



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.

Technical Coordinating Committee Meeting Agenda

TO: Technical Coordinating Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: February 9, 2024
SUBJECT: February 14th meeting

A meeting of the Wilmington Urban Area MPO's Technical Coordinating Committee (TCC) will be held on Wednesday, February 14, 2024, at 10:00 am. This meeting will be held in the 1st Floor Annex located at 305 Chestnut Street in downtown Wilmington. Members of the public, TCC Members and MPO Staff can attend the meeting in person and virtually through the Zoom platform. 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/83670038677>

Simultaneous live audio of the meeting is also available via audio conference at the following dial in numbers: 301 715 8592 or 305 224 1968.

Meeting ID: 836 7003 8677

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

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of the Agenda
- 3) Consent Agenda
 - a. Approval of TCC Meeting Minutes- January 17, 2024
 - b. Resolution approving 2024-2033 STIP/MPO Administrative Modifications #24-1
 - c. Opening of the 30-day public comment period for 2024-2033 STIP/MPO Amendment #24-2
 - d. Resolution adopting the 2024 Legislative Agenda
- 4) Regular Agenda
 - a. Resolution adopting the Wilmington Urban Area Metropolitan Planning Organization's Local Input Methodology for Prioritization 7.0
 - b. Resolution supporting the North Carolina Department of Transportation's application to the US Department of Transportation's Bridge Investment Program (BIP) for the Replacement of the Wrightsville Beach Bridges

Wilmington Urban Area Metropolitan Planning Organization

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

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- 5) Discussion
 - a. 2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #24-2
 - b. Draft FY 25 UPWP
 - 6) Updates
 - a. Wilmington Urban Area MPO
 - b. Cape Fear Public Transportation Authority
 - c. NCDOT Division
 - d. NCDOT Transportation Planning Division
 - 7) Announcements
 - a. MTP Technical Advisory Committee- February 15, 2024
 - b. Go Coast TDM Committee- February 15, 2024
 - 8) Next meeting- March 13, 2024

Attachments:

- TCC Meeting Minutes- January 17, 2024
- Proposed 2024-2033 STIP/MPO Administrative Modifications #24-1
- Resolution approving 2024-2033 STIP/MPO Administrative Modifications #24-1
- Proposed 2024-2033 STIP/MPO Amendment #24-2
- 2024 Draft Legislative Agenda
- Resolution adopting the 2024 Legislative Agenda
- Proposed Wilmington Urban Area Metropolitan Planning Organization's Local Input Methodology for Prioritization 7.0
- Resolution adopting the Wilmington Urban Area Metropolitan Planning Organization's Local Input Methodology for Prioritization 7.0
- Resolution supporting the North Carolina Department of Transportation's application to the US Department of Transportation's Bridge Investment Program (BIP) for the Replacement of the Wrightsville Beach Bridges
- 2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #24-2
- Draft FY 25 UPWP
- Wilmington Urban Area MPO Update (February)
- Cape Fear Public Transportation Authority Update (February)
- NCDOT Division Project Update (February)
- NCDOT Transportation Planning Division Project Update (February)

**Wilmington Urban Area MPO
Technical Coordinating Committee
Wednesday, January 17, 2024
Remote Meeting Minutes**

Members Present in Person

Sam Boswell, Cape Fear Council of Governments
Carolyn Caggia, WMPO
Mike Kozlosky, TCC Chairman, WMPO
Karlene Ellis Vitalis, New Hanover County
Michelle Howes, NCDOT

Members Absent

Michelyn Alston, Town of Navassa
Robert O'Quinn, Town of Wrightsville Beach
Mark Hairr, Cape Fear Public Transit Authority
Gloria Abbotts, Town of Carolina Beach

Members Present Remote

Stephanie Ayers, NC State Ports Authority
Adam Moran, Pender County
Helen Bunch, Brunswick County
Granseur Dick, Wilmington International Airport
Adrienne Harrington, Town of Belville
Nazia Sarder, TCC Vice Chair, NCDOT
Denys Vielkanowitz, City of Wilmington
Jessica Moberly, Town of Leland
Granseur Dick, Wilmington International Airport
Mandy Sanders, Town of Kure Beach

Others Present

Tera Cline, WMPO
Scott A. James, WMPO
Abby Lorenzo, WMPO
Greer Shivers, WMPO
Emma Stogner, WMPO
Jon Dodson, Cape Fear Public (Remote)
Transportation Authority
Vanessa Lacer, WMPO

1) Call to Order

Chairman Mike Kozlosky called the meeting of the Technical Coordinating Committee to order at 10:01 a.m., confirmed a quorum was present, and called the roll as follows:

Present In Person: Sam Boswell, Carolyn Caggia, Mike Kozlosky, Karlene Ellis Vitalis, and Michelle Howes.

Present Remotely: Adam Moran, Helen Bunch, Adrienne Harrington, Jessica Moberly, Nazia Sarder, Stephanie Ayers, Mandy Sanders, and Denys Vielkanowitz. **Absent:** Gloria Abbotts, Mark Hairr, Michelyn Alston, Robert O'Quinn

2) Approval of Agenda

Stephanie Ayers made a motion to approve the agenda, seconded by Adrienne Harrington, and the motion carried unanimously.

3) Election of Officers

Mike Kozlosky opened the floor for nominations for Chairman and Vice Chairman.

Stephanie Ayers nominated Mike Kozlosky for Chairman and Nadia Sarder for Vice Chairman, seconded by Adrienne Harrington

Motion to approve the nominations as presented made by Granseur Dick and seconded by Jon Dodson, motion passes unanimously.

4) Presentations

a. NCDOT's policy regarding Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction Program (CRP)

Mark Eatman, NCDOT, presented to the TCC the Congestion Mitigation and Air Quality fund (CMAQ) and the Carbon Reduction Program (CRP). He stated that CRP and CMAQ program are 2 federal grant programs that fund transportation projects with the goal of reducing harmful emissions. The CRP started in 2022 with the Infrastructure Investment and Jobs Act. The goal with the CRP is to reduce CO 2 carbon dioxide emissions. North Carolina gets approximately \$34 million each year, about \$12 million of that is set aside for MPOs. Mr. Eatman touched briefly on the CMAQ program, even though that doesn't apply to Wilmington since Wilmington doesn't have any air quality issues in terms of violating the standards that are set by the Environmental Protection Agency.

The CMAQ program began about a little over 30 years ago. Mr. Eatman stated they get a little bit more money with that program each year. It's about \$50 million and of that roughly \$27 million is set aside for MPOs and RPOs in eligible counties. Another \$22 million is set aside for statewide use within those eligible counties.

He noted that CRP funding distributed in North Carolina is done basically in 5 categories and by population. He gave a brief breakdown of the categories and roughly how much money is provided.

Mr. Eatman stated that projects eligible under CRP include sidewalks, greenways, multi- paths, intersection improvements projects, as well as transit projects. He stated that technically under the federal law and legislation you can do EV chargers and alternative fuel vehicles and things like that, but they are subject to Buy America requirements.

Mr. Eatman stated that a few years ago they implemented a policy that state funds can be used in lieu of the local match. This applies to projects that are only on the state highway system and only for motorists. He said that CRP or CMAQ are not subject to STIP. He said if the MPO and the Division both have a desire for the project and there is strong local support, CRP funds can be pursued.

Mr. Eatman stated that MPOs should fully utilize their CRP direct allocation funds. Applications for NCDOT's program are taken on a continuous basis. He noted that jurisdictions must have the money up front, and DOT reimburses for the project.

Mr. Eatman explained the process for submitting an application and how to handle it if you have a multi-jurisdictional project.

b. Cape Fear Navigating Change 2050 Public Outreach Phase 1 Results

Vanessa Lacer, WMPO, stated that the team's public outreach strategy was threefold and included a Citizen Advisory Committee (CAC). This committee was tasked with helping staff develop public outreach strategies. Staff also used survey advertisements. She stated that quantitative and qualitative data collection was used. She also explained the stakeholder interviews and what jurisdiction they were from.

Ms. Lacer gave the TCC an overview of the timeline. She stated the effort started in August and concluded in November. Staff conducted 5 in- person public meetings as well as email and media events. In September, collection of the survey data began, a virtual public meeting was held, and staff conducted pop-up events and continued media for email promotion.

In October, the CAC convened again to check in to see how the efforts were going and if there were any changes that needed to be made. Staff continued with survey data collection, presentations to local governing boards and stakeholder interviews. In November, final presentations to local governing boards were completed and a total of 10 were done.

In summary, staff conducted 4 CAC meetings, 6 public meetings, 13 presentations and 16 outreach events in total. To summarize the data collection efforts, staff conducted 9 stakeholders, received 2,347 survey responses and 96 in-person comments. The in-person comments came from those public meetings and pop-up outreach events.

She stated in total 2,303 survey responses were received as well as 5,840 map pins dropped on the interactive map. She stated that roadway led the way followed by pedestrians.

She then went through the survey results with the group. She told the group that next steps were to go through all the comments, classify them, and put it all together to present to the Board in 2025 for adoption.

5) Consent Agenda

- a. Approval of TCC Meeting Minutes- November 15, 2023
- b. Resolution approving 2024-2033 STIP/MPO Amendment #23-2.
- c. Resolution approving 2024-2033 STIP/MPO Administrative Modifications #23.-3
- d. Opening of the 30-day public comment period for 2024-2033 STIP/MPO Amendment #24-1
- e. Resolution supporting Process Improvements for the Utilization of the Wilmington Urban Area MPO's Direct Attributable Funds
- f. Resolution adopting the Wilmington Urban Area MPO's member jurisdiction population numbers from the 2020 Census data
- g. Resolution supporting the Wilmington Urban Area Metropolitan Planning Organization's application for the North Carolina Department of Transportation Bicycle Helmet Initiative

Nazia Sarder made a motion to approve the consent agenda and it was Seconded by Sam Boswell. Motion carried unanimously.

6) Regular Agenda

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

Mr. Kozlosky presented the draft Unified Work Program (UPWP) that is being proposed. He presented the draft UPWP and proposed expenditures. In the next fiscal year, it will include several different funding sources, including our PL funds, and Direct Attributable funds as well as Safe Streets for All program funds. He explained that there were some increases in population from the census. He noted some of our member jurisdictions increased and others decreased in population.

Mr. Kozlosky explained that the 2020 member populations will be used to determine the local match for our members moving forward over the next decade.

He added that the proposed budget includes several enhancement requests that have come before the committee and will carry forward to the Board. The first is a marketing coordinator to focus more on communication and outreach and utilizing and enhancing our use of social media. He explained that the MPO identified the need for a communication specialist to assist the MPO with improving communication both internally and externally.

Mr. Kozlosky continued with the next enhancement is a request for a Grant Specialist. The Infrastructure Investment and Jobs Act and the Inflation Reduction Act both include funding for discretionary grants. In the 2023 organizational assessment, the recommendation was hiring of a funding specialist.

The proposal includes the completion of a Intelligent Translation Systems plan, as a special study. This is a recommendation that came out of our certification review. The MPO is required to be certified at least every 4 years by the Federal Highway Administration and the Federal Transit Administration. As part of that certification, there were commendations as well as recommendations. One of the recommendations was that we work with NCDOT to update the regional ITS architecture plan and then incorporate that plan into the MTP. The proposed MPO budget is \$100,000 and , NCDOT's Traffic Operations and Management Division will be applying for \$200,000 in State Planning and Research funds (SPR) to work collaboratively to develop this regional ITS plan.

Mr. Kozlosky also mentioned, there are funds in the proposal that are not eligible for grant expenditures such as promotional items. These funds would be used to promote our TDM program to purchase things like bike helmets, water bottles, key chains. Etc.

Also, staff have been working with our Board to adopt a legislative agenda on an annual basis. Lobbying is not an eligible expense under the grant program, however, in discussions with leadership at the MPO, there is a desire to hire a lobbyist to advance the Legislative agenda. The proposed budget is \$60,000 in local only funds, no federal, or state funds to pursue advancing the MPOs Legislative agenda. The proposal includes Section 5303 funds passed through to WAVE for transit planning activities. This is done on an annual basis.

He then explained employee compensation and recognizing that we need to hire and retain talented employees. In order to do that, we must reward and compensate the employees adequately. This draft includes 10% increase for employee compensation. It's important point out that this is a placeholder, and the city will determine the final compensation.

The enhancement proposal will also include a proposal to reclass the Senior Accountant to the Accounting Manager.

Ms. Hopkins and Mr. Kozlosky then gave a brief overview of general expenditures and general operating cost for next year.

Mr. Kozlosky then overviewed with the TCC the proposed member contributions and the comparison from last year. He also indicated that the WMPO was awarded \$400,000 from USDOT to complete a Comprehensive Safety Action Plan.

He concluded by explaining the City of Wilmington only contribution and key deadlines.

Mike Kozlosky made a motion to recommend opening the 30-day public comment period for the draft UPWP and Sam Boswell seconded it. All in favor.

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

The WMPO Board allocated FY 2017 STBG-DA funds to the Town of Belville for the Rice Hope Connection Multi-use Path (\$160,000) and Transportation Alternatives Program-Direct Attributable (now known as TASA) funds to the Town of Belville for the Belville Elementary Multi-use Path (\$120,000). On September 28, 2022, the WMPO Board approved an additional allocation of Direct Attributable funding in the amount of \$275,892 to the Town of

Belville for the Belville Elementary Multi-use Path. The Town of Belville has opened bids for both construction projects and the bids exceeded the grant funds available for the projects.

The Town of Belville Board of Commissioners approved requesting an additional \$151,839 in funding from the Wilmington Urban Area Metropolitan Planning Organization for the Rice Hope Multi-use Path (EB-6025) and \$394,920 for the Belville Elementary Multi-use Path (EB-6026). The Town of Belville has committed to providing the additional local match required in the amount of \$37,960 for the Rice Hope Multi-use Path (EB-6025) and \$98,731 for the Belville Elementary Multi-use Path (EB-6026).

Scott James, WMPO confirmed with the TCC that the correct amount the Town of Belville has requested is \$394,921.

Adrienne Harrington made a motion to approve allocating additional funds and seconded by Jon Dodson. All in favor.

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

In October, it was announced that Epsilon Advanced Materials, Inc., a global provider of synthetic graphite used in electric vehicle batteries, will build its first manufacturing facility in the United States in Brunswick County, thus creating 500 jobs. The Indian-based company will invest \$649.9 million at the Mid-Atlantic Rail Industrial Park in Brunswick County. As part of the economic support to attract Epsilon Advanced Materials, Inc. to the Mid-Atlantic Rail Industrial Park, NCDOT Division 3 committed \$10M for transportation improvements that include road improvements on US 74, as well as the road into the site. The funding comes from the Division Needs tier for programming in the State Transportation Improvement Program (STIP).

At the time of NCDOT's commitment, there were sufficient funds in the Division Needs tier to accommodate this commitment. Since that time, NCDOT has re-evaluated their funding and there is now a negative amount in the Division Needs tier for Division 3. \$10M will need to be provided from the NCDOT Division 3's Division tier.

In December, WMPO staff were contacted requesting feedback on options for delaying projects funded within the WMPO's planning area to free up this \$10 million. The Mid-Atlantic Rail Park is located outside of the WMPO planning area boundary, however there are no Brunswick County projects in the Cape Fear Rural Planning Organization to delay.

There are two projects in Pender County, but to delay those projects would defund them both and the Division's goal is to not have to defund any projects with the limited amount of funds available in Prioritization 7.0. The adopted 2024-2033 State/MPO Transportation Improvement Programs includes the Kerr Avenue Extension (U-6201) which would construct a roadway on new location between Wrightsville Avenue and Oleander Drive and the Kerr Avenue Extension (U-6201) project is funded at the Division Needs tier.

On March 29, 2023, the WMPO Board requested NCDOT explore alternative design options for the College Road/Oleander Drive intersection improvements (U-5704) and NCDOT is currently evaluating alternative design options for this intersection.

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

Helen Bunch made a motion to approve and seconded by Nazia Sarder, all in favor.

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

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

On February 23, 2022, the WMPO's Board adopted a resolution urging consideration of all possible options including tolls and previous proposals for the replacement of the Cape Fear Memorial Bridge.

At the July 27, 2022 WMPO Board meeting and in response to the resolution adopted by the WMPO Board in February 2022, NCDOT identified that it would evaluate options for delivering the project using a three-pronged approach of traditional delivery, conventional tolling, and alternative delivery as well as consider grant opportunities, NCDOT completed a Traffic and Revenue forecast for the project which was presented to the WMPO Board at their November 29, 2023 meeting and the Bipartisan Infrastructure Bill (BIL) includes several discretionary grant programs that may be available to fund a portion of the replacement of the Cape Fear Memorial Bridge.

December 2023, NCDOT applied to the United States Department of Transportation (USDOT) through the Bridge Investment Program- Large Bridge Grant for \$242 million to assist in replacing the Cape Fear Memorial Bridge. The WMPO and NCDOT will continue to evaluate potential grant opportunities to replace the Cape Fear Memorial Bridge.

The replacement of the Cape Fear Memorial Bridge did not score high enough in Prioritization 6.0 to receive funding for implementation and is programmed for preliminary engineering only in the 2024-2033 STIP/MPO Transportation Improvement Program (MPO TIP). Prioritization 7.0 is the prioritization process that will be used to evaluate projects for the 2026-2035 STIP/MPO TIP, NCDOT and WMPO both submitted the replacement of the Cape Fear Memorial Bridge for consideration in Prioritization 7.0 and both NCDOT's and WMPO's submittals for the replacement will be scored identically as a non-tolled alternative in Prioritization 7.0 through traditional delivery.

The current state law requires tolling to be a local decision, and therefore only WMPO can submit the project for scoring in Prioritization 7.0 as a toll facility, NCDOT has provided WMPO until February 1, 2024, to modify the replacement project submittal for scoring as a toll facility in Prioritization 7.0. The proposed submission of the Cape Fear Memorial Bridge as a toll option would be for scoring purposes only and would not commit the project to being programmed and delivered as a toll facility. Future affirmation by the WMPO Board would be required for the replacement of the Cape Fear Memorial Bridge to be implemented as a toll facility and, further the WMPO Board can withdraw any approval of a toll option up until the Department advertises for a contract to construct the replacement bridge.

Sam Boswell asked if this was just about the scoring process. Mr. Kozlosky confirmed, yes.

Denys Vielkanowitz asked if this is just comparing a toll option to a non-toll option? Mr. Kozlosky explained that yes, DOT and WMPO submitted the project under the traditional scoring. This request would be to modify our submittal to be scored as a toll option. Denys Vielkanowitz confirmed stating the DOT and MPO project submittals will be able to be compared.

Sam Boswell made a motion to forward the resolution to the WMPO Board for discussion and review. Seconded by Denys Vielkanowitz, all in favor.

7) **Discussion**

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

Mike Kozlosky stated this was for informational purposes only and will be brought back at the next meeting.

b. **2024 Draft Legislative Agenda**

Feedback from the TCC was requested on the included draft legislative agenda. No changes were purposed, and it will be presented to the MPO Board for consideration.

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

Mike Kozlosky gave a brief overview of accomplishments. A full listing is included in the packet.

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

Feedback from the TCC was requested on the draft work plan. No changes were purposed, and it will be presented to the MPO Board for consideration.

8) **Updates**

a. **Wilmington Urban Area MPO**

Updates included in the packet.

b. **Cape Fear Public Transit Authority**

Jon Dodson stated that the update was in the packet. In addition to that there will be a special Wave Board workshop looking at various service plan scenarios as part of the short-range transit plan. He stated they will also be discussing possible additional service with the Cape Fear Memorial Bridge Preservation project starting soon.

c. **NCDOT Division**

Updates included in the packet.

d. **NCDOT Transportation Planning Division**

Updates included in the packet.

9) **Announcements**

a. **MTP Citizens Advisory Committee- January 17, 2024**

b. **MTP Technical Advisory Committee-January 18, 2024**

c. **Wilmington MPO Bike/Ped Advisory Committee- January 23, 2024**

Next meeting- February 14, 2024

There being no further business, Sam Boswell made a motion to adjourn the meeting, seconded by Michelle Howes and the motion carried unanimously.

The meeting was adjourned at 11:43 a.m.

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

Proposed Additions to 2024-2033

STIP/MPO TIP Programs

STIP/MPO TIP Modificaiton # 24-1

STATEWIDE PROJECT

STIP MODIFICATIONS

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

Proposed Additions to 2024-2033

STIP/MPO TIP Programs

STIP/MPO TIP Modification # 24-1

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

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

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

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

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

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

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

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

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

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

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

| |
|--|
| WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION |
|--|

STIP MODIFICATIONS

| | | | | | | |
|--|---|---|--------------|-----------|-------------|--------|
| * EB-6039 NEW HANOVER PROJ.CATEGORY DIVISION | - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION | CAROLINA BEACH, CONSTRUCT BIKE LANES ALONG ST. JOSEPH AVENUE AND LEWIS DRIVE FROM LAKE PARK BOULEVARD TO ACCESS DRIVE IN CAROLINA BEACH. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 24 TO FY 25. ADD RIGHT-OF-WAY IN FY 25 NOT PREVIOUSLY PROGRAMMED.</u> | ENGINEERING | FY 2024 - | \$539,000 | (TADA) |
| | | | | FY 2024 - | \$134,000 | (L) |
| | | | RIGHT-OF-WAY | FY 2025 - | \$48,000 | (TADA) |
| | | | | FY 2025 - | \$12,000 | (L) |
| | | | CONSTRUCTION | FY 2025 - | \$398,000 | (BGDA) |
| | | | | FY 2025 - | \$100,000 | (L) |
| * HL-0109 NEW HANOVER PROJ.CATEGORY DIVISION | WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION | SOUTH 3RD STREET, INSTALLATION OF TRAFFIC SIGNALS WITH PEDESTRIAN SIGNAL HEADS AT INTERSECTION OF SOUTH 3RD STREET AND ANN STREET IN WILMINGTON. <u>TO ALLOW ADDITIONAL TIME FOR AUTHORIZATION OF FUNDS, DELAY PRELIMINARY ENGINEERING FROM FY 23 TO FY 24.</u> | | FY 2026 - | \$586,000 | (TADA) |
| | | | | FY 2026 - | \$147,000 | (L) |
| | | | | | \$1,964,000 | |
| | | | ENGINEERING | FY 2024 - | \$380,000 | (BGDA) |
| | | | | FY 2024 - | \$109,000 | (L) |
| | | | RIGHT-OF-WAY | FY 2024 - | \$49,000 | (BGDA) |
| | | | | FY 2024 - | \$12,000 | (L) |
| | | | CONSTRUCTION | FY 2025 - | \$532,000 | (BGDA) |
| | | | | FY 2025 - | \$132,000 | (L) |
| | | | | | \$1,214,000 | |
| | | | | | | |
| | | | | | | |

Wilmington Urban Area Metropolitan Planning Organization
Draft 2024 Legislative Agenda

Transportation Funding

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

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

Transportation Project Priority- Cape Fear Memorial Bridge

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

Opposition to Transfer of State Road Maintenance

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

Limitation on City Requirements for Street Improvements Related to Schools

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

Moped Legislation

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

Electric Scooter Legislation

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

Electric Assisted Bicycle Legislation

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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

RESOLUTION ADOPTING THE 2024 LEGISLATIVE AGENDA

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

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

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

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

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

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

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

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

Introduction

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

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

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

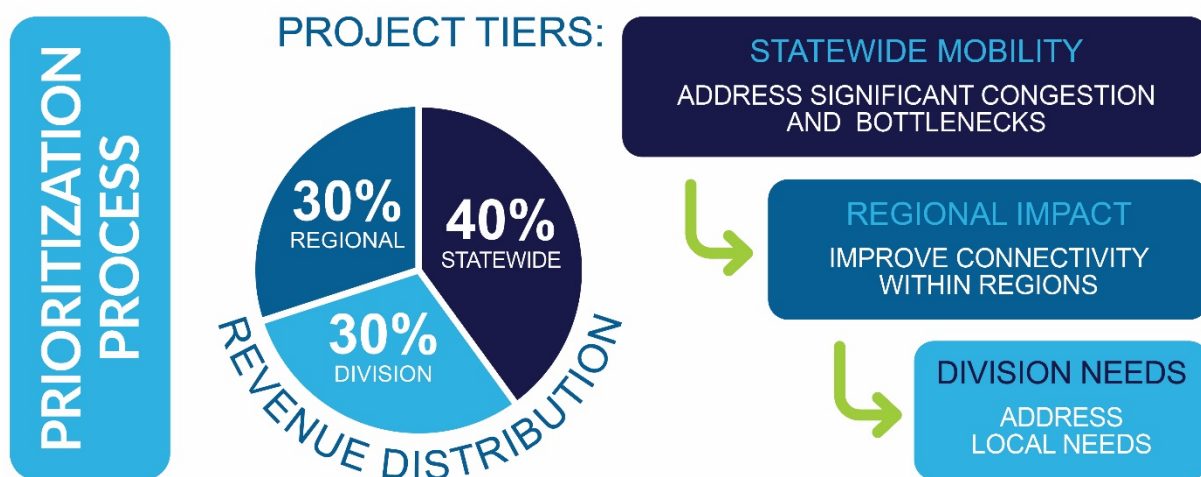


Figure 1. NCDOT Strategic Prioritization Funding Categories

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

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

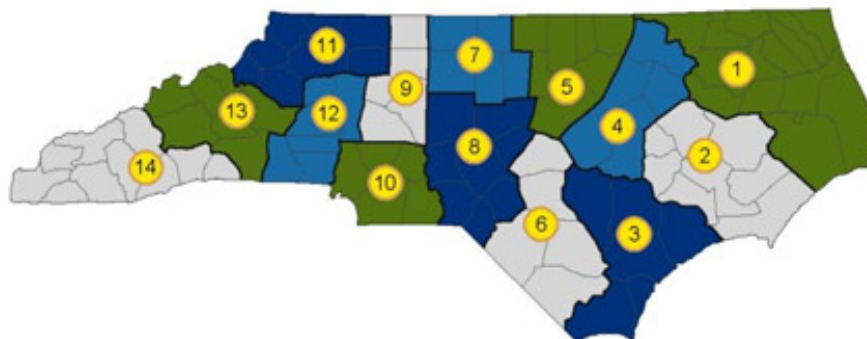


Figure 2. NCDOT Highway Divisions

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

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

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

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

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

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

Selection of Projects for Prioritization 7.0

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

Description of Criteria and Weights

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

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

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

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

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

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

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

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

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

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

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

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

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

Scoring Projects

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

Example:

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

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

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

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

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

Final Local Input Point Assignment

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

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

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

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

Schedule and Public Outreach

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

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

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

Prioritization 7.0 Process Schedule 2023 – 2025

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

Point Assignment Process

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

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

| | 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



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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



WMPO

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Area Metropolitan
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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



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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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

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

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

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

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

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

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

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

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

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

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

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

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

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

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

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

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

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

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

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

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

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

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

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

| |
|--|
| WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION |
|--|

STIP ADDITIONS

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



Unified Planning Work Program

Fiscal Year 2025

January 10th, 2024

**FY 2025 UNIFIED PLANNING WORK PROGRAM
for the
WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

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Introduction

In compliance with Federal law and in the spirit of cooperation, the Wilmington Urban Area conducts a “cooperative, comprehensive, and continuing” transportation planning process. This Planning Work Program (PWP) outlines the tasks and associated funding sources dedicated to the Wilmington Urban Area MPO transportation planning process during fiscal year 2025. Depending on the specific funding source, tasks funded through the PWP are eligible for reimbursement of 80-90% of their cost from the Federal Highway Administration and Federal Transit Administration through the North Carolina Department of Transportation.

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

- Federal Highway Administration - Section 104(f) Funds (PL104)
Funds dedicated to the urban area to perform transportation planning. PL104 funds require a 20% local match.
- Federal Highway Administration - Safe & Accessible Transportation Options Set Aside (SATO/Y410)
These funds are dedicated to the urban area to perform transportation planning to increase safe and accessible options for multiple travel modes for people of all ages and abilities. SATO/Y410 funds are 100% reimbursable.
- Federal Highway Administration - Surface Transportation Block Grant-Direct Attributable Funds (STBG-DA)
Funds dedicated to Transportation Management Areas and these funds can be used to perform transportation planning. STBG-DA funds require a 20% local match.
- Federal Highway Administration - State and Planning Research Funds (SPR)
These funds are used for statewide planning and research activities. Their purpose is to establish a cooperative, and comprehensive framework for making transportation investment decisions and research activities throughout the State. These funds require a 20% match that will be provided by the state.
- Federal Highway Administration - Safe Streets for All (SS4A)
These are discretionary grant funds to be used for the development of a multi-modal, accessible safety plan for the WMPO planning area. SS4A funds require a 20% local match. The WMPO's FY 24 PWP included a 20% local match (50% from the state, 50% member contributions) for a \$400,000 SS4A planning grant for the development of a regional Comprehensive Safety Action Plan. The WMPO applied during the FY 24 funding cycle and received notification of the award in December 2023. Plan development will begin in 2024.

- Federal Transit Administration - Section 5303 Funds
These funds are used for transit planning in the urban area. The Federal Transit Administration provides 80% of these funds, NCDOT 10%, and there is a required 10% local match.
- Local Member Non-Grant Contributions - Member Only Additional Funds
Local only supplied funds for WMPO operating expenses not eligible for grant funding.

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

Narrative of UPWP Section 104(f) Work Tasks to be Performed in FY 25
(Primary work to be performed by lead planning agency staff except where noted.)

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

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

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

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

II-A-2 Travelers and Behavior: \$2,300

Dwelling Unit, Population, Employment Changes – Changes in population and development across the service area will be identified and evaluated to determine necessary restructuring of transportation services to meet current and forecasted demand. Census data, local parcel, zoning, and tax data records; Employment Security Commission; and private vendors are acceptable sources of information for this purpose. This item may include the development and maintenance of a GIS database.

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

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

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

Travel Model Updates – In concert with the North Carolina Department of Transportation, MPO staff will assist in the development of the 2050 travel demand model. Tasks to include assistance with trip generation and review of trip distribution, modal split, and trip assignment.

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

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

Congestion Management Strategies – Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions, and transportation system management strategies. Evaluate strategies developed for the Congestion Management Process. Document process and solutions in the update of the MTP and CMP reports. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

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

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

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

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

Bicycle & Pedestrian Element of the Metropolitan Transportation Plan – Identify bicycle deficiencies, priorities, and proposed bicycle and pedestrian improvements and strategies. Provide documentation of the process and recommendations in the update of the MTP. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

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

Community Goals & Objectives – Monitor public input as it pertains to goals and objectives set forth in the adopted Metropolitan Transportation Plan. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

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

Rail, Water, or other mode of the Metropolitan Transportation Plan – Identify rail and waterway deficiencies, priorities, and proposed rail and waterway improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP.

II-B-3 Special Studies: \$10,000

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

No PL104 funded tasks anticipated in FY25.

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

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

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

No PL104 funded tasks anticipated in FY25.

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

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

III-C-7 Private Sector Participation: \$500

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

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

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

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

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

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

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

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

Narrative of Safe & Accessible Transportation Options Set Aside (SATO/Y410) Work Tasks to be Performed in FY 25

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

In 2022, the Infrastructure Investment and Jobs Act (IIJA) has added a new Metropolitan Planning set-aside for Increasing Safe & Accessible Transportation Options. The Act requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]. The 2.5% set aside is provided by a separate allocation of PL funds (federal program code Y410). The MPO's share of this amount is distributed using the same allocation formula.

This funding requires no local match and the full funding amount of \$8,200 is 100% reimbursable.

This task may include the following activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities:

1. Adoption of Complete Streets standards or policies.
2. Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street.
3. Development of transportation plans to:
 - a. Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers.
 - b. Integrate active transportation facilities with public transportation service or improve access to public transportation.
 - c. Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities.
 - d. Increase public transportation ridership; and
 - e. Improve the safety of bicyclists and pedestrians.
4. Regional and megaregional planning (i.e., multi-jurisdictional transportation planning that extends beyond MPO and/or State boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and
5. Development of transportation plans and policies that support transit-oriented development.

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

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

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

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

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

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

Mapping – Creation or maintenance of base maps, zone maps, land use, etc. for the study area. The MPO will create, maintain, and store mapping for the study area for each update of the study. The WMPO has a full-time GIS Analyst dedicated to this task.

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

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

Special Studies: Staff Time - Safe Streets and Roads for All – Time utilized by Staff to manage the Safe Streets and Roads for All funded Special Study. An outside consultant will be utilized and contracted to perform the study. Consultants have not yet been selected to perform this task. For a comprehensive description of this study, please see the UPWP section titled: Narrative of Safe Streets and Roads for All (SS4A) Continued Funding for a Special Study on page 12.

Special Studies: Consultant - Intelligent Transportation Systems Plan – On March 1, 2023, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the certification review of the transportation planning process for the Wilmington Metropolitan Planning Organization (WMPO). FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least once every four years to determine if the process meets the Federal planning requirements. The review includes “it is recommended that the MPO coordinate with NCDOT to update the Regional ITS Architecture/Strategic Deployment Plan, and that the MTP include stronger language directly connecting the Regional ITS Architecture/Strategic Deployment Plan to the projects identified in the MTP.” The MPO will partner with the NCDOT to update the Regional ITS Architecture/Strategic Deployment Plan.

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

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

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

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

Narrative of State Planning and Research (SPR) Special Study

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

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

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

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

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

Special Studies: Consultant - Intelligent Transportation Systems Plan – On March 1, 2023, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the certification review of the transportation planning process for the Wilmington Metropolitan Planning Organization (WMPO). FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least once every four years to determine if the process meets the Federal planning requirements. The review includes "it is recommended that the MPO coordinate with NCDOT to update the Regional ITS Architecture/Strategic Deployment Plan, and that the MTP include stronger language directly connecting the Regional ITS Architecture/Strategic Deployment Plan to the projects identified in the MTP." The MPO will partner with the NCDOT to update the Regional ITS Architecture/Strategic Deployment Plan.

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

Narrative of Safe Streets and Roads for All (SS4A)

Continued Funding for a Special Study

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

The federal Infrastructure Investment and Jobs Act (IIJA) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion to be dispersed over the life of the program. The grant program funds are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micro-mobility users; motorists; and commercial vehicle operators.

The SS4A program provides funding for the completion of Comprehensive Safety Action Plans and Implementation. To access the implementation funding, a Comprehensive Safety Action Plan meeting the USDOT standards must first be completed. Applications are accepted annually. The estimated cost to complete A Comprehensive Safety Action Plan for the Wilmington MPO's planning area is \$500,000. The grant provides federal funding in the amount of 80% and requires a 20% local match. The North Carolina Department of Transportation is not an eligible applicant but has committed to provide \$50,000 in funding as a local match and if awarded MPO members would provide the remaining \$50,000. The match requirements from NCDOT and MPO members were committed in the FY 24 PWP and the WMPO applied during the SS4A FY 24 funding cycle call for \$400,000 to develop a regional Comprehensive Safety Action Plan. The grant was awarded in December 2023 and development of the plan will begin in 2024.

Following adoption of the Comprehensive Safety Action Plan, this plan will provide an opportunity for our members with the ability to seek SS4A Implementation funding to improve and enhance safety in the communities served by the MPO.

II-B Planning Process Line-Item Codes:

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

Special Studies: Consultant - Safe Streets for All – An outside consultant will be contracted to complete a Comprehensive Safety Action Plan. At this time a consultant has not been chosen.

Tables of FTA Section 5303

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

| | |
|--------------------------------------|---|
| MPO | Wilmington |
| FTA Code | 44.24.00 |
| Task Code | II-A-1 |
| Title | Networks and Support Systems |
| 5303 Task Objective | Collect and analyze data for route planning and submission to NTD |
| Tangible Product Expected | Transit System Data - Accurate data from multiple data collection devices onboard Wave Transit vehicles and other sources to ensure compliance with National Transit Database requirements |
| Expected Completion Date of Products | June 2025 1 Year Contract |
| Previous Work | Collection of data and submission to NTD |
| Relationship | This is a collaborative effort of the WilmingtonMPO and the Cape Fear Public Transportation Authority (Wave Transit) |
| Responsible Agency | CFPTA |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 2,610 |
| Section 5303 NCDOT 10% | 2,610 |
| Section 5303 FTA 80% | 20,880 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |

| | |
|--------------------------------------|--|
| MPO | Wilmington |
| FTA Code | 44.23.02 |
| Task Code | II-A-3 |
| Title | Transportation Modeling |
| 5303 Task Objective | Financial Planning - Plan capital and operating cost estimates to ensure fiscal compliance and maintain the adopted level of transit service |
| Tangible Product Expected | Financial Planning – Short range financial plans based on current federal and state legislation to ensure that transit services are provided in a consistent manner utilizing the most economical and efficient methods |
| Expected Completion Date of Products | June 2025 1 Year Contract |
| Previous Work | Financial planning of the public transportation program |
| Relationship | This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit) |
| Responsible Agency | CFPTA |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 1,500 |
| Section 5303 NCDOT 10% | 1,500 |
| Section 5303 FTA 80% | 12,000 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |

| | |
|--------------------------------------|--|
| MPO | Wilmington |
| FTA Code | 44.23.01 |
| Task Code | II-B-2 |
| Title | Regional Planning |
| 5303 Task Objective | Community Goals & Objectives – Interpret and communicate with members of the Authority and WMPO TCC and TAC adopted planning documents defining community goals and objectives |
| Tangible Product Expected | Community Goals & Objectives – Service offerings that are compliant with adopted plans that outlined the goals of the community for public transportation in the region |
| Expected Completion Date of Products | June 2025 1 Year Contract |
| Previous Work | Communication of goals and objectives to decision makers and the public |
| Relationship | This is a collaborative effort of the WilmingtonMPO and the Cape Fear Public TransportationAuthority (Wave Transit) |
| Responsible Agency | CFPTA |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 630 |
| Section 5303 NCDOT 10% | 630 |
| Section 5303 FTA 80% | 5,040 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |

| | |
|---|---|
| MPO | Wilmington |
| FTA Code | 44.23.01 |
| Task Code | II-B-2 |
| Title | Regional Planning |
| 5303 Task Objective | Transit Element of the LRTP – Provide input to CAC, TCC and TAC regarding long range transit plans for the region |
| Tangible Product Expected | Transit Element of the LRTP – Informed decisions regarding long range public transportation plans leading to a realistic planning document for the region |
| Expected Completion Date of Products | June 2025 1 Year Contract |
| Previous Work | Provided input and educated decision makers regarding the federal and state public transportation program |
| Relationship | This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit) |
| Responsible Agency | CFPTA |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 890 |
| Section 5303 NCDOT 10% | 890 |
| Section 5303 FTA 80% | 7,120 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |

| | |
|--------------------------------------|---|
| MPO | Wilmington |
| FTA Code | 44.27.00 |
| Task Code | III-C-1 |
| Title | Title VI Compliance |
| 5303 Task Objective | Interpret and prepare Title VI documents and monitor Title VI efforts to ensure compliance with FTA approved Title VI program |
| Tangible Product Expected | Compliance with the Title VI circular and adopted Title VI program |
| Expected Completion Date of Products | June 2025 1 Year Contract |
| Previous Work | Title VI program development and compliance efforts |
| Relationship | This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit) |
| Responsible Agency | CFPTA |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 140 |
| Section 5303 NCDOT 10% | 140 |
| Section 5303 FTA 80% | 1,120 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |

| | |
|--------------------------------------|--|
| MPO | Wilmington |
| FTA Code | 44.27.00 |
| Task Code | III-C-3 |
| Title | Minority Business Enterprise |
| 5303 Task Objective | Implement and monitor the MBE program to be compliant with adopted MBE program, update MBE goals as required, and undertake MBE outreach |
| Tangible Product Expected | MBE participation that is equal to or greater than the adopted and approved MBE goal |
| Expected Completion Date of Products | June 2025 1 Year Contract |
| Previous Work | MBE program oversight |
| Relationship | This is a collaborative effort of the WilmingtonMPO and the Cape Fear Public Transportation Authority (Wave Transit) |
| Responsible Agency | CFPTA |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 60 |
| Section 5303 NCDOT 10% | 60 |
| Section 5303 FTA 80% | 480 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |

| | |
|--------------------------------------|--|
| MPO | Wilmington |
| FTA Code | 44.27.00 |
| Task Code | III-C-6 |
| Title | Public Involvement |
| 5303 Task Objective | Hear and analyze public comment from monthly meetings of the Authority, email comments, written comments and other comments outlined in the Authority Public Involvement Program. Work with public to update LCP, LRTP, SRTP and other planning documents. |
| Tangible Product Expected | Make recommendations to appropriate parties from comments made to the Authority by members of the community |
| Expected Completion Date of Products | June 2025 1 Year Contract |
| Previous Work | Public comment |
| Relationship | This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit) |
| Responsible Agency | CFPTA |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 390 |
| Section 5303 NCDOT 10% | 390 |
| Section 5303 FTA 80% | 3,120 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |

| | |
|--------------------------------------|---|
| MPO | Wilmington |
| FTA Code | 44.27.00 |
| Task Code | III-E |
| Title | Management & Operations |
| 5303 Task Objective | MPO and CFPTA staff will conduct required administrative and operational tasks to support Wave Transit. Periodical reviews of administrative agreements and procedures. Staff will perform daily operations to disseminate planning information to the TAC/TCC committee members, the public and/or other agencies. |
| Tangible Product Expected | Compliance with FTA and NCDOT requirements, well informed community and elected officials about the public transit program, and functional system that meets the needs of the community |
| Expected Completion Date of Products | June 2025 1 Year Contract |
| Previous Work | Collection of data and submission to NTD |
| Relationship | This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit) |
| Responsible Agency | CFPTA |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 5,333 |
| Section 5303 NCDOT 10% | 5,331 |
| Section 5303 FTA 80% | 42,652 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |

Narrative of Additional Local Only Participation

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

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

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

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

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

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

WMPO 2024 - 2025 UPWP Administrative Table

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

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

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

Anticipated DBE Contracting Opportunities for FY 2025

Name of MPO: Wilmington Urban Area MPO

Person Completing Form: Mike Kozlosky

Telephone Number: 910-342-2781

| Prospectus Task Code | Prospectus Description | Name of Agency Contracting Out | Type of Contracting Opportunity (Consultant, etc.) | Federal Funds to be Contracted Out | Total Funds to be Contracted Out |
|---------------------------------|--|---|---|---|---|
| III-D-3 | Special Studies: Consultant Intelligent Transportation System Plan | NC DOT | Consultant | \$240,000 | \$300,000 |
| III-D-3 | Special Studies: Consultant Safe Streets & Roads for All | City of Wilmington | Consultant | \$400,000 | \$500,000 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING THE FY 2025 UNIFIED PLANNING WORK
PROGRAM FOR THE WILMINGTON URBAN AREA METROPOLITAN
PLANNING ORGANIZATION**

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

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

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

WHEREAS, members of the Wilmington Urban Area Metropolitan Planning Organization Board agree that the Planning Work Program will effectively advance transportation planning for State Fiscal Year 2024-2025.

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

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 27, 2024.

I, _____, Chair of the Board of the Wilmington Urban Area Metropolitan Planning Organization do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Board, duly held on this the 27th day of March 2024.

, Chair

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

Notary Public_____ My commission expires_____

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

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

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

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

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

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

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

s

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

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

, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA
MPO
February 2024**

CAPE FEAR NAVIGATING CHANGE 2050

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

Project Status and Next Steps:

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

NCDOT IMD FEASIBILITY STUDY GRANTS

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

Wilmington Downtown Trail Phases 2 & 3:

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

Project Status and Next Steps:

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

Gullah Geechee Heritage Trail:

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

Project Status and Next Steps:

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

SITE DEVELOPMENT REVIEW

Project Descriptions/Scope: The Wilmington Urban Area MPO assists with site development and Transportation Impact Analysis review for the MPO's member jurisdictions. During the last month, staff has reviewed the following development proposals:

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

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

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

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

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

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

Project Status and Next Steps:

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

U-5534C - WRIGHTSVILLE AVENUE/GREENVILLE AVENUE TO HINTON AVENUE

Project Descriptions/Scope: The project is for construction of intersection re-alignment improvements at the intersection of Wrightsville Avenue/Greenville Avenue and bike lanes and sidewalks along Greenville Avenue from Wrightsville Avenue to Hinton Avenue.

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

U-5534I –TOWN OF LELAND- VILLAGE ROAD MULTI-USE PATH EXTENSION

Project Descriptions/Scope: The construction of a 8 foot wide concrete path from the connection at the Brunswick Center in Leland across the front of the library property, down Village Road, ending on the western edge of the First Baptist Church property before the Sturgeon Creek Bridge.

Project Status and Next Steps:

- Construction commenced February 8, 2021
- Final Payment was sent on August 22, 2023
- Town Staff working with NCDOT Division 3 to close out the project
- Project completion extended to June 30, 2024

U-5534J – TOWN OF LELAND- OLD FAYETTEVILLE LOOP ROAD PEDESTRIAN LOOP

Project Descriptions/Scope: The construction of sidewalks in three locations: 1) The construction of an 8-foot concrete sidewalk along Village Road from Town Hall Drive to the apartment complex and widening the existing 5-foot sidewalk in front of the apartment complex to 8 feet. 2) The construction of a 6-foot sidewalk along Town Hall Drive from Village Road NE to the sidewalk that exists by the new Town Hall. 3) The construction of a 5-foot sidewalk along Old Fayetteville Road from the existing sidewalk in front of the apartment complex to Village Road NE.

Project Status and Next Steps:

- Construction commenced February 8, 2021
- Final Payment was sent on August 22, 2023
- Town Staff working with NCDOT Division 3 to close out the project
- Project completion extended to June 30, 2024

U-5534K – TOWN OF LELAND- LELAND MIDDLE SCHOOL SIDEWALK

Project Descriptions/Scope: The construction of 5-foot-wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Road to the US Hwy 74/76 overpass after Glendale Drive with connections to Leland Middle School and the surrounding neighborhoods.

Project Status and Next Steps:

- Construction commenced February 8, 2021
- Final Payment was sent on August 22, 2023
- Town Staff working with NCDOT Division 3 to close out the project
- Project completion extended to June 30, 2024

U-5534Q –CITY OF WILMINGTON- S. COLLEGE/HOLLY TREE CROSSWALKS

Project Description/Scope: The project will install sidewalk, ADA ramps, curb and gutter, markings and traffic signal revisions required to install actuated pedestrian crossings of S. College Road and crossings on Holly Tree Road.

Project Status and Next Steps:

- Received Construction Authorization from NCDOT and Notice to Proceed (NTP) from NCDOT (U-5534Q & EB-6028) on February 8, 2023
- Advertise U-5534Q and EB-6028 on March 8, 2023
- Pre-Bid Meeting on March 21, 2023
- Bid Opening (LET) on April 13, 2023
- One (1) bid submitted and rejected (May 16, 2023 Council Meeting) due to Over/Under difference with Engineer's Cost Estimate.
- Re-advertise w/ EB-6028 on May 18th
- Bid Opening (LET) on June 8, 2023
- One (1) bid submitted and rejected due to excessive cost(s)
- Revised bid schedule set for September 6th
- Two (2) bids received on September 6th, the city and NCDOT agreed to proceed.
- An Ordinance and resolution for award of construction contract was approved at the November 8th City Council meeting.
- The PRE-CON_CONCURRENCE REQUEST – CONSTRUCTION was submitted into NCDOT EBS System and approved by NCDOT.
- The project was awarded to the low bidder; Morgan Trucking and General Construction Inc.
- They are presently working through the contract documentation requirements.
- Once completed, a Pre-Construction meeting will be held accordingly.
- The PS_ CEI COST spreadsheet was submitted into NCDOT EBS System and waiting approval from NCDOT. Received Approval from NCDOT on January 22, 2024.
- NCDOT requested a Draft of Contract for their approval to proceed. (Draft was submitted on January 30, 2024, into EBS System)
- Once approval is received a contract for construction inspection work will be executed accordingly.
- Anticipated start of work is late February, early March.

U-5534U – TOWN OF NAVASSA- NAVASSA PARK MULTI-USE PATH

Project Description/Scope: This project will construct bike lanes on both sides of Brooklyn Street, a multi-use path connecting Brooklyn Street to the Navassa Park, and a multi-use path through the Navassa Park forming a loop within the park.

Project Status and Next Steps:

- Right Angle provided the 90% plans
- 90% plans and contract documents have been submitted to NCDOT
- CE Document has been approved
- Right-of-way authorization approved
- The consultant is proceeding with the right-of-way acquisition.
- Proposed property valuations have been submitted and have been approved by NCDOT.
- Letters to property owners have been mailed to initiate the acquisition process.
- Construction fund authorization request will occur next federal fiscal year

U-6235 – CITY OF WILMINGTON/NEW HANOVER COUNTY – SIGNAL PRE-EMPTION PHASE 2

Project Description/Scope: The project will install traffic pre-emption equipment at 50 locations throughout the City of Wilmington and New Hanover County and GPS equipment on emergency response vehicles.

Project Status and Next Steps:

- Design contract approved May 5, 2021, by City Council and execution is complete.

- Design kick-off meeting held July 23, 2021, with Wilmington Fire Department, Traffic Engineering and Davenport Staff.
- Design started in October 2021 is expected to last through Summer 2023.

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

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

Project Status and Next Steps:

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

TASA-DA/CRRSAA/STIP

BL-0045 – DOWNTOWN GREENWAY PH. 1 DESIGN

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

Project Status and Next Steps:

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

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

BL – 0059 TOWN OF KURE BEACH - FORT FISHER BOULEVARD/K AVENUE AND NORTH 3RD STREET PEDESTRIAN SAFETY IMPROVEMENTS

Project Description/Scope: This project entails intersection improvements at Ft. Fisher Boulevard and K Avenue to include high visibility crosswalks, ADA ramps, and pedestrian signals; and filling gaps in the sidewalk network on Ft. Fisher Boulevard and N. 3rd Street that will create a pedestrian network connected to the Ft. Fisher Boulevard and K Avenue intersection.

Project Status and Next Steps:

- Agreement finalized and adopted September 2022
- Request for PE Authorization in October 2022
- Request for Letters of Interest to be sent in December 2022
- Four (4) proposals reviewed in January 2023
- PE firm selection February 2023
- Project kick-off meeting in March 2023
- Contract approved by Kure Beach Town Council in June 2023
- Meeting with NCDOT, WMPO, WithersRavenel, and Town of Kure Beach was held on August 8, 2023
- Survey started in September 2023
- 30% design plans under development

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

- Agreement executed with NCDOT on May 24, 2022
- Scope and Fee submitted to NCDOT on September 16, 2022
- Change Request for PE Authorization submitted to NCDOT on September 21, 2022
- Request to use RS&H (COW On-Call) approved by NCDOT on October 10, 2022
- NCDOT approved the scope and fee on November 2, 2022
- Change Request for PE Authorization approved on January 20, 2023
- Contract between City and RS&H executed on January 24, 2023 and notice to proceed issued.
- Design kick-off meeting between City and RS&H staff held on January 31, 2023
- Design criteria and typical section submitted on March 17, 2023.
- Survey work completed on April 27, 2023.
- Natural Resources Technical Report (NRTR)/Environmental Document is in progress.
- Field visit conducted on May 4, 2023.
- 25% Preliminary Plans submitted on June 9, 2023
- Review meeting held on August 10, 2023
- Revised 25% plans submitted on August 28, 2023
- NCDOT provided construction cost estimate on September 8, 2023- currently under review

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY

Project Description: Design only of the Middle Sound Greenway connection to Publix

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

- NCDOT has approved the 100% project plans
- Received Construction Authorization from NCDOT and NTP from NCDOT (U-5534Q & EB-6028) on February 8, 2023
- Advertise U-5534Q and EB-6028 on March 8, 2023
- Pre-Bid Meeting on March 21, 2023
- Bid Opening (LET) on April 13, 2023
- One (1) bid submitted and rejected (May 16, 2023 Council Meeting) due to Over/Under difference with Engineer's Cost Estimate.
- Bid opening held April 13, 2023
- One (1) bid submitted and rejected due to excessive cost(s)
- Revised bid schedule set for September 6th
- Two (2) bids received on September 6th, the city and NCDOT agreed to proceed.
- An Ordinance and resolution for award of construction contract was approved at the November 8th City Council meeting.
- The PRE-CON_CONCURRENCE REQUEST – CONSTRUCTION was submitted into NCDOT EBS System and approved by NCDOT.

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

HL – 0040 NC PORTS WILMINGTON – NEW NORTH GATE FEASIBILITY STUDY

Project Description/Scope: This project is a feasibility study, early design and NEPA work to determine the high-level alternatives and costs associated with a new North Gate on NC Port of Wilmington property to allow for efficient freight access to and from the General Terminal.

Project Status and Next Steps:

- Advertisement for on-call consultants, August 14, 2020
- Selection and signed contract with HDR on October 29, 2020
- Kickoff meeting on site with NCSPA on March 10, 2022
- NCSPA/WTRY call on April 5, 2022
- Draft scoping letter to Port on April 5, 2022
- Traffic counts completed April 12, 2022
- Scoping Letter to Agencies on April 18, 2022
- Draft design assumptions & Typical Sections submitted on June 3, 2022
- Draft Limited Environmental Records Review (LERR) submitted on July 5, 2022
- Revised typical sections submitted on July 7, 2022
- Natural Resources Technical Report (NRTR) on August 8, 2022
- Revised Limited Environmental Records Review (LERR) submitted August 15, 2022
- Draft 15% roadway submittal on September 15, 2022
- Preliminary Hydraulics submittal on October 11, 2022
- Revised Roadway plans submitted on November 16, 2022
- Draft traffic analysis submitted December 16, 2022
- Revised Roadway exhibits submitted January 23, 2023
- Revised Roadway exhibits and costs submitted January 31, 2023
- Waiting on SHPO concurrence of no effects
- Traffic noise documentation from NCDOT that Traffic Noise Report not needed.
- Revised and Final CIA to NCDOT on August 11, 2023
- Revised CE document to NCDOT on August 15, 2023
- No Effects letter with conditions from SHPO on August 22, 2023
- Revised CE document to NCDOT on August 30, 2023
- Final CE approved on October 11, 2023
- Project close out and finalize all tech memorandums December 31, 2023
- Awaiting final invoice, January 10, 2024

TC – 0021 WAVE PASSENGER AMENITIES AND UPGRADES

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

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

Project Status and Next Steps:

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

TC-0027 WAVE PASSENGER AMENITIES AND UPGRADES

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

Project Status and Next Steps:

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

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

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

Go Coast current initiatives and project status:

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

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

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



Cape Fear Public Transportation Authority February 2024 Update

Reimagine Wave Transit Short-Range Plan

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



Wave Transit Cape Fear Bridge Mitigation Project

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

Ridership Update

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

WMPO FEBRUARY PROJECTS IN DEVELOPMENT

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

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

*Dates are subject to change.

Update provided: 02/01/2024

PO: WMPO

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

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

*Dates are subject to change.

WMPO FEBRUARY RESURFACING PROJECTS

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

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

<https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=ceae1d0cf870473fb7d35294acb6b71c>

Update provided:

02/01/2024

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



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

February 2024

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

FEBRUARY TPD UPDATES WILMINGTON MPO

February 2024

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

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

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

Helpful Links:

Click on links below to learn more:

- NCDOT home page—[ncdot.gov](https://www.ncdot.gov)
- Real-Time Traffic—[DriveNC.gov](https://www.drive.nc.gov) | [North Carolina Traffic & Travel Information](https://www.ncdot.gov/traffic)
- Report a pothole—[NCDOT Contact Us Form](https://www.ncdot.gov/contact-us)
- NCDOT: State Transportation Improvement Program—[ncdot.gov/sti](https://www.ncdot.gov/sti)
- Interactive Bicycle Routes Map—<https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>
- Links to all traffic count data information—[Traffic Survey Group \(ncdot.gov\)](https://www.ncdot.gov/traffic-survey)
- NCDOT Interactive Traffic Volume Map—[Interactive Traffic Volume map \(ncdot.gov\)](https://www.ncdot.gov/traffic-volume)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](https://www.ncdot.gov/traffic-safety)
- NCDOT Comprehensive Transportation Plans (CTPs) – [Connect NCDOT - CTPs](https://www.ncdot.gov/ctp)

NCDOT Statewide Plans:

To learn more, click on the following links:

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

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

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