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

Technical Coordinating Committee Meeting Agenda

TO: Technical Coordinating Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: June 5, 2024
SUBJECT: June 12th meeting

A meeting of the Wilmington Urban Area MPO's Technical Coordinating Committee (TCC) will be held on Wednesday, June 12, 2024, at 10:00 am. This meeting will be held in the Skyline Center Conference Room 154F located at 929 North Front 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) Presentations
 - a. NC State Ports Update- Stephanie Ayers- NCSPA
- 4) Consent Agenda
 - a. Approval of TCC Meeting Minutes- May 15, 2024
 - b. Resolution approving 2024-2033 STIP/MPO Amendment #24-3
 - c. Resolution approving 2024-2033 STIP/MPO Administrative Modifications #24-5
 - d. Resolution requesting Amendments to the 2024-2033 State/MPO Transportation Improvement Programs for Bus Replacements
- 5) Regular Agenda
 - a. Resolution supporting the allocation of additional Direct Attributable Funding to the Signal Pre-emption Phase 2
- 6) Discussion

Wilmington Urban Area Metropolitan Planning Organization

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- a. 2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #24-6
 - b. Prioritization 7.0 Statewide Scoring and Programming
 - 7) Updates
 - a. Wilmington Urban Area MPO
 - b. Cape Fear Public Transportation Authority
 - c. NCDOT Division 3
 - d. NCDOT Integrated Mobility Division
 - e. NCDOT Transportation Planning Division
 - 8) Announcements
 - a. WMPO Bicycle and Pedestrian Advisory Committee- June 11, 2024
 - b. MTP Technical Advisory Committee- June 20, 2024
 - 9) Next meeting- June 26, 2024

Attachments:

- TCC Meeting Minutes- May 15, 2024
- Proposed 2024-2033 STIP/MPO Amendment #24-3
- Resolution approving 2024-2033 STIP/MPO Amendment #24-3
- Proposed 2024-2033 STIP/MPO Administrative Modifications #24-5
- Resolution approving 2024-2033 STIP/MPO Administrative Modifications #24-5
- Letter from the Cape Fear Public Transportation Authority
- Resolution requesting Amendments to the 2024-2033 State/MPO Transportation Improvement Programs for Bus Replacements
- Wilmington City Council Resolution
- Letter from New Hanover County Fire Rescue
- Letter from Novant Health
- Resolution supporting the allocation of additional Direct Attributable Funding to the Signal Pre-emption Phase 2
- Proposed 2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #24-6
- Wilmington Urban Area MPO Update (June)
- Cape Fear Public Transportation Authority Update (June)
- NCDOT Division Project Update (June)
- NCDOT Integrated Mobility Division (June)
- NCDOT Transportation Planning Division Project Update (June)

**Wilmington Urban Area MPO
Technical Coordinating Committee
Wednesday, May 15, 2024,
Remote Meeting Minutes**

Members Present in Person

Mike Kozlosky, TCC Chairman, WMPO
Carolyn Caggia, WMPO
Michelle Howes, NCDOT
Sam Boswell, Cape Fear Council of Governments

Members Absent

Michelyn Alston, Town of Navassa
Karlene Ellis Vitalis, New Hanover County
Adam Moran, Pender County
Gloria Abbotts, Town of Carolina Beach
Mandy Sanders, Town of Kure Beach

Members Present Remote

Stephanie Ayers, NC State Ports Authority
Helen Bunch, Brunswick County
Mark Hairr, Cape Fear Public Transportation Authority
Adrienne Harrington, Town of Belville
Nazia Sarder, TCC Vice Chair, NCDOT
Jessica Moberly, Town of Leland
Denys Vielkanowitz, City of Wilmington
Robert O'Quinn, Town of Wrightsville Beach
Granseur Dick, Wilmington International Airport

Others Present

Tera Cline, WMPO
Scott A. James, WMPO (remote)
Greer Shivers, WMPO
Vanessa Lacer, WMPO
Beth King, WMPO
Eddie McFalls, NCDOT (remote)
Chad Staradumsky, Town of Belville (remote)

1) Call to Order

Chairman Mike Kozlosky called the meeting of the Technical Coordinating Committee to order at 10:00 a.m., confirmed a quorum was present, and called the roll as follows:

Present In Person: Mike Kozlosky, Michelle Howes, Sam Boswell, and Carolyn Caggia. **Present Remotely:** Helen Bunch, Adrienne Harrington, Stephanie Ayers, Mark Hairr, Nazia Sarder, Denys Vielkanowitz, Robert O'Quinn Jessica Moberly, and Granseur Dick . **Absent:** Michelyn Alston, Karlene Ellis Vitalis, Adam Moran, Gloria Abbotts, and Mandy Sanders

2) Approval of Agenda

Helen Bunch made a motion to approve the agenda, seconded by Mark Hairr, and the motion carried unanimously

3) Presentations

a) Wilmington Urban Area Travel Demand Model, Nazia Sarder, NCDOT

Nazia Sarder, NCDOT, provided a brief background on the socio-economic data for the 2050 WMPO Travel Demand Model (TDM). She stated every five years before the MPO starts working on their next Metropolitan Transportation Plan (MTP) the process is started by updating or creating a new TDM to facilitate the MPO testing MTP projects.

She stated that a model is a representation of something in the real world that accounts for its relevant properties. In transportation, the model used is called the travel demand model, (TDM). The TDM is a systematic process for translating land use and transportation supply into projections of travel demand. Local land use plans, the road network, and other socioeconomic data is used to project what the model demand will be in the future. A TDM requires several types of information to be placed as what is called input to achieve useful results.

The data that is gathered includes the number of households, jobs, school enrollment, vehicle ownership, and road network. Just to name a few components. The accuracy of the TDM relies heavily on having good, verified input data to understand what is needed for future transportation solutions.

Ms. Sarder presented the model area for the TDM includes all New Hanover County, all of Pender County, and parts of Brunswick County. She explained the reason all of Pender County was being included even though most of the county is part of the Cape Fear RPO is because Pender County is developing a Comprehensive Transportation Plan (CTP), and that data is included. Brunswick County was also extended out due to possible new urban areas based on the Census that was completed when the model started in 2022.

Collaboration between WMPO and county staff was required to provide the socio-economic data for population and employment data. It was provided in low, medium, and high growth rates on a census block level. She stated that the modeler at the Transportation Planning Division took the data to estimate growth rates based on the Office of State and Budget Management (OSBM) predictions and Info U.S.A. data. The base year for the model is 2021, because that is the information we had available when we started in 2022, and the future year of the model is 2050 for the MTP.

Ms. Sarder stated that 2021 population and 2050 populations and growth rate maps are shown on an annual level from base year to future year. She explained that even though New Hanover and Pender Counties are fully included in the model, Brunswick County is only partially there. She noted that the populations in the model are household populations, which means they do not include group corridors, such as prisons, nursing homes, etc. Certificate of Occupancy data was provided by the WMPO, and seasonal population was included into the model as well. Over 600 Traffic Analysis Zones (TAZ) were included.

She shared some total population numbers based on 2021 information according to the Office of State Budget and Management. Brunswick County in 2021 population is approximately 138,000.00, Pender County was approximately 63,000 and New Hanover County was approximately 230,000. She then gave a brief presentation of the maps associated with this information and the keys attached.

Ms. Sarder then shared the total population numbers based on 2050 growth rate maps. Brunswick County as a whole is projected to be 268,000. This model population is lower because the entire county is not included, it's about 157,000. Pender County is projected to be about 96,000 and New Hanover County is projected to be 320,000.

She then touched on the employment maps; these were created the same way as the population maps. The locals provided the input on low, medium, and high growth rates. U.S.A. data was used instead of OSBM to estimate the employee totals and distributed by certain percentages just based on those growth rates. Employment numbers in 2021 for Brunswick County are 21,000, New Hanover County was about 109,000, and Pender County 16,000. She explained that the ranges vary a little from the population maps. The employment maps go from 0 to 250 all the way down to 2,000 to 100,000.

Ms. Sarder presented the growth maps for employment for 2050, Brunswick County is predicted to be about 36,000, New Hanover County at 231,000 and Pender County would be about 18,000.

In closing, Ms. Sarder stated the anticipated model completion date will be the end of June. It can then be utilized by the WMPO and will provide support in testing the projects for the MTP. The model will become official when the MTP is adopted.

b) Wilmington to Raleigh Passenger Rail Study Update-Eddie McFalls, NCDOT

Mr. McFalls introduced himself and stated he would be presenting an update on the passenger rail feasibility study for Wilmington and a new program called the Corridor Identification Program through the Federal Railroad Administration.

Mr. McFalls proceeded to explain what to do if a vehicle, or object gets hung up on a railroad crossing or there is an issue with the crossing. He stated each crossing should have a blue sign attached to it stating the crossing number and a telephone number to call that is linked directly to the railroad.

He then explained the three types of rail services. The first being intercity passenger rail service. This service connects cities and towns to each other, has longer distances between stations, with longer trip durations and possible baggage and food service. The second type of rail service is commuter rail, it is typically supported by the Federal Transit Administration and is known for shorter commutes, that connect suburbs and outlying areas to a city center. The final type is light rail which is a separate track from freight. This service is known to move people through urban areas.

Mr. McFalls noted the significant increase in ridership since the pandemic. He explained the ridership survey that is done every year. The survey captures trip purpose, ethnicity, and employment status as well as how many train trips within the past year, mode of transportation if train service was not available, and most important factor for choosing the train.

A draft of the Southeastern North Carolina Passenger Rail feasibility study has been provided to the WMPO for sharing and comments. Mr. McFalls stated they are looking for comments by early June. He said it's an update of the previous study that was done that looked at passenger rail between Wilmington and Raleigh. He stated the study includes high level capital costs, approximate trip times, information on those routes, and a ridership projection. The preliminary service model includes three round trips per day, departures in the morning, midday, and afternoon/evening and will connect the Southeastern corridor service in Raleigh. Mr. McFalls stated NCDOT has applied for a Corridor Identification and Development Program grant with the Federal Railroad Administration for both corridors. He stated being awarded this program will allow for more detailed studies to help with both corridors' implementations.

Mr. McFalls explained the bipartisan infrastructure law in regard to the Corridor Identification and Development Program. He stated the goals of this law is to modernize the Northeast corridor, bring world-class passenger rail service to regions across the country, renew Amtrak fleet and facilities, deliver high-quality intercity passenger rail service, build the foundation for a long-term rail program, and grow a safer, cleaner, more equitable rail system. He noted North Carolina's corridors are intended to operate as a system; in cooperation rather than in competition. He stated the corridor ID creates a foundational framework for identifying and developing new or improved intercity passenger rail (IRP) services. Under the program, FRA will solicit proposals for implementing new or improving existing IRP services and select corridors for development. Also, they will partner with corridor sponsors to prepare (or update) a Service Development Plan (SDP). He noted the SDP will include a "corridor project inventory" and that inventory will populate a prioritized "pipeline" of projects and noted projects in the Corridor ID pipeline are eligible for funding under the FRA's financial assistance program.

Mr. McFalls then shared a draft of the Corridor ID project lifecycle stages and corresponding FRA funding programs. This includes system planning, project planning, project development, final design, construction and operation.

He stated the seven corridors awarded funding were Charlotte to Washington, DC, Salisbury to Asheville, Raleigh to Wilmington, Charlotte to Kings Mountain, Raleigh to Fayetteville, Raleigh to Winston Salem, and Charlotte to Atlanta.

Mr. McFalls noted the Corridor ID process beginning with step 1; Scoping; \$500,000 funding with no match required for CID grants. Step 2; Project Planning/SEP Development; \$1.5 million to \$4 million range with 10% match required. He noted the match would be dependent on the corridor complexity. Step 3; Preliminary Engineering/Environmental Process/Project Development with cost to be determined with a 20% match required.

He then touched on the planning process to include project administration, stakeholder engagement, alternatives analysis, technical analysis, environmental analysis, financial planning, governance, and service development plan.

In closing Mr. McFalls, stated the SDP outcomes (results of study) includes operational plans for how service works, list of projects that must be built, and feeds the next steps for NEPA with projects and cost estimates. He then noted that CID will need the MPO's to ask questions and promote community readiness during this first phase. Soon they will ask for a non-federal match, respond to RFP, start stakeholder engagement and work on alternative analysis. Later they ask for plan concurrence, STI collaboration and Corridor champions.

c) Cape Fear Navigating Change 2050 Draft Financial Forecast and Alternative Funding and Financing Opportunities, Kristina Whitfield, Kimley-Horn & Associates

Ms. Whitfield stated she was sharing a brief presentation reviewing some high-level numbers from our financial forecast and the process that went into that. Alternative funding and financing mechanisms are being explored with the Metropolitan Transportation Planning Committee. A forecast for the reasonably expected revenues for transportation projects will be based on historically available data, and then cost estimate for those projects and match them up to balance. The Wilmington MPO on its own is not required to look at non-traditional funding sources that may be used to help bridge funding needs. This is not a federal requirement. The Wilmington MPO has done this for many cycles now and is going above and beyond the federal requirements.

Looking at the financial forecast, it starts with a review of historical data from the last two cycles. We had a lot of meetings with our modal experts. Then meetings with modal experts like WAVE, ILM, the ferry division, and NCDOT Division 3 and allowed them to weigh in with any input that is valuable. This information was then reviewed and refined into the forecast. The last two steps are the prioritization metrics. The MTPC approved these at the last meeting. Staff will now prioritize the projects and then use that priority list partnered with the cost estimates to constrain the projects against the available revenues. And using this approach will provide a better understanding of what the funding gap is. For the major funding sources, three buckets are looked at. The federal sources that are out there, the state sources and the local sources. As well as some possible new funding with IJA that was not available when the last MTP was updated.

Ms. Whitfield then explained the capitol numbers for each of the modes between now and 2050. Highways are at \$4.1 billion, airports \$631 million, bike/pedestrian \$108 million, transit \$94 million, ferry \$70 million, and rail \$53 million. She stated highways have gone up a decent amount and that's to be expected with some of the new funding through the IJA, as has airports and ferry both of those got infusion from some of the newest legislation. In aggregate, across the 2050 horizon year, you can see the breakdown here of federal, state and local funds, and this underscores why it's so important for us to talk about that local funding component right now with our existing revenue sources. only 7% of our transportation funding comes from local sources. It is anticipated that there will be a significant funding gap between the needed projects and the financially constrained projects. Local and alternative funding is a funding mechanism that allows the cities, member jurisdictions, and county's priorities to serve a more local need. Ms. Whitfield explained that alternative funding options means a bigger pie, more money to spread around to more projects. This allows more local control and less NCDOT reliance. North Carolina having a large state-maintained roadway system, they're always going to be a very strategic and an important partner.

She stated the Inflation Reduction Act, has been a huge infusion of discretionary grant programs and alternative funding sources that gives the tools to have a reliable local match for some of those federal and state grant programs. The NC First Commission released their report and stated that traditional revenue streams are tied to assumptions and trends that are very quickly becoming obsolete.

Ms. Whitfield then gave a quick recap of some of the funding mechanisms.

- The local option sales tax. This is a referendum that gives the voting public control. It doesn't have to be tied to specific projects, and it doesn't have a funding sunset. Counties can leverage up to a quarter of a penny for this.
- There is also a local option sales tax for transit similar to the local option sales tax for more general use, but specifically tailored revenues must be used for financing, constructing, operating, and maintaining the transit system.
- Vehicle registration fees are another one of the traditional funding mechanisms available to counties in North Carolina. The Board of County Commissioners can have a vote, and they can essentially tack on up to \$7.00 dollars for every registered vehicle in their county, and that would go towards improvements for transportation.
- Municipalities can levy an annual general motor vehicle tax up to \$30.00 dollars in the state and \$5.00 dollars of that can go to any lawful purpose, \$5.00 dollars for transit, and the rest can be used for public streets that are not part of the state highway system.
- The vehicle rental tax, counties in North Carolina can levy taxes on the gross receipts of vehicle rentals at the rate of 1 ½%.
- The bicycle registration fee was dropped as an option by the MTPC due to being regressive and could penalize people who must use a bicycle as their primary means of transportation.
- Transportation impact fees are illegal in the state of North Carolina, but they are included for awareness.
- Tolling

She noted there are two different types of bonds that are typically used in North Carolina for transportation facilities, the first being revenue bonds. These are bonds that are paid back by user generated revenues. They're typically used in the transportation space and public transportation ferry, or on the rail system. Those are all great examples of projects that could potentially be funded with revenue bonds. Then there is the more traditional bond in the state of North Carolina, that is our general obligation bond. They are backed by the full faith and credit of the municipality or county that's leveraging them. They can be backed by any revenue source, but here in North Carolina, we most typically see this as property tax increases. They do require voter approval,

whereas the revenue bond does not. One more option that is getting used more and more in North Carolina especially for some of our bigger transit type projects is Public Private Partnerships and this is where the private sector and the public sector partner together for project delivery.

Ms. Whitfield touched on is Tax Increment Financing that was authorized by the General Assembly back in 2004. The advantages to this are it can grow the tax base and raise value of tax base. It can revitalize areas that may be in decline or have been underinvested in the past and can alleviate burdens on developers. The disadvantages are the need to mediate between multiple groups, assessing incremental gain in tax revenues related to TIF project and can contribute to displacement via gentrification.

She closed by stating the next steps are to finalize revenue projections for existing funding sources, conduct further research and forecast alternative funding sources. A future presentation will be scheduled for financially constraining the projects.

d) May is Bike Month, Carolyn Caggia, WMPO

Carolyn Caggia stated that May is National Bike Month. National Bike Month is promoted by the League of American Bicyclists every May. This has been celebrated since 1956. National Bike and Roll to School Day is hosted by the National Center for Safe Routes to School on May 8th.

Go Coast Bike Month will challenge bicyclists to log their miles traveled by bike during May 2024. Go Coast will also collect optional demographic data. Participant will log distance, ride type, and if they wore a helmet. The Go Coast Bike Month numbers to date are 1,193 miles reported, 28 participants, 48 people filled out interest forms and 77 members in the Go Coast Strava club. She noted that other activities included in Bike Month are proclamations, press releases, social media posts, email blasts, and Strava group post.

Ms. Caggia noted that Local Bike to School Day is Friday May 17th. This local effort is led by Terry Benjey cycling Foundation. Local participating schools are Carolina Beach Elementary School and Pine Valley Elementary School. There are 4 bike routes per school with multiple stops. The routes will be led by volunteers with police support and all the maps will be posted online.

She closed stating the WMPO supported was with staff volunteers and worked with Terry Benjey Bicycling Foundation on route identification and testing. The WMPO also offered aerial drone photography at the schools.

e) WMPO Drone Usage-Greer Shivers, WMPO

Ms. Shivers presented the idea for getting the drone. She came to the WMPO having already obtained a Part 107 Certified Remote Pilot License. WMPO staff wanted a way to obtain aerial imagery to assist WMPO operations including Traffic Impact Analyses, help bolster social media content, and bolster planning documents. WMPO is the first MPO in North Carolina to create a drone program.

The acquisition of the drone consisted of collaboration with NCDOT, FHWA, and the City of Wilmington to purchase the recommended drone and secure an insurance policy.

The drone selected for purchase was the DJI Mini 3 (More Fly Combo) which includes the DJI Mini 3 drone, RC Remote Controller, 3 Intelligent Flight Batteries, 3 propeller sets, 18 replacement screws, a screwdriver, gimbal protector, 2 USB cables, 2-way charging hub, a shoulder bag, a hard-shell travel case, a lens care and cleaning kit, an ND filter set, a landing pad, and 128GB microSD card. She shared the following specifications, each battery allows for 38 minutes of uninterrupted flight time, under 0.5 lbs. including the battery, it captures 4K video and 12MP stills, it captures true vertical shooting with a gimbal that can rotate 90°, it has 4x digital zoom, and has a flight speed up to 36 mph.

She stated the WMPO received the drone in October 2023 and the maiden flight was traffic monitoring to capture existing conditions of the roadways prior to the directional closures of the Cape Fear Memorial Bridge. Ms. Shivers then gave a brief overview of flight logistics and examples of applications that the drone has been used for.

In closing Ms. Shivers noted that the WMPO is continuing the drone program to bolster planning activities that are provided to our region and member jurisdictions and create a Drone Operation Policy.

4) Consent Agenda

- a. Approval of TCC Meeting Minutes- April 10, 2024
- b. Resolution approving 2024-2033 STIP/MPO Administrative Modifications #24-4
- c. Resolution supporting the award of the FY 25 Section 5310 Community Grant Project Funds
- d. Resolution amending the TCC and WMPO Board meeting schedule for a Joint Special Meeting at 2 pm on June 26, 2024

Nazia Sarder made a motion to approve the consent agenda; Mark Hairr seconded it. Motion passes.

5) Regular Agenda

a. Resolution adopting the Cape Fear Navigating Change 2050 Vision, Goals, and Modal Objectives

Vanessa Lacer, WMPO gave a brief update from the technical steering committee's adoption of the vision statement, goals, and modal objectives. She read the vision statement and goals and noted the modal objectives.

Chairman Mike Kozlosky made a motion to approve the resolution; Adrienne Harrington seconded. Motion passes unanimously.

b. Resolution approving the WMPO FY 25 Direct Attributable Project Submittal Guidelines and Scoring Criteria

Mike Kozlosky, WMPO stated that included in the packet are the Submittal Guide and scoring criteria, which are the same as they were for FY24. Important dates to notice are the official release will be July 5th. A pre-application review on August 9th. Electronic application submittals are due no later than 5:00 PM on September 13th and we anticipate the award being October 30th of 2024. Scott James, who's the Transportation Planning Engineer, is managing this project and program. If there's additional questions, members are encouraged to reach out to Scott.

Motion to approve WMPO FY 25 Direct Attributable Project submittal guidelines and scoring made by Mark Hairr; seconded by Michele Howes. Motion passed unanimously.

6) Discussion

a. 2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #24-4

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

b. Cape Fear Navigating Change 2050 Modal Project List

Vanessa Lacer and Greer Shivers, WMPO gave a brief overview and presentation outlining the modal project lists. Ms. Lacer stated in fall of 2023, WMPO staff began coordinating with member jurisdictions and modal planning partners on project submissions for Cape Fear Navigating Change 2050, to include projects for six modes of transportation: bicycle and pedestrian, ferry and water transportation, public transportation, rail, and roadway. A draft list was compiled in December 2023. In January 2024, members and planning partners were provided results from the recently completed Cape Fear Navigating Change 2050 public engagement process and were offered the opportunity to make any changes/additions/subtractions to their project submissions at that time. At the conclusion of the submission process a total of 374 projects, inclusive of all modes, were identified, however some changes to public transportation project submissions are anticipated, pursuant to the adoption of Wave Transit's Short-Range Plan, which is expected in May 2024.

The draft project lists presented today has been reviewed by the Cape Fear Navigating Change Technical Steering Committee as well as the Bicycle and Pedestrian Advisory Committee (BPAC) and comments received have been incorporated.

In spring/summer 2024, projects included in the draft project lists will be scored using modal scoring matrices developed by the Cape Fear Navigating Change Technical Steering Committee and project costs will be developed by the plan's financial element consultant, Kimley-Horn. Following the scoring and cost estimation of projects, draft fiscally constrained project lists will be developed and provided to the TCC and WMPO Board for their review in fall of 2024.

Greer Shivers, WMPO gave a tutorial on how to overview the list using the Navigating Change 250 Draft Modal Projects web maps.

7) Updates

a. Wilmington Urban Area MPO

Mike Kozlosky noted that updates are included in the packet.

b. Cape Fear Public Transit Authority

Mark Hiarr, WAVE, stated updates were in the packet.

c. NCDOT Division 3

Michelle Howes gave an update on completed and ongoing projects.

d. NCDOT Transportation Planning Division

Nazia Sarder, NCDOT, stated he NCDOT Board of Transportation adopted the CTP on May 1st. The Pender County CTP had their last meeting on April 23rd and will have a survey out on June 1st for the public, which closes on September 1st. All other updates are included in the packet.

9) Announcements

- a. **MTP Technical Advisory Committee- May 9, 2024**
- b. **MTP Technical Advisory Committee-May 14, 2024**

10) Next meeting- June 12, 2024

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

The meeting was adjourned at 11:52 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
Amendment #24-3**

STATEWIDE PROJECT

STIP ADDITIONS

| | | | | |
|--|---------------------|--|---|--|
| * HV-0001 STATEWIDE PROJ.CATEGORY DIVISION | - STATEWIDE PROJECT | VARIOUS, CONSTRUCTION OF ELECTRIC VEHICLE SUPPLY EQUIPMENT ALONG NORTH CAROLINA'S ALTERNATIVE CORRIDORS AND NEVI PLANNING. <u>ADD PRELIMINARY ENGINEERING AND CONSTRUCTION FUNDS IN FY 24, FY 25, AND FY 26 NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u> | ENGINEERING CONSTRUCTION | FY 2024 - \$2,600,000 (NEVI) FY 2025 - \$2,000,000 (NEVI) FY 2026 - \$2,000,000 (NEVI) FY 2024 - \$55,000,000 (NEVI) FY 2025 - \$20,000,000 (NEVI) FY 2026 - \$20,000,000 (NEVI) \$101,600,000 |
| * M-0563D STATEWIDE PROJ.CATEGORY STATEWIDE | STATEWIDE PROJECT | LIDAR DATA COLLECTION. <u>ADD PRELIMINARY ENGINEERING IN FY 24 NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u> | ENGINEERING | FY 2024 - <u>\$1,285,000</u> (PROTCT) \$1,285,000 |

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT #24-3 TO THE
2024-2033 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to amend the adopted 2024-2033 State/MPO Transportation Improvement Programs for Amendments #24-3; and

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

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves amending the 2024-2033 State/MPO Transportation Improvement Programs for Amendments #24-3.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on June 26, 2024.

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

**Proposed Additions to 2024-2033
STIP/MPO TIP Programs STIP/MPO
TIP Modifications #24-5**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

| | | | | |
|--|---|--|---|---|
| HS-2003AK NEW HANOVER PROJ.CATEGORY DIVISION | - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION | SR 1301 (PRINCESS PLACE DRIVE), AT NORTH 30TH STREET IN WILMINGTON. UPGRADE TRAFFIC SIGNAL AND PAVEMENT MARKINGS, AND INSTALL PEDESTRIAN SIGNALS. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 24 TO FY 25.</u> | RIGHT-OF-WAY CONSTRUCTION | FY 2024 - \$16,000 (HSIP) FY 2025 - \$151,000 (HSIP) \$167,000 |
| * HS-2403B DUPLIN NEW HANOVER ON SLOW PENDER PROJ.CATEGORY REGIONAL | - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION EASTERN CAROLINA RURAL PLANNING ORGANIZATION CAPE FEAR RURAL PLANNING ORGANIZATION | NC53; US 117; NC 111, VARIOUS LOCATIONS ALONG ROUTES. INSTALL CENTER AND EDGELINE SINUSOIDAL RUMBLE STRIPS. <u>ADD PROJECT BREAK AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY.</u> | CONSTRUCTION | FY 2026 - \$3,020,000 (HSIP) \$3,020,000 |
| U-5792 NEW HANOVER PROJ.CATEGORY DIVISION | WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION | <u>US 117 / NC 132 (COLLEGE ROAD), US 17 BUSINESS (MARKET STREET) TO SR 2048 (GORDON ROAD).</u> UPGRADE ROADWAY. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 27 TO FY 28.</u> | RIGHT-OF-WAY UTILITIES CONSTRUCTION | FY 2025 - \$3,192,000 (BGANY) FY 2026 - \$7,524,000 (BGANY) FY 2027 - \$7,524,000 (BGANY) FY 2028 - \$2,280,000 (BGANY) FY 2029 - \$2,280,000 (BGANY) FY 2025 - \$1,600,000 (BGANY) FY 2026 - \$1,600,000 (BGANY) FY 2028 - \$5,747,000 (BGANY) FY 2029 - \$32,835,000 (BGANY) FY 2030 - \$29,205,000 (BGANY) FY 2031 - \$23,986,000 (BGANY) FY 2032 - \$17,827,000 (BGANY) \$135,600,000 |

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #24-5 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 #24-5.

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 #24-5.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on June 26, 2024.

Henry E. Miller III, Chair

Mike Kozlosky, Secretary



June 3, 2024

Mr. Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization
305 Chestnut Street
Wilmington, NC 28401

Dear Mr. Kozlosky,

WAVE Transit requests the following amendment and modification to the 2024 – 2033 North Carolina State Transportation Improvement Program (STIP) to align with planned uses for current Federal Transit Administration (FTA) grant program funds:

FY 2023 Low or No Emission Grant Program for Buses

Wave was awarded a FY2023 Low or No Emissions Federal Transit Administration Section 5339(c) Grant (FAIN 6512-2024-3 & Discretionary ID D2023-LWNO-045), and it is not reflected in the STIP. The following update is requested to be added to the STIP.

- **TG-0019 Bus Replacements** - Amendment to add \$3,432,300 in FY25, with (\$2,860,250) from FTA funds and (\$572,050) from locally contributed capital funds. This is a new STIP ID for capital investments to include: The purchase of 5 CNG Gillig buses that will replace buses past their useful life for our fixed route services.

Wave Transit would like to express our appreciation to the WMPO for your assistance and partnership in creating these amendments and modifications to the STIP. Please contact me if you need additional information.

Sincerely,

Mark E. Hair
Executive Director
Wave Transit

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION REQUESTING AN AMENDMENT TO THE 2024-2033 STATE/MPO
TRANSPORTATION IMPROVEMENT PROGRAMS FOR BUS REPLACEMENTS**

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 Cape Fear Public Transportation Authority has respectfully requested an amendment to the 2024-2033 State and Metropolitan Planning Organization’s Transportation Improvement Programs to include funding allocations to the Section 5339(c) projects programmed in for FY25; and

WHEREAS, the requested 5339(c) funding amendment is outlined below:

- TG-0019 - Bus Replacements
FY25 Federal Share \$2,860,250 / FY25 Local Share \$572,050

WHEREAS, the requested public transportation amendment is required to be submitted by the Metropolitan Planning Organization to the North Carolina Department of Transportation for consideration; and

WHEREAS, if approved, the amendment will be submitted to the North Carolina Department of Transportation and will be considered for formal approval as an upcoming Amendment to the 2024-2033 State and MPO Transportation Improvement Programs.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby requests an Amendment to the 2024-2033 State/MPO Transportation Improvement Programs for this public transportation project.

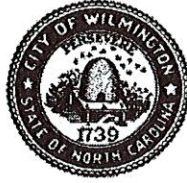
ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on June 26, 2024.

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

CERTIFIED TO BE A TRUE COPY
Hester Sora Sidbury
CITY CLERK

Resolution



City Council
City of Wilmington
North Carolina

Introduced By: Anthony N. Caudle, City Manager

Date: 5/21/2024

Resolution Authorizing the City Manager to Pursue Additional STBG-DA Funding from the Wilmington Metropolitan Planning Organization in the Amount of \$246,382 with a \$49,276 Local Grant Match for the City of Wilmington’s Traffic Signal Preemption for Emergency Vehicles Phase II Project

LEGISLATIVE INTENT/PURPOSE:

This resolution authorizes a request for additional funding from the Wilmington Metropolitan Planning Organization (WMPO) for the Traffic Signal Preemption for Emergency Vehicles Phase II project 5TRFD2010.

Complementary to the previously completed preemption project in late 2019 that installed equipment at 27 intersections and in 21 vehicles in the City of Wilmington, this project intends to install new signal preemption equipment at an additional 51 intersections in the City of Wilmington and Hew Hanover County as shown in Figure A. This project also intends to install radio equipment in 51 combined vehicles between the partner agencies Novant Health and New Hanover County, allowing them full use of all existing and new preemption signals.

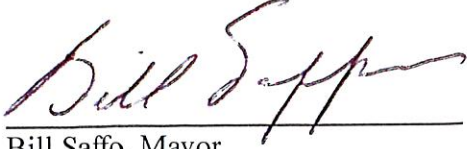
This project is federally funded through the WMPO via the Surface Transportation Block Grant Program Direct Attributable (STBG-DA) program, which is passed through the North Carolina Department of Transportation (NCDOT) and requires a twenty percent (20%) local match, which comes from the City’s partner agencies on the project, Novant Health and New Hanover County.

This request would increase STBG-DA funding from the WMPO by \$197,106 and require a \$49,276 local grant match from the partner agencies for a total of \$246,382 to cover anticipated costs to complete the project. The additional project costs are primarily associated with more detailed information from the project design and increases in construction costs over time.


THEREFORE, BE IT RESOLVED:

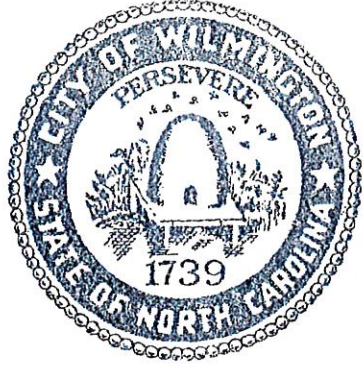
THAT, the Wilmington City Council authorizes the City Manager to pursue an additional \$246,382 in STBG-DA program funding through the WMPO and to pursue contract amendments for an additional \$25,000 from Novant Health and \$24,276 from New Hanover County for the 20% local matching funds for the bid, award and construction of the project.

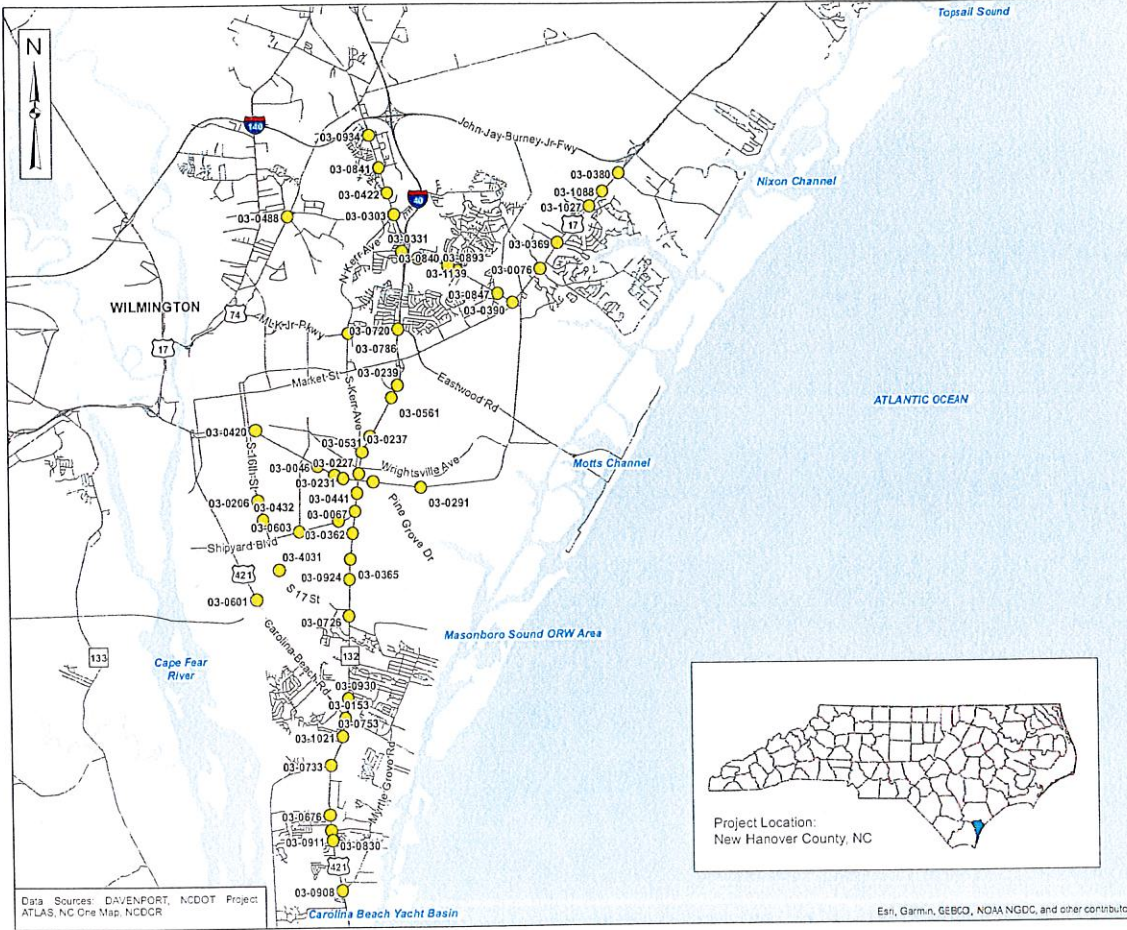
Adopted at a regular meeting
on May 21, 2024


Bill Saffo, Mayor

ATTEST:

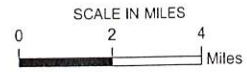

Penelope Spicer-Sidbury, City Clerk





LEGEND

- SIGNAL LOCATION
- ROADS



SITE VICINITY MAP

TRAFFIC SIGNAL PRE-EMPTION
INSTALLATION AT 51
INTERSECTIONS (U-6235)
WILMINGTON, NEW HANOVER COUNTY,
NORTH CAROLINA



Data Sources: DAVENPORT, NCDOT Project:
ATLAS, NC One Map, NCDOT

Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

DATE: AUG 2022

FIGURE NO. 1



NEW HANOVER COUNTY

FIRE RESCUE

230 Government Center Drive, Suite 130, Wilmington, NC 28403

P: (910) 798-7420 | F: (910) 798-7052 | NHCgov.com

Donnie Hall, Fire Chief



May 14, 2024

Bret Russell
City of Wilmington Engineering
929 N Front Street
Wilmington, NC 28402

Re: MPO Grant Matching Funds

To Mr. Russell,

Please accept this letter from New Hanover County Fire Rescue as an expression of our commitment to participate in the continuation of the traffic preemption WMPO Surface Transportation Block Grant Program – Direct Attributable. We understand there are additional funds needed due to cost overruns. NHCFR will provide the additional \$16,186 to assist with covering the budget shortfall. This funding will be provided by the end of May 2025 once the construction has started for the project.

Sincerely,

Chief Donnie R. Hall

Novant Health New Hanover Regional Medical Center
Mobile Health – Emergency Medical Services
Rick O'Donnell, Senior Director/Chief
5305 Wrightsville Avenue, Building J
Wilmington, NC 28403



May 9, 2024

City of Wilmington
Engineering
Brett Russell, Construction Manager
929 N. Front Street
Wilmington, NC 28402

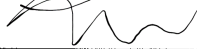
RE: Request for Additional Funds


To Mr. Russell:

In follow-up to the City of Wilmington's request for additional funds, please accept this letter from Novant Health New Hanover Regional Medical Center as a written commitment to continue participating in the Traffic Signal Preemption for Emergency Vehicles project. We understand that there is a budget shortfall on this project and will make an additional contribution (not to exceed \$15,441).

Thank you for your continued partnership.

Sincerely,

DocuSigned by:

1D31D797E64D430...
05/14/2024 | 9:59:02
Laurie Whalin
Chief Operating Officer
Novant Health New Hanover Regional Medical Center

DocuSigned by:

4A22F8D6DEA14C4...
05/14/2024 | 7:07:02 P
Rick O'Donnell
Senior Director/Chief
Mobile Health - New Hanover EMS

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE ALLOCATION OF ADDITIONAL DIRECT ATTRIBUTABLE FUNDS
TO THE CITY OF WILMINGTON FOR THE TRAFFIC SIGNAL PREEMPTION FOR EMERGENCY
VEHICLE PHSE II (U-6235)**

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

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization's Board allocated STBGP-DA funds to the City of Wilmington for the Traffic Signal Preemption for Emergency Vehicles Phase II project (U – 6235) on July 31, 2019 in the amount of \$1,016,816 with a 20% local match in the amount of \$254,204; and

WHEREAS, on May 9, 2024, in partnership with Novant Health New Hanover County Regional Medical Center – Mobile Health, and on May 14, 2024, in partnership with New Hanover County Fire Rescue, the City of Wilmington, has committed an additional \$49,276 towards the completion of the Traffic Signal Preemption for Emergency Vehicles Phase II (U – 6235); and

WHEREAS, on May 21, 2024, the Wilmington City Council approved requesting additional funding in the amount of \$197,106 from the Wilmington Urban Area Metropolitan Planning Organization for additional design and construction costs to complete the Traffic Signal Preemption for Emergency Vehicles Phase II (U – 6235).

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the allocation of additional Direct Attributable funding in the amount of \$197,106 for the Traffic Signal Preemption for Emergency Vehicles Phase II (U – 6235) project.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on June 26, 2024.

Henry E. Miller, III, Chair

Mike Kozlosky, Secretary

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

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

WILMINGTON URBAN AREA MPO

June 2024

CAPE FEAR NAVIGATING CHANGE 2050

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

Project Status and Next Steps:

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

NCDOT IMD FEASIBILITY STUDY GRANTS

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

Wilmington Downtown Trail Phases 2 & 3:

The Downtown Trail will eventually connect the River to Sea Bikeway to the future Multimodal Transportation Center, Cape Fear Community College, and the Riverwalk. In between these

locations, the trail will provide a recreational facility for several communities in proximity to the downtown. The project currently consists of three phases. The first phase, from 3rd Street to Archie Blue Park, is in the preliminary engineering phase. The purpose of this study would be to assess the feasibility of constructing Phases 2 and 3. A scoping meeting with NCDOT IMD and the selected consultant, Kittelson, was held on May 2, 2023.

Project Status and Next Steps:

- The first steering committee took place on October 17, 2023.
- The first public outreach sessions took place October-December 2023. Public engagement consisted of in-person events and an online survey that included an online comment map. In all, 486 survey responses were collected, 352 map comments were received, and 59 in-person conversations were conducted.
- The second steering committee meeting was held May 8, 2024.
- The second public outreach sessions will take place in June 2024.
- Draft study report anticipated in summer 2024.

Gullah Geechee Heritage Trail:

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

Project Status and Next Steps:

- The first steering committee took place in September 2023.
- The first public outreach sessions took place during September/October 2023. There was an online survey open through the entire month of October as well. 370 surveys were completed with 120+ in-person conversations during this round of public outreach.
- The second steering committee took place on January 4, 2024.
- The second public outreach session took place in March 2024. An online survey, which received 137 responses, was available throughout March and three public meetings were held to collect input.
- A third and final steering committee meeting is scheduled for June 12, 2024. The steering committee is currently reviewing the identified preferred alignment.
- 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: 20 reviews

- New Hanover County Informal Plan Reviews: 4 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Concept Plan Reviews: 0 reviews
- Town of Leland Formal Reviews: 6 reviews
- Town of Leland Informal Reviews: 1 review
- Town of Navassa Formal Plan Reviews: 0 reviews
- Town of Navassa Informal Reviews: 0 reviews
- Town of Navassa Concept Reviews: 0 reviews
- Town of Belville Formal Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Town of Carolina Beach Concept Reviews: 0 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- Pender County Formal Reviews: 10 reviews
- Pender County Informal Reviews: 3 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 54 reviews (10 new, 44 on-going)
- City of Wilmington Informal Reviews: 18 reviews (10 new, 8 on-going)
- City of Wilmington Concept Reviews: 1 review (1 new, 0 on-going)
- City of Wilmington Full Releases: 7

TIA Reviews: 28 total active (9 new; 20 under review; 9 approved, 1 waived)

- New Hanover County 5 (2 new, 3 under review, 5 approved),
- City of Wilmington 8 (2 new, 6 under review, 1 approved, 1 waiver),
- Carolina Beach 1, (0 new, 1 under review, 1 approved),
- Town of Belville 0,
- Town of Leland 1 (0 new, 1 under review, 2 approved),
- Town of Navassa 1, (1 new, 1 under review, 0 approved),
- Pender County 8 (2 new, 6 under review, 0 approved) and
- Brunswick County 4 (2 new, 2 under review, 0 approved)

STBGP-DA/TASA-DA/CRRSAA

FY2013 to Present

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

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

Project Status and Next Steps:

- Right of way acquisition is complete and was sent to NCDOT for ROW certification.
- Right of way certification received.

- Design and ROW complete and awaiting construction once MSL portion is complete.
- Construction bidding anticipated in Summer 2024
- Complete and ready for bidding, just awaiting Middle Sound connection completion, will bid as one project

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

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

Project Status and Next Steps:

- NCDOT ROW Certification obtained November 23, 2023
- Utility Authorization obtained January 4, 2024
- Duke Energy Utility Relocations - In Progress
- Advertise for Bid – Spring 2024
- Begin Construction – Late Summer 2024
- Construction Complete – Spring 2025

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

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

Project Status and Next Steps:

- NCDOT ROW Certification obtained November 23, 2023
- Advertise for Bid – Spring 2024
- Begin Construction – Late Summer 2024
- Construction Complete – Spring 2025

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

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

Project Status and Next Steps:

- NCDOT ROW Certification obtained November 23, 2023
- Utility Authorization obtained January 4, 2024
- Duke Energy Utility Relocations - In Progress
- Advertise for Bid – Spring 2024
- Begin Construction – Late Summer 2024
- Construction Complete – Spring 2025

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

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

Project Status and Next Steps:

- Construction commenced February 8, 2021
- Final Payment was sent on August 22, 2023
- NCDOT received payment and processed Final Invoices from the Town
- Town is closing out Project Accounts June Town Council
- 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
- NCDOT received payment and processed Final Invoices from the Town
- Town is closing out Project Accounts June Town Council
- 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
- NCDOT received payment and processed Final Invoices from the Town
- Town is closing out Project Accounts June Town Council
- 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:

- The project was awarded to the low bidder; Morgan Trucking and General Construction Inc.
- A Pre-Con Meeting was held on February 28, 2024.
- Notice To Proceed (NTP) Date was March 11, 2024.

- Substantial completion date is 210 days from NTP, with a Final completion Date of 365 days from NTP.
- Material Submittals have been entered into the NC EBS Portal for approval.
- Mobilization has taken place; Lay Down Area was established with the Wilmington Lodge on S. College Rd.
- Erosion Control Has been Installed and Materials ordered accordingly.

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

- Design contract approved May 5, 2021, by City Council and execution is complete.
- Design contract amendment completed with minor changes: 100% plans expected soon.
- Project has received City Council approval to request additional funding from WMPO (at next WMPO Board meeting on June 26, 2024).
- Project has received a 2-year extension to April 30, 2027 from NCDOT to allow additional funding requests, bidding, construction and closeout.
- Expected project bid date is April 2025.

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

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

Project Status and Next Steps:

- NCDOT funding availability reopened January 25, 2021
- Town Council elected to move forward with the project
- Agreement executed with NCDOT on August 18, 2021
- Design discussions held with Kimley-Horn & Associates (KHA) on August 31, 2021

- Public meeting held on March 24, 2022, to present three (3) design alternatives for bike path on St. Joseph
- KHA presented to Town's Bike & Pedestrian Committee summary of comments on April 18, 2022
- KHA presented at Town Council regularly scheduled meeting on May 10, 2022
- Town Council approved Option 3 on May 10, 2022, as presented by KHA
- On May 25, 2022, project managers submit RFLOI to NCDOT prequalified engineering firms with a response deadline of June 8, 2022
- Responses to RFLOI reviewed by WMPO/Town of Carolina Beach
- On July 12, 2022, the Town of Carolina Beach selected KHA as the design firm
- On September 22, 2022, the Town received a Letter of Agreement from KHA for Scope of Services and Project Engineer Design Estimate.
- The Town has uploaded documentation via EBS portal for review and approval.
- The Town has obtained NCDOT approval in January 2023
- Project meeting with consultant held March 2023
- Project survey completed in July 2023
- Received 30% plans from Kimley Horn and submitted via EBS.
- FY24 grant awarded for estimated construction costs
- April 17 supplemental agreement has been fully executed.
- The Town, with Kimley Horn, held a public meeting April 23, 2024.
- Received approval for change request to add ROW as eligible expense.
- TOCB/NCDOT and consultant met on May 30, 2024, to discuss the status of the project

TASA-DA/CRRSAA/STIP

BL-0045 – DOWNTOWN GREENWAY PH. 1 DESIGN

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

Project Status and Next Steps:

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

- NCDOT Rail Division Staff, City of Wilmington, and WMPO staff met with Cape Fear Community College President Jim Morton on July 24th to discuss both the Rail Division and City's efforts coordinating future passenger rail track and trail layout in the project corridor.
- Agreement reached with CSX regarding the trail crossing design and safety measures at King Street.
- CSX has indicated that a crossing of its active corridor outside of the King Street right-of-way will not be permitted. The City is currently evaluating alternative alignment options for the trail to connect to King Street from the NHC School property via Hall and 11th Streets.
- NCDOT Rail Division contracted with WSP and has developed conceptual track and trail alignment within the corridor between 3rd Street and McRae Street. Verbal concurrence with this alignment has been given by NCDOT Rail Division.
- Restart of design efforts underway in February and March 2024.
- Meeting with emergency services representatives to discuss alternatives for the ADA access ramp relocation within the gulch corridor.
- Request to CSX for additional discussion regarding an allowance for the trail corridor to cross ROW north of 11th Street to minimize utility and tree impacts anticipated from new alignment on Hall and 11th Streets.
- Draft scope addendum and fee for additional design services resulting from NCDOT Rail's conceptual track and trail layout submitted by WSP to City for review and comment.
- Meeting with CSX to request reconsideration of the trail to cross ROW north of 11th and King Streets due to significant constraints, utility conflicts, and costs, was held on April 19, 2024. CSX requested additional information regarding the challenges faced by the remaining alignment option to review internally.
- CSX denied the City's second request to cross ROW north of 11th and King Streets. City Staff and Consultant Team have identified one additional strategy for securing CSX approval and will pursue during next month.
- City staff and WSP to provide presentations to Deputy City Manager and Design Review Committee on the City's coordination efforts during the past 18 months, project next steps, and remaining obstacles.
- Draft MOU between NCDOT Rail and City of Wilmington pertaining to the future trail section within Wilmington Lead Corridor has been drafted by NCDOT and is under review by City Staff.

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

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

Project Status and Next Steps:

- Project kick-off meeting in March 2023

- Contract approved by Kure Beach Town Council in June 2023
- Meeting with NCDOT, WMPO, WithersRavenel, and Town of Kure Beach was held on August 8, 2023
- Survey started in September 2023
- 60% plans are currently under review.

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

- Agreement executed with NCDOT on May 24, 2022
- PE Authorization obtained on January 20, 2023
- Design kick-off meeting between City and RS&H staff held on January 31, 2023
- 25% Plans approved by NCDOT on February 12, 2024
- Natural Resources Technical Report (NRTR)/Environmental Document is in progress
- Redline Drainage Plans approved by NCDOT on April 22, 2024
- Environmental Document approved on May 7, 2024

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

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

Project Status and Next Steps:

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

- Request additional funds for construction January 2024
- Pre-construction meeting April 2024
- Start of construction June 2024

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

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

Project Status and Next Steps:

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

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY

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

Project Status and Next Steps:

- Comments received from CFPUA indicate conflicts with utilities that require design adjustments (Continue to negotiate with CFPUA on solutions to conflicts)
- NCDOT issued notice of Construction Authorization on April 12, 2022.
- Level A SUEs completed
- Right of way acquisition is complete and was sent to NCDOT for ROW certification
- Right of Way Certification received
- NCDOT reviewing encroachment agreement
- Construction bidding anticipated in Summer 2024

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

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

Project Status and Next Steps:

- The project was awarded to the low bidder; Morgan Trucking and General Construction Inc.
- A Pre-Con Meeting was held on 02/28/2024.

- Notice To Proceed (NTP) Date is 03/11/2024.
- Substantial completion date is 210 days from NTP, with a Final completion Date of 365 days from NTP.
- Material Submittals have been entered into the NC EBS Portal for approval.
- Design work on the signal arm mast has begun.
- Soils Testing and Design Work completed by contractor and submitted into the NCDOT EBS System for Approval.
- Supplemental Agreement to extend the timeline for EB-6028 has been submitted to NCDOT and is in the process of being signed off on by the City of Wilmington, NC.

TC – 0021 WAVE PASSENGER AMENITIES AND UPGRADES

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

Project Status and Next Steps:

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

TC-0027 WAVE PASSENGER AMENITIES AND UPGRADES

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

Project Status and Next Steps:

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

- Designs finalized in May. Construction drawings expected in June 2024. Once received, WAVE will issue RFP for construction.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

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

Go Coast current initiatives and project status:

1. Go Coast Committee - The next regular Go Coast committee meeting will occur on August 15, 2024, at 3 PM.
2. Bicycle Helmet Initiative – In April, the WMPO was awarded 100 children’s bicycle helmets through NCDOT’s Bicycle Helmet Initiative for distribution to children from low-income families with bicycle safety education. Staff is participating in outreach events throughout the year to distribute helmets to children and educate families on bicycle safety.
3. Short Range TDM plan update – WMPO staff have begun work to update the short-range TDM plan, *Cape Fear Change in Motion 2020*. A public engagement period to inform this update is scheduled for September through November 2024. Steering committee meetings are ongoing with the update scheduled for completion by November 2025.
4. Annual WMPO-organized bike rides – Planning has begun for the 34th Annual River to Sea Bike Ride and the 4th Annual Brunswick Heritage Riverside Ride. The rides will take place September 7, 2024, and September 28, 2024, respectively.



Cape Fear Public Transportation Authority June 2024 Update

Reimagine Wave Transit Short-Range Plan

The Reimagine Wave Transit Short-Range Plan was adopted by the Wave Transit Board at their May 23 meeting. The approval included an endorsement of the budget neutral option whereby Wave would implement service and routing improvements based on no expansion of service hours compared to the present system. Now that the Plan is approved, a public hearing will be held by the Wave Transit Board in late summer or early fall on the specific route and schedule changes that would take effect in January 2025.



New Gillig CNG Bus Has Arrived...

and 5 More Smaller Buses Coming This Summer

Wave is pleased to report that a new Gillig CNG 35-foot bus has arrived. This bus purchase is covered 100% by VW Settlement Funds. The bus has been placed into service and displays the new updated Wave logo and branding. Additionally, the five (5) new smaller 30-foot Gillig CNG buses will arrive by late July and were funded through the FTA Low-No Emission Grant with local match funds provided by the City Wilmington and New Hanover County.



Wave Transit Cape Fear Bridge Mitigation Project

Now that the Cape Fear Memorial Bridge has reopened, Wave completed its short-term expanded RideMICRO services in Zone 1, with the last day of expanded service being May 24, 2024. This expansion was funded by the NCDOT. Additionally, Wave wrapped up its collaboration with the WMPO staff on marketing activities to publicize this expanded RideMICRO service and promote other mobility options besides single occupancy commuting. RideMICRO ridership in Zone 1 for the three months of expanded service was 56% higher than the same time period last year in 2023.

Ridership Update

For May 2024, Wave Transit's fixed-route services had 51,665 trips for the month, which is a 4% increase as compared to May 2023. RideMICRO services had 1,885 trips for May 2024, which reflects a 11% increase from May 2023. May 2024 ridership also was Wave's highest monthly ridership since the start of the program. Please note that due to the timing of the reporting period, fixed-route ridership numbers are not finalized and may increase. Final numbers would be shared once available.

WMPO JUNE 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 |
| Trace Howell | DDRL | R-3300A | US 17 HAMPSTEAD BYPASS FROM US 17 BYPASS SOUTH OF HAMPSTEAD TO NC 210 | NEW HANOVER, PENDER | 2025.07.15 |
| Derek Pielech | DPOC | BP3-R004 | REPLACE BRUNSWICK BRIDGE 181 OVER STURGEON CREEK ON SR 1437 (OLD FAYETTEVILLE ROAD) (PREVIOUSLY 17BP.3.R.84). | BRUNSWICK | 2025.09.18* |
| 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 | 2028.06.20 |
| Zach Howard | DPOC | U-5954 | NC 133 (CASTLE HAYNE ROAD) AT NORTH 23RD STREET. CONSTRUCT A ROUNDABOUT. | NEW HANOVER | 2027.06.15 |
| Derek Pielech | DPOC | BP3-R012 17BP.3.R.93 | BRIDGE 208 OVER STURGEON CREEK ON SR 1472 (VILLAGE ROAD). | BRUNSWICK | 2027.07.03 |
| David Stutts | DPOC | BR-0008 | BRIDGE PRESERVATION. BRIDGE 7 ON US 17 OVER US 76. THIS IS PART OF THE INTERCHANGE WEST OF THE CFMB. | BRUNSWICK | 2027.09.21 |
| Derek Pielech | DPOC | B-5653 | PENDER BRIDGE 14 ON NC 133 OVER TURKEY CREEK. | PENDER | 2028.01.20 |
| Derek Pielech | DPOC | HB-0040 | REPLACE BRIDGE 21 OVER BANKS CHANNEL ON US 76 (CAUSWAY DRIVE); REPLACE BRIDGE 22 OVER LEES CUT ON US 74 (W SALISBURY STREET); AND REPLACE BRIDGE 24 OVER BANKS CHANNEL ON US 74 (W SALISBURY STREET) IN WRIGHTSVILLE BEACH | NEW HANOVER | 2028.03.21 |

WMPO JUNE PROJECTS IN DEVELOPMENT

| Project Manager | Contract Type | TIP | Description | County | *SAP Let Date (year.month.date) |
|------------------------|----------------------|------------|---|---------------|--|
| Trace Howell | DDRL | U-3338C | SR 1175 (KERR AVENUE) INTERCHANGE AT US 74 (MARTIN LUTHER KING JR PARKWAY). | NEW HANOVER | 2028.06.20 |
| Brian Harding | DDRL | U-5792 | US 117 / NC 132 (COLLEGE ROAD) FROM US 17 BUSINESS (MARKET STREET) TO SR 2048 (GORDON ROAD). UPGRADE ROADWAY. | NEW HANOVER | 2028.06.20 |
| Trace Howell | DDRL | U-5790 | US 421 (CAROLINA BEACH ROAD) FROM NC 132 (SOUTH COLLEGE ROAD) TO SANDERS ROAD IN WILMINGTON. WIDEN EXISTING ROADWAY AND CONSTRUCT FLYOVERS AT US 421 AND NC 132. INCLUDES U-5859. | NEW HANOVER | 2029.03.20 |
| Brian Harding | DDRL | U-5731 | US 74 AT US 17/US 421, CONSTRUCT A FLY-OVER AND FREE FLOW RAMP AT INTERCHANGE. | NEW HANOVER | 2029.06.19 |
| Brian Harding | DPOC | U-6128 | US 76 (OLEANDER DRIVE) NEW HANOVER COUNTY AT GREENVILLE LOOP ROAD AND GREENVILLE AVENUE. UPGRADE INTERSECTION. | NEW HANOVER | 2029.06.21 |
| Brian Harding | DDRL | U-5729 | US 421 (CAROLINA BEACH ROAD) FROM US 421 (BURNETT AVENUE) TO US 117 (SHIPYARD BOULEVARD) IN WILMINGTON UPGRADE ROADWAY. | NEW HANOVER | 2029.07.17 |
| Zach Howard | DDRL | U-4902C | US 17 BUSINESS (MARKET STREET) FROM NORTH OF US 117/NC 132 (COLLEGE ROAD) TO STATION ROAD & INTERCHANGE. | NEW HANOVER | 2029.08.21 |
| Trace Howell | DDRL | U-6199 | VARIOUS, WILMINGTON CITYWIDE SIGNAL SYSTEM. | NEW HANOVER | 2030.01.15 |
| Trace Howell | DPOC | U-6201 | SR 1175 (KERR AVENUE) FROM SR 1411 (WRIGHTSVILLE AVENUE) TO US 76 (OLEANDER DRIVE). CONSTRUCT ROADWAY ON NEW LOCATION. | NEW HANOVER | 2030.01.17 |
| Trace Howell | DDRL | U-4434 | WILMINGTON, INDEPENDENCE BLVD EXT FROM RANDALL PARKWAY TO MARTIN LUTHER KING, JR. PARKWAY. | NEW HANOVER | 2030.12.17 |
| Trace Howell | DDRL | U-5732 | US 17 FROM SR 1582 (WASHINGTON ACRES ROAD) TO VISTA LANE. CONVERT TO SUPERSTREET. | PENDER | 2031.01.21 |
| Trace Howell | DDRL | U-5702A | NC 132 (COLLEGE ROAD) FROM SR 1272 (NEW CENTRE DRIVE) TO US 117 (SHIPYARD BOULEVARD). | NEW HANOVER | 2031.02.18 |
| 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 |

WMPO JUNE PROJECTS IN DEVELOPMENT

| Project Manager | Contract Type | TIP | Description | County | *SAP Let Date (year.month.date) |
|------------------------|----------------------|------------|---|---------------|--|
| Zach Howard | DDRL | U-4902B | US 17 BUSINESS (MARKET STREET) FROM THE CSX RAILROAD TO CINEMA DRIVE AND FROM JACKSONVILLE STREET TO NORTH OF US 117/NC 132 (COLLEGE ROAD). | NEW HANOVER | FY |
| Trace Howell | DDRL | U-5702B | NC 132 (COLLEGE ROAD) FROM US 117 (SHIPYARD BOULEVARD) TO US 421 (CAROLINA BEACH ROAD) ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS. | NEW HANOVER | FY |
| Brian Harding | DDRL | U-5863 | NC 133 (CASTLE HAYNE ROAD) FROM I-140 / US 17, WILMINGTON BYPASS TO SR 1310 (DIVISION DRIVE) WIDEN TO MULTI LANES. | NEW HANOVER | FY |

*Dates are subject to change.

Update provided: 06/03/2024

PO: WMPO

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

WMPO JUNE PROJECTS UNDER CONSTRUCTION

| Contract Number | Resident Eng | TIP/WBS /Program | County | Description | *Estimated Completion (year.month.date) | Percent Complete |
|-----------------|--------------|------------------|-------------|---|---|------------------|
| C204902 | Joshua Pratt | 15BPR.102 | New Hanover | CAPE FEAR MEMORIAL BRIDGE REHABILITATION. | 2024.06.28 | 100.00% |
| C204331 | Joshua Pratt | | New Hanover | BANKS CHANNEL BRIDGE PRESERVATION. | 2024.06.28 | 84.24% |
| C204319 | Joshua Pratt | U-4902D | New Hanover | SUPERSTREET MEDIAN ON MARKET STREET (US 17 BUS) FROM MARSH OAKS DRIVE TO LENDIRE DRIVE. | 2024.09.28 | 69.29% |
| DC00439 | Joshua Pratt | U-5914 | Brunswick | NC 133 IN BELVILLE FROM SR 1551 (BLACKWELL ROAD) TO SR 1554 (OLD RIVER ROAD). | 2024.07.06 | 68.59% |
| C204747 | Joshua Pratt | U-5710A | New Hanover | DRYSDALE DRIVE EXTENSION FROM MILITARY CUTOFF ROAD AT DRYSDALE TO US 74. | 2025.03.04 | 66.04% |
| C204553 | Daniel Waugh | R-3300B | Pender | NC 417 (HAMPSTEAD BYPASS) FROM SOUTH OF NC 210 TO NORTH OF SR 1563 (SLOOP POINT ROAD). | 2027.12.14 | 44.10% |

*Dates are subject to change.

WMPO JUNE RESURFACING PROJECTS

| Contract Number | Contract Year | County | Routes | *Estimated Completion (year.month.date) | Percent Complete |
|-----------------|---------------|--------------------------------|---|--|------------------|
| DC00426 | 2023 | NEW HANOVER | RESURFACING AND PAVING PRESERVATION. | 2024.05.24 | 91.08% |
| C204720 | 2024 | PENDER | I-40 FROM WEST OF US-117 (MM-388) TO NC-210 (MM-408). | 2024.06.02 | 79.26% |
| DC00425 | 2023 | BRUNSWICK, NEW HANOVER, PENDER | ADA VARIOUS SECONDARY - DIVISION 3 WIDE. | 2024.07.15 | 77.71% |
| DC00445 | 2024 | BRUNSWICK | VAROUS ROUTES. | 2025.05.16 | 59.83% |
| C204833 | 2024 | NEW HANOVER, PENDER | I-40 RESURFACING FROM MM-420 TO MM-408 AT NC-210. I-6039. | 2025.09.15 | 14.98% |
| DC00437 | 2024 | NEW HANOVER | RESURFACING VARIOUS ROUTES. | 2025.05.23 | 11.88% |
| C204866 | 2024 | BRUNSWICK | I-140 RESURFACING FROM US-17 TO NORTH OF US-74. I-6036 | 2025.06.15 | 0.00% |
| DC00431 | 2024 | BRUNSWICK | NC 130 & VARIOUS ROUTES. | 2024.05.31 | 0.00% |
| DC00448 | 2024 | New Hanover | US 76 AND VARIOUS ROUTES. PEDESTRIAN IMPROVEMENTS AT WB (BL-0075) | 2025.09.05 | 0.00% |

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

*Dates are subject to change.

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

Update provided:

06/03/2024

PO: WMPO

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



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

JUNE 2024

Kim Nguyen
Regional Planner- Coastal Plains
Integrated Mobility Division
1550 Mail Service Center
Raleigh, NC 27601

June IMD UPDATES WILMINGTON MPO

June 2024

No new updates for the month of June. Please refer to the May updates for up to date updates from IMD regarding areas within the Wilmington MPO boundary.

Sincerely,

Kim Nguyen
Regional Planner- Coastal Plains
Integrated Mobility Division



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

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JUNE TPD UPDATES WILMINGTON MPO

June 2024

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

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

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

Helpful Links:

Click on links below to learn more:

- NCDOT home page—[ncdot.gov](https://www.ncdot.gov)
- Real-Time Traffic—[DriveNC.gov](https://www.drive-nc.com) | [North Carolina Traffic & Travel Information](https://www.ncdot.gov/north-carolina-traffic-travel-information)
- 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-group)
- NCDOT Interactive Traffic Volume Map—[Interactive Traffic Volume map \(ncdot.gov\)](https://www.ncdot.gov/interactive-traffic-volume-map)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](https://www.ncdot.gov/traffic-safety-data-engineering)
- NCDOT Comprehensive Transportation Plans (CTPs) – [Connect NCDOT - CTPs](https://www.ncdot.gov/connect-ncdot-ctps)

NCDOT Statewide Plans:

To learn more, click on the following links:

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

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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)