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

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

**TO:** Wilmington Urban Area MPO Board Members  
**FROM:** Mike Kozlosky, Executive Director  
**DATE:** May 23, 2024  
**SUBJECT:** May 29<sup>th</sup> meeting

A meeting of the Wilmington Urban Area MPO's Board will be held on Wednesday, May 29, 2024, at 3 pm. The meeting will be held in the 6th Floor Conference Room at 320 Chestnut Street downtown Wilmington. Members of the public, MPO Board Members and MPO Staff can attend the meeting in person and virtually through the Zoom platform. MPO Board member attendance will be subject to the adopted Remote Participation Policy. The meeting will be streamed live online so that simultaneous live audio, and video, if any, of the meeting is available at the following URL:

<https://us06web.zoom.us/j/81037261554>

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

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

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Conflict of Interest Statement
- 3) Approval of Board Member Excused Absences
- 4) Approval of the Agenda
- 5) Public Comment Period
- 6) Presentations
  - a. NCDOT Rail Division Update- Jason Orthner, NCDOT
  - b. NC State Ports Authority Update- Stephanie Ayers, NCSPA
  - c. WMPO Drone Acquisition and Usage- Greer Shivers, WMPO
  - d. Cape Fear Navigating Change 2050 Draft Financial Forecast and Alternative Funding and Financing Opportunities – Kristina Whitfield, Kimley-Horn & Associates
- 7) Consent Agenda
  - a. Approval of Board Regular Meeting Minutes- May 1, 2024 (pg. 3-9)

Wilmington Urban Area Metropolitan Planning Organization

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- b. Approval of Board Special Meeting Minutes- May 7, 2024 (pg. 10-11)
  - c. Resolution approving 2024-2033 STIP/MPO Administrative Modifications #24-4 (pg. 12-13)
  - d. Resolution supporting the award of the FY 25 Section 5310 Community Grant Project Funds (pg. 14)
- 8) Regular Agenda
- a. Resolution adopting the Cape Fear Navigating Change 2050 Vision, Goals, and Modal Objectives (pg. 15-19)
  - b. Resolution approving the WMPO FY 25 Direct Attributable Project Submittal Guidelines and Scoring Criteria (pg. 20-32)
  - c. Resolution amending the TCC and WMPO Board meeting schedule for a Joint Special Meeting at 2 pm on June 26, 2024 (pg. 33)
- 9) Discussion
- a. 2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #24-5 (pg. 34)
  - b. Cape Fear Navigating Change 2050 Modal Project Lists (pg. 35-61)
  - c. Prioritization 7.0 Statewide Scoring and Programming
- 10) Updates
- a. Wilmington Urban Area MPO (pg. 62-75)
  - b. Cape Fear Public Transportation Authority (pg. 76-77)
  - c. NCDOT Division 3 (pg. 78-82)
  - d. NCDOT Integrated Mobility Division (pg. 83)
  - e. NCDOT Transportation Planning Division (pg. 84-85)
- 11) Announcements
- a. WMPO Bike/Ped Committee- June 11, 2024
  - b. Wilmington MPO Metropolitan Transportation Plan Technical Steering Committee (MTPC) meeting- June 20, 2024
- 12) Next meeting – June 26, 2024

#### **Attachments**

- MPO Board Regular Meeting Minutes- May 1, 2024
- MPO Board Special Meeting Minutes- May 7, 2024
- Proposed 2024-2033 STIP/MPO Administrative Modifications #24-4
- Resolution approving 2024-2033 STIP/MPO Administrative Modifications #24-4
- Resolution supporting the award of the FY 25 Section 5310 Community Grant Project Funds
- Cape Fear Navigating Change 2050 Vision, Goals, and Modal Objectives Memorandum
- Resolution adopting the Cape Fear Navigating Change 2050 Vision, Goals, and Modal Objectives
- WMPO FY 25 Direct Attributable Project Submittal Guidelines and Scoring Criteria
- Resolution approving the WMPO FY 25 Direct Attributable Project Submittal Guidelines and Scoring Criteria
- Resolution amending the TCC and WMPO Board meeting schedule for a Joint Special Meeting at 2 pm on June 26, 2024
- Proposed 2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #24-5
- Cape Fear Navigating Change 2050 Modal Project Lists Memorandum
- Wilmington Urban Area MPO Update (May)
- Cape Fear Public Transportation Authority Update (May)
- NCDOT Division Project Update (May)
- NCDOT Integrated Mobility Division (May)
- NCDOT Transportation Planning Division Project Update (May)

**WMPO Board Meeting Minutes**

**Wednesday, May 1, 2024**

6<sup>th</sup> Floor Training Conference Room  
320 Chestnut Street, Wilmington, NC 28401

**Members Present**

Mike Allen, Town of Belville (Remote)  
Bill Saffo, City of Wilmington  
Lynn Barbee, Town of Carolina Beach  
Jonathan Barfield, Jr., New Hanover County  
Brenda Bozeman, Town of Leland  
John Ellen, Town of Kure Beach  
Hank Miller, Chairman  
Luke Waddell, Vice-Chairman  
Frank Williams, Brunswick County  
Eulis Willis, Town of Navassa  
Landon Zimmer, NC Board of Transportation

**Others Present**

Chad Kimes, NCDOT  
Veronica Carter, Town of Leland (Remote)  
Mike Kozlosky, WMPO  
Abby Lorenzo, WMPO  
Scott James, WMPO (Remote)  
Tera Cline, WMPO  
Regina Hopkins, WMPO (Remote)  
Vanessa Lacer, WMPO  
Michelle Howes, NCDOT  
Carolyn Caggia, WMPO  
Greer Shiver, WMPO  
Mike Forte, Brunswick County (Remote)  
Mark Haire, Wave Transit  
Jeff Bourk, Wilmington International  
Airport  
Granseur Dick, Wilmington International  
Airport

**Members Absent**

Brad George, Pender County  
Bill Rivenbark, Cape Fear Public Transportation  
Authority

**1. Call to Order**

Chairman Miller called the meeting to order at 3:00 PM. Mike Kozlosky, WMPO then called roll.

**Present:** Lynn Barbee, Brenda Bozeman, Jonathan Barfield, Jr., Frank Williams, Luke Waddell, John Ellen, Hank Miller, Eulis Willis, Landon Zimmer, and Bill Saffo.

**Present Remotely:** Mike Allen **Absent:** Brad George, and Bill Rivenbark.

**2. Conflict of Interest Statement**

Chairman Miller read the conflict-of-interest statement and asked if any Board member has a conflict of interest. Landon Zimmer indicated he would like to abstain from the voting on approval of consent agenda.

**3. Approval of Board Member Excused Absences**

Brad George and Bill Rivenbark requested excused absences, motion to approve by Vice-Chairman Waddell and seconded by Ms. Bozeman. Motion passed unanimously.

**4. Approval of the Agenda**

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

**5. Public Comment Period**

No sign ups.

**6. Presentations**

a) **Cape Fear Navigating Change 2050 Vision and Goals- Vanessa Lacer, WMPO**

Vanessa Lacer, WMPO, provided an update on the planning process for the Metropolitan Transportation Plan Cape Fear Navigating Change 2050. She stated the technical steering committee has been working hard and recently adopted goals for the plan.

Ms. Lacer stated that the planning effort began in August of 2022. The steering committee kicked off in June and July of 2023. The first phase of public outreach occurred in August through November of 2023. The steering committee then met in March of 2024 to define what is meant by vision and receive consensus at the committee level. The committee defined it with two bullets, first being, the aspiration for the plan for our region. Then, the second bullet point is to form the basis for goal setting.

She then explained the vision statement development. This included public input, WMPO mission and vision and MTPC SPOT analysis. The committee looked at strengths, problems, opportunities, and threats for the region and how this plan could address those items. The vision statement adopted by our technical steering committee is that “our region will thrive and prosper through an equitable and resilient transportation network that supports regional economic vitality while improving quality of life for residents.”

The committee then met to define goals. Ms. Lacer explained that they are the basis for defining success through modal objectives. These goals are intended to be broad enough to apply to all six transportation modes, and these goals will be the basis for the next stage of plan development which would be the local objectives. The committee used the vision statement, WMPO strategic plan, and federal planning factors to create the goals.

The five goals are as follows: Safe, Equitable, Connected, Resilient and Proactive. The first goal Safe has three parts. The first part is the elimination of transportation related injuries and fatalities through implementation of injury prevention initiatives and strategies in the beginning and increasing safety in that way. The second part is to increase safety through context-sensitive design. and third, increasing or ensuring the security of a technology infrastructure and logistics.

The second goal Equitable has four parts. The first part is to prioritize environmentally and socially responsible transportation projects and their distribution. The second part is to increase quality of life and avoid, minimize, or mitigate adverse effects for minority and low-income populations. The third is to increase accessible mobility options and reduce or remove barriers to mobility. Finally ensure meaningful public involvement opportunities and the instructive incorporation of public feedback in the transportation planning and decision- making process. Ms. Lacer stated that much of this goal was related to the definition of environmental justice at the Federal level.

The third goal of Connected has 3 parts, first, to expand efficiency and capacity of the transportation network through increased and connected multilateral transportation options. Second, to support multi-modal transportation facilities and policies that contribute to quality of place and are integrated with land use planning. Third is to develop resources and technology that support intermodal travel so there is a big focus on multi-modal transportation and intermodal travel in this goal.

The fourth goal is Resilient and has 4 parts. The first is to support transportation infrastructure that withstands and recovers from natural or man-made hazards. The second part is to provide redundant transportation options that support the movement of people, goods, and emergency responders. The third part is to ensure long term viability through a realistic, sustainable, and responsible approach to project development. The fourth part is to increase the reliability of transportation options and travel times.

She explains the final goal Proactive has five parts. The first is to anticipate changing needs and technologies and project design and implementation. The second is to integrate transportation and future land use planning. The third is to provide timely communication and education around important transportation activities, initiatives, and campaigns. The fourth is to increase opportunities for regional funding by looking at economic development. Finally, explore new or innovative partnerships, funding, and technology.

Ms. Lacer stated the committee has this vision statement and their final goals that have been adopted. Now the committee is going to continue working on this plan through modal objectives. So again, how success is defined per transportation mode. Once those modal objectives have been identified, they will be used in two different ways. First, a policy will be created for each of the transportation modes. And second, those objectives will be used for project scores and developing scoring matrices. The highest scoring projects are intended to be those that most closely relate to our vision and enhancing quality of place for neighborhoods.

She then went on to explain the next steps for project development. The committee is currently at the mission and goals development stage and modal project development. Once that is completed and projects move forward, they can move into project cost estimates. From there will move into public outreach phase 2 for community response. The final step of adoption will be in November of 2025.

Mr. Ellen asked for clarification on what is considered a man-made hazard. Ms. Lacer explained that it could be anything that is not caused by weather or acts of God, for instance, a chemical spill or even Covid could influence traffic in some way.

Mr. Zimmer stated the presentation was very nice and recommended adding some information to the Equitable goal regarding efficiencies of spending or efficiency of dollars.

Mr. Kozlosky stated that this item will be brought back to the Board at the next meeting for consideration. He explained that the staff presented today to allow time for the Board to give feedback and a draft project list will also be presented.

**b) May is Bike Month Presentation and Proclamation-Carolyn Caggia, WMPO**

Carolyn Caggia, WMPO Transportation Planner and Go Coast program coordinator explained that the Go Coast program supports and encourages alternative transportation in our region.

She gave a brief background stating that National Bike Month is promoted by the League of American Bicyclists in May. National Bike and Roll to School Day, is hosted by the National Center for Safe Routes to School and will take place on May 8, 2024. Bike month has been celebrated across the country since 1956.

Go Coast is going to observe and celebrate bike month by hosting a challenge. Bicyclists are encouraged to log their miles traveled by bike during the month of May.

Ms. Caggia stated that there are two forms located in the link on the [gocoastnc.org](http://gocoastnc.org) website. The first one is a registration form, where email is collected along with other information. This information is used to keep in contact with the participants throughout the month and to collect optional demographic data to better understand who the participants are and what region they are from. The second form is the actual tracking form. Participants can log their miles and acknowledge what type of ride they are taking. They are also asked if they wore a helmet. In May of last year, the challenge had 30 participants, who logged almost 4,000 miles.

Go Coast has also reached out to member jurisdictions, staff and community members and requested proclamations to recognize bike month. The Go Coast team will be presenting press releases, and social media and email blasts.

Ms. Caggia stated the local bike to school day is an effort being led by the Terry Benji Bicycling Foundation. This group is our local advocacy group for bicycling. The coordination of this challenge is being led by the Terry Benji foundation, volunteers, and local schools. Carolina Beach Elementary School and Pine Valley Elementary School will be participating in the challenge. Four bike routes per school with multiple stops have been established and routes will be led by volunteers with police support.

WMPO staff worked with Terry Benji Bicycling Foundation to identify routes and biking the routes themselves. Staff members will also be leading rides at both locations and will provide aerial drone photography.

**c) Wilmington Urban Area Travel Demand Model, Nazia Sarder, NCDOT**

Nazia Sarder, NCDOT, gave 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 due to possible new urban areas based on the Census that was completed when the model started in 2022.

Collaboration with WMPO and county staffs to provide the socio-economic data were population and employment and it was provided with 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 are fully included in the model, Brunswick 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 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 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. U.S.A. data was used instead of OSBM to estimate the employee totals and distributed certain percentages based on those growth rates. Employment numbers in 2021 for Brunswick County are 21,000, New Hanover 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 and Brunswick County is predicted to be about 36,000, New Hanover at 231,000 and Pender 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 for project testing and will provide support in testing the projects for the MTP. The model will become official when the MTP is adopted.

## **7. Consent Agenda**

Mr. Barbee made a motion to recuse Mr. Zimmer from voting on the consent agenda and Ms. Bozeman seconded, motion carried unanimously.

- a) Approval of Board Regular Meeting Minutes- February 28, 2024
- b) Resolution approving 2024-2033 STIP/MPO Amendment #24-1
- c) Resolution approving 2024-2033 STIP/MPO Administrative Modifications #24-2

Mr. Ellen made a motion to approve the consent agenda and Mr. Barbee seconded, motion carried unanimously.

## 8. Discussion

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

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

- b) 23<sup>rd</sup> Street Widening

Mr. Kozlosky stated that the Wilmington International Airport has requested economic development funds through the NCDOT be used to widen 23<sup>rd</sup> street between Martin Luther King Jr. Parkway, and Aviation Drive.

He also noted that ILM is committing one million dollars \$1,000,000.00 towards the effort. The MPO's long range transportation plan identifies the cross section of 23<sup>rd</sup> street from NC 133 down to the Martin Luther King Jr. Parkway as a four (4) lane facility with bike lanes and sidewalks. He explained after discussion with NC DOT that the cost without sidewalks and bike lanes would be approximately \$2.8 million dollars instead of \$2.4 million dollars. In these same discussions DOT indicated that there are not sufficient funds in FY 24 or 25. They have anticipated funding opening in FY 26 to fund the \$2.8 option. Mr. Kozlosky noted that the memo included in the packet outlines various options to accommodate the request for both a four (4) lane facility and an option for reduced cost.

He also said it was important to point out that if the Board did support funding the \$ 2.8 option that it would not require us to delay any of the projects listed in the memo.

Mr. Kozlosky asked the Board to consider support for moving forward with the 2.8- million -dollar option to use economic development funds.

Mr. Barfield asked Mr. Kozlosky if the \$2.8 option would accomplish the airport's goals. Mr. Kozlosky noted that Jeff Bourk and Granseur Dicks from ILM were present in the audience to answer questions. They both replied yes that option would accomplish the goal.

Mr. Kozlosky stated that this is a discussion item, but the Board can vote in support of the item. He stated if there was support there could be a separate larger project for the whole length of the corridor from NC 133 to Martin Luther King Jr. Parkway to come back later to add sidewalks.

Mr. Saffo noted that there are train crossings located there and there would be a need to work with CSX because of the corridor in that area.

Vice-Chairman Waddell noted that the \$2.8 option is removing sidewalks and bike lanes, and expedites the project getting done for ILM, which is important and then later down the road , a larger project can be brought to the table that does not push any other projects down the road, they all stay on schedule.



Mr. Kozlosky noted that the College and MLK project is expected to be delayed because DOT's updating their traffic forecast.

Mr. Barfield made a motion to approve the \$2.8-million-dollar option. Vice-Chairman Waddell seconded. Mr. Zimmer thanked ILM for their contribution and Chad Kimes for getting together a lot of discretionary funds. Motion passed unanimously.

**c) May 7th Special Meeting-Cape Fear Memorial Bridge Tour**

Mr. Koslosky stated that the DOT will be holding a press conference at 10:30 am to discuss the Cape Fear Memorial Bridge and then at 11:00 am will take the Board for a tour of the bridge.

**9. Updates**

Mr. Koslosky stated that updates are included in the agenda packet.

**a) Wilmington Urban Area MPO**

Mr. Kozlosky stated that WMPO is residing down at 929 N. Front Street.

**b) Cape Fear Public Transportation Authority**

Updates included in the packet.

**c) NCDOT Division**

Chad Kimes, NCDOT, expressed his appreciation to all on the Cape Fear Memorial Bridge Preservation project.

**d) NCDOT Transportation Planning Division**

Nazia Sarder, NCDOT, indicated that the Brunswick County CTP went through local adoptions in February, March, and April and just this morning the NC DOT Board of Transportation adopted the CTP. She thanked Mr. Zimmer and Commissioner Williams for the special mentions during that meeting. She then stated that Pender CTP had their 5<sup>th</sup> meeting last week and will be releasing a survey to the public on June 1<sup>st</sup>. It will close on September 1<sup>st</sup>. Vice-Chairman Waddell asked Ms. Sarder to send out her presentation.

**10. Announcements**

**11. Next meeting – May 29, 2024**

The meeting adjourned at 3:48 p.m. Motion made by Mr. Williams and seconded by Mr. Zimmer.

Respectfully submitted,

Mike Kozlosky  
Executive Director  
Wilmington Urban Area Metropolitan Planning Organization

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



**WILMINGTON URBAN AREA  
METROPOLITAN PLANNING ORGANIZATION**

**WMPO Board Special Meeting Minutes**

**Wednesday, May 7, 2024**

Dram Tree Park

602 Surry Street, Wilmington, NC 28401

**Members Present**

Mike Allen, Town of Belville  
Lynn Barbee, Town of Carolina Beach  
Brenda Bozeman, Town of Leland  
Hank Miller, Chairman  
Luke Waddell, Vice-Chairman  
Frank Williams, Brunswick County  
Eulis Willis, Town of Navassa

**Others Present**

Chad Kimes, NCDOT  
Mike Kozlosky, WMPO  
Abby Lorenzo, WMPO  
Tera Cline, WMPO  
Michelle Howes, NCDOT  
Greer Shiver, WMPO  
Beth King, WMPO  
Numerous staff from NCDOT

**Members Absent**

Brad George, Pender County  
Bill Rivenbark, Cape Fear Public Transportation  
Authority  
Bill Saffo, City of Wilmington  
Jonathan Barfield, Jr., New Hanover County  
John Ellen, Town of Kure Beach  
Landon Zimmer, NC Board of Transportation

**1. Call to Order**

Chairman Miller called the meeting to order at 11:00 AM.

**Present:** Lynn Barbee, Brenda Bozeman, Mike Allen, Luke Waddell, Frank Williams, Eulis Willis, and Hank Miller

**Absent:** Brad George, Bill Rivenbark, Bill Saffo, Jonathan Barfield, Jr., John Ellen, and Landon Zimmer

**2. Tour of Cape Fear Memorial Bridge**

Chairman Miller was excused to leave after calling meeting to order. All members present and WMPO staff and DOT personnel preceded to the Cape Fear Memorial Bridge. Chad Kimes, NC DOT gave a tour and brief tutorial on the bridge preservation work that was being completed.

**3. Adjourn: Next meeting – May 29, 2024**

The meeting adjourned at 11:51 p.m. Motion made by Vice Chairman Waddell and seconded by Mr. Williams.

Respectfully submitted,

Mike Kozlosky  
Executive Director  
Wilmington Urban Area Metropolitan Planning Organization

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

**Proposed Modifications to  
2024-2033 STIP/MPO TIP Programs  
Modification #24-4**

STATEWIDE PROJECT
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**STIP MODIFICATIONS**

* ER-5600 STATEWIDE PROJ. CATEGORY DIVISION	STATEWIDE PROJECT	VARIOUS, VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND LANDSCAPING STATEWIDE. <u>ADD PRELIMINARY ENGINEERING FUNDS IN FY 24 - FY 28 NOT PREVIOUSLY PROGRAMMED.</u>	ENGINEERING	FY 2024 - \$100,000 (STPE) FY 2025 - \$100,000 (STPE) FY 2026 - \$100,000 (STPE) FY 2027 - \$100,000 (STPE) FY 2028 - \$100,000 (STPE)
			CONSTRUCTION	FY 2024 - \$1,000,000 (STPE) FY 2025 - \$1,000,000 (STPE) FY 2026 - \$1,000,000 (STPE) FY 2027 - \$1,000,000 (STPE) FY 2028 - <u>\$1,000,000</u> (STPE) \$5,500,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #24-4 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 #24-4.

**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 #24-4.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 29, 2024.

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Henry E. Miller III, Chair

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Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION SUPPORTING THE WAVE CONNECT ADVISORY COMMITTEE'S  
RECOMMENDATIONS FOR AWARD OF THE SECTION 5310 COMMUNITY GRANT  
PROJECT FUNDS**

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

**WHEREAS**, on June 27, 2014, the North Carolina Secretary of Transportation designated the Cape Fear Public Transportation Authority as “the designated recipient” of the Persons with Disabilities Funding Program (Section 5310); and

**WHEREAS**, the allocation of Section 5310 funds required a Federal Transit Administration approved Program Management Plan which was adopted by the Cape Fear Public Transportation Authority Board on April 23, 2015 and supported by the MPO Board on June 24, 2015; and

**WHEREAS**, eligible applicants for Section 5310 funding are non-profit organizations, state or local governmental agencies, and private operators of public transportation services; and

**WHEREAS**, eligible applicants provide matching funds (80/20 capital or 50/50 operating); and

**WHEREAS**, the total expected funding level available for this grant award is \$70,000; and

**WHEREAS**, the Cape Fear Public Transportation Authority received one application for this funding; and

**WHEREAS**, the Wave Connect Advisory Committee has reviewed the application and recommends the New Hanover County (NHC) Senior Resource Center for this FY 25 funding.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the WAVE Connect Advisory Committee's recommendation to provide the Section 5310 funding for FY 25 to the New Hanover County (NHC) Senior Resource Center.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 29, 2024.

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Henry E. Miller III, Chair

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Mike Kozlosky, Secretary



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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.*

## Cape Fear Navigating Change 2050 Vision, Goals, and Objectives

**TO:** WMPO Board Members  
**FROM:** Vanessa Lacer, Senior Transportation Planner  
**DATE:** May 23, 2024  
**SUBJECT:** Cape Fear Navigating Change 2050 Vision, Goals, and Objectives

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The WMPO has begun the planning process for our region’s 2050 Metropolitan Transportation Plan (MTP), Cape Fear Navigating Change 2050 which is federally required and must be developed, updated, and adopted by the WMPO every five years. A technical steering committee comprised of local planning partners and modal subject matter experts is tasked with leading plan development and has recently adopted a vision statement, goals, and modal objectives. Public input, the WMPO Strategic Plan, and federal planning factors were considered in the creation of the Cape Fear Navigating Change 2050 vision statement, goals, and modal objectives. Additionally, the WMPO Bicycle and Pedestrian Advisory Committee assisted with the development of objectives for the bicycle and pedestrian mode.

The **vision** statement is as follows:

“Our region will thrive and prosper through an equitable and resilient transportation network that supports regional economic vitality while improving quality of life for residents and enhancing quality of place for neighborhoods.”

The **goals** are as follows:

Safe, Equitable, Connected, Resilient, and Proactive.

The **modal objectives** are as follows:

### Aviation

Safe

- Ensure the safe and secure arrival and departure of passenger and freight aircraft.
- Provide a safe and secure environment along the full passenger journey.

Equitable

- Increase transportation mode choice to ILM, the Business Park and terminal areas.
- Reduce or remove barriers to air travel.
- Ensure aviation growth is grounded in the fair and equitable consideration of surrounding communities and the environment.

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## Wilmington Urban Area Metropolitan Planning Organization

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

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#### Connected

- Coordinate with roadway and rail network projects that support the development of ILM to include accommodations necessary for truck/rail freight transportation to/from site.
- Provide efficient intermodal connections to/from the airport for passengers and freight.

#### Resilient

- Increase resiliency of airport facilities disasters or other disruptions, man-made or natural.

#### Proactive

- Support opportunities for rail service to ILM.
- Identify opportunities for new and innovative transportation connections for passengers and freight.

### **Bicycle Pedestrian Objectives**

#### Safe

- Build facilities and traffic engineering solutions that prioritize vulnerable road users.
- Increase visual cues and traffic calming strategies that prioritize vulnerable road user safety.
- Maintain, enhance and increase infrastructure to improve safety between non-motorists, cyclists, and/or motorized vehicles.

#### Equitable

- Prioritize projects located in EJ census tracts or that would benefit EJ communities.
- Prioritize new bicycle and pedestrian facilities that connect to employment centers, community resources and/or services.
- Increase accommodation of older adults, persons with disabilities, young, and low-income populations during the design of bicycle and pedestrian facilities and amenities (i.e. age-friendly design features).
- Engage diverse communities in the planning process.

#### Connected

- Increase multimodal density to facilitate intermodal connection opportunities.
- Create first and last-mile connections (such as bike/ped infrastructure to access to a transit hub).
- Build connections that fill gaps in the existing network that will allow for an uninterrupted bicycle and/or pedestrian path of travel.
- Collaborate with jurisdictions on comprehensive plans, other plans, or ordinances to include bicycle and pedestrian elements.
- 

#### Resilient

- Increase bicycle and pedestrian facilities that provide alternatives to auto transport.
- Consider the long-term costs of constructing bicycle and pedestrian facilities and future funding for anticipated maintenance.
- Encourage facilities with low environmental impact.

#### Proactive

- Identify and reserve right-of-way and/or easements for future bicycle and pedestrian projects.
- Promote and support educational programs that teach bicycle and pedestrian safety.
- Utilize and develop partnerships to support bicycle and pedestrian infrastructure and initiatives.
- Increase promotion of bicycle and pedestrian facilities, amenities, and resources.

### **Ferry and Water Objectives**

#### Safe

- Reduce conflicts with non-ferry automobile traffic at ferry terminals.
- Provide a safe and secure ferry system.



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#### Equitable

- Improve ADA-accessibility on ferry vessels and from ferry terminal to adjacent destinations.

#### Connected

- Prioritize projects that allow for bike share and public transportation at ferry/water transportation terminals.
- Increase infrastructure to promote biking and walking to and from the ferry/water transportation terminal.

#### Resilient

- Prioritize projects and routes that are resilient against climate change and / or sea level rise or reduce overall maintenance costs.
- Improve and maintain the efficiency of evacuation operations.

#### Proactive

- Prioritize projects that develop new ferry routes to serve both commuter and tourism markets.
- Increase the use of environmentally-preferable fuel and renewable resources.

### **Public Transportation Objectives**

#### Safe

- Prioritize installation of crosswalks at or near bus stop locations.
- Prioritize safe design and aesthetics of new and existing transit facilities.

#### Equitable

- Identify and pursue opportunities to provide public transportation options that benefit unserved and underserved populations, including older adults, people with disabilities, and other non-driving populations.
- Increase accommodation for older adults, persons with disabilities, young, and low-income populations during the design of public transportation facilities and amenities (i.e. age-friendly design features).
- Engage diverse communities in the planning process.

#### Connected

- Increase network of bus shelters, benches, and other amenities at bus stop locations.
- Prioritize new public transportation facilities that connect to employment centers, community resources and/or services.

#### Resilient

- Identify strategies to broaden the ridership base and encourage transit usage.

#### Proactive

- Support community development and placemaking efforts along public transportation routes and near public transportation facilities.
- Provide direct, time competitive transit services that complement other transportation modes.

### **Rail Objectives**

#### Safe

- Eliminate and/or mitigate rail conflicts with other modes.
- Enhance infrastructure to improve safety for all other modes (cyclists, pedestrians, etc).
- Provide a safe and secure rail system and operations.

#### Equitable

- Encourage job creation by providing sufficient transportation capacity for rail users.
- Engage diverse communities during the design of facilities/routes.
- Increase accommodations for passengers to include other non-motorized modes of transportation (ie. Bicycles, e-bikes).

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Connected

- Improve or maintain safe and reliable connections to ports, rail terminals, military bases, and major logistics and manufacturing sites.

Resilient

- Build and sustain resiliency to extreme events and hazards by designing and constructing less vulnerable infrastructure to minimize loss and by employing rapid restoration techniques after a disaster.

Proactive

- Identify rail-served sites for future rail-served industrial development.
- Promote future opportunities for passenger facilities.

### **Roadway Objectives**

Safe

- Reduce the rate and severity of crashes.
- Increase visual cues and traffic calming strategies that prioritize vulnerable road user safety.
- Maintain, enhance, and increase infrastructure to improve safety between non-motorists, cyclists, and/or motorized vehicles.

Equitable

- Enhance and maintain the cultural, aesthetic, and environmental character of the community and ensure environmental justice.
- Prioritize projects located in EJ census tracts or that would benefit EJ communities.
- Engage diverse communities in the planning process.

Connected

- Support existing and new multimodal facilities and connections along corridors for the movement of goods and people.
- Increase interconnectivity of roadway facilities and the redundancy of routes.

Resilient

- Build resiliency to extreme events and hazards by designing and constructing less vulnerable infrastructure to minimize loss and employing rapid restoration techniques after a disaster.
- Ensure facility design supports efficient emergency response.
- Develop efficient and redundant routes to support the movement of goods.

Proactive

- Consider and support projects that facilitate future adaptations and new technology to accommodate changing demands.
- Support community development and placemaking efforts when designing roadway facilities.
- Consider and support projects that align with anticipated land use patterns and adopted plans.
- Provide timely notification and education around current and future roadway projects.

In spring/summer 2024, the technical steering committee will utilize the modal objectives to develop modal policies and modal scoring matrices. Scoring matrices will be used to score and rank projects to be included, along with the modal policies, in Cape Fear Navigating Change 2050.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION ADOPTING THE CAPE FEAR NAVIGATING CHANGE 2050 VISION  
STATEMENT, GOALS, AND MODAL OBJECTIVES**

**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 WMPO has begun the planning process for our region’s 2050 Metropolitan Transportation Plan (MTP), Cape Fear Navigating Change 2050 which is federally required and must be developed, updated, and adopted by the WMPO every five years; and

**WHEREAS**, 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; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization has coordinated with a technical steering committee comprised of local planning partners and modal subject matter experts to create the vision statement, goals, and modal objectives; and

**WHEREAS**, public input, the WMPO Strategic Plan, and federal planning factors were considered in the creation of the vision statement, goals, and modal objectives; and

**WHEREAS**, the goals and modal objectives will be utilized for the development of mode-specific policies, as well as mode-specific criteria for the prioritization of regionally significant projects to be included within the metropolitan transportation plan.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the vision statement, goals, and modal objectives of the 2050 Metropolitan Transportation Plan (MTP), Cape Fear Navigating Change 2050.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on May 29, 2024.

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Henry E. Miller III, Chair

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Mike Kozlosky, Secretary



**Submittal Guide  
Fiscal Year 2024-25**

Wilmington Urban Area Metropolitan Planning Organization  
Surface Transportation Block Grant Program (STBGP)  
Direct Attributable (DA)  
Transportation Alternatives Set Aside (TA)  
Carbon Reduction (CR)

Infrastructure and Investment Jobs Act (IIJA)

Date of Release: July 5, 2024

Pre-application Review: August 9, 2024

Electronic Application Submittal Deadline: September 13, 2024

Anticipated award date October 30, 2024

Submit two hard copies and one digital copy to:

Wilmington MPO  
Attn: Scott A. James, PE  
929 N Front Street, 1<sup>st</sup> Floor  
Wilmington, NC 28401

Digital media should be labeled with the following:

Project Name  
Name of Government Agency  
Requested Funding Source  
Date of Application

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## Introduction

The Federal Infrastructure Investment and Jobs Act (IIJA) infrastructure package was signed into law on November 15, 2021, revising and expanding the funds available for qualifying projects. Several elements of the new bill allow for greater flexibility in the application of federal funds to infrastructure projects. The Wilmington Urban Area Metropolitan Planning Organization (WMPO) is the recipient of allocated funds for Surface Transportation Block Grant Program (STBGP) Direct Attributable, Transportation Alternatives Set Aside and Carbon Reduction Efforts in the following amounts for the federal fiscal year of October 1, 2024 thru September 30, 2025:

Direct Attributable (DA): \$4,081,088

Transportation Alternatives Set Aside (TA): \$513,872

Carbon Reduction Efforts (CR): \$492,634

*(Note: there is some flexibility with allocation of funds across the above categories.)*

The funds will be awarded in a manner similar to past allocations made via the Surface Transportation Block Grant Program – Direct Attributable (STBGP - DA) and amended the provisions contained in 23 U.S.C. 133. STGB funds have broad latitude for use on metropolitan transportation planning and projects and in support of the Federal-aid system per 23 U.S. C. 133. Specific eligibility criteria and guidance can be found through the Federal Highway Administration (FHWA [www.fhwa.dot.gov](http://www.fhwa.dot.gov)).

The IIJA funds are available for obligation until September 30, 2026, with any amounts not obligated on or before this date to be returned. Furthermore, the Federal share payable shall be up to 80% percent of qualifying costs. All projects, including public transportation projects, requesting STBG-DA or TASA-DA or Carbon Reduction funds must submit a formal funding request. A competitive process will be used to determine which projects are funded.

Follows are brief summaries of the three main categories. Additional information is available on the FHWA website for STBG administration: [www.fhwa.dot.gov/specialfunding/stp/](http://www.fhwa.dot.gov/specialfunding/stp/)

### **Surface Transportation Block Grant Program – Direct Attributable (DA)**

The Surface Transportation Block Grant Program (STBGP) provides flexible funding that may be used for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road; pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

### **Surface Transportation Block Grant Program – Transportation Alternatives Set Aside (TA)**

The Transportation Alternatives Set-Aside (TA) provides funding for a variety of projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to storm water and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.

### **Surface Transportation Block Grant Program – Carbon Reduction (CR)**

The purpose of the Carbon Reduction Program (CR) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions.

**You may submit any questions or inquiries ahead of the pre-submittal review deadline in order to reserve adequate time to complete your submittal. Final submittals should be digital format (file transfer) with two (2) hard copies for review.**

## **Eligibility Criteria**

In order to be eligible for funding, a project must meet the minimum criteria outlined in this section. Also, a completed application must be submitted by the applicant(s). Co-applications may be submitted in a primary applicant and secondary applicant format. *Incomplete applications will not be considered.* These criteria meet federal and state funding requirements, as well as the goals of the WMPO for STBGP- DA/TA/CR dollars as adopted by the Board. *Projects that do not meet these criteria will not be considered for funding.*

**1) Federal Aid Eligible Projects**

The federal eligibility requirements associated with Surface Transportation Block Grant Program can be found in 23 USC §133 (<https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>)

**2) Locally Administered**

The applicants shall be responsible for all federal and state reporting requirements associated with STBGP- DA, TASA-DA or CR funding. The local government entities are also expected to make progress reports to the Board upon request. An inter-local agreement between the North Carolina Department of Transportation (NCDOT) and the designated recipients will outline a reimbursement schedule. Local sponsors will be required to front all project costs, invoice NCDOT, and then receive reimbursement for the project. The WMPO may assist in coordination between NCDOT and the local government entities, however, the ultimate responsibility for the NCDOT agreements remains with the local government entities.

**3) Compliant with the adopted MTP/LRTP**

Projects must be identified in the WMPO's current and adopted Metropolitan Transportation Plan (MTP)/Long-Range Transportation Plan (LRTP). For this submittal period, the MTP is the Cape Fear Moving Forward 2045 Plan. A copy of the current plan can be found here: <http://wmpo.org/plans/regionwide-plans>.

**4) Commitment of local funds**

All funds programmed with IIJA dollars require a minimum 20% local match. The funds are payable up to 80% percent of qualifying costs. Local government entities are responsible for funding cost overruns on projects in excess of the final programmed cost estimate. This provision may be reviewed at the discretion of the WMPO Board and through additional Surface Transportation Improvement Program (STIP) amendments by the Board of Transportation, if needed.



- 5) Transportation Improvement Program (TIP)**

Projects not in compliance with an existing TIP category will require a TIP amendment. Applicants should note that the TIP amendment process could delay the funding obligation timeline.
- 6) Federal Highway Funds versus Federal Transit Authority Funds**

Projects from local transit authorities whose proposed improvements are typically not listed within FHWA categories may have funding ‘flexed’ to the Federal Transit Agency (FTA) to allow for disbursement of these funds. This is an additional step, undertaken after the funding award. Applicants should note that the processing time for authorization is longer due to the additional level of review.
- 7) Project Design Intent**

Project design intent must meet or exceed Federal, State and local guidelines for design elements, including any minimum widths, safety elements or controls.
- 8) Project Cost**

Total Cost of Project = 20% local match + 80% requested from WMPO

For example, if the total project cost is estimated at \$250,000, the local match amount would be \$50,000 and the amount requested would be \$200,000.

### **Program Administrative Details**

- 1) Project Submittal Limits**

Please limit submittals to no more than thirty (30) pages, including appendices.
- 2) No Unfunded Project Carry-Over**

Projects submitted that are not prioritized for funding are not automatically considered for funding in subsequent years. Any unfunded project may be resubmitted in subsequent years for funding.
- 3) Construction Requirement within 10 years**

As a federal funding source, the use of funds must result in achieving Construction Authorization of the project within 10 years of the fiscal year when Preliminary Engineering was authorized. As a result, projects that have cost overruns must be accounted for through a commitment of local funds through the construction phase. This provision may be waived by the approval for additional funding from the WMPO Board and through additional STIP amendments by the Board of Transportation, on a case by case basis.

## **Application Materials**

Applicants are required to submit the following materials with their application:

- Funding Request Submittal Form
- Map of project (see Exhibit A for an example)
- Signed resolution of financial support (minimum 20%) from local government
- Detailed Engineer’s Opinion of Probable Construction Costs
- Project Schedule highlighting key milestone dates (i.e. deadlines for plan submittals at applicable stages, dates for requesting funding authorizations, etc.)
- Additional supporting documents – exhibits, additional maps, prior resolutions adopting plans that specify a need for the project, etc.

## **Funding Request Submittal Form**

The following descriptions are to help completion of this form:

**Project Name** – A descriptive name of your project.

**Project Location** – Physical location and extents of the project, with the jurisdiction.

**TIP ID#** - For projects already in the STIP, include the TIP number here.

**Total Project Cost** – An estimate of the total cost of the project for all phases needing completion (Design/NEPA, Right-of-Way, and Construction).

Note: Local jurisdictions are responsible for 100% of actual project costs exceeding the estimations programmed through this process into the STIP. Estimated project costs are to include inspection and contract administration costs during construction and must be prepared by a licensed Professional Engineer in the State of North Carolina. If design has not been started on the project, it is recommended to use a 25% contingency.

**Requested STBGP Funding** – This is no more than 80% of the “total project cost”

**Primary Applicant** – The name of the agency submitting the application.

**Secondary Applicant** – If the applicant is a joint application include the name of the second entity applying for the funds. For example, local governments may partner with NCDOT, the WMPO, or an adjacent jurisdiction based on funding and project location.

**Project Manager** – The primary point of contact throughout the life of the project. This staff position is typically a representative of the primary applicant.

**Contact Person** – The person WMPO staff should contact with questions.

**Project Description** – A specific description of your project, including beginning and end points of the project and facility type. This should include a broad overview of the required work, plus any relevant background or context to the proposal.

**Eligibility Requirements** – The following allocation of points should be reviewed to determine if your project is eligible for this funding source. Elements not listed in the following table may be proposed for review on a case-by-case basis. *Projects not meeting the eligibility requirements will not be considered.*

**Allocation of Points (100 points total):**

**1. Safety (25 Points)**

- a. **Reported crashes over past three (3) years (up to 5 points):**
  - i. **One (1) to five (5) – 2 points**
  - ii. **Six (6) to ten (10) – 4 points**
  - iii. **More than ten (10+) – 5 points**
- b. **Crash pattern analysis (up to 7 points)**
  - i. **Any pedestrian crashes? – If yes, 5 points**
  - ii. **Percent vehicles only (100% - 3 points)**
  - iii. **Percent vehicle/pedestrian-cyclist, if >0% add 2 points**
  - iv. **Percent other, if >0%, add 2 points**
- c. **Mode separation (proposed) – up to 5 points**
  - i. **No physical barrier – 5 points to correct**
  - ii. **No vertical barrier – 5 points to correct**
  - iii. **Time of day restrictions – 3 points**
  - iv. **Turn/access restrictions – 3 points**
  - v. **Road closures (partial or full) – 3 points**
- d. **Upgrading infrastructure – up to 5 points**
  - i. **Narrow width sidewalks – 2 points to correct**
  - ii. **Narrow width bicycle lanes – 2 points to correct**
  - iii. **Installing transit shelters – 2 points**
  - iv. **Other – up to 1 point**
- e. **Designating and installing dedicated routes (up to 3 points)**
  - i. **Part of existing Safe Routes To School – 3 points**
  - ii. **Identified pedestrian crossings – 2 points**
  - iii. **Bicycle crossings – 2 points**
  - iv. **Closing gaps between facilities – 2 points**

- 2. Congestion Management/Capacity Improvements (25 points)**
  - a. Adding thru capacity – up to 10 points
    - i. Dedicated turn lane – 5 points per direction, 10 points maximum
  - b. Adding turn lanes at intersections – up to 5 points
    - i. Conversion of dedicated lane to shared thru/turn lane – 3 points
    - ii. Dedicated turn lane – 5 points
  - c. Restricting access - up to 5 points
    - i. Limiting left turn movements – 3 points
    - ii. Limiting thru movements – 5 points
  - d. Revising traffic controls to improve thru capacity – up to 5 points
    - i. Upgrading traffic signal phasing – 3 points
    - ii. Upgrading intersection geometry – 5 points
- 3. Multi modal elements (20 points)**
  - a. Adding non-automotive capacity to existing roadways – up to 4 points
    - i. Installing sidewalk – 2 points
    - ii. Installing bicycle lane(s) – 2 points
  - b. Extending bicycle lanes – up to 4 points
    - i. Extension < ½ mile – 2 points
    - ii. Extension ≥ ½ mile – 4 points
  - c. Adding recreational trails – up to 4 points
    - i. New shared use path (SUP) 10 feet wide < ½ mile length – 2 points
    - ii. New SUP 10 feet wide ≥ ½ mile length – 4 points
  - d. Upgrading transit infrastructure – up to 4 points
    - i. Installing new transit stops (sign posts) – 2 points
    - ii. Installing shelters at new/existing transit stops – 4 points
  - e. Reducing vehicle miles traveled (VMT) – up to 4 points
- 4. Accessibility (15 points)**
  - a. Closing sidewalk gaps – up to 6 points
    - i. Gap is < ¼ mile in total length – 2 points
    - ii. Gap is > ¼ mile in total length – 4 points
    - iii. Gap connects transit, school and/or trail – 6 points
  - b. New ADA infrastructure (ramps, pedestrian signals, markings) – up to 5 points
    - i. Installing/replacing ADA ramps at intersection – 2 points
    - ii. Installing ADA ramps and pavement markings (crosswalks) – 3 points
    - iii. Installing pedestrian traffic signal equipment – 5 points
  - c. Removing/addressing barriers – up to 4 points
    - i. New accessible roadway crossing – 2 points
    - ii. New accessible roadway crossing w/documented crashes – 4 points

5. **Project Status (up to 10 points)**
  - a. **Design/Planning – 5 points**
  - b. **Right-of-Way acquisition – 8 points**
  - c. **Construction – 10 points**
  
6. **Administration (5 points)**
  - a. **Prior project – 5 points**

### **Project Cost Estimates**

**Cost of NEPA/Design Phase** – Provide an estimate of the total cost of the NEPA/Design Phase. This estimate should include the cost for environmental documentation, permitting, engineering, and bid document preparation (including specifications).

**Cost of Right-of-Way Phase** – Provide an estimate of the total cost of the Right-of-Way Phase. This estimate includes the cost for right-of-way acquisition and utility relocation. Note that the sum of the three phase specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the “Total Cost of Project.” Estimates must be prepared by a licensed Professional Engineer in the State of North Carolina.

**Cost of Construction Phase** – Provide an estimate of the total cost of the Construction Phase. This estimate should include the cost for materials, construction and inspections of the project. Note that the sum of the three phase-specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the “Total Cost of Project.” Estimated project costs must be prepared by a licensed Professional Engineer in the State of North Carolina.

**Total Cost of Project** – This is a sum of the cost of NEPA/Design, Right-of-Way and Construction. The estimate used to generate the associated costs should be provided as an attachment. See Appendix for example.

### **Funding Year Request – Federal Amount Requested per Phase and Fiscal Year**

The STBGP-DA/ TASA-DA/ CR process allows for a multi-year award program with a recurring call for projects every year. The first two years of the program are considered committed. If a project receives funding for design, then the Construction and/or Right-of-Way of that project will also be considered committed. Years three (3) thru five (5) of the program will compete in the next call for projects but will receive points in the application for being previously programmed. Applications should clearly state the funding year(s).

## **Key Documents for Submittals**

**Proposed Project Map(s)** – See Appendix and Exhibit A for criteria and example map.

### **Signed Resolution of Support**

Resolution must be on the Primary Applicant’s letterhead and signed to be considered to be complete. See Exhibit C for an example resolution.

### **Detailed Opinion of Probable Construction Costs**

Detailed anticipated construction costs prepared by a licensed Professional Engineer along with all costs associated with producing design documents (if required). All associated costs that may be incurred with the completion of the project including engineering, right-of-way, utility relocations, construction contingencies, NCDOT inspection / materials testing and construction administration (approximately 15% of project cost), and NCDOT project administration (currently set at 3% of project cost) should be presented in a line-item cost form.

### **Project Schedule**

Project schedule highlighting key milestone dates (i.e. deadlines for plan submittals at applicable stages, dates for requesting funding authorizations, etc.). An example schedule is provided in the Appendix.

### **Additional Supporting Documents**

Exhibits or site photos (with labels), additional maps, safety reports, crash records, resolutions adopting plans that specify a need for the project, etc. Resolutions in support of project must have been adopted prior to call for projects.

**All submittals should be digital format (file transfer) with two (2) hard copies for review.**

### **Tiebreaker Elements**

In the event the number of applications exceeds the funding amount available, and one or more selected projects receive the same number of points using the evaluation matrix, the following elements will be used as a tiebreaker:

- 1) Existing projects will have priority over newly proposed projects, and
- 2) The project closest to bid phase will have priority, and
- 3) If necessary, the project with the lower cost shall have priority.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION APPROVING THE SCORING CRITERIA AND COMPETITIVE PROCESS  
FOR THE FY 25 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM - DIRECT  
ATTRIBUTABLE, TRANSPORTATION ALTERNATIVES SET ASIDE- DIRECT  
ATTRIBUTABLE, AND CARBON REDUCTION 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**, on July 18, 2012, the Wilmington Urban Area Metropolitan Planning Organization was designated as a Transportation Management Area (TMA); and

**WHEREAS**, the Infrastructure Investment and Jobs Act was signed into law by President Biden on November 15, 2021; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization’s Board is authorized to directly program Surface Transportation Block Grant Program- Direct Attributable (STBGP-DA), Transportation Alternatives Set Aside- Direct Attributable (TASA-DA), and Carbon Reduction program funds on eligible projects submitted by eligible entities through a competitive process; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization developed the scoring criteria and competitive process for the distribution of these funds through collaboration with the Board; and

**WHEREAS**, the evaluation metrics will total 100 points and are structured in the following manner:

1. Safety – 25 points maximum
2. Congestion Reduction – 25 points maximum
3. Multi-modal elements – 20 points maximum
4. Accessibility improvements – 15 points maximum
5. Project Readiness – 10 points maximum
6. Administration – 5 points

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the scoring criteria and competitive process for the FY 25 Surface Transportation Block Grant Program- Direct Attributable, Transportation Alternatives Set Aside- Direct Attributable, and Carbon Reduction Programs.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on May 29, 2024.

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Henry E. Miller III, Chair

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Mike Kozlosky, Executive Director



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION AMENDING THE WILMINGTON URBAN AREA METROPOLITAN  
PLANNING ORGANIZATION'S 2024 MEETING CALENDAR**

**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 Wilmington Urban Area Metropolitan Planning Organization's Board adopts the meeting calendar on an annual basis; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization Board approved the 2024 meeting schedule on November 29, 2023; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization Board adopted an Organizational Assessment that recommended one joint TCC and WMPO Board Work session annually; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization Board identified the date and time for this joint Special Meeting is at 2 pm on June 26, 2024.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby amends the 2024 meeting calendar.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 29, 2024.

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Henry E. Miller III, Chair

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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 <b>PROJ.CATEGORY</b> DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1301 (PRINCESS PLACE DRIVE), AT NORTH 30TH STREET IN WILMINGTON. UPGRADE TRAFFIC SIGNAL AND PAVEMENT MARKINGS, AND INSTALL PEDESTRIAN SIGNALS. <b><u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 24 TO FY 25.</u></b>	RIGHT-OF-WAY  CONSTRUCTION	FY 2024 - \$16,000 (HSIP) FY 2025 - \$151,000 (HSIP) \$167,000
* HS-2403B DUPLIN NEW HANOVER ON SLOW PENDER <b>PROJ.CATEGORY</b> 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. <b><u>ADD PROJECT BREAK AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY.</u></b>	CONSTRUCTION	FY 2026 - \$3,020,000 (HSIP) \$3,020,000
U-5792 NEW HANOVER <b>PROJ.CATEGORY</b> DIVISION	WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 117 / NC 132 (COLLEGE ROAD), US 17 BUSINESS (MARKET STREET) TO SR 2048 (GORDON ROAD). UPGRADE ROADWAY. <b><u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 27 TO FY 28.</u></b>	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



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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.*

### **Cape Fear Navigating Change 2050 Modal Project Lists**

**TO:** WMPO Board Members  
**FROM:** Vanessa Lacer, Senior Transportation Planner  
**DATE:** May 23, 2024  
**SUBJECT:** Cape Fear Navigating Change 2050 Modal Project Lists

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 five modes of transportation: bicycle and pedestrian, ferry and water transportation, public transportation, rail, and roadway. A draft list was compiled in December 2023 and 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 list 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 list 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, a draft fiscally constrained project list will be developed and provided to the TCC and WMPO Board for their review in fall of 2024.

Attachments:

Draft Project List  
Draft Project List Maps  
Draft Project List Map Links

Wilmington Urban Area Metropolitan Planning Organization

	A	B	C	D	E	F	G	H	I
1	Project Number	Project Name	Project Facility	From/Cross Street	To	Project Description	In Study or Adopted Plan?	Funding Source?	Submitter
2	BP-1	Blackwell Rd SE Trail	Blackwell Rd	Eastern Chappell Loop Rd SE	Western Chappell Loop Rd SE	10' MUP	2045 MTP	No	Belville
3	BP-2	Chappell Loop Rd SE MUP	Chappell Loop Rd E	Eastwood Ln SE	Blackwell Rd	10' MUP	2045 MTP	No	Belville
4	BP-3	NC 133 Trail	NC 133	Rice Hope Run	South Town Limit	10' Paved MP	No	No	Belville
5	BP-4	Neighborhood Connector Path	Multiple	Blackwell Rd	NC 133	10' MUP or 5' Bike Lane / Sidewalk	Yes, modified version of BP-298 in 2045 MTP	No	Belville
6	BP-5	Ploof Rd SE MUP	Ploof Rd SE	Roundabout at Gateway Blvd, Tradeway Dr, and Ploof Rd SE	Chappell Loop Rd SE	10' MUP	Town of Leland Pedestrian Plan	No	Belville
7	BP-6	School Connector Path	H2GO easement	Pine Branches Cir	Belville Elementary	10' MUP	No	No	Belville
8	BP-7	Traffic Signal and Crosswalk at Belville Riverwalk Park	River Rd SE	Belville Riverwalk Park	Belville Elementary	New entrance to the park with a traffic signal and high visibility crosswalks	No	No	Belville
9	BP-8	Brunswick Nature Park Connector	Utility Easement/New Facility	Entrance to Brunswick Nature Park on River Rd SE/NC 133	US 17	10' MUP	Yes, WMPO MTP 2045	N/A	Brunswick County
10	BP-9	Old Fayetteville Rd MUP	Old Fayetteville Rd	Lanvale Rd	US 74 Overpass	10' MUP	N/A	N/A	Brunswick County
11	BP-10	US 17/Lanvale Rd NE/Provision Pkwy Crosswalk Improvements	US 17/Lanvale Rd NE/Provision Pkwy	N/A	N/A	12 curb ramps, 12 pedestrian signals, 10' painted crosswalk (584 LF total)	Yes, WMPO MTP 2045	N/A	Brunswick County
12	BP-11	US 17/Olde Waterford Rd/Ploof Rd Pedestrian Crossing	US 17/Olde Waterford Rd/Ploof Rd	N/A	N/A	4 curb ramps, 4 pedestrian signals, 10' painted crosswalk (280 LF total)	Yes, WMPO MTP 2045	N/A	Brunswick County
13	BP-12	5th St Sidewalks	5th St	Greenville Ave	Clarendon Ave	5' Sidewalk on both sides of road	Yes, 2018 Town of Carolina Beach Pedestrian Plan	N/A	Carolina Beach
14	BP-13	7th St/Plymouth St/8th St MUP / Sidewalk	7th St/Plymouth St/8th St	Harper Ave	Carolina Beach Recreation Center	8-10' MUP / 5' Sidewalk	Yes, 2018 Town of Carolina Beach Pedestrian Plan	N/A	Carolina Beach
15	BP-14	Alabama Ave MUP	Alabama Ave	Terminus of Island Greenway	Lake Park Blvd	8-10' MUP on northern ROW	Yes, 2018 Town of Carolina Beach Pedestrian Plan	N/A	Carolina Beach
16	BP-15	Bonito Ln or Mackerel Ln MUP	Bonito Ln or Mackerel Ln	Alabama Ave	Tennessee Ave	8'-10' MUP on western ROW	N/A	N/A	Carolina Beach
17	BP-16	Canal Dr Sidewalks	Canal Dr	Carolina Beach Ave	Salt Marsh Ln	5' Sidewalks on one or both sides of Canal Dr	N/A	N/A	Carolina Beach
18	BP-17	Cape Fear Blvd/Canal Dr and Hamlet Ave/Woody Hewett MUP	New Facility	Cape Fear Blvd	Hamlet Ave	8' MUP	Yes, 2020 Carolina Beach CAMA Land Use Plan	N/A	Carolina Beach
19	BP-18	Carolina Beach Lake Park Pedestrian Bridge Expansions	Carolina Beach Lake Park	Carolina Beach Lake Park	N/A	8' Pedestrian Bridge / MUPs to connect to existing facilities	N/A	N/A	Carolina Beach
20	BP-19	Harper Ave MUP	Harper Ave	Dow Rd	Lake Park Blvd	8-10' MUP on southern ROW	Yes, 2018 Town of Carolina Beach Pedestrian Plan	N/A	Carolina Beach
21	BP-20	Harper Ave/8th St Intersection Improvements	Harper Ave/8th St	N/A	N/A	5' Sidewalks on one/both sides. Alternate sides if necessary to avoid utilities/impediments	Yes, 2018 Town of Carolina Beach Pedestrian Plan	N/A	Carolina Beach
22	BP-21	S Lake Park Blvd Sidewalks	S Lake Park Blvd	Alabama Ave	Carolina Sands Dr	5' Sidewalk on both sides of road / Lightning Improvements	Yes, 2018 Town of Carolina Beach Pedestrian Plan	N/A	Carolina Beach
23	BP-22	Snow's Cut Path MUP	New Facility	Bridge Barrier Rd	Wild Life Ramp	10' MUP	N/A	N/A	Carolina Beach
24	BP-23	Spartanburg Ave Sidewalks	Spartanburg Ave	Island Greenway	Lake Park Blvd	5' Sidewalk on one or both sides of road	Yes, 2018 Town of Carolina Beach Pedestrian Plan	N/A	Carolina Beach

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25	BP-24	Bicycle Lane Crossing Improvements	Fort Fisher Blvd	Hanby Ave	End of Fort Fisher Blvd	Crossbike Treatment (high visibility intersection crossing marks) at 27 locations	Yes, 2022 Kure Beach Bicycle and Pedestrian Plan	N/A	Kure Beach
26	BP-25	Boardwalk Widening	Atlantic Ave	N Ave	Kure Beach Pier	5' Sidewalk (176 LF) / 10-12' Boardwalk (1920 LF)	Yes, 2022 Kure Beach Bicycle and Pedestrian Plan	N/A	Kure Beach
27	BP-26	Fort Fisher Blvd Crossing Improvements	Fort Fisher Blvd	Beach Access #1004	Assembly Way	high visibility crosswalks with pedestrian activated flashing beacons RRFB (pair) 7	Yes, 2022 Kure Beach Bicycle and Pedestrian Plan	N/A	Kure Beach
28	BP-27	Fort Fisher Blvd Sidepath	Fort Fisher Blvd	E Ave	Fort Fisher State Park	10' MUP (10050 LF)	Yes, 2022 Kure Beach Bicycle and Pedestrian Plan	N/A	Kure Beach, NCDOT Ferry Division
29	BP-28	Island Greenway Extension to Fort Fisher	New Facility between K Ave and Fort Fisher Blvd at President Davis Ave	K Ave/Town Hall	Fort Fisher Blvd at President Davis Ave	10' MUP (5914 LF)	Yes, 2022 Kure Beach Bicycle and Pedestrian Plan	N/A	Kure Beach
30	BP-29	Island Greenway Extension to Town Hall/K Ave	New Facility between Spot Lane and K Ave	Spot Lane	Kure Beach Town Hall at K Ave	10' MUP (5250 LF)	Yes, 2022 Kure Beach Bicycle and Pedestrian Plan	N/A	Kure Beach
31	BP-30	K Ave Sidewalk and Crossing Improvements	K Ave/6th Ave	7th Ave	1st Ave	Sidewalk (5 ft wide), Sharrows 27, Crosswalk 17, Flexible Delineator 40, Painted Curb Extensions 8, Crossbike Treatment 3	Yes, 2022 Kure Beach Bicycle and Pedestrian Plan	Yes, as a part of BL-0059 which is funded through COVID Relief Funds and Local	Kure Beach
32	BP-31	North Carolina State Bike Route #3	3rd Ave	N Ave	E Ave	A combination of wayfinding signage (23 signs) and shared lane markings or "sharrows" (23 sharrows)	Yes, 2022 Kure Beach Bicycle and Pedestrian Plan	N/A	Kure Beach
33	BP-32	Westside Signed Bike Route	Settlers Lane	Settlers Lane	E Ave	A combination of wayfinding signage and shared lane markings or "sharrows" (20 markings/signs)	Yes, 2022 Kure Beach Bicycle and Pedestrian Plan	N/A	Kure Beach
34	BP-33	Brunswick Nature Park Connector	Wire Rd/East of Lilibridge Way along power line easement	Mallory Creek Dr	Brunswick Nature Park	10' Paved MUP	Yes, 2008 Town of Leland Bike Plan; 2016 Town of Leland Pedestrian Plan; Will be included in Leland Integrated Mobility Plan scheduled for adoption in 2024	N/A	Leland
35	BP-34	Fairview Rd Sidewalk	Fairview Rd	Live Oak Dr	Village Rd	5' Sidewalk	Yes, 2016 Town of Leland Pedestrian Plan; Will be included in Leland Integrated Mobility Plan scheduled for adoption in 2024	N/A	Leland
36	BP-35	Lanvale Rd MUP	Lanvale Rd	Village Rd	US 17	10' Paved MUP	Yes, 2016 Town of Leland Pedestrian Plan; Will be included in Leland Integrated Mobility Plan scheduled for adoption in 2024	N/A	Leland
37	BP-36	Old Fayetteville Rd Pedestrian Crossing	Town Hall Dr/Ale Ave	N/A	N/A	Crosswalks with signage across Old Fayetteville Road, including RRFB	Not yet, will be included in Leland Integrated Mobility Plan scheduled for adoption in 2024	N/A	Leland
38	BP-37	S Navassa Rd MUP	S Navassa Rd	Village Rd	Sturgeon Creek	10' Paved MUP	Yes, 2008 Town of Leland Bike Plan; 2016 Town of Leland Pedestrian Plan; Will be included in Leland Integrated Mobility Plan scheduled for adoption in 2024	N/A	Leland

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39	BP-38	Tradeway Dr	Tradeway Dr	Night Harbor Dr SE	Westgate Dr	10' MUP on western ROW and crosswalks at Westgate roundabout	10' MUP, crosswalks at roundabout at West Gate that would connect to existing sidewalk to nature park. Include small sidewalk gap on East side of Tradeway that will connect to existing facilities at Night Harbor	N/A	Leland
40	BP-39	Village Rd MUP Phase 1	Village Rd	Terminus of existing MUP across from Woodland Dr	Graham Dr	10' Paved MUP	Yes, 2016 Town of Leland Pedestrian Plan; Will be included in Leland Integrated Mobility Plan scheduled for adoption in 2024	N/A	Leland
41	BP-40	Village Rd MUP Phase 2	Village Rd	Graham Dr	Lanvale Rd	10' Paved MUP	Yes, 2016 Town of Leland Pedestrian Plan; Will be included in Leland Integrated Mobility Plan scheduled for adoption in 2024	N/A	Leland
42	BP-41	Village Rd/Old Fayetteville Rd Pedestrian Improvements	Village Rd/Old Fayetteville Rd/S Navassa Rd	N/A	N/A	Pedestrian Refuge, Lighting/Signage Improvements	Not yet, will be included in Leland Integrated Mobility Plan scheduled for adoption in 2024	N/A	Leland
43	BP-42	Wayne St to Royal St Connector	New Facility	Wayne St	Royal St	10' asphalt MUP with ADA compliant crossing over Sturgeon Creek	Yes, 2008 Town of Leland Bike Plan; 2016 Town of Leland Pedestrian Plan; Will be included in Leland Integrated Mobility Plan scheduled for adoption in 2024	N/A	Leland
44	BP-43	Broadway St at Trail Crossing	At the existing multi-use path crossing of Broadway Street	N/A	N/A	Signalized Crossing, signage, enhanced pavement markings	Yes, 2022 Town of Navassa Comprehensive Bicycle and Pedestrian Plan	N/A	Navassa
45	BP-44	Cedar Hill Rd MUP	Cedar Hill Rd	Old Mill Rd	Mount Misery Rd NE	12' MUP / 5' Sidewalks	Yes, 2022 Town of Navassa Comprehensive Bicycle and Pedestrian Plan	N/A	Navassa
46	BP-45	Cedar Hill Road/Navassa Road/Old Mill Road Intersection Improvements	Cedar Hill Road/Navassa Road/Old Mill Road	N/A	N/A	Single Lane Roundabout, 12ft MUP on south/east sides of the intersection and 5ft sidewalk along the north/west sides of the intersection.	Yes, 2022 Town of Navassa Comprehensive Bicycle and Pedestrian Plan	N/A	Navassa
47	BP-46	Magnolia Dr MUP Extension	Magnolia Dr	Magnolia Dr West	Playground Wy	12' MUP / Boardwalk / Pedestrian Bridge	Yes, 2022 Town of Navassa Comprehensive Bicycle and Pedestrian Plan	N/A	Navassa
48	BP-47	Main St Bike Lanes	Main St	Entire length of Main St	N/A	5' On Road Dedicated Bike Lane / 5' Sidewalk	Yes, 2022 Town of Navassa Comprehensive Bicycle and Pedestrian Plan	N/A	Navassa
49	BP-48	Mount Misery Rd MUP	Mount Misery Rd	Lincoln Rd NE	Daniels Rd	12' MUP	Yes, 2022 Town of Navassa Comprehensive Bicycle and Pedestrian Plan	N/A	Navassa
50	BP-49	Navassa Rd at Sturgeon Bridge MUP	Navassa Rd	East side of Navassa Rd	Planned multi-use paths (in Leland) on Navassa Rd north and south of Sturgeon Creek	12' Parallel Structure MUP	Yes, 2022 Town of Navassa Comprehensive Bicycle and Pedestrian Plan	N/A	Navassa
51	BP-50	Navassa Rd MUP	Navassa Rd	Proposed Sturgeon Creek Bridge	Old Mill Rd	12' MUP / 5' Sidewalk	Yes, 2022 Town of Navassa Comprehensive Bicycle and Pedestrian Plan	N/A	Navassa

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52	BP-51	Old Mill Rd MUP	Old Mill Rd	Cedar Hill Rd	West Town Limit	12' MUP	Yes, 2022 Town of Navassa Comprehensive Bicycle and Pedestrian Plan	N/A	Navassa
53	BP-52	Water St to Pine Valley Dr MUP	Water St/New Facility	Water St existing MUP	Pine Valley Dr planned MUP	12' MUP	Yes, 2022 Town of Navassa Comprehensive Bicycle and Pedestrian Plan	N/A	Navassa
54	BP-53	Carolina Beach Rd Phase 2 MUP	Carolina Beach Rd	Sanders Rd	Halyburton Memorial Pkwy	10' Paved MUP	Yes, NHC CIP 2024	N/A	New Hanover County
55	BP-54	Carolina Beach Rd South MUP Phase 3 with Myrtle Grove Rd & River Rd Signalized Crossings	Carolina Beach Rd	Halyburton Memorial Pkwy	Myrtle Grove Rd	10' Paved UP & Signalized Pedestrian Crosswalks	Yes, NHC CIP 2024	N/A	New Hanover County
56	BP-55	Carolina Beach Rd South Phase 4 MUP	Carolina Beach Rd	Myrtle Grove Rd	Snow's Cut Bridge	10' Paved MUP	Yes, NHC CIP 2024	N/A	New Hanover County
57	BP-56	Carolina Beach Road West MUP with Mateo Dr & Silver Lake Rd Signalized Crossings	Carolina Beach Rd	COW/NHC City County Line	Antoinette Rd	10' Paved MUP & Signalized Pedestrian Crosswalks	Yes, NHC CIP 2024	N/A	New Hanover County
58	BP-57	Castle Hayne Rd MUP	Castle Hayne Rd	I-140	Division Drive	10' Paved MUP	STIP U-5863 Does not include MUP	N/A	New Hanover County
59	BP-58	Central College Rd Trl Extension Bike Lanes	N College Rd	Northchase Pkwy	Blue Clay Rd	3' On Road Dedicated Bike Lane	Yes, NHC CIP 2024	N/A	New Hanover County
60	BP-59	Golden Road Connector & Signalized Crossing at Carolina Beach Rd	Golden Rd	Carolina Beach Rd	Myrtle Grove Rd	10' Paved MUP / Signalized Pedestrian Crosswalks	Yes, NHC CIP 2024	N/A	New Hanover County
61	BP-60	Harris Rd MUP	Harris Rd	Gordon Rd	Smith Creek Park	10' Paved MUP	Yes, NHC CIP 2024	N/A	New Hanover County
62	BP-61	Market St North MUP	Market St	Northern Extent of Bayshore Commons (Middle Sound Loop Rd)	Porters Neck Rd	10' Paved MUP	Yes, NHC CIP 2024	Potentially a portion as a part of U-4902D which is funded through the Highway Trust Fund	New Hanover County
63	BP-62	Masonboro Loop Rd MUP Phase 1	Masonboro Loop Rd	Navaho Trl	Mohican Trl	10' Paved MUP	Yes, NHC CIP 2024	N/A	New Hanover County
64	BP-63	Masonboro Loop Rd MUP Phase 2	Masonboro Loop Rd	Mohican Trl	Monkey Junction	10' Paved MUP	Yes, NHC CIP 2024		New Hanover County
65	BP-64	Middle Sound Loop Rd MUP Phase 1	Middle Sound Loop Rd	Middle Sound Village (Maple Leaf Dr)	Anchors Bend Wy	10' Paved MUP	Yes, NHC CIP 2024	N/A	New Hanover County
66	BP-65	Middle Sound Loop Rd MUP Phase 2	Middle Sound Loop Rd	Anchors Bend Way	Ogden Elementary	10' Paved MUP	Yes, NHC CIP 2024	N/A	New Hanover County
67	BP-66	Mohican Trl Connector & Signalized Crossing at College Rd	Mohican Trl	College Rd	Masonboro Loop Rd	10' Paved MUP / Signalized Pedestrian Crosswalks	Yes, NHC CIP 2024	N/A	New Hanover County
68	BP-67	Murrayville Rd Trl MUP	Murrayville Rd	N College Rd	Crooked Pine Rd	10' Paved MUP	Yes, NHC CIP 2024	N/A	New Hanover County
69	BP-68	Myrtle Grove Rd MUP	Myrtle Grove Rd	Piner Rd	Carolina Beach Rd	10' Paved MUP	Yes, NHC CIP 2024	N/A	New Hanover County
70	BP-69	Northchase Parkway West Sidewalk Connector	Northchase Pkwy	N College Road	N College Road	5' Paved sidewalk	Yes, NHC CIP 2024	N/A	New Hanover County
71	BP-70	Old Market St Connector	Old Market St	Porters Neck Road	Old Market St	10' Paved MUP	Yes, NHC CIP 2024	N/A	New Hanover County
72	BP-71	Porters Neck Rd South MUP	Porters Neck Rd	Food Lion (Cypress Pond Wy)	Final Landing Ln	10' Paved MUP	Yes, NHC CIP 2024	N/A	New Hanover County
73	BP-72	S College Rd Phase 1 MUP	S College Rd	17th St	Monkey Junction	10' Paved MUP	Yes, NHC CIP 2024	Matching funds required for completion	New Hanover County
74	BP-73	Sanders Rd MUP	Sanders Rd	Carolina Beach Rd	River Rd	10' Paved MUP	Yes, NHC CIP 2024	N/A	New Hanover County
75	BP-74	Sidbury Rd MUP	Sidbury Rd	N College Rd	Market St	10' Paved MUP	Yes, NHC CIP 2024	N/A	New Hanover County

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76	BP-75	Silver Lake Rd Connector	Silver Lake Rd	Carolina Beach Rd	River Rd	10' Paved MUP	Yes, NHC CIP 2024	N/A	New Hanover County
77	BP-76	Bike Ped Facility US 117 County Line	US 117	New Hanover County	Pender County	Pedestrian Bridge Facility over River	Yes, 2013 Wilmington New Hanover County Comprehensive Greenway Plan	N/A	Pender County
78	BP-77	Blueberry Rd MUP	Blueberry Rd	US 421	Montague Rd	8-10' Paved MUP	Yes, 2023 Pender County Bicycle and Pedestrian Plan	No	Pender County
79	BP-78	Country Club Rd MUP	Country Club Rd	US 17	Sloop Point Loop Rd	8-10' Paved MUP	Yes, 2023 Pender County Bicycle and Pedestrian Plan	No	Pender County
80	BP-79	Hoover Rd MUP	Hoover Rd	US 17	Highlands Dr	8' Paved MUP both sides / crosswalks	Yes, 2023 Pender County Bicycle and Pedestrian Plan	No	Pender County
81	BP-80	NC 210 MUP	US 210	US 17	Montague Rd	8-10' Paved MUP	Yes, 2023 Pender County Bicycle and Pedestrian Plan	No	Pender County
82	BP-81	Sloop Point Loop Rd MUP / Sidewalk	Sloop Point Loop Rd	US 17	Sloop Point Rd	8-10' Paved MUP / 5' Sidewalk	Yes, 2023 Pender County Bicycle and Pedestrian Plan	No	Pender County
83	BP-82	US 117 MUP	US 117	New Hanover County Line	NC 210	8-10' Paved MUP	Yes, 2023 Pender County Bicycle and Pedestrian Plan	No	Pender County
84	BP-83	US 17 MUP	US 17	New Hanover County Line	Cornel Ln	8-10' Paved MUP	Yes, 2023 Pender County Bicycle and Pedestrian Plan	No	Pender County
85	BP-84	US 421 MUP	US 421	New Hanover County Line	Montague Rd	8-10' Paved MUP	Yes, 2023 Pender County Bicycle and Pedestrian Plan	No	Pender County
86	BP-85	Washington Acres Rd Sidewalk	Washington Acres Rd	US 17	End of Roadway	5' Sidewalk both sides	Yes, 2023 Pender County Bicycle and Pedestrian Plan	No	Pender County
87	BP-86	23rd St Sidewalks	23rd St	Princess Place Dr	Scientific Park Dr	5' Sidewalk	Yes, 2023 Walk Wilmington Plan	No	Wilmington
88	BP-87	College Rd Pedestrian Bridge	College Rd	University Dr	UNCW Campus at Pedestrian Entrance	12' Pedestrian Bridge / 10' MUP to existing MUP connections	N/A	No	Wilmington
89	BP-88	Downtown Greenway Phase 1	Rail Line	N 3rd St	Archie Blue Park	10-12' Paved MUP	Yes, FY25-29 CIP	Yes, from 3rd St to the Love Grove Bridge as BL-0045 which is funded through COVID Relief Funds	Wilmington
90	BP-89	Downtown Greenway Phase 2	Burnt Mill Creek	Archie Blue Park	Market St	10-12' Paved MUP	Yes, FY25-29 CIP	No	Wilmington
91	BP-90	Downtown Greenway Phase 3	Wallace Park	Market St	Forest Hills Elementary School	10-12' Paved MUP	Yes, FY25-29 CIP	No	Wilmington
92	BP-91	Gordon Rd MUP	Gordon Rd	Market St	Military Cutoff Rd	10' MUP	N/A	No	Wilmington
93	BP-92	Greater Downtown Bike/Ped Improvements	Numerous (Castle St Primary)	Colwell Ave	Front St	5' Bike Lanes and Pedestrian Improvements	Yes, FY25-29 CIP	No	Wilmington
94	BP-93	Masonboro Loop MUP	Masonboro Loop Rd	Navaho Trl (Northern)	Trails End Rd	10' Paved MUP	N/A	No	Wilmington
95	BP-94	Medical Center Dr Sidewalks	Medical Center Dr	Wisteria Dr	17th St	5' Sidewalks on both sides of road	Yes, FY25-29 CIP	No	Wilmington
96	BP-95	New Centre Dr Sidewalks	New Centre Dr	Market St	S College Rd	5' Sidewalks on both sides of road	Yes, 2023 Walk Wilmington Plan	No	Wilmington
97	BP-96	Peachtree Ave MUP	Peachtree Ave/ Pine Grove Dr	S Kerr Ave	Oleander Dr Planned Pedestrian Crossing	10' Paved MUP	Yes, FY25-29 CIP	No	Wilmington
98	BP-97	Pine Grove Dr MUP	Pine Grove Dr	Beasley Rd	Andrews Reach Loop Rd	10' MUP	N/A	No	Wilmington
99	BP-98	Riverwalk Freedom Walk Connector	Rail ROW	Sawmill Point Apts	1898 Park	14' concrete walk with brick accents, 14' pile supported walkway, railing, lighting, electrical service and wiring, amenities, and gazebo	Yes, Current CIP	No	Wilmington
100	BP-99	S College Rd Sidewalk	S College Rd	Holly Tree Rd	Long Leaf Hills Rd	5' Sidewalk	Yes, FY25-29 CIP	No	Wilmington



	A	B	C	D	E	F	G	H	I
101	BP-100	Shipyards Blvd MUP Phase 1	Shipyards Blvd	S College Rd	Independence Blvd	10' Paved MUP	Yes, FY25-29 CIP	No	Wilmington
102	BP-101	Shipyards Blvd MUP Phase 2	Shipyards Blvd	Independence Blvd	17th St	10' Paved MUP	Yes, FY25-29 CIP	No	Wilmington
103	BP-102	Shipyards Blvd MUP Phase 3	Shipyards Blvd	17th St	Carolina Beach Rd	10' Paved MUP	Yes, FY25-29 CIP	No	Wilmington
104	BP-103	Shipyards Blvd MUP Phase 4	Shipyards Blvd	Carolina Beach Rd	River Rd	10' Paved MUP	Yes, 2013 Wilmington New Hanover County Comprehensive Greenway Plan	No	Wilmington
105	BP-104	Wishire Blvd Sidewalk	Wilshire Blvd	Wrightsville Ave	S Kerr Ave	5' Sidewalks on both sides of road	Yes, FY25-29 CIP	No	Wilmington
106	BP-105	Wrightsville Ave Sidewalk	Wrightsville Ave	Hooker Rd	Greenville Ave	5' Sidewalks on both sides of road	N/A	No	Wilmington
107	BP-106	Causeway Dr MUP	Causeway Dr	W Salisbury St	Waynick Blvd	10' MUP	Yes, Town of Wrightsville Beach Bicycle and Pedestrian Plan to be adopted 2024	N/A	Wrightsville Beach
108	BP-107	Causeway Dr Sidewalk	Causeway Dr	Seacrest Dr	Coral Dr	5' Sidewalk	Yes, Town of Wrightsville Beach Bicycle and Pedestrian Plan to be adopted 2024	N/A	Wrightsville Beach
109	BP-108	Eastwood Rd/Causeway Dr MUP	Eastwood Rd/Causeway Dr	Wrightsville Ave	Old Causeway Dr	10' MUP	Yes, Town of Wrightsville Beach Bicycle and Pedestrian Plan to be adopted 2024	N/A	Wrightsville Beach
110	BP-109	N Lumina Ave Bike Lane Phase 1	N Lumina Ave	Causeway Dr	W Salisbury St	5' Bike Lane	Yes, Town of Wrightsville Beach Bicycle and Pedestrian Plan to be adopted 2024	N/A	Wrightsville Beach
111	BP-110	N Lumina Ave Bike Lane Phase 2	N Lumina Ave	W Salisbury St	Parmele Blvd	5' Bike Lane	Yes, Town of Wrightsville Beach Bicycle and Pedestrian Plan to be adopted 2024	N/A	Wrightsville Beach
112	BP-111	N Lumina Ave Sidewalk	N Lumina Ave	Moore's Inlet St	Public Beach Access #2	5' Sidewalk	Yes, Town of Wrightsville Beach Bicycle and Pedestrian Plan to be adopted 2024	N/A	Wrightsville Beach
113	BP-112	Old Causeway Dr Bike Lane	Old Causeway Dr	Keel St	Causeway Dr	5' Bike Lane	Yes, Town of Wrightsville Beach Bicycle and Pedestrian Plan to be adopted 2024	N/A	Wrightsville Beach
114	BP-113	Pelican Dr Sidewalk	Pelican Dr	Driftwood Ct	Keel St	5' Sidewalk	Yes, Town of Wrightsville Beach Bicycle and Pedestrian Plan to be adopted 2024	N/A	Wrightsville Beach
115	BP-114	W Salisbury St MUP	W Salisbury St	Causeway Dr	N Lumina Ave	10' MUP	Yes, Town of Wrightsville Beach Bicycle and Pedestrian Plan to be adopted 2024	N/A	Wrightsville Beach
116	BP-115	Waynick Blvd MUP	Waynick Blvd	Sunset Ave	Causeway Dr	10' MUP	Yes, Town of Wrightsville Beach Bicycle and Pedestrian Plan to be adopted 2024	N/A	Wrightsville Beach

	A	B	C	D	E	F
1	Project Number	Project Name	Project Description	In Study or Adopted Plan?	Funding Source?	Submitter
2	FW-1	Water Taxi	Belville Riverwalk Park to Downtown Wilmin	N/A	N/A	Belville
3	FW-2	Carolina Beach ferry/taxi stop	Enhance Carolina Beach Municipal Docks to be accessible by passenger ferry. (Proposed Route: Downtown Wilmington - Carolina Beach)	2045 MTP (2020)	N/A	NCDOT Ferry Division
4	FW-3	Carolina Beach to Fort Fisher ferry route	Proposed Ferry Route	2045 MTP (2020) Not fiscally constrained	N/A	NCDOT Ferry Division
5	FW-4	Carolina Beach to Wrightsville Beach ferry route	Proposed Ferry Route	2045 MTP (2020) Not fiscally constrained	N/A	NCDOT Ferry Division
6	FW-5	Central Marina to Downtown Wilmington	Proposed Ferry Route	2045 MTP (2020) Not fiscally constrained	N/A	NCDOT Ferry Division
7	FW-6	Central Marina/Independence Terminal	Construct ferry terminal/mooring facility to accommodate pedestrian ferry. (Proposed Route: Downtown Wilmington - Carolina Beach)	2045 MTP (2020)	N/A	NCDOT Ferry Division
8	FW-7	Downtown Wilmington ferry stop	Construct ticketing facilities and provide shore power to create a passenger ferry stop at the Downtown Wilmington Riverwalk. (Proposed Route: Downtown Wilmington - Carolina Beach)	2045 MTP (2020)	N/A	NCDOT Ferry Division
9	FW-8	Downtown Wilmington to Navassa ferry route	Proposed Ferry Route	2045 MTP (2020) Not fiscally constrained	N/A	NCDOT Ferry Division
10	FW-9	Fort Fisher Mooring Facility	Construction of an additional mooring facility at Fort Fisher for the Southport - Fort Fisher Ferry. Additional mooring to include ramps, gantries, and stacking lanes.	2045 MTP (2020)	N/A	NCDOT Ferry Division
11	FW-10	Fort Fisher Mooring Facility	Additional Ramp and Gantry system at Fort Fisher to expand capacity	2045 MTP (2020)	Additional mooring facility at Southport, scheduled for FY 25 is estimated at \$5,000,000	NCDOT Ferry Division

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12	FW-11	Fort Fisher Pedestrian Improvements	Install 5' sidewalk to terminal entrance for connection to future crosswalk and MUP/sidewalk on US421/Fort Fisher Blvd.	2045 MTP (2020)	N/A	NCDOT Ferry Division
13	FW-12	High Speed Ferry to Ocracoke	New service	2045 MTP (2020) Not fiscally constrained	N/A	NCDOT Ferry Division
14	FW-13	High Speed Pedestrian Ferry from Fort Fisher to Charleston, with stop in Myrtle Beach	New service	2045 MTP (2020) Not fiscally constrained	N/A	NCDOT Ferry Division
15	FW-14	Leland to Independence ferry route	Proposed Ferry Route	2045 MTP (2020) Not fiscally constrained	N/A	NCDOT Ferry Division
16	FW-15	Low-draft River Class Vessel	New vessel	2045 MTP (2020) Not fiscally constrained	N/A	NCDOT Ferry Division
17	FW-16	New River Class Vessel (3rd)	Acquisition of an additional vehicle ferry for the Southport - Fort Fisher route.	2045 MTP (2020)	N/A	NCDOT Ferry Division
18	FW-17	New River Class Vessel (4th)	Acquisition of an additional vehicle ferry for the Southport - Fort Fisher route	2045 MTP (2020)	N/A	NCDOT Ferry Division
19	FW-18	Replacement vessel (support fleet)	Replacement of tugs and barges for the support fleet of the Southport - Fort Fisher Ferry.	2045 MTP (2020)	N/A	NCDOT Ferry Division
20	FW-19	Town of Belville Mooring Facility	Mooring facility	2045 MTP (2020) Not fiscally constrained	N/A	NCDOT Ferry Division
21	FW-20	Wrightsville Beach ferry/taxi stop	Enhance dock at CAMA Access Point to be accessible by passenger ferry. (Proposed Route: Carolina Beach - Wrightsville Beach)	2045 MTP (2020)	N/A	NCDOT Ferry Division
22	FW-21	Vehicular/Pedestrian Ferry Service	Ferry service connecting Wilmington with southern New Hanover County and Brunswick County	Create Wilmington Comprehensive Plan (2016)	N/A	Wilmington
23	FW-22	Water taxis	Water taxi connections between east and west banks of Cape Fear River and northern/southern portions of downtown Wilmington	Create Wilmington Comprehensive Plan (2016)	N/A	Wilmington

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1	Project Number	Project Name	Project Type	Project Description	In Study or Adopted Plan?	Funding Source?	Submitter
2	PT-1	Wave Central Station - Forden Station	Additional Parking	No enough existing parking available- potential future development; signange and service would need to be added	2045 MTP (2020)		Wave Transit
3	PT-2	NC133/River Rd SE at Belville Elementary	Amenity Upgrades		2045 MTP (2020)		Belville
4	PT-3	16TH ST SB AT WRIGHT ST	Amenity Upgrades		New		Wave Transit
5	PT-4	17TH ST NB AT GLEN MEADE DR	Amenity Upgrades		New		Wave Transit
6	PT-5	17TH ST NB AT MEDICAL CENTER	Amenity Upgrades		New		Wave Transit
7	PT-6	17TH ST SB AT GLEN MEADE DR	Amenity Upgrades		New		Wave Transit
8	PT-7	17TH ST SB AT HARBOUR DR	Amenity Upgrades		New		Wave Transit
9	PT-8	17TH ST SB AT SHIPYARD BLVD	Amenity Upgrades		New		Wave Transit
10	PT-9	5TH ST NB AT DAWSON ST	Amenity Upgrades		New		Wave Transit
11	PT-10	5TH ST NB AT MARTIN ST	Amenity Upgrades		New		Wave Transit
12	PT-11	5TH ST NB AT MEARES ST	Amenity Upgrades		New		Wave Transit
13	PT-12	5TH ST SB AT DAWSON ST	Amenity Upgrades		New		Wave Transit
14	PT-13	5TH ST SB AT GREENFIELD ST	Amenity Upgrades		New		Wave Transit
15	PT-14	CAROLINA BEACH RD NB AT COLL	Amenity Upgrades		New		Wave Transit
16	PT-15	CAROLINA BEACH RD NB AT HORN	Amenity Upgrades		New		Wave Transit
17	PT-16	CAROLINA BEACH RD NB AT INDE	Amenity Upgrades		New		Wave Transit
18	PT-17	CAROLINA BEACH RD NB AT SHIP	Amenity Upgrades		New		Wave Transit
19	PT-18	CAROLINA BEACH RD NB AT WELL	Amenity Upgrades		New		Wave Transit
20	PT-19	CAROLINA BEACH RD NB AT WILL	Amenity Upgrades		New		Wave Transit
21	PT-20	CASTLE ST EB AT 5TH ST	Amenity Upgrades		New		Wave Transit
22	PT-21	DARLINGTON AVE NB AT METTING	Amenity Upgrades		New		Wave Transit
23	PT-22	DAWSON ST EB AT 6TH ST	Amenity Upgrades		New		Wave Transit
24	PT-23	DAWSON ST EB AT HILLCREST HO	Amenity Upgrades		New		Wave Transit
25	PT-24	DOCTORS CIR WB AT CYPRESS GR	Amenity Upgrades		New		Wave Transit
26	PT-25	EAST STEWART CIRCLE AT SPAUL	Amenity Upgrades		New		Wave Transit
27	PT-26	EMORY ST NB AT CREEKWOOD COM	Amenity Upgrades		New		Wave Transit
28	PT-27	FRONT ST NB AT CASTLE ST	Amenity Upgrades		New		Wave Transit
29	PT-28	FRONT ST NB AT GRACE ST	Amenity Upgrades		New		Wave Transit
30	PT-29	FRONT ST SB AT ANN ST	Amenity Upgrades		New		Wave Transit
31	PT-30	FRONT ST SB AT CHESTNUT ST	Amenity Upgrades		New		Wave Transit
32	PT-31	FRONT ST SB AT MARKET ST	Amenity Upgrades		New		Wave Transit
33	PT-32	FRONT ST SB AT ORANGE ST	Amenity Upgrades		New		Wave Transit
34	PT-33	GORDON RD WB AT MILITARY CU	Amenity Upgrades		New		Wave Transit
35	PT-34	GREENFIELD ST EB AT 13TH ST	Amenity Upgrades		New		Wave Transit

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36	PT-35	GREENFIELD ST WB AT 13TH ST	Amenity Upgrades		New		Wave Transit
37	PT-36	GREENFIELD ST WB AT 5TH ST	Amenity Upgrades		New		Wave Transit
38	PT-37	GREENFIELD ST WB AT 8TH ST	Amenity Upgrades		New		Wave Transit
39	PT-38	GREENFIELD ST WB AT MARIGOLD	Amenity Upgrades		New		Wave Transit
40	PT-39	INDEPENDENCE MALL	Amenity Upgrades		New		Wave Transit
41	PT-40	LENNON DR SB AT MARKET ST	Amenity Upgrades		New		Wave Transit
42	PT-41	MARKET ST EB AT 12TH ST	Amenity Upgrades		New		Wave Transit
43	PT-42	MARKET ST EB AT 16TH ST	Amenity Upgrades		New		Wave Transit
44	PT-43	MARKET ST EB AT 6TH ST	Amenity Upgrades		New		Wave Transit
45	PT-44	MARKET ST EB AT 9TH ST (CAPE	Amenity Upgrades		New		Wave Transit
46	PT-45	MARKET ST EB AT BARCLAY HILL	Amenity Upgrades		New		Wave Transit
47	PT-46	MARKET ST EB AT CINEMA DR	Amenity Upgrades		New		Wave Transit
48	PT-47	MARKET ST EB AT KERR AVE (FO	Amenity Upgrades		New		Wave Transit
49	PT-48	MARKET ST EB AT WALTON RD	Amenity Upgrades		New		Wave Transit
50	PT-49	MARKET ST EB AT WETSIG RD	Amenity Upgrades		New		Wave Transit
51	PT-50	MARKET ST WB AT 10TH ST	Amenity Upgrades		New		Wave Transit
52	PT-51	MARKET ST WB AT 16TH ST	Amenity Upgrades		New		Wave Transit
53	PT-52	MARKET ST WB AT 29TH ST (YMC	Amenity Upgrades		New		Wave Transit
54	PT-53	MARKET ST WB AT 30TH ST (YMC	Amenity Upgrades		New		Wave Transit
55	PT-54	MARKET ST WB AT BONEFISH GRI	Amenity Upgrades		New		Wave Transit
56	PT-55	MARKET ST WB AT KERR AVE	Amenity Upgrades		New		Wave Transit
57	PT-56	MARKET ST WB AT PRINCESS PLA	Amenity Upgrades		New		Wave Transit
58	PT-57	MARKET ST WB AT RED ROOF INN	Amenity Upgrades		New		Wave Transit
59	PT-58	MARKET ST WB AT SYCAMORE ST	Amenity Upgrades		New		Wave Transit
60	PT-59	MARTIN ST EB AT 10TH ST	Amenity Upgrades		New		Wave Transit
61	PT-60	MCRAE ST NB AT FANNING ST	Amenity Upgrades		New		Wave Transit
62	PT-61	MCRAE ST SB AT CAMPBELL ST	Amenity Upgrades		New		Wave Transit
63	PT-62	MEDICAL CENTER DR WB AT SILV	Amenity Upgrades		New		Wave Transit
64	PT-63	MEDICAL CENTER WB & CAROLINA	Amenity Upgrades		New		Wave Transit
65	PT-64	NEW CENTRE DR SB AT RED ROOF	Amenity Upgrades		New		Wave Transit
66	PT-65	NHRMC & WOMEN & CHILDREN	Amenity Upgrades		New		Wave Transit
67	PT-66	NIXON ST EB AT 5TH ST	Amenity Upgrades		New		Wave Transit
68	PT-67	NIXON ST WB AT 5TH ST	Amenity Upgrades		New		Wave Transit
69	PT-68	OLEANDER DR EB AT FORDHAM RD	Amenity Upgrades		New		Wave Transit
70	PT-69	OLEANDER DR WB AT FLORAL PKW	Amenity Upgrades		New		Wave Transit
71	PT-70	PRINCESS PLACE DR EB AT 30TH	Amenity Upgrades		New		Wave Transit
72	PT-71	PRINCESS PLACE DR EB AT MARY	Amenity Upgrades		New		Wave Transit
73	PT-72	PRINCESS PLACE DR WB AT 30TH ST	Amenity Upgrades		New		Wave Transit
74	PT-73	PRINCESS PLACE DR WB AT MONT	Amenity Upgrades		New		Wave Transit
75	PT-74	PRINCESS PLACE DR WB AT GREENDALE	Amenity Upgrades		New		Wave Transit
76	PT-75	PRINCESS PLACE DR WB AT BIRCH	Amenity Upgrades		New		Wave Transit
77	PT-76	RANKIN ST WB AT 11TH ST	Amenity Upgrades		New		Wave Transit
78	PT-77	RUTLEDGE DR WB AT VANCE ST	Amenity Upgrades		New		Wave Transit

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79	PT-78	SHIPYARD BLVD EB AT REFLECTI	Amenity Upgrades		New		Wave Transit
80	PT-79	SHIPYARD BLVD EB AT RUTLEDGE	Amenity Upgrades		New		Wave Transit
81	PT-80	SOUTH COLLEGE RD NB AT KMART	Amenity Upgrades		New		Wave Transit
82	PT-81	SOUTH COLLEGE RD NB AT MAPLE	Amenity Upgrades		New		Wave Transit
83	PT-82	SOUTH COLLEGE RD SB AT RANDA	Amenity Upgrades		New		Wave Transit
84	PT-83	ST ANDREWS DR NB AT CROSSWIN	Amenity Upgrades		New		Wave Transit
85	PT-84	WELLINGTON AVE EB AT 17TH ST	Amenity Upgrades		New		Wave Transit
86	PT-85	WELLINGTON AVE EB AT TROY DR	Amenity Upgrades		New		Wave Transit
87	PT-86	WELLINGTON AVE EB AT WONDER	Amenity Upgrades		New		Wave Transit
88	PT-87	WILSHIRE BLVD EB AT EMERALD	Amenity Upgrades		New		Wave Transit
89	PT-88	WILSHIRE BLVD EB AT KERR AVE	Amenity Upgrades		New		Wave Transit
90	PT-89	WRIGHTSVILLE AVE WB AT PAVI	Amenity Upgrades		New		Wave Transit
91	PT-90	WRIGHTSVILLE AVE WB AT SOLER	Amenity Upgrades		New		Wave Transit
92	PT-91	Routine Capital	Maintenance	Routine capital including bus stop shelters, benches, shop equipment, spare parts, engines, farebox, service vehicles, etc.	2045 MTP (2020)	2018-2027 STIP, 2020	Wave Transit
93	PT-92	US17/74/76 & NC133/River Road SE (Belville)	Park & Ride		2045 MTP (2020) unfunded		Belville, Wave Transit
94	PT-93	Barclay West	Park & Ride	Existing parking available (10 spaces min); signage and service need to be added	2045 MTP (2020)		Wave Transit
95	PT-94	Cape Fear Community College North Campus Park and Ride	Park & Ride	Amenity upgrades including bench, trash can, and bike rack	2045 MTP (2020)		Wave Transit
96	PT-95	Carolina Beach Road & S College Road	Park & Ride	Existing parking available (10 spaces min); signage and service need to be added	2045 MTP (2020)		Wave Transit
97	PT-96	Carolina Beach Road at Snow's Cut Bridge	Park & Ride	Existing parking available (10 spaces min); signage and service need to be added	2045 MTP (2020)		Wave Transit
98	PT-97	Fairfield Park	Park & Ride	Existing parking available (10 spaces min); signage and service need to be added	2045 MTP (2020)		Wave Transit
99	PT-98	Galleria Mall	Park & Ride	Existing parking available (10 spaces min); signage and service need to be added	2045 MTP (2020)		Wave Transit
100	PT-99	I-140 & US17	Park & Ride	No existing parking is available but parking could be provided by potential future development; additional signage and service would need to be added	2045 MTP (2020)		Wave Transit
101	PT-100	I-40 & Holly Shelter Road	Park & Ride		2045 MTP (2020) unfunded		Wave Transit
102	PT-101	I-140 & US74/76	Park & Ride		2045 MTP (2020) unfunded		Wave Transit
103	PT-102	I-140 at Cedar Hill Road	Park & Ride				Wave Transit
104	PT-103	Leland Town Hall	Park & Ride		2045 MTP (2020) unfunded		Wave Transit
105	PT-104	Market Street & Middle Sound Loop Road	Park & Ride	Existing parking available (10 spaces min); signage and service need to be added	2045 MTP (2020)		Wave Transit
106	PT-105	Market Street & Porters Neck Road	Park & Ride	Existing parking available (10 spaces min); signage and service need to be added	2045 MTP (2020)		Wave Transit

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107	PT-106	Mayfaire Mall	Park & Ride	Existing parking available (10 spaces min); signage and service need to be added	2045 MTP (2020)		Wave Transit
108	PT-107	Terminus of Independence Blvd	Park & Ride		2045 MTP (2020) unfunded		Wave Transit
109	PT-108	US17 & NC210/Island Creek Road	Park & Ride	Existing parking available (10 spaces min); signage and service need to be added	2045 MTP (2020)		Wave Transit
110	PT-109	US17 & Sidbury Road	Park & Ride		2045 MTP (2020) unfunded		Wave Transit
111	PT-110	US17 at Walmart	Park & Ride	Existing parking available (10 spaces min); signage and service need to be added	2045 MTP (2020)		Wave Transit
112	PT-111	US421 & Cowpens Landing Road	Park & Ride		2045 MTP (2020) unfunded		Wave Transit
113	PT-112	Reinstate Route 204	Route	Reinstate the service of route 204	2045 MTP (2020)		Belville
114	PT-113	Increased micromobility in areas to meet fixed route patterns	Route		New		Pender County, Wave Transit
115	PT-114	Extend Trolley Service Frequency	Route	Purchase 2 additional trolleys to increase frequency (will also require additional operational costs)	2045 MTP (2020)		Wave Transit
116	PT-115	Fare free services	Route		New		Wave Transit
117	PT-116	Fixed Route Connection to Carolina Beach	Route		2045 MTP (2020)		Wave Transit
118	PT-117	Increased frequency to 15-minute service on most productive routes	Route		New		Wave Transit
119	PT-118	Increased frequency to 30 minute services on next to most productive services	Route		New		Wave Transit
120	PT-119	Increased span on Saturdays	Route		New		Wave Transit
121	PT-120	Increased span on Sundays	Route		New		Wave Transit
122	PT-121	Increased span on weekdays	Route		New		Wave Transit
123	PT-122	Masonboro Bus	Route				Wave Transit
124	PT-123	New Route through Masonboro Loop Road with Hourly Service, Heavy Duty Bus	Route	New route on Masonboro Loop Road requiring additional bus for new route and operational costs	2045 MTP (2020)		Wave Transit
125	PT-124	New Route to Porters Neck, Heavy Duty Bus	Route	Extend existing route requiring additional bus for new route and operational costs	2045 MTP (2020)		Wave Transit
126	PT-125	Pleasure Island Trolley, with Bus Stop at Ferry, and Amenities	Route	New trolley route from Carolina Beach Town Hall to the Aquarium requiring additional capital and operational costs	2045 MTP (2020)		Wave Transit
127	PT-126	Public Transportation to and from the Ferry	Route	Trolley route in Carolina Beach providing access to the Ferry	2045 MTP (2020)		Wave Transit
128	PT-127	Service to Bayshore Walmart	Route		2045 MTP (2020) unfunded		Wave Transit
129	PT-128	Service to Riverlights Development	Route		2045 MTP (2020) unfunded		Wave Transit
130	PT-129	Wrightsville Beach On-Demand (Shuttle Route) \$200,000 Operation Cost	Route		2045 MTP (2020) unfunded		Wave Transit

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131	PT-130	Satellite Beach Parking with Bus Station Hub	Route/Park & Ride	No existing parking is available but parking could be provided by potential future development; additional signage and service would need to be added	2045 MTP (2020)		Wave Transit
132	PT-131	Add Bus stop to Wrightsville Beach	Stop				Wave Transit
133	PT-132	Modern Fare Collection Service	Technology		2045 MTP (2020) unfunded		Wave Transit
134	PT-133	Solar Lights at Bus Stops	Technology	Upgrade 50% of shelters to solar powered lights, improving safety and visibility- locations to be those stops identified as needing lighting	2045 MTP (2020)		Wave Transit
135	PT-134	WiFi on Buses	Technology	Install WiFi system on community routes	2045 MTP (2020)		Wave Transit
136	PT-135	Electric Bus Investment	Vehicle Update		2045 MTP (2020) unfunded		Wave Transit
137	PT-136	Replacement Bus	Vehicle Update	Routine vehicle replacement	2045 MTP (2020)	2018-2027 STIP, 2020	Wave Transit
138	PT-137	Replacement LTV	Vehicle Update	Routine vehicle replacement	2045 MTP (2020)	2018-2027 STIP, 2020	Wave Transit
139	PT-138	Replacement LTV	Vehicle Update	Routine vehicle replacement	2045 MTP (2020)	2018-2027 STIP, 2020	Wave Transit
140	PT-139	Trolley Replacements	Vehicle Update		2045 MTP (2020) unfunded		Wave Transit
141	PT-140	3rd Street High Capacity Transit Route	High Capacity Transit Route	Improve transit service and station/stop amenities including exclusive transit lanes, traffic signal priority and queue jumps.	Create Wilmington Comprehensive Plan (2016)		Wilmington
142	PT-141	Carolina Beach Road High Capacity Transit Route	High Capacity Transit Route	Improve transit service and station/stop amenities including exclusive transit lanes, traffic signal priority and queue jumps.	Create Wilmington Comprehensive Plan (2016)		Wilmington
143	PT-142	College Road High Capacity Transit Route	High Capacity Transit Route	Improve transit service and station/stop amenities including exclusive transit lanes, traffic signal priority and queue jumps.	Create Wilmington Comprehensive Plan (2016)		Wilmington
144	PT-143	Independence Boulevard High Capacity Transit Route	High Capacity Transit Route	Improve transit service and station/stop amenities including exclusive transit lanes, traffic signal priority and queue jumps.	Create Wilmington Comprehensive Plan (2016)		Wilmington
145	PT-144	Market Street High Capacity Transit Route	High Capacity Transit Route	Improve transit service and station/stop amenities including exclusive transit lanes, traffic signal priority and queue jumps.	Create Wilmington Comprehensive Plan (2016)		Wilmington
146	PT-145	Military Cutoff High Capacity Transit Route	High Capacity Transit Route	Improve transit service and station/stop amenities including exclusive transit lanes, traffic signal priority and queue jumps.	Create Wilmington Comprehensive Plan (2016)		Wilmington
147	PT-146	New Centre Drive High Capacity Transit Route	High Capacity Transit Route	Improve transit service and station/stop amenities including exclusive transit lanes, traffic signal priority and queue jumps.	Create Wilmington Comprehensive Plan (2016)		Wilmington
148	PT-147	Oleander Drive High Capacity Transit Route	High Capacity Transit Route	Improve transit service and station/stop amenities including exclusive transit lanes, traffic signal priority and queue jumps.	Create Wilmington Comprehensive Plan (2016)		Wilmington
149	PT-148	Princess Place/Rankin, Red Cross High Capacity Transit Route	High Capacity Transit Route	Improve transit service and station/stop amenities including exclusive transit lanes, traffic signal priority and queue jumps.	Create Wilmington Comprehensive Plan (2016)		Wilmington



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150	PT-149	S 16th/S 17th St High Capacity Transit Route	High Capacity Transit Route	Improve transit service and station/stop amenities including exclusive transit lanes, traffic signal priority and queue jumps.	Create Wilmington Comprehensive Plan (2016)		Wilmington
151	PT-150	Shipyards Boulevard High Capacity Transit Route	High Capacity Transit Route	Improve transit service and station/stop amenities including exclusive transit lanes, traffic signal priority and queue jumps.	Create Wilmington Comprehensive Plan (2016)		Wilmington
152	PT-151	Wooster/Dawson High Capacity Transit Route	High Capacity Transit Route	Improve transit service and station/stop amenities including exclusive transit lanes, traffic signal priority and queue jumps.	Create Wilmington Comprehensive Plan (2016)		Wilmington

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1	Project Number	Project Name	Project Facility	From/Cross Street	To	Project Description	In Study or Adopted Plan?	Funding Source?	Submitter
2	X-1	Re-establish Passenger Rail Service from Wilmington to Raleigh (via Goldsboro)	New Facility	Castle Hayne Rail Terminus	Wallace Rail Terminus	Reestablish rail connection between Wilmington and Raleigh through the construction of new railroad facilities in the currently preserved rail corridor between Castle Hayne and Wallace.	Submitted for P 7.0		Pender County, Wilmington, WMPO Staff (P 7.0)
3	X-2	Wilmington Rail Realignment	Existing Freight Rail Route between Navassa and the Port of Wilmington	Navassa Davis Yard	Port of Wilmington	Replacement and improvement of the existing freight rail route between the Navassa Davis Yard and the Port of Wilmington to create a new, shorter route that would no longer run through Wilmington's busy and densely populated downtown core.	2045 MTP, submitted for P 7.0		Wilmington, WMPO Staff (P 7.0)
4	X-3	Construct Passenger Rail Station to Accommodate Future Passenger Rail Service from Wilmington to Raleigh	New Facility	300 Hanover St, Wilmington NC	N/A	The construction of a rail station to accommodate future passenger rail service to Wilmington.	Submitted for P 7.0		WMPO Staff (P 7.0)
5	X-4	Davis Yard At-Grade Crossing (Cedar Hill Road)	Active CSX railroad track	Intersection of CSX railroad track and Cedar Hill Rd	N/A	Modern safety standards	2045 MTP, submitted for P 7.0		WMPO Staff (P 7.0)
6	X-5	New Service from Malmo to Whiteville	New Facility	Malmo Rail Terminus	Whiteville Rail Terminus	Reestablish rail connection between Malmo and Whiteville through the construction of new railroad facilities	2045 MTP		WMPO Staff
7	X-6	Rail Extension to Pender Commerce Park	New Facility	Invista	Pender Commerce Park	New track in new location	2040 and 2045 MTP, submitted for P 7.0		WMPO Staff (P 7.0)
8	X-7	Rail interchange redesign near Northwest District Park	Active CSX railroad track	Old Fayetteville Rd	Lanvale Rd	Realign track/direct turn	2045 MTP, submitted for P 7.0		WMPO Staff (P 7.0)
9	X-8	US421 RR crossing safety improvements	Active CSX railroad track	Intersection of CSX railroad track and US Hwy 421 N	N/A	Railroad gates	2040 and 2045 MTP, submitted for P 7.0		WMPO Staff (P 7.0)
10	X-9	Wilmington Beltline Speed Improvement Project	Active CSX railroad track	Northern City of Wilmington	S 2nd St Wilmington Railroad Terminal	Improvements to approximately 13 miles of the CSX Railroad SE Line (the "Beltline") including tie and rail rehabilitation, curve realignments, and upgraded switch operations. Under construction, carry over if not completed by FY 25.	2040 and 2045 MTP	STIP Project P-5740	WMPO Staff

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1	Project Number	Project Name	Project Facility	From/Cross Street	To	Project Description	Inclusion of BikePed Facility?	In Study or Adopted Plan?	Funding Source?	Submitter
2	RW-1	NC 133/River Rd SE Widening	NC 133 (River Rd SE)	US 17/76/74	Rabon Wy SE	Widen NC 133 from two to four lanes with intersection improvements	Yes, 5' Sidewalk/10' MUP	Feasibility Study F032023-E	No	Belville, Leland
3	RW-2	Cape Fear Memorial Bridge Replacement	US 76/421/17/17 BUS (Cape Fear Memorial Bridge)	US 421	3rd St	Bridge Replacement/Road Widening. 6 lanes at 12'	Separated 10' MUP	Feasibility Study has been completed	A P 7.0 carryover project, HB-0039	Brunswick County
4	RW-3	Cape Fear Blvd/Canal Dr Roundabout	Cape Fear Blvd and Canal Dr	US 421 (N Lake Park Blvd)	Harper Ave	Install a roundabout or one-way traffic pattern	Yes	No	No	Carolina Beach
5	RW-4	Dow Rd Widening	SR 1573 (Dow Rd)	US 421 (N Lake Park Blvd)	US 421 (Ft. Fisher Blvd)	Widen Dow Rd to four lanes	No	No	No	Carolina Beach
6	RW-5	N. 23 Street Widening	SR 1302 (N. 23rd Street)	US 74 (MLK Jr. Pkwy)	NC 133 (Castle Hayne Road)	Widen to 4-lane cross section	Yes, 4' Bike Lane/5' Sidewalk	2045 MTP, Feasibility Study F032022-B	No	ILM (New Hanover County Airport Authority)
7	RW-6	Snow's Cut Bridge Replacement	US 421/Snow's Cut Bridge	SR 1576 (River Rd)	Access Rd	US 421 Snow's Cut Bridge Replacement. 4, 12' lanes with a median	Yes, 10' MUP	N/A	N/A	Kure Beach, New Hanover County
8	RW-7	Basin Street Extension (Old Fayetteville Rd/Village Rd Connection)	New Facility	SR 1437 (Old Fayetteville Rd)	SR 1472 (Village Rd)	New road connecting Basin Street at North Brunswick HS across Sturgeon Creek to Leland-owned property and Village Road across from Graham Drive	Yes, 10' MUP	Feasibility Study H192190	No	Leland
9	RW-8	Old Fayetteville Road Interchange at US 74/76	US 74/US 76 (Andrew Jackson Hwy) and SR 1437 (Old Fayetteville Rd)	N/A	N/A	Create full movement interchange at US 74/76 and Old Fayetteville Road	Yes, 10' MUP	No	No	Leland
10	RW-9	US 17/Highway 87 Connection	New roadway	US 17	NC 87	New road connecting US Highway 17 and NC Highway 87	Yes, 10' MUP	No	No	Leland
11	RW-10	US 17/NC 133 Connection	New Facility	US 17	NC 133	New road connecting US Highway 17 and NC Highway 133 through "Jackeys Creek" property	Yes, 10' MUP	Yes, 2013 Town of Leland Collector Street Plan	No	Leland
12	RW-11	Village Rd/Lanvale Rd/Fletcher Rd Intersection Improvements	SR 1472 (Village Rd/Fletcher Rd), SR 1438 (Lanvale Rd)	N/A	N/A	Intersection improvements at Village Road/Lanvale Road/Fletcher Road/RR Corridor, dangerous intersection due to proximity with RR tracks, would prefer a roundabout if space would allow, or traffic signal needed	No	No	No	Leland
13	RW-12	Village Rd/Lincoln Rd Intersection Improvements	SR 1472 (Village Rd), SR 1455 (Lincoln Rd), SR 1486 (Post Office Rd NE) Lincoln Place Cir, Sunnydale Ln NE, and RR Corridor	N/A	N/A	Intersection improvements at Village Road/Lincoln Road/Post Office Road NE/Lincoln Place Cir/Sunnydale Ln NE/RR Corridor, modified roundabout such as a peanut.	No	Yes, 2013 Town of Leland Gateway Infill Plan. Feasibility Study H192190-B	N/A	Leland
14	RW-13	Village Road Streetscape	SR 1472 (Village Road)	US 17//74/76 (Diverging Diamond)	Town Hall Drive	Repurpose Village Road for more context-appropriate main street design	Yes, 10' MUP from existing sidewalk portion just past S. Navassa Road, bike lane, and street trees as part of the design	2013 Gateway Infill Plan; Will be included in Leland Integrated Mobility Plan scheduled for adoption in 2024	N/A	Leland
15	RW-14	Cedar Hill Rd Widening	SR 1430 (Cedar Hill Rd)	SR 1426 (Mt. Misery Rd)	I-140	The project would transition Cedar Hill Road from a two lane road to a four lane boulevard.	Yes, 5' sidewalks on both sides or a 10' MUP on one side and a 5' sidewalk on the other side	No	No	Navassa

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16	RW-15	Cedar Hill Rd/Wide Wy Connector	New Facility	Wide Wy Extension	SR 1430 (Cedar Hill Rd)	Connect Cedar Hill Rd to the Wide Wy Extension	12' MUP	Yes, 2022 Town of Navassa Collector Street Plan	N/A	Navassa
17	RW-16	Cobbs Wy Extension	New Facility	SR 1426 (Mt. Misery Rd)/Daniels Rd Connector	Ridge Rd Extension	Connect the Mt. Misery/Daniels Rd Connector to the Ridge Rd Extension.	Yes, 5' sidewalks on both sides or a 10' MUP on one side and a 5' sidewalk on the other side	Yes, 2022 Town of Navassa Collector Street Plan	N/A	Navassa
18	RW-17	Daniels Rd Connector	New Facility	West Town Limit	Indian Creek Housing Development	Connect Daniels Rd to the Town's western limits and provides a connection to Daniels Rd for the Indian Creek housing development. West of the Town limits, it provides a potential connection to Daniels Rd NE in unincorporated Brunswick County.	Yes, 5' sidewalks on both sides or a 10' MUP on one side and a 5' sidewalk on the other side	Yes, 2022 Town of Navassa Collector Street Plan	N/A	Navassa
19	RW-18	Heritage Park Connector	New Facility	Valentine Wy Extension	Wide Wy Extension	Connect Cedar Lakes Resort and Riverbend at Cedar Hill developments to the Valentine Wy Extension and the Wide Wy Extension.	Yes, 5' sidewalks on both sides or a 10' MUP on one side and a 5' sidewalk on the other side	Yes, 2022 Town of Navassa Collector Street Plan	N/A	Navassa
20	RW-19	Ivester Ct/Eastbrook Connector	New Facility	Seaboard Industrial Park Dr	Sandy Ln Ext	Provide a secondary outlet for residents in the area of Magnolia Drive and Dorsey Lane by connecting to Seaboard Industrial Park Drive. Also connects to the Sandy Lane Extension.	Yes, 5' sidewalks on both sides or a 10' MUP on one side and a 5' sidewalk on the other side	Yes, 2022 Town of Navassa Collector Street Plan	N/A	Navassa
21	RW-20	Mt. Misery/Daniels Connector	New Facility	SR 1426 (Mt. Misery Rd)	Daniels Rd	Connect Mt. Misery Rd to Daniels Rd	Yes, 5' sidewalks on both sides or a 10' MUP on one side and a 5' sidewalk on the other side	Yes, 2022 Town of Navassa Collector Street Plan	N/A	Navassa
22	RW-21	Park/Pine Valley/Brooklyn Connector East of N Navassa Road	New Facility	SR 1435 (N Navassa Rd)	Canal Dr	Connect Canal Dr and the proposed Moze Heritage Park to N Navassa Rd	Yes, 5' sidewalks on both sides or a 10' MUP on one side and a 5' sidewalk on the other side	Yes, 2022 Town of Navassa Collector Street Plan	N/A	Navassa
23	RW-22	Park/Pine Valley/Brooklyn Connector West of North Navassa Road	New Facility	Pine Valley Rd	SR 1435 (N Navassa Rd)	Connect Pine Valley Rd, Park Ave, and Brooklyn St to N Navassa Rd	Yes, 5' sidewalks on both sides or a 10' MUP on one side and a 5' sidewalk on the other side	Yes, 2022 Town of Navassa Collector Street Plan	N/A	Navassa
24	RW-23	Ridge Rd Extension	New Facility	SR 1426 (Mt. Misery Rd)	Ridge Rd	Connect Mt. Misery Rd to Ridge Rd.	Yes, 5' sidewalks on both sides or a 10' MUP on one side and a 5' sidewalk on the other side	Yes, 2022 Town of Navassa Collector Street Plan	N/A	Navassa
25	RW-24	Sandy Ln Extension	New Facility	Trestle Wy	Sandy Ln	Connect the Ivester/Eastbrook Connector to Main Street and provides a connection between Trestle Way and Sandy Lane.	Yes, 5' sidewalks on both sides or a 10' MUP on one side and a 5' sidewalk on the other side	Yes, 2022 Town of Navassa Collector Street Plan	N/A	Navassa
26	RW-25	Valentine Wy Extension	New Facility	Wide Wy Extension	Heritage Park Connector	Connect the Wide Wy Extension to Cedar Hill Rd and Cedar Hill Ro to the Heritage Park Connector.	Yes, 5' sidewalks on both sides or a 10' MUP on one side and a 5' sidewalk on the other side	Yes, 2022 Town of Navassa Collector Street Plan	N/A	Navassa
27	RW-26	Victoria Ln Extension	New Facility	Terminus of Victoria Ln	Sturgeon Dr NE	Extend Victoria Lane to the Town's limits with potential connection to Sturgeon Drive NE in Leland.	Yes, 5' sidewalks on both sides or a 10' MUP on one side and a 5' sidewalk on the other side	Yes, 2022 Town of Navassa Collector Street Plan	N/A	Navassa

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28	RW-27	Wide Wy Extension	New Facility	Heritage Park Connector	Ridge Rd Extension	Connect the Heritage Park Connector to the Ridge Rd Extension. Provides an alternate route to Cedar Hill Rd.	Yes, 5' sidewalks on both sides or a 10' MUP on one side and a 5' sidewalk on the other side	Yes, 2022 Town of Navassa Collector Street Plan	N/A	Navassa
29	RW-28	I-140 at US 74/76 Intersection Improvements	US 74/76 and I-140			Upgrade to interchange	No	Not fiscally constrained in 2045 MTP but was in the 2040 MTP.	N/A	NCDOT Div 3
30	RW-29	I-40 Resiliency Improvements	I-40	Exit 408	Exit 414	Elevate for resiliency	No, controlled access facility	No	No	NCDOT Div 3
31	RW-30	I-40 Widening	I-40	Exit 420	Exit 414	Widen to 6 lanes, elevate for resiliency	No, controlled access facility	No	No	NCDOT Div 3
32	RW-31	Upgrade US 74/76 to Interstate	US 74/76	NC 87 (Maco Road)	SR 1426 (Mt. Misery Road)	Upgrade US 74/76 to interstate standards.	No	Not fiscally constrained in 2045 MTP but was in the 2040 MTP.	N/A	NCDOT Div 3
33	RW-32	US 17 BUS at Gordon Road Interchange	US 17 BUS (Market Street) and SR 2048 (Gordon Road)			Tight Urban Diamond Interchange	Yes, see feasibility study/express design	Feasibility Study H171786	No	NCDOT Div 3
34	RW-33	US 17 Reduced Conflict Intersections	US 17	SR 2734 (Marsh Oaks Drive)	SR 1582 (Washington Acres Road)	Convert roadway to superstreet configuration and provide access management.	10' MUP	No	No	NCDOT Div 3
35	RW-34	US 17 Upgrade to Controlled Access Facility	US 17	Sloop Point Loop Road	WMPO Boundary	Upgrade to a controlled access facility with service roads	No	No	No	NCDOT Div 3
36	RW-35	US17 at Sloop Point Loop Road Interchange	US 17 and SR 1563 (Sloop Point Loop Road)	N/A	N/A	Tight Urban Diamond Interchange	10' MUP as outlined in the Pender County Bicycle and Pedestrian Plan*	No	No	NCDOT Div 3
37	RW-36	Blue Clay Rd Modernization	SR 1318 (Blue Clay Rd)	SR 1175 (N Kerr Ave)	US 117	Modernization	Yes, 10' MUP	N/A	N/A	New Hanover County
38	RW-37	Future Hampstead Bypass/Sidbury Rd Interchange	Hampstead Bypass and SR 1336 (Sidbury Rd)	N/A	N/A	Interchange	N/A	N/A	N/A	New Hanover County
39	RW-38	Holly Shelter Rd Widening	SR 1002 (Holly Shelter Rd)	US 117 (Castle Hayne Rd)	NHC/Pender County Line	Widening	Yes, 10' MUP	N/A	N/A	New Hanover County
40	RW-39	I-140/Blue Clay Rd Interchange	I-140 and SR 1318 (Blue Clay Rd)	N/A	N/A	Interchange	N/A	N/A	N/A	New Hanover County
41	RW-40	Mohican Trl/Masonboro Loop Rd Roundabout	SR 1565 (Mohican Trl) and SR 1492 (Masonboro Loop Rd)	N/A	N/A	Roundabout	N/A	N/A	N/A	New Hanover County
42	RW-41	Murrayville Rd Modernization and Extension	SR 1322 (Murrayville Rd), New Facility	US 117	US 17/US 17 BUS (Market St)	Modernization and Extension of Murrayville Rd to Market St	Yes, 10' MUP	N/A	N/A	New Hanover County
43	RW-42	Myrtle Grove Rd Widening	SR 1492 (Myrtle Grove Rd)	SR 1521 (Piner Rd)	US 421 (Carolina Beach Rd)	Widening	Yes, 10' MUP	N/A	N/A	New Hanover County
44	RW-43	Myrtle Grove Rd/Piner Rd/Masonboro Loop Rd Roundabout	SR 1492 (Myrtle Grove Rd), SR 1521 (Piner Rd), SR 1492 (Masonboro Loop Rd)	N/A	N/A	Roundabout	N/A	N/A	N/A	New Hanover County
45	RW-44	Navajo Trl/Masonboro Loop Rd Roundabout	SR 1516 (Navajo Trl) and SR 1492 (Masonboro Loop Rd)	N/A	N/A	Roundabout at southern intersection	N/A	N/A	N/A	New Hanover County

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46	RW-45	New Roadway Connector between Sidbury Rd and Holly Shelter Rd	New Facility	SR 1002 (Holly Shelter Rd)/NHC Business Park	SR 1336 (Sidbury Rd)	Widening		Yes, 10' MUP	N/A	N/A	New Hanover County
47	RW-46	Piner Rd Widening and Intersection Realignment	SR 1521 (Piner Rd)	NC 132 (College Road)	SR 1492 (Myrtle Grove Rd)	Widening and Intersection Realignment		Yes, 10' MUP	N/A	N/A	New Hanover County
48	RW-47	Sidbury Rd Widening	SR 1336 (Sidbury Rd)	I-40	Hampstead Bypass Interchange	Widening		Yes, 10' MUP	N/A	N/A	New Hanover County
49	RW-48	US 17/US17 BUS/I-140 Interchange Improvements	US 17, US 17 BUS, I-140	N/A	N/A	Interchange		N/A	N/A	N/A	New Hanover County
50	RW-49	Blueberry Rd Improvements	SR 1114 (Blueberry Rd)	US 421	NC 210	Widen Blueberry Rd		Yes, 10' MUP	No	No	Pender County
51	RW-50	Hoover Rd Widening	SR 1569 (Hoover Rd)	US 17	Hampstead Bypass	Widen Hoover Rd		Yes, 10' MUP	Yes, 2023 Pender County Bicycle and Pedestrian Plan	No	Pender County
52	RW-51	N Marisol Path Wy to Safe Passage Wy Collector Road	New Facility	SR 1673 (Deerfield Dr/N Marisol Path Wy)	SR 1784 (Dan Owen Dr/Safe Passage Wy)	Provide connection of patchwork collector road to make complete collector from Washington Acres to Factory Road		Yes, 10' MUP or Sidewalk on both sides as described in Collector Street Plan	Yes, 2021 Pender County Collector Street Plan	No	Pender County
53	RW-52	NC 210 Bridge - Harrison Creek	NC 210	N/A	N/A	Flood Resilient Bridges Needed		Yes, 10' MUP	Yes, 2023 Pender County Bicycle and Pedestrian Plan	N/A	Pender County
54	RW-53	NC 210 Bridge - Merricks Creek	NC 210	N/A	N/A	Flood Resilient Bridges Needed		Yes, 10' MUP	Yes, 2023 Pender County Bicycle and Pedestrian Plan	N/A	Pender County
55	RW-54	NC 210 Widening	NC 210	US 17	Hampstead Bypass	Widen NC 210		Yes, 10' MUP	Yes, 2023 Pender County Bicycle and Pedestrian Plan	N/A	Pender County
56	RW-55	US 117 over NE Cape Fear River at NHC/Pender County Line	US 117	N/A	N/A	Flood Resilient Bridges Needed; Multi-modal Bridge (replacement & betterment) with 10' Protected multi-use path on both sides of bridge		10' Multi-use, protected path on both sides of bridge	Yes, Cape Fear Regional Bike Plan, 2017 and 2013 Comprehensive Greenway Plan Wilmington/New Hanover County	N/A	Pender County
57	RW-56	US 117/NC 210 Intersection Improvements	US 117/NC 210	N/A	N/A	Intersection Improvements with MUP		Yes, 10' MUP	Yes, 2023 Pender County Bicycle and Pedestrian Plan. US 17 BUS (Market St) Corridor Study 2007, updated in 2016	N/A	Pender County
58	RW-57	US 17/NC 210 Intersection Improvements	US 17/NC 210/Dan Owen Dr	N/A	N/A	Intersection Improvements with MUP		Yes, 10' MUP	Yes, 2023 Pender County Bicycle and Pedestrian Plan	N/A	Pender County

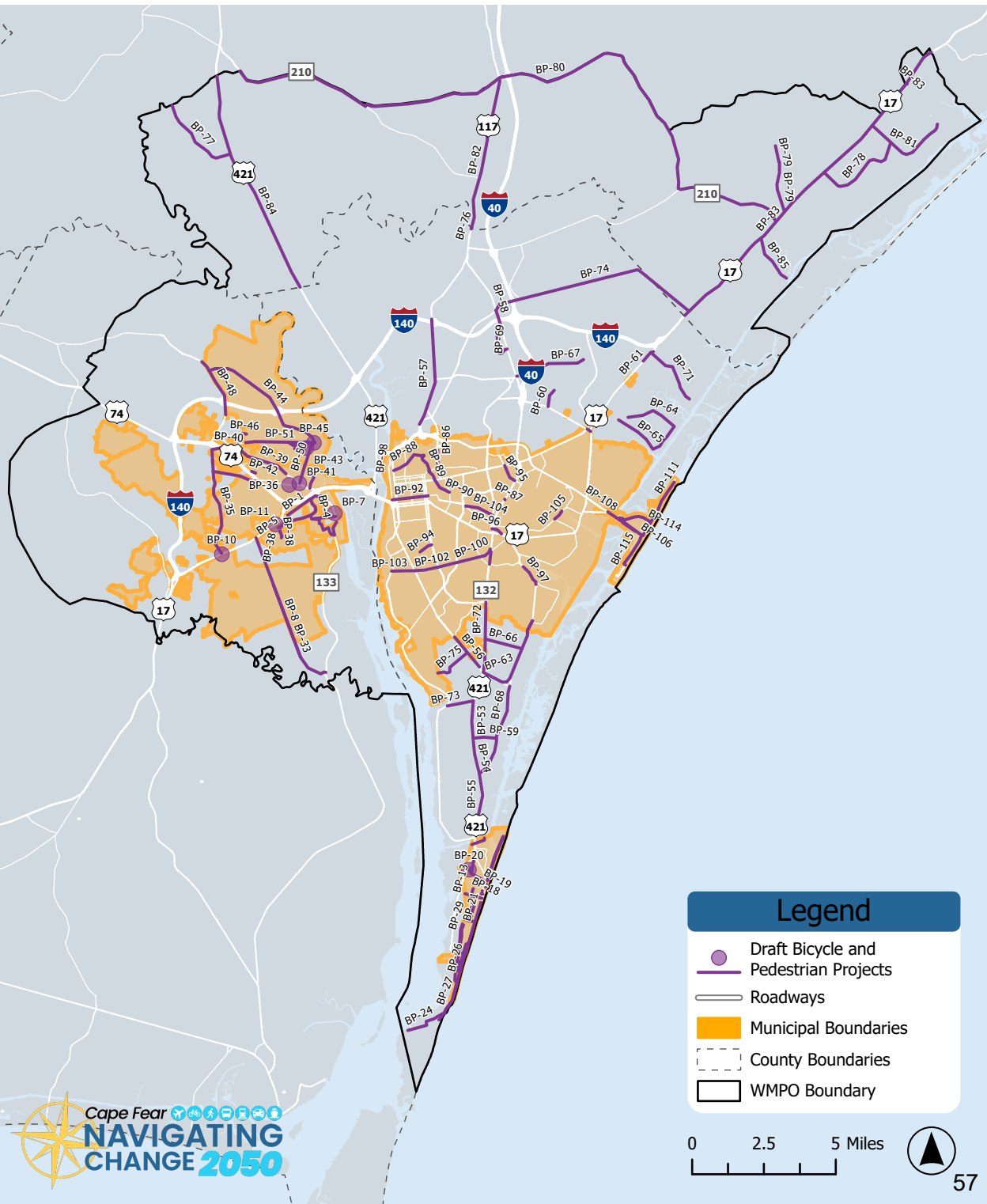
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59	RW-58	17th St Offset Lefts	17th St	George Anderson Dr	St. Andrews Dr	Provide off-set left turn lane configurations at 17th/St. Andrews as well as bulb out for u turn movements. Includes grading, paving, drainage, traffic control, erosion control, marking, and signing	No	Unfunded CIP List (current through 1/24), Feasibility Study F032023-F	No	Wilmington
60	RW-59	Barnards Creek Bridge	River Rd	S of Independence Blvd/River Rd intersection	N/A	Widen bridge to accommodate four travel lanes. Required to widen River Rd	Yes, 10' MUP	Yes, 2016 Create Wilmington Comprehensive Plan,	No	Wilmington
61	RW-60	Covil Ave Widening (if Independence does not move forward)	Covil Ave	Market St	Randall Pkwy	Widening of Covil Avenue to extend northbound lane from "The Reserve at Forest Hills" to Darlington Avenue, 12' wide with curb and gutter, 5' sidewalk on east side to connect to existing sidewalk to the south; includes grading, railroad pedestrian crossing, paving, sidewalk, traffic control, erosion control, marking, and signage	Yes, 10' MUP	Unfunded CIP List (current through 1/24)	Through the STBGP any area funds as a segment of the larger U-4434 Independence Blvd Extension project?	Wilmington
62	RW-61	Dogwood Ln Extension	Dogwood Ln	Pine Grove Dr	SR 1411 (Wrightsville Ave)	2 11'foot travel lanes, 5' sidewalk (both sides), 5' bike lane (both sides) and 1 bridge.	Yes, 5' Sidewalk/5' Bike Lane	Yes, 2016 Create Wilmington Comprehensive Plan, 2045 MTP	No	Wilmington
63	RW-62	Greenville Loop Rd Widening	Greenville Loop Rd	Pine Grove Dr	Oleander Dr	Widen to two 12' travel lanes in each direction, 23' median, 10' MUP, and 5' sidewalk	Yes, 5' Sidewalk/10' MUP	Unfunded CIP List (current through 1/24), 2045 MTP	No	Wilmington
64	RW-63	Independence Blvd Widening	Independence Blvd	US 421 (Carolina Beach Road)	River Rd	Widen to two 12' travel lanes in each direction with a 14' raised landscape median, 4' bike lanes, 2' curb & gutter, and 10' multi-use path on south side; reconstruction of existing roadway where subgrade/settlement leading to failing pavement; reconstruction of retaining wallins in 3 locations, upgrades to traffic signal at Carolina Beach Rd, turn lanes, utility relocations, stormwater management, and roadway lighting	Yes, 10' MUP	Recommended- Unfunded: FY25-29 CIP (June 2024), 2045 MTP	No	Wilmington
65	RW-64	Market St Road Diet	US 17 BUS (Market Street)	3rd St	Colonial Dr	Reduce 4-and 5-lane cross sections to two travel lanes, marked bicycle lanes, and stretches of center turn lanes and/or on-street parking; resurfacing; installation of raised center medians north of 17th St, minimal utility relocations. This project is linked to the Independence Boulevard extension (U-4434)	N/A	Yes, 2045 MTP, Feasibility Study F032023-D	N/A	Wilmington
66	RW-65	Peele St Extension	Peele St/New Facility	Existing Terminus	Bragg Dr	3-lane curb and gutter roadway extension from current terminus (cul-de-sac) to Bragg Drive to provide alternative connection to S. College Road in the vicinity of its intersection with S. 17th Street	Yes, 5' Sidewalk	Unfunded CIP List (current through 1/24), Feasibility Study F032023-F	No	Wilmington

	A	B	C	D	E	F	G	H	I	J
67	RW-66	River Rd Widening	River Rd	Northern Riverlights Roundabout	Motts Creek	Add one travel lane in each direction for 4-lane divided roadway using existing shoulders, adjustments to existing driveway entrances, intersections, roundabouts, storm drain pipes, headwalls, pavement markings and signage, minor utility relocations, roadway lighting	No	Recommended-Unfunded: FY25-29 CIP (June 2024)	N/A	Wilmington
68	RW-67	Cape Fear Crossing	New Route on new location	I-140 Terminus at US 17 (Ocean Highway)	US 421 and Independence Blvd intersection	Construct new route on new location to include new river crossing over the Cape Fear River.	Yes, separated MUP	Feasibility Study H090287-AG	N/A	WMPO Board
69	RW-68	Heide Trask Bridge Replacement	US 74/76 (Heide Trask Bridge)	Summer Rest Road	US 74 (Salisbury St) at US 76 (Causeway Drive)	Replace Heide Trask Bridge	Yes, 10' MUP and Bike Lanes	2045 MTP	No	WMPO Staff (P 7.0)
70	RW-69	Kerr Avenue Widening	SR 1175 (Kerr Avenue)	Patrick Avenue	SR 1411 (Wrightsville Avenue)	Widen arterial from 2 to 4 lanes with a median	Yes, 5' Sidewalk/5' Bike Lane	2045 MTP, Feasibility Study H184383	No	WMPO Staff (P 7.0)
71	RW-70	NC 210 at Island Creek Road Intersection Improvements	NC 210 and SR 1002 (Island Creek Road)	N/A	N/A	Realign intersection to improve safety and efficiency	Yes, 5' Bike Lane/10' MUP	2045 MTP, ongoing feasibility study/express design	No	WMPO Staff (P 7.0)
72	RW-71	Oleander Drive Access Management Improvements	US 17/76 (Oleander Drive)	SR 1209 (Independence Blvd)	Greenville Loop Road	Access Management Improvements	Yes, 5' Sidewalk/5' Bike Lane	2045 MTP, submitted by NCDOT Division 3 in P 6.0	No	WMPO Staff (P 7.0)
73	RW-72	US 17 (Ocean Highway) Access Management	US 17 (Ocean Highway)	Carol-Lynn Drive NE	SR 1701 (Zion Church Road NE)	Provide access management along corridor.	10' MUP	2045 MTP	No	WMPO Staff (P 7.0)
74	RW-73	US 74/NC 133 Merge Lane Widening	US 74/NC 133 Merge Lane	US 421 SB	US 17/76 WB	Widen existing merge lane to two lanes	No	2045 MTP	No	WMPO Staff (P 7.0)
75	RW-74	Causeway Dr/Bob Sawyer Dr Intersection Improvements	Causeway Dr/Bob Sawyer Dr	N/A	N/A	Intersection Improvements	Yes, Crosswalk/Emergency Vehicle Egress Signal	N/A	N/A	Wrightsville Beach
76	RW-75	Causeway Dr/Island Dr Intersection Improvements	Causeway Dr/Island Dr	N/A	N/A	Intersection Improvements	Yes, Signalized Crosswalk	Submitted by NCDOT Division 3 in P6.0	N/A	Wrightsville Beach
77	RW-76	Stone St/Lumina Ave Intersection Improvements	Stone St/Lumina Ave	N/A	N/A	Intersection Improvements	Yes, Signalized Crosswalk	N/A	N/A	Wrightsville Beach
78	RW-77	W Columbia St/Lumina Ave Intersection Improvements	W Columbia St/Lumina Ave	N/A	N/A	Intersection Improvements	Yes, Signalized Crosswalk	N/A	N/A	Wrightsville Beach








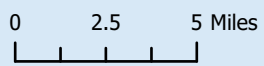
# Cape Fear Navigating Change 2050

## Draft Bicycle and Pedestrian Projects



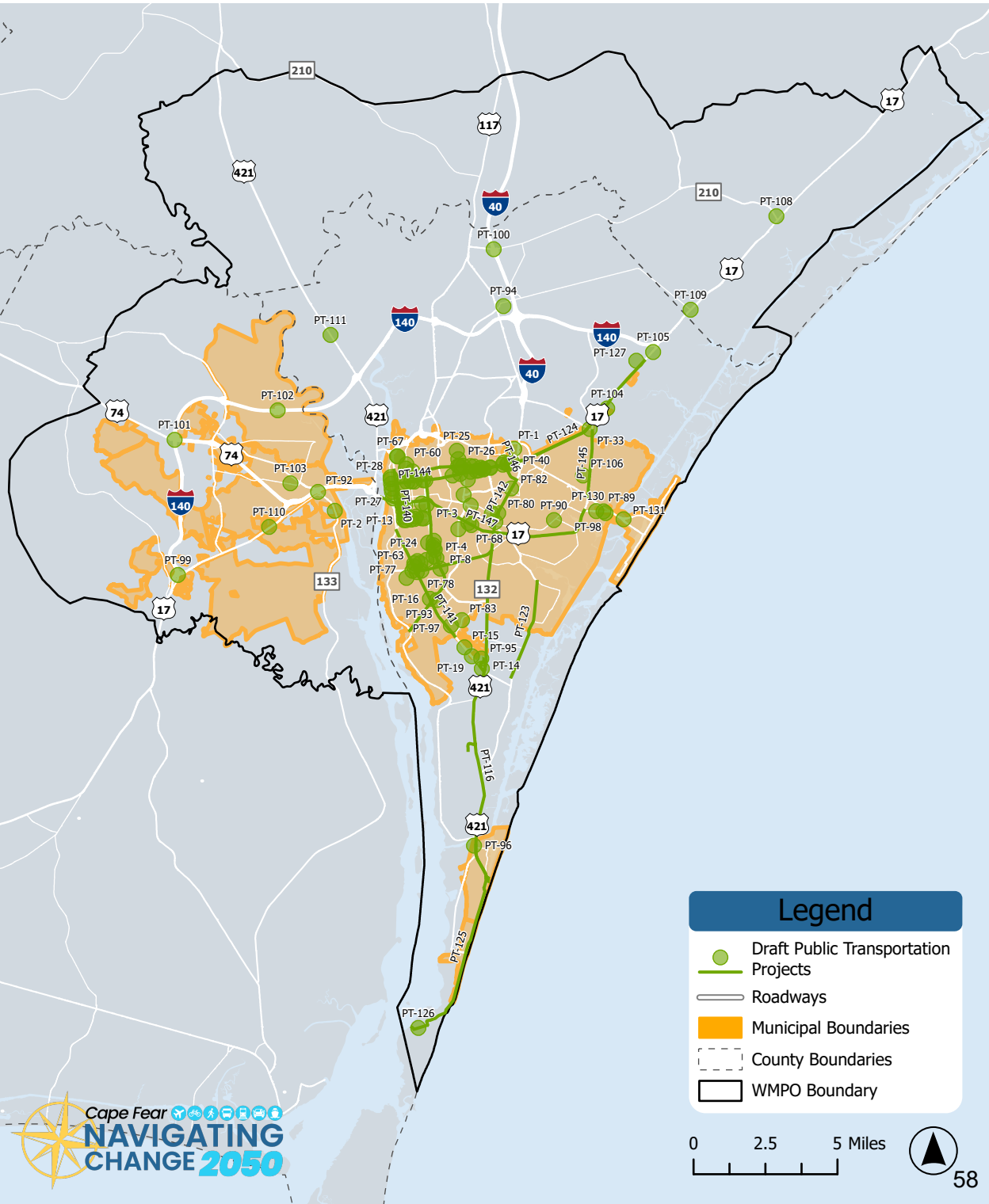
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-  Draft Bicycle and Pedestrian Projects
-  Roadways
-  Municipal Boundaries
-  County Boundaries
-  WMPO Boundary



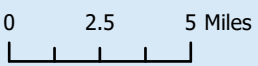
# Cape Fear Navigating Change 2050

## Draft Public Transportation Projects



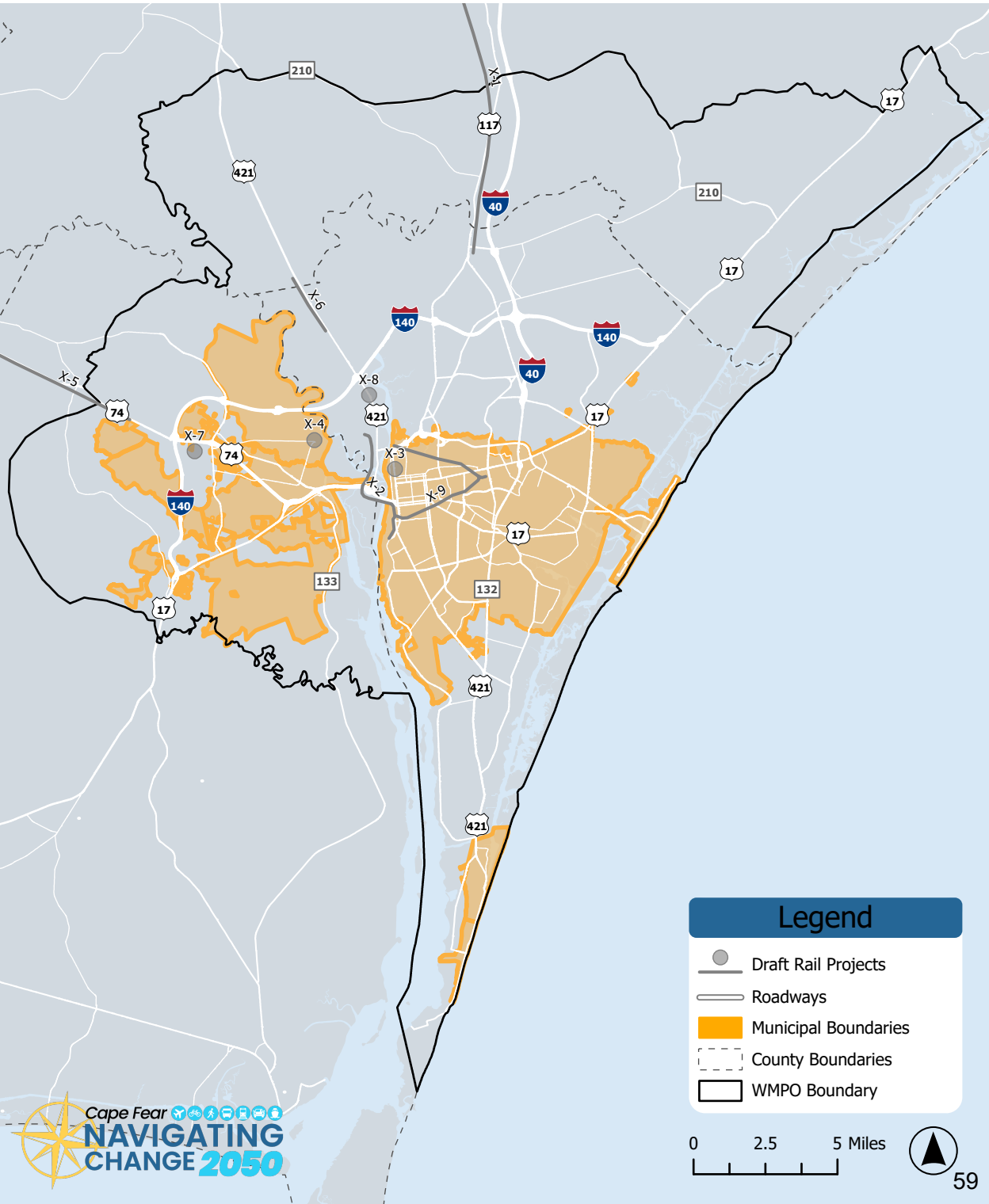
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- Draft Public Transportation Projects
- Roadways
- Municipal Boundaries
- County Boundaries
- WMPO Boundary



# Cape Fear Navigating Change 2050

## Draft Rail Projects



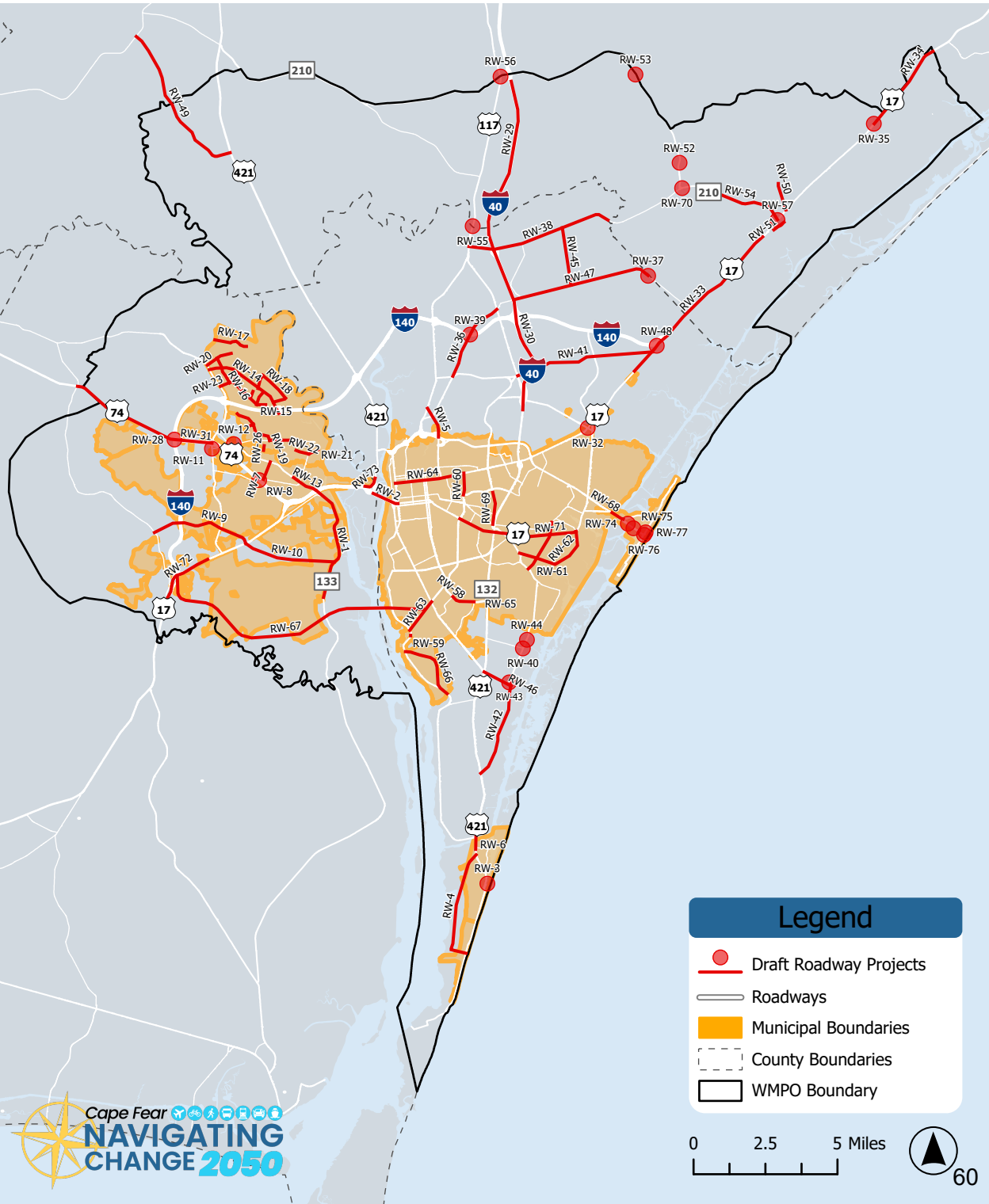
### Legend

- Draft Rail Projects
- Roadways
- Municipal Boundaries
- - - County Boundaries
- ▭ WMPO Boundary



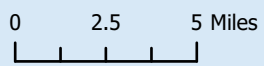
# Cape Fear Navigating Change 2050

## Draft Roadway Projects



### Legend

- Draft Roadway Projects
- Roadways
- Municipal Boundaries
- County Boundaries
- WMPO Boundary



## Links to Navigating Change 2050 Draft Modal Projects Web Maps

### **Bicycle and Pedestrian:**

<https://wilmingtonnc.maps.arcgis.com/apps/webappviewer/index.html?id=b1b58338601c47e8ba5be5f265b0406b>

### **Rail:**

<https://wilmingtonnc.maps.arcgis.com/apps/webappviewer/index.html?id=a1a7f8f6e6734b339ce111170f5c8a8b>

### **Roadway:**

<https://wilmingtonnc.maps.arcgis.com/apps/webappviewer/index.html?id=3ff2b6be21564b7492a225c62b2ac73a>

### **Public Transportation:**

<https://wilmingtonnc.maps.arcgis.com/apps/webappviewer/index.html?id=0baf82e4e94641f1806bf4553d7a618c>

**WILMINGTON URBAN AREA MPO**  
**May 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 April 2024, the MTP Technical Steering Committee (MTPC) adopted a vision and goals for Cape Fear Navigating Change 2050.
- In May 2024, the MTP Technical Steering Committee (MTPC) will be engaged in discussions on project funding as well as the development of modal performance metrics and scoring matrices through which projects will be scored for inclusion in the MTP.

**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 next steering committee meeting is scheduled for May 8, 2024.
- The second public outreach sessions will take place in late spring 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:
  - Navassa Community Center – Thursday March 14
  - Easter Egg Hunt at Belville Riverwalk Park – Sunday, March 24
  - Leland Town Hall – Tuesday, March 26
- A third and final steering committee meeting is scheduled for mid-June 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: 14 reviews
- New Hanover County Informal Plan Reviews: 1 review

- New Hanover Concept Reviews: 0 review
- Town of Leland Concept Plan Reviews: 0 reviews
- Town of Leland Formal Reviews: 2 reviews
- Town of Leland Informal Reviews: 3 reviews
- 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: 9 reviews
- Pender County Informal Reviews: 2 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 61 reviews (4 new, 43 on-going)
- City of Wilmington Informal Reviews: 22 reviews (17 new, 5 on-going)
- City of Wilmington Concept Reviews: 1 review (1 new, 0 on-going)
- City of Wilmington Full Releases: 3

**TIA Reviews: 29 total active (3 new; 26 under review; 3 approved)**

- New Hanover County 6 (0 new, 6 under review, 1 approved),
- City of Wilmington 9 (0 new, 9 under review, 0 approved, 0 waiver),
- Carolina Beach 1, (1 new, 0 under review, 0 approved),
- Town of Belville 0,
- Town of Leland 3 (1 new, 2 under review, 0 approved),
- Town of Navassa 1, (0 new, 1 under review, 0 approved),
- Pender County 7 (1 new, 6 under review, 2 approved) and
- Brunswick County 2 (0 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:**

- Received Construction Authorization from NCDOT and Notice to Proceed (NTP) from NCDOT (U-5534Q & EB-6028) on February 8, 2023
- Advertise U-5534Q and EB-6028 on March 8, 2023
- Pre-Bid Meeting on March 21, 2023
- Bid Opening (LET) on April 13, 2023
- One (1) bid submitted and rejected (May 16, 2023 Council Meeting) due to Over/Under difference with Engineer’s Cost Estimate.

- Re-advertise w/ EB-6028 on May 18th
- Bid Opening (LET) on June 8, 2023
- One (1) bid submitted and rejected due to excessive cost(s)
- Revised bid schedule set for September 6th
- Two (2) bids received on September 6th, the city and NCDOT agreed to proceed.
- An Ordinance and resolution for award of construction contract was approved at the November 8th City Council meeting.
- The PRE-CON\_CONCURRENCE REQUEST – CONSTRUCTION was submitted into NCDOT EBS System and approved by NCDOT.
- The project was awarded to the low bidder; Morgan Trucking and General Construction Inc.
- They are presently working through the contract documentation requirements.
- Once completed, a Pre-Construction meeting will be held accordingly.
- The PS\_CEI COST spreadsheet was submitted into NCDOT EBS System and waiting approval from NCDOT. Received Approval from NCDOT on 1/22/24.
- NCDOT requested a Draft of Contract for their approval to proceed. (Draft was submitted on 1/30/24 into EBS System)
- NCDOT approved Draft Contract and Final Contract Documents.
- They also approved Project Submittal Documents.
- 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.
- 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:**

- Right Angle provided the 90% plans
- 90% plans and contract documents have been submitted to NCDOT
- CE Document has been approved
- Right-of-way authorization approved
- The consultant is proceeding with the right-of-way acquisition.
- Proposed property valuations have been submitted and have been approved by NCDOT.
- Letters to property owners have been mailed to initiate the acquisition process.
- Construction fund authorization request will occur next federal fiscal year
- The Town has acquired and recorded 1 of the 3 necessary easements.
- Negotiations are underway for the other easements.

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

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

### **Project Status and Next Steps:**

- Design contract approved May 5, 2021, by City Council and execution is complete.
- Design kick-off meeting held July 23, 2021, with Wilmington Fire Department, Traffic Engineering and Davenport Staff.
- The project is currently estimated over budget and City staff has begun process of requesting additional funding through WMPO.
- City has requested a 2-year extension from NCDOT to allow for request for funds, 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
- The Town signed a supplemental agreement April 17, document is back to NCDOT for signatures.

- The Town, with Kimley Horn, held a public meeting April 23.

## **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 11<sup>th</sup> Street to minimize utility and tree impacts anticipated from new alignment on Hall and 11<sup>th</sup> 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 11<sup>th</sup> 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.
- 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:**

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

#### **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 May 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 May 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- 21<sup>ST</sup> STREET/MARKET HAWK SIGNAL**

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

#### **Project Status and Next Steps:**

- NCDOT has approved the 100% project plans
- Received Construction Authorization from NCDOT and NTP from NCDOT (U-5534Q & EB-6028) on February 8, 2023
- Advertise U-5534Q and EB-6028 on March 8, 2023
- Pre-Bid Meeting on March 21, 2023
- Bid Opening (LET) on April 13, 2023
- One (1) bid submitted and rejected (May 16, 2023 Council Meeting) due to Over/Under difference with Engineer's Cost Estimate.
- Bid opening held April 13, 2023
- One (1) bid submitted and rejected due to excessive cost(s)
- Revised bid schedule set for September 6th
- Two (2) bids received on September 6th, the city and NCDOT agreed to proceed.
- An Ordinance and resolution for award of construction contract was approved at the November 8th City Council meeting.
- The PRE-CON\_CONCURRENCE REQUEST – CONSTRUCTION was submitted into NCDOT EBS System and approved by NCDOT.
- The project was awarded to the low bidder; Morgan Trucking and General Construction Inc.
- They are presently working through the contract documentation requirements.
- Once completed, a Pre-Construction meeting will be held accordingly.
- The PS\_ CEI COST spreadsheet was submitted into NCDOT EBS System and waiting approval from NCDOT. Received Approval from NCDOT on 1/22/24.
- NCDOT requested a Draft of Contract for their approval to proceed. (Draft was submitted on 1/30/24 into EBS System)
- NCDOT approved Draft Contract and Final Contract Documents.
- They also approved Project Submittal Documents.



- 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.

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

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

**Project Status and Next Steps:**

- Project closed out in April.
- Final invoices and NCDOT administrative fees paid.

**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.

## **TRANSPORTATION DEMAND MANAGEMENT PROGRAM**

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

### **Go Coast current initiatives and project status:**

1. Go Coast Committee - The next Go Coast committee meeting will occur on May 16, 2024, at 3 PM. This will serve as a kickoff meeting for developing the latest update to the short-range TDM plan, Cape Fear Change In Motion 2020.
2. TDM strategies during the Cape Fear Memorial Bridge Preservation Project – To support the community during upcoming bridge lane closures, WMPO staff has pursued a two-prong approach to area employers as well as WMPO member jurisdictions and the public. For employer outreach, staff have created a Commuter Friendly Employer toolkit which contains information on TDM strategies and how employers can support their usage. Staff have met with employers in New Hanover and Brunswick counties and employers on the Go Coast committee have been briefed as well. Additionally, staff has contacted all WMPO member jurisdictions to discuss a communications toolkit for promoting TDM strategies to area residents.

The WMPO has partnered with Wave Transit on a project with support from NCDOT to expand RideMICRO services in Zone 1 (serving Brunswick County) and promote transportation demand management to mitigate traffic congestion. NCDOT has agreed to fund \$500,000 in congestion mitigation efforts during eastbound and westbound lane closures. An additional vehicle has been added to RideMICRO Zone 1 to expand service and hours, and WMPO and Wave staff are working on marketing efforts to promote this service in addition to TDM strategies. Promotions are being posted via billboards, social media and Google advertising, and advertising with local media partners including WECT, Port City Daily, WHQR, and The Penguin radio. Wave and WMPO staff are continuing to monitor traffic impacts to implement strategies that are both helpful and fiscally responsible.

3. 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 during the WMPO’s 2024 outreach.



## Cape Fear Public Transportation Authority May 2024 Update

### **North Carolina Public Transportation Association Annual Conference Recap**

Several Wave Transit staff participated in the NCPTA Drivers Rodeo and Annual Conference in early April. This event brings together more than 500 attendees from all areas of public transportation in North Carolina including operators, managers, vendors and representatives from the Federal Transit Administration (FTA), the Community Transportation Association of America (CTAA) and the North Carolina Department of Transportation Integrated Mobility Division (NCDOT IMB). Sessions, exhibits and demonstrations covered technology, operations, maintenance, ADA, fleets, and other related transit topics. Wave Transit was recognized by the Regional FTA Administrator during a session for its efforts in supporting deployment of zero-emission and low-emission transit buses through the acquisition of five small CNG buses under the FTA Low-No Emission Grant Program with these buses scheduled to be delivered in the summer of 2024.



### **Wave Shuttle Service Supporting the 2024 North Carolina Azalea Festival**

Wave provided shuttle service for the North Carolina Azalea Festival Parade and Street Fair on Saturday, April 6 to support this major regional event that attracts thousands to downtown Wilmington. Shuttles connected a park-and-ride at Independence Mall with downtown Wilmington, providing an easy and stress-free way to attend the multitude of events on that day. Nearly 300 passengers took advantage of this service riding on Wave's light transit vehicles. Special thanks to all the Wave staff who worked this special event making this service possible to the community.



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

The Reimagine Wave Transit Short-Range Plan will be completed in May and considered for adoption by the Wave Transit Board at their May 23 meeting. Public outreach will continue through May 10 and service and route recommendations will be finalized under three funding scenarios including budget neutral (maintaining the current FY24 level of funding), a 30% reduction and a 30% increase. If the Plan is approved, a public hearing will be held in the summer or early fall by the Wave Transit Board on the specific route and schedule changes that would take effect in late 2024 or January 2025.



## **Wave Transit Cape Fear Bridge Mitigation Project**

Funded through the NCDOT, Wave continued its expanded RideMICRO services connecting north Brunswick County with downtown Wilmington with additional hours and additional capacity in Zone 1. Additionally, Wave collaborated 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 month of April 2024 increased exponentially compared to April 2023 with ridership more than doubling to 387 from 163.

## **Ridership Update**

For April 2024, Wave Transit's fixed-route services had 63,152 trips and RideMICRO had 1,775 trips for the month. Comparing April 2024 to April 2023, RideMICRO ridership increased 9% as the overall Wave ridership increased 13%.

**WMPO MAY PROJECTS IN DEVELOPMENT**

<b>Project Manager</b>	<b>Contract Type</b>	<b>TIP</b>	<b>Description</b>	<b>County</b>	<b>*SAP Let Date (year.month.date)</b>
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	<b>2025.09.18*</b>
Derek Pielech	LET	15BPR.142	BRIDGE PRESERVATION. BRIDGE 090096 OVER US 74 & US 76 ON US 17; BRIDGE 090198 OVER ICW & NC 179 ON SR 1172.	BRUNSWICK	2026.09.15
Trace Howell	DDRL	U-5710	US 74 (EASTWOOD ROAD) SR 1409 (MILITARY CUTOFF ROAD) INTERSECTION - CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE.	NEW HANOVER	2026.09.15
Trace Howell	DDRL	U-5734	US 421 (SOUTH FRONT ST.) FROM US 17 BUSINESS/US 76/US 421 (CAPE FEAR MEMORIAL BRIDGE) TO US 421 (BURNETT BOULEVARD) WIDEN TO MULTI-LANES.	NEW HANOVER	2027.06.15
Trace Howell	DDRL	U-5792	US 74 (MARTIN LUTHER KING JR. PARKWAY) AT US 117/NC 132 (COLLEGE ROAD). CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	NEW HANOVER	2027.06.15
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
Derek Pielech	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
Eric Murray	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
Krista Kimmel	DDRL	U-3338C	SR 1175 (KERR AVENUE) INTERCHANGE AT US 74 (MARTIN LUTHER KING JR PARKWAY).	NEW HANOVER	2028.06.20

**WMPO MAY PROJECTS IN DEVELOPMENT**

<b>Project Manager</b>	<b>Contract Type</b>	<b>TIP</b>	<b>Description</b>	<b>County</b>	<b>*SAP Let Date (year.month.date)</b>
Krista Kimmel	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
Krista Kimmel	DDRL	U-4902C	US 17 BUSINESS (MARKET STREET) FROM NORTH OF US 117/NC 132 (COLLEGE ROAD) TO STATION ROAD & INTERCHANGE.	NEW HANOVER	2029.08.21
Raleigh	DDRL	U-6199	VARIOUS, WILMINGTON CITYWIDE SIGNAL SYSTEM.	NEW HANOVER	2030.01.15
Krista Kimmel	DPOC	U-6201	SR 1175 (KERR AVENUE) FROM SR 1411 (WRIGHTSVILLE AVENUE) TO US 76 (OLEANDER DRIVE). CONSTRUCT ROADWAY ON NEW LOCATION.	NEW HANOVER	2030.01.17
Krista Kimmel	DDRL	U-4434	WILMINGTON, INDEPENDENCE BLVD EXT FROM RANDALL PARKWAY TO MARTIN LUTHER KING, JR. PARKWAY.	NEW HANOVER	2030.12.17
Trace Howell	DDRL	U-5732	US 17 FROM SR 1582 (WASHINGTON ACRES ROAD) TO VISTA LANE. CONVERT TO SUPERSTREET.	PENDER	2031.01.21
Trace Howell	DDRL	U-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
Krista Kimmel	DDRL	U-4902B	US 17 BUSINESS (MARKET STREET) FROM THE CSX RAILROAD TO CINEMA DRIVE AND FROM JACKSONVILLE STREET TO NORTH OF US 117/NC 132 (COLLEGE ROAD).	NEW HANOVER	FY

WMPO MAY PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
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: 05/03/2024

PO: WMPO

Contact: Michelle Howes, [mnhowes@ncdot.gov](mailto:mnhowes@ncdot.gov), 910.341.2001



**WMPO APRIL PROJECTS UNDER CONSTRUCTION**

Contract Number	Resident Eng	TIP/WBS /Program	County	Description	*Estimated Completion (year.month.date)	Percent Complete
<b>C204319</b>	Joshua Pratt	U-4902D	New Hanover	SUPERSTREET MEDIAN ON MARKET STREET (US 17 BUS) FROM MARSH OAKS DRIVE TO LENDIRE DRIVE.	2024.11.15	67.74%
<b>C203980</b>	Joshua Pratt	U-4751	New Hanover	MILITARY CUTOFF ROAD EXTENSION FROM MARKET STREET TO THE WILMINGTON BYPASS WITH AN INTERCHANGE AT THE BYPASS.	2024.06.30	96.50%
<b>DC00439</b>	Joshua Pratt	U-5914	Brunswick	NC 133 IN BELVILLE FROM SR 1551 (BLACKWELL ROAD) TO SR 1554 (OLD RIVER ROAD).	2024.07.06	63.03%
<b>C204747</b>	Joshua Pratt	U-5710A	New Hanover	DRYSDALE DRIVE EXTENSION FROM MILITARY CUTOFF ROAD AT DRYSDALE TO US 74.	2025.03.04	64.51%
<b>C204553</b>	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	43.32%
<b>C204902</b>	Joshua Pratt	15BPR.102	New Hanover	CAPE FEAR MEMORIAL BRIDGE REHABILITATION	2024.06.28	56.54%
<b>C204331</b>	Joshua Pratt		New Hanover	BANKS CHANNEL BRIDGE PRESERVATION	2024.05.31	83.66%

\*Dates are subject to change.

**WMPO MAY RESURFACING PROJECTS**

Contract Number	Contract Year	County	Routes	*Estimated Completion (year.month.date)	Percent Complete
C204720	2024	PENDER	I-40 FROM WEST OF US-117 (MM-388) TO NC-210 (MM-408).	2024.06.01	70.00%
DC00425	2023	BRUNSWICK, NEW HANOVER, PENDER	ADA VARIOUS SECONDARY - DIVISION 3 WIDE.	2024.06.30	85.00%
DC00426	2023	NEW HANOVER	RESURFACING AND PAVING PRESERVATION.	2024.04.24	91.08%
C204833	2024	NEW HANOVER, PENDER	I-40 RESURFACING FROM MM-420 TO MM-408 AT NC-210.	2025.09.15	14.54%
DC00445	2024	BRUNSWICK	VAROUS ROUTES.	2025.05.16	57.44%
DC00437	2024	NEW HANOVER	RESURFACING VARIOUS ROUTES.	2025.05.16	0.00%
C204866	2024	BRUNSWICK	I-140 RESURFACING FROM US-17 TO NORTH OF US-74.	2025.06.15	0.00%
DC00431	2024	BRUNSWICK	NC 130 & VARIOUS ROUTES.	2024.05.31	0.00%

Go!NC Portal for public information: [HMIP](https://ncdot.maps.arcgis.com/apps/mapviewer/index.html?webmap=441c2ce81ebf42faa77f3e47f5e6a97e) (Highway Maintenance Improvement Program) GIS maps  
<https://ncdot.maps.arcgis.com/apps/mapviewer/index.html?webmap=441c2ce81ebf42faa77f3e47f5e6a97e>

**Update provided:**

**05/03/2024**

**PO: WMPO**

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STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J.R. "JOEY" HOPKINS  
SECRETARY

MAY 2024

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

May IMD UPDATES WILMINGTON MPO

May 2024

**FY 24 Carolina Beach bicycle and Pedestrian Plan:** The Carolina beach bicycle and pedestrian plan has kicked held their first steering committee meeting with a survey to the general public launching soon. The first public engagement event will be held during the farmers market, Saturday June 8<sup>th</sup>. VHB will have a tent during the event to talk with residents about their goals and priorities for this plan.

**2024 Bicycle Helmet Initiative:** This year's Bicycle Helmet Initiative has officially ended with about 157 organizations awarded and 12,500 helmets awarded across the state. Please be aware that organizations who've been awarded must complete the reporting requirements. Additional information is located on our website.

**National Bike & Roll to School Day:** May is National Bike Month. NCDOT has an event guideline to help schools organize for a Walk/Bike to school day. Many schools across the state have registered to be a part of the national bike/ walk to school day happening May 8<sup>th</sup> this year. Please reach out to the organization if you need help registering or share with respective partners.

Sincerely,

Kim Nguyen  
Regional Planner- Coastal Plains  
Integrated Mobility Division

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STATE OF NORTH CAROLINA  
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SECRETARY

May 2024

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NCDOT Transportation Planning Division  
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MAY TPD UPDATES WILMINGTON MPO

May 2024

**Wilmington Model:** The Wilmington TDM SE Data has been completed. There was an SE Data presentation made to the Wilmington MPO Board on May 1<sup>st</sup>. The last step is the future year scenario, and we plan to complete that in June/July of this year. After that, the model will be released to the MPO for MTP testing. The model will become official when the MPO adopts the MTP.

**Brunswick County Comprehensive Transportation Plan (CTP):** The CTP is complete. All local adoptions occurred between February through April of this year. The NCDOT BOT adopted the CTP on May 1<sup>st</sup>.

**Pender County Comprehensive Transportation Plan (CTP):** The last meeting was on April 23<sup>rd</sup> where the committee approved various deliverables. The survey will be released on June 1<sup>st</sup> and closes on September 1<sup>st</sup>. Currently, the committee is working on survey outreach and advertisement for the survey before and during its release.

**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.driveNC.gov) | [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:**

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TRANSPORTATION PLANNING DIVISION  
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*Customer Service:* 1-877-368-4968

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

*Location:*  
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To learn more, click on the following links:

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