



WILMINGTON URBAN AREA Metropolitan Planning Organization

P.O. Box 1810
Wilmington, North Carolina 28402
910.342.2781 910.341.7801 FAX

Members:

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR
Public Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

Technical Coordinating Committee Meeting Agenda

TO: Technical Coordinating Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: August 6, 2009
SUBJECT: August 12, 2009 meeting

A meeting of the WMPO Technical Coordinating Committee will be held on Wednesday, **August 12th** at 10:00 am. The meeting will be held in the Traffic Conference Room on the fourth floor of 305 Chestnut Street in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes
 - a. 5/13/09
- 3) Old Business
- 4) New Business
 - a. Resolution adopting the revised Wilmington MPO Public Involvement Policy
 - b. Resolution adopting the Walk Wilmington: A Comprehensive Pedestrian Plan
 - c. Resolution supporting the City of Wilmington, New Hanover County, University of North Carolina-Wilmington and Town of Wrightsville Beach's TIGER grant application
 - d. Resolution supporting "complete streets" within the Wilmington MPO
 - e. Resolution requesting federal approval to extend I-20 into Wilmington
 - f. Resolution amending the State/Metropolitan Transportation Improvement Programs to fund the installation of a right turn lane on US 76 (Oleander Drive) westbound onto US 117-NC 132 (College Road) northbound (W-5132)
 - g. Resolution amending the State/Metropolitan Transportation Improvement Programs to fund the Wilmington Bypass (R-2633A)
 - h. Prioritization of Highway Projects within the Wilmington MPO planning area boundary
- 5) Updates
 - a. Cape Fear Commutes 2035
 - b. WMPO Bike/Pedestrian Committee
 - c. NCDOT
- 6) Announcements
 - a. WMPO Bike/Pedestrian Committee meeting- August 15th
 - b. Cape Fear Commutes meeting- August 19th
- 7) Adjournment
 - a. Next meeting: September 16, 2009

Attachments:

- Minutes from 5/13 meeting
- Revised Wilmington MPO Public Involvement Policy
- Resolution adopting the revised Wilmington MPO Public Involvement Policy

- Walk Wilmington: A Comprehensive Pedestrian Plan (<http://www.wmpo.org/plans.html>)
- Resolution adopting the Walk Wilmington: A Comprehensive Pedestrian Plan
- Resolution supporting the joint TIGER grant application for the Cross-City Trail and River to Sea Bikeway
- Resolution supporting “complete streets” within the Wilmington MPO planning area boundary
- Resolution requesting federal approval to extend I-20 into Wilmington
- 2009-2015 State/Metropolitan Transportation Improvement Program Amendments
- Resolution amending the State/Metropolitan Transportation Improvement Programs to fund the installation of a right turn lane on US 76 (Oleander Drive) westbound onto US 117-NC 132 (College Road) northbound (W-5132)
- Resolution amending the State/Metropolitan Transportation Improvement Programs to fund the Wilmington Bypass (R-2633A)
- Wilmington MPO 2030 Long Range Transportation Plan- Highway Projects
- NCDOT Project Update

**Wilmington Urban Area
Technical Coordinating Committee
Meeting Notes for May 13, 2009**

Members Present:

Mike Kozlosky, City of Wilmington
Chris O'Keefe, New Hanover County
Ken Vafier, Pender County
Robert Waring, Town of Leland
Travis Barnes, Town of Navassa
Ben Hughes, NCDOT
Patrick Riddle, NCDOT
Coke Gary, NCDOT
Helen Bunch, Brunswick County
Albert Eby, WAVE Transit

Others Present:

Bill McDow, City of Wilmington

1. Call to Order

Mr. Kozlosky called the meeting to order at 10:02 am.

2. Approval of Minutes

The motion to approve the minutes for the March 11, 2009 meeting carried unanimously.

3. Old Business

None

4. New Business

a. 2009-2010 Unified Planning Work Program Amendment

Mr. Kozlosky told members the Unified Planning Work Program (UPWP) was adopted at the March 26th TAC meeting. However, that was based on an anticipated funding for Section 5303. The federal registry was just released and we have received our allocation for upcoming fiscal year. It changed slightly so we are required to amend our UPWP. There will be a local match of 10% of \$7,298, and a DOT match of \$7,298 and then the FTA match which is \$58,384. Mr. Kozlosky told members this allocation comes through the Public Transportation Division.

Mr. O'Keefe made the motion to recommend amending the Unified Planning Work Program and forward to the TAC for consideration. Mr. Riddle seconded the motion and it carried unanimously.

b. Wilmington MPO Public Involvement Policy

Mr. Kozlosky told members the Public Involvement Policy was last updated in 2003-2004. Since that time the planning boundary has been expanded to include Pender County and Cape Fear Public Transportation Authority has been added as a member. Mr. Kozlosky noted that as part of the review, staff looked at the methods used to conduct public involvement. Some of the suggested modifications included the public hearing procedures during the TAC meeting, as well as the methods used to meet the federal guidelines. They include stakeholder interviews, development of opportunities to reach minority and low-income populations and the non-English speaking population, outreach and education, ways to publicize activities, and the convening of the Citizen Advisory Committee to help direct the TCC and TAC on transportation issues that

affect the public. He told members based on the existing public involvement policy, staff is required to conduct a 45-day public comment period before adoption. Staff will request the TAC open the public comment period at their next meeting. Mr. Kozlosky stated that if anyone has any comments on the policy update, please forward them on to him.

5. **Updates**

a. Cape Fear Commutes 2035 (Citizen Advisory Committee)

Mr. Kozlosky told members that staff has held two open-house meetings for the 2035 Long Range Transportation Plan, with several more still to be held at various locations in the MPO planning region. Staff received over 2,600 surveys back from the public thus far and is in the process of evaluating the information. The Long Range Transportation Plan should be completed and brought to this board in January of 2010 and adopted by the TAC by March 2010.

b. WMPO Bike/Pedestrian Committee

Mr. O'Keefe updated the group on Bicycle/Pedestrian Committee activities. He told members May is Bike Month and updated everyone on the activities planned for the month.

c. NCDOT Project Update

attached

6. **Announcements**

a. WMPO BikePed Committee meeting- May 14th Meeting Cancelled

b. Cape Fear Commutes 2035 Public meetings – May 11th 12th 14th 18th 19th & 21st

c. Cape Fear Commutes Committee Meeting – June 3rd

7. **Adjournment**

With no further items, the meeting was adjourned at 10:40 am.

DRAFT

**Wilmington
Metropolitan Planning Organization
Public Involvement Policy**



Adopted _____

I. Introduction

Overview

The Wilmington Urbanized Area Metropolitan Planning Organization's (WMPO's) Public Involvement Policy is an umbrella policy, encompassing the plans and programs of the greater Wilmington Urban Area's transportation planning process. Public participation is an integral part of the WMPO's planning efforts. The Public Involvement Policy is comprised of the public involvement programs for all the major planning activities, including the Long Range Transportation Plan (LRTP), Metropolitan Transportation Improvement Program (MTIP), the Planning Work Program (PWP) and federal requirements (ISTEA, TEA-21, SAFETEA_LU, Civil Rights Act, Environmental Justice, Limited English Proficiency and Americans with Disabilities Act).

The WMPO is an intergovernmental transportation planning agency created by an agreement among the City of Wilmington, the Town of Belville, Town of Carolina Beach, Town of Kure Beach, Town of Leland, Town of Navassa, Town of Wrightsville Beach, Brunswick County, New Hanover County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation. State and Federal laws require the formation of MPOs in urbanized areas with populations of greater than 50,000 in order for surface transportation projects to be eligible for Federal transportation funding.

The WMPO is responsible for conducting a continuing, cooperative, and comprehensive transportation planning process for all of the members within the WMPO urbanized area. The WMPO must plan for the movement of both people and goods within the WMPO boundaries by all modes of travel, including highways, public transportation, bicycles, and pedestrians). It also plans for the connections (such as airports, seaports, buses, railroads, and pipeline terminals) linking these modes and connecting the greater Wilmington area to the rest of the state, country, and world.

The Wilmington MPO's Mission Statement

[T]o 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 citizens of the community improving the local economy and providing for 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.

Transportation Advisory Committee (TAC)

The TAC is the policy and decision-making body for the WMPO. The TAC is comprised of elected and appointed officials from the City of Wilmington, the Towns of Belville, Carolina Beach, Kure Beach, Leland, Navassa, Wrightsville Beach, Brunswick County, New Hanover County, and the North Carolina Board of Transportation. The TAC is ultimately responsible for providing opportunities for citizen participation in the transportation planning process.

WMPO Voting Members:

Brunswick County: One elected official

New Hanover County: One elected official

Pender County: One elected official

City of Wilmington: Two elected officials

Town of Belville: one elected officials

Town of Carolina Beach: one elected officials

Town of Kure Beach: One elected official

Town of Leland: One elected official

Town of Navassa: One elected official

Town of Wrightsville Beach: One elected official

Cape Fear Public Transportation Authority: One elected official (appointed by the New Hanover County Board of Commissioners to the Authority Board)

North Carolina Board of Transportation: One appointed official

WMPO Non-Voting Members:

Federal Highway Administration

Cape Fear Council of Governments

North Carolina State Ports Authority

Wilmington Airport Authority

North Carolina Turnpike Authority

Transportation Coordination Committee (TCC)

The TCC is made of planners and engineers on staff at each of the member agencies to facilitate coordination of the WMPO's planning activities and transportation planning and related activities occurring within each member agency's jurisdiction. The TCC reviews plans and programs and makes recommendations to the TAC.

Purpose

The purpose of the WMPO Public Involvement Policy is to create an open decision-making process whereby citizens have the opportunity to be involved in all stages of the transportation planning process. This policy is designed to ensure that transportation decisions will reflect public priorities.

Policy Elements

The WMPO's Public Involvement Policy is comprised of a number of sub-policies. All planning programs and activities are required to go through the Transportation Advisory Committee's (TAC) public process. In addition, the WMPO has initiated specific public involvement programs for the LRTP, the MTIP, the UPWP and federal requirements (ISTEA, TEA-21, SAFETEA_LU, Civil Rights Act, Environmental Justice, Limited English Proficiency and Americans with Disabilities Act).

Regular Public Involvement Opportunities

Regular schedules will be adopted by the TAC at the first meeting of the calendar year. These meetings will typically be held 10 times per calendar year unless otherwise approved and be in accordance with the open meetings laws. Notice of these meetings will be published in the Star News and Wilmington Journal at least 5 days prior to the day of the meeting. These meetings and agendas will also be published on the WMPO's website. These meetings are open to

members of the public and upon request anyone can be placed on the TAC mailing list. At the beginning of each regular meeting, a sign-in sheet will be available before each meeting for those who wish to speak. Each speaker is limited to three minutes and the entire public comment period shall not exceed 15 minutes. If necessary, the chairman can extend the Public Comment Period by a vote of the board.

Response to Public Comment

The TAC typically acknowledges public comments in one of the following two ways: the TAC may incorporate a summary of public comments and the WMPO's response, as an appendix, into the specific planning document, or, depending on the number of comments, the TAC may instruct the planning staff to respond directly by letter. Acknowledging public comments is a way to let the public know that its comments are being addressed and is part of the public involvement feedback process.

GOALS:

The goals of the WMPO's Public Involvement Policy are:

- A. The WMPO will actively seek and consider public input and incorporate or otherwise respond to the views of its stakeholders in making its decisions.
- B. The public will be informed in a timely manner about and empowered to participate in the WMPO's decision-making processes, which are open, understandable, and consistently followed. Access points for public input will be clearly defined from the earliest stages of a decision process and provide adequate time for stakeholders to participate.
- C. Credible, effective public participation processes will be consistently incorporated into the WMPO's program operations, planning activities, and decision-making processes, at headquarters and in the field. Every employee within the WMPO will share responsibility to promote, practice, and improve public participation.

Objectives

- Bring a broad cross-section of the public into the public policy and transportation planning decision-making process.
- Maintain public involvement from the early stages of the planning process through detailed project development.
- Use different combinations of public involvement techniques to meet the diverse needs of the general public.
- Determine the public's knowledge of the metropolitan transportation system and the public's values and attitudes concerning transportation.
- Educate citizens and elected officials in order to increase general understanding of transportation issues.
- Make technical and other information available to the public.

- Establish a channel for an effective feedback process. Evaluate the public involvement process and procedures to assess their success at meeting requirements specified in the ISTEA, TEA-21, SAFETEA_LU, NEPA and FTA/FHWA Guidance on Public Participation.

The WMPO will seek public input through a menu of techniques, including public notices, comment periods, workshops, charrettes, public hearings, newsletters, surveys, media relations, periodic transportation summits, and the Citizen's Advisory Committee (CAC). The techniques employed will vary, depending on the specific planning task. The MPO will hold a forty-five (45) day public comment period for amendments to the Public Involvement Policy and will seek input and feedback on the MPO's public involvement efforts.

Federal Requirements

The Federal Laws and processes covering public participation in the transportation planning process include the following:

- *The Intermodal Surface Transportation Efficiency Act (ISTEA), Transportation Equity Act for the 21st Century (TEA-21) and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA_LU);*
- *Title VI of the Civil Rights Act of 1964;*
- *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994);*
- *Executive Order 13161, Improving Access to Services for Persons with Limited English Proficiency (2000); and*
- *The Americans with Disabilities Act of 1990, the Rehabilitation Act of 1973 (Section 504), and the Rehabilitation Act Amendments of 1998 (Section 508).*

1. ISTEA, TEA-21 and SAFETEA_LU

As mandated in *ISTEA* and other supporting Federal regulations, *and continued in TEA-21 and SAFETEA_LU*, Metropolitan Planning Organizations (MPOs) must establish, periodically review, and update public involvement processes. These processes should assure early and continued public awareness of and access to the transportation decision-making process. The planning regulations contain a number of performance standards for public involvement, including:

- *Providing reasonable public access to technical and policy information used in the development of plans and Transportation Improvement Programs (TIPs);*
- *Requiring adequate public notice of public involvement activities and time for public review and comment at key decision points; and,*
- *Demonstrating explicit consideration and response to public input received during the planning and program development processes*
 - *The use of visualization techniques*
 - *Ensuring that all documents are available in electronic format*

2. Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 states that "no person in the United States shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

3. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994)

The basis of *Executive Order 12898* lies in *Title VI of the Civil Rights Act of 1964*. It directs that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

Executive Order 12898 defines minority populations as belonging to any of the following groups:

- *Black* – a person having origins in any of the black racial groups of Africa;
- *Hispanic* – a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
- *Asian American* – a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands; and,
- *American Indian and Alaskan Native* – a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.

It defines low-income populations as those whose household incomes are *at or below* the U.S. Department of Health and Human Services poverty guidelines. The three fundamental environmental justice principles include:

- *To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;*
- *To ensure full and fair participation by all potentially affected communities in transportation decision-making; and*
- *To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.*

4. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (2000)

The basis of *Executive Order 13166* lies in *Title VI of the Civil Rights Act of 1964*. It requires that Federal agencies work to ensure that recipients of Federal financial assistance provide “meaningful access” to their limited English proficiency applicants and beneficiaries.

5. The Americans with Disabilities Act of 1990, the Rehabilitation Act of 1973 (Section 504), and the Rehabilitation Act Amendments of 1998 (Section 508)

The Americans with Disabilities Act of 1990 mandates that public facilities be made accessible to people with disabilities and has been the basis for requiring that transit buses and street curbs be retrofitted or reconstructed with appropriate equipment and design details.

The Rehabilitation Act of 1973 (Section 504) states that “no qualified individual with a disability in the United States shall be excluded from, denied the benefits of, or be subjected to discrimination under” any program or activity that receives Federal financial assistance. *The Rehabilitation Act Amendments of 1998* (Section 508) states that Federal agencies must ensure that electronic and information technology is accessible to employees and members of the public with disabilities to the extent it does not pose an “undue burden.” All notices for planning activities of the Metropolitan Planning Organization will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone

proficient in sign language, a translator or other provisions requested). Public meetings will be held in locations accessible to persons with disabilities and will be located near or on a transit route if possible.

Outreach Efforts

Stakeholder Interviews

A stakeholder is defined as any person or group that is affected by a transportation plan, program or project, including those who are not aware they will be affected. In accordance with ISTEA, TEA-21 or SAFETEA_LU, stakeholders will include “citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight services, private providers of transportation, representatives of users of public transportation and other interested parties.” Citizens will include the general public; environmental, health, neighborhood, citizen and civic organizations; and, traditionally underserved communities such as people with disabilities, and/or low-income, minority, and elderly.

Individual stakeholders and representative stakeholders groups will be included in a WMPO database. WMPO will continually work to identify new stakeholders interested in and or affected by the transportation planning process. With their consent, these names, addresses, phone numbers and e-mail addresses will be included in a stakeholder database.

Ongoing meetings with stakeholders will be conducted to share information on a one-on-one basis. These meetings will give the stakeholders to provide individual feedback on transportation issues throughout the community and region.

Develop and Implement a Plan to Reach Non-participating Minority and Low Income Populations

Reaching people and groups that have not traditionally been participants in the transportation planning process are of particular emphasis. These traditional non-participants include low-income, minority, elderly and disabled; have no vehicles; and low literate or have limited English proficiency. Staff will identify and meet with these organizations and community leaders who represent these populations. The purpose of these meetings will be to build relationships with the groups and leaders as well as identify strategies to bring traditional non-participants into the planning process. The identified strategies will be implemented in cooperation with the organizations and community leaders. Detailed plans will outline the meetings with group leaders and implementing strategies.

Develop Outreach and Education Programs

The outreach and education program will be designed to educate the public about the regional transportation planning process and its relevancy to all stakeholders. English and Spanish materials may be produced as part of this program and may include such tools as pamphlets and brochures which can be used in various presentations and for distribution. It will be necessary to periodically review and update the program and materials.

Special considerations and arrangements will be made to design a program that is tailored for non-participants such as minority, low income, those who do not have vehicles, those who are limited English proficient and disabled communities. These considerations will include developing materials specifically targeted to those communities.

Publicize WMPO Activities

Media coverage will be actively cultivated to ensure that mainstream and ethnic radio, television and newspaper outlets understand the importance of providing information on transportation

planning activities. In addition articles, new releases and/or media releases will be used to disseminate information to announce public review and comment periods and public meetings. In order to accomplish this task, a current list of media outlets such as mainstream and ethnic television and radio stations and newspapers, including small community-based publications, will be established and maintained.

Establish a Speaker Bureau

The Speaker's Bureau will consist of WMPO members and staff who can speak to civic organizations, professional organizations, neighborhood associations and other groups about the regional transportation planning process. Members of the Speakers Bureau will present information in order to educate the public regarding the MPO planning process and on-going transportation projects within the region. A receptacle of this Speaker's Bureau will be that WMPO staff will be able to be educated by the public on issues/concerns and transportation needs in the region.

Maintain a Website

WMPO's website (www.wmpo.org) provides information about WMPO meetings and activities, including listing all upcoming meetings. This website includes a calendar, agendas and minutes; plans and documents and updates on current transportation projects. This website should provide the public with an opportunity to provide input and formal comments on an ongoing basis through the e-mail links.

Develop and Distribute Brochures

The WMPO should produce a brochure in English and Spanish dedicated to explaining the WMPO and its roles and responsibilities. If requested, this brochure should be provided in large print format. The brochure should be available on-line and distributed to all identified stakeholders, made available to libraries, government buildings, WMPO offices and other locations. Specialized brochures may be required to be provided to targeted groups.

Conduct Public Informational Workshops, Charrettes and Public Open Houses

Public Informational workshops, Charrettes and Public Open Houses should be conducted on topics associated with the transportation planning process. Such workshops, charrettes and/or open houses should be designed to educate the participants on specific topics, i.e. transportation projects, the transportation model, planning efforts, etc. Public Informational Workshops, Charrettes and Public Open Houses provide a means for allowing the public to express their ideas and concerns in an informal setting. The workshops, charrettes and open houses should be conducted on an as-needed basis.

Conduct Surveys

Surveys may be used to gather information from people's perceptions, preferences and practices. In areas where low literacy exists; surveys should be conducted in person. In limited English proficient communities, these surveys should be published in Spanish. In areas where the public is literate, surveys may be mailed, e-mailed or using the WMPO's website.

Create Newsletters

The WMPO may produce a quarterly newsletter in both English and Spanish dedicated to transportation planning activities in the Wilmington region. If requested, this newsletter should be provided in a large print format. This newsletter should include information regarding technical issues written in layman's terms for the general public. In addition, the newsletter should provide the public with periodic updates of WMPO activities. The newsletter should be available on-line and distributed to all identified stakeholders, made available to libraries,

government buildings, WMPO offices and other locations. Additionally, a specialized newsletter may be needed to provide timely information on targeted projects/topics.

Periodic Transportation Summits

Periodic Transportation Summits will be conducted by the WMPO to educate local elected officials, business, transportation, and community leaders on topics in the transportation industry. These summits will be focused on federal, state and local transportation issues and serves as an avenue to bring these leaders together to discuss transportation concerns and needs. The WMPO will also sponsor a Transportation Summit with every update of the Long-Range Transportation Plan that will be comprised of state and local leaders to discuss local and regional transportation issues.

Citizen Advisory Committee (CAC)

The CAC will be the foundation of the WMPO's public involvement process. The CAC is a volunteer group consisting of representatives from community organizations, professional associations, neighborhood associations, civic and community organizations and the private sector. The CAC provides an avenue for obtaining public input for the TAC deliberations on transportation issues. Besides providing input directly to the TAC, the CAC will assist in developing public involvement programs to solicit general public input for the TAC. Comments received from the CAC members and non-members are treated equally.

The CAC will meet approximately once a month with a meeting schedule approved at the first meeting of the calendar year. These meetings are open to the public and provide an opportunity for interested parties to hear and discuss transportation issues.

II. Long Range Transportation Plan (LRTP)

Long Range Transportation Plan Public Involvement Procedure

The WMPO will provide an opportunity for meaningful public involvement in the development and update of the Transportation Plan. The public comment period will be for a minimum thirty (30) day period, effective from the date of the public notice publication. Written comments will be received during the comment period and will be directed to the WMPO. The WMPO's contact person, phone number and e-mail address will be included in the public notice. The WMPO will assemble all comments and forward comments to the Technical Coordinating Committee (TCC) and the TAC. The TAC shall hold at least one public hearing for the Long Range Transportation Plan.

Objectives

- Proactive participation techniques may be employed to involve citizens and provide fuller access to information and technical data on the Transportation Plan. The technique may include, but not be limited to, public meetings/hearings, surveys, focus groups, newsletters, public service announcements, charrettes, transportation advisory group, mass media, etc.
- With every update of the LRTP the WMPO will sponsor a Transportation Summit comprised of state and local leaders to discuss local and regional transportation issues.
- Public meetings may be held to formulate a vision for the LRTP development, provide the public background information on the metropolitan transportation system

and other issues as well as the proposed framework of the LRTP update process, and to receive citizen input.

- Public meetings (forums) designed to solicit public comment may be held at various locations around the metropolitan area to encourage the greatest public participation.
- Public meetings will be held at a location which is accessible to persons with disabilities and preferably located on a transit route.

Notifications will inform the public of the availability of the draft LRTP for review and comment, where to send written comments, and addresses and phone numbers of contact persons. The notices also will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator, or other provisions as requested). Additionally, the notice will inform the public that copies of the draft LRTP will be on file for public review at the City of Wilmington Planning Department and WMPO member offices, and at area libraries. A copy will also be available in a PDF format for downloading on the WMPO website.

III. Metropolitan Transportation Improvement Program (MTIP)

The Federally required Metropolitan Transportation Improvement Program, or MTIP, is a comprehensive listing of all the WMPOs transportation projects that receive federal funds. The MTIP sets forth the TAC's priorities, funding and scheduling of transportation improvement projects (highway, bicycle, pedestrian, transit capital and operating assistance, and other transportation improvements in the WMPO) using State and Federal funds. The MTIP serves as the project selection document for transportation projects and, therefore, is the implementation mechanism by which the objectives of the LRTP are reached.

The MTIP and the State Transportation Improvement Program (STIP) must match exactly in projects, schedule, and scope, for projects to move forward with Federal funding. It is therefore critical that close coordination be held with the State to assure that both parties are in agreement with the program and thus allow projects and programs (including transit elements) to move forward.

The TAC adopts the MTIP and STIP every two years. By law, the MTIP and STIP must cover at least a three-year period and contain a priority list of projects grouped by year. Further, the MTIP and STIP must be financially constrained by year (meaning that the amount of dollars programmed must not exceed the amount of dollars estimated to be available). Federal regulations also require an opportunity for public comment prior to MTIP approval.

TEA-21 and SAFETEA_LU mandate an opportunity for public review of the MTIP. The minimum public comment period shall be 30 days on the final draft and any amendments to the MTIP. Written comments will be received during the comment period and will be directed to the WMPO. The WMPO's contact person, phone number and e-mail address will be included in the public notice. The WMPO will assemble all comments and forward comments to the TCC and the TAC. The TAC shall hold at least one public hearing for the MTIP.

IV. Unified Planning Work Program (UPWP)

TEA-21 and continued in SAFETEAU_LU requires each MPO, as a condition to the receipt of Federal highway and transit capital or operating assistance, is required to conduct a documented comprehensive transportation planning process. A Unified Planning Work Program (UPWP), which includes planning and project development activities that address transportation issues in the area, is required by this process. Annual certification that the planning process is being carried on in conformance with stated requirements is necessary for the receipt of funding for surface transportation programs, air quality, national highway system, Interstate maintenance, state bridge replacement, and transit capital and operating funds. The purpose of the UPWP is to administer the MPO planning program and carry out the planning activities necessary to implement the Long Range Transportation Plan.. It also serves to document the proposed expenditures of Federal, State and Local transportation planning funds, and provides a management tool for the WMPO and the funding agencies in scheduling major transportation planning activities and projects.

The major elements of the Unified Planning Work Program include:

- Surveillance of Change
- Long Range Transportation Plan
- Planning Work Program
- Transportation Improvement Plan
- Civil Rights/Other Regulatory Requirements
- Incidental Planning/Project Development
- Management and Operations

The UPWP must identify the MPO's planning tasks to be undertaken with the use of Federal transportation funds, including highway and transit funds. The purpose of public involvement in the UPWP process is to keep the public apprised of and to receive input on the planning activities to be undertaken by the MPO.

The minimum public comment period on the UPWP shall be thirty (30) days. Written comments will be received during the comment period and will be directed to the WMPO. The WMPO's contact person, phone number and e-mail address will be included in the public notice. The WMPO will assemble all comments and forward comments to the TCC and the TAC.

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

**RESOLUTION ADOPTING THE REVISED WILMINGTON MPO PUBLIC
INVOLVEMENT POLICY**

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization (MPO) 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 N.C. Board of Transportation; and

WHEREAS, the Wilmington MPO must plan for the movement of both people and goods within the WMPO boundaries by all modes of travel, including highways, public transportation, bicycles, and pedestrians; and

WHEREAS, the Wilmington MPO's Public Involvement Policy is an umbrella policy, encompassing the plans and programs of the greater Wilmington Urban Area's transportation planning process; and

WHEREAS, the Public Involvement Policy is comprised of the public involvement programs for all the major planning activities, including the Long Range Transportation Plan (LRTP), Metropolitan Transportation Improvement Program (MTIP), the Planning Work Program (PWP) and federal requirements (ISTEA, TEA-21, SAFETEA_LU, Civil Rights Act, Environmental Justice, Limited English Proficiency and Americans with Disabilities Act); and

WHEREAS, the Wilmington MPO's Public Involvement Policy is to create an open decision-making process whereby citizens have the opportunity to be involved in all stages of the transportation planning process; and

WHEREAS, the Wilmington MPO's Public Involvement Policy also outlines a menu of techniques to gather public comments for the purposes of planning transportation within the Wilmington MPO's planning area boundary.

NOW THEREFORE, the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts the revised Wilmington Metropolitan Planning Organization's Public Involvement Policy.

ADOPTED at a regular meeting of the Wilmington Urban Area MPO Transportation Advisory Committee on August 26, 2009.

Lanny Wilson, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

RESOLUTION ADOPTING *WALK WILMINGTON: A COMPREHENSIVE PEDESTRIAN PLAN*

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

WHEREAS, in 2007, the City of Wilmington successfully applied for funding from the North Carolina Department of Transportation 2007 Bicycle and Pedestrian Planning Grant Initiative to complete a citywide pedestrian plan.; and

WHEREAS, *Walk Wilmington: A Comprehensive Pedestrian Plan* consists of a comprehensive examination of all existing pedestrian polices, regulations and facilities and a thorough list of recommendations for implementation over the next twenty five years; and

WHEREAS, with this plan in place, the City of Wilmington will have the ability to: a) more effectively direct capital spending to areas where pedestrian projects will offer significant benefits; b) develop a unified set of tools including policies, design guidelines and educational programs to improve the pedestrian environment; c) prioritize a system for capital investments for pedestrian infrastructure integrated with the City's Capital Improvement Program, Wilmington Metropolitan Planning Organization Long-Range Transportation Plan, Comprehensive Transportation Plan and Metropolitan Transportation Improvement Program; and

WHEREAS, the City of Wilmington adopted the *Walk Wilmington: A Comprehensive Transportation Plan* on August 4, 2009.

NOW THEREFORE, be it resolved, the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee adopts *Walk Wilmington; A Comprehensive Pedestrian Plan* and encourages the North Carolina Board of Transportation to also adopt this plan.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 26, 2009.

Lanny Wilson, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION SUPPORTING A JOINT APPLICATION TO THE TRANSPORTATION
INVESTMENTS GENERATING ECONOMIC RECOVERY DISCRETIONARY GRANT
PROGRAM FOR THE COMPLETION OF THE CROSS-CITY TRAIL AND
IMPROVEMENTS TO THE RIVER TO THE SEA BIKEWAY**

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 February 17, 2009, the President signed the American Recovery and Reinvestment Act of 2009, which includes a new Transportation Investments Generating Economic Recovery (TIGER) discretionary grant program, with \$1.5 billion to be awarded by the U. S. Department of Transportation (USDOT) for capital investments in surface transportation infrastructure with national or regional significance for a variety of multimodal transportation uses; and

WHEREAS, TIGER grant projects completed by February 17, 2012, have an overall financing package with federal funds not to exceed \$300 million, and maximize job creation and economic benefit; and

WHEREAS, on June 17, 2009, the USDOT issued a final notice of funding availability, project selection criteria, and application requirements for submitting TIGER grant applications, which are due September 15, 2009; and

WHEREAS, the primary TIGER grant selection criteria are (a) Long-term Outcomes (State of Good Repair, Economic Competitiveness, Livability, Sustainability, and Safety) and (b) Job Creation and Stimulus; and the secondary grant selection criteria are (a) Innovation and (b) Partnership.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee approves the submission of a joint application by the City of Wilmington, University of North Carolina – Wilmington, New Hanover County and Town of Wrightsville Beach to the federal TIGER discretionary grant program by the due date of September 15, 2009.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 26, 2009.

Lanny Wilson, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

RESOLUTION SUPPORTING “COMPLETE STREETS” WITHIN THE WILMINGTON URBANIZED AREA

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, in 2000, the North Carolina Board of Transportation passed a resolution supporting bicycling and walking accommodations as routine parts of the North Carolina Department of Transportation’s planning, design, construction, and operations activities; and

WHEREAS, Title 23 Section 652.5 of the Code of Federal Regulations states, “The safe accommodation of pedestrians and bicyclists should be given full consideration during the development of Federal-aid highway projects, and during the construction of such projects;” and

WHEREAS, “Complete Streets” are safe and convenient for all users, including pedestrians, bicyclists, public transit riders, and motor vehicle drivers of all ages and abilities; and

WHEREAS, transportation projects that support and invite multiple uses, including safe and ample space for pedestrians, bicycles, and public transit, are more conducive to the efficient and safe movement of people than transportation projects designed primarily to move private motor vehicles; and

WHEREAS, the full integration of all modes in the design of transportation projects will increase the capacity and efficiency of the transportation network, reduce traffic congestion by improving mobility options, reduce motor vehicle emissions, and improve the general quality of life; and

WHEREAS, the design and construction of new transportation facilities should anticipate future demand for bicycling, walking, and public transit service and not preclude the provision of future accommodations.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization’s Transportation Advisory Committee that all transportation projects, including design, planning, reconstruction, rehabilitation, maintenance, or operations, within the Wilmington MPO’s planning area boundary shall be designed in a balanced, responsible, and equitable way to accommodate and encourage travel by bicyclists, public transportation vehicles and their passengers, and pedestrians of all ages and abilities.

This “Complete Streets” policy shall allow for exemptions only if:

1. bicycle, pedestrian facilities and transit facilities are prohibited by law, or
2. cost of complete streets facilities are excessive or disproportionate to the need or probable use, or
3. sparsity of population and employment and/or level of transit service indicates an absence of future need.

All exemptions shall be supported by the governing body of the municipality in which the transportation project is located. In the case of unincorporated areas, the Board of County Commissioners shall be the exempting body.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 26, 2009.

Lanny Wilson, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION REQUESTING THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
ASK SOUTH CAROLINA TO JOIN IN REQUESTING FEDERAL APPROVAL TO EXTEND I-20
INTO WILMINGTON**

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

WHEREAS, I-20 extends from Atlanta, Georgia to Florence, South Carolina; and

WHEREAS, interstate connectivity between Atlanta and Wilmington with one interstate number will create the perception that it is easy to travel between both cities; and

WHEREAS, there is a great deal of ocean freight tonnage to and from Atlanta that goes to Savannah and Charleston, two ports with limited capacity; and

WHEREAS, it is possible to make I-95 and I-20 co-extensive between Florence, South Carolina and the I-74 corridor in North Carolina by modifying the signage; and

WHEREAS, South Carolina expects NCDOT to help bring I-73 into South Carolina from the Rockingham area and should be willing to help North Carolina with regards to the I-20 corridor in exchange to this assistance.

NOW THEREFORE, be it resolved, the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee requests that the North Carolina Department of Transportation ask South Carolina to join in requesting federal approval to extend I-20 into Wilmington.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 26, 2009.

Lanny Wilson, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

REVISIONS TO 2009-2015 STIP

HIGHWAY PROGRAM

STIP ADDITIONS

DIVISION 3

2. W-5132	Wilmington, US 76 (Oleander Drive) and US 117-NC 132 (College Road), New Hanover County. Construct right turn lane on US 76 westbound onto US 117-NC 132 northbound.	Right of way FFY 09 - \$185,000 (HES) Construction FFY 10 - <u>\$205,000</u> (HES) Total Cost ----- \$390,000 (HES)
-----------	--	---

STIP MODIFICATIONS

DIVISION 3

1. R-2633A	Wilmington Bypass, NC 87 of Bishop to US 74-76 east of Malmo in Brunswick County, Brunswick and New Hanover Counties. Segment "A" accelerated, Post Year to FFY 10 as a GARVEE Bond Project.	<u>Construction FFY 10 ----- \$ 29,500,000 GARVEE</u> GARVEE Payback FFY 10 ----- \$ 3,235,000 (NHS) Construction FFY 10 ----- \$ 17,533,000 (NHS) Construction FFY 10 ----- \$ 2,458,000 (SM) Construction FFY 10 ----- \$ 25,900,000 (ST) GARVEE Payback FFY 11 ----- \$ 3,235,000 (NHS) Construction FFY 11 ----- \$ 17,533,000 (NHS) Construction FFY 11 ----- \$ 2,458,000 (SM) GARVEE Payback FFY 12 ----- \$ 3,235,000 (NHS) Construction FFY 12 ----- \$ 17,533,000 (NHS) Construction FFY 12 ----- \$ 2,458,000 (SM) GARVEE Payback FFY 13 ----- \$ 3,235,000 (NHS) GARVEE Payback FFY 14 ----- \$ 3,235,000 (NHS) GARVEE Payback FFY 15 ----- \$ 3,235,000 (NHS) GARVEE Payback FFY 16-21 - <u>\$ 19,410,000</u> (NHS) Total Cost ----- \$124,693,000 (NHS/SM/ST)
------------	--	--

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

**RESOLUTION SUPPORTING THE AMENDMENT OF THE
2009-2015 METROPOLITAN AND STATE 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 2009-2015 State Transportation Improvement Program on June 5, 2008; and

WHEREAS, the North Carolina Department of Transportation has installed dual-left turn lanes on US 76 (Oleander Drive) westbound onto US 117-NC 132 (College Road) southbound; and

WHEREAS, the installation of a right turn lane on US 76 (Oleander Drive) westbound onto US 117-NC 132 (College Road) northbound (W-5132) would improve capacity at the intersection; and

WHEREAS, the Wilmington Metropolitan Planning Organization has conducted a 30-day public comment period to receive citizen input on these transportation projects.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee supports amending the 2009-2015 Metropolitan and State Transportation Improvement Programs to fund the installation of a right turn lane on US 76 (Oleander Drive) westbound onto US 117-NC 132 (College Road) northbound (W-5132).

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 26, 2009.

Lanny Wilson, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION SUPPORTING THE AMENDMENT OF THE
2009-2015 METROPOLITAN AND STATE 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 2009-2015 State Transportation Improvement Program on June 5, 2008; and

WHEREAS, since the adoption of the 2009-2015, the United States Congress has passed the 2009 American Reinvestment and Recovery Act that would include investments in transportation infrastructure; and

WHEREAS, projects selected for funding under this economic stimulus package will require a State Transportation Improvement Program project identification number; and

WHEREAS, the Wilmington Metropolitan Planning Organization and North Carolina Department of Transportation have identified the Wilmington Bypass (R-2633A) as an American Reinvestment and Recovery Act project; and

WHEREAS, the Wilmington Metropolitan Planning Organization has conducted a 30-day public comment period to receive citizen input on these transportation projects.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee supports amending the 2009-2015 Metropolitan and State Transportation Improvement Programs to fund the Wilmington Bypass (R-2633A).

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 26, 2009.

Lanny Wilson, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

Table 40 -- Roadway Projects 2005-2030

Map Code	NCDOT TIP #	Project Name	Project Limits	Length (Miles)	Existing	Proposed	Estimated Project Cost
1	R-2633	I-140 Route 17 Bypass	New interstate route between US 17 South of NC 87 in Brunswick County and I-40 in New Hanover County (part in MPO)	14.7	n/a	4 lane freeway	\$167,300,000
2	U-4733	Wrightsville Ave Widening	Widen facility from Wilshire Blvd to Forest Hills Dr	0.3			\$3,050,000
3		Cape Fear Skyway	New interstate route and bridge between US 17 near Spring Hill in Brunswick County and Independence Blvd near Carolina Beach Road in Wilmington (Brunswick County, Leland) Cost only for portion within the MPO	6.4	n/a	4 lane freeway	\$246,867,000
4	U-4434	Independence Blvd	New route from Randall Pkwy to MLK Jr. Pkwy (Wilmington)	1.8	n/a	4 lane divided	\$38,000,000
5		I-40 Wilmington Extension	New interstate route between Murrayville/Gordon Rd and MLK Jr. Pkwy (Wilmington, New Hanover County)	2.5	n/a	4 lane freeway	\$150,000,000
6	CIP (part)	Traffic Signal Control System Replacement	City of Wilmington, New Hanover County	n/a	n/a	n/a	\$10,000,000
7	R-U-4751	Military Cutoff Extension	New route from Market St/US 17 Business to I-140/US 17 Bypass (Wilmington, New Hanover County)	3.7	n/a	4 lane divided	\$50,000,000
8	I-4702	I-40 Improvements	Road improvements between NC 132 and New Hanover County Line	16.2	n/a	n/a	\$340,000
9	U-3338	Kerr Ave Widening	Widen facility from Oleander Ave to MLK Pkwy	3.1	2-3 lane	4 lane divided	\$24,500,000
10	U-4718	College/NC 132 & Oleander Improvements	Road improvements between College Rd/NC 132 and Oleander Dr (Wilmington)	n/a	varies	varies	\$30,000,000
11		River Road Relocation at Ports	Relocate River Rd south of Shipyard Blvd (Wilmington)	0.7	n/a		\$3,000,000
12	R-3601	US17/74/76 Widening	Widen facility from NC 133/Village Road to US 421 (Brunswick County)	1.5	4 lanes	6 lanes	\$12,000,000
13		US17 Freeway Upgrade	Improve facility from I-140 to US 74/76 (Belville, Leland, Brunswick County) (part in MPO)	3.3	n/a	n/a	\$21,026,000
14	CIP	Independence Blvd Widening	Widen facility from River Rd to Shipyard Blvd (Wilmington)	2.9	2 lane	4 lane divided	\$7,600,000
15		Randall Pkwy Widening	Widen facility from Independence Blvd to College Rd/NC132 (Wilmington)	1.7	2 lane	4 lane divided	\$4,000,000
16		Carolina Beach Road/US 421 & River Road	Improve intersection of Carolina Beach Road/US421 & River Road (New Hanover County)	n/a	n/a	n/a	\$4,000,000
17		Carolina Beach Road/US 421 Widening	Widen from Sanders Road to College Road/NC 132/Piner Road (New Hanover County)	1	4 lane divided	6 lane divided	\$11,700,000
18	U-3831	Gordon Road Widening	Widen facility from College Rd/I-40 to Market St/US 17 (New Hanover County/Wilmington)	2.4	3 lane	4 lane divided	\$12,000,000
19	R-4002	Village Road Widening	Widen from Old Fayetteville Rd/Navassa Rd to US 17	0.9	2-3 lane	4-5 lane	\$4,563,000
20	U-2724	Castle Hayne Road/NC 133 Widening	Widen from MLK Jr. Pkwy to I-140 (New Hanover County)	7.3	2 lane	4 lane	\$35,000,000
21	U-3337	Old Fayetteville Road Interchange	Add interchange at Old Fayetteville Road and US74/76 freeway	n/a	n/a	n/a	\$5,000,000
22	R-4708	Dow Road Widening and Extension	Widen and extend facility from Lake Park Blvd/US 421 south to Fort Fisher Blvd/US 421 (Carolina Beach, Kure Beach)	3.9	varies	3 lane - 4 lane divided	\$24,300,000
23	R-3300	Hampstead Bypass	New route from I-140/US 17 Bypass east to a point east of Hampstead (New Hanover County) Terminates at US HWY 17 in Pender Co.	13.2	n/a		\$30,000,000
24		NC133 Widening	Widen from Cape Fear Skyway to US17/74/76 (Belville, Leland, Brunswick County)	3.9	2 lane	4 lane	\$14,500,000
25		Masonboro Loop Connection from Piner Road Southwest to Carolina Beach Road/US 421	New route from Carolina Beach Road/US 421 to Piner Road, southeast of Monkey Junction (New Hanover County)	1.1	n/a		\$5,000,000
26		23rd St Widening	Widen from MLK Jr. Pkwy to Castle Hayne Rd/NC 133	1.4	4 lane	6 lane	\$4,400,000
27		Magnolia Drive Extension	Improve facility from Mt. Misery Rd to Old Mill Rd (Navassa, Brunswick County)	1.6	varies		\$8,000,000
28		Wide Way Collector	New route between Mt. Misery Rd and Cedar Hill Rd (Navassa)	1.9	n/a	2 lane	\$5,000,000
29		Plantation Road	New route from Military Cutoff Extension east to Market St at Porters Neck Rd (New Hanover County)	0.3	n/a		\$1,120,000
30		5th St Bridge	Replace 5th St Bridge at railbed crossing, Northside (Wilmington)	n/a	n/a	n/a	\$1,500,000
31	U-4436	Blue Clay Rd/I-140 Interchange	Construct an interchange at the intersection of Blue Clay Rd and the Wilmington Bypass	n/a	n/a	n/a	\$8,175,000
32	R-4063	Village Road Widening	Widen from Navassa Rd to Lanvale Rd	3.4	2-3 lane	4-5 lane	\$11,250,000

* Project cost estimates include construction and right-of-way acquisition as per the Wilmington MPO staff

Safety Improvements	\$1,600,000
Bridge Projects	\$4,975,000
TOTAL	\$792,633,300



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

August 6, 2009

TIP Projects:

B-4223: replace Bridge # 21, over the Northeast Cape Fear River.
Under construction, traffic has been shifted to the new alignment and bridge.
Contract Completion Date August 1, 2009

R-2245: Second bridge to Oak Island over the intercoastal waterway.
Work will begin again this week.
Contract Completion Date December 31, 2009 (approximate delay of 5 months)

B-0682: Bridge to Sunset Beach over the intercoastal waterway.
Under construction
Estimated Contract Completion Date December of 2010

U-4903: resurfacing of US 76 (Oleander Drive) from 16th & 17th Streets to Independence Boulevard. Work to be completed at night. Additional work will be let with this contract; Milling & resurfacing of Oleander Drive, from Independence Boulevard to Pine Grove Road. Also modifying the lane configuration at the intersection of Oleander Drive and College Road, by adding dual left turns on Oleander Drive.
Work Complete

We will have a future contract to construct a right turn lane for Oleander Drive westbound on to College Road northbound. This future project should occur next year.

U-4733: intersection improvements SR 1411 (Wrightsville Avenue), from Forest Hills Drive to SR 2313 (Wilshire Boulevard).
Estimated Contract Completion Date Winter 2009 (utility delays)

B-4031: replace Bridge #72 over Jinny's Branch and construct approaches, on NC 179.
Estimated Contract Completion Date July 2009

U-5017A: Letting Date 10/21/2008 Wilmington Computerized Signal System
Estimated Contract Completion Date Nov. 2010

U-5017B: Letting Date 11/18/2008 Wilmington Computerized Signal System
Estimated Contract Completion Date June 2011

U-5017C: Letting Date 12/16/2008 Wilmington Computerized Signal System
Estimated Contract Completion Date Jan. 2011

U-3462: Town of Shallotte, SR 1357 (Smith Avenue) extension from West of US 17 Business to NC 130. Under construction and funded by stimulus.

Estimated Contract Completion Date Dec. 2010

R-4002: widen SR 1472 (Village Road) from SR 1437 (Old Fayetteville Road)/SR 1435 (South Navassa Road) to east of US 17 Interchange ramps, to a 4-lane divided facility.

Letting Date July 21, 2009

R-3324: Long Beach Road extension, two lane road on new location, from NC 211 to SR 1525 (Bethel Road)

Letting date 7/2010

B-4030: replace Bridge #9 over Bear Branch, on NC 130.

Letting Date August 18, 2009

R-2633 AA & AB: Construction of I-140 (Wilmington Bypass) from US 17 to US 74/76.
Right of Way 2008 (Has begun) and Construction Fall 2010
Design/Build – January 2010 Selection of Design/Build Team
July 15, 2010 Advertisement

U-4902 B: construct a concrete median island from SR 1402 (Porter's Neck Road) to Colonial Drive (non-system road). Project is in the planning process and awaiting the completion of the Market Street Corridor Study.

R-2633 B: Construction of I-140 (Wilmington Bypass) from US 74/76 to US 421.
Right of Way 2008 (Has begun) and Construction 7/19/2011

R-5021: NC 211 widening, from NC 87 to SR 1500 (Midway Road).
Right of Way 2013

R-4063: widen SR 1472 (Village Road) from SR 1435 (South Navassa Road) to

SR 1438 (Lanvale Road).
Right of Way 2012 and Construction 2013

U-3338 B: Widening of Kerr Ave. from Randell Parkway to Martin Luther King, Jr. Parkway.
Right of Way 11/2009
Construction 11/15/2011

Military Cutoff Road Extension (U-4751) and Hampstead Bypass (R-3300): extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass. NCDOT and the merger team are scheduled to have selected a preferred alternative by Winter 2009/2010 and complete the final environmental impact statement by Summer 2010. Right of way is scheduled for 2013.

R-3601 US 17/74/76: Widening across the “causeway”, between Leland and Wilmington. AT the beginning the planning process. We will move into the merger process afterwards and then to design. A scoping meeting will be held in the next couple of months. The TIP schedule has R/W for 2011 and Construction for 2012

Feasibility Studies for NC 211 & NC 904: Completion Date Summer 2009
NC 211 – from SR 1500 (Midway Road) to US 17
NC 904 – from NC 179/904 (Beach Drive) to US 17

FS-0203C Feasibility Study for College Road: from SR 1327 (Gordon Road) to US 17 (Market Street).

W-5103 – US 421 (Carolina Beach Road) from George Anderson Road to SR 1100 (River Road) construct various safety improvements at 20+ intersections.
Letting Date January 19, 2010

W-5104 – NC 132 (College Road) from US 421 (Carolina Beach Road) to US 117 (Shipyard Blvd.) construct various safety improvements at 10+ intersections.
Letting Date September 14, 2010

Division Projects:

NC 87 - Boiling Spring Lakes: install two right turn lanes and extend existing left turn lane at the intersection of SR 1539 (East Boiling Spring Lakes Road) and NC 87.

Letting Date August 11, 2009

SR 1448 (Middle River Road): full depth patching from NC 211 to the paved end of system. Schedule to be under contract in the Summer 2009

US 117 (College Road): extend left turn lane along US 117 (College Road) at Randall Parkway to provide additional storage. Schedule to be under construction in the Summer 2009

SR 1345 (Royal Oak Road): mill patch the rutted section of SR 1345 (Royal Oak Road), due to increased truck traffic. Schedule to be under contract in the Summer 2009

SR 1455 (Porter's Neck Road): construct a roundabout at the intersection of SR 1455 (Porter's Neck Road) and SR 1402 (Edgewater Club Road). Currently the right of way is being obtained.

SR 1403 (Middle Sound Loop Road): redesign the intersection of SR 1403 (Middle Sound Loop Road) and SR 1407 (Darden Road), into a roundabout design. Design is complete and our schedule is to construct the roundabout in the summer of 2010, when school is complete.

SR 1492 (Pine Grove Road): redesign intersection at SR 1492 (Pine Grove Rd) and Masonboro Loop Road. Schedule to have permitting complete by August 2009, bid project in September 2009, award in October 2009, construction to begin in December and complete by end of March 2010.

US 421 Carolina Beach: widen Carl Winner Street to allow dual right turn lanes onto US 421 northbound.

NC 132 (College Road): extend the left turn lane southbound on NC 132 and New Center Drive intersection. Schedule to be under construction in the Summer 2009

NC 132 (College Road): extend the left turn lane northbound on NC 132 and Martin Luther King Parkway. Schedule to be under construction in the Summer 2009

Resurfacing Projects:

These roads are in this Brunswick County contract: **Let Date 11/18/2008 awarded April 2009**

Availability Date July 2009

Estimated Completion Date May 2010

NC 211 mill patching and resurfacing from SR 1500 (Midway Road) to SR 1114 (Zion Hill Road).

SR 1539 (East Boiling Springs Lake Road) resurfacing from NC 87 to RR tracks.

SR 1115 (Stone Chimney Road) mill patching and resurfacing from NC 211 to US 17.

SR 1119 (Stanley Road) mill patching and resurfacing from end of maintenance to SR 1120 (Sabbath Home Road).

SR 1527 (Wescott Road) resurfacing from NC 211 to SR 1526 (Jabbertown Road).

SR 1527 (Wescott Road) patching and resurfacing from SR 1526 to SR 1528 (East Moore Street).

These roads are in this Pender County contract: **Let Date 11/18/2008 awarded April 2009**

Availability Date July 2009

Estimated Completion Date May 2010

NC 50 resurface from North Topsail Drive/Roland Drive to 0.09 miles north of NC 210, no work on swing bridge over the intercoastal waterway.

These are in this New Hanover County contract: **Let Date 6/16/2009**

US 421 milling and resurfacing from Snows Cut Bridge to Carolina Sands Drive.

US 117/NC 132 resurfacing from SR 1322 (Murrayville Road) to bridge over I-40.

SR 1574 (Service Road) milling and resurfacing from SR 1573 to SR 1573.

SR 1592 (Landsdowne Road) mill patching and resurfacing from NC 132 to SR 1516 (Navaho Trail).

SR 1516 (Navaho Trail) mill patching and resurfacing from SR 1592 to SR 1492 (Masonboro Loop Road).

SR 1492 (Masonboro Loop Road) patching and resurfacing from SR 1517 (Trails End Road) to SR 1505 (Beasley Road).

SR 1411 (Dawson Street Extension) resurfacing from US 76 (Oleander Drive) to SR 1411 (Wrightsville Avenue).

SR 1411 (Wrightsville Avenue) patching from SR 1411 to Independence Boulevard.

SR 1411 (Wrightsville Avenue) patching from Huntington Road to US 76.

SR 1411 (Wrightsville Avenue) milling and resurfacing from US 76 to US 74.

SR 2313 (Wilshire Boulevard) patching from SR 1411 to SR 1175 (Kerr Avenue)

SR 1302 (North 23rd Street) milling and resurfacing from US 17 Bus. To north of RR Tracks.