



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

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

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

TO: Wilmington Urban Area MPO Board Members
FROM: Mike Kozlosky, Executive Director
DATE: July 25, 2024
SUBJECT: July 31st meeting

A meeting of the Wilmington Urban Area MPO's Board will be held on Wednesday, July 31, 2024, at 3 pm. The meeting will be held in Conference Room 1238 on the 12th Floor in Skyline Center located at 929 North Front Street in downtown Wilmington, NC. Members of the public, MPO Board Members and MPO Staff can attend the meeting in person and virtually through the Zoom platform. MPO Board member attendance will be subject to the adopted Remote Participation Policy. The meeting will be streamed live online so that simultaneous live audio, and video, if any, of the meeting is available at the following URL: <https://us06web.zoom.us/j/81037261554>

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

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

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Conflict of Interest Statement
- 3) Approval of Board Member Excused Absences
- 4) Approval of the Agenda
- 5) Public Comment Period
- 6) Presentations
 - a. NCDOT Division 3 Update-Trevor Carroll P.E., NCDOT
 - b. Cape Fear Memorial Bridge Closure Alternative Transportation Survey Results-Carolyn Caggia, WMPO
- 7) Consent Agenda
 - a. Approval of Board Regular Meeting Minutes- June 26, 2024 (pg. 3-8)
 - b. Approval of Joint TCC/Board Special Meeting Minutes- June 26, 2024 (pg 9-13)

Wilmington Urban Area Metropolitan Planning Organization

City of Wilmington • Town of Carolina Beach • Town of Kure Beach • Town of Wrightsville Beach
County of New Hanover • Town of Belville • Town of Leland • Town of Navassa • County of Brunswick
County of Pender • Cape Fear Public Transportation Authority • North Carolina Department of Transportation

-
- c. Opening of the 30-day public comment period for 2024-2033 STIP/MPO Amendment #24-4 (pg. 14-17)
 - d. Resolution approving 2024-2033 STIP/MPO Administrative Modifications #24-6 (pg. 18-19)
 - 8) Regular Agenda
 - a. Resolution supporting Amendment #1 to the FY 25 Unified Planning Work Program (pg. 20-56)
 - b. Opening of a 14-day public comment period for the WMPO's Local Input Point Assignment for Regional Impact Tier projects (pg. 57-77)
 - 9) Discussion
 - a. 2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #24-7 (pg. 78-79)
 - b. WMPO's Priorities for Existing Committed Projects (pg. 80-83)
 - 10) Updates
 - a. Wilmington Urban Area MPO (pg. 84-96)
 - b. Cape Fear Public Transportation Authority (pg. 97)
 - c. NCDOT Division 3 (pg. 98-102)
 - d. NCDOT Integrated Mobility Division
 - e. NCDOT Transportation Planning Division (pg. 103-104)
 - 11) Announcements
 - a. WMPO Bicycle and Pedestrian Advisory Committee- August 13, 2024
 - b. WMPO Go Coast Committee- August 15, 2024
 - 12) Next meeting – August 28, 2024

Attachments

- MPO Board Regular Meeting Minutes- June 26, 2024
- MPO Board/TCC Joint Special Meeting Minutes- June 26, 2024
- Proposed 2024-2033 STIP/MPO Amendment #24-4
- Proposed 2024-2033 STIP/MPO Administrative Modifications #24-6
- Resolution approving 2024-2033 STIP/MPO Administrative Modifications #24-6
- Proposed FY 25 UPWP Amendment #1 Memorandum
- Proposed FY 25 UPWP Amendment #1
- Resolution approving Amendment #1 to the FY 25 UPWP
- WMPO's Adopted P7.0 Local Input Point Methodology
- Draft WMPO Regional Impact Projects Local Input Point assignment
- 2024-2033 STIP/MPO Administrative Modifications #24-7
- Email from NCDOT Requesting Input on STIP/MPO Project Priorities
- Draft 2026-2035 STIP Funding Availability for P7.0 Project Selection
- Draft WMPO STIP/MPO Project Priorities
- Wilmington Urban Area MPO Update (July)
- Cape Fear Public Transportation Authority Update (July)
- NCDOT Division Project Update (July)
- NCDOT Transportation Planning Division Project Update (July)



WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

WMPO Board Meeting Minutes

Wednesday, June 26, 2024

929 N Front Street

Wilmington, NC 28401

Members Present

Mike Allen, Town of Belville
Deb LeCompte, Town of Carolina Beach
Jonathan Barfield, Jr., New Hanover County
Veronica Carter, Town of Leland
Brad George, Pender County
Frank Williams, Brunswick County
Bill Rivenbark, Cape Fear Public Transportation Authority
Hank Miller, Town of Wrightsville Beach
Luke Waddell, Vice Chairman
John Ellen, Town of Kure Beach (Remote)
Landon Zimmer, NC Board of Transportation

Others Present

Chad Kimes, NCDOT
Mike Kozlosky, WMPO
Abby Lorenzo, WMPO
Scott James, WMPO
Tera Cline, WMPO
Regina Hopkins, WMPO
Trevor Carroll, NCDOT
Michelle Howes, NCDOT
Carolyn Caggia, WMPO
Greer Shriver, WMPO

Members Absent

Eulis Willis, Town of Navassa
Bill Saffo, City of Wilmington

1) Call to Order

Chairman Miller called the meeting to order at 3:01 PM. Mike Kozlosky, WMPO then called roll.

Present: Mike Allen, Deb LeCompte, Veronica Carter, Jonathan Barfield, Jr., John Ellen, Frank Williams, Luke Waddell, Brad George, Bill Rivenbark, and Landon Zimmer. **Absent:** Eulis Willis, and Bill Saffo.

2) Conflict of Interest Statement

Chairman Miller read the conflict-of-interest statement and asked if any Board member has a conflict of interest. Landon Zimmer requested to be recused from voting on Consent Agenda item C.

3) Approval of Board Member Excused Absences

Mayor Eulis Willis was excused by a motion by Jonathan Barfield, Jr. and seconded by Luke Waddell. Motion carried unanimously.

4) Approval of the Agenda

Mr. Barfield made a motion to approve the agenda as presented, seconded by Vice-Chairman Waddell and the motion carried unanimously.

5) Public Comment Period

No sign ups.

6) Presentations

a. Recognition of Retiring NCDOT Division Engineer Chad Kimes-Chairman Hank Miller III, WMPO

Chairman Hank Miller presented Mr. Kimes with a plaque of appreciation for his work for serving as the Division Engineer for NCDOT Division 3. Carol Stein with the MPO's Bicycle and Pedestrian Committee present Mr. Kimes with a gift of appreciation. Several Board members spoke in appreciation of Mr. Kimes' work over his years at Division 3. Mr. Kimes thanked the Board for its support and appreciation over the years.

7) Consent Agenda

a. Approval of Board Regular Meeting Minutes- May 29, 2024

b. Resolution approving 2024-2033 STIP/MPO Amendment #24-3

c. Resolution approving 2024-2033 STIP/MPO Administrative Modifications #24-5

d. Resolution requesting Amendments to the 2024-2033 State/MPO Transportation Improvement Programs for Bus Replacements

Mr. Williams made a motion to approve the consent agenda with the removal of item C. and Ms. Carter seconded, the motion carried unanimously. Mr. Zimmer was recused from Item C- Resolution approving 2024-2033 STIP/MPO Administrative Modifications #24-5. Motion made by Mr. Williams and seconded by Mr. Allen the motion was carried unanimously.

8) Regular Agenda

a. Resolution supporting the allocation of additional Direct Attributable Funding to the Signal Pre-emption Phase 2

Mr. Scott James, WMPO stated the City of Wilmington requested additional funding in the amount of \$197,106 from the WMPO for additional design and construction costs to complete the Traffic Signal Pre-emption for Emergency Vehicles Phase 2. The MPO Board allocated STBGP-DA funds to the City of Wilmington in the amount of \$1,016,816 with a 20% local match in the amount of \$254,204. Novant Health and New Hanover County Fire Rescue have committed the additional \$49,276 towards the completion of the project. This resolution will approve allocation of additional Direct Attributable funding in the amount of \$197,106.00 for the Traffic Signal Pre-emption Phase II.

Vice-Chairman Waddell made a motion to approve, and Ms. Carter seconded, motion carried unanimously.

9) Discussion

a. 2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #24-6

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

b. Cape Fear Navigating Change 2050 Alternative Funding

Kristina Whitfield and Allison Fluitt, Kimley Horn and Associates, stated that alternative funding allows better service for local priorities. Alternative funding allows a bigger pie, less reliance on NCDOT and reliable local matches for federal and state programs. They noted that traditional revenue streams are tied to assumptions and trends that have quickly become obsolete.

There was a commission study at the Statewide level to look at how to adapt and change in the coming years. There were some recommendations that came out of that for the statewide level. There is this statewide emphasis put on this, but that doesn't stop the need to look at it from the local funding perspective.

They noted that funding available for Prioritization 7.0 (2026-2035) for Region B (Divisions 2&3) is negative \$32 million and Division 3 is negative \$54 million. This deficit is mainly due to high inflationary factors and extreme construction costs.

Ms. Whitfield presented the average cost by mode for WMPO projects submitted in P 7.0. Bike/Ped amount was \$4.7 million, highway projects \$133 million, transit projects \$144 million, rail projects \$192 million and aviation projects \$2.5 million. She noted that the issue of costs and deficits are an issue across the country not just in North Carolina.

She then went over the alternative funding considerations based on the 2045 Metropolitan Transportation Plan (MTP). These include the following:

- Quarter-cent local option sales tax
- Quarter-cent local option sales tax for transit
- Vehicle registration fee
- Motor vehicle license tax
- Motor vehicle license tax for transit
- Vehicle rental tax
- Bicycle registration fee
- Transportation bonds
- Tolling

Allison Fluitt presented the Board the different funding mechanisms beginning with local option sales tax which is something that is implemented at a county-by-county level and is implemented via a voter referendum. Through that referendum there is a measure of public control that can impart to folks by helping them understand. She also noted that it does not have to be tied to specific projects and there is no funding sunset. Mr. Zimmer stated he has seen this implemented in other states and regions that have a lot of tourists. There was a brief discussion on the advantages of tying the tax to a specific project(s) or project category. They confirmed that revenue estimates for each county only includes the WMPO areas.

Ms. Fluitt moved on to discuss the local option sales tax-for transit option. She stated that this is implemented at the county level and requires voter referendum and county approval. Only counties that operate public transportation systems can consider this sales tax, and the revenues must be used to finance, construct, operate, and maintain the transit system.

Ms. Fluitt stated that vehicle registration fees can be implemented following a successful vote by the Board of County Commissioners for a county that operates a transit system can charge a maximum of \$7.00 dollars for every registered vehicle with some exceptions. A tax for vehicle registration, can sometimes be a little bit more challenging, since some of our vehicle owners that are not transit users may have some more resistance in supporting this tax for something that they don't feel that they're going to receive a direct benefit.

Ms. Whitfield added that their research showed this was tried in 2008 here in the region and it was voted down, and instead went back and raise the per transit ride by cents.

The motor for vehicle license tax is something that can be levied up to \$30 and in this area it's only up to \$25. There are some kind of specificities within the language that are focused on transit and a transit agency specific designation. The transit system within this region does not actually meet the threshold for the receipt of funding under the motor vehicle license tax currently. It would require a legislative action to redesignate the transit authority in this area to be eligible to receive this type of funding. This tax does not generate funds from vehicles registered in other counties and cannot be leveraged on the state highway system. Mr. Waddell stated the City of Wilmington just adopted a budget with a \$25 dollar fee after looking at the market across the state.

Ms. Fluitt moved on to a vehicle rental tax which is a tax that counties in North Carolina can levy on the gross receipts of passenger vehicle rentals at the rate of 1.5%. The advantages of this tax are, it's a consistent funding source, it targets non-residents, the tax will be charged at the rental location where the customer takes the vehicle, and regional public transportation authorities can also levy taxes. She stated that one of the disadvantages is it could potentially disincentivize local car rentals. There was discussion on if this tax would apply to Uber's or Lyft's and golf carts. Ms. Whitfield stated they would investigate these options and let the Board know the results.

She then touched on the bicycle registration fee. This would require bicyclists to register their bicycles. Some of the disadvantages to this fee are limited data availability, difficult to enforce, no precedent in North Carolina, may discourage biking as a mode of transportation, and has high administrative cost. The steering committee recommended not to consider this one moving forward. The question was asked about bicycle rentals and if this fee could be applied to that. Ms. Whitfield stated she would research and find out.

Transportation impact fees were mentioned, but they are currently illegal in the state of North Carolina.

The next funding mechanism discussed was tolling. This has a unique ecosystem within the State of North Carolina and is something that can be used to accelerate project development and funding.

The MTP steering committee was given scorecards and asked to rank each of funding sources in terms of how they would think that these are viable options here in this region. At the top of the list was the vehicle rental tax followed by local option sales tax-for transit and local option sales tax then tolling.

Ms. Whitfield and Ms. Fluitt then presented information on transportation improvement bonds. Advantages to these bonds include accelerated project funding, the public can see the benefits of specific projects, it is a well-known and understood funding mechanism, and it can be structured as a GO bond or revenue bond. The disadvantages are it may be accompanied by a property tax rate increase and a new referendum is required each time a bond package is pursued, along with new public education campaign.

Ms. Fluitt then presented details on revenue bonds. These bonds are paid back by user-generated revenues. Allows revenue bonds to be utilized for public transportation systems, facilities, or equipment, including but not limited to bus, truck, ferry, and railroad terminals, depots, trackage, and vehicle/vessels as well as mass transit systems. One disadvantage to this type of bond is it's more vulnerable to economic downturns than general obligation bonds.

Ms. Whitfield continued giving an overview of general obligation bonds. These bonds are backed by the full faith and credit of the borrower and , therefore, are paid back by any revenue source. All capital projects can be financed with general obligation bonds, but voter approval is typically needed.

She then presented the Board with an overview of public-private partnerships. Public-private partnerships are a type of project delivery vehicle that obtains private funding through sponsor investments and loans from outside lenders. The advantages to these types of partnership are the private sector expertise with public sector accountability, and the public sector does not incur any borrowing. The disadvantages are potentially complicated contracts and negotiations, and some sort of project-specific revenue source must be in place prior to implementation (e.g. tolling, tax increment financing)

Ms. Whitfield continued with an overview of tax increment financing (TIF). This type of financing enables local government or redevelopment authorities to leverage future tax gains resulting from current improvements to fund the implementation of the improvements. Some advantages to this financing are it can grow tax base and raise the value of the tax base; it can revitalize areas that may be in decline or have been underinvested in the past and can alleviate a lot of burden on developers. Several disadvantages are the need to mediate between multiple groups, it can be difficult to assess incremental gain in tax revenues related to TIF project, and it may contribute to displacement via gentrification.

She then presented examples of other financing mechanisms such as special assessment districts which the MTP steering committee discussed. This is somewhat like the TIP but different in the way that after that geography is established, the property owners within that geography opt to tax themselves at a higher rate than the going property tax rate in the city or the county. and that delta goes back to a pool of funds that is dedicated and sent within that exact geography.

Ms. Whitfield presented the Board with the MTP steering committee rankings on the financing options. Number one was transportation improvement bonds closely followed by general obligation bonds and third was public-private partnerships. Followed by tax increment financing and revenue bond.

There was discussion on what the Board would like to see moving forward. Local options sales tax and bonds and rental vehicle tax and vehicle registration fee were noted to Kimley Horn and Associates to investigate.

10) Updates are all included in the Agenda Packet

a. Wilmington Urban Area MPO

Mr. Kozlosky updates are included in the packet.

b. Cape Fear Public Transportation Authority

Updates included in the packet.

c. NCDOT Division

Updates included in the packet

d. NCDOT Transportation Planning Division

Amanda Killian, NCDOT, stated the Brunswick County CTP is complete. The Pender County survey opened June 1st, and it will close on September 1st.

11) Announcements

- a. Wilmington MPO Metropolitan Transportation Plan Technical Steering Committee (MTPC) meetings will continue in June 2025**

Next meeting – July 31st, 2024

The meeting was adjourned at 4:15 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.

Joint TCC and WMPO Board Special Meeting Minutes

Wednesday, June 26, 2024

929 N Front Street
Wilmington, NC 28401

WMPO Board Members Present

Mike Allen, Town of Belville
Jonathan Barfield, Jr., New Hanover County
Brad George, Pender County
Bill Rivenbark, Cape Fear Public Transportation Authority
Hank Miller, Town of Wrightsville Beach
Luke Waddell, City of Wilmington
Frank Williams, Brunswick County
Veronica Carter, Town of Leland
Landon Zimmer, NC Board of Transportation

WMPO Board Members Absent

Bill Saffo, City of Wilmington
Lynn Barbee, Town of Carolina Beach
John Ellen, Town of Kure Beach
Eulis Willis, Town of Navassa

Others Present

Chad Kimes, NCDOT
Abby Lorenzo, WMPO
Tera Cline, WMPO
Greer Shiver, WMPO
Beth King, WMPO
Regina Hopkins, WMPO
Kiernan Maletsky, HDR

TCC Members Present

Mike Kozlosky, WMPO
Carolyn Caggia, WMPO
Sam Boswell, Cape Fear Council of Gov
Adam Moran, Pender County Planning
Helen Bunch, Brunswick County Planning
Michell Howes, NCDOT
Granseur Dick, Wilmington International Airport
Mark Hairr, Cape Fear Public Transportation Authority
Jessica Moberly, Town of Leland (Remote)
Athena Williams, Town of Belville
Karlene Ellis Vitalis, NHC Planning (Remote)
Amanda Killian, NCDOT
Denys Vielkanowitz, City of Wilmington
Chad Staradumsky, Town of Belville

1. Call to Order

Chairman Miller called the MPO Board Joint meeting to order at 02:00 PM.

Present: Mike Allen, Jonathan Barfield, Jr, Brad George, Bill Rivenbark, Hank Miller, Luke Waddell, Frank Williams, Veronica Carter, and Landon Zimmer

Absent: Bill Saffo, John Ellen, and Landon Zimmer, and Eulis Willis

Mike Kozlosky called the TCC Board Joint meeting to order at 2:04 PM.

2. Introductions

Mike Kozlosky asked the MPO Board members and the TCC Board members to go around the room and introduce themselves.

3. Presentation/Discussion on the WMPO's Potential Grant Opportunities-Kiernan Maletsky, HDR

Kiernan Maletsky, HDR, stated that over the last several months HDR has been analyzing some of the Federal grant opportunities that are still ahead. He said over the past few months they have been analyzing Federal opportunities with a few different focuses. First being what opportunities for the MPO itself, and where a grant can support the region. These analyses are based on the projects that have been going through the long-range planning work that the MPO has been doing.

He stated that an influx of funding through the Infrastructure Investment and Jobs Act (IIJA) has created a completely new level of Federal funding for infrastructure. He noted a breakdown of how the monies are divided in the IIJA. Mr. Maletsky stated that it includes a lot of funding for things beyond transportation. He stated that 30% of funding is available through competitive grants and there are 86 new competitive infrastructure grant programs.

Mr. Maletsky briefly touched on the Inflation Reduction Act (IRA) which is more focused on clean energy and some other specific focus areas of this administration. A lot of that funding is less available for the kinds of needs that the MPO has here, both because that funding is often directed through existing state programs or other things that are additive and not new standalone competitive programs. They could also be added to existing IIJA programs. He noted that the authorization period for the IIJA has now been 2 ½ years. He stated through tracking that about 23% of the competitive grant funds are under contract and 40% of available funds have been awarded.

Mr. Barfield asked how much our state has been awarded. Mr. Maletsky states about 1.9% of the total funds through both formula and discretionary funds.

Mr. Maletsky shared the 2024-2025 IIJA known opportunity calendar deadlines for the WMPO. He then noted the primary programs to track based on the MPO.

He began by detailing the Rebuilding American Infrastructure with Sustainability and Equity (RAISE). This is a USDOT program that offers \$1.5 billion in funding per year. Grant opportunities are available through Federal governments. He stated one of the advantages of this program is it has broad eligibility for different project types. He presented a map reflecting the USDOT's historically disadvantaged communities and areas. RAISE offers over 160 awards per year under the IIJA.

The next program Mr. Maletsky presented was the Reconnecting Communities Discretionary Grant program, which is focused on removing barriers that previous investments in transportation have created. The focus is on serving a disadvantaged community as the driver for what would make a successful project for this program.

He then spoke regarding the Strengthening Mobility and Revolutionizing Transportation (SMART) grant program. This program requires you to enter the program with a phase one prototyping project and only those in that phase are eligible for the larger up to \$15 million for phase 2. This means

that the stage 1 grant is required for stage 2 implementation grant.

Mr. Maletsky continued his presentation giving a brief overview of Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation program (PROTECT). The program reduces match requirements for any future authorizations of PROTECT grant funding, as well as PROTECT formula funds administered by NCDOT. He noted several project types such as a planning grant that includes development of Resilience Improvement plans, development of flood-predictive models, development of emergency response plans, and development of coastal management plans. Another project type is Resilience Improvement grants that includes vulnerability assessments, incorporating natural elements into infrastructure, installing/upgrading stormwater/floodwater management systems, creation of a Resilience Improvement Plan, at-risk bridge replacement, any resilience projects addressing vulnerabilities identified in a Resilience Improvement Plan, roadway resiliency improvements (raising, re-grading, new pavement materials, adding culverts, etc.). Another project type is the Community Resilience and Evacuation Route Grant that includes evacuation route planning/preparation, improvements to existing bridge evacuation routes, and installation of weather and traffic monitoring systems.

The next grant Mr. Maletsky presented was the Bridge Investment Grant program, which has a ton of money available and has been a focus of this region. Regarding the MPO there is a planning component to this grant. In terms of the types of projects, the focus is really on the state of good repair for that program which are your bridges in poor condition or soon to be in poor condition. Starting with those bridge condition issues across the region is a good way to think about how to be competitive moving forward.

He presented a summary on the Low or No Emissions/Bus and Bus Facilities Grant program. This grant program is one that the State of North Carolina has been very successful with in the Wilmington area. But elsewhere in the last couple of years it's gotten a lot of money, and there is very broad eligibility for bus improvements to facilities and to fleets.

He stated that these programs are some of the biggest grants that have the clearest alignment with the region's needs. He noted a listing of several more opportunities. He noted that the MPO may not always be the applicant for these grants, for example a member jurisdiction may apply and the MPO assist in the process.

4. Presentation/Discussion on the results of WMPO's Annual Organizational Survey- Carolyn Caggia, WMPO

Carolyn Caggia, WMPO, stated the MPO received 32 responses on the survey. The survey participants were comprised of 11 TCC members, 6 MPO Board members, 5 from local government not on a board and 10 from the category of others, including other WMPO committees.

The first survey question asked how long in total the participants have served as a member of a WMPO board or committee. The results showed for the overall number (32) respondents was 9 less than a year, 12 for 1-4 years, 7 for 5-10 years, 3 for 11-15 years and 1 for 15 plus years. She then gave a breakdown of responses for TCC and MPO Boards.

Ms. Caggia then presented the results to the question what service or product(s) you value most from the WMPO. She noted the responses from 2023 in comparison to the responses received in 2024. She

noted that across the board, including all respondents and both boards value the MPO's ability to advocate with NCDOT as well as finding funding sources for local projects.

Ms. Caggia then shared the results of the next survey question. In your opinion, how often does WMPO align with the needs of your organization on a 1-to-10-point scale with the low being never. For planning products, the average is about an 8 out of 10. Decisions are about 7 and a half out of 10.

The next question was what are the most important areas of improvement that could be made to WMPO meetings (MPO Board and TCC). Overall, she shared the top 4, with the number one area for improvement being training on technical policy, or regional planning issues. This was number one on MPO Board only votes as well. The TCC votes were similar with a tie for their number one answer being, better technical data, training, and tools to inform decisions and more cross-communication between technical and policy committees. Ms. Caggia also shared some additional improvements mentioned on the survey, such as meeting in person rather than via Zoom or virtually, get agenda packets sooner, devise new voting scheme to improve member equity or decision-making, and refine or update the WMPO vision and goals with its members.

Ms. Caggia then presented the results of 7(a)-(h) questions; based on your understanding of the WMPO and the benefits to your community, are there areas where more personnel, consulting, or other resources should be deployed. Overall respondents from both Boards agreed that top priority is MPO funding that seeks to increase opportunities for more project development/funding. Public relations/engagement and bicycle and pedestrian planning and safety also scored as well.

She then presented two agree or disagree questions from the survey and the results. Overall, most respondents agreed that the WMPO treats every member equitably and they are satisfied with the WMPO.

Questions 9(a) -9(e) Ms. Caggia explained were close in results across the board. Meeting federal and state requirements was number one for overall priorities as well as expanding options to build transportation projects. In addition, the MPO Board felt the top priority is fast responses to inquiries from the organization.

Ms. Caggia presented the results of question number ten on the survey. What are the three most important areas that you would suggest more training be offered to, or more attention be asked of, the current WMPO staff. Overall, 29 respondents and the TCC Board agreed that alternative project financing methods were top on this list. The MPO Board's top area of importance was technology to improve mobility options and performance and project management.

The last question Ms. Caggia spoke about was number 11. Not every change is incremental; some are game changers. Choose up to two options below for big priorities to tackle in the coming years. Overall, with 15 votes by respondents, the number one area was focus on innovative funding strategies to implement the top five highest-priority projects in the region and with 11 votes number 2 was focuses on implementing the actions in the adopted WMPO Strategic Plan.

In closing she noted some takeaways such as the general level of satisfaction with WMPO planning products and decisions, although there is always room for improvement. The desire for the WMPO to pursue innovative funding strategies for transportation projects and to increase the focus on regional collaboration and decision making. She noted both the MPO Board and the TCC respondents continue

to value the organization's advocacy with NCDOT highest among WMPO products and services. Respondents overall desire for current WMPO staff to be offered additional training and an increase in attention to alternative project financing methods.

In conclusion, she noted that the Board and TCC concur on the organization's top priorities of adherence to state and federal requirements; expanding options to build projects, and fast responses to local inquiries.

Mike Kozlosky noted that it is important to point out that steps are being taken to address some of the concerns heard already. Including public engagement on this board. The last budget supported hiring a public information officer. This survey is a way to improve the organization.

5. Adjournment

This special joint meeting of the MPO and TCC Board's was adjourned at 2:52 PM.

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
Amendment #24-4**

STATEWIDE PROJECT

STIP ADDITIONS

* M-0426DIV	- STATEWIDE PROJECT	VARIOUS, STATEWIDE TRAINING, EDUCATION, AND	ENGINEERING	FY 2024 -	\$90,000	(NHP)
STATEWIDE		WORKFORCE DEVELOPMENT.		FY 2025 -	\$90,000	(NHP)
PROJ.CATEGORY		<u>ADD PROJECT AT THE REQUEST OF THE DIVISION OF</u>		FY 2026 -	\$90,000	(NHP)
DIVISION		<u>PLANNING AND PROGRAMMING.</u>		FY 2027 -	\$90,000	(NHP)
				FY 2028 -	\$90,000	(NHP)
				FY 2029 -	\$90,000	(NHP)
				FY 2030 -	\$90,000	(NHP)
				FY 2031 -	\$90,000	(NHP)
				FY 2032 -	\$90,000	(NHP)
				FY 2033 -	\$90,000	(NHP)
				AFTER FY 2033 -	<u>\$180,000</u>	(NHP)
					\$1,080,000	
* M-0426REG	- STATEWIDE PROJECT	VARIOUS, STATEWIDE TRAINING, EDUCATION, AND	ENGINEERING	FY 2024 -	\$90,000	(NHP)
STATEWIDE		WORKFORCE DEVELOPMENT.		FY 2025 -	\$90,000	(NHP)
PROJ.CATEGORY		<u>ADD PROJECT AT THE REQUEST OF THE DIVISION OF</u>		FY 2026 -	\$90,000	(NHP)
REGIONAL		<u>PLANNING AND PROGRAMMING.</u>		FY 2027 -	\$90,000	(NHP)
				FY 2028 -	\$90,000	(NHP)
				FY 2029 -	\$90,000	(NHP)
				FY 2030 -	\$90,000	(NHP)
				FY 2031 -	\$90,000	(NHP)
				FY 2032 -	\$90,000	(NHP)
				FY 2033 -	\$90,000	(NHP)
				AFTER FY 2033 -	<u>\$180,000</u>	(NHP)
					\$1,080,000	

**Proposed Additions to
2024-2033 STIP/MPO TIP Programs
Amendment #24-4**

STATEWIDE PROJECT

STIP ADDITIONS

* M-0426SW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	VARIOUS, STATEWIDE TRAINING, EDUCATION, AND WORKFORCE DEVELOPMENT. <u>ADD PROJECT AT THE REQUEST OF THE DIVISION OF PLANNING AND PROGRAMMING.</u>	ENGINEERING	FY 2024 -	\$120,000	(NHP)
				FY 2025 -	\$120,000	(NHP)
				FY 2026 -	\$120,000	(NHP)
				FY 2027 -	\$120,000	(NHP)
				FY 2028 -	\$120,000	(NHP)
				FY 2029 -	\$120,000	(NHP)
				FY 2030 -	\$120,000	(NHP)
				FY 2031 -	\$120,000	(NHP)
				FY 2032 -	\$120,000	(NHP)
				FY 2033 -	\$120,000	(NHP)
				AFTER FY 2033 -	<u>\$240,000</u>	(NHP)
					\$1,440,000	
* M-0460 STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, NATIONAL SUMMER TRANSPORTATION INSTITUTE (NSTI). <u>ADD PROJECT AT THE REQUEST OF THE DIVISION OF PLANNING AND PROGRAMMING.</u>	ENGINEERING	FY 2024 -	\$200,000	(O)
				FY 2025 -	\$200,000	(O)
				FY 2026 -	\$200,000	(O)
				FY 2027 -	\$200,000	(O)
				FY 2028 -	\$200,000	(O)
				FY 2029 -	\$200,000	(O)
				FY 2030 -	\$200,000	(O)
				FY 2031 -	\$200,000	(O)
				FY 2032 -	\$200,000	(O)
				FY 2033 -	\$200,000	(O)
				AFTER FY 2033 -	<u>\$400,000</u>	(O)
					\$2,400,000	

**Proposed Additions to
2024-2033 STIP/MPO TIP Programs
Amendment #24-4**

STATEWIDE PROJECT

STIP ADDITIONS

* M-0478	- STATEWIDE PROJECT	VARIOUS, ON-THE-JOB TRAINING PROGRAM.	ENGINEERING	FY 2024 -	\$500,000	(O)
STATEWIDE		<u>ADD PROJECT AT THE REQUEST OF THE DIVISION OF</u>		FY 2025 -	\$500,000	(O)
PROJ.CATEGORY		<u>PLANNING AND PROGRAMMING.</u>		FY 2026 -	\$500,000	(O)
EXEMPT				FY 2027 -	\$500,000	(O)
				FY 2028 -	\$500,000	(O)
				FY 2029 -	\$500,000	(O)
				FY 2030 -	\$500,000	(O)
				FY 2031 -	\$500,000	(O)
				FY 2032 -	\$500,000	(O)
				FY 2033 -	\$500,000	(O)
				AFTER FY 2033 -	<u>\$1,000,000</u>	(O)
					\$6,000,000	
* M-0480	- STATEWIDE PROJECT	VARIOUS, DISADVANTAGED BUSINESS ENTERPRISE	ENGINEERING	FY 2024 -	\$300,000	(O)
STATEWIDE		(DBE) TRAINING AND SUPPORTIVE SERVICES.		FY 2025 -	\$300,000	(O)
PROJ.CATEGORY		<u>ADD PROJECT AT THE REQUEST OF THE DIVISION OF</u>		FY 2026 -	\$300,000	(O)
EXEMPT		<u>PLANNING AND PROGRAMMING.</u>		FY 2027 -	\$300,000	(O)
				FY 2028 -	\$300,000	(O)
				FY 2029 -	\$300,000	(O)
				FY 2030 -	\$300,000	(O)
				FY 2031 -	\$300,000	(O)
				FY 2032 -	\$300,000	(O)
				FY 2033 -	\$300,000	(O)
				AFTER FY 2033 -	<u>\$600,000</u>	(O)
					\$3,600,000	

**Proposed Additions to
2024-2033 STIP/MPO TIP Programs
Amendment #24-4**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

TG-0026	- WILMINGTON URBAN AREA	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY,	CAPITAL	2025	\$572,000	L
NEW HANOVER	METROPOLITAN PLANNING ORGANIZATION	PURCHASE CNG BUSES.		2025	\$2,860,000	5339(b)
PROJ.CATEGORY		<u>ADD PROJECT AT THE REQUEST OF THE CAPE FEAR</u>			\$3,432,000	
PUBLIC TRANS		<u>PUBLIC TRANSPORTATION AUTHORITY.</u>				

**Proposed Additions to 2024-2033
STIP/MPO TIP Programs STIP/MPO
TIP Modifications #24-6**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* HS-2003P NEW HANOVER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 117 (SHIPYARD BOULEVARD), US 117 (SHIPYARD BOULEVARD) AT CONVERSE ROAD / LONGSTREET DRIVE IN WILMINGTON. UPGRADE TRAFFIC SIGNAL AND ADD PEDESTRIAN ACCOMMODATIONS. <u>ADD RIGHT-OF-WAY IN FY 25 NOT PREVIOUSLY PROGRAMMED AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2025 -	\$30,000	(HSIP)
				FY 2026 -	<u>\$271,000</u>	(HSIP)
					\$301,000	
* HS-2003S NEW HANOVER PROJ.CATEGORY REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 17 BUSINESS (MARKET STREET), US 17 BUSINESS (MARKET STREET) AND SR 1272 (NEW CENTRE DRIVE). INSTALL CROSSWALKS. <u>ADD RIGHT-OF-WAY IN FY 25 NOT PREVIOUSLY PROGRAMMED AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2025 -	\$58,000	(HSIP)
				FY 2026 -	<u>\$114,000</u>	(HSIP)
					\$172,000	
* HS-2003V NEW HANOVER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 17/76 (OLEANDER DRIVE), US 17/76 (OLEANDER DRIVE) AT SR 1209 (INDEPENDENCE BOULEVARD) IN WILMINGTON. UPGRADE TRAFFIC SIGNAL WITH PEDESTRIAN ACCOMMODATIONS. <u>ADD RIGHT-OF-WAY IN FY 25 NOT PREVIOUSLY PROGRAMMED AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2025 -	\$30,000	(HSIP)
				FY 2026 -	<u>\$23,000</u>	(HSIP)
					\$53,000	
P-5740B NEW HANOVER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CSX SE LINE, IMPROVEMENTS TO HIGHWAY GRADE CROSSINGS, CLOSE AND IMPROVE VARIOUS EXISTING AT-GRADE CROSSINGS. <u>TO ALLOW ADDITIONAL TIME FOR UTILITY RELOCATION, DELAY CONSTRUCTION FROM FY 24 TO FY 25.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2024 -	\$2,000,000	(T)
				FY 2025 -	\$301,000	(DP)
				FY 2025 -	\$289,000	(T)
				FY 2026 -	\$2,033,000	(DP)
				FY 2026 -	\$1,355,000	(T)
				FY 2027 -	\$209,000	(DP)
				FY 2027 -	<u>\$163,000</u>	(T)
					\$6,350,000	

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #24-6 TO THE
2024-2033 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2024-2033 State/MPO Transportation Improvement Programs for Administrative Modifications #24-6.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2024-2033 State/MPO Transportation Improvement Programs for Administrative Modifications #24-6.

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

Henry E. Miller III, Chair

Mike Kozlosky, Secretary



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

MEMORANDUM

TO: WMPO Board Members

FROM: Abby Lorenzo, Deputy Director
Regina Hopkins, Accounting Manager

DATE: July 31, 2024

SUBJECT: FY25 Amendment #1 – FY24 MTP Development - Special Study Continuance

The Wilmington Urban Area Metropolitan Planning Organization (WMPO) adopted the FY24 Unified Plan Work Program (UPWP) on March 29, 2023, and was amended on October 25, 2023, and March 27, 2024. The amended UPWP included STBG-DA funding in the amount of \$75,400 for a consultant to assist with the Metropolitan Transportation Plan (MTP) Development.

The WMPO is required by federal law to develop a long-range Metropolitan Transportation Plan with a minimum 20-year planning horizon. The current plan, Cape Fear Moving Forward 2045, was adopted by the WMPO Board on November 18, 2020. The next plan is required to be adopted no later than November 18, 2025. The creation of this long-range Metropolitan Transportation Plan takes more than 2 years to prepare prior to adoption. This plan is developed primarily in-house with a consultant only developing the financial section.

Staff selected Kimley Horn, an approved on-call consultant, to perform the task of identifying appropriate revenue sources, seeking out innovative funding techniques, and preparing cost estimates for potential 2025 - 2050 MTP projects. Estimates include the following modes of transportation: Aviation, Bicycle & Pedestrian, Ferry & Water Transportation, Rail, Public Transportation, and Roadway.

As of June 30, 2024, Kimley Horn has completed 40% of their contracted services, for a total cost of \$29,980.27. Work performed includes ongoing project administration and bi-weekly coordination with MPO staff; the identification of appropriate revenue sources and preliminary 25-year revenue forecasts by mode for both capital and maintenance and operations costs; development of modal project cost estimates; and research of innovative and applicable funding techniques presented to the WMPO Board for discussion and direction.

The 60% balance of contracted work totaling \$45,391.05, will be completed during the 2025 fiscal year. This work will encompass the finalization of the 25-year financial forecast; the development of financial forecasts based on Board directed innovative funding strategies; completion of modal project cost estimates; and drafting of the 2050 Financial Element chapter.

To allow the STBG-DA funds allocated to this task in the FY24 UPWP to remain active, staff recommends an Amendment to the FY25 UPWP allowing the balance of the contract, \$45,391.05, to roll into fiscal year 2025. To clarify, of the \$75,400 budgeted for this task in FY24, only \$29,980.27 (rounded to \$30,000 per FHWA requirements) was expensed; leaving \$45,391.05 (Rounded to \$45,400 per FHWA requirements) available/unspent to carry forward into FY25.

Kimely Horn Invoices		Contract Amount	75,371.32		
Invoice Number	Invoice Date	Completed Through	Amount Billed	Date Paid	FY Paid
011335055-0124	01/31/24	01/31/24	1,831.13	03/14/24	2024
011335055-0224	02/29/24	02/29/24	3,280.61	03/21/24	2024
011335055-0324	03/31/24	03/31/24	1,921.70	05/09/24	2024
011335055-0424	04/30/24	04/30/24	7,774.32	07/19/24	2024
011335055-0524	05/31/24	05/31/24	8,835.39	06/27/24	2024
011335055-0624	06/30/24	06/30/24	6,337.12	07/19/24	2024
		FY24 Subtotal	29,980.27		2024
		Total Invoiced	29,980.27		
Balance on Contract to be paid in FY25			45,391.05		

The \$45,400 roll forward amount is broken down to \$36,320 (80% Federal FY24 STBG-DA funds) and \$9,080 (20% Local Match funds). Please note, because this was funded in FY24, the below local match requirements must remain at the FY24 allocation rate.

Total	100.00%	45,400.00	Notes:
Federal	80.00%	36,320.00	FY24 PO # 7500025866
Local	20.00%	9,080.00	Member Share Budgeted in FY24 UPWP
Wilmington	42.13%	3,825.41	Budgeted in Project 1TRMP24
New Hanover	34.03%	3,089.92	Ties to FY24 NHC PO # 20241992 - 00
Pender	9.48%	860.78	Member Share Budgeted in FY24 UPWP
Leland	5.35%	485.78	Member Share Budgeted in FY24 UPWP
Brunswick	3.60%	326.88	Member Share Budgeted in FY24 UPWP
Belville	0.77%	69.92	Member Share Budgeted in FY24 UPWP
Navassa	0.60%	54.48	Member Share Budgeted in FY24 UPWP
Totals	100.00%	9,080.00	



Unified Planning Work Program

Fiscal Year 2025

Amendment # 1
July 31, 2024

Original PWP
Adopted March 27, 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 improvement solutions and strategies. Provide documentation of the process and recommendations in the update of the MTP. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

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	44.21.00 - Program Support Administration
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 Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	2,610
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	44.21.00 - Program Support Administration
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	44.21.00 - Program Support Administration
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 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%	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	44.21.00 - Program Support Administration
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	44.21.00 - Program Support Administration
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	44.21.00 - Program Support Administration
Task Code	III-C-3
Title	Minority Business Enterprise
5303 Task Objective	Implement and monitor the MBE program to be compliant with adopted MBE program, update MBE goals as required, and undertake MBE outreach
Tangible Product Expected	MBE participation that is equal to or greater than the adopted and approved MBE goal
Expected Completion Date of Products	June 2025 1 Year Contract
Previous Work	MBE program oversight
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	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	44.21.00 - Program Support Administration
Task Code	III-C-6
Title	Public Involvement
5303 Task Objective	Hear and analyze public comment from monthly meetings of the Authority, email comments, written comments and other comments outlined in the Authority Public Involvement Program. Work with public to update LCP, LRTP, SRTP and other planning documents.
Tangible Product Expected	Make recommendations to appropriate parties from comments made to the Authority by members of the community
Expected Completion Date of Products	June 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	44.21.00 - Program Support Administration
Task Code	III-E
Title	Management & Operations
5303 Task Objective	MPO and CFPTA staff will conduct required administrative and operational tasks to support Wave Transit. Periodical reviews of administrative agreements and procedures. Staff will perform daily operations to disseminate planning information to the TAC/TCC committee members, the public and/or other agencies.
Tangible Product Expected	Compliance with FTA and NCDOT requirements, well informed community and elected officials about the public transit program, and functional system that meets the needs of the community
Expected Completion Date of Products	June 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.



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

2024 - 2025 Unified Planning Work Program Amendment # 1
Roll \$45,400 in FY24 STBG-DA funds into FY25
July 31, 2024

II-B-3 Special Studies: Consultant - 2050 MTP Development

Based on anticipated expenditures, the line item increased by \$45,400

Increase of expenditure based on contracted amount to complete the MTP Development Special Study started in FY24. As of June 30, 2024, Kimley Horn has completed 40% of their contracted services, for a total cost of \$29,980.27.

The 60% balance of contracted work totaling \$45,391.05, will be completed during the 2025 fiscal year.

This amendment allows the STBG-DA funds allocated to this task in the FY24 UPWP to remain active, permitting the balance of the contract, \$45,391.05, to roll into fiscal year 2025.

To clarify, of the \$75,400 budgeted for this task in FY24, only \$29,980.27 (rounded to \$30,000 per FHWA requirements) was expensed in FY24; leaving \$45,391.05 (Rounded to \$45,400 per FHWA requirements) available/unspent to carry forward into FY25.ss

The STBG-DA Funds allocated to this task tie to the NC DOT FY24 PO/Contract # 7500025866.

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/TSMO 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 Aside	-	-	-	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 #: 50853.1.18			WBS #: 50902.1.1	WBS #: 44094.1.5			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	-	-	-	-	9,080	36,320	45,400	-	-	-	50,000	50,000	400,000	500,000	-	-	-	-	-	50,000	50,000	400,000	545,400
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
44.27.00	II-B-3	Special Studies: Consultant - 2050 MTP Development	-	-	-	-	9,080	36,320	45,400	-	-	-	-	-	-	-	-	-	-	-	-	9,080	-	36,320	45,400
FY 24 CONTINUANCE TOTALS:			-	-	-	-	9,080	36,320	45,400	-	-	-	50,000	50,000	400,000	500,000	-	-	-	-	-	59,080	50,000	436,320	545,400
			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	273,720	1,094,880	1,368,600	40,000	160,000	200,000	50,000	50,000	400,000	500,000	11,553	11,551	92,412	115,516	76,000	498,823	101,551	2,105,692	2,706,066

Anticipated DBE Contracting Opportunities for FY 2025

Name of MPO: Wilmington Urban Area MPO

Person Completing Form: Mike Kozlosky

Telephone Number: 910-342-2781

Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
II-B-3	Special Studies: Consultant Intelligent Transportation System Plan	NC DOT	Consultant	\$240,000	\$300,000
II-B-3	Special Studies: Consultant Safe Streets & Roads for All	City of Wilmington	Consultant	\$400,000	\$500,000
II-B-3	Special Studies: Consultant MTP Development FY24 STBG-DA Carry Forward FY24 PO # 7500025866	City of Wilmington	Consultant	\$36,320	\$45,400

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ADOPTING 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 adopts 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, Luke Waddell, Sr., Vice Chair of the Board of the Wilmington Urban Area Metropolitan Planning Organization do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Board, duly held on this the 27th day of March 2024.



Luke Waddell Sr., Vice Chair

*****Subscribed and sworn to me this 27th day of March, 2024.

Notary Public 

My commission expires August 15, 2025

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT # 1 TO THE FISCAL YEAR 2025
UNIFIED PLANNING WORK PROGRAM**

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

WHEREAS, the Fiscal Year (FY) 2025 Unified Planning Work Program documenting the continuing, cooperative, and comprehensive transportation planning program in the Wilmington Urban Area was adopted by the Wilmington Urban Area Metropolitan Planning Organization's Board on March 27, 2024; and

WHEREAS, the need for amendments to the FY 2025 Unified Planning Work Program has been evaluated and justified in order to effectively advance transportation planning for FY 2025; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the FY 2025 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization proposes amendments to the FY 2025 Unified Planning Work Program to reflect current and anticipated expenditures.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves Amendment # 1 to the FY 2025 Unified Planning Work Program.

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

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD

2025 Wilmington Urban Area Metropolitan Planning Organization (WMPO) Self-Certification Process

Introduction

CFR 450.336 requires the North Carolina Department of Transportation (NCDOT) and the Wilmington Urban Area Metropolitan Planning Organization (MPO) to annually certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that their planning processes are addressing the major issues facing the urban area and is being conducted in accordance with all applicable requirements of:

- Section 134 of Title 23 U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607); and
- Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and
- Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794; and
- Section 103 (b) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) (Public Law 102-240) regarding the involvement of disadvantaged business enterprises (DBE) in the FHWA and FTA funded planning projects; and
- The provisions of the Americans with Disabilities Act of 1990 (ADA) (Public Law 101-136) 104 Stat. 327, as amended and U.S. DOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38).

In addition, the following checklist was provided by NCDOT to help guide the Wilmington Urban Area MPO as they review their processes and programs for self-certification. There are several transportation acronyms that have been defined above and several more that will be used frequently below including: CFR – Code of Federal Regulations; U.S.C. – United States Code; MTP – Metropolitan Transportation Plan; CMP – Congestion Management Process/Plan; TIP – Transportation Improvement Program; TMA – Transportation Management Area; and, EO – Executive Order.

The MPO’s responses are in **bold**.

Self-Certification Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance with procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]

Response: Yes.

2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U. S. C. 5303 (c) 23 CFR 450.306 (i)]

Response: Yes.

The Wilmington Urban Area Metropolitan Planning Organization Board (MPO Board) is comprised of 12 elected officials and one appointed member from the NC Board of Transportation. The Cape Fear Public Transportation Authority (Wave Transit) is represented on the WMPO Board by a New Hanover County Commissioner that serves on the Wave Board.

3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the next 20-year forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]

Response: Yes.

In 2023 the WMPO reviewed its planning area boundary to ensure the recently defined urbanized area (UA) boundary, as designated by the 2020 Decennial Census, and anticipated urbanized area within the next 20 years, were included within its extents. The WMPO Board determined that no changes to the WMPO planning area boundary were necessary.

4. Is there a currently adopted (Unified) Planning Work Program (U/PWP)? 23 CFR 450.314?

Response: Yes.

- a. Is there an adopted prospectus?

Response: Yes.

- b. Are tasks and products clearly outlined?

Response: Yes.

- c. Is the U/PWP consistent with the MTP?

Response: Yes.

Work tasks in the UPWP align with work necessary for the development and implementation of the adopted MTP.

- d. Is the work identified in the U/PWP completed in a timely fashion?

Response: Yes.

5. Does the urban area have a valid transportation planning process?

23 U.S.C. 134; 23 CFR 450

Response: Yes.

As indicated in the WMPO's 2023 federal certification review.

a. Is the transportation planning process continuous, cooperative, and comprehensive?

Response: Yes.

b. Is there a valid MTP?

Response: Yes.

c. Did the MTP have at least a 20-year horizon at the time of its adoption?

Response: Yes.

d. Does it address the 10 planning factors?

Response: Yes.

e. Does it cover all modes of transportation applicable to the area?

Response: Yes.

f. Is it financially constrained?

Response: Yes.

g. Does it include funding for the maintenance and operation of the system?

Response: Yes.

h. Does it conform to the State Implementation Plan (SIP) if applicable?

Response: Yes.

i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)?

Response: Yes.

The currently adopted MTP, Cape Fear Moving Forward 2045 was adopted by the WMPO Board on November 18, 2020. Work is underway on the development of the WMPO's next MTP, Cape Fear Navigating Change 2050, to be adopted by November 18, 2025.

6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 332

Response: Yes.

a. Is it consistent with the MTP?

Response: Yes.

b. Is it fiscally constrained?

Response: Yes.

Please see 5f above.

- c. Is it developed cooperatively with the state and local transit operators?
Response: Yes.
 - d. Is it updated at least every 4 years and adopted by the MPO and Governor?
Response: Yes.
7. Does the urban area have a Congestion Management Process (CMP)? (TMA only)
23 CFR 450.320
Response: Yes.
- a. Is it consistent with the MTP?
Response: Yes.
 - b. Was it used for the development of the TIP?
Response: Yes.
 - c. Is it monitored and reevaluated to meet the needs of the area?
Response: Yes.
The process and system performance are reviewed and reported every five years.
8. Does the urban area have a process for including environmental mitigation discussions in the planning process?
Response: Yes.
- a. How?
Response: In consultation with NCDOT.
 - b. Why not?
Response: N/A.
9. Does the planning process meet the following requirements:
- a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart?
Response: Yes
 - b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93
Response: N/A
 - c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21
Response: Yes
 - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity
Response: Yes

- e. The appropriate sections of the current federal transportation funding bill regarding the involvement of disadvantaged business enterprises in USDOT funded projects
Response: Yes
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
Response: Yes
 - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38
Response: Yes
 - h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
Response: Yes
 - i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender
Response: Yes
 - j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities
Response: Yes
 - k. All other applicable provisions of Federal law. (e.g. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations)
Response: Yes
10. Does the urban area have an adopted Public Involvement Plan (PIP)/Public Participation Plan? 23 CRR 450.316 (b)(1)
Response: Yes.
- a. Did the public participate in the development of the PIP?
Response: Yes.
 - b. Was the PIP made available for public review for at least 45-days prior to adoption?
Response: Yes.
 - c. Is adequate notice provided for public meetings?
Response: Yes.
 - d. Are meetings held at convenient times and at accessible locations?
Response: Yes.
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process?
Response: Yes.

f. Is the PIP periodically reviewed and updated to ensure its effectiveness?

Response: Yes.

It was amended in January 2023.

g. Are plans/program documents available in an electronic format, i.e. MPO website?

Response: Yes.

They are available at WMPO.org and GoCoastNC.org

11. Does the area have a process for including environmental, state, other transportation, historic, local land use, and economic development agencies in the planning process? (23 CFR 450.324(h))

Response: Yes.

a. How?

Response: The Technical Coordinating Committee (TCC) includes representation from several of these agencies. The TCC reviews and provides recommendations to the WMPO Board on all planning processes and activities. Additionally, the WMPO's MTP is guided by a technical steering committee with representatives from additional relevant agencies.

b. Why not?

Response: N/A.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

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

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

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

WHEREAS, the Board has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; and

WHEREAS, the Board has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Section 1003(b) of ISTEA of 1991 (Pub. L. 102-240), Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and

WHEREAS, the Board has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR parts 27, 37, and 38); and

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

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



Luke Waddell Sr., Vice Chair



Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT # 1 TO THE FISCAL YEAR 2025
UNIFIED PLANNING WORK PROGRAM**

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

WHEREAS, the Fiscal Year (FY) 2025 Unified Planning Work Program documenting the continuing, cooperative, and comprehensive transportation planning program in the Wilmington Urban Area was adopted by the Wilmington Urban Area Metropolitan Planning Organization's Board on March 27, 2024; and

WHEREAS, the need for amendments to the FY 2025 Unified Planning Work Program has been evaluated and justified in order to effectively advance transportation planning for FY 2025; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the FY 2025 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization proposes amendments to the FY 2025 Unified Planning Work Program to reflect current and anticipated expenditures.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves Amendment # 1 to the FY 2025 Unified Planning Work Program.

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

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

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

Introduction

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

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

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

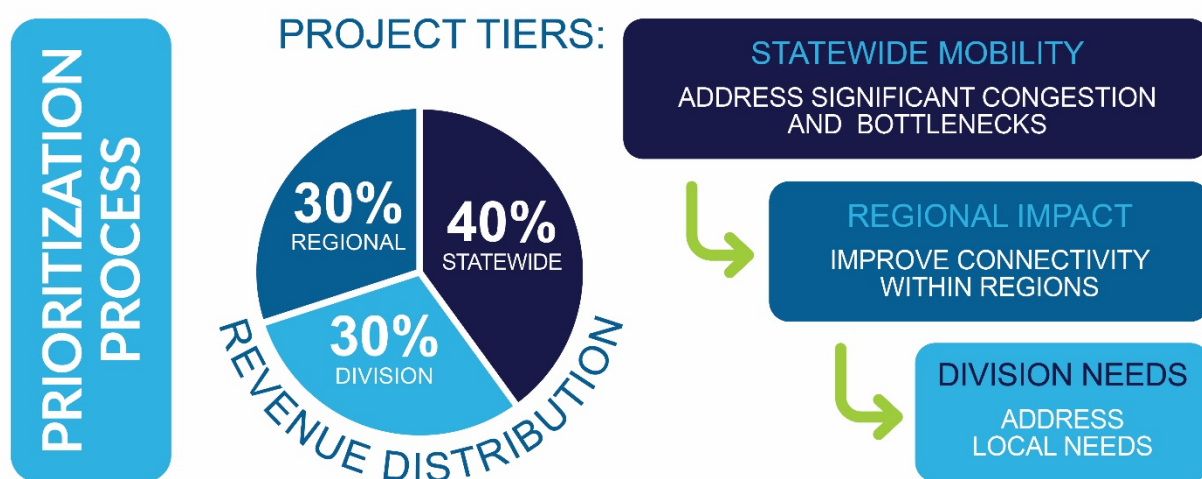


Figure 1. NCDOT Strategic Prioritization Funding Categories

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

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

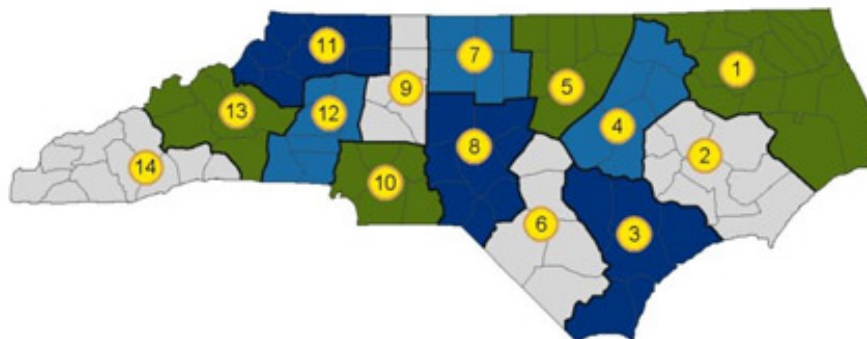


Figure 2. NCDOT Highway Divisions

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

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

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

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

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

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

Selection of Projects for Prioritization 7.0

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

Description of Criteria and Weights

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

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

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

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

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

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

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

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

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

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

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

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

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

Scoring Projects

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

Example:

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

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

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

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

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

Final Local Input Point Assignment

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

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

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

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

Schedule and Public Outreach

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

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

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

Prioritization 7.0 Process Schedule 2023 – 2025

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

Point Assignment Process

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

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

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

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

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

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

Material Sharing

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

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



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Appendix A – Strategic Transportation Investments; Highway Scoring Details

Highway Project Eligibility and Scoring Criteria and Weights

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

Table A1 – Highway Project Eligibility

Mobility Projects

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

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

Table A2 – Highway Mobility Scoring Criteria and Weights

Modernization Projects

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

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

Table A3 – Highway Modernization Scoring Criteria and Weights

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

Aviation Project Eligibility and Scoring Criteria and Weights

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

Table B1 – Aviation Project Eligibility

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

Table B2 – Aviation Scoring Criteria and Weights



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Bicycle and Pedestrian Project Eligibility and Scoring Criteria and Weights

Bicycle and Pedestrian Project Eligibility:

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

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

Table B3 – Bicycle and Pedestrian Scoring Criteria and Weights



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Ferry Project Eligibility and Scoring Criteria and Weights

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

Table B4 – Ferry Project Eligibility

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

Table B5 – Ferry Scoring Criteria and Weights



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Public Transportation Project Eligibility and Scoring Criteria and Weights

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

Table B6 – Public Transportation Project Eligibility

Mobility Projects

Project Types:

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

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

Table B7 – Public Transportation Mobility Scoring Criteria and Weights

Demand Response Projects

Project Types:

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

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

Table B8 – Public Transportation Demand Response Scoring Criteria and Weights

Facility Projects

Project Types:

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

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

Table B9 – Public Transportation Facility Scoring Criteria and Weights



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Rail Project Eligibility and Scoring Criteria and Weights

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

Table B10 – Rail Project Eligibility

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

Table B11 – Rail Scoring Criteria and Weights

Prioritization 7.0 Draft Regional Impact Projects -- Draft Point Assignment																					
													Local Input Criteria								
Spot ID	Mode	TIP	Project Category	Route/Facility Name	From/Cross Street	To/Cross Street	Description	Specific Improvement Type	Cost	Statewide Mobility Quantitative Score (x of 100)	Regional Impact Quantitative Score (x of 70)	Division Needs Quantitative Score (x of 50)	P 7.0 Quantitative Score (x of 100)	Division 3 Points (x of 100)	Consistency with Plans (x of 100)	Status of project in development (x of 100)	Number of Prioritization Cycles (x of 100)	Total (x of 500)	Draft Point Assignment	Notes	
A150101	Aviation	AV-5795	Statewide Mobility	ILM - Wilmington International Airport: GA Apron Expansion	TBD- Carryover- need location of project on airport	N/A	The airport is experiencing unprecedented demand for GA and corporate tiedown and hangar space, exceeding ramp availability. Project Expands the North Apron toward new tenant ramp areas to expand capacity and enhance economic development within the corporate GA community.	1200 - Aircraft Apron / Helipad Requirements	\$ 1,000,000	76.27	54.92	38.69	84.92	0	100	50	75	309.92	100		
A150420	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Perimeter Road Improvements (Ph.1)	Various Areas, General Location: 34?, 16', 21.59"N 77?, 53',56.94"W	N/A	Project will improve safety and emergency response by relocating the Airport's vehicle perimeter road outside NAVAID critical areas and Object Free Areas while also providing enhanced separation of airport operational vehicles, emergency response vehicles and aircraft.	3000 - Other	\$ 500,000	23.76	18.56	11.50	48.56	0	100	25	100	273.56	100		
A170927	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Emergency Boat Ramp Access Launch Rwy 6	34?, 15', 33.49"N 77?, 54', 45.32"W	N/A	The existing emergency water rescue ramp (boat access) is an unimproved riverbank and regularly susceptible to erosion by tide and current. This project will Provide stabilized access for Rescue boat along with a dock to support life safety activities in response to waterway aircraft crash emergencies at runway end.	3000 - Other	\$ 1,000,000	22.66	17.99	11.12	47.99	0	100	25	75	247.99			
A192166	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Runway 35 Wind Cone/PAPI Replacement	N34.279962 W77.907966	N/A	Existing wind cone and PAPIs for Runway 35 are nearing end of life. Additionally, the PAPI and Power Supply Unit (PSU) is located inside the RSA and needs to be relocated to meet current FAA standards. This project will be designed and constructed to replace the runway 35 wind cone due to its useful life. The PAPI's and power supply unit (PSU) needs to be relocated outside the Runway Safety Area (RSA) per FAA Standards. Includes Project Request Number: 3805	3000 - Other	\$ 500,000	47.43	30.68	18.93	60.68	0	100	25	50	235.68			
A192168	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Upgrade Visual Approach Aids & Runway Lighting	N34.259157 W77.913999	N/A	This project upgrades runway 6, 17, and 24 visual approach slope indicators (VASI's) to precision approach path indicators (PAPIs). It also changes the pilot-activated runway lighting switch from runway 17/35 to 6/24 using the common traffic advisory frequency (CTAF)	1700 - Approach Lighting	\$ 1,000,000	80.43	55.43	38.24	85.43	0	100	25	25	235.43			
A231118	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Apron Maintenance	34?, 16', 18.6"N 77?, 54', 32.38"W	N/A	Perform maintenance and renovations on the Modern Aviation FBO Ramp to ensure a safe operating surface amid increasing demand.	1200 - Aircraft Apron / Helipad Requirements	\$ 1,000,000	69.11	47.56	35.04	77.56	0	100	25	25	227.56			
A231119	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Perimeter Road Improvements (Ph. 2)	34?, 16', 24.33"N 77?, 53', 36.15"W	N/A	Project will improve safety by relocating the Airport's vehicle perimeter road outside NAVAID critical areas and Object Free Areas. The road will be all-weather road allowing traffic to be separated from Aircraft movement areas. (Phase 2)	3000 - Other	\$ 500,000	16.78	12.42	8.01	42.42	0	100	25	25	192.42			

Prioritization 7.0 Draft Regional Impact Projects -- Draft Point Assignment																				
													Local Input Criteria							
Spot ID	Mode	TIP	Project Category	Route/Facility Name	From/Cross Street	To/Cross Street	Description	Specific Improvement Type	Cost	Statewide Mobility Quantitative Score (x of 100)	Regional Impact Quantitative Score (x of 70)	Division Needs Quantitative Score (x of 50)	P 7.0 Quantitative Score (x of 100)	Division 3 Points (x of 100)	Consistency with Plans (x of 100)	Status of project in development (x of 100)	Number of Prioritization Cycles (x of 100)	Total (x of 500)	Draft Point Assignment	Notes
A231184	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Airline and Customs Apron ? Clean/Seal Joints, Pavement Repair	34?, 16', 24.71"N 77?, 54', 35.45"W	N/A	This project cleans, seals, and repairs joints and concrete pavement sections for the Air Carrier and Customs Aprons to ensure a safe and adequate pavement system at on the existing airline and customs ramp.	3000 - Other	\$ 500,000	23.18	13.12	8.48	43.12	0	100	25	25	193.12		
A231185	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Overlay Airport Blvd, Building Circulation and Surrounding Roadways	34?, 16', 4.44"N 77?, 55', 10.85"W	N/A	Overlay aging pavement on Airport Blvd. and ILM roadways leading to N 23rd St. to accommodate increasing traffic and support ILM passenger growth.	3000 - Other	\$ 1,000,000	22.38	16.14	10.49	46.14	0	100	25	25	196.14		
F150235	Ferry	F-5705	Regional Impact	Southport - Ft Fisher	Southport - Fort Fisher Route	N/A	Construct a new and additional River Class vessel	8 - New River Class Vessel (to increase capacity)	\$ 25,768,160.00	N/A	46.41	35.13	76.41	0	0	50	100	226.41	100	Per WMPO's adopted LIP methodology, the highest scoring project from each non-highway mode NOT included in top 16 projects will be elevated to replae the lowest scoring highway project(s) within the top 16 to ensure multimodal point assignment. Project is only 50% located in WMPO planning boundary. WMPO will submit 50 points and provide remaining 50 points to Cape Fear RPO for submittal.
F230648	Ferry		Regional Impact	Southport - Ft Fisher	Southport - Fort Fisher Route	N/A	Replace the aging Southport & Fort Fisher Visitor Center	13 - Other Terminal or Shipyard Infrastructure	\$ 25,900,875.00	N/A	43.72	32.44	73.72	0	0	25	25	123.72		Submitted by Cape Fear RPO
F230649	Ferry		Regional Impact	Southport - Ft Fisher	Southport - Fort Fisher Route	N/A	Additional Ramp and Gantry system at Southport to expand capacity	11 - New Ramp & Gantry (to increase capacity)	\$ 25,900,875.00	N/A	42.95	31.67	72.95	0	0	25	25	122.95		Submitted by Cape Fear RPO
F230761	Ferry		Regional Impact	Southport - Ft Fisher	Southport - Fort Fisher Route. Adjacent to existing mooring at Ft. Fisher.	N/A	Additional Ramp and Gantry system at Fort Fisher to expand capacity.	11 - New Ramp & Gantry (to increase capacity)	\$ 25,900,875.00	N/A	42.95	31.67	72.95	100	0	25	25	222.95		Submitted by Cape Fear RPO
F230763	Ferry		Regional Impact	Southport - Ft Fisher	Fort Fisher terminal / Fort Fisher Blvd	N/A	Install 5' sidewalk to connect Fort Fisher ferry terminal building entrance to US 421 (has dedicated bicycle lanes and proposed MUP)	13 - Other Terminal or Shipyard Infrastructure	\$ 39,006	N/A	42.95	31.67	72.95	0	100	25	25	222.95		
H090287-AG	Highway	R-4462	Statewide Mobility	US 74, US 76	NC 87 (Maco Road)	SR 1426 (Mount Misery Road)	Upgrade Roadway to interstate Standards	2 - Upgrade Arterial to Freeway/Expres sway	\$ 68,300,000	81.50	50.93	33.56	80.93	100	0	25	100	305.93	100	Project location is only 89.38% in the WMPO planning boundary. WMPO to submit 89.38 points, transfer remaining 10.62 to Cape Fear RPO to submit.

Prioritization 7.0 Draft Regional Impact Projects -- Draft Point Assignment																				
													Local Input Criteria							
Spot ID	Mode	TIP	Project Category	Route/Facility Name	From/Cross Street	To/Cross Street	Description	Specific Improvement Type	Cost	Statewide Mobility Quantitative Score (x of 100)	Regional Impact Quantitative Score (x of 70)	Division Needs Quantitative Score (x of 50)	P 7.0 Quantitative Score (x of 100)	Division 3 Points (x of 100)	Consistency with Plans (x of 100)	Status of project in development (x of 100)	Number of Prioritization Cycles (x of 100)	Total (x of 500)	Draft Point Assignment	Notes
H090499-B	Highway	U-4902B	Statewide Mobility	US 17 Business (Market Street)	CSX Railroad	117/NC 132 (College Road).	Construct Access Management Improvements	11 - Access Management	\$ 33,600,000	68.61	49.02	37.27	79.02	0	100	50	100	329.02	100	
H090713	Highway		Regional Impact	NC 133 (River Road)	SR 1551 (Blackwell Road)	SR 1599 (Jackeys Creek Lane)	Widen NC133 (River Road SE) from SR 1551 (Blackwell Road) to SR 1599 (Jackey's Creek Lane SE) to four-lane, divided cross section with curb and gutter.	1 - Widen Existing Roadway	\$ 99,600,000	N/A	31.14	30.16	61.14	100	100	25	100	386.14	100	
H110980	Highway	U-5863	Regional Impact	NC 133 (Castle Hayne Road)	SR 1310 (Division Drive)	I-140/US 17	Widen to 3 lanes.	1 - Widen Existing Roadway	\$ 89,372,000	N/A	41.73	33.58	71.73	100	100	50	100	421.73	100	
H141537	Highway	U-5732	Statewide Mobility	US 17	SR 1582 (Washington Acres Road)	Vista Lane	Construct reduced conflict intersection	11 - Access Management	\$ 57,600,000	88.26	57.91	42.35	--	--	--	--	--	--	--	Not eligible for Regional Impact LIP-Funded in Statewie Mobility category
H149006-A	Highway	U-5702B	Regional Impact	NC 132 (College Road)	US 421 (Carolina Beach Road)	US 117 (Shipyard Boulevard)	Access management and travel time improvements.	11 - Access Management	\$ 96,000,000	N/A	46.39	35.02	76.39	100	100	50	100	426.39	100	
H149006-D	Highway	U-5881	Statewide Mobility	NC 132 (College Road)	New Centre Drive	SR 2048 (Gordon Road)	Upgrade Roadway	2 - Upgrade Arterial to Freeway/Expre ssway	\$ 42,900,000	73.72	51.79	37.25	81.79	100	100	50	100	431.79	100	
H149006-E	Highway	U-5704	Statewide Mobility	NC 132 (College Road)	US 76 Oleander Drive	N/A	Intersection improvements	7 - Upgrade At-grade Intersection to Interchange or Grade Separation	\$ 71,400,000	64.09	44.24	33.54	74.24	100	100	50	100	424.24	100	
H150013	Highway		Regional Impact	NC 210	SR 1002 (Island Creek Road)	SR 1574 (Dallie Futch Road)	Realign intersection of NC 210 and SR 1002 (Island Creek Road) to t-intersection and install traffic signal. Remove SR 1574 (Dallie Futch Road) intersections at NC 210 and SR 1002.	21 - Realign Multiple Intersections	\$ 14,433,148	N/A	24.62	18.76	54.62	0	0	25	100	179.62		
H170214	Highway	U-5863	Regional Impact	NC 133 (Castle Hayne Road)	I-140, US 17 (Wilmington Bypass)	SR 1002 (Holly Shelter Road)	Widen road to 3-lane cross section with shoulders.	1 - Widen Existing Roadway	\$ 61,700,000	N/A	31.00	27.62	61.00	100	100	50	100	411.00	100	
H170244	Highway		Regional Impact	NC 133 (River Road)	SR 1599 (Jackeys Creek Lane SE)	Rabon Way SE	Widen NC133 (River Road SE) from SR 1599 (Jackey's Creek Lane SE) to Rabon Way to four-lane, divided cross section with curb and gutter.	1 - Widen Existing Roadway	\$ 113,500,000	N/A	23.26	20.59	53.26	0	100	25	100	278.26		Ranked #13 overall and was the lowest scoring highway project qualifying for local input point assignment. Per WMPO's adopted LIP methodology, the highest scoring project from each non-highway mode NOT included in top 16 projects will be elevated to replae the lowest scoring highway project(s) within the top 16 to ensure multimodal point assignment. The 100 local input points have been removed from this project and assigned to F-7505.

Prioritization 7.0 Draft Regional Impact Projects -- Draft Point Assignment																				
													Local Input Criteria							
Spot ID	Mode	TIP	Project Category	Route/Facility Name	From/Cross Street	To/Cross Street	Description	Specific Improvement Type	Cost	Statewide Mobility Quantitative Score (x of 100)	Regional Impact Quantitative Score (x of 70)	Division Needs Quantitative Score (x of 50)	P 7.0 Quantitative Score (x of 100)	Division 3 Points (x of 100)	Consistency with Plans (x of 100)	Status of project in development (x of 100)	Number of Prioritization Cycles (x of 100)	Total (x of 500)	Draft Point Assignment	Notes
H171924	Highway	U-4738	Statewide Mobility	US 17 (Ocean Highway), US 74, US 421 (Carolina Beach Road), US 117 (Shipyard Boulevard), US 17 BUS, Cape Fear Crossings Alternative	US 117 (Shipyard Boulevard)	I-140 (Wilmington Bypass)	Upgrade existing facilities to provide additional mobility and access between New Hanover and Brunswick Counties and to the NC Port of Wilmington. Includes new river crossing south of existing Cape Fear Memorial Bridge. Cape Fear Crossings Alternative	6 - Widen Existing Roadway and Construct Part on New Location	\$ 1,569,400,000	66.83	42.47	30.41	76.61	0	100	25	100	301.61	100	
H190398	Highway		Statewide Mobility	US 17	SR 2734 (Marsh Oaks Drive)	SR 1582 (Washington Acres Road)	Convert roadway to superstreet configuration and provide access management.	4 - Upgrade Arterial to Signalized RCI Corridor	\$ 74,800,000	65.54	41.37	30.73	71.37	100	50	25	50	296.37	100	
H193097	Highway		Statewide Mobility	US 17	SR 1563 (Sloop Point Loop Road)	NC 210	Upgrade to a controlled access facility with service roads.	2 - Upgrade Arterial to Freeway/Expressway	\$ 195,700,000	71.54	39.43	25.59	69.43	100	0	25	50	244.43		
H191501	Highway	HB-0039	Statewide Mobility	US 17 Business (Cape Fear Memorial Bridge) - Replace Bridge	US 74 Interchange	5th Street	Replace the existing Cape Fear Memorial Bridge (TOLL PROJECT)	5 - Construct Roadway on New Location	\$ 85,000,000	83.95	52.15	38.17	--	--	--	--	--	--	--	Not eligible for Regional Impact LIP-Funded in Statewide Mobility category
H191999	Highway		Regional Impact	US 17 Business (Market Street)	SR 1217 (South 17th Street)	Covil Avenue	Implement Road Diet on US 17 Business (Market Street) between SR 1217 (S. 17th Street) and Covil Avenue to improve safety.	24 - Implement Road Diet to Improve Safety	\$ 39,600,000	N/A	41.90	33.59	71.90	0	0	25	50	146.90		
H230978	Highway	U-5732	Statewide Mobility	US 17	SR 1582 (Washington Acres Road)	Vista Lane	Upgrade signals to fiber along US 17 corridor through Hampstead from SR 1582 (Washington Acres Road) to Vista Lane	14 - Closed Loop Signal System	\$ 1,040,400	90.02	59.27	42.95	--	--	--	--	--	--	--	Not eligible for Regional Impact LIP-Funded in Statewide Mobility category
H230544	Highway		Statewide Mobility	SR 2048 (Gordon Road)	US 17 Business (Market Street)	N/A	Upgrade intersection to grade separated intersection.	7 - Upgrade At-grade Intersection to Interchange or Grade Separation	\$ 43,900,000	63.28	44.63	33.58	74.63	0	0	25	25	124.63		
H230687	Highway		Statewide Mobility	US 17 (Ocean Highway)	NC 87	Carol Lynn Drive NE	Provide access management along corridor with a flyover left turn from US 17 to NC 87	11 - Access Management	\$ 275,600,000	55.65	32.57	22.85	62.57	0	0	25	25	112.57		Submitted by Cape Fear RPO
H230821	Highway		Statewide Mobility	I-140	US 74/76	N/A	Construct intersection improvements, including the conversion of the grade separated intersection into an interchange with free flow traffic between I-140 and US 74/76. The proposed typical section includes four 12-foot lanes with 22-foot wide loops and 16-foot wide ramps at the interchange. No sidewalks or bicycle lanes.	8 - Improve Interchange	\$ 233,600,000	44.19	25.32	16.92	55.32		0	25	25	105.32		
H230873	Highway		Statewide Mobility	US 17 Business	US 74 Interchange	5th Street	Replace the existing Cape Fear Memorial Bridge (NON-TOLL PROJECT)	5 - Construct Roadway on New Location	\$ 437,000,000	62.48	35.28	32.12	65.28	100	100	25	25	315.28	100	
H230956	Highway		Regional Impact	US 421 (Carolina Beach Road)	SR 1576 (River Road)	Access Road	Replacement of existing bridge structure over Snow's Cut. Proposed cross section includes raised median, shoulders, and 12' MUP.	26 - Upgrade Roadway	\$ 90,822,977	N/A	28.48	22.31	58.48	0	100	25	25	208.48		

Prioritization 7.0 Draft Regional Impact Projects -- Draft Point Assignment																				
													Local Input Criteria							
Spot ID	Mode	TIP	Project Category	Route/Facility Name	From/Cross Street	To/Cross Street	Description	Specific Improvement Type	Cost	Statewide Mobility Quantitative Score (x of 100)	Regional Impact Quantitative Score (x of 70)	Division Needs Quantitative Score (x of 50)	P 7.0 Quantitative Score (x of 100)	Division 3 Points (x of 100)	Consistency with Plans (x of 100)	Status of project in development (x of 100)	Number of Prioritization Cycles (x of 100)	Total (x of 500)	Draft Point Assignment	Notes
H230961	Highway		Regional Impact	US 74, US 76 (Causeway Drive)	Airlie Road	US 74 (West Salisbury Street)	Replace moveable span, 4-lane, undivided bridge with fixed span, 4-lane divided bridge with 12' multi-use path facility.	26 - Upgrade Roadway	\$ 112,100,000	N/A	21.52	17.04	51.52	0	100	25	25	201.52		
H230968	Highway		Regional Impact	US 17, US 76 (Oleander Drive)	SR 1209 (Independence Boulevard	US 117, NC 132 (South College Road)	Construct access management improvements to existing 6-lane, divided cross section.	11 - Access Management	\$ 60,900,000	N/A	32.98	25.32	62.98	0	100	25	25	212.98		
H230971	Highway		Regional Impact	US 17/US 76 (Oleander Drive)	Pine Grove Drive	Greenville Loop Road	Construction of access management improvements to include raised median, turning lanes, and driveway access closures.	11 - Access Management	\$ 84,600,000	N/A	41.94	31.95	71.94	0	100	25	25	221.94		
H231005	Highway		Statewide Mobility	I-40	Exit 414 (Holly Shelter Road)	Exit 420 (Gordon Road)	Widen to 6 lanes.	1 - Widen Existing Roadway	\$ 154,900,000	43.32	21.85	15.13	51.851		0	25	25	101.851		
H231086	Highway		Statewide Mobility	US 74, NC 133	US 421	N/A	Widen 1-lane merge from US 421 to westbound US 17/76 to 2-lanes,	8 - Improve Interchange	\$ 30,800,000	50.18	30.39	21.24	60.39	0	100	25	25	210.39		
R140031	Rail		Regional Impact	NCDOT AC Line	Wallace to Castle Hayne	N/A	Restoration of the Wallace to Castle Hayne Rail Corridor from just north of Wilmington to Wallace. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void.	5 - Passenger rail service (line)	\$ 48,526,500	N/A	31.23	16.38	61.23	0	0	25	100	186.23		Submitted by Cape Fear RPO
R150125	Rail		Statewide Mobility	CSX AF Line	MP AF 286.6, near the former Invista facility located on the New Hanover side of the New Hanover / Pender County boundary to the Pender County Commerce Park facility	N/A	Construct approximately 1.5 mile rail line extension from MP AF 286.60 (near Invista) to support new rail volumes inbound & outbound from Pender Commerce Park. Project includes at-grade crossing improvements to US 421 (Crossing # 629 171T).	1 - Freight rail corridor improvement or construction (line)	\$ 7,225,000	21.70	17.77	12.98	47.77	0	100	25	100	272.77	100	
R150127	Rail		Statewide Mobility	New Route: from Davis Yard to the Port of Wilmington	New trackage from Davis Yard in Navassa south on west side of Cape Fear River, crossing river, terminating at Port of Wilmington	N/A	New, shorter route connecting Davis Yard in Navassa to Port of Wilmington. Davis Yard south section includes crossing Cape Fear River parallel to Thomas Rhodes bridge (US 74/421) and crossing US 17/74/76/NC 133. Southern rail crossing section will be on (or parallel to) Cape Fear Memorial Bridge. East side section connects bridge crossing to Port of Wilmington. Assumes the 30 crossings on Wilmington Beltline will close and CSX will cease operations on ACB branch to operate on this new alignment.	1 - Freight rail corridor improvement or construction (line)	\$ 864,075,000	66.14	43.92	28.70	73.92	0	100	25	25	223.92		
R150532	Rail		Statewide Mobility	NCDOT AC Line (preserved)	From Burgaw to Castle Hayne	N/A	Restoration of the Wallace to Castle Hayne Rail Corridor from Burgaw to Castle Hayne (phase 2) per Pender Co CTP project PEND0001-R.	1 - Freight rail corridor improvement or construction (line)	\$ 185,711,500	17.75	14.42	12.15	44.42	0	0	25	100	169.42		Submitted by Cape Fear RPO

Prioritization 7.0 Draft Regional Impact Projects -- Draft Point Assignment																				
													Local Input Criteria							
Spot ID	Mode	TIP	Project Category	Route/Facility Name	From/Cross Street	To/Cross Street	Description	Specific Improvement Type	Cost	Statewide Mobility Quantitative Score (x of 100)	Regional Impact Quantitative Score (x of 70)	Division Needs Quantitative Score (x of 50)	P 7.0 Quantitative Score (x of 100)	Division 3 Points (x of 100)	Consistency with Plans (x of 100)	Status of project in development (x of 100)	Number of Prioritization Cycles (x of 100)	Total (x of 500)	Draft Point Assignment	Notes
R170043	Rail		Statewide Mobility	CSX AC Line	From Malmo to the RJ Corman Carolina Line in Whiteville	N/A	Restoration of the former Atlantic Coast Rail line from Malmo to the RJ Corman Carolina line in Whiteville. Conceptual study completed by NCDOT FS-1706A.	1 - Freight rail corridor improvement or construction (line)	\$ 178,785,000	16.15	13.35	10.66	43.35	0	0	25	50	118.35		Submitted by Cape Fear RPO
R170434	Rail		Statewide Mobility	CSX AC Line	From Malmo to the International Logistics Park near the Columbus/Brunswick County Line	N/A	Restore the former Atlantic Coast Rail line from Malmo to the International Logistics Park near the Columbus/Brunswick County Line.	1 - Freight rail corridor improvement or construction (line)	\$ 24,795,000	18.58	15.08	11.35	45.08	0	0	25	50	120.08		Submitted by Cape Fear RPO
R192033	Rail		Statewide Mobility	CSX AF Line (Yadkin Spur, CNC Lead)	US 17/421 South of I-140 Dan Cameron Bridge, Wilmington	N/A	Safety improvements to US 17 / 421 Railroad Crossing south of I-140/Dan Cameron Bridge, Crossing ID# 629 163B. Install gates, signalization and supplementary safety measures per FRA guidelines to achieve optimal benefit per spending.	3 - Highway-rail crossing improvement (point)	\$ 1,700,000	61.59	47.08	33.93	77.08	0	100	25	50	252.08	100	
R192058	Rail		Statewide Mobility	CSX ACB Line (New Route/Location)	New railroad line: Cape Fear Memorial Bridge to Port of Wilmington's north end	N/A	Construct new rail line connecting the Cape Fear Memorial Bridge to the NCSPA-owned trackage at its north end in Wilmington (Surry St to CSX ACB Line to port). The project is funding-eligible since CSX uses trackage to conduct interchange with WTRY (port). The project would also maintain project funding eligibility if CSX reserved rights to own and/or operate over this stretch of trackage in the future upon the full implementation of the Rail Realignment Project.	1 - Freight rail corridor improvement or construction (line)	\$ 864,075,000	18.06	15.34	13.27	45.34	0	100	25	50	220.34		
R230604	Rail		Regional Impact	NCDOT AC Line (preserved) & CSX SE Line	Wilmington to Castle Hayne	N/A	Construct new route on existing preserved corridor of NCDOT AC Line from future rail station in Wilmington at N 3rd Street and tie into proposed Castle Hayne station via the CSX SE Line.	5 - Passenger rail service (line)	\$ 34,536,000	N/A	14.72	12.21	44.72	0	0	25	25	94.72		
R230594	Rail		Statewide Mobility	CSX AC Line	SR 1438 (Lanvale Rd), Brunswick County	N/A	Construction of grade separation with road OVER rail at SR 1438 (Lanvale Road NE) Crossing # 629 191E near Leland, NC.	3 - Highway-rail crossing improvement (point)	\$ 16,075,000	49.45	36.24	29.81	66.24	0	0	25	25	116.24		
R230597	Rail		Regional Impact	NCDOT AC Line (preserved)	New route from N 3rd St to King St in Wilmington	N/A	Construct new route on existing preserved corridor of NCDOT AC Line from future rail station in Wilmington at N 3rd Street and tie into the existing CSX ACB Line at King Street (Crossing ID 629 284Y).	5 - Passenger rail service (line)	\$ 10,903,000	N/A	13.52	11.81	43.52	0	0	25	25	93.52		
R231037	Rail		Statewide Mobility	CSX AC (MRSX DOD Junction)	SE Quandrant of the AC/DOD junction, near Leland	N/A	Construct a third leg to create a full wye junction where the MRSX DOD Line meets the CSX AC Line. Proposed limits of Old Fayetteville Rd and Lanvale Rd NE. The project is funding-eligible since CSX uses the first two miles of DOD trackage to conduct interchange with the DOD.	2 - Freight rail facility improvement or construction (point)	\$ 6,025,000	27.75	23.09	18.32	53.09	0	100	25	25	203.09		

**Proposed Additions to 2024-2033
STIP/MPO TIP Programs STIP/MPO
TIP Modifications #24-7**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

BL-0059 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	FORT FISHER BOULEVARD, K AVENUE, AND NORTH 3RD STREET, INTERSECTION IMPROVEMENTS INCLUDING ADA CROSSWALKS, PEDESTRIAN ACTUATED PUSH BUTTONS, AND SIDEWALK CONNECTIONS IN KURE BEACH. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN. DELAY CONSTRUCTION FROM FY 24 TO FY 25.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2024 -	\$42,000	(TADA)
				FY 2024 -	\$11,000	(L(M))
				FY 2025 -	\$250,000	(TADA)
				FY 2025 -	<u>\$52,000</u>	(L(M))
					\$355,000	
P-5740C BRUNSWICK NEW HANOVER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CSX SE LINE, INSTALLATION OF RAILROAD GRADE CROSSING SIGNALS AND GATES AT VARIOUS AT- GRADE CROSSINGS. <u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 24 TO FY 25. DP FUNDS REPRESENT FEDERAL CRISI GRANT.</u>	CONSTRUCTION	FY 2025 -	\$5,792,000	(DP)
				FY 2025 -	\$2,054,000	(T)
				FY 2026 -	<u>\$2,054,000</u>	(T)
					\$9,900,000	

**Proposed Additions to 2024-2033
STIP/MPO TIP Programs STIP/MPO
TIP Modifications #24-7**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

TC-0031	- WINSTON-SALEM URBAN AREA	INTEGRATED MOBILITY DIVISION, THE PROJECT WILL	CAPITAL	FY 2024 -	\$10,000,000	(S)
ALAMANCE	METROPOLITAN PLANNING ORGANIZATION	EXPAND ON-DEMAND TRANSIT SERVICES FOR UP TO		FY 2024 -	\$5,000,000	(L)
BRUNSWICK	- GREENSBORO URBAN AREA	11 RURAL COMMUNITIES ACROSS NORTH CAROLINA.		FY 2024 -	\$10,400,000	(RTAP)
EDGEcombe	METROPOLITAN PLANNING ORGANIZATION	THIS PROJECT WILL EMPLOY TWO PRIMARY ON-			\$25,400,000	
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>COST INCREASE EXCEEDING \$2 MILLION AND 25%</u>				
McDOWELL	- KERR TAR RURAL PLANNING	<u>THRESHOLDS. THIS IS A CORRECTION TO AN</u>				
MONTGOMERY	ORGANIZATION	<u>AMENDMENT THAT WAS APPROVED IN JANUARY 2024.</u>				
NASH	- PIEDMONT TRIAD RURAL PLANNING					
NEW HANOVER	ORGANIZATION					
PENDER	- UPPER COASTAL PLAIN RURAL PLANNING					
RANDOLPH	ORGANIZATION					
ROCKINGHAM						
ROWAN						
VANCE						
WARREN						
WILSON						
PROJ.CATEGORY						
PUBLIC TRANS						

From: [Wasserman, David S](#)
To: [Mike Kozlosky](#); [Abby Lorenzo](#)
Cc: [Kimes, D. Chad](#); [Carroll, Trevor K](#); [Cox, Drew](#); [Johnson, Benjamin L](#)
Subject: Priorities of Existing Committed Projects
Date: Tuesday, June 25, 2024 6:33:33 AM
Attachments: [Wilmington Urban Area MPO.xlsx](#)
[Draft 2026-2035 STIP Funding Availability for Selecting Projects from Prioritization 7.0 5-17-24.pdf](#)

Good Morning,

As part of the development of the 2026-2035 Draft STIP, NCDOT is seeking input from Planning Organizations (POs) and Divisions on priorities of existing committed projects. These projects have previously been selected for funding through Prioritization 3.0 (P3.0), Prioritization 4.0 (P4.0), or Prioritization 5.0 (P5.0). The input will be used to assist the STIP Unit when adjusting schedules to meet federal and state fiscal constraint requirements. As you are aware, the P7.0 funding availability for many of the Regional Impact and Division Needs funding categories is in the negative (see attached funding availability as of May 17, 2024). For these funding categories, schedule changes will occur to meet federal and state fiscal constraint requirements for the Draft 2026-2035 STIP.

By default, the STIP Unit will use the Seniority Approach as the initial ranking of priorities for the 7 Regional Impact and 14 Division Needs funding categories (the Statewide Mobility category has already been completed). The Seniority Approach was recommended by the Prioritization Workgroup and approved by the Board of Transportation (BOT) to develop the 2024-2033 STIP. This approach ranks projects in each STI funding category as follows: highest to lowest scoring projects from P3.0, followed by highest to lowest scoring projects from P4.0, followed by highest to lowest scoring projects from P5.0.

POs and Divisions can modify rankings within their Region or Division as long as **both the PO and Division agree on any changes**. If the PO and Division do not agree on changes, or do not desire to make any changes, the STIP Unit will continue to use Seniority Approach rankings as input in the development of the Draft 2026-2035 STIP.

The attached spreadsheet contains multiple tabs of the existing committed projects within your PO by STI funding category, with each tab sorted by Seniority Rank. If there is a desire to adjust the rankings in any of the STI funding categories, please enter the new rankings in column E, with any additional comments or pertinent information that will assist the STIP Unit when adjusting schedules. Please note that not all POs have existing committed projects in all STI funding categories. In addition, each project should have a unique ranking (i.e., no multiple #1s).

We highly encourage each PO and Division to set up meeting(s) to discuss proposed changes to the rankings and invite STIP Unit staff to participate virtually if desired (Ben Johnson for Divisions 1, 2, 3, 4, 6; David Wasserman for Divisions 5, 7, 8, 9; and Teresa Robinson for Divisions 10, 11, 12, 13, 14)

All revisions to the rankings are due by August 30th, to meet the schedule of releasing the Draft 2026-2035 in January 2025. Rankings are one input the STIP Unit will consider when developing the Draft STIP. Other considerations include (but not limited to) funding availability, project delivery schedule, project cost, project sequencing, whether the project has been awarded a federal discretionary, and whether right-of-way has already been

acquired or is actively underway.

Please feel free to reach out to Ben, Teresa, or me with any questions.

David

David Wasserman, P.E.

Deputy Director, Division of Planning and Programming
North Carolina Department of Transportation

919 707 4743

dswasserman@ncdot.gov

1534 Mail Service Center
Raleigh, NC 27699-1534



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Draft 2026-2035 STIP Funding Availability for Selecting Projects from Prioritization 7.0
As of May 17, 2024

STI Funding Category	Funding Availability
Statewide Mobility	\$1,033M
Region A (Divisions 1 & 4)	-\$228M
Region B (Divisions 2 & 3)	-\$32M
Region C (Divisions 5 & 6)	\$992M
Region D (Divisions 7 & 9)	\$458M
Region E (Divisions 8 & 10)	-\$471M
Region F (Divisions 11 & 12)	\$8M
Region G (Divisions 13 & 14)	-\$191M
Division 1	-\$19M
Division 2	-\$85M
Division 3	-\$54M
Division 4	\$24M
Division 5	-\$107M
Division 6	\$126M
Division 7	\$184M
Division 8	\$113M
Division 9	-\$15M
Division 10	-\$108M
Division 11	\$40M
Division 12	-\$72M
Division 13	-\$52M
Division 14	\$51M

***** Values are as of May 17, 2024, and will change due to, but not limited to, updated project cost estimates and schedule changes for committed projects *****

To meet federal and state fiscal constraint requirements for the Draft 2026-2035 STIP, schedule changes (delays) for committed projects will need to occur in STI Funding Categories with a negative value. Schedule changes for committed projects may also need to occur in STI Funding Categories with a positive value to meet the same federal and state fiscal constraint requirements in the first five years of the Draft 2026-2035 STIP.

Regional Impact

MPO(S)/RPO(S)	DIVISION(S)	PREDOMINANT FUNDED STI CATEGORY	SENIORITY RANK	REVISED RANK	STIP ID	MODE	PRIORITIZATION CYCLE COMMITTED	PRIORITIZATION CYCLE SCORE	ROUTE	DESCRIPTION	COUNTY(S)	TOTAL REMAINING STI COST	CURRENT ROW START FISCAL YEAR	CURRENT UTIL START FISCAL YEAR	CURRENT CON START FISCAL YEAR
Wilmington Urban Area MPO	3	Region B	1	5	U-5729REG	Highway	P3.0	69.83	US 421	US 421 (BURNETT AVENUE) TO US 117 (SHIPYARD BOULEVARD) IN WILMINGTON. UPGRADE ROADWAY.	NEW HANOVER	\$ 53,680,000	2030	2030	2033
Wilmington Urban Area MPO	3	Region B	2	2	U-3338C	Highway	P3.0	57.71	SR 1175 (KERR AVENUE)	SR 1175 (KERR AVENUE) INTERCHANGE AT US 74 (MARTIN LUTHER KING, JR. PARKWAY).	NEW HANOVER	\$ 35,400,000			2028
Wilmington Urban Area MPO	3	Region B	3	3	U-5734	Highway	P4.0	74.21	US 421 (SOUTH FRONT STREET)	US 17 BUSINESS/US 76/US 421 (CAPE FEAR MEMORIAL BRIDGE) TO US 421 (BURNETT BOULEVARD) IN WILMINGTON. WIDEN TO MULTI-LANES.	NEW HANOVER	\$ 31,600,000	2025	2025	2027
Wilmington Urban Area MPO	3	Region B	4	6	U-5954	Highway	P4.0	72.72	NC 133 (CASTLE HAYNE ROAD)	NORTH 23RD STREET. CONSTRUCT ROUNDABOUT.	NEW HANOVER	\$ 7,369,000	2025	2025	2027
Wilmington Urban Area MPO	3	Region B	5	1	R-3300A	Highway	P5.0	77.66	US 17	US 17 BYPASS SOUTH OF HAMPSTEAD TO NC 210.	PENDER, NEW HANOVER	\$ 237,740,000	2025		2026
Wilmington Urban Area MPO	3	Region B	6	4	U-6128	Highway	PART OF 2024-2033 STIP DEVELOPMENT	74.84	US 76 (OLEANDER DRIVE)	GREENVILLE LOOP ROAD AND GREENVILLE AVENUE. UPGRADE INTERSECTION.	NEW HANOVER	\$ 7,900,000	2027	2027	2029

Division Needs

MPO(S)/RPO(S)	DIVISION(S)	PREDOMINANT FUNDED STI CATEGORY	SENIORITY RANK	REVISED RANK	STIP ID	MODE	PRIORITIZATION CYCLE COMMITTED	PRIORITIZATION CYCLE SCORE	ROUTE	DESCRIPTION	COUNTY(S)	TOTAL REMAINING STI COST	CURRENT ROW START FISCAL YEAR	CURRENT UTIL START FISCAL YEAR	CURRENT CON START FISCAL YEAR
Wilmington Urban Area MPO	3	Division 3	1	2	U-5790	Highway	P3.0	58.74	US 421 (CAROLINA BEACH ROAD)	NC 132 (SOUTH COLLEGE ROAD) TO SANDERS ROAD IN WILMINGTON. WIDEN EXISTING ROADWAY AND CONSTRUCT FLYOVERS AT US 421 AND NC 132.	NEW HANOVER	\$ 42,800,000	2027	2027	2029
Wilmington Urban Area MPO	3	Division 3	2	4	U-5792	Highway	P3.0	56.53	US 117 / NC 132 (COLLEGE ROAD)	US 17 BUSINESS (MARKET STREET) TO SR 2048 (GORDON ROAD). UPGRADE ROADWAY.	NEW HANOVER	\$ 135,600,000	2025	2025	2028
Wilmington Urban Area MPO	3	Division 3	3	1	U-4434	Highway	P4.0	85.00	SR 1209 (INDEPENDENCE BOULEVARD EXTENSION)	RANDALL PARKWAY TO US 74 (MARTIN LUTHER KING, JR. PARKWAY) IN WILMINGTON. MULTI-LANES ON NEW LOCATION.	NEW HANOVER	\$ 220,936,000	2027	2027	2031
Wilmington Urban Area MPO	3	Division 3	4	3	U-6199	Highway	P5.0	88.33	WILMINGTON	WILMINGTON CITYWIDE SIGNAL SYSTEM.	NEW HANOVER	\$ 16,411,000	2028	2028	2030
Wilmington Urban Area MPO	3	Division 3	5	5	U-6201	Highway	P5.0	84.12	SR 1175 (KERR AVENUE)	SR 1411 (WRIGHTSVILLE AVENUE) TO US 76 (OLEANDER DRIVE). CONSTRUCT ROADWAY ON NEW LOCATION.	NEW HANOVER	\$ 14,900,000	2028	2028	2030

WILMINGTON URBAN AREA MPO

July 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 2023, a Citizen Advisory Committee (CAC), to guide public outreach was convened. The CAC met during phase 1 of public outreach and will be convened next in June of 2025 during phase 2 of public outreach to review the draft plan.
- Beginning in July 2023, a MTP Technical Steering Committee (MTPC), tasked with guiding plan development, was convened.
- In May 2024, the MTP Technical Steering Committee (MTPC) finalized the vision, goals, and objectives for the plan as well as the development of metrics through which draft projects will be scored for inclusion in the MTP. The WMPO Board adopted the Plan vision, goals and objectives at their meeting on May 29, 2024.
- The MTP Technical Steering Committee finalized the modal policies in June. The MTPC will be reconvened in June 2025 to review the draft plan.
- WMPO staff are currently working with a consultant, Kimley-Horn, to identify cost estimates for draft projects, and with the metrics created by the MTPC to score projects. WMPO staff will provide a ranked draft project list, with cost estimates, to the TCC and Board in fall of 2024.

NCDOT IMD FEASIBILITY STUDY GRANTS

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

Wilmington Downtown Trail Phases 2 & 3:

The Downtown Trail will eventually connect the River to Sea Bikeway to the future Multimodal Transportation Center, Cape Fear Community College, and the Riverwalk. In between these locations, the trail will provide a recreational facility for several communities in proximity to the downtown. The project currently consists of three phases. The first phase, from 3rd Street to

Archie Blue Park, is in the preliminary engineering phase. The purpose of this study would be to assess the feasibility of constructing Phases 2 and 3. A scoping meeting with NCDOT IMD and the selected consultant, Kittelson, was held on May 2, 2023.

Project Status and Next Steps:

- The first steering committee took place on October 17, 2023.
- The first public outreach sessions took place October-December 2023. Public engagement consisted of in-person events and an online survey that included an online comment map. In all, 486 survey responses were collected, 352 map comments were received, and 59 in-person conversations were conducted.
- The second steering committee meeting was held May 8, 2024.
- The second public outreach session is under way during summer 2024. Public engagement consists of two in-person events (listed below) and an online survey open through July 15, 2024.
 - Frankie's Outdoor Market, 6/15/24
 - Nir Family YMCA, 6/18/24
- Draft study report anticipated in summer 2024.

Gullah Geechee Heritage Trail:

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

Project Status and Next Steps:

- The first steering committee took place in September 2023.
- The first public outreach sessions took place during September/October 2023. There was an online survey open through the entire month of October as well. 370 surveys were completed with 120+ in-person conversations during this round of public outreach.
- The second steering committee took place on January 4, 2024.
- The second public outreach session took place in March 2024. An online survey, which received 137 responses, was available throughout March and three public meetings were held to collect input.
- The third and final steering committee meeting was held on June 12, 2024. The steering committee was provided a presentation on the draft recommended preferred alignment.
- Draft study report was received on June 26, 2024. WMPO staff will review and submit comments.
- Presentations to the WMPO Board and four Brunswick County jurisdictions in August/September prior to requesting consideration by governing boards for adoption.

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:

Site Plan Reviews:

- New Hanover County Formal Plan Reviews: 18 reviews
- New Hanover County Informal Plan Reviews: 6 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Concept Plan Reviews: 0 reviews
- Town of Leland Formal Reviews: 3 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 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- Pender County Formal Reviews: 15 reviews
- Pender County Informal Reviews: 3 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 42 reviews (9 new, 33 on-going)
- City of Wilmington Informal Reviews: 11 reviews (4 new, 7 on-going)
- City of Wilmington Concept Reviews: 1 review (1 new, 0 on-going)
- City of Wilmington Full Releases: 4

TIA Reviews: 25 total active (1 new; 23 under review; 2 approved)

- New Hanover County 4 (1 new, 3 under review, 0 approved),
- City of Wilmington 7 (1 new, 6 under review, 1 approved),
- Carolina Beach 1, (0 new, 1 under review, 0 approved),
- Town of Belville 0,
- Town of Leland 1 (0 new, 1 under review, 0 approved),
- Town of Navassa 1, (0 new, 0 under review, 1 approved),
- Pender County 8 (0 new, 8 under review, 0 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.
- Design and ROW complete and awaiting construction once MSL portion is complete.
- Construction bidding anticipated in late Summer 2024/early Fall 2024
- Complete and ready for bidding, just awaiting Middle Sound connection completion, will bid as one project

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
- Duke Energy Utility Relocations - In Progress
- Advertise for Bid – Summer 2024
- Begin Construction Late Fall/Early Winter 2024
- Construction Complete Late Fall/Early Winter 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
- Advertise for Bid Summer 2024
- Begin Construction Late Fall/Early Winter 2024
- Construction Complete Late Fall/Early Winter 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

- Duke Energy Utility Relocations - In Progress
- Advertise for Bid – Summer 2024
- Begin Construction Late Fall/Early Winter 2024
- Construction Complete Late Fall/Early Winter 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
- NCDOT received payment and processed Final Invoices from the Town
- Town closed out Project Accounts June 20, 2024
- Project completion 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
- NCDOT received payment and processed Final Invoices from the Town
- Town closed out Project Accounts June 20, 2024
- Project completion 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
- NCDOT received payment and processed Final Invoices from the Town
- Town closed out Project Accounts June 20, 2024
- Project completion 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:

- The project was awarded to the low bidder; Morgan Trucking and General Construction Inc.
- A Pre-Con Meeting was held on February 28, 2024.
- Notice To Proceed (NTP) Date was March 11, 2024.
- Substantial completion date is 210 days from NTP, with a Final completion Date of 365 days from NTP.
- Material Submittals have been entered into the NC EBS Portal for approval.
- Mobilization has taken place; Lay Down Area was established with the Wilmington Lodge on S. College Rd.
- Erosion Control Has been Installed and Materials ordered accordingly.
- Construction Progress to date includes: Curb & Gutter and Sidewalk along Holly Tree Rd. has been completed, N.W. & S.E. Handicap Ramps on College Rd have been completed.
- Currently installing drainage system across Holly Tree Rd. (Night Work)
- All concrete and drainage work completed.
- Guardrail and Handrails installed.
- In the process of installing signal work.

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:

- Final plans & contract documents are being prepared for NCDOT review & approval
- CE Document has been approved
- Right-of-way authorization approved
- Town has obtained all three (3) of three (3) easements needed to construct path. Easements are in the process of being recorded.
- DOT encroachment application is being submitted
- Right of Way Certification will be requested once easements are recorded.
- Request for construction funds authorization forthcoming

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 contract amendment completed with minor changes: 100% plans expected soon.
- Project has received City Council and WMPO Board approval to request additional funding from NCDOT. Next step is a formal Change Request to NCDOT.
- Project has received a 2-year extension to April 30, 2027, from NCDOT to allow additional funding requests, bidding, construction and closeout.
- Expected project bid date is April 2025.

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

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

Project Status and Next Steps:

- NCDOT funding availability reopened January 25, 2021
- Town Council elected to move forward with the project
- Agreement executed with NCDOT on August 18, 2021
- Design discussions held with Kimley-Horn & Associates (KHA) on August 31, 2021
- Public meeting held on March 24, 2022, to present three (3) design alternatives for bike path on St. Joseph
- KHA presented to Town's Bike & Pedestrian Committee summary of comments on April 18, 2022
- KHA presented at Town Council regularly scheduled meeting on May 10, 2022
- Town Council approved Option 3 on May 10, 2022, as presented by KHA
- On May 25, 2022, project managers submit RFLOI to NCDOT prequalified engineering firms with a response deadline of June 8, 2022
- Responses to RFLOI reviewed by WMPO/Town of Carolina Beach
- On July 12, 2022, the Town of Carolina Beach selected KHA as the design firm
- On September 22, 2022, the Town received a Letter of Agreement from KHA for Scope of Services and Project Engineer Design Estimate.
- The Town has uploaded documentation via EBS portal for review and approval.
- The Town has obtained NCDOT approval in January 2023
- Project meeting with consultant 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
- April 17 supplemental agreement has been fully executed.
- The Town, with Kimley Horn, held a public meeting April 23, 2024.
- Received approval for change request to add ROW as eligible expense.
- TOCB/NCDOT and consultant met on May 30, 2024, to discuss the status of the project
- Received 75% plans from Kimley Horn, submitted via EBS.
- Received supplemental agreement for ROW/TCE from Kimly Horn, submitted unexecuted copy via EBS.

TASA-DA/CRRSAA/STIP

BL-0045 – DOWNTOWN GREENWAY PH. 1 DESIGN

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

Project Status and Next Steps:

- Agreement executed by NCDOT on April 20, 2022
- City selected an on-call engineering consultant (WSP) to perform design and engineering. A scope and fee were agreed upon and approved by NCDOT.
- Award of contract by City Council on September 6, 2022.
- Notice to proceed issued on October 2, 2022.
- Supplemental scope of services for project management activities, NCDOT and CSX rail coordination, and additional survey tasks submitted on April 13, 2023 with NTP on additional services issued on June 12, 2023.
- NCDOT Rail Division is contracting with WSP on the preliminary concept design for rail track layout to determine final alignment of the Downtown Trail facility.
- NCDOT Rail Division Staff, City of Wilmington, and WMPO staff met with Cape Fear Community College President Jim Morton on July 24th to discuss both the Rail Division and City's efforts coordinating future passenger rail track and trail layout in the project corridor.
- Agreement reached with CSX regarding the trail crossing design and safety measures at King Street.
- CSX has indicated that a crossing of its active corridor outside of the King Street right-of-way will not be permitted. The City is currently evaluating alternative alignment options for the trail to connect to King Street from the NHC School property via Hall and 11th Streets.
- NCDOT Rail Division contracted with WSP and has developed conceptual track and trail alignment within the corridor between 3rd Street and McRae Street. Verbal concurrence with this alignment has been given by NCDOT Rail Division.
- Restart of design efforts underway in February and March 2024.
- Meeting with emergency services representatives to discuss alternatives for the ADA access ramp relocation within the gulch corridor.
- Request to CSX for additional discussion regarding an allowance for the trail corridor to cross ROW north of 11th Street to minimize utility and tree impacts anticipated from new alignment on Hall and 11th Streets.
- Draft scope addendum and fee for additional design services resulting from NCDOT Rail's conceptual track and trail layout submitted by WSP to City for review and comment.
- CSX denied the City's second request to cross ROW north of 11th and King Streets. City Staff and Consultant Team have identified one additional strategy for securing CSX approval and is pursuing currently.

- Draft MOU between NCDOT Rail and City of Wilmington pertaining to the future trail section within Wilmington Lead Corridor has been drafted by NCDOT and is under review by City Staff.
- City staff and WSP to provided presentations to both the Deputy City Manager and Design Review Committee in June on the City's coordination efforts during the past 18 months, project next steps, and remaining obstacles.

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:

- 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
- 60% plans are currently under review.

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

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

Project Status and Next Steps:

- NCDOT Agreement executed Aug 24, 2023
- PE funds authorized September 14, 2023
- NCDOT/Town of Leland has selected Exult Engineering to design the project
- Survey and Design anticipated to commence Fall 2024
- Project Completion September 14, 2028

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

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

Project Status and Next Steps:

- Agreement executed with NCDOT on May 24, 2022
- PE Authorization obtained on January 20, 2023
- Design kick-off meeting between City and RS&H staff held on January 31, 2023
- 25% Plans approved by NCDOT on February 12, 2024
- Natural Resources Technical Report (NRTR)/Environmental Document is in progress

- Redline Drainage Plans approved by NCDOT on April 22, 2024
- Environmental Document approved on May 7, 2024

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

- Final approval of utility plan received from CFPUA. Plans are currently being updated to reflect required changes.
- Right of Way Certification received
- NCDOT re-reviewing Categorical Exclusion (expired)
- Construction bidding anticipated in late Summer 2024/ early Fall 2024

EB-6028 —CITY OF WILMINGTON- 21ST STREET/MARKET HAWK SIGNAL

Project Description: Design and construction of a HAWK signal at the pedestrian crossing at Market Street and 21st Street

Project Status and Next Steps:

- The project was awarded to the low bidder; Morgan Trucking and General Construction Inc.
- A Pre-Con Meeting was held on 02/28/2024.
- Notice To Proceed (NTP) Date is 03/11/2024.
- Substantial completion date is 210 days from NTP, with a Final completion Date of 365 days from NTP.
- Material Submittals have been entered into the NC EBS Portal for approval.
- Design work on the signal arm mast has begun.
- Soils Testing and Design Work completed by contractor and submitted into the NCDOT EBS System for Approval.
- Supplemental Agreement to extend the timeline for EB-6028 has been submitted to NCDOT and is in the process of being signed off on by the City of Wilmington, NC.
- NCDOT approved the Mast Arm design and it is in the fabrication phase.
- NCDOT approved the Supplemental Agreement for additional time.

TC – 0021 WAVE PASSENGER AMENITIES AND UPGRADES

Project Description/Scope: Cape Fear Public Transportation Authority (WAVE transit) currently has a total of 440 bus stops, 24 benches and 27 shelters. Shelters only represent 6% of our passenger amenities, while other NC agencies average 14%. To meet the peer average for statewide systems, CFPTA needs to install an additional twenty-six (26) benches and twenty (20) shelters. This project will support the installation of a total of nine (9) bus stop benches and ten (10) bus stop shelters along eight (8) transit routes located within the City of Wilmington. The project includes engineering and design, construction of concrete pads, ADA ramps, ADA access, and purchase and installation of durable bench and/or shelter, waste receptacle, and solar lighting, where applicable.

Project Status and Next Steps:

- The project was awarded funds in November 2021
- NC Board of Transportation approved the flex request in January 2023
- Flex request confirmed end of April 2023
- Letters from NCDOT transmitted May 23, 2023
- Contract awarded to Tolar
- Amenities will be deployed based on outcome of Short-Range planning review

TC-0027 WAVE PASSENGER AMENITIES AND UPGRADES

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

Project Status and Next Steps:

- The fencing at Padgett was completed in May 2023 (132 linear feet at Padgett for \$3,565.00)
- Proposals were received as part of an Invitation to Bid for the shelters and benches in Spring 2023. Tolar was selected.
- A RFQ was issued in March for Forden Station designs to improve Customer Service Representative safety in the facility. A firm was selected to design those improvements in April.
- Designs finalized in May. Construction drawings expected in June 2024. Once received, WAVE will issue RFP for construction.

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 virtually on July 11, 2024, at 3 PM. The next regular Go Coast committee meeting will be in-person on August 15, 2024, at 3 PM.
2. Bicycle Helmet Initiative – In April, the WMPO was awarded 100 children’s bicycle helmets through NCDOT’s Bicycle Helmet Initiative for distribution to children from low-income families with bicycle safety education. Staff is participating in outreach events throughout the year to distribute helmets to children and educate families on bicycle safety.
3. Short Range TDM plan update – WMPO staff have begun work to update the short-range TDM plan, *Cape Fear Change in Motion 2020*. A public engagement period to inform this update is scheduled for September through November 2024. Steering committee meetings are ongoing with the update scheduled for completion by November 2025.

4. Annual WMPO-organized bike rides – Planning has begun for the 34th Annual River to Sea Bike Ride and the 4th Annual Brunswick Heritage Riverside Ride. The rides will take place September 7, 2024, and September 28, 2024, respectively.

Wave Transit Avoids Fiscal Cliff & Is Positioned for System Improvements in FY25

One Wave's major recent challenges was the impending depletion of special COVID-related funding that was scheduled to run out about halfway through fiscal year 2025. Through commitments by the City of Wilmington to increase funding by 6%, and a significant increase in local funding by New Hanover County providing an additional \$750,000 in supplemental funding, Wave will be able to build upon recent success and implement its Reimagine Wave Transit service and routing improvements in FY2025. These improvements

will provide more direct service, shorten ride times on the bus and increase frequency for many of the region's major generators. Thanks to our local governments for their commitment in supporting Wave and providing the funding to meet the transportation needs of the Wilmington region.



Celebrating Decades of Local Public Transportation

This July marks 50 years since the founding of Wilmington Transit Authority (WTA), a predecessor to Cape Fear Public Transportation Authority (CFPTA). In 2004, local public transit providers merged to better serve the larger community. CFPTA was founded that year, but the service continued to be known as Wave Transit, which was named two years earlier. We are celebrating all month with history displays at both transfer stations and sharing stories from our 50 years in operation on social media.



The pelican logo was used for 22 years before being retired.
Fun fact: The pelican's name is Seamore!



Ridership Update

For June 2024, Wave Transit's RideMICRO served 1,730 trips during the month, which reflects a 6% increase as compared to the previous June. For the fiscal year, ridership increased 9% as compared to the previous fiscal year.

Fixed-route ridership for June 2024 was 43,395 for the month, which amounts to 8.27 passengers per revenue hour. Compared to June 2023, this reflects a ridership decrease of 6%, but a 1% decrease in productivity (8.37 passengers per revenue hour) due to June 2023 having two more weekdays than June 2024.

WMPO JULY 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	2024.09.17
Brian Harding	LAP	HL-0109	SOUTH 3RD STREET INSTALLATION OF TRAFFIC SIGNALS WITH PEDESTRIAN SIGNAL HEADS AT INTERSECTION OF SOUTH 3RD STREET AND ANN STREET IN WILMINGTON.	NEW HANOVER	2025.02.28
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	DPOC	BP3-R004	REPLACE BRUNSWICK BRIDGE 181 OVER STURGEON CREEK ON SR 1437 (OLD FAYETTEVILLE ROAD) (PREVIOUSLY 17BP.3.R.84).	BRUNSWICK	2025.09.18*
Brian Harding	LAP	HL-0110	SOUTH 3RD STREET INSTALLATION OF TRAFFIC SIGNALS WITH PEDESTRIAN SIGNAL HEADS AT INTERSECTION OF SOUTH 3RD STREET AND ORANGE STREET IN WILMINGTON.	NEW HANOVER	2025.09.30
Derek Pielech	LET	15BPR.142	BRIDGE PRESERVATION. BRIDGE 090096 OVER US 74 & US 76 ON US 17; BRIDGE 090198 OVER ICW & NC 179 ON SR 1172.	BRUNSWICK	2026.09.15
Trace Howell	DDRL	U-5710	US 74 (EASTWOOD ROAD) SR 1409 (MILITARY CUTOFF ROAD) INTERSECTION - CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE.	NEW HANOVER	2026.09.15
Trace Howell	DDRL	U-5734	US 421 (SOUTH FRONT ST.) FROM US 17 BUSINESS/US 76/US 421 (CAPE FEAR MEMORIAL BRIDGE) TO US 421 (BURNETT BOULEVARD) WIDEN TO MULTI-LANES.	NEW HANOVER	2027.06.15
Zach Howard	DPOC	U-5954	NC 133 (CASTLE HAYNE ROAD) AT NORTH 23RD STREET. CONSTRUCT A ROUNDABOUT.	NEW HANOVER	2027.06.15
Derek Pielech	DPOC	BP3-R012 17BP.3.R.93	BRIDGE 208 OVER STURGEON CREEK ON SR 1472 (VILLAGE ROAD).	BRUNSWICK	2027.07.03
David Stutts	DPOC	BR-0008	BRIDGE PRESERVATION. BRIDGE 7 ON US 17 OVER US 76. THIS IS PART OF THE INTERCHANGE WEST OF THE CFMB.	BRUNSWICK	2027.09.21
Derek Pielech	DPOC	B-5653	PENDER BRIDGE 14 ON NC 133 OVER TURKEY CREEK.	PENDER	2028.01.20

WMPO JULY PROJECTS IN DEVELOPMENT

Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
Derek Pielech	DPOC	HB-0040	REPLACE BRIDGE 21 OVER BANKS CHANNEL ON US 76 (CAUSWAY DRIVE); REPLACE BRIDGE 22 OVER LEES CUT ON US 74 (W SALISBURY STREET); AND REPLACE BRIDGE 24 OVER BANKS CHANNEL ON US 74 (W SALISBURY STREET) IN WRIGHTSVILLE BEACH	NEW HANOVER	2028.03.21
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	2028.06.20
Trace Howell	DDRL	U-3338C	SR 1175 (KERR AVENUE) INTERCHANGE AT US 74 (MARTIN LUTHER KING JR PARKWAY).	NEW HANOVER	2028.06.20
Brian Harding	DDRL	U-5792	US 117 / NC 132 (COLLEGE ROAD) FROM US 17 BUSINESS (MARKET STREET) TO SR 2048 (GORDON ROAD). UPGRADE ROADWAY.	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
Zach Howard	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
Trace Howell	DDRL	U-6199	VARIOUS, WILMINGTON CITYWIDE SIGNAL SYSTEM.	NEW HANOVER	2030.01.15
Trace Howell	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-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. ACCESS MANAGEMENT.	PENDER	2031.01.21*
Trace Howell	DDRL	U-5702A	NC 132 (COLLEGE ROAD) FROM SR 1272 (NEW CENTRE DRIVE) TO US 117 (SHIPYARD BOULEVARD).	NEW HANOVER	2031.02.18

WMPO JULY PROJECTS IN DEVELOPMENT

Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
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
Zach Howard	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: 07/05/2024

PO: WMPO

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

WMPO JULY PROJECTS UNDER CONSTRUCTION

Contract Number	Resident Eng	TIP/WBS /Program	County	Description	*Estimated Completion (year.month.date)	Percent Complete
C204902	Joshua Pratt	15BPR.102	New Hanover	CAPE FEAR MEMORIAL BRIDGE REHABILITATION.	2024.06.28	100.00%
C204331	Joshua Pratt		New Hanover	BANKS CHANNEL BRIDGE PRESERVATION.	2024.06.28	84.24%
C204319	Joshua Pratt	U-4902D	New Hanover	SUPERSTREET MEDIAN ON MARKET STREET (US 17 BUS) FROM MARSH OAKS DRIVE TO LENDIRE DRIVE.	2024.09.28	70.67%
DC00439	Joshua Pratt	U-5914	Brunswick	NC 133 IN BELVILLE FROM SR 1551 (BLACKWELL ROAD) TO SR 1554 (OLD RIVER ROAD).	2024.07.06	82.67%
C204747	Joshua Pratt	U-5710A	New Hanover	DRYSDALE DRIVE EXTENSION FROM MILITARY CUTOFF ROAD AT DRYSDALE TO US 74.	2025.03.04	66.04%
C204553	Daniel Waugh	R-3300B	Pender	NC 417 (HAMPSTEAD BYPASS) FROM SOUTH OF NC 210 TO NORTH OF SR 1563 (SLOOP POINT ROAD).	2027.12.14	44.68%

*Dates are subject to change.

WMPO JULY RESURFACING PROJECTS					
Contract Number	Contract Year	County	Routes	*Estimated Completion (year.month.date)	Percent Complete
DC00426	2023	NEW HANOVER	RESURFACING AND PAVING PRESERVATION.	2024.05.24	91.08%
C204720	2024	PENDER	I-40 FROM WEST OF US-117 (MM-388) TO NC-210 (MM-408).	2024.06.02	83.72%
DC00425	2023	BRUNSWICK, NEW HANOVER, PENDER	ADA VARIOUS SECONDARY - DIVISION 3 WIDE.	2024.07.15	77.71%
DC00445	2024	BRUNSWICK	VAROUS ROUTES.	2025.05.16	59.83%
C204833	2024	NEW HANOVER, PENDER	I-40 RESURFACING FROM MM-420 TO MM-408 AT NC-210. I-6039.	2025.09.15	14.98%
DC00437	2024	NEW HANOVER	RESURFACING VARIOUS ROUTES.	2025.05.23	40.02%
C204866	2024	BRUNSWICK	I-140 RESURFACING FROM US-17 TO NORTH OF US-74. I-6036	2025.06.15	0.00%
DC00431	2024	BRUNSWICK	NC 130 & VARIOUS ROUTES.	2024.05.31	15.12%
DC00448	2024	New Hanover	US 76 AND VARIOUS ROUTES. PEDESTRIAN IMPROVEMENTS AT WB (BL-0075)	2025.09.05	0.00%

Go!NC Portal for public information: [HMIP](#) (Highway Maintenance Improvement Program) GIS maps

*Dates are subject to change.

<https://ncdot.maps.arcgis.com/apps/mapviewer/index.html?webmap=441c2ce81ebf42faa77f3e47f5e6a97e>

Update provided:

07/05/2024

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

July 2024

Amanda Killian
Transportation Engineer
NCDOT Transportation Planning Division
1 South Wilmington Street
Raleigh, NC 27601

JULY TPD UPDATES WILMINGTON MPO

July 2024

Q4 Invoice: As a friendly reminder, the FY24 quarter four invoice for the Wilmington MPO is due on Monday, August 12th.

Wilmington Model: the TDM is ready for MPO project testing and will be official when the MPO adopts their MTP end of 2025.

Carteret County Comprehensive Transportation Plan (CTP): The Carteret County CTP is underway and currently in the recommendations review stage. The next meeting will be on Wednesday, July 17th at 2PM.

Brunswick County Comprehensive Transportation Plan (CTP): The CTP is now complete and has been adopted and endorsed by all local agencies as well as the NCDOT Board of Transportation.

Pender County Comprehensive Transportation Plan (CTP): The Pender County CTP steering committee had their last meeting on April 23rd. The meetings are on pause as the engineer is on maternity leave. The CTP, however, is ongoing. The Pender County CTP survey opened on June 1st and will close on September 1st. Just a reminder, the Pender County CTP does not cover the Wilmington MPO portion of the county.

Helpful Links:

Click on links below to learn more:

- NCDOT home page—[ncdot.gov](https://www.ncdot.gov)
- Real-Time Traffic—[DriveNC.gov](https://www.drive-nc.com) | [North Carolina Traffic & Travel Information](https://www.ncdot.gov/traffic)
- Report a pothole—[NCDOT Contact Us Form](https://www.ncdot.gov/contact-us)
- NCDOT: State Transportation Improvement Program—[ncdot.gov/sti](https://www.ncdot.gov/sti)
- Interactive Bicycle Routes Map—<https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING DIVISION
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27699

Telephone: 919 707 0980
Customer Service: 1-877-368-4968

Website: [ncdot.gov](https://www.ncdot.gov)

Location:
1554 MAIL SERVICE CENTER
RALEIGH, NC 27699

- Links to all traffic count data information—[Traffic Survey Group \(ncdot.gov\)](https://www.ncdot.gov/traffic-survey-group)
- NCDOT Interactive Traffic Volume Map—[Interactive Traffic Volume map \(ncdot.gov\)](https://www.ncdot.gov/interactive-traffic-volume-map)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](https://www.ncdot.gov/traffic-safety-data-engineering)
- NCDOT Comprehensive Transportation Plans (CTPs) – [Connect NCDOT - CTPs](https://www.ncdot.gov/connect-ncdot-ctps)

NCDOT Statewide Plans:

To learn more, click on the following links:

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