO AS				
JOHNSTON	- FOOTHILLS RURAL PLANNING	TRANSPORTATION AS A SERVICE (TAAS).				
LEE	ORGANIZATION	<b><u>ADD PROJECT AT THE REQUEST OF THE INTEGRATED</u></b>				
McDOWELL	- KERR TAR RURAL PLANNING	<b><u>MOBILITY DIVISION.</u></b>				
MONTGOMERY	ORGANIZATION					
NASH	- PIEDMONT TRIAD RURAL PLANNING					
NEW HANOVER	ORGANIZATION					
PENDER	- UPPER COASTAL PLAIN RURAL PLANNING					
RANDOLPH	ORGANIZATION					
ROCKINGHAM	- STATEWIDE PROJECT					
ROWAN						
STATEWIDE						
STATEWIDE						
VANCE						
WARREN						
WILSON						
<b>PROJ.CATEGORY</b>						
PUBLIC TRANS						

# Proposed Additions to 2024-2033

## STIP/MPO TIP Programs

### STIP/MPO TIP Amendment # 24-1

#### WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

#### STIP ADDITIONS

* EB-6025 BRUNSWICK <b>PROJ.CATEGORY</b> DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	RICE HOPE MULTI-USE PATH, MULTI-USE PATH ALONG NC 133 BETWEEN MORECAMBLE BOULEVARD AND RICE HOPE RUN IN BELVILLE. <b><u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 23 TO FY 24. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u></b>	CONSTRUCTION	FY 2024 -	\$146,000	(BGDA)
				FY 2024 -	\$36,000	(L)
					\$182,000	
* EB-6026 BRUNSWICK <b>PROJ.CATEGORY</b> DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	BELVILLE ELEMENTARY MULTI-USE PATH, MULTI-USE PATH ALONG NC 133 CONNECTING NORTH AND SOUTH ENTRANCES OF HAWKESWATER DEVELOPMENT TO BELVILLE ELEMENTARY SCHOOL. <b><u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 23 TO FY 24. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u></b>	CONSTRUCTION	FY 2024 -	\$354,000	(TADA)
				FY 2024 -	\$88,000	(L)
					\$442,000	
* R-5783 BRUNSWICK DUPLIN NEW HANOVER ONSLOW PENDER SAMPSON <b>PROJ.CATEGORY</b> 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. <b><u>ADD FUNDING IN FY 24 NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u></b>	CONSTRUCTION	FY 2024 -	\$20,000	(S)
				FY 2024 -	\$80,000	(TA)
					\$100,000	

Proposed Additions to 2024-2033  
STIP/MPO TIP Programs  
STIP/MPO TIP Amendment # 24-1

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

TC-0031	- WINSTON-SALEM URBAN AREA	INTEGRATED MOBILITY DIVISION, THE PROJECT WILL	CAPITAL	FY 2024	\$10,000	(S)
ALAMANCE	METROPOLITAN PLANNING ORGANIZATION	EXPAND ON-DEMAND TRANSIT SERVICES FOR UP TO		FY 2024	\$5,000	(L)
BRUNSWICK	- GREENSBORO URBAN AREA	11 RURAL COMMUNITIES ACROSS NORTH CAROLINA.		FY 2024	\$10,000	(RTAP)
EDGEcombe	METROPOLITAN PLANNING ORGANIZATION	THIS PROJECT WILL EMPLOY TWO PRIMARY ON-			\$25,000	
FRANKLIN	- WILMINGTON URBAN AREA	DEMAND SERVICE MODELS: SOFTWARE AS A SERVICE				
GRANVILLE	METROPOLITAN PLANNING ORGANIZATION	(SAAS) AND TURNKEY, ALSO REFERRED TO AS				
JOHNSTON	- FOOTHILLS RURAL PLANNING	TRANSPORTATION AS A SERVICE (TAAS).				
LEE	ORGANIZATION	<u>ADD PROJECT AT THE REQUEST OF THE INTEGRATED</u>				
McDOWELL	- KERR TAR RURAL PLANNING	<u>MOBILITY DIVISION.</u>				
MONTGOMERY	ORGANIZATION					
NASH	- PIEDMONT TRIAD RURAL PLANNING					
NEW HANOVER	ORGANIZATION					
PENDER	- UPPER COASTAL PLAIN RURAL PLANNING					
RANDOLPH	ORGANIZATION					
ROCKINGHAM	- STATEWIDE PROJECT					
ROWAN						
STATEWIDE						
STATEWIDE						
VANCE						
WARREN						
WILSON						
PROJ.CATEGORY						
PUBLIC TRANS						

# Proposed Additions to 2024-2033

## STIP/MPO TIP Programs

### STIP/MPO TIP Amendment # 24-1

#### STATEWIDE PROJECT

#### STIP ADDITIONS

M-0552ADIV STATEWIDE <b>PROJ.CATEGORY</b> DIVISION	- STATEWIDE PROJECT	ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRANING AND DEVELOPMENT. <b><u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u></b>	ENGINEERING	FY 2024 - \$300,000 (T) FY 2025 - <u>\$300,000</u> (T) \$600,000
M-0552AREG STATEWIDE <b>PROJ.CATEGORY</b> REGIONAL	- STATEWIDE PROJECT	ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRANING AND DEVELOPMENT. <b><u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u></b>	ENGINEERING	FY 2024 - \$300,000 (T) FY 2025 - <u>\$300,000</u> (T) \$600,000
M-0552ASW STATEWIDE <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRANING AND DEVELOPMENT. <b><u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u></b>	ENGINEERING	FY 2024 - \$400,000 (T) FY 2025 - <u>\$400,000</u> (T) \$800,000
M-0552BDIV STATEWIDE <b>PROJ.CATEGORY</b> DIVISION	- STATEWIDE PROJECT	ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. <b><u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u></b>	ENGINEERING	FY 2024 - \$300,000 (T) FY 2025 - <u>\$300,000</u> (T) \$600,000
M-0552BREG STATEWIDE <b>PROJ.CATEGORY</b> REGIONAL	- STATEWIDE PROJECT	ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. <b><u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u></b>	ENGINEERING	FY 2024 - \$300,000 (T) FY 2025 - <u>\$300,000</u> (T) \$600,000



# Proposed Additions to 2024-2033

## STIP/MPO TIP Programs

### STIP/MPO TIP Amendment # 24-1

#### STATEWIDE PROJECT

#### STIP ADDITIONS

M-0552BSW STATEWIDE <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. <b><u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u></b>	ENGINEERING	FY 2024 - \$400,000 (T) FY 2025 - <u>\$400,000</u> (T) \$800,000
M-0553ADIV STATEWIDE <b>PROJ.CATEGORY</b> EXEMPT	- STATEWIDE PROJECT	INTEGRATED PROJECT DELIVERY. <b><u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u></b>	ENGINEERING	FY 2024 - \$600,000 (T) FY 2025 - <u>\$600,000</u> (T) \$1,200,000
M-0553AREG STATEWIDE <b>PROJ.CATEGORY</b> EXEMPT	- STATEWIDE PROJECT	INTEGRATED PROJECT DELIVERY. <b><u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u></b>	ENGINEERING	FY 2024 - \$600,000 (T) FY 2025 - <u>\$600,000</u> (T) \$1,200,000
M-0553ASW STATEWIDE <b>PROJ.CATEGORY</b> EXEMPT	- STATEWIDE PROJECT	INTEGRATED PROJECT DELIVERY. <b><u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u></b>	ENGINEERING	FY 2024 - \$800,000 (T) FY 2025 - <u>\$800,000</u> (T) \$1,600,000
M-0553BDIV STATEWIDE <b>PROJ.CATEGORY</b> EXEMPT	- STATEWIDE PROJECT	TRAINING AND SPECIAL PROJECTS. <b><u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u></b>	ENGINEERING	FY 2024 - \$1,200,000 (T) FY 2025 - <u>\$1,200,000</u> (T) \$2,400,000

# Proposed Additions to 2024-2033

## STIP/MPO TIP Programs

### STIP/MPO TIP Amendment # 24-1

#### STATEWIDE PROJECT

#### STIP ADDITIONS

M-0553BREG	- STATEWIDE PROJECT	TRAINING AND SPECIAL PROJECTS.	ENGINEERING	FY 2024 -	\$1,200,000	(T)
STATEWIDE		<u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY</u>		FY 2025 -	<u>\$1,200,000</u>	(T)
<b>PROJ.CATEGORY</b>		<u>PROGRAMMED. THIS ACTION ADDS THE PROJECT TO</u>			\$2,400,000	
EXEMPT		<u>THE FEDERALLY APPROVED STIP.</u>				
M-0553BSW	- STATEWIDE PROJECT	TRAINING AND SPECIAL PROJECTS.	ENGINEERING	FY 2024 -	\$1,600,000	(T)
STATEWIDE		<u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY</u>		FY 2025 -	<u>\$1,600,000</u>	(T)
<b>PROJ.CATEGORY</b>		<u>PROGRAMMED. THIS ACTION ADDS THE PROJECT TO</u>			\$3,200,000	
EXEMPT		<u>THE FEDERALLY APPROVED STIP.</u>				



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## MEMORANDUM

TO: MPO Board Members

FROM: Mike Kozlosky, Executive Director

DATE: November 15, 2023

**SUBJECT: Direct Attributable Funding Moving Forward**

On September 25, 2023, the Wilmington Urban Area MPO Board received a presentation from the North Carolina Department of Transportation (NCDOT) on Federal Funds and August Re-distribution. During this presentation, NCDOT presented a process suggestion that from the Department's perspective would help NCDOT and the MPOs more efficiently utilize federal funds.

Under this proposal, NCDOT proposed the following:

- Each year (or upon request), NCDOT provides each TMA the projected amount of DA funding (all sources) available over the next 5 years (or longer if desired).
- Each TMA provides NCDOT a list of projects to fund with desired schedules.
- NCDOT will review each project for funding eligibility and use most appropriate / restrictive fund source first.
- NCDOT will work collaboratively with the MPO to manage project funding and may switch funding sources as needed for August Redistribution, minimize potential lapses, and/or minimize potential rescissions.

The Department has indicated the benefits of this proposal would allow the following:

- 1) Maximize August Redistribution requests
- 2) Limits any potential loss of funds due to lapse
- 3) Be flexible to protect funds from potential rescissions

This approach would not change how the MPO selects projects for Direct Attributable funding and based on August re-distribution would provide 100% apportionment to TMAs. This would provide more funds to each of the MPOs.

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Based on NCDOT's proposal, MPO staff does not object to this approach so long as the MPO continues to select the projects for award of the DA funds and receives 100% apportionment. If either of these items change, MPO staff recommends the Board rescind support for this process amendment.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION SUPPORTING PROCESS IMPROVEMENTS FOR THE UTILIZATION OF  
THE WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S  
DIRECT ATTRIBUTABLE FUNDS**

**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**, as the designated Transportation Management Area (TMA), the Wilmington Urban Area Metropolitan Planning Organization receives approximately \$5 million annually of federal Surface Transportation Block Grant (STBG), Transportation Alternatives Set Aside (TASA), and Carbon Reduction Program (CRP) funds to distribute to our members for local projects; and

**WHEREAS**, on September 25, 2023 the Wilmington Urban Area Metropolitan Planning Organization's Board received a presentation from the North Carolina Department of Transportation (NCDOT) on Federal Funds and August Re-distribution; and

**WHEREAS**, during this presentation, NCDOT outlined a proposal to minimize future Federal Highway Administration (FHWA) federal funding rescissions and minimize potential lapsing of federal funds; and

**WHEREAS**, under this proposal, NCDOT proposed the following:

- Each year (or upon request), NCDOT provides each TMA the projected amount of DA funding (all sources) available over the next 5 years (or longer if desired).
- Each TMA provides NCDOT a list of projects to fund with desired schedules.
- NCDOT will review each project for funding eligibility and use most appropriate / restrictive fund source first.
- NCDOT will work collaboratively with the MPO to manage project funding and may switch funding sources as needed for August Redistribution, minimize potential lapses, and/or minimize potential rescissions.

**WHEREAS**, this approach would not change how the MPO selects projects for Direct Attributable funding and would provide 100% apportionment to TMAs; and

**WHEREAS**, if the North Carolina Department of Transportation changes how the MPOs select projects using Direct Attributable funding or reduce the amount of apportionment below 100%, the Board will consider rescinding support for this proposed process amendment.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the proposed process improvements as outlined by NCDOT for the utilization of the Wilmington Urban Area Metropolitan Planning Organization's Direct Attributable Funds.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 31, 2024.

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, Chair

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Mike Kozlosky, Secretary



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## MEMORANDUM

**To:** WMPO Board Members

**From:** Greer Shivers, GIS Analyst  
Regina Hopkins, Senior Accountant  
Abby Lorenzo, Deputy Director

**Date:** November 15, 2023

**Subject:** WMPO Boundary and Member Jurisdiction Population Estimates

This memorandum details the changes in population for each member jurisdiction within the WMPO's Planning Area Boundary based upon the 2020 Decennial Census.

Following the 2020 Decennial Census, the Federal Highway Administration (FHWA), in collaboration with the US Census Bureau, published population estimates for all Metropolitan Planning Organizations (MPOs) nationwide. The 2020 Census results indicate the total population within the WMPO's planning area reached 297,183 residents, a 17.4% increase from the 2010 Census results of 253,045 residents for the area.

The following table provides a breakdown of the population estimates for each member jurisdiction within the WMPO's Planning Area Boundary based on the 2020 Census and 2020 MPO population estimates published by FHWA.

Member	2020 Population (Per 2020 Census)	2020 Percent of Total Population	2010 Percent of Total Population
Wilmington	115,451	38.84%	42.13%
New Hanover County	98,698	33.21%	34.03%
Pender County	32,804	11.04%	9.48%
Leland	22,908	7.71%	5.35%
Brunswick County	10,935	3.68%	3.60%
Carolina Beach	6,564	2.21%	2.26%

## Wilmington Urban Area Metropolitan Planning Organization



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Belville	2,696	0.91%	0.77%
Wrightsville Beach	2,541	0.86%	0.98%
Kure Beach	2,451	0.82%	0.80%
Navassa	2,135	0.72%	0.60%
TOTAL	297,183	100.00%	100.00%

Section V of the WMPO's current Memorandum of Understanding (MOU) stipulates that the 20% local match required to fund the organization will be divided amongst member jurisdictions in direct proportion to their share of the total population of the Metropolitan Planning Area Boundary. Based upon the population estimates provided herein, adjustments to membership dues will be necessary to account for changes to the proportionality of member jurisdiction populations compared to the WMPO Planning Area Boundary's total population.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD**

**RESOLUTION ADOPTING THE WILMINGTON URBAN AREA METROPOLITAN  
PLANNING ORGANIZATION’S MEMBER JURISDICTION POPULATION NUMBERS FROM  
THE 2020 CENSUS DATA**

**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**, following the 2020 Decennial Census, the Federal Highway Administration (FHWA), in collaboration with the US Census Bureau, published population estimates for all Metropolitan Planning Organizations (MPOs) nationwide; and

**WHEREAS**, the following table provides a breakdown of the population estimates for each member jurisdiction within the WMPO’s Planning Area Boundary based on the 2020 Census and 2020 MPO population estimates published by FHWA:

<b>Member</b>	<b>2020 Population (Per 2020 Census)</b>	<b>2020 Percent of Total Population</b>
Wilmington	115,451	38.84%
New Hanover County	98,698	33.21%
Pender County	32,804	11.04%
Leland	22,908	7.71%
Brunswick County	10,935	3.68%
Carolina Beach	6,564	2.21%
Belville	2,696	0.91%
Wrightsville Beach	2,541	0.86%
Kure Beach	2,451	0.82%
Navassa	2,135	0.72%
<b>TOTAL</b>	<b>297,183</b>	<b>100.00%</b>

**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 member jurisdiction population numbers from the 2020 Census Data.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on January 31, 2024.

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, Chair

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Mike Kozlosky, Secretary



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

## **MEMORANDUM**

**To:** MPO Board Members  
**From:** Carolyn Caggia, Associate Transportation Planner  
**Date:** January 23, 2024  
**Subject:** NCDOT Bicycle Helmet Initiative Grant

The North Carolina Department of Transportation's Bicycle Helmet Initiative aims to reduce child/youth bicycle fatalities and serious injuries in North Carolina by distributing bicycle helmets to low-income children through a statewide helmet grant program with a safety education component. According to NCDOT, one in six bicyclists killed in NC each year is under 16 years old, and typically less than 50% of children wear safety helmets. Helmets can reduce risk of severe brain injuries by 88%.

The WMPO desires to apply for 100 helmets for 2024 to be distributed during Bike Month (May) and event collaboration with local partners promoting "Be A Looker" during summer and fall. In 2023, 100 helmets were received by the WMPO through this program and were distributed during the 2023 Be a Looker campaign in partnership with the Wilmington Fire Department across several events. Adults/guardians accompanying minors receiving helmets were asked to consider pledging to "Be A Looker." Those pledging to "Be A Looker" receive quarterly educational emails with safety tips for bikers, walkers, and drivers. This year the WMPO will seek to partner with the Wilmington Fire Department again as well as other member jurisdictions and community groups.

The WMPO is committed to diversifying mode use by fostering a bicycle and pedestrian-friendly culture as outlined in the Cape Fear Change in Motion 2020 Short Range TDM plan. The application for the helmets is due February 9, 2024. For more information, please visit:

<https://connect.ncdot.gov/projects/BikePed/Pages/Bicycle-Helmet-Initiative.aspx>

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION SUPPORTING THE WILMINGTON URBAN AREA METROPOLITAN PLANNING  
ORGANIZATION’S APPLICATION TO THE NORTH CAROLINA DEPARTMENT OF  
TRANSPORTATION FOR THE BICYCLE HELMET INITIATIVE**

**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 North Carolina Department of Transportation’s Bicycle Helmet Initiative aims to reduce child/youth bicycle fatalities and serious injuries, including head trauma, in North Carolina with requirements including that awarded helmets be distributed to low-income children coinciding with a bicycle safety education program within 12 months after receiving helmets; and

**WHEREAS**, the Go Coast “Be A Looker” campaign launched in 2019 to educate area bicyclists, drivers, and pedestrians on rules of the road and best safety practices while on the roadway and will continue in 2024; and

**WHEREAS**, 100 bicycle helmets were distributed to low income children during the 2023 “Be A Looker” Campaign in partnership with the City of Wilmington Fire Department at events in conjunction with a short survey and participation in the “Be a Looker” pledge which is: “a commitment to embrace bicycling and walking as legitimate modes of transportation, to educate oneself on the rules of the road, and to prioritize safety”; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization is committed to diversifying mode use by fostering a bicycle and pedestrian-friendly culture as outlined in the adopted *Cape Fear Change In Motion 2020 Short-Range Transportation Demand Management Plan*; and

**WHEREAS**, the North Carolina Department of Transportation is accepting applications for the Bicycle Helmet Initiative until February 9, 2024.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the Wilmington Urban Area Metropolitan Planning Organization’s application to the North Carolina Department of Transportation for the Bicycle Helmet Initiative.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on January 31, 2024.

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, Chair

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Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**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**

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization ("WMPO") 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 Cape Fear Memorial Bridge is a critical piece of transportation infrastructure linking New Hanover and Brunswick Counties; and

**WHEREAS**, the Cape Fear Memorial Bridge provides a critical link to/from the North Carolina State Ports facility in Wilmington and the Industrial Logistics Park, Mid-Atlantic Industrial Rail Park as well as the US 421 corridor; and

**WHEREAS**, the Cape Fear Memorial Bridge is on the Strategic Highway Network (STRAHNET) which is critical to the Department of Defense's (DoD's) domestic operations; and

**WHEREAS**, the Cape Fear Memorial Bridge provides critical access to education, cultural, and employment activities and provides for emergency response and evacuations; and

**WHEREAS**, the Cape Fear Memorial Bridge was constructed in 1969, is over a 50 year-old structure, and is considered functionally obsolete; and

**WHEREAS**, the Cape Fear Memorial Bridge currently carries over 60,000 vehicles per day with a 2045 projected volume of 81,900 vehicles per day; and

**WHEREAS**, the North Carolina Department of Transportation (NCDOT) completed a feasibility study in 2020 that evaluated four potential options for the replacement of the Cape Fear Memorial Bridge (65' fixed span, 135' fixed span, 65' movable span, and 65' movable span with rail); and

**WHEREAS**, the replacement of the Cape Fear Memorial Bridge is the Wilmington Urban Area Metropolitan Planning Organization's top unfunded priority; and

**WHEREAS**, on February 23, 2022, the Wilmington Urban Area Metropolitan Planning Organization's Board adopted a resolution urging consideration of all possible options including tolls and previous proposals for the replacement of the Cape Fear Memorial Bridge; and

**WHEREAS**, at the July 27, 2022 WMPO Board meeting and in response to the resolution adopted by the WMPO Board in February 2022, NCDOT identified that it would evaluate options for delivering the project using a three-pronged approach of traditional delivery, conventional tolling, and alternative delivery as well as consider grant opportunities; and

**WHEREAS**, NCDOT completed a Traffic and Revenue forecast for the project which was presented to the WMPO Board at their November 29, 2023 meeting; and

**WHEREAS**, the Bipartisan Infrastructure Bill (BIL) includes several discretionary grant programs that may be available to fund a portion of the replacement of the Cape Fear Memorial Bridge; and

**WHEREAS**, in December 2023 NCDOT applied to the United States Department of Transportation (USDOT) through the Bridge Investment Program- Large Bridge Grant for \$242 million to assist in replacing the Cape Fear Memorial Bridge; and

**WHEREAS**, the WMPO and NCDOT will continue to evaluate potential grant opportunities to replace the Cape Fear Memorial Bridge; and

**WHEREAS**, passed in 2013, the Strategic Transportation Investments (STI) law equips NCDOT to use funding efficiently and effectively to enhance infrastructure while supporting economic growth, job creation and a higher quality of life; and

**WHEREAS**, the STI law establishes the Strategic Mobility Formula, which allocates available revenues based on data-driven scoring and local input and is used to identify the projects that will receive funding during a 10-year period; and

**WHEREAS**, the replacement of the Cape Fear Memorial Bridge did not score high enough in Prioritization 6.0 to receive funding for implementation and is programmed for preliminary engineering only in the 2024-2033 STIP/MPO Transportation Improvement Program (MPO TIP); and

**WHEREAS**, Prioritization 7.0 is the prioritization process that will be used to evaluate projects for the 2026-2035 STIP/MPO TIP; and

**WHEREAS**, NCDOT and WMPO both submitted the replacement of the Cape Fear Memorial Bridge for consideration in Prioritization 7.0; and

**WHEREAS**, both NCDOT's and WMPO's submittals for the replacement will be scored identically as a non-tolled alternative in Prioritization 7.0 through traditional delivery; and

**WHEREAS**, current state law requires tolling to be a local decision, and therefore only WMPO can submit the project for scoring in Prioritization 7.0 as a toll facility; and

**WHEREAS**, NCDOT has provided WMPO until February 1, 2024, to modify the replacement project submittal for scoring as a toll facility in Prioritization 7.0; and

**WHEREAS**, the proposed submission of the Cape Fear Memorial Bridge as a toll option would be for scoring purposes only and would not commit the project to being programmed and delivered as a toll facility; and

**WHEREAS**, future affirmation by the WMPO Board would be required for the replacement of the Cape Fear Memorial Bridge to be implemented as a toll facility and, further the WMPO Board can withdraw any approval of a toll option up until the Department advertises for a contract to construct the replacement bridge.

**NOW THEREFORE**, be it resolved that the Board of Wilmington Urban Area Metropolitan Planning Organization hereby requests NCDOT modify the WMPO's Prioritization 7.0 Project Submittal to evaluate a toll option for the Cape Fear Memorial Bridge in P 7.0.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 31, 2024.

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, Chair

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Mike Kozlosky, Secretary



Town of Belville  
63 River Road  
Belville, NC 28451  
910-371-2456  
[www.townofbelville.com](http://www.townofbelville.com)

January 5, 2024

Mike Kozlosky  
Executive Director  
305 Chestnut Street, 4<sup>th</sup> Floor  
Wilmington, NC 28401

Re: Additional Funds for EB-6025 and EB-6026

Dear Mr. Kozlosky,

The Town of Belville has selected a contractor to construct EB-6025 and EB-6026, a multi-use path along NC 133 that will connect Belville Elementary School to the surrounding neighborhoods. Based on the company's cost to construct the project, there is a gap in funding for both projects.

The total funding gap for EB-6025 is \$189,799. The Town of Belville would like to request \$151,839 (80% of the funds needed) in additional STBG-DA funds from the WMPO. The Town is committed to providing a match in the amount of \$37,960 (20% of the funds needed).

The funding gap for EB-6026 is \$493,651. The Town of Belville would like to request \$394,921 (80% of the funds needed) in additional STBG-DA funds from the WMPO. The Town is committed to providing a match in the amount of \$98,730 (20% of the funds needed).

Please consider our request. If you require any additional information, please contact me at 910-371-2456. A resolution from the Belville Board of Commissioners is attached.

Sincerely,

Athina Williams  
Town Manager

Enclosures:  
Resolution 24-01





**RESOLUTION BY THE BELVILLE BOARD OF COMMISSIONERS  
TO REQUEST ADDITIONAL FUNDS FOR THE BELVILLE ELEMENTARY SCHOOL / RICE  
HOPE MULTI-USE PATHS PROJECT AND TO PROVIDE THE REQUIRED LOCAL MATCH**

**WHEREAS**, on July 18, 2012, the Federal Transit Administration (FTA) and the Federal Highways Administration (FHWA) designated the Wilmington Urban Area Metropolitan Planning Organization (WMPO) as a Transportation Management Area (TMA); and

**WHEREAS**, the Town of Belville is a member jurisdiction of the WMPO; and

**WHEREAS**, Surface Transportation Block Grant- Direct Attributable (STBGP-DA) funds are available for all designated TMAs; and

**WHEREAS**, the WMPO's Board allocated FY 2017 funds to the Town of Belville for the Rice Hope Multi-Use Path project (EB-6025) and the Belville Elementary School Multi-Use Path project (EB-6026) to construct a multi-use path along NC 133; and

**WHEREAS**, the Town of Belville received bids for construction for both project, and has selected the most qualified lowest bidder; and

**WHEREAS**, the construction cost estimates for both projects exceeds grant funds available for the project; and

**WHEREAS**, the updated cost estimate for EB-6025 reflects a funding gap in the amount of \$189,799 and the updated cost estimate for EB-6026 reflects a funding gap in the amount of \$493,651; and

**WHEREAS**, the Town wishes to request \$151,839 for EB-6025 and \$394,921 for EB-6026 (80% of funds needed); and

**WHEREAS**, the Town of Belville will provide \$37,960 for EB-6025 and \$98,730 for EB-6026, reflecting the required 20% match.

**NOW, THEREFORE, IT IS HEREBY RESOLVED**, by the Board of Commissioners of the Town of Belville, NC that they support the request to the WMPO for additional funding and provide the 20% match described above for both projects.

Adopted this 5th day of January, 2024.

**SIGNED:**

Mike Allen, Mayor

**ATTEST:**

Sharon A. Niemann, Town Clerk



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION SUPPORTING THE ALLOCATION OF ADDITIONAL DIRECT  
ATTRIBUTABLE FUNDS TO THE TOWN OF BELVILLE FOR THE RICE HOPE MULTI-USE  
PATH PROJECT (EB-6025) AND BELVILLE ELEMENTARY MULTI-USE PATH PROJECT  
(EB-6026)**

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

**WHEREAS**, on July 18, 2012, the Federal Transit Administration (FTA) and the Federal Highways Administration (FHWA) designated the Wilmington Urban Area Metropolitan Planning Organization as a Transportation Management Area (TMA); and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization is a recipient of Surface Transportation Block Grant Program Direct Attributable (STBG-DA), Transportation Alternatives Set Aside (TASA) and Carbon Reduction Efforts (CR) funds that are allocated to TMAs; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization's Board allocated FY 2017 STBG-DA funds to the Town of Belville for the Rice Hope Connection Multi-use Path (\$160,000) and Transportation Alternatives Program-Direct Attributable (now known as TASA) funds to the Town of Belville for the Belville Elementary Multi-use Path (\$120,000); and

**WHEREAS**, on September 28, 2022 the Wilmington Urban Area Metropolitan Planning Organization's Board approved an additional allocation of Direct Attributable funding in the amount of \$275,892 to the Town of Belville for the Belville Elementary Multi-use Path; and

**WHEREAS**, the Town of Belville has opened bids for both construction projects and the bids exceeded the grant funds available for the projects; and

**WHEREAS**, on January 5, 2024 the Town of Belville Board of Commissioners approved requesting an additional \$151,839 in funding from the Wilmington Urban Area Metropolitan Planning Organization for the Rice Hope Multi-use Path (EB-6025) and \$394,920 for the Belville Elementary Multi-use Path (EB-6026); and

**WHEREAS**, the Town of Belville has committed to providing the additional local match required in the amount of \$37,960 for the Rice Hope Multi-use Path (EB-6025) and \$98,731 for the Belville Elementary Multi-use Path (EB-6026).

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the allocation of additional Direct Attributable funding in the amount of \$151,839 for the Rice Hope Multi-use Path (EB-6025) and \$394,920 for the Belville Elementary Multi-use Path (EB-6026) projects.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 31, 2024.

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, Chair

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Mike Kozlosky, Secretary

## **WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

### **BOARD**

#### **RESOLUTION SUPPORTING TO MOVE FUNDING TO P.E. ONLY FOR THE KERR AVENUE EXTENSION (U-6201) TO PROVIDE NCDOT'S COMMITTED ECONOMIC DEVELOPMENT FUNDING FOR A PROJECT IN BRUNSWICK COUNTY**

**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**, in October, it was announced that Epsilon Advanced Materials, Inc., a global provider of synthetic graphite used in electric vehicle batteries, will build its first manufacturing facility in the United States in Brunswick County, thus creating 500 jobs; and

**WHEREAS**, the Indian-based company will invest \$649.9 million at the Mid-Atlantic Rail Industrial Park in Brunswick County; and

**WHEREAS**, as part of the economic support to attract Epsilon Advanced Materials, Inc. to the Mid-Atlantic Rail Industrial Park, NCDOT Division 3 committed \$10M for transportation improvements that include road improvements on US 74, as well as the road into the site; and

**WHEREAS**, the funding comes from the Division Needs tier for programming in the State Transportation Improvement Program (STIP); and

**WHEREAS**, at the time of NCDOT's commitment, there were sufficient funds in the Division Needs tier to accommodate this commitment; and

**WHEREAS**, since that time, NCDOT has re-evaluated their funding and there is now a negative amount in the Division Needs tier for Division 3; and

**WHEREAS**, therefore, \$10M will need to be provided from the NCDOT Division 3's Division Needs tier and moved out of the STIP; and

**WHEREAS**, in December, WMPO staff was contracted requesting feedback on options for delaying projects funded within the WMPO's planning area to free up this \$10M; and

**WHEREAS**, the Mid-Atlantic Rail Park is located outside of the Wilmington Urban Area Metropolitan Planning Organization's planning area boundary, however there are no Brunswick County projects in the Cape Fear Rural Planning Organization to delay; and

**WHEREAS**, there are two projects in Pender County, but to delay those projects would unfund both of them and the Division's goal is to not have to defund any projects with the limited amount of funds available in Prioritization 7.0; and

**WHEREAS**, the adopted 2024-2033 State/MPO Transportation Improvement Programs includes the Kerr Avenue Extension (U-6201) which would construct a roadway on new location between Wrightsville Avenue and Oleander Drive; and

**WHEREAS**, the Kerr Avenue Extension (U-6201) project is funded at the Division Needs tier; and

**WHEREAS**, on March 29, 2023 the Wilmington Urban Area Metropolitan Planning Organization Board requested NCDOT explore alternative design options for the College Road/Oleander Drive intersection improvements (U-5704); and

**WHEREAS**, NCDOT is currently evaluating alternative design options for this intersection; and

**WHEREAS**, based on a review of the projects funded in the Division Tier within the Wilmington Urban Area MPO's planning boundary, both NCDOT and WMPO staffs recommend delaying the Kerr Avenue Extension (U-6201) in order to provide NCDOT's committed Economic Development funding for the project in Brunswick County.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports moving funding to P.E. Only for the Kerr Avenue Extension (U-6201) to provide NCDOT's committed Economic Development funding for the project in Brunswick County.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 31, 2024.

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, Chair

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Mike Kozlosky, Secretary



## **Unified Planning Work Program**

**Fiscal Year 2025**

**January 10<sup>th</sup>, 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			
			WBS #: TBD			WBS #: TBD	WBS #: TBD			WBS #: TBD			WBS #: TBD				N/A - FY24 Does Not Carry Forward				Funds				
FTA CODE	TASK CODE	TASK DESCRIPTION	Local 20%	Federal 80%	Total 100%	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 (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	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

<b>Prospectus Task Code</b>	<b>Prospectus Description</b>	<b>Name of Agency Contracting Out</b>	<b>Type of Contracting Opportunity (Consultant, etc.)</b>	<b>Federal Funds to be Contracted Out</b>	<b>Total Funds to be Contracted Out</b>
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.

\_\_\_\_\_  
, 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

s

**WHEREAS**, the Metropolitan Transportation Plan has a planning horizon year of 2045, and meets all the requirements for an adequate Metropolitan Transportation Plan.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby certifies the transportation planning process for the Wilmington Metropolitan Planning Organization on this the 27th day of March 2024.

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, Chair

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Mike Kozlosky, Secretary

# Proposed Additions to 2024-2033

## STIP/MPO TIP Programs

### STIP/MPO TIP Modificaition # 24-1

#### STATEWIDE PROJECT

#### STIP MODIFICATIONS

* HS-2015DIV STATEWIDE <b>PROJ.CATEGORY</b> DIVISION	- STATEWIDE PROJECT	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM. <b><u>ADD FUNDING IN FY 25 THROUGH FY 29 NOT PREVIOUSLY PROGRAMMED.</u></b>	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 <b>PROJ.CATEGORY</b> REGIONAL	- STATEWIDE PROJECT	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM. <b><u>ADD FUNDING IN FY 25 THROUGH FY 29 NOT PREVIOUSLY PROGRAMMED.</u></b>	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 <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM. <b><u>ADD FUNDING IN FY 25 THROUGH FY 29 NOT PREVIOUSLY PROGRAMMED.</u></b>	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 <b>PROJ.CATEGORY</b> DIVISION	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION	VARIOUS, DIVISION 3 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	ENGINEERING	FY 2024 -	\$80,000	(TA)
	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION			FY 2024 -	\$20,000	(HF(M))
	- JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	<b><u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED.</u></b>		FY 2025 -	\$80,000	(TA)
	- MID-CAROLINA RURAL PLANNING ORGANIZATION			FY 2025 -	\$20,000	(HF(M))
	- EASTERN CAROLINA RURAL PLANNING ORGANIZATION			FY 2026 -	\$80,000	(TA)
	- CAPE FEAR RURAL PLANNING ORGANIZATION			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))
* HS-2403A NEW HANOVER <b>PROJ.CATEGORY</b> 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.	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 -	\$200,000	(HF(M))
EB-5600 NEW HANOVER <b>PROJ.CATEGORY</b> DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1219 (SOUTH 17TH STREET), HARBOUR DRIVE TO SHIPYARD BOULEVARD. CONSTRUCT MULTI-USE PATH.	RIGHT-OF-WAY	FY 2024 -	\$24,000	(BGANY)
				FY 2024 -	\$6,000	(L)
			CONSTRUCTION	FY 2025 -	\$590,000	(BGANY)
				FY 2025 -	\$148,000	(L)
					\$768,000	
		<b><u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 24 TO FY 25.</u></b>				

# 2023 WILMINGTON URBAN AREA MPO 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.



# 2023 WILMINGTON URBAN AREA MPO LEGISLATIVE AGENDA



## 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.



## WMPO

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

Strategic Plan 2023 Work Plan Accomplishments

Focus Area	Action Steps	Participants	Timeline	Accomplishments
Focus Area: Improve Safety				
Adopt Safety Performance Measures and track the measure to determine performance	Adopt performance measures and create a dashboard to track the measures	MPO, NCDOT	Annually/December 23	Adopted safety performance measures and utilizing a public facing, online dashboard to track the measures.
Implement Traffic Separation Study	NCDOT to begin construction of the beltline improvements	NCDOT	Spring 2023	Construction is underway on the beltline improvements.
Support Safety programs such as Vision Zero, "Be A Looker," Watch for Me NC, Bike Safe NC, etc.	Conduct "Be A Looker" campaign	MPO	April through September 2023	Be A Looker Campaign was held from April to October 2023. Marketing and outreach included press releases, media coverage, sponsored articles, billboards, social media posts, brochures, Wave Transit bus placards, and emails to constant contact listserv (+10,000 recipients). Staff attended 14 in-person events throughout the region, distributing 82 children's helmets, and collecting 212 new citizen pledges to "Be A Looker."
Support members desires to apply for Vision Zero and Safe Streets for All People	Support with resolutions and assistance with obtaining/analyzing data for jurisdictional applications	MPO, MPO members	On-going/December 23	MPO staff prepared and submitted a Safe Streets and Roads for All (SS4A) grant application to develop a regional Comprehensive Safety Action Plan in July 2023. Resolutions of support, as well as a commitment to \$50,000 in matching funds, were provided by all ten of the WMPO's member jurisdictions. MPO staff also continues to support and participate in local and regional Vision Zero efforts.
Support members desires to apply for Vision Zero and Safe Streets for All People	MPO Apply for Safe Streets for All grant	MPO	Fall 23	Awarded a Safe Streets and Roads for All grant to develop a Comprehensive Safety Action Plan in December 2023.
Support the Cape Fear Public Transportation Authority for bus stop amenities and improved stop locations	Provide funding for enhanced bus stop amenities and improved locations	MPO	Winter 23	MPO staff is working with WAVE to implement enhanced stops and improve locations funded by the MPO through our Direct Attributable program. In addition, MPO staff submitted a total of 37 bus stop amenity improvements, on four major fixed route services, for Prioritization 7.0.
Focus Area: Multi-modal Focus				
Support the completion of the Wilmington Multi-modal Transportation Center Phase 1B	Provide necessary funding and serve as project director/manager for construction of the improvements. Provide Board with frequent updates regarding construction	MPO, City, NCDOT	September-23	Construction continues on the building renovation and rehabilitation. A certificate of occupancy is expected in May 2024.

Focus Area	Action Steps	Participants	Timeline	Accomplishments
Support the development and implementation of plans that encourage multi-modal transportation	Completion of the Pender County Bike/Pedestrian Plan and support 2023 "Year of the Trail"	MPO	June-23	The MPO Board adopted the Pender County Bicycle and Pedestrian Plan in November 2023. MPO staff coordinated and promoted regional collaboration for "Year of the Trail" with member jurisdictions and other stakeholders. A regional calendar of events was hosted and maintained by MPO staff who also attended and promoted numerous activities and events throughout 2023.
<b>Focus Area: Regionally Focused</b>				
Educate WMPO members on the services and programs provided by the MPO	Present to the MPO's members our annual report	MPO	September-23	MPO staff presented the Annual Report to all of our member jurisdictions.
<b>Focus Area: Economic Development</b>				
Promote economic growth through enhanced transportation infrastructure	Work with our economic development partners to understand the transportation needs for enhanced economic growth	MPO, members, NCSPA, Chamber of Commences, WBD, WDI, etc..	Dec-23	The WMPO has continued to work with WDB and the Wilmington Chamber of Commerce to understand the transportation needs for enhanced economic growth.
Support the NC State Ports Authority in their efforts to expand and enhance operations (Support Ports grant opportunities and work to further the new North Gate, South Front Street, Rail re-alignment, US 74 upgrades to Wilmington and Cape Fear Memorial Bridge upgrade)	Support Ports grant applications and advocate/partner for the new North Gate, South Front Street, Rail re-alignment, US 74 upgrades to Wilmington and Cape Fear Memorial Bridge upgrade.	WMPO, NCSPA	Ongoing/December 23	MPO Board supported the NC State Port's Port Infrastructure Grant Request. The NC State Ports were awarded funds to construct a new north gate. MPO staff also continued to advocate for a replacement of the Cape Fear Memorial Bridge.
<b>Focus Area: Community Engagement</b>				
Educate citizens and elected officials in order to increase a general understanding of general issues	Public outreach and engagement related to the 2050 MTP Development	WMPO	Ongoing/December 23	Completed Phase 1 of the Public Engagement campaign for Cape Fear Navigating Change 2050. A total of 2,347 survey responses were received which included 2,824 unique comments and 3,206 map comments. An additional 96 map comments were provided during 22 in-person public meetings and pop-up outreach events held or attended by staff. MPO staff will provide a summary of Phase 1 of Public Engagement to the MPO Board in January 2024.

Focus Area	Action Steps	Participants	Timeline	Accomplishments
Continue enhanced use of social media	Develop Social Media Plan	WMPO	December-23	MPO Staff presented the social media plan to the MPO Board at their May meeting. This included two new social media accounts to be used in increasing outreach and impact; a LinkedIn business page and a Nextdoor Government Agency page. Staff is using this plan to market the organization on these recent and existing social media platforms.
<b>Focus Area: More Organized, Vocal and Cohesive Voice</b>				
Develop and adopt a Legislative Agenda	Adopt a 2023 Legislative Agenda	WMPO	March-23	The MPO Board adopted the 2023 Legislative Agenda in February 2023. Staff worked to implement it throughout the year.
<b>Focus Area: Organizational and Operational Effectiveness</b>				
Enhance the utilization of technology to improve operations	Update the MPO website	WMPO	February-23	Website update was completed in May 2023. Staff continues to modify information provided on the WMPO's website as necessary to ensure user-friendliness of the site and that information remains current.



WMPO Strategic Plan 2024 Draft Work Plan

Focus Area	Action Steps	Participants	Timeline
<b>Focus Area: Improve Safety</b>			
Adopt Safety Performance Measures and track the measure to determine performance	Adopt performance measures and create a dashboard to track the measures	MPO, NCDOT	Dec-24
Program funding and pursue grants for projects that reduce crashes, injuries, and fatalities	Begin the development of a regional Safety Action Plan which identifies projects to prevent roadway deaths and serious injuries.	MPO, NCDOT, FHWA	Dec-24
Focus on Roadway projects that improve safety (access management, turn lanes, signal pre-emption, lighting, signage, etc.)	Support the City with additional funding and implementation of signal pre-emption, Begin development of a Regional ITS plan	NCDOT, City, MPO	Dec-24
<b>Focus Area: Multi-modal Focus</b>			
Support the completion of the Wilmington Multi-modal Transportation Center Phase 1B	Serve as project director/manager for construction of the improvements. Complete construction	MPO, City, NCDOT	May-24
Support the development and implementation of plans that encourage multi-modal transportation	Continue development of Cape Fear Navigating Change 2050, assist with Wrightsville Beach Bike/Pedestrian Plan, assist with the development of the Carolina Beach Bike/Pedestrian Plan	MPO	Nov-24
<b>Focus Area: Regionally Focused</b>			
Educate WMPO members on the services and programs provided by the MPO	Prepare a Quarterly Newsletter (following the hiring of the Marketing Coordinator). Present to the MPO's members our annual report	MPO	Nov-24
Continue to support projects in the MPO Transportation Improvement Program and State Transportation Improvement Program	Work to advance the high priority projects in the adopted 2022-2026 Strategic Business Plan (Hampstead Bypass A Section, Military Cutoff/ Eastwood interchange, Independence Boulevard Extension, MLK /Kerr interchange, MLK /Market/Eastwood interchange, and Cape Fear Memorial Bridge Replacement)	MPO, NCDOT	Dec-24
<b>Focus Area: Economic Development</b>			
Promote economic growth through enhanced transportation infrastructure	Continue to support and advance the Wilmington Rail Re-alignment, South Front Street Widening, and replacement of the Cape Fear Memorial Bridge	MPO, members, NCSPA, Chamber of Commences, WBD, WDI, etc..	Dec-24
Support the Ports in their efforts to grow and expand	Continue to support NCDOT in their implementation of the Wilmington Beltline improvements	WMPO, NCSPA, NCDOT	Jun-25
<b>Focus Area: Community Engagement</b>			
Educate citizens and elected officials in order to increase a general understanding of transportation issues	Educate the community and members through the Commuter Friendly Employer Toolkit and Member Jurisdiction Communications Toolkit during the Cape Fear Memorial Bridge Preservation Project	WMPO	Jul-24
Enhance the use of social media to disseminate information regarding MPO projects and programs	Increase our reach (impressions) on the social media platforms	WMPO	Dec-24
<b>Focus Area: More Organized, Vocal and Cohesive Voice</b>			
Develop and adopt a Legislative Agenda	Adopt a 2024 Legislative Agenda	WMPO	Mar-24
Prioritize transportation projects in order to facilitate conversations amongst local, state, and federal delegations	Adoption of WMPO's Local Input Methodology and participation in Prioritization 7.0	WMPO, NCDOT	Dec-24
<b>Focus Area: Organizational and Operational Effectiveness</b>			
Continue annual updates from MPO;s partner and supportive organizations (NCDOT Division 3, NC Rail Division, NC Ferry Division, Wilmington International Airport, and Cape Fear Public Transportation Authority)	Continue annual updates	WMPO, NCDOT, ILM, CFPTA	Dec-24
Celebrate and communicate successes to the public- utilize available member jurisdiction communication resources	Hiring a Marketing Coordinator and provide "signature" communications	WMPO	Dec-24

**WILMINGTON URBAN AREA  
MPO  
January 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.

**PENDER COUNTY BICYCLE AND PEDESTRIAN PLAN**

**Project Description/Scope:** Pender County, in collaboration with the WMPO and consultant WSP, seeks to develop a comprehensive Bicycle and Pedestrian Plan to direct multi-modal development within the southern portion of the County. The final plan will be used to prioritize bicycle and pedestrian infrastructure implementation that will improve mobility, increase safety, and strengthen the connectivity for multi-modal transportation options in southern Pender County. The notice to proceed was issued in late September 2022.

**Project Status and Next Steps:**

- The Plan was adopted by the WMPO Technical Coordinating Committee and Board in November 2023.

**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:**

**Project Description/Scope:** 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.
- Final study report anticipated in late spring/early summer 2024.

#### **Gullah Geechee Heritage Trail:**

**Project Description/Scope:** 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.
- 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: 13 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: 9 reviews
- Town of Leland Informal Reviews: 1 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: 3 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 43 reviews (4 new, 39 on-going)
- City of Wilmington Informal Reviews: 16 reviews (8 new, 8 on-going)
- City of Wilmington Concept Reviews: 1 review (1 new, 0 on-going)
- City of Wilmington Full Releases: 8

TIA Reviews: 33 total active (2 new; 24 under review; 7 approved)

- New Hanover County 8 (1 new, 6 under review, 1 approved),
- City of Wilmington 7 (0 new, 7 under review, 0 approved),
- Carolina Beach 0,
- Town of Belville 0,
- Town of Leland 3 (0 new, 1 under review, 2 approved),
- Town of Navassa 2, (0 new, 1 under review, 1 approved),
- Pender County 10 (1 new, 6 under review, 3 approved) and
- Brunswick County 3 (0 new, 3 under review, 0 approved)

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

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

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

**Project Status and Next Steps:**

- 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 ROW Certification obtained November 23, 2023
- Utility Authorization obtained January 4, 2024
- Advertise for Bid – Late Winter/Early Spring 2024
- Begin Construction – July 2024
- Construction Complete – April 2025

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

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

**Project Status and Next Steps:**

- NCDOT ROW Certification obtained November 23, 2023
- Utility Authorization obtained January 4, 2024
- Advertise for Bid – Late Winter/Early Spring 2024
- Begin Construction – July 2024
- Construction Complete – April 2025

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

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

**Project Status and Next Steps:**

- NCDOT ROW Certification obtained November 23, 2023
- Utility Authorization obtained January 4, 2024
- Advertise for Bid – Late Winter/Early Spring 2024
- Begin Construction – July 2024
- Construction Complete – April 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:**

- An Ordinance and resolution for award of construction contract was approved at the November 8<sup>th</sup> 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.
- Once approval is received a contract for construction inspection work will be executed accordingly.
- Anticipated to start in mid-February.

**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
- NCDOT identified AEC's that affect the scope of the project.
- Kimley Horn put together design revision alternatives w/OPCC's for the Town to consider.

**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 Post and 11th Streets or Hall and 11th Streets.
- NCDOT Rail Division issued a Notice to Proceed to WSP to begin design on conceptual track alignment within the corridor between 3rd Street and McRae Street.
- A public meeting for input on a proposed 25% alignment is tentatively scheduled for late winter 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

#### **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 Sep 14, 2023
- NCDOT reviewed Town of Leland RFQ for PE services; advertisement anticipated February 1, 2024

- Project Completion Sep 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
- 25% plans submitted to NCDOT on November 21, 2023 and are 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 bids opened in November 2023
- Request by the Town for additional funds from the WMPO for construction January 2024
- If approved, 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 opening in October 2023
- Re-bid and bids opened in November 2023
- Request by the Town for additional funds from the WMPO for construction January 2024
- If approved, 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- 21<sup>ST</sup> 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:**

- An Ordinance and resolution for award of construction contract was approved at the November 8<sup>th</sup> 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.
- Once approval is received a contract for construction inspection work will be executed accordingly.
- Anticipated to start work in mid-February.



## **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

## **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

## **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 has created a Commuter Friendly Employer toolkit which contains information on TDM strategies and how employers can support their usage. Staff has met with employers including Corning and Novant and employers on the Go Coast committee have been briefed as well. Continuing efforts include outreach to the Wilmington Chamber of Commerce and Brunswick Business Industry and Development. 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.



## **Cape Fear Public Transportation Authority January 2024 Update**

### **Reimagine Wave Transit Short-Range Plan**

Significant progress was made on the Reimagine Wave Transit Short-Range Plan in the last quarter of 2023. Extensive public outreach was conducted including administering surveys through the community to Wave users, non-users, stakeholders from a wide variety of agencies and organizations, and the general public. Other efforts for outreach included a work session with community leaders and stakeholders, presentations at the TCC and MPO Board meetings, a meeting with representatives of UNCW, and a presentation with the Wave Transit Board. Sections of the Plan completed included a State of the System assessment of current conditions, a comprehensive Market Analysis and the Public and Stakeholder Engagement Plan. Upcoming work on the Plan will include developing route and service recommendations based on various funding scenarios, creation of a marketing plan, evaluating the potential for service policies and reengaging with the community on the preliminary recommendations.



### **Ridership Update**

For December 2023, Wave Transit's fixed-route services had 44,448 trips and RideMICRO had 1,265 trips for the month.

### WMPO JANUARY 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	2025.08.19
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 JANUARY 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: 01/03/2024**

**PO: WMPO**

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

WMPO JANUARY 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	63.65%
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	67.77%
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	18.79%
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	34.00%
C204902	Joshua Pratt	15BPR.102	New Hanover	CAPE FEAR MEMORIAL BRIDGE REHABILITATION	2024.06.28	0.00%

\*Dates are subject to change.

## WMPO JANUARY 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	40.00%
C204833	2024	NEW HANOVER, PENDER	I-40 RESURFACING FROM MM-420 TO MM-408 AT NC-210.	2025.09.15	13.05%
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:**

**01/03/2024**

**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

January 2024

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

JANUARY TPD UPDATES WILMINGTON MPO

January 2024

**Wilmington Model:** TPD is working on FY SE model data after MPO submitted all local SE data via each county. Once SE data is complete, the MPO will review the data.

**Brunswick County Comprehensive Transportation Plan (CTP):** The CTP has gone through TPD management review, steering committee review, and have been submitted to the vendor for an updated report before presentations start. TPD has started scheduling adoption presentations beginning of 2024.

**Pender County Comprehensive Transportation Plan (CTP):** The start of study letter was sent out to the county in October. In November and December, pre-work for the CTP continued. The County, TPD, RPO and Division met to start creating a steering committee for the CTP. The first steering committee meeting will start beginning of 2024. The last Pender County CTP was adopted in 2015. The base year for this CTP will be 2021 and the horizon year will be 2050. The Wilmington MPO area will not be included in the Pender County CTP.

**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/transportation/roadway/potholes)
- NCDOT: State Transportation Improvement Program—[ncdot.gov/sti](https://www.ncdot.gov/stip)
- 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/traffic-count)
- NCDOT Interactive Traffic Volume Map—[Interactive Traffic Volume map \(ncdot.gov\)](https://www.ncdot.gov/traffic/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/transportation/planning)

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**NCDOT Statewide Plans:**

To learn more, click on the following links:

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