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, safeguarding 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.

Technical Coordinating Committee

Meeting Agenda

TO: Technical Coordinating Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: March 4, 2015
SUBJECT: March 11th meeting

A meeting of the WMPO Technical Coordinating Committee will be held on Wednesday, March 11th at 10 am. The meeting will be held in the Lord Spencer Compton Conference Room at 102 North 3rd Street in downtown Wilmington.

The following is the agenda for the meeting:

1) Call to Order
2) Approval of Minutes:
   a. 2/11/15
3) Presentation
   a. Focus Update, Adrienne Cox, FOCUS
4) Consent Agenda
   a. Resolution approving STIP/MTIP Modification (February)
   c. Resolution approving 2015-2016 Unified Planning Work Program Amendments
   d. Resolution adopting amendments to Cape Fear Commutes 2035 Long Range Transportation Plan Amendments
   e. Opening of the 30-day Public Comment Period for STIP/MTIP Amendments (March)
5) Public Hearing
   a. DRAFT 2015-2025 State/Metropolitan Transportation Improvement Program
6) Regular Agenda
   a. Resolution in support of the a partnership between the Gullah Geechee Cultural Heritage Corridor Commission and the East Coast Greenway Alliance
   b. Resolution Requesting NCDOT fund a Deputy Division Engineer in Division
3
7) Discussion
   a. DRAFT Memorandum of Understanding
   b. Cape Fear Transportation 2040
   c. Future Potential Long-Range Planning Studies
8) Updates
a. Crossing over the Cape Fear River Work Group
b. Wilmington MPO
c. Cape Fear Public Transportation Authority
d. NCDOT Division
e. NCDOT Transportation Planning Branch

9) Announcements
   a. WMPO Bike/Ped Committee Meeting-March 19, 2015
   b. TAP-DA Call for Projects Due- April 3, 2015

10) Next meeting—April 15, 2015

Attachments:
- Minutes 2/11/15 meeting
- STIP/MTIP Modifications (February)
- Resolution approving STIP/MTIP Modification (February)
- Proposed 2014-2015 Unified Planning Work Program Budget Revisions
- Resolution approving 2014-2015 Unified Planning Work Program Amendments
- Proposed 2015-2016 Unified Planning Work Program Amendments
- Resolution approving 2015-2016 Unified Planning Work Program Amendments
- Resolution adopting amendments to Cape Fear Commutes 2035 Long Range Transportation Plan Amendments
- 2012-2018 STIP/MTIP Amendments (March)
- DRAFT 2015-2025 State/Metropolitan Transportation Improvement Program
- Resolution in support of the a partnership between the Gullah Geechee Cultural Heritage Corridor Commission and the East Coast Greenway Alliance
- Resolution Requesting NCDOT fund a Deputy Division Engineer in Division 3
- DRAFT Memorandum of Understanding
- Future Potential Long-Range Planning Studies Memo
- Future Potential Long Range Planning Studies Scoring Memo
- Cape Fear River Crossing Update (March)
- Wilmington MPO Project Update (March)
- Cape Fear Public Transportation Authority Update (March)
- NCDOT Project Update (March)
Wilmington Urban Area  
Technical Coordinating Committee  
Meeting Notes for February 11, 2015

Members Present:
Mike Kozlosky, City of Wilmington  
Adrienne Harrington, TDM Coordinator  
Ed Parvin, Town of Carolina Beach  
Ken Vafier, New Hanover County  
Megan Matheny, WAVE Transit  
Helen Bunch, Brunswick County  
Stephanie Ayers, NC Ports  
Patrick Riddle, NCDOT Division 3  
Robert Waring, Town of Leland  
Whitney Prease, Wilmington International Airport  
Athina Williams, Town of Belville  
Allen Serkin, Cape Fear COG  
Megan O’Hare, Pender County  
Trey Burke, Town of Navassa  
Don Bennett, City of Wilmington  
Nancy Avery, Town of Kure Beach  
Nora McCann, NCDOT Planning Branch  
Zach Steffey, Town of Wrightsville Beach

Others Present  
Loretta Barren, FHWA  
Rockne Bryant, NCDOT

1. Call to Order  
Mr. Kozlosky called the meeting to order at 10:06am.

2. Approval of Minutes  
The minutes for the meeting January 14, 2015 were approved unanimously.

3. Presentations  
a. Federal Functional Classification Update, Nora McCann  
Ms. Nora McCann and Mr. Rockne Bryant, with the NCDOT Transportation Planning Branch gave a presentation on the Federal Functional Classification Update. Ms. McCann explained that functional classification is a process to group streets and highways into classes and the services that they are intended to provide. Ms. McCann noted that the 2010 census was the spring-board for the update.

Mr. Bryant told members that the Department updates the classification system every 10 years across the State. The process gives all the MPOs and RPOs a chance to review and make necessary changes or corrections. He noted that changes can also be made throughout the year by submitting a change-request. Mr. Bryant reviewed the changes submitted to FHWA from NCDOT.

Mr. Kozlosky explained that local jurisdictions tie density to the Functional Classification Maps. Mr. Vafier told members that requirements for different types of projects are based on their locations. The maps are used in helping to determine set-backs and other dimensional requirements. Ms. O’Hare noted that the maps are used in determining individual driveway access points in residential subdivisions in Pender County.

Mr. Bryant told members that updated maps are going to be live on the GIS website in an effort to move away from paper map versions. Mr. Kozlosky stated that he has significant concern about the online maps and staff would prefer to have a hard-copy. Mr. Kozlosky said he was also concerned about the timeline of the updates to the information reflected on the maps. Ms. Barren suggested
adding a date-field to the maps so everyone will know when the last updates were made. Mr. Bennett suggested keeping a PDF of the maps in order to track progression of the updates. Mr. Serkin told members he has concerns regarding the approval dates from FHWA. If they have approved a revision and the quarterly update has not yet been released, problems may occur if permits are denied because the changes have not yet be added to the Functional Classification Map GIS file. He requested that any changes be communicated down the line on the day FHWA approves those functional class changes. Mr. Bryant said he would coordinate with FHWA and make the information available.

Ms Rashid suggested that the Transportation Planning Branch staff include a Functional Classification Map as part of the meeting agenda packet for TCC and TAC meetings every month, even if there are no changes.

Following some additional discussion, Mr. Bryant told members that Road Characteristics information, which includes the current Functional Classification system, is available online at GO! NC, a NCDOT portal where you can access and publish geospatial information pertaining to transportation in North Carolina; as well as, the information is also available for download as GIS shapefile directly from the NCDOT GIS Unit on connect.ncdot.gov.

4. Consent Agenda
   a. Opening of the 30-day Public Comment Period for STIP/MTIP Amendments (February)


Ms. Avery made the motion to approve the items on the consent agenda and forward to the TAC for consideration. Ms. Harrington seconded the motion and it carried unanimously.

5. Regular Agenda
   a. Resolution supporting the Town of Leland’s Request for the use of STP-DA balances for the Old Fayetteville Road Multi-use Path

   Mr. Kozlosky told members that the Town of Leland has requested $163,000 from the STP-DA balance from FY13 for additional right-of-way and construction for the Old Fayetteville Road Multi-use Path. In a letter received from their Town Manager, Mr. Hollis explained that based on the Town’s conversations with NCDOT, it was determined that the project must be moved to the southern side of Old Fayetteville Road. To do so will necessitate obtaining additional easements for the project. The Town is requesting an additional $163,000 from the STP-DA reserve funds for the additional easements.

   Mr. Bennett made the motion to support the Town of Leland’s request for the use of STP-DA balances for the Old Fayetteville Road multi-use path and forward to the TAC for consideration. Mr. Riddle seconded the motion and it carried unanimously.

6. Discussion
   a. Cape Fear Transportation 2040
      i. Public Outreach Schedule

   Ms. Rashid told members that staff will be pushing back the open house meetings to April. She said staff is in the process of locking in dates and locations for seven public meetings. Once the
schedule is finalized, staff will send out notices. She noted that public comment will also be accepted online. Ms. Rashid said comments will be accepted through the end of April.

b. Wilmington MPO Logo Update
Mr. Kozlosky told members that the TAC agreed on the name Greater Wilmington Transportation Planning Organization (GWTPO). Staff will begin the process of updating the MOU and once that has been adopted, the MPO will begin using the new name.

c. Future Potential Long-Range Planning Studies
Mr. Kozlosky told members that based on the discussion at the last meeting, member jurisdictions were asked to submit studies for funding consideration over the next three years. He noted that staff received 17 submittal requests. Mr. Kozlosky suggested establishing a prioritization process to rank the projects/studies. Ms. Matheny suggested obtaining cost estimates for the studies as part of the prioritization process. Mr. Kozlosky asked that members to develop a cost estimate for each of the studies and send the information to him by February 20th. He said staff will work to develop a ranking process for the studies and bring it back to the next meeting.

d. STIP/MTP Modifications
Mr. Kozlosky told members that staff will be bringing STIP/MTP modifications to the next meeting for consideration.

7. Updates
Updates are included in the agenda packet.

8. Announcements

9. Adjournment
With no further items, the meeting was adjourned at 11:35pm.

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.
Proposed Revisions to 2012-2018 STP Program

STIP/MTIP Modification
(February)

I-5357 PENDER NEW HANOVER
PENDER PROJECT CATEGORY STATEWIDE
I-40, SOUTH OF NC 53 (MILE POST 398.5) TO NORTH OF SR 1412 CONSTRUCTION FY 2015:
(MILE POST 403.0) IN PENDER COUNTY AND SOUTH OF NC 210 $13,655,000 (NHPIM)
(MILE POST 408.6) IN PENDER COUNTY TO END OF I-40 $13,655,000
(MILE POST 420) IN NEW HANOVER COUNTY. PAVEMENT
REHABILITATION. EXTEND PROJECT LIMITS TO ADDRESS
PAVEMENT CONDITIONS.
WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE

RESOLUTION APPROVING THE MODIFICATION OF THE
2012-2018 STATE/METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAMS

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

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

WHEREAS, the North Carolina Board of Transportation adopted the 2012-2018 State Transportation Improvement Program on July 7, 2011 and the Wilmington Metropolitan Planning Organization adopted the Statewide/Metropolitan Transportation Improvement Program on August 11, 2011; and

WHEREAS, the Wilmington MPO desires to modify the State/Metropolitan Transportation Improvement Programs for pavement rehabilitation to extend the project limits to include I-40, south of NC 53 (MILE POST 398.5) to north of SR 1412 (MILE POST 403.0) in Pender County and south of NC 210 (MILE POST 408.6) in Pender County to end of I-40 (MILE POST 420) in New Hanover County.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization’s Transportation Advisory Committee approves modifying the 2012-2018 State/Metropolitan Transportation Improvement Programs for pavement rehabilitation to extend the project limits to include I-40, south of NC 53 (MILE POST 398.5) to north of SR 1412 (MILE POST 403.0) in Pender County and south of NC 210 (MILE POST 408.6) in Pender County to end of I-40 (MILE POST 420) in New Hanover County.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on March 25, 2015.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary
II-B-10 Transit Element of LRTP - Based on anticipated expenditures the line items increased by $3,000.

III-E Management and Operations - Based on anticipated expenditures the line items decreased by $3,000.
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WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE

RESOLUTION AMENDING THE FISCAL YEAR 2014-2015 UNIFIED PLANNING WORK PROGRAM OF THE WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

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

WHEREAS, the fiscal year 2014-2015 Unified Planning Work Program documenting the comprehensive and continuing transportation planning program in the Wilmington Urban Area was adopted by the Wilmington MPO’s Transportation Advisory Committee; and

WHEREAS, the need for amendments of the fiscal year 2014-2015 Unified Planning Work Program has subsequently been evaluated and justified in order to effectively advance transportation planning for fiscal year 2014-2015; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the fiscal year 2014-2015 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

WHEREAS, the Wilmington MPO proposes amendments to the 2014-2015 Unified Planning Work Program to reflect current and anticipated expenditures.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby approves the amendments to the fiscal year 2014-2015 Unified Planning Work Program.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on March 25, 2015.

_________________________
Laura Padgett, Chair
Transportation Advisory Committee

_____________________
Mike Kozlosky, Secretary
Transportation Advisory Committee
# FY 2015-2016 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 2015-2016. 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 four 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.

- **Surface Transportation Program-Direct Attributable Funds**—These funds are dedicated to Transportation Management Areas and these funds can be used to perform transportation planning. They require a 20% 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 2015-2016
(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 2010 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 bicycle 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). Implementation of the Performance Measures from MAP-21.

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

II-B8 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. Implementation of the Performance Measures from MAP-21.

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 in the update of the MTP. Implementation of the Performance Measures from MAP-21.

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. Implementation of the Performance Measures from MAP-21.

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. Implementation of the Performance Measures from MAP-21.

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 MTP. Implementation of the Performance Measures from MAP-21.

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. Implementation of the Performance Measures from MAP-21.

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. Implementation of the Performance Measures from MAP-21.
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. Implementation of the Performance Measures from MAP-21.


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

III-A Planning Work Program - Evaluation of FY 2015 PWP and development of FY 2016 PWP.

III-B Transportation Improvement Program - Review and amend the 2012-2018 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.
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<td>Collect and analyze data for route planning and submission to NTD</td>
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<td>Accurate data from multiple data collection devices onboard Wave Transit vehicles and other sources to ensure compliance with National Transit Database requirements</td>
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<td>Community Goals &amp; Objectives</td>
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<td>Interpret and communicate with members of the Authority and WMPO TCC and TAC adopted planning documents defining community goals and objectives</td>
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<td>Service offerings that are compliant with adopted plans that outlined the goals of the community for public transportation in the region</td>
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<td>Communication of goals and objectives to decision makers and the public</td>
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<td>Task Objective</td>
<td>Provide input to CAC, TCC and TAC regarding long range transit plans for the region</td>
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<td>Informed decisions regarding long range public transportation plans leading to a realistic planning document for the region</td>
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<td>Provided input and educated decision makers regarding the federal and state public transportation program</td>
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<td>Financial Planning</td>
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<td>Plan capital and operating cost estimates to ensure fiscal compliance and maintain the adopted level of transit service</td>
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<td>Short range financial plans based on current federal and state legislation to ensure that transit services are provided in a consistent manner utilizing the most economical and efficient methods</td>
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<td>Financial planning of the public transportation program</td>
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<td>Interpret and prepare Title VI documents and monitor Title VI efforts to ensure compliance with FTA approved Title VI program</td>
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<td>Compliance with the Title VI circular and adopted Title VI program</td>
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<td>Title</td>
<td>Minority Business Enterprise</td>
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<td>Task Objective</td>
<td>Implement and monitor the MBE program to be compliant with adopted MBE program, update MBE goals as required, and undertake MBE outreach</td>
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<td>MBE participation that is equal to or greater than the adopted and approved MBE goal</td>
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<td>Title</td>
<td>Public Involvement</td>
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<td>Task Objective</td>
<td>Hear and analyze public comment from monthly meetings of the Authority, email comments, written comments and other comments outlined in the Authority Public Involvement Program. Work with public to update LCP, LRTP, SRTP and other planning documents.</td>
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<td>Make recommendations to appropriate parties from comments made to the Authority by members of the community</td>
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<td>Public comment</td>
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<td><strong>Task Objective</strong></td>
<td>MPO and CFPTA staff will conduct required administrative and operational tasks to support Wave Transit. Periodical reviews of administrative agreements and procedures. Staff will perform daily operations to disseminate planning information to the TAC/TCC committee members, the public and/or other agencies.</td>
</tr>
<tr>
<td><strong>Tangible Product Expected</strong></td>
<td>Compliance with FTA and NCDOT requirements, well informed community and elected officials about the public transit program, and functional system that meets the needs of the community</td>
</tr>
<tr>
<td><strong>Expected Completion Date of Products</strong></td>
<td>June 2015</td>
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<tr>
<td><strong>Previous Work</strong></td>
<td>Collection of data and submission to NTD</td>
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<tr>
<td><strong>Relationship</strong></td>
<td>This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)</td>
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<td><strong>Responsible Agency</strong></td>
<td>CFPTA</td>
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<tr>
<td><strong>SPR - Highway - NCDOT 20%</strong></td>
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<tr>
<td><strong>SPR - Highway - F11WA 80%</strong></td>
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<tr>
<td><strong>Section 104 (f) PL, Local 20%</strong></td>
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<td><strong>Section 104 (f) PL, FHWA 80%</strong></td>
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<tr>
<td><strong>Section 5303 Local 10%</strong></td>
<td>2,807</td>
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<td><strong>Section 5303 NCDOT 10%</strong></td>
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<td><strong>Section 5307 Transit - Local 10%</strong></td>
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<td><strong>Section 5307 Transit - NCDOT 10%</strong></td>
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<td>Surveys of Change</td>
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<td>I-A-2</td>
<td>Traffic Volume Counts</td>
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<td>I-A-3</td>
<td>Vehicle Idles of Travel</td>
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<td>Street System Changes</td>
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<td>Traffic Accidents</td>
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<td>I-B</td>
<td>Land Use Trends, Plans</td>
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<td>Community Goals &amp; Objectives</td>
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<td>Forecast of Future Travel Patterns</td>
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<td>Highway Element of the LRTP</td>
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<td>Bicycle and Ped. Element of the LRTP</td>
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<td>Rail, Water or other Mode of LRTP</td>
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<td>Freight, Human or Mobility Planning</td>
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<td>Management &amp; Operations</td>
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<td>TOTALS</td>
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## Anticipated DBE Contracting Opportunities for FY 2015-2016

Name of MPO: Wilmington Urban Area MPO

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

<table>
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<tr>
<th>Prospectus Task Code</th>
<th>Prospectus Description</th>
<th>Name of Agency Contracting Out</th>
<th>Type of Contracting Opportunity (Consultant, etc.)</th>
<th>Federal Funds to be Contracted Out</th>
<th>Total Funds to be Contracted Out</th>
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<td>III-D-3</td>
<td>Special Studies</td>
<td>City of Wilmington</td>
<td>Consultant</td>
<td>$72,000</td>
<td>$90,000</td>
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RESOLUTION
APPROVING THE FY 2015-2016 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 2015-2016;

NOW THEREFORE, be it resolved that the Transportation Advisory Committee
hereby endorses the FY 2015-2016 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 the resolution
from the meeting of the Wilmington Urban Area Transportation Advisory Committee,
duly held on this the 28th day of January, 2015.

[Signature]
Laura Padgett, Chair
Wilmington Urban Area TAC

*******************************
Subscribed and sworn to me this the 28th day of January, 2015.

[Signature]
Marnie F. Humphrey
Notary Public

My commission expires June 2, 2019
RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE WILMINGTON METROPOLITAN PLANNING ORGANIZATION’S TRANSPORTATION PLANNING PROCESS FOR FY 2015

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 28th day of January, 2015.

Laura Padgett
Chair, Transportation Advisory Committee

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

WHEREAS, the fiscal year 2015-2016 Unified Planning Work Program documenting the comprehensive and continuing transportation planning program in the Wilmington Urban Area was adopted by the Wilmington MPO’s Transportation Advisory Committee; and

WHEREAS, the need for amendments of the fiscal year 2015-2016 Unified Planning Work Program has subsequently been evaluated and justified in order to effectively advance transportation planning for fiscal year 2015-2016; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the fiscal year 2015-2016 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

WHEREAS, the Wilmington MPO proposes amendments to the 2015-2016 Unified Planning Work Program to reflect current and anticipated expenditures.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby approves the amendments to the fiscal year 2015-2016 Unified Planning Work Program.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on March 25, 2015.
WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

WHEREAS, on December 15, 2010 the Wilmington MPO adopted the fiscally constrained Cape Fear Commutes 2035 Transportation Plan to satisfy the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and

WHEREAS, on July 18, 2012 the Wilmington MPO was designated a Transportation Management Area (TMA) and with this designation the Wilmington MPO became a recipient of Surface Transportation Program - Direct Attributable (STP-DA) funding and Transportation Alternatives Program – Direct Attributable (TAP-DA) funding; and

WHEREAS, a requirement of the use of STP-DA and TAP-DA funding is that projects be included in the MPO’s fiscally-constrained long range transportation plan; and

WHEREAS, in order to maintain a plan that is fiscally constrained, projects of equal or greater value must be removed from the plan; and

WHEREAS, several projects were not included in the adopted Cape Fear Commutes 2035 Transportation Plan but were submitted for consideration for STP-DA and TAP-DA funding to include: four bicycle and pedestrian projects and one intersection project on February 6, 2014, one transit project on August 28, 2014, two bicycle and pedestrian projects on January 28, 2015; and

WHEREAS, the Wilmington MPO Transportation Advisory Committee approved the allocation of STP-DA and TAP-DA funds to each of these projects; and

WHEREAS, the lowest ranking bicycle project in the Cape Fear Commutes 2035 Transportation Plan is a multi-use path between Timour Trail NE and Royster Road Northeast in Navassa; and

WHEREAS, the lowest ranking intersection project in the Cape Fear Commutes 2035 Transportation Plan is a roundabout at Salisbury Street (US74) and Causeway Drive (US76) in Wrightsville Beach; and

WHEREAS, the lowest ranking transit project in the Cape Fear Commutes 2035 Transportation Plan is a bus rapid transit route along Carolina Beach Road; and

WHEREAS, an amendment to remove the lowest ranking bicycle projects, the lowest ranking intersection project, and the lowest ranking transit project would allow Cape Fear Commutes 2035 to remain fiscally constrained with the addition of the approved STP-DA and TAP-DA projects.
NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization’s Transportation Advisory Committee hereby adopts Cape Fear Commutes 2035 Transportation Plan Amendments.

ADOPTED at a regular meeting of the Wilmington Urban Area MPO Transportation Advisory Committee on March 25, 2015.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary
<table>
<thead>
<tr>
<th>STIP #</th>
<th>Transit Partner</th>
<th>DESCRIPTION</th>
<th>match</th>
<th>FY15 (000)</th>
<th>FY16 (000)</th>
<th>FY17 (000)</th>
<th>FY18 (000)</th>
<th>FY19 (000)</th>
<th>FY20 (000)</th>
<th>FY21 (000)</th>
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<tbody>
<tr>
<td>TA-5171</td>
<td>Cape Fear Transportation Authority</td>
<td>Purchase Replacement Buses</td>
<td>FUZ</td>
<td>5307</td>
<td>1,489</td>
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<tr>
<td>COUNTY</td>
<td>ROUTE/CITY</td>
<td>ID NUMBER</td>
<td>LOCATION / DESCRIPTION</td>
<td>LENGTH (MILES)</td>
<td>PROJECT COST (THOU)</td>
<td>TOTAL COST (THOU)</td>
<td>PRIOR YEARS COST (THOU)</td>
<td>UNFUNDED</td>
<td>UNFUNDED</td>
<td>FUTURE YEARS</td>
</tr>
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</tr>
<tr>
<td>WAKE</td>
<td>NC 00</td>
<td>R-0000</td>
<td>I-40 TO NC 96 EAST OF HOMETOWN. WIDEN TO A FOUR-LANE FACILITY WITH A BYPASS OF HOMETOWN ON NEW LOCATION.</td>
<td>7.3</td>
<td>63,450</td>
<td>250</td>
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</tr>
</tbody>
</table>

**FUNDING SOURCE (2)**
See Highway Funding Key for an explanation of funding categories used for each project phase.

**FUNDING CATEGORY (1)**
Identifies the STIF Funding Category for the project and any project breaks.

**WORK TYPE (ACTIVITY) (3)**
Phases of implementation:
- Preliminary engineering, Right of Way, Mitigation, Utilities or Construction. For other work types or activities see Work Type (Activity) box below.

**ESTIMATED COST**
Preliminary engineering, right of way, utility, mitigation and construction cost estimates by funding category in current dollars. Cost may include one or more funding types. Multi-year funding of a project segment indicates (Cash-Flow Funding) with proposed work type or activity beginning in the initial scheduled year. (Estimates are in thousand dollars.)

**UNFUNDED FUTURE COMMITMENTS**

### 1) FUNDING CATEGORY
- APD - Appalachian Development
- BOND (R) - Revenue Bond
- CMAQ - Congestion Mitigation
- DP - Discretionary or Demonstration
- ER - Emergency Relief Funds
- FED - Federal Rail Funds
- FLPI - Federal Lands Program (Indian Reservation Roads)
- HFB - Highway Fund Bridge Replacement Program
- HP - Federal Aid High Priority
- HRRR - High Risk Rural Roads
- HSIP - Highway Safety Improvement Program
- L - Local
- NHP - National Highway Performance Program
- NHPB - National Highway Performance Program (Bridge)
- NHPP - National Highway Performance Program (Interstate Maintenance)
- O - Others
- RR - Rail-Highway Safety
- S (M) - State Match
- SRTS - Safe Routes to School
- STP - Surface Transportation Program
- STPDA - Surface Transportation Program - Direct Attributable
- STPBR - Surface Transportation Program, Enhancements (Bike)
- STPON - Surface Transportation Program Bridge (On System Bridge)
- STPOFF - Surface Transportation Program Bridge (Off System Bridge)
- T - State Highway Trust Funds
- TAP - Transportation Alternatives Program

### 2) FUNDING KEY FOR HIGHWAY FUNDING SOURCES
- A - Acquisition
- C - Construction
- CG - Construction (GARVEE)
- F - Feasibility Study
- G - Grading and Structures
- H - Implementation
- L - Landscaping
- M - Mitigation
- O - Operations
- P - Paving
- PE - Preliminary Engineering
- R - Right of Way
- RG - Right of Way (GARVEE)
- S - Structure
- U - Utilities
## Wilmington Urban Area Metropolitan Planning Organization

**Highway Program**

<table>
<thead>
<tr>
<th>County</th>
<th>Route/City/County</th>
<th>ID Number</th>
<th>Location / Description</th>
<th>Length</th>
<th>Type of Work / Estimated Cost in Thousands</th>
<th>Project Breaks</th>
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</thead>
<tbody>
<tr>
<td>New Hanover</td>
<td>Interstate Projects</td>
<td>I-40</td>
<td>Pender County line to 0.4 mile east of US 117 pavement rehabilitation</td>
<td>6.3</td>
<td>900</td>
<td>PRIOR YEARS FY 2016, PRIOR YEARS FY 2015 FUTURE YEARS FY 2016-2025</td>
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<tr>
<td>New Hanover</td>
<td>Interstate Projects</td>
<td>I-40</td>
<td>Pender County line to SR 2346 (Gordon Road) pavement rehabilitation</td>
<td>6.3</td>
<td>900</td>
<td>PRIOR YEARS FY 2016, PRIOR YEARS FY 2015 FUTURE YEARS FY 2016-2025</td>
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<tr>
<td>New Hanover</td>
<td>Interstate Projects</td>
<td>I-40</td>
<td>South of NC 249 mile post 465.6 in Pender County to end of 465.6 mile post 465.6 in New Hanover County pavement rehabilitation</td>
<td>11.4</td>
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<tr>
<td>New Hanover</td>
<td>Rural Projects</td>
<td>US 117/US 76</td>
<td>NC 133/SR 1472 (Village Road) to the US 421/SR 133 interchange</td>
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<tr>
<td>New Hanover</td>
<td>Urban Projects</td>
<td>US 17</td>
<td>SR 1582 (Washington Acres Road) to SR 1583 (Hook Point Loop Road) convert to superstreet.</td>
<td>5.5</td>
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<td>New Hanover</td>
<td>Urban Projects</td>
<td>US 17 Business</td>
<td>US 17 south of I-17 to Towne Centre Road</td>
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<td>US 120 (South College Road) construct flyovers at interchange</td>
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**Notes:**
- PRIOR YEARS: FY 2016, PRIOR YEARS: FY 2015
- FUTURE YEARS: FY 2016-2025
- COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE.

**Thursday, December 04, 2014**
### Wilmington Urban Area Metropolitan Planning Organization

#### Highway Program

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**Notes:**
- Costs and schedules are preliminary and subject to significant change as more information becomes available.
- Thursday, December 04, 2014

**Abbreviations:**
- HF - State Dollars (Non STI)
- REG - Regional Category
- SW - Statewide Category
- DIV - Division Category
- EX - Exempt Category
## HIGHWAY PROGRAM

### URBAN PROJECTS

#### NEW HANOVER
- **US 17 BUSINESS (MARKET STREET)**
  - U-4902
  - Type of Work: Colonal Drive to SR 140 (Porters Neck Road), Access Management Improvements.
  - Length: 8.5
  - Prior Years
    - FY 2015
    - FY 2016
    - FY 2017
    - FY 2018
  - Estimated Cost
    - Total Cost
    - Project Breaks
    - FY 2016
    - FY 2017
    - FY 2018
    - FY 2019
    - FY 2020
    - FY 2021
    - FY 2022
    - FY 2023
    - FY 2024
    - FY 2025

#### NEW HANOVER
- **US 421 (SOUTH FRONT STREET)**
  - U-5734
  - Type of Work: US 17 Business US 421 (Cape Fear Memorial Bridge) to US 421 (Burett Boulevard), Widened to Multi-Lanes.
  - Length: 1
  - Prior Years
    - FY 2015
    - FY 2016
    - FY 2017
    - FY 2018
  - Estimated Cost
    - Total Cost
    - Project Breaks
    - FY 2016
    - FY 2017
    - FY 2018
    - FY 2019
    - FY 2020
    - FY 2021
    - FY 2022
    - FY 2023
    - FY 2024
    - FY 2025

#### NEW HANOVER
- **US 74 (MARTIN LUTHER KING, JR. PARKWAY)**
  - U-5782
  - Type of Work: US 17 Business US 17 Business / US 76 / US 421 (Cape Fear Memorial Bridge) to US 421 (Burnett Boulevard), Widened to Multi-Lanes.
  - Length: 20.12
  - Prior Years
    - FY 2015
    - FY 2016
    - FY 2017
  - Estimated Cost
    - Total Cost
    - Project Breaks
    - FY 2016
    - FY 2017
    - FY 2018
    - FY 2019
    - FY 2020
    - FY 2021
    - FY 2022
    - FY 2023
    - FY 2024
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#### NEW HANOVER
- **SR 1409 (MILITARY CUTOFF ROAD EXTENSION)**
  - U-4751
  - Type of Work: SR 1409 (Military Cutoff Road) to US 17 in Wilmington, Multi-Lanes on new location.
  - Length: 4
  - Prior Years
    - FY 2015
    - FY 2016
    - FY 2017
  - Estimated Cost
    - Total Cost
    - Project Breaks
    - FY 2016
    - FY 2017
    - FY 2018
    - FY 2019
    - FY 2020
    - FY 2021
    - FY 2022
    - FY 2023
    - FY 2024
    - FY 2025

#### NEW HANOVER
- **US 17 BUSINESS (MARKET STREET)**
  - FS-1393A
  - Type of Work: US 17 Business (Market Street), Convert at-Ground Intersection to an Interchange.
  - Length: 0
  - Prior Years
    - FY 2015
    - FY 2016
    - FY 2017
  - Estimated Cost
    - Total Cost
    - Project Breaks
    - FY 2016
    - FY 2017
    - FY 2018
    - FY 2019
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    - FY 2021
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    - FY 2024
    - FY 2025

### FEASIBILITY STUDIES

#### NEW HANOVER
- **US 74 (EASTWOOD ROAD)**
  - FS-1393A
  - Type of Work: US 17 Business (Market Street), Convert at-Ground Intersection to an Interchange.
  - Length: 0
  - Prior Years
    - FY 2015
    - FY 2016
    - FY 2017
  - Estimated Cost
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    - Project Breaks
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### FEDERAL BRIDGE PROJECTS

#### BRUNSWICK
- **NC 87**
  - B-5842
  - Type of Work: Replace Bridge No. 65 over Hood Creek.
  - Length: 925
  - Prior Years
    - FY 2015
    - FY 2016
    - FY 2017
  - Estimated Cost
    - Total Cost
    - Project Breaks
    - FY 2016
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#### PENDER
- **NC 133**
  - B-5853
  - Type of Work: Replace Bridge No. 14 over Turney Creek.
  - Length: 824
  - Prior Years
    - FY 2015
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  - Estimated Cost
    - Total Cost
    - Project Breaks
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#### NEW HANOVER
- **NC 133**
  - B-5850
  - Type of Work: Replace Bridge No. 29 over Smith Creek.
  - Length: 4919
  - Prior Years
    - FY 2015
    - FY 2016
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  - Estimated Cost
    - Total Cost
    - Project Breaks
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#### PENDER
- **NC 210**
  - B-5730
  - Type of Work: Replace Bridge No. 28 over Long Creek.
  - Length: 3985
  - Prior Years
    - FY 2015
    - FY 2016
    - FY 2017
  - Estimated Cost
    - Total Cost
    - Project Breaks
    - FY 2016
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DIV - Division Category  EX - Exempt Category  HF - State Dollars (Non STI)  REG - Regional Category  SW - Statewide Category  TRN - Transition Project  

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

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THURSDAY, DECEMBER 04, 2014

Page 5 of 8

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE.
## NON HIGHWAY PROGRAM

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<th>PROJECT BREAKS (3)</th>
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**FUNDING CATEGORY**: Identifies the STI Funding Category for the project and any project breaks.

**FUNDING SOURCES**: Used for each project phase.

**UNFUNDED**: Preliminary engineering, right of way, utility, mitigation and construction cost estimates by funding category in current dollars. Cost may include one or more funding types. Multi-year funding of a project segment indicates (Cash-Flow Funding) with proposed work type or activity beginning in the initial scheduled year. (Estimates are in thousand dollars.)

**FUTURE COMMITMENTS**: Identified the project and associated funding amounts for each project phase.
## NON HIGHWAY PROGRAM

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COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE.
# Wilmington Urban Area Metropolitan Planning Organization

## Non Highway Program

### Route/City/County

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### Total

- **Statewide Category**: DIV - Division Category, EX - Exempt Category, HF - State Dollars (Non STI), REG - Regional Category
- **Cost and Schedules Are Preliminary and Subject to Significant Change As More Information Becomes Available**

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**Note:** COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE.
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<tr>
<th>COUNTY</th>
<th>ROUTE/CITY</th>
<th>ID NUMBER</th>
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<th>LENGTH (MILES)</th>
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<th>PRIOR YEARS COST (THOU)</th>
<th>FUNDING SOURCES</th>
<th>STATE TRANSPORTATION IMPROVEMENT PROGRAM</th>
<th>DEVELOPMENTAL PROGRAM</th>
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<td>R-0000</td>
<td>I-40 TO NC 96 EAST OF HOMETOWN. WIDEN TO A FOUR-LANE FACILITY WITH A BYPASS OF HOMETOWN ON NEW LOCATION.</td>
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<td>63,450</td>
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**FUNDING SOURCE (2)**

See Highway Funding Key for an explanation of funding categories used for each project phase.

**FUNDING CATEGORY (1)**

Identifies the STI Funding Category for the project and any project breaks.

**IDENTIFICATION NUMBER**

Assigned to each project at conception and remains with project until completion.

**WORK TYPE (ACTIVITY) (3)**

- Preliminary engineering, Right of Way, Mitigation, Utilities or Construction.
- For other work types or activities see Work Type (Activity) box below.

**ESTIMATED COST**

Preliminary engineering, right of way, utility, mitigation and construction cost estimates by funding category in current dollars. Cost may include one or more funding types. Multi-year funding of a project segment indicates (Cash-Flow Funding) with proposed work type or activity beginning in the initial scheduled year. (Estimates are in thousand dollars.)

**UNFUNDED**

Final amounts to be spend from the STI Fund. The STI Fund is provided from dedicated Federal and State highway funds. STI Fund is depleted through commitments to projects. STI FUNDING is a credit. (This column is for reporting only and does not contain budgetary funds.)

**FUTURE YEARS**

Funding needs for future years. Funding is committed to projects and paid for out of the STI Fund.
<table>
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<th>COUNTY</th>
<th>ROUTE/CITY</th>
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</table>

DV - Division Category  EX - Exempt Category  HF - State Dollars (Non STI)  REG - Regional Category  SW - Statewide Category  TRN - Transition Project

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE
### Statewide Projects

#### Federal Bridge Projects

**Statewide Various**
- **M-0100**: Stormwater runoff, research, design, construct, maintain, and monitor stormwater drainage from SR bridges over waterways. (H.B. 2348, Section 25.18)
  - Length: 3,360 feet
  - Location: Various
  - Status: In progress

**Statewide Various**
- **M-0279**: Scour evaluation program of existing bridges.
  - Length: 2,160 feet
  - Location: Various
  - Status: Under construction

**Statewide Various**
- **W-0001**: Safety management program, project identification, analysis, and preliminary engineering.
  - Length: 7,160 feet
  - Location: Various
  - Status: In progress

**Statewide Various**
- **W-0002**: Highway safety improvement program balance.
  - Length: 16,500 feet
  - Location: Various
  - Status: In progress

**Statewide Various**
- **W-0003**: Highway safety improvement programs balance.
  - Length: 13,000 feet
  - Location: Various
  - Status: In progress

**Statewide Various**
- **W-0004**: Rumble strips, guardrail, safety and lighting improvements at selected locations.
  - Length: 13,000 feet
  - Location: Various
  - Status: In progress

**Statewide Various**
- **W-0005**: Highway system data collection.
  - Length: 13,000 feet
  - Location: Various
  - Status: In progress

#### Congestion Mitigation Projects

**Statewide Various**
- **C-0001**: Department of motor vehicles (DMV), vehicle emission compliance system. Upgrade North Carolina's motor vehicle emissions inspection and maintenance (I/M) program.
  - Length: 6,702 feet
  - Location: Various
  - Status: In progress

**Statewide Various**
- **C-0002**: Statewide CMF projects to improve air quality return on investment and maintenance areas.
  - Length: 3,070 feet
  - Location: Various
  - Status: In progress
## STATEWIDE PROJECTS

### CONGESTION MITIGATION PROJECTS

**Statewide Various**
- **ID:** C-9999
- **Length:** 240000
- **Location:** Various
- **Type of Work:** Congestion Mitigation Air Quality (CMAQ) Program Balance in Non-Attainment Areas
- **Funds:** FY 2016: $240000, FY 2017: $240000
- **Estimated Cost:** $300000

**Statewide Various**
- **ID:** C-5554
- **Length:** 1775
- **Location:** Division of Air Quality School Bus Replacement Program
- **Type of Work:** In Progress
- **Funds:** FY 2016: $1775

**Statewide Various**
- **ID:** C-9801
- **Length:** 4000
- **Location:** OBIA Projects to Improve Air Quality Across Multiple Maintenance and Management Areas
- **Type of Work:** In Progress
- **Funds:** FY 2016: $4000

**Statewide Various**
- **ID:** C-9803
- **Length:** 2595
- **Location:** North Carolina Air Awareness Outreach Program to Promote Education and Produce Daily Air Quality Forecast
- **Type of Work:** In Progress
- **Funds:** FY 2016: $2595

### STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS

**Statewide Various**
- **ID:** C-9999
- **Length:** 240000
- **Location:** Various
- **Type of Work:** Contraction Mitigation Air Quality Zoning Program Balance in Non-Attainment Areas
- **Funds:** FY 2016: $240000

### ENHANCEMENT (ROADSIDE PROJECTS)

**Statewide Various**
- **ID:** E-0020
- **Length:** 25000
- **Location:** Various
- **Type of Work:** Vegetation Management - Clear Zone Improvement and Management Statewide
- **Funds:** FY 2016: $25000

**Statewide Various**
- **ID:** M-0451
- **Length:** 1032
- **Location:** Various
- **Type of Work:** Statewide Landscape Plans for STP Construction Projects
- **Funds:** FY 2016: $1032

### SAFE ROUTES TO SCHOOLS PROJECTS

**Statewide Various**
- **ID:** S-0030
- **Length:** 5600
- **Location:** Various
- **Type of Work:** Safe Routes to School Program
- **Funds:** FY 2016: $5600

### ROADSIDE ENVIRONMENTAL PROJECTS (REST AREA)

**Statewide Various**
- **ID:** R-0010
- **Length:** 4000
- **Location:** Various
- **Type of Work:** Rest Area System Preservation, Pavement, Pavement Marking, Curbing and Channelization, and Other Rehabilitation Items
- **Funds:** FY 2016: $4000

---

**Note:**
- **DIV** - Division Category
- **EX** - Exempt Category
- **HF** - State Dollars (Non STI)
- **REG** - Regional Category
- **SW** - Statewide Category
- **TRN** - Transition Project

Costs and schedules are preliminary and subject to significant change as more information becomes available.

Thursday, December 04, 2014
## NON HIGHWAY PROGRAM

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<tr>
<th>COUNTY</th>
<th>ROUTE / CITY / TRANSIT PARTNER</th>
<th>ID NUMBER</th>
<th>LOCATION / DESCRIPTION</th>
<th>TOTAL PROJECT COST (THOU)</th>
<th>PRIOR YEARS COST (THOU)</th>
<th>FUNDING SOURCE (2)</th>
<th>FUNDING CATEGORY (1)</th>
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<td>DURHAM AREA TRANSIT AUTHORITY</td>
<td>TA-4738</td>
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**DIV** - Division  
**HF** - State Dollars (Non-STI)  
**REG** - Regional  
**SW** - Statewide

### Type of Work / Estimated Cost in Thousands / Project Breaks

<table>
<thead>
<tr>
<th>STATE TRANSPORTATION / IMPROVEMENT PROGRAM</th>
<th>DEVELOPMENTAL PROGRAM</th>
<th>UNFUNDED</th>
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<td>CF 3000 A</td>
<td>CF 3000 A</td>
<td>CF 3000 A</td>
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</table>

### Project Breaks

- BUS STOP SHELTER AND BENCHES LOCATED AT HOLLOWAY STREET
- BUS STOP SHELTER AND BENCHES LOCATED AT GREGSON AVENUE
- SHOP EQUIPMENT, SPARE PARTS, ENGINES, SERVICE VEHICLES, ETC.

### Work Type (Activity) (3)

- One or two letter designation for project break.
- Phases of implementation: Preliminary engineering, Right-of-Way, Mitigation, Utilities or Construction. For other work types or activities see Work Type (Activity) box below.

### Estimated Cost

- Preliminary engineering, right-of-way, utility, mitigation and construction cost estimates by funding category in current dollars. Cost may include one or more funding types. Multi-year funding of a project segment indicates (Cash-Flow Funding) with proposed work type or activity beginning in the initial scheduled year. (Estimates are in thousand of dollars.)
### Non Highway Program

#### Statewide Projects

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<td>AA-0002</td>
<td>NCDOT - DOA AIRPORT SAFETY, COMMERCIAL, GENERAL AVIATION SAFETY, OPERATIONS AND MAINTENANCE PROJECTS AT SELECTED AIRPORTS</td>
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#### Bicycle and Pedestrian Projects

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<td>NATIONAL RECREATIONAL TRAILS.</td>
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#### Public Transportation Projects

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<td>INTERCITY BUS SERVICE FROM RALEIGH TO JACKSONVILLE VIA WILMINGTON ALONG US 70, US 17 AND US 17 AND FROM JACKSONVILLE TO MYRTLE BEACH VIA WILMINGTON ALONG US 17</td>
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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 four-state Gullah Geechee Cultural Heritage Corridor Commission and the 15-state East Coast Greenway Alliance have entered into a partnership that extends through their overlap between Wilmington, North Carolina and Armstrong, Florida; and

WHEREAS, the partnership seeks to strengthen local economies and cultural retention where Gullah Geechee presence persists; and

WHEREAS, the Wilmington Urban Area is home to many sites that are integral to Gullah Geechee history, and that are variously accessible and otherwise visible through a mostly compact and walkable district of downtown Wilmington; and

WHEREAS, calls have been made from time to time to help re-develop this district in part by heritage tourism; and

WHEREAS, the Alliance includes in its mission to build and also to market the East Coast Greenway to long-distance touring cyclists for their enjoyment, but equally for their beneficial impact on local economic development and cultural retention; and

WHEREAS, the East Coast Greenway receives numerous anecdotal reports on the numbers of its route users, but so far only rarely precise and extrapolated counts, yet finds that when these counts are reported they tend to reflect rapid user rise; and

WHEREAS, along one section of the Greenway between St. Augustine and Palatka, Florida, numbers rising from 14,750 counted by the Florida Park Service in fiscal year 2012, to 66,580 one year later, and

WHEREAS, the Greenway Alliance prior to inception of the partnership had already assigned one staff member to work on the Greenway through a region that includes New Hanover County, and since has appointed another to develop the partnership specifically through the Corridor; and

WHEREAS, the Wilmington Urban Area already claims a wide range of natural and cultural resources to attract overnight stays of touring cyclists; and

WHEREAS, the Wilmington Urban Area already seeks visitors through multi-county-sponsored marketing.
NOW THEREFORE BE IT RESOLVED, that the Wilmington Urban Area Metropolitan Planning Organization encourages the Alliance/Commission partnership efforts, and will work with its appointed leadership to assist in their realization the route of the East Coast Greenway.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on March 25, 2015.

_________________________________
Laura Padgett, Chair
Transportation Advisory Committee

_________________________________
Mike Kozlosky, Secretary
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 conducted a staffing study for Preconstruction and Transportation Divisions in accordance with SL 2014-100 Section 34.14 (a) and (b); and

WHEREAS, the proposed Division Organizational Chart Overview includes a Deputy Division Engineer in Metro Divisions only; and

WHEREAS, under the current staffing scenario, Division 3 does not include a Deputy Division Engineer; and

WHEREAS, Division 3 includes 3 Metropolitan Planning Organizations (2 of these MPOs are designated as Transportation Management Areas) and 4 Rural Planning Organizations; and

WHEREAS, between July 2012 and July 2013 the Wilmington Metropolitan Statistical Area (MSA)–now just New Hanover and Pender counties population increased by 5,248 to a total of 268,601 people; and

WHEREAS, this increase is a growth rate of 2 % and the second-fastest for a North Carolina MSA; and

WHEREAS, based on the existing number of MPOs coupled with the population growth suggests that Division 3 could be considered as a Metro Division and suggests that there is a need for a Deputy Division Engineer to assist with Policy and Data.

NOW, THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization’s Transportation Advisory Committee hereby requests NCDOT fund a Deputy Division Engineer for Division 3.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on March 25, 2015.
MEMORANDUM OF UNDERSTANDING
FOR
COOPERATIVE, COMPREHENSIVE, AND CONTINUING TRANSPORTATION PLANNING
AMONG
THE CITY OF WILMINGTON, TOWN OF CAROLINA BEACH, TOWN OF KURE BEACH, TOWN OF WRIGHTSVILLE BEACH, COUNTY OF NEW HANOVER, TOWN OF BELVILLE, TOWN OF LELAND, TOWN OF NAVASSA, COUNTY OF BRUNSWICK, COUNTY OF PENDER, CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY AND THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
IN COOPERATION WITH THE UNITED STATES DEPARTMENT OF TRANSPORTATION
WITNESSETH

WHEREAS, Each MPO is required to develop a comprehensive transportation plan in cooperation with NCDOT and in accordance with 23 U.S.C., Section 134, any subsequent amendments to that statute, and any implementing regulations; and Chapter 136, Article 3A, Section 136-66.2(a) of the General Statutes of North Carolina,

WHEREAS, the said Chapter 136, Article 3A, Section 136-66.2(b) provides that:

“After completion and analysis of the plan, the plan shall be adopted by both the governing body of the municipality or MPO and the Department of Transportation as the basis for future transportation improvements in and around the municipality or within the MPO. The governing body of the municipality and the Department of Transportation shall reach agreement as to which of the existing and proposed streets and highways included in the adopted plan will be a part of the State highway system and which streets will be a part of the municipal street system. As used in this Article, the State highway system shall mean both the primary highway system of the State and the secondary road system of the State within municipalities;” and,

WHEREAS, the said Chapter 136, Article 3A, Section 136.66.2(d) provides that:

“For MPOs, either the MPO or the Department of Transportation may propose changes in the plan at any time by giving notice to the other party, but no change shall be effective until it is adopted by both the Department of Transportation and the MPO;” and

WHEREAS, a transportation planning process includes the operational procedures and working arrangements by which short and long-range transportation plans are soundly conceived and developed and continuously evaluated in a manner that will:

1. Assist governing bodies and official agencies in determining courses of action and in formulating attainable capital improvement programs in anticipation of community needs; and

2. Guide private individuals and groups in planning their decisions which can be important factors in the pattern of future development and redevelopment of the area; and
WHEREAS, it is the desire of these agencies that a previously established continuing, 
comprehensive, cooperative transportation planning process as set forth in a Memorandum of 
Understanding dated the 6th day of August 2007 be revised and updated to comply with 23 U.S.C. 134; 
any subsequent amendments to that statute, and any implementing regulations; and

WHEREAS, the effective date of this document shall be the date on which it was signed by the 
Governor of the State of North Carolina or his/her designee.

NOW THEREFORE BE IT RESOLVED by the Greater Wilmington Transportation Planning 
Organization which will serve as the Metropolitan Planning Organization for the Wilmington Urban Area that 
the following Memorandum of Understanding (MOU) is made:

SECTION 1. It is hereby agreed that the municipalities of City of Wilmington, Town of Carolina 
Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of 
Navassa, the Counties of Brunswick, New Hanover and Pender, Cape Fear Public Transportation Authority and 
the North Carolina Department of Transportation, in cooperation with the United States Department of 
Transportation, will participate in a continuing, coordinated, comprehensive transportation planning process 
with the responsibilities and undertakings as outlined in the following paragraphs:

A. The Greater Wilmington Transportation Planning Organization’s planning area will consist of 
the Wilmington Urbanized Area as defined by the United States Department of Commerce, 
Bureau of the Census, in addition to that area beyond the existing urbanized area boundary that is 
expected to become urban within a twenty-year planning period. This area is hereinafter referred 
to as the Metropolitan Planning Area.

B. The Greater Wilmington Transportation Planning Organization, hereinafter referred to as the 
Greater Wilmington TPO, shall include the local governments of the Municipalities and the 
Counties, Cape Fear Public Transportation Authority and the North Carolina Department of 
Transportation, a Board hereinafter defined, a Technical Coordinating Committee hereinafter 
defined, and the various agencies and units of local and State government participating in the 
transportation planning for the area.

C. The continuing transportation planning process will be a cooperative one, and all planning 
discussions will be reflective of and responsible to the comprehensive plans for growth and 
development of the Metropolitan Planning Area.

D. The continuing transportation planning process will be conducted in accordance with the intent, 
procedures, and programs of Title VI of the Civil Rights Act of 1964, as amended.

E. The Urbanized Area Boundary and the Metropolitan Planning Area shall be periodically 
reviewed and revised in light of new developments and basic data projections.

F. Transportation plans, programs and data collection will be coordinated with the Lead Planning 
Agency for the adjacent Rural Planning Organization and shall be conducted according to 
applicable interagency agreements.

G. Greater Wilmington Transportation Planning Organization Board Established
A Greater Wilmington Transportation Planning Organization Board [hereinafter referred to as “Board” or “the Board”] is hereby established with the responsibility for cooperative transportation planning decision making for the Wilmington TPO. The Board shall have the responsibility for keeping the policy boards of the participating local governments informed of the status and requirements of the transportation planning process; for assisting in the dissemination and clarification of the decisions and policies of the policy boards; and for providing opportunities for citizen participation in the transportation planning process.

The Board, in cooperation with the State, and in cooperation with publicly owned operators of mass transportation services, shall be responsible for carrying out the urban transportation planning process specified in the U. S. Department of Transportation Program Manuals and shall develop the planning work program, Metropolitan Transportation Plan, and Transportation Improvement Program as specified in such manuals.

This shall be the forum for cooperative decision-making by elected officials of the member local governments. However, this shall not limit the Board’s local responsibility for insuring that the transportation planning process, plans and improvement projects which emerge from that process are consistent with the policies and desires of local government. This shall also serve as a forum for the resolution of conflicts which arise during the course of developing the Metropolitan Transportation Plan and the Transportation Improvement Program.

H. Board Membership

The GWTPO Board will consist of the Chief Elected or other elected representative(s) from the following Local Government as well as the appointed member from the North Carolina Board of Transportation. Each agency will have a single representative except as indicated below:

1. Two members of the Wilmington City Council;
2. One member of the Carolina Beach Town Council;
3. One member of the Kure Beach Town Council;
4. One member of the Wrightsville Beach Board of Alderman;
5. One member of the New Hanover County Board of Commissioners;
6. One member of the Belville Board of Commissioners;
7. One member of the Leland Town Council;
8. One member of the Navassa Town Council;
9. One member of the Brunswick County Board of Commissioners;
10. One member of the Pender County Board of Commissioners;
11. One member of the Cape Fear Public Transportation Authority (New Hanover County Representative);
12. One member of the North Carolina Board of Transportation;

Each of the above member agencies may also appoint an alternate, in accordance with the rules contained within the Greater Wilmington TPO Bylaws. If alternates attend meetings where the primary representative is present, only the primary representative(s) shall be counted for voting purposes as specified in the Bylaws.

Representatives from each of the following bodies will serve as non-voting members of the Transportation Advisory Committee.
At the invitation of the Board, other local, regional, State, or Federal agencies impacting transportation within the Planning Area may serve as advisory, non-voting members of the Board. The Executive Director will serve as secretary to the Board.

I. **Board Duties.**

The duties and responsibilities of the Board are as follows:

1. Establish **mission, goals and objectives** for the transportation planning process reflective of and responsive to comprehensive plans for growth and development in the Metropolitan Planning Area adopted by Boards of General Purpose Local Government.

2. Review and approve a **Prospectus** for transportation planning which defines work tasks and responsibilities for the various agencies participating in the transportation planning process.

3. Review and approve changes to the **Urbanized Area Boundary** and the **Metropolitan Planning Area** as well as review and recommend changes to the **National Highway System** and the Federal Functional Classification System in conformance with Federal regulations.

4. Review and approve the transportation **Unified Planning Work Program**.

5. Review and approve the **Metropolitan Transportation Plan** and adopt the **Comprehensive Transportation Plan** pursuant to G.S. 136-66.2. The Comprehensive Transportation Plan shall be mutually adopted by the Board and the State of North Carolina.

6. Develop and Approve the **Metropolitan Transportation Improvement Program (MTIP)**.

7. Develop prioritized needs list (PNL) for transportation improvements in conjunction with development of the MTIP. This list represents candidate projects for inclusion in the MTIP.

8. Review and approve related **air quality planning** in conformance with Federal regulations.

9. Distribute funds distributed directly to MPO’s under the provisions of MAP-21 and any subsequent re-authorization of MAP-21.

10. The GWTPPO is responsible for ensuring that their planning process is being carried out in accordance with applicable Federal requirements as outlined in 23 CFR 334.
11. The GWTPo shall be responsible for the development and implementation of a performance-based transportation planning process; including the establishment of measures, metrics, targets, the processes for the collection of performance based data, and for identifying the roles and responsibilities for the performance-based planning process.

12. Develop, approve, and implement a **Public Involvement Policy**.

13. The GWTPo shall have the primary responsibility for citizen input into the continuing transportation planning process.

14. The GWTPo is responsible for conducting public involvement and technical analysis to determine preliminary alignments for all modes of transportation included in the MTP and CTP. These alignments will be used by the MPO and local jurisdictions through their land development ordinances for right of way protection purposes. Once the GWTPo has adopted an official alignment, it can be modified only by the official action of the Board. The GWTPo adopts the alignment for right of way purposes even if the alternatives are produced through a State or locally funded environmental study process. Adoption of any alignment shall not predetermine a corridor through the state and federal environmental review processes.

15. Develop and approve committee **Bylaws** governing operating policies and procedures. Through the Bylaws, the Board may establish subcommittees and may delegate duties of planning and analysis to these subcommittees as outlined in Section M. below.

16. **Self-Certify** the Long-Range Planning Process.

17. Conduct any other duties identified as necessary to further facilitate the transportation planning process.

**J. Board Voting Policy**

1. Voting representatives of the Municipalities and the Counties shall be designated by their respective governing boards. A quorum is required for the transaction of all business, including conducting meetings or hearings, participation in deliberations, or voting upon or otherwise transacting the public business. A quorum consists of fifty-one percent (51%) of the voting members of the Board, plus as many additional members as may be required to ensure that fifty-one percent (51%) of the total votes are present.

2. Each member shall receive one vote. A simple majority of the members present shall determine all issues.

**K. Metropolitan Transportation Improvement Program (MTIP) Development**

1. The Metropolitan Transportation Improvement Program (MTIP) shall be adopted in accordance with adoption schedules for the State Transportation Improvement Program (STIP). The MTIP shall include all information typically contained in the STIP, including, but not limited to route number, project I.D. number, project limits, project description, proposed implementation schedule, funding source, and projected cost. The MTIP is intended to represent local priorities for transportation improvements. Once it is adopted, any discrepancies between the MTIP and the STIP will be negotiated through established State and Federal processes.
2. For the purpose of implementing its transportation priorities, the Board may develop a supplement to the MTIP containing descriptions of project design. Design information for a particular project will be included in the supplement on an as needed basis at the request of member jurisdictions. For roadway projects, the information may include the preferred alignment, the number of lanes, the inclusion of medians, and the extent and location of pedestrian and bicycle facilities. Other design information will be included in the supplement as needed to establish the general parameters of project design. The supplement shall serve as a planning document to guide MTIP development, and shall be amended as needed. Generally, project design information will not be included in the supplement until a project has completed the NEPA process, design public hearing process, or any other required public involvement process.

L. Project Prioritization

The Board shall develop a list of projects for transportation improvements in conjunction with the NCDOT prioritization process as codified in NCGS § 136-18.42. This entails preparing a list of projects to evaluate against NCDOT’s quantitative measures, then choosing a subset of projects. The subset of projects chosen will be assigned points by the Board based on locally and regionally developed criteria and submitted to NCDOT and the GWTPPO Board to compete for available funding in the STIP and MTIP, respectively.

M. Board Subcommittees

The Board may establish subcommittees and advisory groups through its bylaws or through a vote at a regularly scheduled meeting. The subcommittees may consist of existing members of the Board, the Technical Coordinating Committee, and other officials and citizens as appropriate to achieve the objectives of the subcommittee. Subcommittees may include, but are not limited to the following groups: Bicycle and Pedestrian Advisory Committee, Citizen Advisory Committee, etc. Further, the GWTPPO Board shall allow these groups to establish their own bylaws, meeting schedule, and elected officers. The purpose of the subcommittees will be to provide analysis and recommendations to the Board.

N. Transit Planning and Programming

The Greater Wilmington TPO will coordinate transit planning and programming within the Metropolitan Planning Area. The duties and responsibilities of the Board with regard to transit planning and programming are as follows:

1. Establish policies for distribution of federal mass transit funds that are provided directly to the Metropolitan Planning Organization. These policies will be reviewed and approved annually by the Board

2. Develop and approve a list of prioritized projects for transit improvements.

3. Program transit improvements in the Metropolitan Transportation Improvement Program (MTIP).
In developing transit plans, programs, and funding formulas, the Board shall consider the following factors: federal mass transit funding formulas, population served by the transit system, ridership, and present and future demand for transit service.

O. **Technical Coordinating Committee Established**

A Technical Coordinating Committee, hereinafter referred to as the TCC, shall be established with the responsibility of general review, guidance, and coordination of the transportation planning process for the Metropolitan Planning Area and with the responsibility for making recommendations to the respective local and State governmental agencies and the Board regarding any necessary actions relating to the continuing transportation planning process. The TCC shall be responsible for development, review, and recommendation for approval of goals and objectives, the Prospectus, Unified Planning Work Program (UPWP), Urbanized Area Boundary, Metropolitan Planning Area, National Highway System, Metropolitan Transportation Plan, Comprehensive Transportation Plan, Metropolitan Transportation Improvement Program (MTIP), Priority Needs List (PNL), air quality planning, distribution of directly allocated funds, public involvement, and any other duties identified as necessary to facilitate the transportation planning process.

Membership of the TCC shall include technical representation from all local and State governmental agencies directly related to and concerned with the transportation planning process for the planning area. Membership to the TCC may be altered on the basis of a majority vote of its membership, provided that any party may appeal decisions regarding TCC membership changes to the Board. The initial TCC voting membership shall include, but not be limited to the following:

1. MPO Executive Director  
2. Transportation Demand Management Coordinator;  
3. Traffic Engineer, City of Wilmington;  
4. Planner, Town of Carolina Beach;  
5. Town Clerk, Town of Kure Beach;  
6. Director of Planning and Parks, Town of Wrightsville Beach;  
7. Director, New Hanover County Planning Department;  
8. Deputy Director, Wilmington International Airport;  
9. Planner, North Carolina State Ports Authority;  
10. Director, Cape Fear Public Transportation Authority  
11. Planner, Town of Belville;  
12. Town Manager, Town of Leland (alternate: Director of Developmental Services);  
13. Town Planning Administrator, Town of Navassa;  
14. Director, Brunswick County Planning Department;  
15. Director, Pender County Planning Department;  
16. Planning Director, Cape Fear Council of Governments;  
17. Division Engineer, Division of Highways, North Carolina Department of Transportation;  
18. Wilmington Urban Area Coordinator, Transportation Planning Branch, North Carolina Department of Transportation;  

Representatives from each of the following bodies will serve as non-voting members of the Technical Coordinating Committee.

19. Director of Department of Development Services, City of Wilmington;  
20. Assistant Manager, New Hanover County;
21. Division Operations Engineer, Division of Highways, North Carolina Department of Transportation;
22. Division Construction Engineer, Division of Highways, North Carolina Department of Transportation;
23. Planning, Development and Transportation Director, City of Wilmington
24. Division Traffic Engineer, Division of Highways, North Carolina Department of Transportation;
25. Transit Planner, Public Transportation Division, North Carolina Department of Transportation;
26. District Engineer, North Carolina Division, Federal Highway Administration, United States Department of Transportation;
27. Transportation Planner, North Carolina Division, Federal Highway Administration, United States Department of Transportation (Advisory and non-voting);
28. General Manager, Brunswick Transit Systems
29. Director, Pender Adult Services

Each TCC member shall have one vote. Through the GWTPO bylaws, the TCC may designate other local agencies, organizations, or individuals as voting and non-voting members of the TCC.

A quorum is required for the transaction of all business, including conducting meetings, participation in deliberations, or voting upon or otherwise transacting the public business. A quorum consists of fifty-one percent (51%) of the voting members of the TCC.

The Board may establish subcommittees and advisory groups through the bylaws or through a vote at a regularly scheduled meeting. The purpose of the subcommittees will be to provide analysis and recommendations to the TCC and Board.

The TCC shall operate as determined by the GWTPO’s adopted bylaws. Any agency not listed above which wishes representation on the TCC may request such representation for consideration under the TCC adopted bylaws.

SECTION II. It is further agreed that the subscribing agencies will have the following responsibilities:

**The Municipalities and Counties**
The Municipalities and the Counties will assist in the transportation planning process by providing assistance, data and inventories in accordance with the Prospectus. The Municipalities and the Counties shall be responsible for any zoning and subdivision approvals that are impacted by adopted Transportation Plans. The City of Wilmington will serve as the Lead Planning Agency for the Greater Wilmington Transportation Planning Organization.

**North Carolina Department of Transportation**
The Department will assist in the transportation planning process by providing planning assistance, data and inventories in accordance with the Prospectus.

SECTION III. The rules contained in the current edition of Robert’s Rules of Order, Newly Revised, shall govern the Board in all cases to which they are applicable and in which they are not inconsistent with this “Memorandum of Understanding”, the bylaws and/or any special rules of order the Board may adopt.
SECTION IV. The Board by a majority vote may invite other municipalities located within the Metropolitan Planning Area Boundary to join the TPO. The municipality may join the TPO by agreeing to become party to this MOU by signing an Addendum to this MOU authorized by appropriate and proper resolution of the municipality to sign the Addendum. The Addendum shall become part of this MOU and shall be distributed to all parties to this MOU.

SECTION V. All transportation and related federal aid planning grant funds available to promote the comprehensive transportation planning process will be expended in accordance with the Unified Planning Work Program adopted by the Board. These funds require a twenty percent (20%) Local Match. Parties to this Memorandum of Understanding agree to fund the Local Match in an amount in direct proportion to their share of the total population contained in the approved Metropolitan Area Boundary. Population figures for determination of Local Match contribution shall be determined based on the most recent Federal decennial Census. Member governments may be asked to contribute additional local funding for projects.

This funding share shall be invoiced on a regular basis by the City of Wilmington, acting as Lead Planning Agency, and as recipient of the Federal Planning funds distributed by the North Carolina Department of Transportation.

SECTION VI. This Amended Memorandum of Understanding supersedes and replaces any prior memorandum(s) of understanding between the parties regarding the Wilmington MPO.

SECTION VII. Parties to this Memorandum of Understanding may terminate their participation in the continuing transportation planning process of the MPO by giving (60) days written notice to the other parties prior to the date of termination. When annexation occurs and member municipality boundaries extend beyond the adopted urbanized area boundary, the new boundaries will automatically become part of the urbanized area. It is further agreed that these agencies will assist in the transportation planning process by providing planning assistance, data, and other requested information. Additionally, these agencies shall coordinate zoning and subdivision approval in accordance with the adopted Transportation Plan(s). All files, records and planning maps and documents will remain the property of the TPO.

SECTION VIII. In witness whereof, the parties of this Memorandum of Understanding have been authorized by appropriate and proper resolutions to sign the same, the City of Wilmington by its mayor, the Town of Carolina Beach by its mayor, the Town of Kure Beach by its mayor, the Town of Wrightsville Beach by its mayor, New Hanover County by its chairman of the Board of Commissioners, the Town of Belville by its mayor, the Town of Leland by its mayor, the Town of Navassa by its mayor, Brunswick County by its chairman of the Board of Commissioners, Pender County by its chairman of the Board of Commissioners, the Cape Fear Public Transportation Authority by its Chairman and the North Carolina Department of Transportation by the Secretary of Transportation, this _____ day of ________, 2015.

(Seal) CITY OF WILMINGTON

________________________ By ___________________________
Clerk May or
(Seal)  TOWN OF CAROLINA BEACH

________________________  By ___________________________
Clerk      Mayor

(Seal)  TOWN OF KURE BEACH

________________________  By ___________________________
Clerk      Mayor

(Seal)  TOWN OF WRIGHTSVILLE BEACH

________________________  By ___________________________
Clerk      Mayor

(Seal)  NEW HANOVER COUNTY

________________________  By ___________________________
Clerk       Chairman of the Board of Commissioners

(Seal)  TOWN OF BELVILLE

________________________  By ___________________________
Clerk      Mayor
(Seal)  TOWN OF LELAND

By

Clerk

Mayor

(Seal)  TOWN OF NAVASSA

By

Clerk

Mayor

(Seal)  BRUNSWICK COUNTY

By

Clerk

Chairman of the Board of Commissioners

(Seal)  PENDER COUNTY

By

Clerk

Chairman of the Board of Commissioners

(Seal)  CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY

By

Clerk

Chairman

(Seal)  NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

By

Secretary
MEMORANDUM

TO: TCC Members

FROM: Mike Kozlosky, Executive Director

DATE: March 4, 2015

SUBJECT: Wilmington MPO Potential Future Planning Efforts

At the January 14, 2015 Technical Coordinating Committee (TCC) meeting, I requested information from TCC members on desired future planning efforts within the Wilmington MPO’s Planning Area Boundary over the course of the next 3 years. Below please find the list and description of each of the submitted projects for consideration:

**Wilmington MPO**

**Completion of the Environmental Document for the Crossing over the Cape Fear River ($100,000)**
The North Carolina Department of Transportation is currently working to complete the environmental document for the Crossing over the Cape Fear River. The environmental document will identify the least environmentally damaging practical alternative which will serve as the selected route to provide for an improved connection between New Hanover and Brunswick Counties. Since the project was not funded in the 2015-2025 DRAFT State Transportation Improvement Program, NCDOT is considering discontinuing work on this initiative. The best way to allow this project to move forward is for the MPO to program a token amount of STP-DA funds for the completion of this environmental document.

**Feasibility Study for the relocation of the Rail line ($300,000)**
The CSXT rail line originates in Brunswick County, crossing the Cape Fear River into the City of Wilmington just north of the Isabelle Holmes Bridge. The rail line then continues eastward through the City before turning south and west again-- back toward the river and the Port of Wilmington. The sweeping path of the rail line thus forms a large “U” (on its side) which, at one time, wrapped around the eastern limits of the City. Today, this same rail line passes through the heart of the City of Wilmington, resulting in thousands of motor vehicle rail crossings each day and adversely impacting the quiet enjoyment of many neighborhoods in the city.

A potential alternative solution to improve rail access to the State Ports and minimize vehicular and rail conflicts would be to relocate the existing rail line to a crossing of the Cape Fear River closer to the Port property, thereby eliminating rail traffic through the heart of the city, and dramatically improving rail access to the Port. The relocation of the rail line would be beneficial to CSXT, the State Ports and the City of Wilmington by eliminating tens of thousands of at grade vehicular rail crossings on a daily basis, improving mobility throughout the City of Wilmington, and improving rail operations and safety en route to the ports. Improved rail access to the Ports would also have benefits of Statewide significance, in terms of economic development of business and industry throughout North Carolina.
On December 10, 2014 the Wilmington MPO’s Transportation Advisory Committee adopted a resolution encouraging the MPO, NCDOT and CSXT to complete a feasibility study to evaluate the relocation of the CSXT rail line across the Cape Fear River. This feasibility study would evaluate the opportunities and challenges associated with the relocation of the rail line.

**Metropolitan Transportation Plan- 2045 ($100,000)**
MAP-21 and USDOT’s Metropolitan Planning Regulations require MPO’s to have a Long-Range Transportation Plan that is multi-modal, financially constrained, contains a minimum 20 year planning horizon, adhere to the MPO’s adopted public involvement policy, have growth forecasts consistent with latest local land use plan, and the plan must be approved by the MPO. The LRTP (now known as the Metropolitan Transportation Plan) must be updated every 5 years. The physical product of this MTP will be in one or more assembled documents containing all plan elements. The MPO is currently developing *Cape Fear Transportation 2040* which is anticipated to be adopted in December 2015. It is anticipated that work will commence on the 2045 Metropolitan Transportation Plan beginning in 2017 for adoption in 2020.

**Bike Share Feasibility Study ($80,000)**
The purpose of this study would be to evaluate whether bike share could be successful in the Greater Wilmington Area. The study would also introduce recommendations for what the region could do to increase readiness and to improve the likelihood of success for a bike sharing program. It would include an analysis of where bike share stations could be located and how they could be phased-in. The WMPO is uniquely situated to develop a bike share feasibility study now due to the recent preponderance in construction of bicycle lanes, trails, and multi-use paths. The interest in bicycling as a mode of travel, tourism and recreation has grown in all of the WMPO member jurisdictions. This study would educate WMPO jurisdictions as to how to best capitalize on these investments in bicycle facilities.

**Brunswick County**

**Brunswick County Greenway & Blueway Master Plan ($12,000)**
A Draft Brunswick County Greenway & Blueway Master Plan was written back in 2004 by the National Park Service through a technical grant. Although never finished or adopted, the plan was comprehensive and encompassed both blueways and greenways. It also includes goals, demonstration projects, recommendations as well as a various maps including a Greenways and Blueways Master Map, Municipality Greenway Maps, Demonstration Project Maps, and a County Resource Map. Since that time a lot has happened in and around Brunswick County from rapid development and population growth to sharp decline in the economy. The existing Brunswick County Greenway & Blueway Master Plan needs to be re-looked at, updated with more reventant data and modernized. Brunswick County Planning staff has started updating the maps and has even with several Municipalities to identify greenway routes and pinpoint blueway accesses.

**Project Description**
The project consists of updating and finishing the Brunswick County Greenway & Blueway Master Plan. This will include preparing GIS maps and updating plan. The project concludes with taking the plan to municipalities for endorsement and/or approval and then to Brunswick County for adoption.

Specific tasks include:
1. Updating and preparing GIS Maps. The maps include the existing Brunswick County Greenway and Blueway Master Plan Maps, the Existing Resource Map, Municipality Greenway Maps, Demonstration Maps, and Greenway and Blueway Plan. This task will require updating existing conditions and resources as well as identifying greenway routes and pinpointing blueway accesses;
2. Update and extensively editing the Greenway and Blueway Master Plan document. This may include adding new recommendations and guidelines as well as add any new greenway routes and blueway accesses;
3. Develop and conduct municipalities meetings to gather information to update the maps and identify greenway routes and pinpoint blueway accesses in and around each jurisdiction;
4. Develop and conduct public input meetings. Present plan and obtain for endorsement and/or approval from municipalities throughout Brunswick County. Then present plan for adoption from Brunswick County.

**Brunswick County Land Use Survey ($40,000)**
The GSATS MPO has undertaken a land use survey in the southern portion of Brunswick County covering the MPO area. The project is a detailed, parcel-level survey with the results designed for integration into the County’s GIS information base for use in transportation planning and other planning efforts. The work is being conducted by temporary employees hired by GSATS specifically for the project.

Expansion of the survey work to include county-wide coverage, including the Brunswick County portion of the Wilmington MPO area, is seen as an invaluable resource for transportation planning and other planning needs. Participation with the Cape Fear RPO will be pursued as well so that we will have the same information for all of Brunswick County.

**Town of Carolina Beach**

**Town-wide Traffic / Parking Study ($65,000)**
As the Town develops there are increased needs for improving transportation and more parking. This plan would analyze where traffic design changes are needed in our community, how to maximize our returns on investments (i.e. surface lots vs. parking decks), and look at other innovative ways we can better move people (vehicles/bicycles/pedestrians) from within our community.

**Town of Leland**

**Gateway Area Plan ($25,000)**
A plan detailing the retro fit of the Gateway Area, to include but not limited to Village Road, Old Fayetteville Road, Town Hall Drive, and S. Navassa Road, bringing those streets and frontages up to standard with the NCDOT Complete Street Guidelines. I would give a rough estimate of $25K

**Regional Greenway Plan ($15,000)**
The Town would be interested in a regional Greenway plan, this may work best in conjunction with the county's efforts or visa versa.

**Town of Leland Street Design Manual ($15,000)**
The Town of Leland are working with MPO staff to put together a street design manual. This manual may also benefit the other member jurisdictions.

**Town of Navassa**

**Magnolia Drive Extension Feasibility Study ($50,000)**
The numbers are probably low, but CSX does a lot of maintenance on the rail line along Old Mill Road. Just recently the residents of Magnolia Drive were forced to park on Old Mill, and promised that CSX has protocols if something bad were to happen, but it's just an unacceptable situation that DOT needs to look at.
An I-140 Corridor/Land Use Plan ($125,000)
Something that looks at development along I-140. It'd be nice to have a document to point to when developers submit final plat plans to get them to make more transportation improvements. It also seems as though industrial developers bought land along the CSX line because it was close to I-140, but they aren't considering rail spurs when they think about their property.

Bike/Ped Plan ($30,000)
A basic bike ped plan with plausible cost estimates for CTP/MTP improvements. It'd be nice to have all of our STP and TAP submissions planned out.

Pender County

Technical Study: What is the return on investment for bicycle and pedestrian infrastructure? ($30,000)
It is envisioned that a study, particular to our region, could identify what a local government’s return on investment for developing bicycle and pedestrian facilities. This study would look at the initial capital investment of the improvement as well as provide a potential expected recurring maintenance cost. Potential outcome may be an analysis on assessed real property and the actual timeframe in which the improvement pays for itself through real property tax levy. This could be beneficial for Pender, New Hanover, and Brunswick Counties as all are tasked with increasing population and heightened demands for services and facilities such as these. It may be considered that each type of facility (sidewalk, multi-use path, greenway trail, on-road bicycle lanes, etc.) could be evaluated.

Master Plan: Battleship to Battlefield ($30,000)
A regionally significant plan to benefit Pender County, New Hanover County, and the City of Wilmington, is a bicycle and pedestrian master plan of the Battleship to Battlefield project that would identify the next steps and recommended preferred alignment of this project. This would coincide with our identified West Pender Rail Trail and would certainly assist in economic development initiatives along the US HWY 421 corridor, as well as provide for recreational opportunities for employees of major manufacturers, other job producing sectors, as well as serve as a regional tourist destination to promote the rich history of the Cape Fear Region including the U.S.S. North Carolina and Moores Creek National Battlefield.

Master Plan: Coastal Pender Greenway ($30,000)
The Coastal Pender Greenway is an identified multi-use path that connects coastal unincorporated Pender County with Surf City. This project would benefit the ever-growing population of the entire Topsail Township and may be considered beneficial to New Hanover County as the project aligns with the Duke Energy Progress transmission line for future connectivity. This proposed facility would provide much needed bicycle and pedestrian amenities and could link major residential areas with commercial and institutional areas such as the Surf City Harris Teeter and soon to open Cape Fear Community College Surf City campus. Planning Staff has secured a potential trail head at the new Duke Energy Progress substation that is being constructed near the Hilltop area of Hampstead and the Town of Surf City has secured easements through development proposals so a coordinated effort is underway. The request would be to develop a master plan of the facility to provide guidance for facility construction and public investment.

WAVE Transit

Wave Transit Short Range Plan ($100,000)
The Cape Fear Public Transportation Authority plans to complete one plan over the course of the next 3 years. This is the completion of WAVE Transit’s Short Range Transit Plan.
MEMORANDUM

TO: TCC Members

FROM: Suraiya Rashid, Senior Transportation Planner

DATE: March 11, 2015

SUBJECT: Evaluation of Wilmington MPO Potential Future Planning Efforts

At the February 11, 2015 Technical Coordinating Committee (TCC) meeting, TCC discussed the need for an evaluation tool for the wide breadth of needs for planning studies within the WMPO. Below please find an initial set of evaluation criteria for submitted projects, noting that a final version of this document will be used as a guide for TAC to prioritize projects and funding:

**Evaluation Tiers**

A. Federal Requirements – Planning projects that must be completed in order for the Wilmington MPO to meet federal requirements. 80% funding available; score multiplied by 5

B. Comprehensive Studies – Planning projects that are comprehensive for at least an entire jurisdiction (mode-specific projects along a particular corridor do not count in this category). 70% funding available; score multiplied by 4

C. Project-Specific Studies – Planning projects that study a particular project within an identified corridor. 50% funding available; score multiplied by 3

D. Other Studies – Planning projects that do not fall within one of the categories above. Project must meet serve a transportation planning purpose. 30% funding available; score multiplied by 2

**Evaluation Criteria**

1) Project Status – extent to which a project is easy to accomplish or provides immediate benefit (select all that apply)
   a. Work on project has not commenced (0 points)
   b. Project is already underway through other funding sources (2 points)
   c. Transportation opportunities will expire if project is not funded immediately (3 points)

2) WMPO Support – (select all that apply)
   a. General consistency with adopted MTP (1 point)
   b. Need for project specified in MTP (2 points)
   c. Existing resolution of support from member jurisdiction(s) (2 points)
3) Regional Consistency - Similar studies have been conducted by the WMPO in other WMPO member jurisdictions. Similar studies have been conducted in:
   a. 1 of 10 WMPO member jurisdictions (1 point)
   b. 3 of 10 WMPO member jurisdictions (2 points)
   c. 5 of 10 WMPO member jurisdictions (3 points)
   d. 7 of 10 WMPO member jurisdictions (5 points)

4) Regional Need – Study area of project touches at least:
   a. 1 of 10 WMPO member jurisdictions (1 point)
   b. 3 of 10 WMPO member jurisdictions (2 points)
   c. 5 of 10 WMPO member jurisdictions (3 points)
   d. 7 of 10 WMPO member jurisdictions (5 points)

**Preliminary 2015 Planning Project Evaluations**

**Wilmington MPO**

**Completion of the Environmental Document for the Crossing over the Cape Fear River** ($100,000)
Tier C
*Base Score – 17 points (1b, 1c, 2a, 2b, 2c, 3d, 4b)*
*Extended Score – 51 points*

**Feasibility Study for the relocation of the Rail line** ($300,000)
Tier C
*Base Score – 7 points (1a, 2a, 2c, 3b, 4b)*
*Extended Score – 21 points*

**Metropolitan Transportation Plan- 2045** ($100,000)
Tier A
*Score – 13 points (1a, 2a, 3d, 4d)*
*Extended Score – 65 points*

**Bike Share Feasibility Study** ($80,000)
Tier D
*Score – 6 points (1a, 2a, 4d)*
*Extended Score – 12 points*

**Brunswick County**

**Brunswick County Greenway & Blueway Master Plan** ($12,000)
Tier B
*Score – 8 points (1b, 2a, 3c, 4b)*
*Extended Score – 32 points*

**Brunswick County Land Use Survey** ($40,000)
Tier D
*Score – 4 points (1b, 4b)*
*Extended Score – 8 points*
Town of Carolina Beach

Town-wide Traffic / Parking Study ($65,000)
Tier D
Score – 1 points (1a, 4a)
Extended Score – 2 points

Town of Leland

Gateway Area Plan ($25,000)
Tier D
Score – 4 points (1b, 3a, 4a)
Extended Score – 8 points

Regional Greenway Plan ($15,000)
Tier B
Score – 5 points (1a, 2a, 3c, 4a)
Extended Score – 20 points

Town of Leland Street Design Manual ($15,000)
Tier D
Score – 1 points (1a, 4a)
Extended Score – 2 points

Town of Navassa

Magnolia Drive Extension Feasibility Study ($50,000)
Tier C
Score – 3 points (1a, 3b, 4a)
Extended Score – 9 points

An I-140 Corridor/Land Use Plan ($125,000)
Tier D
Score – 1 point (1a, 4a)
Extended Score – 2 points

Bike/Ped Plan ($30,000)
Tier B
Score – 4 points (1a, 2a, 4c)
Extended Score – 16 points

Pender County

Technical Study: What is the return on investment for bicycle and pedestrian infrastructure? ($30,000)
Tier D
Score – 5 points (1a, 4d)
Extended Score – 10 points
Master Plan: Battleship to Battlefield ($30,000)
Tier C
Score – 3 points (1a, 2a, 3a, 4a)
Extended Score -9 points

Master Plan: Coastal Pender Greenway ($30,000)
Tier C
Score – 3 points (1a, 2a, 3a, 4a)
Extended Score – 9 points

WAVE Transit

Wave Transit Short Range Plan ($100,000)
Tier B
Score – 8 points (1a, 2a, 2b, 4d)
Extended Score - 32 points

Project Ranking
1) Metropolitan Transportation Plan- 2045 – 65 points
2) Completion of the Environmental Document for the Crossing over the Cape Fear River – 51 points
3) Wave Transit Short Range Plan – 32 points
4) Brunswick County Greenway & Blueway Master Plan – 32 points
5) Feasibility Study for the relocation of the Rail line – 21 points
6) Town of Leland Regional Greenway Plan – 20 points
7) Navassa Bike/Ped Plan – 16 points
8) Bike Share Feasibility Study – 12 points
9) Technical Study: What is the return on investment for bicycle and pedestrian infrastructure? – 10 points
10) Master Plan: Battleship to Battlefield – 9 points
11) Master Plan: Coastal Pender Greenway – 9 points
12) Magnolia Drive Extension Feasibility Study – 9 points
13) Town of Leland Gateway Area Plan – 8 points
14) Brunswick County Land Use Survey – 8 points
15) Town of Carolina Beach Town-wide Traffic / Parking Study – 2 points
16) Town of Leland Street Design Manual – 2 points
17) An I-140 Corridor/Land Use Plan – 2 points
Project Description
Roadway extending from the vicinity of US 17 Bypass and future I-140 in Brunswick County to US 421 in New Hanover County, including a crossing of the Cape Fear River.

Current Status
The following list includes completed and ongoing tasks during the month of February:

- The project team continues to coordinate and correspond with project stakeholders.
- Functional Design Plans for the 12 detailed study alternatives (DSAs) are under development. Draft designs for eight alternatives (Alternatives B, C, G, J, M Avoidance, N Avoidance, Q, and T) have been submitted to NCDOT for review. The remaining alternative designs will be submitted to NCDOT for review the first week of March.
- The project team continues to work on the traffic capacity analyses and anticipate a draft Traffic Capacity Analysis Report will be submitted to NCDOT for review the first week of March.
- Hydraulic analysis of the DSAs is ongoing.
- The draft Historic Architecture Survey Report is currently being revised per NCDOT comments and the final will be submitted to NCDOT in March.
- Studies for the Traffic Noise Analysis and Air Quality Analysis are ongoing.
- Studies for the Community Impact Analysis and the Land Use Scenario Assessment are ongoing.
- Additional natural resource surveys (wetland, streams, and protected species) are anticipated to occur this spring.
- It is anticipated that the next workgroup meeting will be held in June 2015 with the understanding that adjustments may be needed to that timeframe depending on the amount of work completed.
- The draft STIP released by NCDOT in December 2014 does not include the Cape Fear Crossing project.
- NCDOT is currently evaluating an additional alternative proposed by the WMPO. There are currently 12 alternatives being designed and evaluated for inclusion in the draft environmental document. If it is determined this alternative is feasible, studies may need to be redone to include this alternative.

Contact Information
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CONGESTION MANAGEMENT PROCESS
Project Description/Scope: Comply with a Federal mandate to create and adopt a process to evaluate the region’s most congested corridors through locally-defined multi-modal performance measures in an effort to suggest improvements that would alleviate traffic congestion in the region. The CMP was adopted by the TAC on December 11, 2013. Data collection procedures have been developed. A schedule for collection logistics has been drafted and data collection will continuously be monitored and updated as needed.

Next Steps:
- Continue data collection and monitoring of congestion

COLLEGE ROAD UPGRADES (U-5702) AND (U-5704)
The Strategic Transportation Investments is a new formula to determine how the North Carolina Department of Transportation (NCDOT), in partnership with local governments, will fund and prioritize transportation projects in the state of North Carolina. The Strategic Transportation Investment Formula allocates funding at the statewide, regional and division tiers. Prioritization 3.0 was the process used to determine the projects that are to be funded in the State’s Transportation Improvement Program (STIP). The draft STIP was released on December 4th and identifies all of the projects that will be funded in the NCDOT program. There are several projects on College Road.

U-5704: Construction of an interchange at College Road and Oleander Drive

U-5702: Construction of an additional northbound through-lane on College Road between Shipyard Boulevard and Wilshire Boulevard

U-5702: Construction of Access Management Improvements on College Road between Gordon Road and Carolina Beach Road. The Department has several spot safety and intersection improvements that are anticipated would be completed under this project. This project may also include median modifications, access management strategies, etc. to improve traffic flow and safety on College Road. Another project that may be funded in the Statewide Mobility Category is an Upgrade of College Road between New Centre Drive and Gordon Road to include an additional through lane and an interchange at College Road and the Martin Luther King Jr. Parkway.

Due to the project overlaps, NCDOT and Wilmington MPO staffs agree that the best solution is to prepare the planning and environmental documentation for two separate projects. The first project is for College Road from Gordon Road to Carolina Beach Road excluding the section between Wilshire Boulevard and Shipyard Boulevard. The second project is for the planning and environmental analysis of College Road between Wilshire Boulevard and Shipyard Boulevard. NCDOT has begun the process to a consulting firm(s) to complete these efforts.
**METROPOLITAN TRANSPORTATION PLAN**

Project Description/Scope: Update the Federally-mandated Metropolitan Transportation Plan/Long-Range Transportation Plan for the Wilmington Urban Area Metropolitan Planning Organization. Project lists were created and ranked in December 2014. Logistics and materials were prepared for the public review process starting in February 2015 and will continue through March 2015.

Next Steps:
- Public outreach on draft plan will occur in April 2014
- Review of public comments and revision of draft plan to occur in May/June
- Finalization of draft plan for adoption to occur in July 2015
- Adoption process to occur August 2015 to December 2015

**17th STREET STREETSCAPE**

Project Descriptions/Scope: The 17th Street streetscape project will include upgrades to 17th Street between Wrightsville Avenue and Princess Place Drive. The project will provide for a more efficient transportation system by reduced travel speeds, removal of the lateral shift, improved pedestrian crossings, improved safety and enhance the aesthetics of the area. The project may also include aesthetic improvements that will enhance the entryway into Carolina Heights and provide a pocket park. The Wilmington City Council has expressed a desire for staff to consider the inclusion of burying the utilities and the installation of mast arm signals at Market/17th Streets. On December 2nd the Wilmington City Council approved funding for the installation of the black powder-coated mast arm signal poles at 17th Street and Market Street to be incorporated into the project. Staff is working to complete the design and acquire the necessary approvals.

Next Steps:
- Complete design to incorporate black powder-coated mast arm poles at 17th/Market intersection
- Bid, Award and Construct the streetscape enhancements.

**Pender County Collector Street Plan**

The Wilmington MPO and Pender County have partnered to update the Coastal Pender County Collector Street Plan and to create a collector street plan for the area that was not previously part of the MPO. A Request for Proposals has been developed and the MPO is currently soliciting proposals. Proposals are due to the MPO by the end of March.

**SITE DEVELOPMENT REVIEW**

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:

- New Hanover County Development Plan Reviews: 9 reviews
- New Hanover County Informal Plan Reviews: 3 reviews
- New Hanover Concept Reviews: 0 reviews
- Town of Leland Formal Reviews: 5 reviews
- Town of Leland Informal Reviews: 0 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
• Brunswick County Informal Plan Reviews: 0 reviews
• TIA Reviews: 15 total (New Hanover County 5, City of Wilmington 4, Carolina Beach 1, Leland 1, Brunswick County 3, and Pender County 1) new 2 and ongoing 13
• Pender County Development Plan Reviews: 2 reviews
• Pender County Informal Plan Reviews: 1 reviews
• City of Wilmington Formal Reviews: 27 (6 new, 21 on-going)
• City of Wilmington Informal Reviews: 10 (4 new, 6 on-going)

**STP-DA/TAP-DA  FY 2013 and 2014 Project Status**

**STP-DA**

**U-5534A - TOWN OF NAVASSA – MAIN STREET BICYCLE LANES** – This project will include planning, design, and construction of an additional 4 feet on either side of Main Street for bike lanes starting at the existing Navassa bike path east of Brooklyn Street to Old Mill Road. The Letter of Interest (LOI) has been advertised.

Next Steps:
- 65% Design plans due March 2015
- Letting date anticipated in May 2015

**U-5534B - CITY OF WILMINGTON- HEIDI TRASK DRAWBRIDGE** – This project consists of construction of a public walkway/pier underneath the Heidi Trask Drawbridge to provide for a safe crossing for cyclists and pedestrians across US 74 (Wrightsville Avenue) on the mainland side of the drawbridge in Wilmington.

Next Steps:
- Design revisions to move Octagonal overlook away from buffer
- Final Design anticipated April 2015
- Letting date anticipated June 2015

**U-5534C - WRIGHTSVILLE AVENUE/GREENVILLE AVENUE TO HINTON AVENUE** – The project is for construction of intersection re-alignment improvements at the intersection of Wrightsville Avenue/Greenville Avenue and bike lanes and sidewalks along Greenville Avenue from Wrightsville Avenue to Hinton Avenue.

Next Steps:
- 75% Design Plans in Review
- ROW date anticipated March 2015
- Letting anticipated July 2015

**U-5534D - TOWN OF LELAND - OLD FAYETTEVILLE ROAD MUP** – This project is for design and construction of a ten foot (10’) wide multi use path, separate but adjacent to Old Fayetteville Road, beginning at or around the corner of the Leland Town Hall Campus and ending at the driveway of the North Brunswick High School.

Next Steps:
- Town of Leland has requested additional funds due to path realignment
• Additional funds approved from TAC, NCDOT supplemental agreement is being prepared.
• Letting date is anticipated April 2015

**U-5534E - TOWN OF CAROLINA BEACH - ISLAND GREENWAY AND HARPER AVENUE** – This project is for the design and construction of an off-road multi-use path that begins at Mike Chappell Park and winds along the existing cleared fire path and terminates at Greenville Avenue and the Harper Avenue bike lanes will consist of a bicycle boulevard on existing pavement on each side of Harper Avenue from Dow Road to Lake Park Boulevard. The Town desires to combine the project with the awarded 2014 STP-DA project.

Next Steps:
• Community informational meeting held on March 7, 2015
• U-5534 E and U-5534 L – combined-Right of Way and Planning date of June 2015

**U-5534M - CAUSEWAY DRIVE, WAYNICK BLVD./N. LUMINA AVE./STONE ST.**—The construction of dual left turns from Waynick Blvd. to Causeway Dr., channelizing the one-way entrance to Lumina Ave. and improving lane markings, adjusting stop bar, straightening crosswalks at Waynick Blvd and installing bulb-outs at Lumina Ave./Stone St., and adding ADA compliant curb ramps at all crosswalks within the project area.

Next Steps:
• Town of Wrightsville Beach investigating options
• Right of Way Plans anticipated to be complete: April 21, 2015
• Anticipated Let Date: August 20, 2015

**U-5534H – HINTON AVE MULTI-USE PATH** – This project consists of the construction of a 10' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

Next Steps:
• Survey to begin March 2015
• Conceptual sketch anticipated April 2015
• R/W Plans complete July 31, 2015

**U-5534G –HOOKER ROAD MULTI-USE PATH** - The project consists of the construction of a 10' wide multi-use path along Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Ave intersection

Next Steps:
• Survey to begin March 2015
• Conceptual sketch anticipated April 2015
• Right of Way Plans anticipated to be complete: May 18, 2015
• Anticipated Let Date: September 17, 2016

**U-5534K –LELAND MIDDLE SCHOOL SIDEWALK** - The construction of 5 foot wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Rd to the Hwy 74/76 overpass after Glendale Drive with connections to Leland Middle School and the surrounding neighborhoods.
Next Steps:
- Right of Way Plans anticipated to be complete: September 25, 2015
- Anticipated Let Date: January 26, 2016

**U-5534J – OLD FAYETTEVILLE LOOP ROAD PEDESTRIAN LOOP** - The construction of 5 foot wide sidewalks in three locations: along Village Road from Town Hall Drive going southeast to the existing sidewalk in front of the apartment complex, along Town Hall Drive from Village Road NE to the sidewalk currently under construction by the new Town Hall, and along Old Fayetteville Road from the existing sidewalk in front of the apartment complex to Village Road NE

Next Steps:
- Right of Way Plans anticipated to be complete: September 25, 2015
- Anticipated Let Date: January 26, 2016

**U-5534I – VILLAGE ROAD MULTI-USE PATH EXTENSION** - The construction of a 10 foot wide asphalt multi-use path routed across Perry Ave, behind the library, out to Village Road, down Village Road ending on the western edge of the First Baptist Church property before the Sturgeon Creek Bridge

Next Steps:
- Right of Way Plans anticipated to be complete: September 25, 2016
- Anticipated Let Date: January 26, 2016

**SHIPYARD BOULEVARD SIDEWALK** - Project Description: The construction of a sidewalk and bus pull-out along Shipyard Boulevard between Vance Street and Rutledge Drive. This will be a partnership between the City of Wilmington, Cape Fear Public Transportation Authority and Wilmington MPO.

Next Steps:
- Survey to design conceptual plans anticipated March 2015
- Conceptual plans anticipated March 2015

**TAP-DA**

**CITY OF WILMINGTON – MILITARY CUTOFF ROAD MULTI-USE PATH** – This project is for the design and construction of a 10-foot wide, asphalt multi-use path on Military Cutoff Road from Gordon Road to Eastwood Road.

Next Steps:
- Survey to design conceptual plans anticipated March 2015
- Letting for construction is anticipated July 2015

**U-5527B CITY OF WILMINGTON – 5th AVE INTERSECTION UPGRADES** – This project is for the construction of high visibility crosswalks, curb ramps, and pedestrian activated signals on 5th Ave at the Dawson Street and Wooster Street intersections.

Next Steps:
- Right of Way Plans anticipated to be complete: May 23, 2016
- Anticipated Let Date: January 26, 2016
U-5527C NEW HANOVER COUNTY – MIDDLE SOUND GREENWAY – EXTENSION TO MIDDLE SOUND VILLAGE—This project is for the construction of a multi-use path along Middle Sound Loop Road from Oyster Lane to the Middle Sound Village driveway.

Next Steps:
- Right of Way Plans anticipated to be complete: May 23, 2015
- Anticipated Let Date: January 26, 2016

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 public outreach, marketing, carpooling, vanpooling, alternative/compressed work schedules, Emergency Guaranteed Ride Home, park and ride lots, etc. The MPO established 3 park and ride lots in Brunswick County and a ridesharing program that began on January 5th. The MPO adopted “Work Cape Fear: Expanding Commuter Options in the Cape Fear Region” TDM Short Range Plan on January 28th and also authorized staff to apply for a TDM grant through NCDOT that if approved would fund a full-time TDM Coordinator position.

Next Steps:
- Continue drafting the 25-year TDM plan
- Promote 2 Park & Ride Lots in Brunswick County
- Await a response from NCDOT on the full-time TDM Coordinator position

US 17 BUSINESS CORRIDOR STUDY
In 2007 the Wilmington MPO, in cooperation with NCDOT and the City of Wilmington completed the US 17 Business Corridor Study. The Corridor Study recommended the implementation of a “road diet.” This recommendation included a requirement to construct Independence Boulevard Extension prior to implementation. Citizens have continued to request the implementation of the “road diet,” however the construction of Independence Boulevard extension is now many years off. The City of Wilmington and Wilmington MPO have requested an update of this study to re-examine the feasibility of implementing the road diet without first constructing Independence Boulevard extension. The MPO has hired Parsons Brinkerhoff (PB) to develop the update of this study. The scope and fee have been approved. PB will began work on the project beginning in January 2015. Data collection is underway. The project is anticipate to be completed in June.
1. **Operations center** - (no change) construction of 37,621 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. Project completion based on completion of punch list items, but expected in a matter of weeks. Dedication ceremony details pending.

2. **Fleet replacement & conversion to CNG** - identifying state and federal funding opportunities to replace 19 thirty-five foot buses. FTA funding for 80% of two CNG buses has been identified under FTA §5316 and §5317 program and local funding is included in City of Wilmington FY 2015 budget. New buses to be fueled by compressed natural gas. Fleet replacement programmed at a cost of $8,100,000. Bid awarded to Gillig, LLC on June 26, 2014. Purchase order for two buses issued on June 26, 2014. Delivery June, 2015. Purchase order for six buses issued February 26, 2015.

3. **FTA §5310 Program** - (no significant change) Designation from NC Governor as designated recipient for FTA §5310 Elderly and Disabled Transportation Program designated recipient completed in July. Authority staff in discussion with WMPO to develop FTA required program management plan (PMP) to outline goals of 5310 program. PMP expected to be complete in spring 2015.
March 3, 2015

TIP Projects:

**R-3601 (US 17/74/76):** Widening across the “CAUSEWAY”, between Leland/Belville and the Cape Fear River. Replacing the bridges over the Brunswick River and one of the bridges over Alligator Creek.

*Estimated Contract Completion Date November 15, 2016*

**R-2633 BA** – (Wilmington Bypass) construct a 4-lane divided highway from US 74/76 (near Malmo) to SR 1430 (Cedar Hill Road).

*Estimated Contract Completion Date April 30, 2018*

*Open to traffic on November 1, 2017*

**R-2633 BB** – (Wilmington Bypass: Bridge over Cape Fear River) construct a 4-lane divided highway from SR 1430 (Cedar Hill Road) to US 421 (where I-140 currently ends in New Hanover County…this includes the large bridge over the Cape Fear River).

*Estimated Contract Completion Date April 30, 2018*

*Open to traffic on November 1, 2017*

**R-3324 – Long Beach Road Extension** construct a 2-lane, 2-way roadway from NC 133 (near Jump & Run Creek) to NC 87. Most of this roadway will be on new location.

*Estimated Contract Completion Date May 13, 2016*

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

*Estimated Contract Completion Date May 13, 2016*

**Market Street Wal-Mart Development:** construct a median on Market Street from Marsh Oaks Drive to the existing median at Porter’s Neck. Install bulb-outs, on Market Street, at Marsh Oaks Drive & Porter’s Neck Road intersections. A signal will be installed on Market Street at the main entrance to the new Wal-Mart.

*Estimated Completion Date May 2015*
**B-5103:** replace bridge #35 over the abandoned railroad on SR 1627 (3rd Street), in Wilmington.

*Availability Date March 30, 2015*

*Estimated Contract Completion Date September 28, 2016*

*Scheduling 3rd Street Road Closure the Monday after Azalea Festival*

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**U-3338 B:** Widening of Kerr Ave. from Randall Parkway to Martin Luther King, Jr. Parkway.

*Let Date April 2015*

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**B-4440:** replace bridge #163 over Mulberry Branch, on SR 1349 (Bridger Road)

*DRAFT TIP Construction 2016*

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**U-4751:** Military Cutoff Road Extension: extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass.

*Let Date October 2017*

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**R-5021 (NC 211):** widening to a 4-lane divided highway from NC 87 (near Southport) to SR 1500 (Midway Road).

*DRAFT TIP Construction 2017*

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**B-4929:** Bridge @ Surf City NC 50/210 - replace bridge #16 over the inter-coastal waterway with a fixed span high rise structure.

*DRAFT TIP Construction 2017*

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**B-5236:** replace bridge #19 over Lords Creek on SR 1100 (River Road)

*DRAFT TIP Construction 2017*

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**U-3831:** SR 2048 (Gordon Road) widen Gordon Road from NC 132 (College Road) to US 17 Business (Market Street)

*DRAFT TIP Construction 2019*

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**B-4590:** replace bridge #29 over Smith Creek on NC 133 (Old Castle Hayne Road)

*DRAFT TIP Construction 2019*

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**R-5701:** construct a roundabout at the intersection of US 117 Business, Walker Street & Wilmington Street
B-5540: replace bridge #202 over branch of Shallotte River, on SR 1357 (Smith Ave.)

U-5729: US 421 (Carolina Beach Road) from Burnett Avenue to US 117 (Shipyard Blvd) upgrade the roadway

U-5790: US 421 (Carolina Beach Road) widen existing US 421 from Sanders Road to NC 132 (College Road) and construct fly-overs at Monkey Junction intersection

B-5156: replace bridge #28 over Long Creek on NC 210

U-5792: NC 132 (College Road) from SR 1272 (New Center Drive) to SR 2048 (Gordon Road) widen to multi-lanes and upgrade at-grade intersection at College & Martin Luther King Parkway to an interchange

U-5710: US 74 (Eastwood Road) upgrade at-grade intersection at Eastwood Road & Military Cutoff Road to an interchange

B-5644: replace bridge #15 over Sill’s Creek on NC 11

W-5306 Castle Hayne Roundabout: construct a roundabout at the intersection of US 117, NC 132 & NC 133. 
Estimated Contract Completion Date January 18, 2016

Greenfield Lake Culvert: replace the large culvert under 3rd Street and US 421 Truck/Front Street...Utility relocation work will begin late 2013 and finish prior to let date

All Bids were high will Re-Let

Low Impact Bridge Program:
Design/Build contract to replace 9 bridges in Brunswick & Pender Counties: Estimated Contract Completion Date November 1, 2015 (for all 9 bridge replacements)

17BP.3.R.26: replace bridge #144 over branch of the Black River on SR 1102 (Morgan Road)

**Pender Bridge 144**
Detour Route

SR 1102 (Morgan Road) to NC 210, crossing into Bladen County to NC 11 to NC 11 / 53 to SR 1547 (Kelly Road), crossing into Pender County SR 1102 (Morgan Road)

**Under Construction**

**Resurfacing Contracts:**
Resurfacing Contract:  C-203480 3CR.10101.150, 3CR.20101.150, 3CR.10651.150,
3CR.20651.150 & 3CR.10711.150  Barnhill Contracting

Brunswick County primary routes:

US 17 Business – mill & resurface from US 17 (south end of US 17 Bus.) to US 17 (@ nose of concrete island)...Bolivia area
US 17 Bypass (Southbound lanes) – patch, mill & resurface from 0.17 miles north of SR 1401 (Galloway Road) to 0.09 miles south of SR 1401

Brunswick County secondary routes:

SR 1104 (Beach Drive) – patching, milling, resurface & leveling from beginning of curb & gutter section to end of SR 1104
SR 1828 (Kings Lynn Drive) – patching, mill & resurface from SR 1104 (West Beach Drive) to SR 1828
SR 1401 (Galloway Road) – resurface from US 17 to SR 1402 (Randolphville Road)
SR 1435 (North Navassa Road) – patching, mill & resurface from SR 1472 (Village Road Northeast) to SR 1432 (Old Mill Road Northeast)
SR 1430 (Cedar Hill Road) – patching, mill & resurface from SR 1435 (North Navassa Road) to 0.58 miles south of SR 1431 (Royster Road Northeast)
SR 1430 (Cedar Hill Road) – patching, mill & resurface from 0.54 miles north of SR 1431 (Royster Road Northeast) to SR 1426 (Mount Misery Road)

Mill & resurface the following primary routes in New Hanover County:

US 421 (Carolina Beach Road) – from 0.26 miles south of Independence Blvd. (non-system portion) to west of Lake Shore Drive (non-system)
US 117 Northbound Lanes (Shipyard Blvd) – from US 421 to 0.05 miles east of US 421 (Carolina Beach Road)
US 117 Southbound Lanes (Shipyard Blvd) – from 0.20 miles east of US 421 to US 421 (Carolina Beach Road)
US 421 Southbound Lanes (South 3rd Street) – from US 76 (Dawson Street) to Greenfield Street (non-system)
US 421 Northbound Lanes (South 3rd Street) – from Greenfield Street (non-system) to US 76 (Dawson Street)
US 17 Business (South 3rd Street) – from US 76 eastbound lanes to US 76 westbound lanes
Mill & resurface the following secondary routes in New Hanover County:

- **SR 1218 (16th Street)** – from US 76 westbound lanes (Wooster Street) to US 76 eastbound lanes (Dawson Street)
- **SR 1371 (16th St.)** - from Grace Street (non-system) to US 17 Business (Market Street)
- **SR 2816 (16th St.)** - from US 17 Business (Market Street) to US 76 westbound lanes (Wooster Street)
- **SR 1301 (17th Street)** - from US 17 Business (Market Street) to Grace Street (non-system)
- **SR 2817 (17th Street)** - from US 76 eastbound lanes (Dawson Street) to US 17 Business (Market Street)
- **SR 1411 (Wrightsville Avenue)** - from Dawson Street Extension (non-system) to SR 1209 (Independence Blvd.)

Resurface the following secondary routes in New Hanover County:

- **SR 2699 (Amsterdam Way)** - from SR 2700 (Old Dairy Rd.) to SR 2048 (Gordon Rd.)
- **SR 2701 (Antilles Ct.)** - from SR 2698 (Netherlands Dr.) to end maintenance
- **SR 2698 (Netherlands Dr.)** - from SR 2048 (Gordon Rd.) to SR 2700 (Old Dairy Rd.)
- **SR 2700 (Old Dairy Rd.)** - from US 17 Bus. (Market St.) to SR 2699 (Amsterdam Way)
- **SR 2220 (Windmill Way)** - from SR 2219 (N. Green Meadows Dr.) to SR 2700 (Old Dairy Rd)
- **SR 2183 (Spring Rd)** - from NC 133 (Castle Hayne Rd.) to SR 2184 (Fairfield Rd.)
- **SR 2184 (Fairfield Rd.)** - from SR 2183 (Spring Rd) to SR 1318 (Blue Clay Rd)

Widen & resurface following routes in New Hanover County:

- **SR 1940 (Covil Farm Rd) ** - from SR 1409 (Military Cut-Off Rd) to SR 1916 (Red Cedar Rd)
- **SR 2717 (Torchwood Blvd.)** - from US 17 Bus. (Market St.) to SR 2718 (Beacon Dr.)

Mill & resurface a section & just resurface another section of SR 1363 (Bayshore Dr.) from US 17 Bus. (Market St.) to SR 1393 (Biscayne Dr.)

Pender County primary routes:

- **US 117** - mill & resurface from 0.30 miles north of NC 210 to 0.026 miles north of US 117 Business
- **NC 11/53** - mill & resurface from begin curb & gutter @ western city limits of Town of Atkinson to end curb & gutter @ the eastern city limits of Town of Atkinson.
- **NC 53** - Patch ONLY from I-40 to US 117 (Town of Burgaw).
Estimated Contract Completion Date May 2015

Resurfacing Contract: DC-00089 3CR.10651.166
Carolina Beach:
   US 421 – mill & resurface from E Avenue (Kure Beach) to Cardinal Sands Drive in Carolina Beach.
Estimated Contract Completion Date May 2015

Resurfacing Contract: DC-00090 3CR.10101.165
Brunswick County:
   NC 211 – mill & resurface from NC 87 to end of system at Fort Fisher Ferry Terminal.
Estimated Contract Completion Date November 2015

Resurfacing Contract: DC-00091 3CR.10711.165
Pender County:
   NC 53 – resurface from US 117 to I-40.
   NC 210 – mill & resurface from NC 210/NC 50 (in Town of Surf City) to Onslow County line.
Estimated Contract Completion Date October 2015

Resurfacing Contract: C203839 3CR.10651.170
New Hanover County:
   US 117 – milling & resurfacing from I-40 to bridge at Market Street
   US 74 – milling & resurfacing from Kornegay Avenue to Cardinal Drive
Availability Date March 30, 2015
Estimated Contract Completion Date September 2015

Resurfacing Contract: C203630 WBS #46176.3.FS1
New Hanover & Pender Counties:
   I-40 – milling & resurfacing from Gordon Road interchange to NC 210 interchange
   I-40 – milling & resurfacing from US 117 interchange to mile post 393 (approximately 3.5 miles east of US 117 interchange)
Availability Date March 30, 2015
Estimated Contract Completion Date September 2016
If you have any questions, please contact Patrick Riddle at the Division 3 Office: priddle@ncdot.gov