



WILMINGTON URBAN AREA Metropolitan Planning Organization

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Members:

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR
Public Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

The mission of the Wilmington MPO is to develop and implement a comprehensive multi-modal transportation plan that supports the existing and future mobility needs and economic vitality of the Wilmington Urban Area. This shall be accomplished by protecting the environment, safe guarding the social equity, improving the quality of life for the citizens of the community, improving the local economy and providing for the safe and efficient mobility throughout the region. This is achieved through the long range transportation planning process which includes a comprehensive, continuous and cooperative approach from citizens and participating members.

Meeting Agenda

Wilmington Urban Area MPO
Transportation Advisory Committee

TO: Transportation Advisory Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: January 25, 2013
SUBJECT: January 30th Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, January 30th at 4 pm. The meeting will be held in the Lord Spencer Compton Conference Room at City Hall in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
 - a. 11/26/12
 - b. 12/12/12
- 3) Public Comment Period
- 4) Presentations
 - a. Cape Fear Public Transportation Route Restructuring, Megan Matheny, CFPTA
 - b. Transportation Demand Management, Adrienne Harrington, WMPO
- 5) Old Business
- 6) New Business
 - a. Election of Officers
 - b. Resolution supporting a study of a greenway between Fayetteville and Wilmington
 - c. Resolution supporting the City of Wilmington's application for the 2013 Parks and Recreation Trust Fund (PARTF) grant
 - d. Resolution requesting the North Carolina Department of Transportation provide funding to assist with the construction of a walkway under the Hiede-Trask drawbridge
 - e. Resolution requesting US 421 be designated as a Strategic Highway Corridor between Wilmington and Dunn
 - f. Resolution adopting the Alderman Elementary Safe Routes to School Plan
 - g. Resolution supporting "No Thru Truck" restriction on certain streets in the City of Wilmington

- h. Opening of 30-day public comment period on the 2014 Unified Planning Work Program
- i. Creation of the Crossing over the Cape Fear River Work Group
- 7) Discussion
 - a. Workshop Date (Merger Discussion and NCDOT Division 3 Organization)
 - b. Metropolitan Transportation Plan
 - c. Transportation Alternatives Funding Discussion
 - d. MPO/RPO Ethics Information
- 8) Updates
 - a. City of Wilmington/Wilmington MPO
 - b. Cape Fear Public Transportation Authority
 - c. NCDOT
- 9) Announcements
 - a. Wilmington MPO Bike/Ped meeting- December 20th
- 10) Next Meeting –February 27, 2013

Attachments:

- Minutes 11/26/12 meeting
- Minutes 12/12/12 meeting
- Resolution supporting a study of a greenway between Fayetteville and Wilmington
- Resolution supporting the City of Wilmington’s application for the 2013 Parks and Recreation Trust Fund (PARTF) grant
- Conceptual design for a walkway under the Hiede-Trask drawbridge
- Resolution requesting the North Carolina Department of Transportation provide funding to assist with the construction of a walkway under the Hiede-Trask drawbridge
- Resolution requesting US 421 be designated as a Strategic Highway Corridor between Wilmington and Dunn
- Alderman Elementary Safe Routes to School Plan (www.wmpo.org)
- Resolution adopting the Alderman Elementary Safe Routes to School Plan
- Map of Proposed “No Through Truck” Restrictions
- Resolution supporting “No Thru Truck” restriction on certain streets in the City of Wilmington
- Draft 2014 Unified Planning Work Program
- Transportation Alternatives Funding Options
- MPO/RPO Ethics Information
- City of Wilmington/Wilmington MPO Project Update (December 2012)
- Cape Fear Public Transportation Authority Update
- NCDOT Project Update

Workshop Meeting Minutes
Wilmington Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Date: November 26, 2012

Members Present:

Laura Padgett, Chair, City of Wilmington
Dean Lambeth, Vice-Chair, Town of Kure Beach
Pat Batleman, Town of Leland
Bill Sisson, Town of Wrightsville Beach
Jonathan Barfield, Cape Fear Public Transportation Authority
Earl Sheridan, City of Wilmington
Brian Berger, New Hanover County
Trip Sloan, NC Board of Transportation
David Williams, Pender County

Staff Present:

Mike Kozlosky, Executive Director
Tara Murphy, Associate Transportation Planner
Suraiya Rashid, Associate Transportation Planner
Bill McDow, Staff Engineer

1. Call to Order

Ms Padgett called the meeting to order at 9:07 AM.

2. Public Comment Period

Mr. Michael Beckle addressed members regarding the geology of the area with regard to building a major structure crossing the Cape Fear River. He noted that it was very important for the state to look at the area's topography to make sure they would not be adversely affecting the aquifers and potentially create sinkholes.

4. Crossing over the Cape Fear River

Mr. Bobby Lewis, NCDOT Chief of Staff's gave a presentation on the Crossing over the Cape Fear River and the status of the project to date. The presentation agenda included information on the Environmental Document, the purpose and need for the project, the alternatives that are currently being looked at and the challenges associated with the project.

Mr. Lewis told the member that the Environmental Document will examine several options. Those options include no-build, replacement of the existing Cape Fear Memorial Bridge with a high rise structure or a new moveable structure. It will also examine crossing to the south of the port, and a tunnel option. He noted that the environmental document is currently at a standstill. He told members if the TAC were to support moving forward with the document, a record of decision could be complete by the fourth quarter of 2015 and after funding is secured, the estimated construction time would be five years.

Mr. Lewis discussed the purpose and need for the project and showed a video of the travel volumes currently experienced on the Cape Fear Memorial Bridge, as well as, the forecasted volume for 2035. He noted that capacity of the current structure at Level-of-Service E is 56,000 vehicles per day. In 2035, volume is forecasted to be 103,000 vehicles per day.

Mr. Lewis told members the Environmental Document will study several alternatives. It will be able to look at every one of the scenarios and try to predict what traffic volume will be in a certain design year and how it will affect other systems. He noted that a new location bridge will require four lanes (2 in each direction) to carry 2035 traffic volumes. The high cost for the project is driven by the shipping channel span requirements for a bridge. Upgrade to the Cape Fear Memorial Bridge will require a 8 to 10 lane facility and it would come down at 5th Street.

Ms. Padgett asked DOT staff to describe what has to be done on both the east and west sides of the river to upgrade the Cape Fear Memorial Bridge to an 8-lane facility. Mr. Kozlosky noted that the work has already started on the widening the existing 17/74/76 interchange in Brunswick County. Improvements will also need to be made on US 421 through to the Port. He noted that the improvements would create significant impacts to historic structures, businesses and homes. Those types of issues are taken into consideration as part of the Environmental Document. That location will also have some wetland impacts around the bridge touchdown point.

Dr. Sheridan asked if members would be able to see that data as it is developed. Mr. Lewis said that as the environment process moves forward, there will be public hearings and public input where that information is shared with the public following decision points along the way.

Mr. Barfield asked what would be the impact to the citizens living along 5th Street and the costs involved for that location. Mr. Lewis said that there would be impacts and it would depend on the type of transition into the current infrastructure. He told members the cost for right-of-way to upgrade the Cape Fear Memorial Bridge will likely be more than construction when trying to tie into 5th Street. He said he encouraged members to support continuing work on the Environmental Document. The Department needs that information to go forward so that they have answers to all those questions. Ms. Padgett asked when the Environmental Document was paused. Mr. Lewis told members it was paused in 2010. Ms. Padgett said she was expecting to see the information at this workshop that was compiled in the four years before the study was paused. She stated that TAC members need to see that information to help make the decision on how best to support getting people across the Cape Fear River.

Mr. Barfield asked, in relation to a skyway bridge, what is the difference in cost between replacing the bridge now to 8-lanes versus the skyway. He noted that it seems like we are trying to accommodate growth that is taking place in Brunswick County; but, the greatest impact on people will happen in New Hanover County. He would not like to have citizens here adversely affected by growth taking place across the river. He suggested that we should find a way to lessen that impact by finding an area that doesn't have as many people in it with homes that have relocated and historic structures torn down. He told members upgrade to the Cape Fear Memorial Bridge will have too great of an impact on the citizens in New Hanover County. Mr. Lewis stated in a rough-comparison estimate, the cost for a new crossing would be about \$650 million in comparison to about \$450 million for just the construction.

Mr. Sloan told members until we have the final Environmental Document in hand, we won't have all the facts and information in hand to make a decision. The best thing we could do is to move forward to complete the Environmental Document so that we can have the answers and information needed to sit down and talk about what the community thinks is the best option for the future.

Mr. Lewis reminded members that the data from the Environmental Document will lead to a conclusion on the best route for construction and he would encourage them to support continuing the Environmental Document to see where the conclusion and the data will lead.

Mr. Sisson asked that the merger team members remember to look at plans from the various communities for their economic development and take that into consideration when making their determination. Ms. Batleman noted that the City of Wilmington has a Tier II Redevelopment Plan which encompasses Dawson and Wooster Streets and the surrounding area and is sure they desire that information to be considered. She said the Town of Leland is also growing. They don't want to see their town split in half and the northern alignment is not something the Town of Leland can work with.

Mr. Lewis reviewed the challenges for the project. They include consideration for the growth taking place in New Hanover and Brunswick County, along with environmental consideration. Other challenges include identifying the optimal transportation solution that has consensus support and funding for the project. Mr. Lewis told members that he would recommend continuing the Environmental Document. He suggested that the MPO also form a small work group to ensure the study and the alternatives meet local expectation. He told members he feels the most successful plan we can have is a local plan.

Mr. Kozlosky told members staff will bring a resolution requesting NCDOT to restart the Environmental Document process to the next TAC meeting.

5. Adjournment

With no further business, the meeting was adjourned at 10:50 AM

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 ON A COMPACT DISC AS PART OF THIS RECORD.**

Meeting Minutes
Wilmington Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Date: December 12, 2012

Members Present:

Laura Padgett, Chair, City of Wilmington
Dean Lambeth, Vice-Chair, Town of Kure Beach
Pat Batleman, Town of Leland
Bill Sisson, Town of Wrightsville Beach
Earl Sheridan, City of Wilmington
Mike Alford, NC Board of Transportation
Frank Williams, Brunswick County
Steve Shuttleworth, Carolina Beach
Joe Breault, Town of Belville

Staff Present:

Mike Kozlosky, Executive Director
Tara Murphy, Associate Transportation Planner
Suraiya Rashid, Associate Transportation Planner
Bill McDow, Staff Engineer
Adrienne Harrington, Transportation Planner

1. Call to Order

Ms Padgett called the meeting to order at 4:05 PM.

2. Approval of Minutes:

The minutes from the October 31, 2012 meeting were approved unanimously.

3. Public Comment Period

Mr. Andy Koeppel addressed members regarding the proposed MPO boundary expansion. He told members that he endorsed the boundary as proposed and would encourage members to pass the resolution.

Ms. Karen Reese, with Intercoastal Reality, addressed members regarding the path of a bridge to cross the Cape Fear River. She told members she has several listings in the Brunswick Forest community. It has come to her attention that the Skyway connector is a possibility and they are looking for information regarding at what point they should be disclosing that information to prospective buyers.

Ms. Padgett noted that at this point we do not know. The TAC does not have the information from the decision document which is the Environmental Document for all of routes proposed for the crossing the river. She told Ms. Reese those potential routes are shown on the WMPO website. Until the Environmental Document is complete, no one will know which route has been chosen. A resolution requesting completion of that Environmental Document is on today's agenda.

4. Presentations

a. 2040 Metropolitan Transportation Improvement Program

Ms. Rashid gave a presentation on the proposed process for updating the *Cape Fear Commutes 2035 Long Range Transportation Plan*. She noted that the Long Range Transportation Plan has undergone a name change and is now referred to as the Metropolitan Transportation Plan (MTP). She reviewed the MTP plan requirements, feedback from FTA and FHWA on the Cape Fear Commutes Plan 2035 plan, the proposed roles for creating a 2040 plan and the proposed process for going forward with the creation of the 2040 Metropolitan Transportation Plan. She told members there will be regular updates and TAC members will have opportunities to comment on the process as the 2040 Metropolitan Transportation Improvement Program plan is developed.

5. Old Business

No items

6. New Business

a. Resolution adopting the Wilmington MPO Planning Area Boundary

Mr. Kozlosky told members at the direction of the TAC, the MPO boundary expansion will include the area in Pender County bordered by NC 210. The boundary will also expand from where the current boundary stops at Sloop Point Road up to and will abut the Town of Surf City, but does not include the town. The expansion does not require amendments to the current Bylaws.

Mr. Frank Williams made the motion to adopt the Wilmington MPO Planning Area Boundary. Mr. Lambeth seconded the motion and it carried unanimously.

b. Resolution adopting amendments to the WMPO's Bicycle and Pedestrian Committee Bylaws

Ms. Rashid told members that the Bike/Ped Committee decided to restructure their focus and re-define their role as a committee. They wanted to change the committee's objectives to reflect a more regional perspective for the MPO. The amendments to the bylaws reflect those changes.

Mr. Lambeth made the motion to adopt the amendments to the WMPO's Bicycle and Pedestrian Committee Bylaws. Mr. Frank Williams seconded the motion and it carried unanimously.

c. Resolution Supporting the City of Wilmington's application for the 2013 Recreational Trails Program grant

Mr. Kozlosky told members the City of Wilmington is applying for the 2013 Recreational Trails Program grant and is requesting support from the TAC for construction of Phase I of a multi-use trail along Park Avenue. The project is included in the *Cape Fear Commutes 2035 Long Range Transportation Plan* and is also the number 2 priority in the *Draft Wilmington/New Hanover County Comprehensive Greenway Plan*.

Dr. Sheridan made the motion to adopt the resolution supporting the City of Wilmington's application for the 2013 Recreational Trails Program grant. Mr. Breault seconded the motion and it carried unanimously.

d. Resolution commending the North Carolina General Assembly and NCDOT on developing and adopting a data-driven prioritization process for transportation improvement projects

Ms. Padgett told members that the resolution recognizes and commends the General Assembly and NCDOT for developing and adopting a data-driven prioritization process to select transportation projects.

Mr. Sisson made the motion to commend the North Carolina General Assembly and NCDOT on developing and adopting a data-driven prioritization process for transportation improvement projects. Dr. Sheridan seconded the motion and it carried unanimously.

e. Resolution requesting NCDOT/NCTA complete the environmental document to determine the best transportation solution to cross the Cape Fear River

Mr. Frank Williams told members he had some minor amendments he would like to propose for the resolution. He said his revisions include adding the Isabel Homes Bridge to the second paragraph because that is where half the traffic jams occur, and in third paragraph he proposed to add "make the most efficient use of taxpayer dollars". In the last paragraph, to clarify that we want information on all available options and not just for them to bring back one option, he said that he also change the wording to:

"Now Therefore, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee request the North Carolina Department of Transportation and North Carolina Turnpike Authority complete the environmental document and provide the Transportation Advisory Committee with detailed information on all available options for a crossing over the Cape Fear River so the Transportation Advisory Committee can make a fully informed recommendation."

Mr. Frank Williams made a motion to amend the resolution to reflect his proposed changes. Ms. Batleman seconded his motion.

Ms. Padgett asked Mr. Williams and Ms Batleman if they would object to including the request to see all the information from the environmental assessment and that members are allowed to see all the information detailing all options in their assigned order of recommendation. She suggested that members should see the scores so the TAC can agree or decide that we would be willing to forgo some of the items that they scored if we were to pick a different option.

Mr. Kozlosky told members the Environmental Document or the determination document only provides one "least environmentally damaging practical alternative". The environmental review involves several steps or screenings to work through the process. Those steps include a high-level screening, a more detailed screening, and then even a more detailed screening which help to eliminate some of the alternatives. There are about 15 different alternatives that are currently on the table and as the document is developed and the data is analyzed, the environmental document determines the one they consider as the least environmentally damaging practical alternative. That least environmentally damaging practical alternative would be the alternative that came out of the environmental review. It is also important to point out that the TAC would not make the

decision on the corridor. That would be done by the Merger Team, which is a group of individuals from Fish and Wildlife, the Army Corp of Engineers, NCDOT, the MPO and the other environmental review agencies who developed the Environmental Document. The resolution is asking the TAC to support the Department of Transportation and the Turnpike Authority in determining what is to be the best transportation solution. We can ask the Department to evaluate any additional alternatives but the document that is developed is only going to give one as the preferred alternative.

Ms Padgett asked at what point does the merger team do a spreadsheet detailing how many businesses, how many properties, how many wildlife species are damaged, how many wetlands it goes through, how many environmental justice issues there are, and providing points for those and then adding those up for each alternative. Mr. Kozlosky said they do that with each of the screenings processes. Ms. Padgett noted that those are the reports TAC members are asking to see. Mr. Kozlosky said we could certainly provide the committee with those results of what the Department has done to date as far as the environmental review of each of those alternatives. He noted that he has no problem with detailing all the alternatives but it is important to point out that the Environmental Document will determine what will be the least environmentally damaging practical alternative.

Mr. Frank Williams said his concern with the resolution as its currently written is that it paves the way for them to come back with what they are already predisposed to think they want us to do. He said he hears that people think they already have their minds made up and this is just opening the door for that and perception is reality. Mr. Kozlosky told members that the days of writing an environmental document to reflect a certain alignment are over. That is why the resolution was crafted as it was written.

Dr. Sheridan asked that even if it contains just the one environmental selection, could we not have access to the other things that they looked at and how they were scored. Mr. Kozlosky told members that he will provide the link to the Departments website where they have the presentations/library for the previous project which includes a lot of that information and if it does not include the information, he will make it available.

Mr. Alford told members the process is transparent as it goes forward via the website right now and they can make certain that TAC members get updates along the way.

Ms. Padgett asked if the MPO will be give a decision up or down on that route and that's it? Mr. Kozlosky told her that TAC members will decide whether the project is to be funded or not at some point in the future. Ms. Padgett asked if that is only with the recommended alternative. Mr. Kozlosky replied that was correct because that choice was determined as the least environmentally damaging practical alternative.

Ms. Fussell told members one of the things to remember is that those 15 alternatives are what we start out with. Those are the choices and the Merger Team will study all of them. She invited TAC members to come to the merger team meetings where all the different environmental entities are sitting around the table. She told members they are also welcome to see the data used by the merger team in reaching their decision. She noted that the numbers used by the merger team to

make their determination are solid and data-driven and that information cannot be tampered with. At the end of the process, the last alternative left standing is the one determined to be the least environmentally damaging practical alternative. Trying to come back and say we might want it here is not an option because the alternative chosen by the Merger Team is the only one that will be permitted.

Ms. Padgett asked has the DOT up until this point had a recommended alternative that says it's the least environmentally damaging practical alternative. Mr. Kozlosky said no because they have not finished the environmental document. Mr. Kozlosky told members that is the purpose of the resolution in requesting that the Department complete the environmental document to determine the appropriate solution. The process was a little bit different when it was a Turnpike Authority project than what it would be as a DOT project. This is now being looked at as a DOT process. The environmental document will pick up where it left off once the process restarts.

Mr. Frank Williams told members one of the reasons he would support amending the resolution even with everything that has been said is that he would like to know how they reach the conclusion that they reach and not just take their word for it. He would like to see the data on how they reached that decision.

Mr. Breault told members he doesn't want to see just the least environmentally damaging practical alternative; he wants to see several because we may not like the route that they have selected. Ms. Padgett responded by saying that as she hears the DOT, we will get the recommended alternative and that's the one the permitting agencies are willing to permit. It's not going to be up to the MPO to determine which route they recommend to us.

Mr. Shuttleworth told members his concern is that we get an environmental study that comes back and says this is the least environmentally impacted and therefore that's the one you can get permitted and if you want to get it funded, vote it up. If you vote it down, you have no project. The issue is that you can't allow just the environmental permitting agency to dictate the economics of a project.

Ms. Padgett told members one of the engineers at the workshop described the environmental document as a decision document. It isn't just the environmental permitting agency, it's also looking at what are the impacts on existing neighborhoods, the impacts on the existing commercial, as well as the economic impacts. They have to take all of those things into consideration. She told members we can sit here and debate this or we can pass a resolution that requests that they move forward with the environmental document. If we sit here and say no then it will not go anywhere and we will not have the bridge. We at least need the results of their study and we ought to request that we get the spreadsheets that detail what points each alternative had under each of the categories being taken into consideration.

Mr. Sisson told members one of the concerns expressed at the workshop was that so much time has gone by since the process was initiated. We want to move ahead with it in order to have something to react to. Right now there's nothing to look at or even consider. It's vital to move this process ahead because nothing is happening since the process came to a stop in 2010.

Mr. Frank Williams told members he has some slightly amended wording to his amendment that he made earlier. In the Now Therefore paragraph, on the third line, after the word document, strike the rest of the sentence and replace with the following: "and provide the TAC with detailed information on all available options". He said that by default that document will include their recommendation.

Ms. Padgett told members she thinks that is where we're going to get into trouble. She asked Mr. Frank Williams if he would accept an amendment that says "so that the Transportation Advisory Committee can make a fully informed decision including requesting the study of an alternate."

Ms. Fussell told members she needed to point out that if the environmental document gets through the process and the last alternative is something that members say no, this is not where we want it, we want it over here; the process starts all over again. which means another two to four years. If you go back to the table with a new alternative, you start over. Ms. Fussell suggested having another workshop that is not project specific, just how we go through the merger process. Mr. Kozlosky noted that Mr. Rob Hanson, Project Development Section Head for the Eastern Region gave a presentation to members on the merger process at their June meeting. Ms. Padgett pointed out that several new members have been appointed to the TAC since then.

Ms. Padgett told members that it's important to recognize that it has been two years since this process was stalled and it's fairly perilous for us to delay the request to ask them to move forward. If we get in a position when we get their recommendation that we are totally dissatisfied, then we have to make the decision whether or not we are willing to delay it another two to four years. We can make that decision but there isn't any way to get a route on the table without finishing the process and letting them look at it. The other critical issue is requesting that we be kept informed of where the process is going and that we have some indication of which routes are coming out on top through the process. Any of us can attend the merger process meetings.

Mr. Shuttleworth asked if members of the TAC have the opportunity to voice an opinion or question a result during the merger process meetings. Mr. Kozlosky told members the MPO is a signatory-agency on the environmental document.

Ms. Fussell told members she would like to encourage members to consider holding a workshop for the merger process in order to bring all TAC members to the same understanding. Ms. Padgett suggested that Ms. Fussell also provide information on exactly what the District Engineer does, what she handles, what her responsibilities are, what constraints exist on what she can do so that we can understand her role within the Department.

Ms. Batleman told members she would like to ask the Leland Town Manager, Mr. David Hollis, who is also an engineer to explain their frustrations. Mr. Hollis told members from the Town of Leland's prospective, they look at it as the DOT decided point A and point B. DOT then mapped out 15 different routes between A and B. He said that the Town of Leland is suggesting that maybe A and B need to be more flexible and therefore introducing more than the 15 options to be considered. If you don't look back at that to start over the process, then you are not really including all options that are out there. You're only including the options that were predestine between A and B. Being able to expand or flex A and B a little bit allows you to look at other

options and this environment document will not look at that, it's only going to look at the route that is being considered and look at the least environmentally impacted route. Their concern is that the scope is not wide enough.

Ms. Padgett told members that at one point the scope was wider. That was how they wound up with the alternatives that they've got. Mr. Kozlosky told members if you go back and expand the study area, you would start all over. The study area was based on where the model demonstrated that the traffic would be drawn. If we were to look further to the south, the crossing will not attract as much traffic and that was why it was determined to put the study area where it was. He told members if this board wishes that the study area be expanded, then we can certainly make that request. Ms. Padgett asked if we can reasonably request that some minor adjustments of the endpoints be considered in looking at the route without asking that they start all over. Mr. Kozlosky told members that it's not the end points, it's actually that there is a study area. There's a big circle and if you expand the study area and look at other alternatives, then you've got to go back and start over.

Mr. Sisson asked if we know where the Town of Leland is talking about isn't contained within that circle. Mr. Hollis said he thinks the boundary is limited to the MPO boundary and this is just outside the MPO boundary, below Town Creek. Mr. Kozlosky told members we can look to see if it's incorporated in that area. He said Town Creek was included but he thought the area further south was not. Mr. Frank Williams said that would be a minor deviation that would alleviate the impact on Brunswick Forest and other communities.

Mr. Frank Williams asked if someone would read back the current amendments to the resolution. Ms. Padgett told members the amendment will read:

"Now Therefore, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee request the North Carolina Department of Transportation and North Carolina Turnpike Authority complete the environmental document and provide the Transportation Advisory Committee with detailed information to provide an improved crossing over the Cape Fear River so that the Transportation Advisory Committee can make a fully informed decision."

Mr. Frank Williams added:

".....detailed information on all available options to provide an improved crossing....."

Ms. Padgett noted that TAC members were voting on Mr. Frank Williams' amended motion just read. Mr. Breault seconded Mr. Williams' amended motion. The motion carried unanimously.

f. Adoption of the 2013 Meeting Schedule

Mr. Sisson made the motion to adopt the 2013 meeting schedule. Mr. Frank Williams seconded the motion and it carried unanimously.

7. Discussion

a. Crossing over the Cape Fear River Work Group

Ms. Padgett told members that the TAC was asked to consider forming a work group of three or four members to attend meetings with the merger team. The group will be involved in the process

and can report back to the TAC on how things are going. She suggested that members who are interested in serving on the work group let her know after the meeting.

b. Plan to ease traffic during expansion/construction of the Causeway

Ms Padgett asked Ms. Fussell if she would give an update on how NCDOT plans to address traffic delays while working on the Causeway expansion. Ms. Fussell told members she reviewed the traffic plans and during the construction period both lanes will be open in both directions the whole entire time, except for very short stents while paving. There will not be days on end of lane closures. Both lanes will be open in both directions.

Ms. Batleman said that was different from what she had been hearing which is that it is going to be a painful experience. She told members she believes we have a “perfect storm”. You’ve got a witches-brew of traffic calamity because you’ve got the causeway construction, repairs to the Rhodes Bridge, the possibility to the Memorial and Holmes bridges that are still subject to being raised and they are also subject to repair and maintenance work; and so at any time if you have things go out-of-wack with all of that that’s going on, you need to plan for that. She said her goal is to try to figure out how to get people out of their cars and using public transportation. She told members that we need to encourage optional transit plans for the duration of that construction. If we can emphasize the benefits of cooperative commuting in partnership with Brunswick County and its towns, the chambers of commerce, big businesses in Wilmington, Brunswick, New Hanover and Pender counties, we might be able to find a way to reduce the number of single occupancy cars using the causeway. She suggested utilizing the Cape Fear Breeze program to help. Mr. Kozlosky told members the Cape Fear Breeze program no longer exists. Ms. Padgett noted that there have been several efforts to put together a TDM program but this area is spread out enough that we have not been able to get major-employers on board, with the exception of UNCW. She told members that the critical-mass that’s needed to pull together.

Ms. Harrington told members currently the TDM program has reached out to a couple of the major employers in the area. UNCW has taken the lead role as they listen to the needs of some of the employers. They are trying to figure out the different dynamics within the area’s major employers. Ms. Padgett suggested that Ms. Batleman and Mr. Eby with WAVE Transit, along with Ms. Harrington work together to come up with some specific recommendations.

Ms. Batleman told members in addition to that you do have Cape Fear Commutes 2035 with some recommendations for express bus routes. Ms. Padgett told members there is not funding for express bus service.

Mr. Breault told members he would also like to see “break-down” lanes added to the Causeway. He said there also needs to be a turn-a-round before the Cape Fear Memorial Bridge. Ms. Fussell told members to add break-down lanes and turn-a-rounds to the Causeway facility will require an environmental study. She noted that there would also be safety issues involved for those kinds of facilities. Mr. Breault said he would like for DOT officials to at least look at the possibility of installing break-a-ways and turn-a-rounds. Ms. Fussell said she would.

8. Updates

Project updates for the Wilmington MPO/City of Wilmington and NCDOT are included in the agenda packet.

Mr. Eby noted that WAVE Transit will be one of the first transit authorities in the state to commit to using compressed natural gas and they will be building a compressed natural gas fueling station.

9. Announcements

10. Adjournment

With no further business, the meeting was adjourned at 5:30 PM

Respectfully submitted

Mike Kozlosky

Executive Director

Wilmington Urban Area Metropolitan Planning Organization

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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION SUPPORTING AND REQUESTING A STUDY TO EVALUATE A MULTI-MODAL
GREENWAY CORRIDOR THAT WILL LINK WILMINGTON AND FAYETTEVILLE**

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, Fayetteville and Wilmington are two of the 10 largest municipalities in North Carolina that are linked together by many smaller communities that make up the fabric of southeastern North Carolina; and

WHEREAS, a coalition of MPOs and RPOs in southeastern North Carolina desire to study and evaluate the a multi-modal bicycle and pedestrian greenway corridor that would link Wilmington, Fayetteville and the many smaller communities in southeastern North Carolina; and

WHEREAS, greenways are corridors of land that link people and places together and enhance multi-modal transportation and recreation opportunities connecting people and places; and

WHEREAS, greenways benefit all involved that include residents to visitors, local businesses to the natural environment to improve the quality of life of the region; and

WHEREAS, communities across the country and throughout the world are investing in greenways as a factor of overall livability of their communities; and

WHEREAS, greenways have positive impacts on communities by improving health, safety, welfare, social, ecologic and economic aspects of the communities; and

WHEREAS, studies have demonstrated that the construction of these greenways improve the health of the community by increasing the number of people having access to physical activity that includes walking, biking, rollerblading and other greenway activities; and

WHEREAS, studies have demonstrated increases to property values adjacent to greenways and that greenways attract businesses and tourism to communities in which these facilities are located; and

WHEREAS, an NCDOT study has demonstrated the annual return on bicycle facility development in the Outer Banks, North Carolina, is approximately nine times higher than the initial investment; and

WHEREAS, a Virginia Department of Conservation study has demonstrated that non-local visitors annually spend about \$1.2 million directly into local economies along a 34-mile greenway in southwestern Virginia; and

WHEREAS, a Furman University study in Greenville County, South Carolina, shows increases in business sales/revenue along a regional greenway ranging from 30% to as high as 85%, and

WHEREAS, it is envisioned that a greenway linking Wilmington and Fayetteville would improve the health, safety, welfare, social, ecologic and economics of southeastern North Carolina.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby supports and recommends a study of a multi-modal greenway corridor that would link Wilmington and Fayetteville in southeastern North Carolina.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on January 30, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION SUPPORTING THE CITY OF WILMINGTON'S SUBMITTAL OF A NORTH CAROLINA
2013 PARKS AND RECREATION TRUST FUND GRANT FOR THE CONSTRUCTION OF
PHASE I OF THE PARK AVENUE MULTI-USE TRAIL**

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

WHEREAS, the North Carolina 2013 Parks and Recreation Trust Fund (PARTF) is intended to help fund improvements in the state's park system, to fund grants for local governments and to increase the public's access to the state beaches; and

WHEREAS, a separated bicycle and pedestrian facility on Park Avenue is identified in Cape Fear Commutes 2035 Transportation Plan that was adopted by the Transportation Advisory Committee and Wilmington City Council; and

WHEREAS, this project is identified as the number two priority in the draft Wilmington/New Hanover Comprehensive Greenway Plan which will be presented for adoption in 2013; and

WHEREAS, this facility will improve bicycle travel on the River to Sea Bicycle Route by providing a dedicated facility for cyclists increasing basic transportation and recreation choices for citizens and visitors; and

WHEREAS, the City of Wilmington is submitting a PARTF grant for the construction of a multi-use trail on Park Avenue between Empie Park and Audubon Boulevard; and

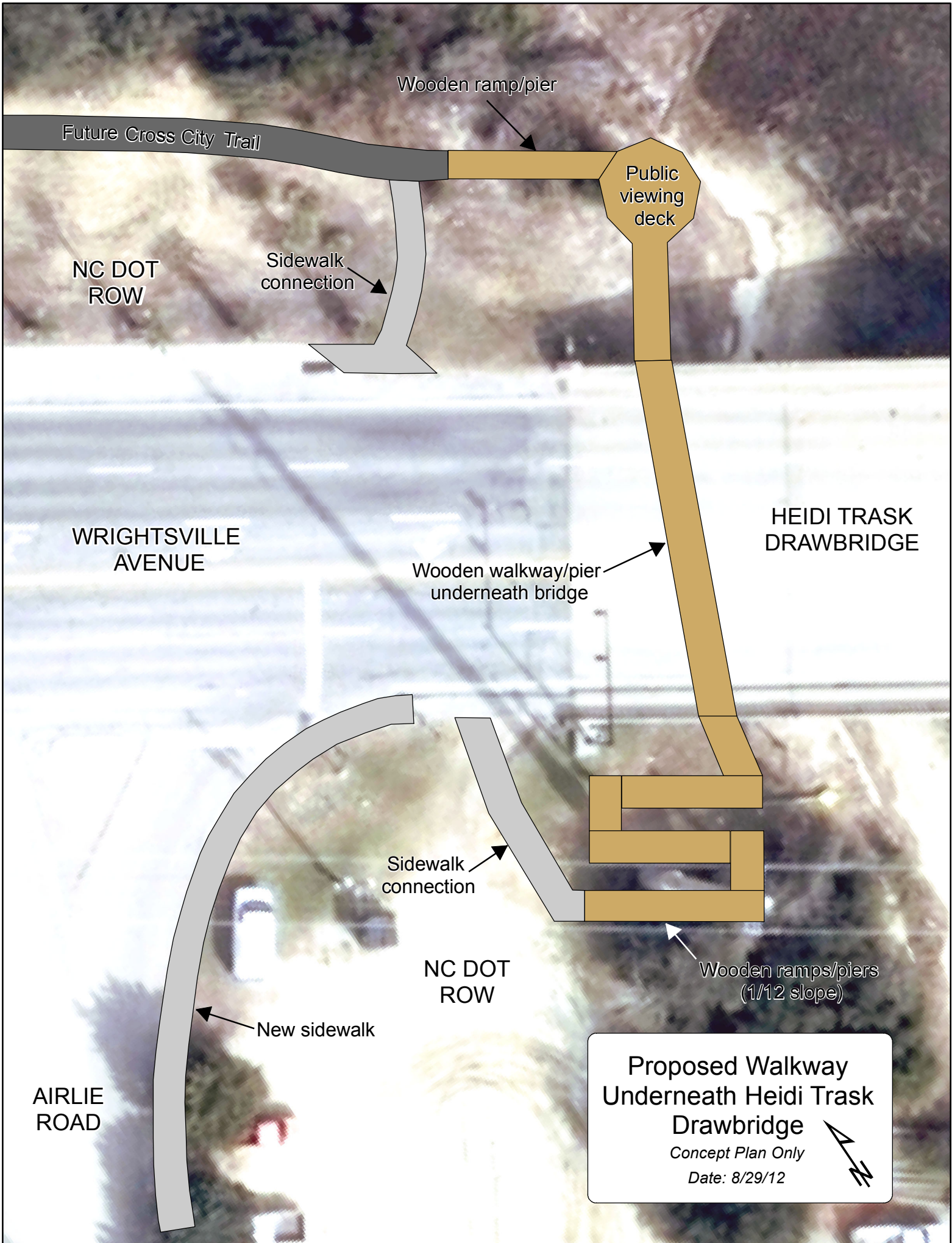
WHEREAS, the total estimated cost of the project is \$302,200 and the City of Wilmington will be providing the local match.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby supports the City of Wilmington's application for the PARTF grant for the construction of the Park Avenue Multi-use Trail Phase I between Empie Park and Audubon Boulevard.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on January 30, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



Wooden ramp/pier

Future Cross City Trail

Public viewing deck

NC DOT ROW

Sidewalk connection

WRIGHTSVILLE AVENUE

Wooden walkway/pier underneath bridge

HEIDI TRASK DRAWBRIDGE

Sidewalk connection

NC DOT ROW

Wooden ramps/piers (1/12 slope)

New sidewalk

AIRLIE ROAD

Proposed Walkway Underneath Heidi Trask Drawbridge

Concept Plan Only

Date: 8/29/12



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION REQUESTING FUNDING OF A PUBLIC WALKWAY UNDER THE HEIDE-
TRASK DRAWBRIDGE**

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 City of Wilmington is constructing the Gary Shell Cross-City Trail that is a future 15-mile greenway that will link Wade Park in the southern part of the City with the Heide-Trask drawbridge; and

WHEREAS, Wrightsville Avenue at this location is a five-lane cross-section with a 2011 traffic count of over 16,000 vehicles per day; and

WHEREAS, the adopted Wrightsville Avenue Small Area Plan recommends to “support the construction of a public walkway/pier underneath the Heidi Trask Drawbridge to provide a safe alternative for cyclists and pedestrians wishing to cross Wrightsville Avenue”; and

WHEREAS, the North Carolina Department of Transportation has small construction funding available that may assist with the construction of this improved crossing.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization’s Transportation Advisory Committee hereby requests North Carolina Department of Transportation assist in funding the construction of a public walkway/pier underneath the Heidi Trask Drawbridge to provide a safe alternative for cyclists and pedestrians wishing to cross Wrightsville Avenue.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on January 30, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION SUPPORTING THE INITIATION OF A PROCESS TO ADD US HIGHWAY 421
AS A NEW CORRIDOR ON THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION STRATEGIC HIGHWAY CORRIDORS VISION PLAN**

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, US Highway 421 is a critical highway fostering economic prosperity and efficient movement of people and goods between Wilmington, North Carolina and Dunn, North Carolina; and

WHEREAS, US Highway 421 currently serves as an alternate evacuation route for individuals leaving the southern coastal areas of North Carolina; and

WHEREAS, the 94.28 miles of US Highway 421 between Dunn, North Carolina and Greensboro, North Carolina are part of the North Carolina Strategic Highway Corridors; and

WHEREAS, the 88.25 miles of US Highway 421 between Dunn, North Carolina and Wilmington, North Carolina are not part of the North Carolina Strategic Highway Corridors.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby supports the initiation of a process to add US Highway 421 as a new corridor on the North Carolina Department of Transportation Strategic Highway Corridors Vision Plan.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on January 30, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION ADOPTING THE *ALDERMAN ELEMENTARY SCHOOL SAFE ROUTES TO
SCHOOL PLAN***

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 MPO and Alderman Elementary School collaboratively began the *Alderman Elementary School Safe Routes to School Plan* as a pilot project for a Safe Routes to School Planning Program in October 2011 to identify transportation issues and potential solutions for the Alderman Elementary School community; and

WHEREAS, the Safe Routes to School planning process included forming a steering committee of parents, teachers and staff to guide an investigation of existing conditions, identification of issues, and development of potential solutions for the Alderman Elementary School district which is facing significant barriers to walking and biking; and

WHEREAS, the *Alderman Elementary School Safe Routes to School Plan* provides recommendations for multiple entities to help improve multimodal transportation to and from Alderman Elementary School via Engineering, Education, Enforcement, Encouragement, and Evaluation solutions; and

WHEREAS, the *Alderman Elementary School Safe Routes to School Plan* will be used as a guide for multi-modal transportation improvements in the Alderman Elementary School district; and

WHEREAS, the New Hanover County School Board adopted the *Alderman Elementary School Safe Routes to School Plan* on January 8, 2013.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby adopts the *Alderman Elementary School Safe Routes to School Plan*.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on January 30, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



City of Wilmington
TRUCK RESTRICTIONS
 Existing and Proposed

- Proposed No Through Trucks
- Sect 5 - Trucks Prohibited on Certain Streets*
- Sect 6 - Large Vehicles Prohibited*
- Sect 7 - Vehicles with Specific Characteristics Prohibited*
- Sect 7.1 - Exemptions from Restrictions on Use of City streets by Trucks*

0 1,300 2,600 5,200 Feet



*As shown in Official Traffic Schedules

C:\KD\dixon\My Documents\Ordinances and resolutions\Truck Ordinances\Truck Restrictions - Existing and Proposed PrintMap_24624

January 14, 2013
 Prepared by KCD

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION SUPPORTING THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION RESTRICTION OF “NO THROUGH TRUCKS” ON CERTAIN STREETS
IN THE CITY OF WILMINGTON**

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

WHEREAS, the North Carolina Department of Transportation desires to restrict through trucks on certain streets within the City of Wilmington; and

WHEREAS, the “No Through Truck” restriction will disallow trucks that do not have a destination along these routes; and

WHEREAS, the North Carolina Department of Transportation proposes to implement this “No Through Truck” restriction on the following streets within the City of Wilmington:

- Seventeenth Street between Market Street and Princess Place Drive
- Seventeenth Street between Wooster Street and Market Street
- Princess Place Drive between Seventeenth Street and 23rd Street
- South Third Street between Wooster Street and Market Street
- Market Street between Third Street and Military Cutoff Road
- Sixteenth Street between Market Street and Grace Street
- Grace Street between Sixteenth Street and Seventeenth Street.
- Sixteenth Street between Market Street and Wooster Street

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization’s Transportation Advisory Committee hereby supports the North Carolina Department of Transportation’s “No Through Truck” restriction on the aforementioned streets within the City of Wilmington.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on January 30, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

*Wilmington Urban Area Transportation Planning Work
Program*

Fiscal Year 2013-2014



DRAFT

**FY 2013-2014 UNIFIED PLANNING WORK PROGRAM
for the
WILMINGTON, NORTH CAROLINA URBAN AREA**

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Introduction

In compliance with Federal law and in the spirit of cooperation, the Wilmington Urban Area conducts a “cooperative, comprehensive, and continuing...” transportation planning process. This Planning Work Program (PWP) outlines the tasks and associated funding sources dedicated to the Wilmington Urban Area MPO transportation planning process during fiscal year 2013-2014. Depending on the specific funding source, tasks funded through the PWP are eligible for reimbursement of 80-90% of their cost from the Federal Highway Administration and Federal Transit Administration through the North Carolina Department of Transportation.

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

- Statewide Planning and Research Programs (SPR)-These funds are used by NCDOT to conduct work for the Wilmington Urban Area MPO.

- Federal Highway Administration Section 104(f) Funds-These funds are dedicated to the urban area to perform transportation planning. They require a 20% local match.

- Federal Transit Administration Section 5303 Funds-These funds are used for transit planning in the urban area. The Federal Transit Administration provides 80% of these funds, NCDOT 10%, and there is a required 10% local match.

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

Narrative of PWP Section 104(f) Work Tasks to be Performed in FY 2013-2014

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

Line Item Code

II-A1 Traffic Volume Counts- Wilmington MPO staff maintains an ongoing traffic counting program. An annual summary of the urban area traffic counts and accident data will be prepared and uploaded to the WMPO website.

II-A2 Vehicle Miles of Travel- Establish VMT as measure of effectiveness of transportation system. Measure the VMT with the new travel demand model.

II-A3 Street System Changes- Update of street system database as needed.

II-A4 Traffic Accidents-Currently MPO staff conducts an ongoing effort to summarize traffic accident data for specific projects. MPO staff also utilizes accident data for specific inquiries.

II-A5 Transit System Data- Update of transit system database as needed.

II-A6 Dwelling Unit, Population, Employment Changes- Will measure land use changes by Transportation Analysis Zone between April 2000 Census and travel demand model base year. Staff will provide capacity analysis for proposed developments within the Wilmington planning area boundary.

II-A7 Air Travel- Assistance to Wilmington International Airport as needed.

II-A8 Vehicle Occupancy Rate Counts- Monitor VOC as needed.

II-A9 Travel Time Studies- Conduct key travel time studies for travel demand model and development of the Long Range Transportation Plan.

II-A10 Mapping- Keep Geographic Information System files current and produce maps to support the TCC and TAC, transportation plans, programs, and projects.

II-A11 Central Area Parking Inventory- No tasks foreseen.

II-A12 Bicycle and Pedestrian Facilities Inventory- Update ride suitability assessment of federal-aid functionally classed roadways.

II-B1 Collection of Base Year Data- No tasks foreseen.

II-B2 Collection of Network Data- No tasks foreseen.

II-B3 Travel Model Updates- No tasks foreseen.

II-B4 Travel Surveys- No tasks foreseen.

II-B5 Forecast of Data to Horizon Year-No tasks foreseen.

II-B6 Community Goals and Objectives- Monitor public input as it pertains to goals and objectives set forth in the update of the Long Range Transportation Plan. Staff the Citizen Advisory Committee (CAC).

II-B7 Forecast of Future Year Travel Patterns- No tasks foreseen.

II-B-8 Capacity Deficiency Analysis- Identify areas of deficient capacity through use of travel demand model for further analysis as potential long range transportation improvement projects.

II-B9 Highway Element of Metropolitan Transportation Plan (MTP)- Identification of highway deficiencies, priorities, and proposed highway improvement solutions and strategies. Provide documentation of process and recommendations in the MTP.

II-B10 Transit Element of Metropolitan Transportation Plan- Identify public transportation deficiencies, priorities, and proposed transit improvement solutions for inclusion in the update of the MTP. Provide documentation of process and recommendations.

II-B11 Bicycle and Pedestrian Element of the Metropolitan Transportation Plan- Identify bicycle deficiencies, priorities, and proposed bicycle and pedestrian improvement solutions and strategies. Provide documentation of the process and recommendations in the update of the MTP.

II-B12 Airport/Air Travel Element of the Metropolitan Transportation Plan - Identify airport and air service deficiencies, priorities, and proposed airport and air service improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP.

II-B13 Collector Street Element of Metropolitan Transportation Plan- Develop regionally acceptable collector street policies and program recommendations for inclusion in the update of the LRTP.

II-B14 Rail, Waterway and Other Elements of Metropolitan Transportation Plan - Identify rail and waterway deficiencies, priorities, and proposed rail and waterway improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP.

II-B15 Freight Movement/Mobility Planning- Identification of freight movement deficiencies, priorities, and proposed improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP.

II-B16 Financial Planning- Develop realistic, best estimates of funding sources available and project cost estimates throughout the forecast years for the MTP. Ensure fiscal constraint in the update of the MTP.

II-B17 Congestion Management Strategies- Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of

alternative mode solutions, and transportation system management strategies. Document process and solutions in the update of the MTP.

II-B-18 Air Quality Planning/ Conformity Analysis- No tasks foreseen.

III-A Planning Work Program- Evaluation of FY 2013 PWP and development of FY 2014 PWP.

III-B Transportation Improvement Program-Review and amend the 2012-2020 Transportation Improvement Program on an as needed basis.

III-C1 Title VI Compliance-Work to insure compliance with the requirements of Title VI in urban area policies and practices.

III-C2 Environmental Justice- Analysis and outreach to insure that transportation plans and projects comply with Environmental Justice policies.

III-C3 MBE Planning- Activities to encourage participation of minority-owned business enterprises in contractual and supply opportunities.

III-C4 Planning for the Elderly and Disabled- Ensure the special needs of the elderly and disabled are addressed in all transportation planning projects.

II-C5 Safety/Drug Control Planning- No tasks foreseen by the MPO.

III-C6 Public Involvement- Extensive Public Participation effort will be carried out to solicit input and reaction to the completion of planning studies within the Wilmington MPO's planning area boundary.

III-C7 Private Sector Participation- Activities to encourage private sector participation in planning and project activities.

III-D1 Transportation Enhancement Planning- Prepare and submit applications for potential transportation enhancement funding in the Wilmington Urban Area.

II-D2 Environmental and Pre-TIP Planning- Conduct environmental analysis and planning for the development of transportation projects in the Wilmington Urban Area.

III-D3 Special Studies- Consultant will be contracted to assist in the completion of the Metropolitan Transportation Plan and other studies completed by the MPO.

III-D4 Statewide and Regional Planning- Coordination of urban area activities with statewide and regional initiatives.

III-E Management and Operations- Required ongoing administrative and operational tasks to support MPO committees and reporting requirements.

MPO	Wilmington
FTA Code	44.26.07
Task Codes	II-A-5 II-B-5 II-B-10 II-B-16 III-C-1 III-C-3 III-C-6 II-E
Title	Transit System Data Community Goals & Objectives Transit Element of MTP Financial Planning Title VI Minority Business Enterprises Public Involvement Management & Operations
Task Objective	Administration, operations, and maintenance planning
Tangible Product Expected	Transit system operations and maintenance management
Expected Completion Date of Products	June 2014
Previous Work	Ongoing management of the system
Relationship	This is a collaborative effort of the City of Wilmington and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA, in coordination with the City of Wilmington
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	7,075
Section 5303 NCDOT 10%	7,075
Section 5303 FTA 80%	56,600
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

FY 2013-2014 Unified Planning Work Program Proposed Budget

Wilmington MPO		SPR		SEC. 104 (f) PL		SECTION 5303			SECTION 5307			Additional Funds		TASK FUNDING SUMMARY			
TASK CODE	TASK DESCRIPTION	Highway		Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Transit			Local 20%	NCDOT FHWA 80%	LOCAL	STATE	FEDERAL	TOTAL
		NCDOT 20%	FHWA 80%						Local 10%	NCDOT 10%	FTA 80%						
II-A	Surveillance of Change																
II-A-1	Traffic Volume Counts			6,400	25,600									6,400	0	25,600	32,000
II-A-2	Vehicle Miles of Travel			50	200									50	0	200	250
II-A-3	Street System Changes			50	200									50	0	200	250
II-A-4	Traffic Accidents			600	2,400									600	0	2,400	3,000
II-A-5	Transit System Data			100	400	\$1,061.20	\$1,061.20	\$8,490.10						1,161	1,061.20	8,890	11,113
II-A-6	Dwelling Unit, Pop. & Emp. Change			3,000	12,000									3,000	0	12,000	15,000
II-A-7	Air Travel			50	200									50	0	200	250
II-A-8	Vehicle Occupancy Rates			50	200									50	0	200	250
II-A-9	Travel Time Studies			50	200									50	0	200	250
II-A-10	Mapping			1,600	6,400									1,600	0	6,400	8,000
II-A-11	Central Area Parking Inventory			0	0									0	0	0	0
II-A-12	Bike & Ped. Facilities Inventory			50	200									50	0	200	250
II-B	Long Range Transp. Plan														0		0
II-B-1	Collection of Base Year Data			0	0									0	0	0	0
II-B-2	Collection of Network Data			0	0									0	0	0	0
II-B-3	Travel Model Updates			0	0									0	0	0	0
II-B-4	Travel Surveys			0	0									0	0	0	0
II-B-5	Forecast of Data to Horizon year			0	0									0	0	0	0
II-B-6	Community Goals & Objectives			1000	4,000	\$353.75	\$353.75	\$2,830.00						1,354	353.75	6,830	8,538
II-B-7	Forecast of Future Travel Patterns			0	0									0	0	0	0
II-B-8	Capacity Deficiency Analysis			1,000	4,000									1,000	0	4,000	5,000
II-B-9	Highway Element of the MTP			2,000	8,000									2,000	0	8,000	10,000
II-B-10	Transit Element of the MTP			400	1,600	\$353.75	\$353.75	\$2,830.00						754	353.75	4,430	5,538
II-B-11	Bicycle & Ped. Element of the MTP			2,000	8,000									2,000	0	8,000	10,000
II-B-12	Airport/Air Travel Element of MTP			50	200									50	0	200	250
II-B-13	Collector Street Element of MTP			600	2,400									600	0	2,400	3,000
II-B-14	Rail, Water or other mode of MTP			50	200									50	0	200	250
II-B-15	Freight Movement/Mobility Planning			200	800									200	0	800	1,000
II-B-16	Financial Planning			200	800	\$707.50	\$707.50	\$5,660.00						908	707.5	6,460	8,075
II-B-17	Congestion Management Strategies			700	2,800									700	0	2,800	3,500
II-B-18	Air Qual. Planning/Conformity Anal.			0	0									0	0	0	0
III-A	Planning Work Program			200	800									200	0	800	1,000
III-B	Transp. Improvement Plan			200	800									200	0	800	1,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														0		0
III-C-1	Title VI			200	800	\$707.50	\$707.50	\$5,660.00						908	707.5	6,460	8,075
III-C-2	Environmental Justice			200	800									200	0	800	1,000
III-C-3	Minority Business Enterprise			100	400	\$707.50	\$707.50	\$5,660.00						808	707.5	6,060	7,575
III-C-4	Planning for the Elderly & Disabled			50	200									50	0	200	250
III-C-5	Safety/Drug Control Planning			0	0									0	0	0	0
III-C-6	Public Involvement			1,200	4,800	\$707.50	\$707.50	\$5,660.00						1,908	707.5	10,460	13,075
III-C-7	Private Sector Participation			50	200									50	0	200	250
III-D	Incidental Plng./Project Dev.														0		0
III-D-1	Transportation Enhancement Plng.			600	2,400									600	0	2,400	3,000
III-D-2	Enviro. Analysis & Pre-TIP Plng.			50	200									50	0	200	250
III-D-3	*Special Studies			20,000	80,000									20,000	0	80,000	100,000
III-D-4	Regional or Statewide Planning			50	200									50	0	200	250
III-E	Management & Operations			22,000	88,000	\$2,476.25	\$2,476.25	\$19,810.00				50000	200000	74,476	2,476.25	307,810	384,763
TOTALS		0	0	65,100	260,400	7,075	7,075	56,600				50000	200000	122,175	7,075	517,000	646,250

Anticipated DBE Contracting Opportunities for FY 2013-2014

Name of MPO: Wilmington Urban Area MPO

Person Completing Form: Mike Kozlosky Telephone Number: 910-342-2781

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
III-D-3	Special Studies	City of Wilmington	Consultant	\$80,000	\$20,000

RESOLUTION
APPROVING THE FY 2013-2014 PLANNING WORK PROGRAM
OF THE WILMINGTON URBAN AREA

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

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

WHEREAS, members of the Wilmington Urban Area Transportation Advisory Committee agree that the Planning Work Program will effectively advance transportation planning for State Fiscal Year 2013-2014;

NOW THEREFORE, be it resolved that the Transportation Advisory Committee hereby endorses the FY 2013-2014 Planning Work Program for the Wilmington Urban Area.

I, Laura Padgett, Chair of the Wilmington Urban Area Transportation Advisory Committee do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Wilmington Urban Area Transportation Advisory Committee, duly held on this the ____ day of _____ 2013.

Laura Padgett, Chair
Wilmington Urban Area TAC

Subscribed and sworn to me this the ____ day of March, 2013.

Notary Public

My commission expires_____.

RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE WILMINGTON METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2013

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

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

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

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

WHEREAS, the Transportation Plan has a planning horizon year of 2035, and meets all the requirements for an adequate Transportation Plan,

NOW THEREFORE, be it resolved that the Wilmington Urban Area Transportation Advisory Committee certifies the transportation planning process for the Wilmington Metropolitan Planning Organization on this the 27th day of March, 2013.

Laura Padgett
Chair, Transportation Advisory Committee

Mike Kozlosky
Secretary, Wilmington Metropolitan Planning Organization



WILMINGTON URBAN AREA Metropolitan Planning Organization

P.O. Box 1810
Wilmington, North Carolina 28402
910 341 3258 910 341 7801 FAX

Members:

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR PUBLIC
Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

To: WMPO Technical Coordinating Committee
From: Suraiya Rashid, Associate Transportation Planner
Re: FY2013 Transportation Alternatives Federal Suballocation Approach

On October 1, 2012 the Wilmington Urban Area Metropolitan Planning Organization received an allocation of Transportation Alternatives (TA) Direct Attributable funds in the amount of \$222,151.50. In terms of the typical cost of transportation projects with Federal reporting requirements, this annual allocation is relatively small and could be spent entirely on one or two projects. While the allocation amount limits the number of projects funded at the WMPO, a broad range of activities are eligible for the use of these funds. As such, WMPO staff requests direction on the approach for the use of these funds so as to develop objective criteria for the evaluation of potential projects. After receiving direction from this board, WMPO staff intends to develop a set of criteria for approval in advance of a call for projects.

Here is a list of potential approaches to use of the TA funding:

- 1. Exclude items that are otherwise eligible for WMPO STP-DA funds –**
Focus criteria of infrastructure projects on (a) proximity of project to important nodes and (b) characteristics of associated roadways. Determine priority in terms of programmatic activities versus infrastructure projects

Eligible activities include: traffic calming techniques, speed reduction techniques, lighting, turnouts, overlooks, viewing areas, removal of outdoor advertising, historic preservation/rehabilitation of historic transportation facilities, vegetation management, archaeological mitigation, bicycle parking facilities, traffic diversion improvements, bicycle and pedestrian public awareness/encouragement campaigns, or a safe routes to school coordinator position

- 2. Select one type of project to focus use of funds on –**
WMPO collectively decides a singular regional focus for the use of TA funds. Develop a more in-depth set of criteria to evaluate best use of funds based on specific focus

Eligible activities include: traffic calming techniques, speed reduction techniques, lighting, turnouts, overlooks, viewing areas, removal of outdoor advertising, historic preservation/rehabilitation of historic transportation facilities, vegetation management, archaeological mitigation, bicycle parking facilities, traffic diversion improvements, bicycle and pedestrian public awareness/encouragement campaigns, or a safe routes to school coordinator position, sidewalks, pedestrian and bicycle signals, rails-to-trails projects, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, boulevards and other roadways in the former interstate system.

- 3. Focus only on non-programmatic eligible activities –**
Focus criteria on (a) proximity of project to important nodes and
(b) characteristics of associated roadways

Eligible activities include: traffic calming techniques, speed reduction techniques, lighting, turnouts, overlooks, viewing areas, removal of outdoor advertising, historic preservation/rehabilitation of historic transportation facilities, vegetation management, archaeological mitigation, recreational trails program projects, bicycle parking facilities, traffic diversion improvements, bicycle and pedestrian public awareness/encouragement campaigns, or a safe routes to school coordinator position, sidewalks, pedestrian and bicycle signals, rails-to-trails projects, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, boulevards and other roadways in the former interstate system.

- 4. Drop everything into one of the existing applicable STP-DA buckets –**
Use existing WMPO STP-DA criteria to evaluate potential TA projects

Eligible activities include: recreational trails program projects, sidewalks, pedestrian and bicycle signals, rails-to-trails projects, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, boulevards and other roadways in the former interstate system.

The State Government Ethics Act

Overview for MPOs & RPOs

August 20, 2012

*Overview of MPOs, RPOs &
The State Government Ethics Act:*

Background

What is the State Government Ethics Act?

- * Chapter 138A of the NC General Statutes.
- * Establishes a code of conduct for certain elected and appointed public officials and employees.
- * Requires financial disclosures & ethics education.
- * Prohibits certain conduct.
- * Interpreted & enforced by the State Ethics Commission.
 - * 8 members appointed by the Governor & General Assembly.

Why Are MPOs & RPOs Covered by the Ethics Act

- * In 2012, the General Assembly enacted legislation covering all MPOs & RPOs (S.L. 2012-142)

APPLY STATE ETHICS ACT TO METROPOLITAN PLANNING ORGANIZATIONS AND RURAL PLANNING ORGANIZATIONS

SECTION 24.16.(a) G.S. 136-202 is amended by adding a new subsection to read:

"(e) A Metropolitan Planning Organization shall be treated as a board for purposes of Chapter 138A of the General Statutes."

SECTION 24.16.(b) G.S. 136-211 is amended by adding a new subsection to read:

"(e) Ethics Requirements. – A Rural Transportation Planning Organization shall be treated as a board for purposes of Chapter 138A of the General Statutes."

SECTION 24.16.(c) Members of Metropolitan Planning Organizations and Rural Transportation Planning Organizations shall file an initial Statement of Economic Interest with the State Ethics Commission no later than April 15, 2013. All information provided in the Statement of Economic Interest shall be current as of December 31, 2012. The initial Statement of Economic Interest shall be filed electronically.

SECTION 24.16.(d) This section becomes effective January 1, 2013.

Are Both the TCCs & TACs Covered and When Does Coverage Begin?

- * Both the TCC & TAC of each MPO and RPO are covered by the Ethics Act
- * Coverage begins **JANUARY 1, 2013.**

*Overview of MPOs, RPOs &
The State Government Ethics Act:*

Duties & Responsibilities

File Financial Disclosure: Statement of Economic Interest (SEI)

WHAT

*Certain financial, professional & personal information about you & your *immediate family*, including: spouse, unless legally separated; unemancipated children living in your household & members of your *extended family* who live with you.

WHEN

***Filing Period Opens: January 1, 2013.**

***Deadline: April 15, 2013.**

*Must file **annually no later than April 15th**.

*After SEI properly completed & filed, no duty to amend or update the SEI during the year.

HOW

*Must file **electronically** via the Commission's website.

SEI Penalties

Civil

*\$250 civil penalty for late, incomplete, or non-filing.

Criminal

*Criminal penalties for knowingly concealing or providing false information.

Removal

*May be removed from position as MPO or RPO member.

SEI Evaluations

- * SEI evaluated for actual & potential conflicts of interest.
 - * NOTE: Having a potential conflict does not disqualify you from serving!!!
- * SEI & evaluation are **public record**.

Ethics Education

- * Goal is to familiarize you with ethics laws.
- * Can attend a live presentation or complete the online education modules.
- * Schedule & online presentation available on website:
www.ethicscommission.nc.gov/education/default.aspx
- * **Deadline: On or before June 30, 2013.**
- * Must attend refresher presentations at least every 2 years thereafter.
- * Local government ethics education does not satisfy the ethics act education requirement.

Monitor & Avoid Conflicts of Interest

- * Duty to
 - * Identify potential conflicts of interest prior to taking any official action or participating in discussions.
 - * Monitor, evaluate & manage personal, professional & financial affairs for potential conflicts of interest.

*Overview of MPOs, RPOs &
The State Government Ethics Act:*

Prohibitions

Conflicts of Interest

- * Prohibited from taking any “*official action*” where you or certain individuals or entities with which you are associated may receive a “*financial benefit*” from your official action.
- * Recuse yourself from any proceeding where your impartiality might reasonably be questioned due to a relationship with a participant in the proceeding.
- * Are exceptions, or “Safe Harbors” which allow you to take official action notwithstanding the conflict.
- * If no “Safe Harbor” applies, will need to recuse yourself.

“Gift Ban”

- * Cannot accept gifts from certain “prohibited givers”
 - * Lobbyists; lobbyist principals; & “interested persons” (certain persons who have a relationship with or who are affected by your MPO or RPO).
- * **“Gift”** is anything of monetary value from prohibited giver.
- * ***Value of gift does not matter!***
- * Are exceptions, especially food & beverage for groups, but must meet ALL criteria for exception to apply.

Other Prohibitions

- * Prohibitions or limitations on use of your title as MPO or RPO board member.
- * Prohibited from misusing confidential or non-public information.
- * Cannot hire or supervise family members.
- * Cannot accept honoraria in some cases.
- * Limited exceptions to all of the above.

*Overview of MPOs, RPOs &
The State Government Ethics Act:*

Complaints & Consequences

Complaints

- * Anyone can file complaint against you with the State Ethics Commission.
- * Dismiss, settle, or hold a hearing.
- * Complaints & all associated documents are confidential & not public records, unless:
 - * Hearing is held; or,
 - * Sanctions are imposed without a hearing.

Consequences

- * Can be removed from position as MPO or RPO board member.
- * Civil penalty may apply for SEI violations.
- * Criminal penalties may apply for knowingly providing false information or failing to disclose information on SEI.

*Overview of MPOs, RPOs &
The State Government Ethics Act:*

Questions & Advice

Advice & Advisory Opinions

- * Right to ask about any question you have about ethics act.
- * All requests and associated documents are confidential and not public records.
- * Advisory opinions issued by the State Ethics Commission confer immunity from investigation by the State Ethics Commission.

Important Dates & Deadlines

- * **January 1, 2013**

- * Effective date of coverage under State Government Ethics Act.
- * Conflicts of interest standards, gift ban, and other duties and prohibitions apply.
- * SEI filing period opens.

- * **April 15, 2013**

- * Deadline for filing Statement of Economic Interest (SEI).

- * **June 30, 2013**

- * Deadline for attending ethics education.

Contact Information

❖ MAILING ADDRESS

Mail Service Center
Raleigh, NC 27699-1324

❖ STREET ADDRESS

424 N. Blount Street
Raleigh, NC 27601-1010

❖ PHONE & FAX

Phone: 919-715-2071
Fax: 919-715-1644

❖ E-MAIL

- SEI Questions: SEI@doa.nc.gov
- Education Questions:
Education.Ethics@doa.nc.gov
- Other Questions:
ethics.commission@doa.nc.gov

❖ WEBSITE

www.ethicscommission.nc.gov

MPOS, RPOS & THE STATE GOVERNMENT ETHICS ACT FREQUENTLY ASKED QUESTIONS

WHAT IT IS & WHO IS INCLUDED.

1. **What is the State Government Ethics Act & why does it apply to Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs)?**

The State Government Ethics Act establishes a code of conduct for certain public officials and employees. In 2012, the General Assembly passed legislation designating MPOs and RPOs as “boards” under the ethics act.

2. **Are both the Transportation Coordinating Committee (TCC) & the Transportation Advisory Committee (TAC) covered by the ethics act?**

Yes. Since both the TCC and TAC make up the MPO or RPO, both committees are covered.

3. **Since both the TCC and the TAC are covered by the State Government Ethics Act, does that mean that all members of the TCC and TAC are subject to the ethics act?**

Yes. All voting members, including alternates, of both the TCC and TAC of each MPO or RPO are covered by the ethics act.

4. **When does the law become effective?**

January 1, 2013.

DISCLOSURE OF FINANCIAL & OTHER INTERESTS (STATEMENT OF ECONOMIC INTEREST OR “SEI”).

1. **What is an SEI and what do I have to disclose?**

An SEI is a 22 question disclosure about your and your immediate family members’ financial, business and professional relationships.

2. **How do I file my SEI?**

Under the law passed by the General Assembly, you must file your SEI electronically. There is information on the Commission’s website about obtaining a user ID and password (NCID) and filing the form. Instructions on obtaining an NCID & how to electronically file an SEI are on the Commission’s website.

3. **Should I file my SEI prior to January 1, 2013?**

No! Your SEI will be based on responses to the questions *as of December 31, 2012*.

4. **What is the SEI filing deadline?**

April 15, 2013.

5. **Is there a penalty for not filing, late filing, or filing an incomplete SEI?**

Yes. The State Ethics Commission may impose a \$250 fine for late filing or failure to file, and you may be removed from your board membership. There are also criminal penalties for knowingly failing to disclose information or providing false information.

EDUCATION.

1. Am I required to attend ethics education?

Yes. You must attend an Ethics & Lobbying Education Presentation no later than June 30, 2013 and at least every 2 years thereafter.

2. Does the ethics education for local government officials meet the ethics act education requirement?

No. The ethics education presentations for local government officials and the ethics act are based on different laws. Therefore, one cannot satisfy the requirement for the other.

3. If I have previously attended ethics education sponsored by the State Ethics Commission, do I have to attend again?

No. If you have attended an ethics education presentation sponsored by the State Ethics Commission within the last 2 years, you do not have to attend again. However, you are still subject to the 2-year refresher requirement.

4. What are the options for fulfilling the ethics education requirement?

You may attend a live presentation either in Raleigh or at a distance location. You may also fulfill the requirement by completing the Commission's online ethics education presentation.

5. Where can I get information about ethics education options?

A schedule of dates and locations for live presentations as well as access to the online presentation are available on the Commission's website.

PROHIBITIONS & RESTRICTIONS.

1. Are there conflict of interest standards?

Yes. In your role as an MPO or RPO member, you are prohibited from taking certain actions where you or certain other individuals or entities associated with you may receive a benefit. There are some exceptions to the conflict of interest rules.

2. Does the ethics act prohibit accepting "gifts"?

Yes, from certain individuals, including registered lobbyists, lobbyist principals, and individuals or entities which have certain relationships with your MPO or RPO. There are also exceptions to the gift ban.

3. Is using my title as an MPO or RPO member restricted?

Yes, in certain circumstances primarily dealing with non-governmental advertising.

What do I do if I have a question?!

Contact the State Ethics Commission!

Phone: (919) 715-2071

E-Mail:

SEI Questions: sei@doa.nc.gov

Education Questions: Education.Ethics@doa.nc.gov

All Other Questions: ethics.commission@doa.nc.gov

STATE GOVERNMENT ETHICS ACT: IMPORTANT DEADLINES FOR MPOs & RPOs

JANUARY 1, 2013.

- State Government Ethics Act applies to all members of MPOs & RPOs.
- Conflict of interest standards apply.
- Prohibition on accepting gifts from lobbyists, lobbyist principals, or interested persons unless a gift ban exception applies.
- Prohibition on use of title for non-governmental advertising.
- Other miscellaneous prohibitions and restrictions.
- SEI filing period opens.

APRIL 15, 2013.

- Statements of Economic Interest (SEIs) due.
- Penalties may be imposed for late or non-filing.

JUNE 30, 2013.

- Ethics education must be completed.



**NORTH CAROLINA STATE ETHICS COMMISSION
2012 STATEMENT OF ECONOMIC INTEREST**

919-715-2071

www.ethicscommission.nc.gov

FOR OFFICE USE ONLY

COMPLETE THIS FORM AND MAIL SIGNED, ORIGINAL TO
STATE ETHICS COMMISSION, 1324 MAIL SERVICE CENTER, RALEIGH, NC 27699-1324

FILER'S NAME (FIRST, MIDDLE, LAST)

First Name	Middle Name	Last Name	Suffix

MAILING ADDRESS, CITY, STATE, ZIP+4¹

Address	City	State	Zip

HOME ADDRESS, CITY, STATE, ZIP+4

Same as Mailing Address

Address	City	State	Zip

CURRENT EMPLOYER

JOB TITLE

NATURE OF BUSINESS

DAYTIME PHONE NUMBER

ALTERNATE PHONE NUMBER

E-MAIL ADDRESS

REASON FOR FILING (SELECT ALL THAT APPLY)

STATE GOVERNMENT JOB (Please specify the agency for which you work)

BOARD/COMMISSION (Please list all boards on which you are serving)

JUDICIAL OFFICER (Please specify the office you hold)

LEGISLATOR (Please specify the legislative branch - House or Senate)

Do other immediate family members reside in your household?²

Yes No

FULL NAME³ **RELATIONSHIP** **EMPLOYER** **JOB TITLE** **NATURE OF BUSINESS**

¹ With the exception of judicial officers (including Justices or judges of the General Court of Justice, district attorneys, and clerks of court), persons holding or seeking an elected office with a residency requirement must provide a home address.

² Immediate family includes your spouse (unless legally separated), minor children, and members of your extended family (your and your spouse's adult children, grandchildren, parents, grandparents, and siblings, and the spouses of each of those persons) that reside in your household.

³ Filers may use the initials of unemancipated children instead of those children's names. If initials are used, the children's names should be provided on a (non-public) supplement form available from the Commission upon request.

I. \$10,000 PLUS DISCLOSURES

If you, your spouse, or members of your immediate family have assets or liabilities with a market value of at least \$10,000 in the following categories, please provide the requested information as of December 31st of the preceding year unless another time period is specified in the question.

- ▶ Do not list the value of those assets or liabilities.
- ▶ Do not list assets or liabilities held in a blind trust⁴ established by or for the benefit of you or an immediate family member.

1. Do you, your spouse, or members of your immediate family have an ownership interest in North Carolina real estate with a market value of \$10,000 or more?

Yes No

Owner of Real Estate	% Ownership Interest	Location by City	Location by County

2. Do you, your spouse, or members of your immediate family lease or rent to or from the State real estate with a market value of \$10,000 or more?

Yes No

Name of Lessor	Name of Lessee (Renter)	Location by City	Location by County

3. Within the preceding two years, have you, your spouse, or members of your immediate family sold to or bought from the State personal property with a market value of \$10,000 or more?

Yes No

Name of Purchaser	Name of Seller	Type of Property

4. Do you, your spouse, or members of your immediate family currently lease or rent to or from the State personal property with a market value of \$10,000 or more?

Yes No

Name of Lessor	Name of Lessee (Renter)	Type of Property

⁴ A "blind trust" is a trust that meets all of the following criteria: (a) the owner of the trust's assets has no knowledge of the trust's holdings and sources of income, (b) the individual or entity managing the trust's assets ("the trustee") is not a member of the covered person's extended family and is not associated with or employed by the covered person or his or her immediate family, and (c) the trustee has sole discretion to manage the trust's assets. G.S. 138A-3(1).

5(a). Do you, your spouse, or members of your immediate family own interests (generally stock) valued at \$10,000 or more in a publicly owned company?

Yes No

▶ Do not list ownership interests in a widely held investment fund (including mutual funds, regulated investment companies, or pension or deferred compensation plans) if (i) the fund is publicly traded or its assets are widely diversified and (ii) neither you nor an immediate family member are able to control the assets held in the mutual fund, investment company, or pension or deferred compensation plan.

Owner of Interest	Full Name of Company (Do not use a ticker symbol)

5(b). Do you, your spouse, or members of your immediate family hold stock options valued at \$10,000 or more in a company or business?

Yes No

Owner of Stock Option	Full Name of Company (Do not use a ticker symbol)

6(a). Do you, your spouse, or members of your immediate family have financial interests valued at \$10,000 or more in a non-publicly owned company or business entity (including interests in sole proprietorships, partnerships, limited partnerships, joint ventures, limited liability companies, limited liability partnerships, and closely held corporations)?

Yes No

Owner of Interest	Name of Business Entity

6(b). For each of those non-publicly owned companies or business entities identified in question 6(a) (the "primary company"), please list the names of *any other companies* in which the primary company owns securities or equity interests valued at over \$10,000, *if known*.

Non-Publicly Owned Company (the Primary Company)	Other Companies in which the Primary Company Owns Security or Equity Interests
<input type="checkbox"/> None or Not Known	

6(c). If you know that any company or business entity listed in 6(a) or (b) above has any material business dealings or business contracts *with the State*, or is *regulated by the State*, provide a brief description of that business activity.

Name of Company or Business Entity	Description of Business Activity with the State
<input type="checkbox"/> None or Not Known	

7. Are you, your spouse, or members of your immediate family the beneficiaries of a vested trust with a value of \$10,000 or more that is created, established, or controlled *by you*?

Yes No

► Do not list blind trusts⁴.

Name and Address of Trustee	Description of the Trust	Your Relationship to the Trust

8. Do you, your spouse, or members of your immediate family have a liability (debt) of \$10,000 or more, excluding indebtedness (mortgage) on your primary personal residence? Examples include credit card debts, auto loans, and student loans.

Yes No

Name of Debtor (You, Spouse, Immediate Family Member)	Type of Creditor (Commercial Bank, Credit Union, Individual, etc.)

II. OTHER DISCLOSURES

9(a). During the preceding calendar year, were you, your spouse or members of your immediate family a director, officer, governing board member, employee, independent contractor, or registered lobbyist of a nonprofit corporation or organization operating in the State primarily for religious, charitable, scientific, literary, public health and safety, or educational purposes?

Yes No

► Do not list State boards or entities, or entities created by a political subdivision of the State.
 ► Do not list organizations of which you are a mere member or subscriber.

Name of Person	His/Her Position	Name of Nonprofit Corporation or Organization	Nature of Business or Purpose of Organization

9(b). If the listed nonprofit corporations or organizations do business with the State or receive State funds, please provide a brief description of the nature of that business, if known, or with which due diligence could reasonably be known.

Name of Nonprofit Corporation or Organization	Describe State Business or State Funding
<input type="checkbox"/> None or Not Known	

10. List all sources of income (not specific amounts) of more than \$5,000 received by you, your spouse, or members of your immediate family during the preceding calendar year. **Include salary, wages, state/local government retirement, professional fees, honoraria, interest, dividends, rental income, and business income.**

Do not include income received from the following sources:

- ▶ Capital gains
- ▶ Federal government retirement
- ▶ Military retirement
- ▶ Social security income/SSDI

Recipient of Income	Name of Source	Type of Business/Industry	Type of Income
<input type="checkbox"/> I had no reportable income over \$5,000 in the preceding calendar year.			

11. Are you a practicing attorney?

- Yes No Judicial Officer/State Attorney

If "Yes", check each category of legal representation in which you or the law firm with which you are associated has earned legal fees of \$10,000 or more during the preceding calendar year.

- | | | | |
|---|---|--|-----------------------------------|
| <input type="checkbox"/> Administrative | <input type="checkbox"/> Admiralty | <input type="checkbox"/> Corporate | <input type="checkbox"/> Criminal |
| <input type="checkbox"/> Decedent's Estates | <input type="checkbox"/> Environmental | <input type="checkbox"/> Insurance | <input type="checkbox"/> Labor |
| <input type="checkbox"/> Local Government | <input type="checkbox"/> Real Property | <input type="checkbox"/> Securities | <input type="checkbox"/> Tax |
| <input type="checkbox"/> Tort litigation (including negligence) | <input type="checkbox"/> Utilities Regulation | <input type="checkbox"/> Other category not listed or did not earn legal fees of \$10,000 or more during the preceding calendar year | |

12. Are you (1) a licensed professional (other than an attorney) or do you provide consulting services individually or as a member of a professional association **and** (2) did you charge or were you paid over \$10,000 for those services during the preceding calendar year?

- Yes No

Type of Business	Nature of Services Rendered

13. Are you or your employer, your spouse or members of your immediate family, or their employer:

- Licensed by the State board or employing entity with which you are or will be associated **or**
- Regulated by the State board or employing entity with which you are or will be associated **or**
- Have a business relationship with the State board or employing entity with which you are or will be associated?

Yes No Legislator/Judicial Officer - You are not required to complete this question if you are filing because you are a legislator or a judicial officer ("judicial officer" is defined in footnote 1) or you are filing as an appointee to those offices.

Name of Person	Name of Employer (if applicable)	Type of Relationship (Licensing, Regulatory, Business)

14. During the preceding calendar year, were you, your spouse, or members of your immediate family a director, officer, or governing board member of any society, organization, or advocacy group which has an interest pertaining to subject matter areas over which your agency or board may have jurisdiction?

Yes No Legislator/Judicial Officer - You are not required to complete this question if you are filing because you are a legislator or a judicial officer or you are filing as an appointee to those offices.

▶ Do not list organizations of which you are only a member (not a leadership role).

Name of Person	Name of Society, Organization or Advocacy Group	Leadership Position (Director, Officer, Board Member)

15. Have you ever been convicted of a felony for which you have not received either (i) a pardon of innocence or (ii) an order of expungement regarding that conviction?

Yes No

Offense	Date of Conviction	County of Conviction	State of Conviction

16. During any calendar quarter in the preceding year (but only the time period after you were appointed, employed or filed or were nominated as a candidate), did you

- receive any gift(s) exceeding \$200 per quarter from a person or group of persons acting together, **and**
- when both you and those person(s) were outside North Carolina at the time you accepted the gift(s), **and**
- the gift(s) were given under circumstances that would lead a reasonable person to conclude that they were given for lobbying?

Yes No

▶ Do not report gifts given by members of your extended family.

▶ Do not report gifts that have previously been reported by you to the Department of the Secretary of State on the "Expense Report for Exempted Persons."

Date Item Received	Name and Address of Donor(s)	Describe Item Received	Estimated Market Value

17. During the preceding year (but only the time period after you were appointed, employed, or filed or were nominated as a candidate) have you

- accepted a "scholarship" exceeding \$200 from a person or group of persons acting together **and**
- those person(s) were outside North Carolina **and**
- the scholarship was related to your public position? **A "scholarship" is a grant-in-aid to attend a conference, meeting, or similar event.**

Yes No Judicial Officer - You are not required to complete this question if you are a judicial officer or you are filing as a judicial officer appointee.

▶ Do not report gifts that have previously been reported by you to the Department of the Secretary of State on the "Expense Report for Exempted Persons."
 ▶ Legislators are not required to report scholarships paid by a nonpartisan legislative organization of which the legislator or the General Assembly is a member or participant or an affiliate of that organization.

Date of Scholarship	Name and Address of Donor(s)	Describe Event	Estimated Market Value

18. Are you or a member of your immediate family currently registered as a lobbyist or lobbyist principal or were you registered as such within the preceding 12 months?

Yes No

Name of Lobbyist	Lobbyist's Principal	Date of Registration	Registration Expiration

19(a). List the name of each business with which you are associated where you or a member of your immediate family is an employee, director, officer, partner, proprietor, or member or manager.

Name of Person	Relationship to Filer	Name of Company	Role of Person
<input type="checkbox"/> No Business Associations			

19(b). If you know that any company or business entity listed in 19(a) above has any material business dealings or business contracts with the State, or is regulated by the State, provide a brief description of that business activity.

Name of Company or Business Entity	Description of Business Activity with the State
<input type="checkbox"/> Not applicable (No entities listed on #19a) <input type="checkbox"/> No relationship / Not known	

20. Did a Council of State member appoint you to or recommend you for appointment to a board covered by the Ethics Act? Council of State members are:

- ▶ Governor
- ▶ State Auditor
- ▶ Attorney General
- ▶ Commissioner of Insurance
- ▶ Lt. Governor
- ▶ State Treasurer
- ▶ Commissioner of Agriculture
- ▶ Secretary of State
- ▶ Superintendent of Public Instruction
- ▶ Commissioner of Labor

Yes No

If "Yes", list all contributions you (not immediate family members) made during the preceding calendar year with a cumulative total of more than \$1,000 to the Council of State member who appointed you.

▶ Contributions are defined in N.C.G.S. 163-278.6(6) and include, but are not limited to, "any advance, conveyance, deposit, distribution, transfer of funds, loan, payment, gift, pledge or subscription of money or anything of value whatsoever."

Date	Amount	Contributed to
<input type="checkbox"/> No contribution(s) with a cumulative total of more than \$1,000		

21. Are you now, or are you a prospective appointee to:

<p>a. the head of a principal state department (e.g. cabinet secretary) appointed by the Governor; or</p> <p>b. a North Carolina Supreme Court Justice, Court of Appeals, Superior or District Court Judge; or</p> <p>c. a member of any of the following boards:</p> <ul style="list-style-type: none"> • ABC Commission • Coastal Resources Commission • State Board of Education • State Board of Elections • Employment Security Commission • Environmental Management Commission • Industrial Commission • State Personnel Commission • Rules Review Commission • Board of Transportation • UNC Board of Governors • Utilities Commission • Wildlife Resources Commission 	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If "No", proceed to question 22.</p>
<p>d. If so, were you appointed to, or are you being considered for, appointment to your public position by a Council of State Member (Governor, Lt. Governor, Secretary of State, State Auditor, State Treasurer, Superintendent of Public Instruction, Attorney General, Commissioner of Agriculture, Commissioner of Labor, or Commissioner of Insurance)?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If "No", proceed to question 22.</p>
<p>e. If so, you must indicate whether during the preceding calendar year you (not immediate family members) engaged in any of the following activities with respect to or on behalf of the candidate or campaign committee of the Council of State member who appointed you to your public position:</p> <p>i. Collected contributions from multiple contributors, took possession of such multiple contributions, and transferred or delivered those collected contributions to the candidate or committee? Contributions are defined in N.C.G.S. 163-278.6(6) and include, but are not limited to, "any advance, conveyance, deposit, distribution, transfer of funds, loan, payment, gift, pledge or subscription of money or anything of value whatsoever."</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>ii. Hosted a fundraiser at your residence or place of business?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>iii. Volunteered for campaign-related activities, which include, but are not limited to, phone banks, event assistance, mailings, canvassing, surveying, or any other activity that advances the campaign of a candidate?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>

22. Are you aware of any other information that *you believe* may assist the State Ethics Commission in advising you concerning your compliance with the State Government Ethics Act?

Yes No

AFFIRMATION

I affirm that the information provided in this Statement of Economic Interest and any attachments hereto are true, complete, and accurate to the best of my knowledge and belief.

I also certify that I have not transferred, and will not transfer, any asset, interest, or property for the purpose of concealing it from disclosure while retaining an equitable interest.

I understand that my Statement of Economic Interest and any attachments or supplements thereto are public record.

I acknowledge that I have read and understand N.C.G.S. 138A-26 regarding concealing or failing to disclose material information and N.C.G.S. 138A-27 regarding providing false information:

§ 138A-26. Concealing or failing to disclose material information.

A filing person who knowingly conceals or knowingly fails to disclose information that is required to be disclosed on a statement of economic interest under this Article shall be guilty of a Class 1 misdemeanor and shall be subject to disciplinary action under G.S. 138A-45. (2006-201, s. 1.)

§ 138A-27. Penalty for false information.

A filing person who provides false information on a statement of economic interest as required under this Article knowing that the information is false is guilty of a Class H felony and shall be subject to disciplinary action under G.S. 138A-45. (2006-201, s. 1.)

I Agree

****Notarization is no longer required****

Printed Name

Signature

Date

Submit SIGNED, ORIGINAL documents.



Cape Fear Public Transportation Authority

Project Update

January 2013

- 1. Operations Center** - Construction of \approx 35,000 square foot maintenance and operations facility located on Castle Hayne Road which will serve as operation center for all Wave Transit fixed route and Paratransit operations. Will include compressed natural gas fueling station. Estimated completion, May 2014.
Construction bids let on January 11, 2013 due February 07, 2013. Project budget currently \approx \$12,000,000.
- 2. Wavepool Program** - vanpool program currently serving Elizabethtown and Jacksonville. Two additional vanpools requested in Elizabethtown. Funding for additional vehicles being identified. Estimated completion, March 2013.
- 3. Short Range Transit Plan route restructuring** - minor modification of some fixed routes and addition of four trip per day bus to Pleasure Island. The changes will alter routes to ensure on time adherence and minimize duplication of services. Estimated implementation, February 03, 2013.
- 4. Fare Increase** - Thirty three percent fare increase to prevent elimination of Sunday service in New Hanover County. Estimated implementation, February 05, 2013.
- 5. Fleet Replacement Vehicles** - nine body on chassis light transit vehicles to replace Paratransit vans. Vehicles delivered and in process of being decaled, cameras installed and vehicles registered. Estimated vehicle in-service date, February 2013.
- 6. Non-Emergency Medical Transportation (NEMT) Medicaid** - NC DHHS plan to broker Medicaid transportation. NEMT is currently provided through local DSS offices by public transportation providers. Proposals for brokers due January 23, 2012.

CITY OF WILMINGTON/WILMINGTON MPO
DECEMBER 2012

CROSSING OVER THE CAPE FEAR RIVER

Project Description/Scope: Construct a new crossing over the Cape Fear River that will link from in the vicinity of US 17 to Independence Boulevard and Carolina Beach Road.

Next Steps:

- **December 12th - Transportation Advisory Committee endorsed a resolution requesting NCDOT/NCTA complete the environmental document to determine the best transportation solution to link New Hanover and Brunswick Counties.**
- The NCTA continues to work through the environmental review process.

COMPREHENSIVE GREENWAY PLAN

Project Description/Scope: Complete a Comprehensive Greenway Plan for the City of Wilmington and New Hanover County. The greenway plan would lay the foundation for a comprehensive greenway network throughout the community.

Next Steps:

- **February –March 2013 adoption by local municipalities and New Hanover County**

CONNECTING NORTHERN BRUNSWICK COUNTY

Project Description/Scope: Create a Collector Street Plan for the Towns of Leland, Belville, Navassa and a portion of northern unincorporated Brunswick County.

Next Steps:

- **January Steering Committee Meeting #5 to review final recommendations**
- First draft of plan released February 2013
- Presentations to Town Councils and Brunswick County Commissioners in February/March 2013
- Second Public Workshop to be scheduled February/March 2013
- Final Plan Presented to jurisdictional boards March/April 2013
- Final deliverables and adoption by local entities April 2013

MULTI-MODAL TRANSPORTATION CENTER (No significant change)

Project Description/Scope: Purchase right-of-way, develop design plans and construct the Wilmington Multi-modal Transportation Center between N. 3rd, N. 4th, Hanover and Red Cross streets.

Next Steps:

- NCDOT identify the necessary funding for construction and amend the STIP/MTIP to appropriate the construction funding
- Completion of the Environmental Document

N. 3RD STREET CORRIDOR STREETScape IMPROVEMENTS

Project Description/Scope: The North 3rd Street Streetscape Improvement project will upgrade North 3rd Street between Market Street and Davis Street. The project could include decorative mast-arm traffic signals and street lighting, underground utilities, pedestrian improvements, a landscaped median,, street trees, and other aesthetic improvements. The water and sewer work has been completed. The mill and resurface has been completed.

Next Steps

- Continue the sidewalk, conduit installation, tree pits, brick pavers, street light foundations, etc. on both sides between Market and Front Streets.
- **Removal of overhead utilities.**
- **The project is expected to be completed in February 2013.**

SEE, SHARE AND BE AWARE (No significant change)

Project Description/Scope: Several community and government organizations including the City of Wilmington and Wilmington MPO have come together to create a safety and awareness campaign called "See Share Be Aware." The website has been updated, three additional educational videos are in production, and four audience-specific distribution plans have been created.

Next Steps:

- Distribute safety campaign videos to local media, local government websites, local interest groups, etc.
- Secure funding for supplies and materials identified in four distribution plans and event opportunities

SITE DEVELOPMENT REVIEW-PENDER COUNTY TRC

Project Descriptions/Scope: The Wilmington 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:

- **Pender County Development Plan Reviews: 3**
- **Development Plan Reviews: 20**
- **Concept Plan Reviews: 4**
- **TIA Scoping's/Due Diligence: 2**
- **TIA Reviews: 2**
- **Development Inquiries: 6**
- **Projects Released for Construction: 6**

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Project Description/Scope: UNCW is taking the role as lead employer for the Cape Fear region. The WMPO will coordinate with UNCW to work with other major employers in the region to identify opportunities for ride sharing.

Next Steps:

- Make final payment for **www.ShareTheRideNC.com** – NC’s carpooling website
- Clean up and consolidate existing employers and participants on Share The Ride NC
- Schedule meetings with employers, private and charter schools, and interest groups to promote carpooling website
- Data collection for UNCW bike map
- Schedule meetings to discuss TDM needs with New Hanover Regional Medical Center and PPD
- Attend monthly meetings with consultant and lead employer

WRIGHTSVILLE BEACH COMMUNITY TRANSPORTATION PLAN

Project Description/Scope: Complete a Community Transportation Plan for the Town of Wrightsville Beach and Wilmington Urban Area Metropolitan Planning Organization, which includes all modes of Transportation (Biking, Walking, and Driving), and considers the Town’s Critical Intersections and develops plans for Access, Safety and Congestion. The WB CTP plan would lay the foundation for a comprehensive transportation plan throughout the town, create a vision for the future and identify incremental steps to achieve it.

Next Steps:

- **Consultant plans to present the Final Plan by the end of January.**
- **Steering Committee Meeting in early February after Final Plan is presented.**
- **Present plan to the Wrightsville Beach Board of Alderman in February.**



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

January 24, 2013

TIP Projects:

R-2633 AA & AB: Construction of I-140 (Wilmington Bypass) from US 17 to US 74/76.
Estimated Contract Completion Date July 2013

R-3324 – Long Beach Road Extension construct a 2-lane, 2-way roadway on new location from NC 211 to NC 87.
Let Date of February 2013

R-3432 – SR 1163 (Georgetown Road) extend from SR 1184 (Ocean Isle Beach Road) to NC 179.
Start Date June 2013

R-2633 B: Construction of I-140 (Wilmington Bypass)
R-2633 BA construct I-140 from US 74/76 to SR 1430 (Cedar Hill Road).
Start Date September 2013
R-2633 BB construct I-140 from SR 1430 (Cedar Hill Road) to US 421.
Start Date September 2013

R-3601 US 17/74/76: Widening across the “causeway”, between Leland and Wilmington.
Start Date February 2014

U-3338 B: Widening of Kerr Ave. from Randall Parkway to Martin Luther King, Jr. Parkway.
Start Date March 2014

Military Cutoff Road Extension (U-4751): extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass.
Start Date December 2016

R-5021: NC 211 widening, from NC 87 to SR 1500 (Midway Road).
Post Year

U-4434: Independence Blvd. Extension from Randall Parkway to MLK Parkway.
Post Year

R-3434 – SR 1500 (Midway Road) and SR 1401 (Galloway Road) widening Midway Road from NC 211 to US 17 Bypass.
Post Year

R-4063: widen SR 1472 (Village Road) from SR 1435 (South Navassa Road) to SR 1438 (Lanvale Road).
Post Year

R-3300 Hampstead Bypass: extending from Wilmington Bypass to US 17 north of Hampstead.
Post Year

U-5300: NC 132 (College Road) from SR 1272 (New Center Drive) to SR 2048 (Gordon Road) widen to multi-lanes.
Post Year

Division Project:

Dow Road: SR 1573 (Dow Road) widen roadway for pave shoulders and left turn lanes at three locations, from US 421 to curb & gutter located on K Avenue.

Let Date October 16, 2012

Estimated Contract Completion Date May 1, 2013 for all work except plantings & Reforestation

Wrightsville Beach Draw Bridge: Replacing the grates, bridge tender's house and other internal mechanical and electrical upgrades.

March 15, 2012 to October 1, 2012 (SUMMER) contractor will not be allowed to close a lane of traffic, during the following times:

from 7:00 AM to 9:00 AM

& from 3:00 PM to 6:00 PM

& from 7:00 AM Friday to 6:00 PM Sunday

October 2012 to March 2013 (WINTER), Traffic will be in a two-lane, two-way pattern (on the bridge) for the replacement of the grates. Contractor will not be allowed to close a lane of traffic:

from 7:00 AM to 9:00 AM

& from 3:00 PM to 6:00 PM

& from 7:00 AM Friday to 6:00 PM Sunday

Estimated Contract Completion Date July 2013

Memorial & Isabel Holmes Bridges: Mechanical (replacement of lock assemblies, auxiliary drive, brakes & gears) and electrical repairs (terminal cabinets, auxiliary drives and switches)

Estimated Contract Completion Date Fall 2012

W-5306 Castle Hayne Roundabout: construct a roundabout at the intersection of US 117/NC 132/NC 133. Also widen US 117 to include a second lane northbound from the roundabout to SR 1002 (Holly Shelter Road).

Let Date October 2013

Resurfacing Contracts:

Brunswick, New Hanover & Pender contract: C202680

Brunswick County:

NC 904 milling & resurfacing from NC 179 to East/West Second Street at Ocean Isle Beach

SR 1331 (Mill Branch Rd) resurfacing from NC 130 to SR 1335 (Big Neck Rd)

SR 1143 (Brick Landing Rd) resurfacing from NC 179 to end of system

New Hanover County:

US 17 Business (Market Street) milling & resurfacing from 0.206 miles south of SR 2251 (Barclay Hills Drive) at CSX RR tracks to 0.223 miles north of US 74 (MLK Parkway) intersection at the end of the curb & gutter

US 17/US 421 milling & resurfacing from 0.091 miles south of US 74/NC 133 intersection at new pavement joint to 0.208 miles north of I-140 overpass at "new" pavement joint

Wilmington Bypass leveling courses, at various locations: @ bridge approaches, @ CSX RR fly-over, & @ low areas around interchange of US 17 and US 17 Bus.

SR 1175 (Kerr Ave.) resurfacing from NC 132 to 0.14 mile south of Randall Pkwy

SR 1402 (Edgewater Club Rd) resurfacing from SR 1491 (Porter's Neck Rd) to end of system

SR 2127 (Judges Rd) resurfacing from US 17 Bus. to SR 2213 (Albemarle Rd)

SR 2219 (Green Meadows Rd) resurfacing from US 117 Bus. to SR 2281 (Spicewood St)

SR 1002 (Holly Shelter Rd) mill patch from US 117 to Pender Co. line

Pender County:

US 117 resurfacing from New Hanover County line at Northeast Cape Fear River Bridge to 0.30 mile north of NC 210

NC 53 milling & resurfacing from 0.53 miles west of SR 1400 (North/South Smith Street) to 0.03 miles east of US 117 Business in Burgaw

Estimated Completion Date Spring 2013

Brunswick & New Hanover Counties: C202916

Brunswick County:

US 17 NBL & SBL from US 17 Business (south end of Bolivia) to US 17 Business (north end of Shallotte)

NC 211 from US 17 to Lockwood Folly River Bridge.

US 17 Bus. (Shallotte) from US 17 to NC 179.

SR 1402 (Randolphville Road) from US 17 Bus. to SR 1401 (Galloway Road).

SR 1137 (Boones Neck Road) from NC 130 to end of system.

SR 1345 (Royal Oak Road) from US 17 to SR 1342 (Big Macedonia Road).

SR 1141 (Kirby Road) from SR 1139 (Seashore Road) to NC 130, 2' widening.

New Hanover County:

US 74/US 76 from 0.04 mile east of Summer Rest Road to US 76.

US 74 from US 76 to westside of Banks Channel Bridge #24.

SR 1002 (Holly Shelter Road) 2' widening, mill & resurface from US 117 (Castle

Hayne

Road) to Pender County line.

SR 1521 (Piner Road) patching & resurface from 0.13 mile east of US 421 to SR 1492 (Masonboro Loop Road).

SR 1520 (Grissom Road) patching & resurfacing from SR 1521 to SR 1492.

SR 1492 patching & resurface from SR 1520 to Whiskey Creek bridge (Wilmington City Limits).

SR 1695 (Shannon Road) patching & resurface from SR 1492 (Myrtle Grove Road) to end of system.

SR 1336 (Sidbury Road) mill & resurface from SR 1318 (Blue Clay Road) to SR 2181 (Dairy Farm Road).

SR 1336 2' widening, patching & resurface from SR 2181 to Pender County line.

Estimated Contract Completion Date November 2012

Pender County: C202927

SR 1572 (Sidbury Road) mill patch, widen & resurface from US 17 to New Hanover County line.

Estimated Contract Completion Date November 2012

If you have any questions, please contact Mr. Patrick Riddle: priddle@ncdot.gov