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

Technical Coordinating Committee Meeting Agenda

TO: Technical Coordinating Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: November 8, 2016
SUBJECT: November 16th meeting

A meeting of the Wilmington Urban Area MPO's Technical Coordinating Committee will be held on Wednesday, November 16th 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 the Agenda
- 3) Approval of Minutes
 - a. 10/12/16
- 4) Presentation
 - a. 2016 Commuter Challenge Results, Adrienne Harrington, WMPO
- 5) Consent Agenda
 - a. Opening of the 45-day public comment for the Wilmington Urban Area MPO's Public Participation Plan
 - b. Resolution approving STIP/MTIP Amendments (September and October)
 - c. Resolution adopting the 2017 Meeting Calendar
- 6) Regular Agenda
 - a. Resolution adopting the Cape Fear Public Transportation Authority's Locally Coordinated Public Transportation Plan
 - b. Resolution supporting the North Carolina Ports Authority's submittal of FY17 TIGER and FASTLANE grant applications to help fund intermodal and container improvements to the container terminal at the Port of Wilmington
- 7) Discussion
 - a. TCC/Board meeting- November 30th
 - b. Metropolitan Transportation Plan Development
 - c. Congestion Management Process Updates
- 8) Updates
 - a. Crossing over the Cape Fear River
 - b. Wilmington MPO
 - c. Cape Fear Public Transportation Authority

Wilmington Urban Area Metropolitan Planning Organization

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

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- d. NCDOT Division
 - e. NCDOT Transportation Planning Branch
 - 9) Announcements
 - a. 2018 UPWP Submittals Due-November 15th
 - b. WMPO Bike/Ped Committee Meeting November 17th
 - c. 2017 STBGP-DA and TASA-DA Submittals Due- November 30th
 - 10) Next meeting –January 11, 2017

Attachments:

- Minutes 10/12/16 meeting
- Draft Public Participation Plan
- STIP/MTIP Amendments (September)
- STIP/MTIP Amendments (October)
- Resolution approving STIP/MTIP Amendments (September and October)
- Proposed 2017 Meeting Calendar
- Resolution adopting the 2017 Meeting Calendar
- Draft Cape Fear Public Transportation Authority's Locally Coordinated Public Transportation Plan
- Resolution adopting the Cape Fear Public Transportation Authority's Locally Coordinated Public Transportation Plan
- Cape Fear River Crossing Update (November)
- Wilmington MPO Project Update (November)
- Cape Fear Public Transportation Authority Update (November)
- NCDOT Project Update (November)

**Wilmington Urban Area
Technical Coordinating Committee
Meeting Minutes for October 12, 2016**

Members Present:

Mike Kozlosky, City of Wilmington
Don Bennett, City of Wilmington
Suraiya Motsinger, TDM
Ed Parvin, Town of Carolina Beach
Ken Vafier, New Hanover County
Stephanie Ayers, NC Ports
Ashli Barfoot, Town of Leland

Helen Bunch, Brunswick County
Allen Serkin, Cape Fear COG
Megan Matheny, CFPTA
Tray Burke, Town of Navassa
Nazia Sarder, NCDOT Planning Branch
Alan Pytcher, NCDOT Division 3
Megan Crowe, Pender County

1. Call to Order

Mr. Kozlosky called the meeting to order at 10:01am.

2. Approval of Agenda

Mr. Kozlosky told members that there are two modifications to the agenda. The first is to add a presentation by NCDOT's Ferry Division regarding the statewide support vessels. The other modification is to remove item 6.a. from the agenda because it is no longer an option.

Ms. Bunch made the motion to approve the amended agenda. Mr. Bennett seconded the motion and it carried unanimously.

3. Approval of Minutes

Ms. Bunch noted a correction to the minutes. In the 1st paragraph of page 2, it should read Ms. Harrington, not Mr. Harrington. With that correction noted, the minutes for the September 14, 2016 meeting were approved unanimously.

4. Presentations

a. NCDOT Project Update, Katie Hite and David Leonard, NCDOT

Ms. Katie Hite and Mr. David Leonard, Engineers with NCDOT Division 3 gave a presentation on committed and non-committed projects within the WMPO Boundary in the 10 year STIP. Ms. Hite reviewed the purpose/goals for each project and the anticipated dates for right-of way acquisition and letting. A brief question/answer period followed.

b. Cape Fear Public Transportation Authority Locally Coordinated Plan, Vanessa Lacer, CFPTA

Ms. Vanessa Lacer, Mobility Manager with CFPTA gave a presentation on the Draft Locally Coordinated Plan for Cape Fear Public Transportation Authority. She told members that the plan is federally mandated and Sections 3 through 5 of the Plan are requirements of the FTA. She reviewed the plan and talked about how the data was collected and the steps involved in developing the plan. Ms. Lacer noted that the public comment period opens Friday, October 14th.

c. NCDOT Ferry Division Presentation, Lance Winslow and Catherine Peele, NCDOT Ferry Division's Marine Maintenance Unit

Ms. Peele, Environmental Specialist for the NCDOT Ferry Division gave a presentation highlighting the needs of the Ferry Division's maintenance support fleet that included pictures of the current condition of the Marine Maintenance Unit's vessels. Ms. Peele explained that the vessels are used to support maintenance at the ferry terminals which include navigation aid maintenance, moving

dredging equipment, and maintenance of dolphins, ramps and bulkhead repairs. She told members that the three tugs range in age from 33 to 39 years and the three barges range from 48 to 52 years of age. Ms. Peele noted that the recommended life expectancy for these types of vessels is 30 years.

Mr. Serkin told members that these vessels support the entire fleet. He noted that the purpose of the Ferry Division's presentation is to advocate for the Project support in Prioritization 4.0. In Prioritization, Divisions 1, 2 and 3 all share points to provide to this project and they need the MPOs and RPOs to agree to share points for this project.

A brief question/answer period followed.

5. Consent Agenda

- a. **Opening of the 30-day public comment period for STIP/MTIP Amendments (October)**
- b. **Resolution approving STIP/MTIP Amendments (August)**
- c. **Resolution approving STIP/MTIP Modifications (September)**

Mr. Vafier made the motion to approve the consent agenda and forward to the Board for consideration. Mr. Serkin seconded the motion and it carried unanimously.

6. Regular Agenda

- a. **Resolution encouraging NCDOT to use fund balance from the Southport/Fort Fisher Ferry Tolls to provide the funding from Division 3 for the purchase of the Statewide Support Vessel**
Removed from the agenda

- b. **Resolution supporting Division Needs tier point sharing for the Statewide Support Vessel**
Mr. Kozlosky told members that the RPO indicated a desire to share points with the MPO for the Statewide Support Vessel. In order to share points, it requires agreement between both entities.

Mr. Serkin told members that the RPOs in the eastern part of the State all feel like these support vessels are important and the ferry system is important for operation of the transportation system in this part of our state. He noted that they recognize that the ferry vessel projects didn't score well on the MPOs prioritization criteria to be eligible for points so the RPO is happy to offer the points to make up the difference.

Ms. Bunch asked how the project will fare without the support of the MPO points as well. Mr. Serkin said it is his understanding that it will not be funded. It crosses three division boundaries and has so many RPOs and MPOs involved, the only way for it to be funded is to get full local input points from each of the MPOs and RPOs and from the Divisions. The complication is to figure out how do you know whether a project scores high enough to get funded out of three Divisions separately. They decided if it gets full local input points, then it only has to score high enough to get funded in any of the three Divisions that it falls in. Mr. Serkin said it looks like the project will probably score high enough to be funded in both Divisions 1 and 2, but probably not score high enough to get funded in Division 3; but, it would still get funded provided that it gets full local input points from the MPOs, RPOs and Divisions.

Mr. Kozlosky noted that the resolution is only proposing to assign the 16 points from the RPO. This is not a proposal to assign any of the MPO points to this project.

Ms. Bunch told members that her concern is that the Ferry System has to have the support of the other vessels to make it operational and if it is determined that the only way that can happen is that everybody has to give some points, then we all need to do that.

Following further discussion on the revenue and funding issues, Mr. Kozlosky suggested moving the resolution on to the Board for consideration.

Mr. Serkin made the motion to approve the resolution supporting Division Needs tier point sharing for the Statewide Support Vessel and forward to the Board for consideration. Ms. Crowe seconded the motion and it carried unanimously.

c. Resolution approving the MPO's Division Needs Point Assignment for Prioritization 4.0

Mr. Kozlosky told members that no comments were received during the Public Comment period on the proposed point assignment for Prioritization 4.0.

Ms. Matheny asked how the shared points are reflected in the point assignment matrix. Ms. Motsinger explained that points are shown with an asterisk to explain that the points are contingent on the RPO approving the allocation of those 16 points.

Ms. Matheny made the motion to approve the MPO's Division Needs Point Assignment for Prioritization 4.0 with language included to indicate that the points shared will be identified or notated by asterisk, and forward to the Board for consideration. Mr. Bennett seconded the motion and it carried unanimously.

d. Resolution authorizing the MPO to enter into the FY 16-17 Section 5303 Agreement between the City of Wilmington, Wilmington MPO and Cape Fear Public Transportation Authority (CFPTA)

Mr. Kozlosky explained that agreement proposes to appropriate 70% of the Section 5303 funds to CFPTA for long-range planning initiatives. The agreement goes before the Board on an annual basis.

Ms. Matheny made the motion to approve the resolution authorizing the MPO to enter into the FY 16-17 Section 5303 Agreement between the City of Wilmington, Wilmington MPO and CFPTA and forward to the Board for consideration. Mr. Serkin seconded the motion and it carried unanimously.

e. Resolution supporting the Wilmington MPO's submission of a NCDOT FY 2018 Transportation Demand Management Grant and provide the required local match

Mr. Bennett made the motion to approve the resolution supporting the Wilmington MPO's submission of a NCDOT FY 2018 Transportation Demand Management Grant and provide the required local match and forward to the Board for consideration. Ms. Bunch seconded the motion and it carried unanimously.

f. Resolution amending the TCC adopted meeting calendar for an additional November meeting

Mr. Kozlosky told member that the Board requested a joint meeting with TCC members. He said details will be announced at the next meeting.

Ms. Bunch made the motion to amend the TCC adopted meeting calendar to add an additional meeting for November. Mr. Vafier seconded the motion and it carried unanimously.

7. Discussion

a. MPO Strategic Business Plan

Mr. Kozlosky told members that staff developed draft objectives and strategies and will bring those to the next Board meeting for review and discussion at their next meeting.

b. Public Participation Plan

Mr. Lopez gave a presentation on the changes to the Public Participation Plan. He told members that the proposed changes to the plan include adding a table of contents, added information regarding the Bike/Ped committee, and the requirements from the FAST Act. Mr. Lopez said staff also added language regarding Environmental Justice in an effort to provide more information and clarity to the Plan.

c. Social Media Administrative Policy

Mr. Lopez presented information on the new the Social Media Administrative Policy. He reviewed the types of information that can be accessed through the social media sites.

Mr. Kozlosky told members that one of the things suggested on the SWOT analysis was that the MPO needs to get more involved in social media. He noted that in order to do that, the Public Participation Plan needed to be amended. Amendments to the Plan require a 45-day public comment period. Staff will bring the updated Public Participation Plan and the Social Media Administrative Policy before the TCC and the Board at the November meetings to open the Public Comment period.

A brief question/answer and discussion period followed.

d. TDM Commuter Challenge

Mr. Kozlosky told members that the commuter challenge begins October 17th through October 30th. He reminded members to register to participate in the challenge.

8. Updates

Updates are included in the agenda packet.

9. Announcements

10. Adjournment

With no further items, the meeting was adjourned at 11:30am.

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

Wilmington Urban Area
Metropolitan Planning Organization
Public Participation Plan



Draft

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1 Introduction

1.1 Overview

The Wilmington Urban Area Metropolitan Planning Organization's (WMPO) Public Participation Plan 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 Participation Plan is comprised of the public involvement programs for all the major planning activities, including the Metropolitan Transportation Plan (MTP), Metropolitan Transportation Improvement Program (MTIP), the Unified Planning Work Program (UPWP) and federal requirements (FAST Act, 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. Federal and state laws require the formation of Metropolitan Planning Organizations (MPO) in urbanized areas with populations of greater than 50,000 in order for surface transportation projects to be eligible for federal transportation funding.

The Wilmington Urban Area population has exceeded 200,000 and in July 2012 the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) designated the Wilmington Urban Area as a Transportation Management Area (TMA). This new designation provides for additional requirements including a Congestion Management Process, official FHWA/FTA Certification Review, additional federal reporting requirements and the administration of the Direct Attributable Programs.

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.

1.2 The WMPO Mission Statement

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

1.3 The WMPO Board

The Board is the policy and decision-making body for the WMPO. The Board 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, Pender County, Cape Fear Public Transportation Authority, and the North Carolina

Board of Transportation. The Board 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 official

Town of Carolina Beach: One elected official

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

1.3.1 Board Meetings

Regular schedules will be adopted by the Board at the last meeting of the calendar year for the upcoming year. These meetings will typically be held eleven (11) times per calendar year unless otherwise approved. Notice of these meetings will be published in the Star News and Wilmington Journal at least five (5) days prior to the day of the meeting and also posted in accordance to the State Open Meetings Laws. 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 Board 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 (3) minutes and the entire public comment period shall not exceed fifteen (15) minutes. If necessary, the Chairman can extend the public comment period by a vote of the Board.

1.4 Technical Coordinating Committee (TCC)

The Technical Coordinating Committee (TCC) is made of planners, engineers, and other staff from 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 makes recommendations to the Board.

1.5 Bicycle and Pedestrian Advisory Committee

The Bicycle and Pedestrian Advisory Committee is composed of members appointed by the Board, the Chancellor of the University of North Carolina at Wilmington, and the Chairman of the Bicycle and Pedestrian Advisory Committee. The Bicycle and Pedestrian Advisory Committee promotes the safe use of bicycling and walking for transportation, fitness, and recreation; provides recommendations on policies and plans that affect the development of bicycle and pedestrian facilities; and contributes to the development of the MTP.

2 Purpose

The purpose of the WMPO Public Participation Plan 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.

2.1 Goals

The goals of the WMPO's Public Participation Plan 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.

2.2 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 FAST Act (or most current regulation), NEPA, and FTA/FHWA Guidance on Public Participation.

3 Federal Requirements

The federal laws and processes covering public participation in the transportation planning process include the following:

- *Fixing America's Surface Transportation Act (FAST Act)*, (or most current regulation);
- *Title VI of the Civil Rights Act of 1964*;
- *Executive Order 13161, Improving Access to Services for Persons with Limited English Proficiency (2000)*;
- *The Americans with Disabilities Act of 1990, the Rehabilitation Act of 1973 (Section 504)*, and *Rehabilitation Act Amendments of 1998 (Section 508)*; and
- *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994)*, *USDOT Order 5610.2(a)*, and *FHWA Order 6640.23A*.

In order to be in compliances with the federal requirements for Environmental Justice (EJ) and Limited English proficiency (LEP), the WMPO may develop strategies that encourage EJ and LEP populations to participate in the transportation planning process.

3.1 Federal Regulation

As mandated under the 23 U.S. Code § 134 and directed by the FAST Act, or other, current supporting federal regulations, MPOs must establish, periodically review and update public participation 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 timely notice and reasonable access to information about transportation issues and processes;
- Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the MTIP;
- Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the MTIP;
- Employing visualization techniques to describe metropolitan transportation plans and MTIPs; and
- Making public information (technical information and meeting notices) available in electronically accessible formats and means.

3.2 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.”

3.3 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 **WMPO** will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (e.g., 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. TTY users may dial 711 to contact the WMPO.

3.4 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.

3.5 Executive Order 12898, USDOT Order 5610.2(a), and FHWA Order 6640.23A.

3.5.1 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*. The Executive Order 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.”

3.5.2 Department of Transportation Update Environmental Justice Order 5610.2(a)

The *USDOT Order 5610.2(a)* sets forth the U.S. Department of Transportation (USDOT) policy to consider environmental justice principles in all USDOT programs, policies, and activities. 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.

3.5.3 Federal Highway Administration Order 6640.23A Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

The *FHWA Order 6640.23A* is the directive that establishes policies and procedures for the FHWA to use in complying with *Executive Order 12898*. In addition, it defines the following terms:

Low-Income – A person whose median household income is at or below the Department of Health and Human Services poverty guidelines.

Low-Income Population – Any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons who will be similarly affected by a proposed program, policy, or activity.

Minority – A person who is:

- Black: a person having origins in any of the black racial groups of Africa;
- Hispanic or Latino: 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 or the Indian subcontinent;
- American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or
- Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands.

Minority Population – Any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons who will be similarly affected by a proposed program, policy, or activity.

3.6 Environmental Justice and Limited English Proficiency Outreach Strategies

The WMPO places great emphasis on reaching people and groups that have not traditionally been participants in the transportation planning process. These traditional non-participants include low-income, minority, elderly and disabled; do not have vehicles; and low literate or have limited English proficiency. The WMPO will develop strategies to address participation barriers that may include the following listed below. In addition, staff may modify the techniques listed in the next section, Outreach Efforts, to ensure traditionally non-participating populations are involved in the transportation planning process.

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

WMPO staff should identify and meet with organizations and community leaders who represent traditional non-participant 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 may outline the meetings with group leaders and implementing strategies.

3.6.2 Develop Outreach and Education Programs

The WMPO should develop outreach and education program 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.

Special considerations and arrangements will be made to design a program that is tailored for traditional non-participants. These considerations may include developing materials specifically targeted to those communities. It will be necessary to periodically review and update the program and materials.

4 Outreach Efforts

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 and a menu of options are outlined in this section. The WMPO will hold a forty-five (45) day public comment period for amendments to the Public Participation Plan and will seek input and feedback on the WMPO's public involvement efforts.

4.1 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 the FAST Act, stakeholders will include “individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties.”

Individuals 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.

The WMPO will create a database holding contact information for individual stakeholders and representative stakeholder groups. The 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 the stakeholder, contact database.

Ongoing meetings with stakeholders will be conducted to share information and for the WMPO to receive feedback on transportation issues throughout the community and region.

4.2 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.

4.3 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 Speaker's Bureau will present information in order to educate the public regarding the WMPO planning process and on-going transportation projects within the region. A goal of holding a Speaker's Bureau will be that WMPO staff will gain further insight on the public's issues/concerns and transportation needs within the region.

4.4 Maintain a Website

The 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.

4.5 Develop and Distribute Brochures

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

4.6 Conduct Public Informational Workshops, Charrettes and Public Open Houses

Public Informational Workshops, Charrettes and Public Open Houses may be conducted on topics associated with the transportation planning process. Such workshops, charrettes and/or open houses will be designed based on the intent of the meeting. These can be used to educate the participants on specific topics, e.g. 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 may be conducted on an as-needed basis.

4.7 Conduct Surveys

Surveys may be used to gather information from peoples' 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 posted on the WMPO's website.

4.8 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.

4.9 Periodic Transportation Summits

Periodic Transportation Summits may 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 may utilize Transportation Summits for State and local leaders to discuss local and regional transportation issues.

4.10 Citizen Advisory Committee (CAC)

The WMPO Board may establish a Citizen Advisory Committee (CAC). 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 will assist in developing public participation programs and collecting public input for the decision making process. Comments received from the CAC members and non-members are treated equally. The CAC will establish a meeting schedule approved at the last meeting of the calendar year for the upcoming year. These meetings are open to the public and provide an opportunity for interested parties to hear and discuss transportation matters to guide developing the MTP and other studies.

4.11 Social Media

The WMPO may use social media outlets to provide an additional avenue to effectively communicate information and encourage citizen participation. Adjusting practices to involve innovative technologies ensures that the WMPO is capitalizing on cost-effective resources that citizens use when obtaining and sharing information. Posts and comments directed to the WMPO through social media outlets will not be considered to be public comments for planning activities or projects.

4.12 Annual Report

The WMPO may publish an Annual Report that highlights annual agency accomplishments and provides a review of the services provided to the community.

4.13 Visualization Techniques

The WMPO may use visualization techniques for communicating information to the public, elected and appointed officials, and other stakeholders. Visualization techniques should deliver information in a clear and concise manner, promoting a better understanding of existing or proposed transportation planning activities.

Depending on the planning activity, visualization techniques may include, but not limited to: GIS maps; web-based surveys; videos; brochures or flyers; PowerPoint presentations; or photographic renderings. The WMPO should evaluate the effectiveness of visualization techniques and seek guidance from other partnering agencies, including, but not limited to FHWA's "Visualization in Planning" website.

5 Plan Specific Guidelines

The WMPO's Public Participation Plan is consist of a number of procedures and all planning programs and activities are required to go through the Board's public participation process. In addition, the WMPO has initiated specific public participation techniques for the MTP, the MTIP, the UPWP complying federal requirements – FAST Act, Civil Rights Act, Environmental Justice, Limited English Proficiency and Americans with Disabilities Act.

5.1 Public Comment for MTP, UPWP, and MTIP

The WMPO will provide an opportunity for meaningful public involvement in the development and update of the MTP; final draft of the MTIP; and in the development of the UPWP. The public comment period will be 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 Board shall hold at least one public hearing prior to the adoption of the MTIP every two years. A public comment period is not required for administrative modifications to the MTIP.

The WMPO will assemble all comments and forward summary of comments to the TCC and the Board. The Board typically acknowledges public comments for the MTP, UPWP, and MTIP in one of the following two ways: the Board 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 Board 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.

5.2 Metropolitan Transportation Plan (MTP)

The MTP is developed for the Metropolitan Planning Area (MPA) and covers at least a 20-year planning horizon. The MTP encompasses transportation strategies to maintain the existing transportation infrastructure while meeting the future needs of all federally funded transportation modes in the MPA, including highways, public transportation, bicycle and pedestrian, freight and rail, ferry, and aviation.

5.2.1 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.
- Public meetings may be held to formulate a vision for the MTP development, provide the public background information on the metropolitan transportation system and other issues as well as the proposed framework of the MTP 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.
- Efforts will be made to hold public meetings at a locations which are accessible to persons with disabilities and preferably located along a transit route.

Notifications will inform the public of the availability of the draft MTP 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 (e.g. 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 where copies of the draft MTP will be on file for public review. A copy will also be available in a PDF format for downloading on the WMPO website.

5.3 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 Board'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 MTP 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 Board 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.

5.3.1 Annual Listing of Obligated Projects

The WMPO publishes the annual listing of obligated projects which displays projects and strategies that were authorized and committed using federal funds in the previous year. The annual listing will be published on the WMPO website at www.wmpo.org within ninety (90) days following the end of the program year. Hard copies are available upon request by contacting the WMPO.

5.4 Unified Planning Work Program (UPWP)

The FAST Act requires each MPO, as a condition to the receipt of federal highway and transit capital or operating assistance, 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 MTP. 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
- Metropolitan 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.

5.5 Plan Specific Chart

| | Public Comment Period | Public Hearing | Draft Document Availability | Responding to Public Comment | Final Plan Availability |
|-------------|------------------------------|---|--|---|--|
| MTP | Minimum 30 days | Not required | WMPO offices and website, WMPO member planning department offices, and at area libraries | When significant written/oral comments are received on the draft, a summary, analysis, and report on the disposition of comments shall be made as part of the final MTP | WMPO offices and website, WMPO member planning department offices, and at area libraries |
| MTIP | Minimum 30 days | Yes, prior to the MTIP adoption every 2 years | WMPO offices and website | When significant written/oral comments are received shall be presented to the Board | WMPO offices and website |
| UPWP | Minimum 30 days | Not required | WMPO offices and website | When significant written/oral comments are received shall be presented to the Board | WMPO offices and website |
| PPP | Minimum 45 days | Not required | WMPO offices and website | When significant written/oral comments are received shall be presented to the Board | WMPO offices and website |

Proposed Revisions to 2016-2025 STIP/MTIP Program

| STIP/MTIP Amendments (September) | | | |
|-------------------------------------|--|--------------|--------------------------------|
| * M-0515 | VARIOUS, RIGHT-OF-WAY BRANCH, REVIEW OF | RIGHT OF WAY | FY 2017 - \$250,000 (T) |
| STATEWIDE | LOCAL PUBLIC AGENCY (LPA) PROJECTS BY THE | | FY 2018 - <u>\$250,000</u> (T) |
| PROJ.CATEGORY | APPRAISAL SECTION. | | \$500,000 |
| DIVISION | <u>ADD PROJECT AT THE REQUEST OF THE RIGHT-OFWAY BRANCH.</u> | | |

Proposed Revisions to 2016-2025 STIP/MTIP Program

STIP/MTIP Amendments (October)

| | | | | |
|---|--|-----------|----------------|---|
| R-3300B PENDER PROJ.CATEGORY REGIONAL | US 17, NC 210 TO US 17 NORTH OF HAMPSTEAD. <u>PROGRAMMED FOR PRELIMINARY ENGINEERING FOR DESIGN.</u> | DELETIONS | | |
| * B-9000DIV STATEWIDE PROJ.CATEGORY DIVISION | VARIOUS, BRIDGE INSPECTION PROGRAM <u>DELETE PROJECT. IT HAS BEEN DETERMINED THAT EXISTING STIP PROJECT B-9999 WILL CONTINUE TO BE USED FOR BRIDGE INSPECTIONS.</u> | | IMPLEMENTATION | FY 2017 - \$3,300,000 (STBG) FY 2018 - \$3,300,000 (STBG) FY 2019 - \$3,300,000 (STBG) FY 2020 - <u>\$3,300,000</u> (STBG) \$13,200,000 |
| * B-9000REG STATEWIDE PROJ.CATEGORY REGIONAL | VARIOUS, BRIDGE INSPECTION PROGRAM <u>DELETE PROJECT. IT HAS BEEN DETERMINED THAT EXISTING STIP PROJECT B-9999 WILL CONTINUE TO BE USED FOR BRIDGE INSPECTIONS.</u> | | IMPLEMENTATION | FY 2017 - \$3,300,000 (STBG) FY 2018 - \$3,300,000 (STBG) FY 2019 - \$3,300,000 (STBG) FY 2020 - <u>\$3,300,000</u> (STBG) \$13,200,000 |

FY 2017 - \$4,400,000 (STBG)
FY 2018 - \$4,400,000 (STBG)
FY 2019 - \$4,400,000 (STBG)
FY 2020 - \$4,400,000 (STBG)
\$17,600,000

IMPLEMENTATION

* B-9000SW
STATEWIDE
PROJ.CATEGORY
STATEWIDE
VARIOUS, BRIDGE INSPECTION PROGRAM
DELETE PROJECT. IT HAS BEEN DETERMINED
THAT EXISTING STIP PROJECT B-9999 WILL
CONTINUE TO BE USED FOR BRIDGE
INSPECTIONS.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENTS TO THE
2016-2025 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 2016-2025 State Transportation Improvement Program on June 4, 2015 and the Wilmington Urban Area Metropolitan Planning Organization adopted the Statewide/Metropolitan Transportation Improvement Program on June 24, 2015; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to amend the State/Metropolitan Transportation Improvement Programs for projects M-0515, R-3308B, B-9000DIV, B-9000REG and B-9000SW; and

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

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves amending 2016-2025 State/Metropolitan Transportation Improvement Programs for projects M-0515, R-3308B, B-9000DIV, B-9000REG and B-9000SW.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 30, 2016.

Gary Doetsch, Chair

Mike Kozlosky, Secretary



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www.wmpo.org

MEMORANDUM

TO: TCC/Board members

FROM: Mike Kozlosky, Executive Director

DATE: November 8, 2016

SUBJECT: Wilmington Urban Area MPO Proposed 2017 Meeting Schedule

| Technical Coordinating Committee | Board |
|----------------------------------|--------------------------------|
| January 11 | January 25 |
| February 8 | February 22 |
| March 15 | March 29 |
| April 12 | April 26 |
| May 17 | May 31 |
| June 14 | June 28 |
| July 12 | July 26 |
| August 16 | August 30 |
| September 13 | September 27 |
| October 11 | October 25 |
| November 15 | November 29 |
| December –no meeting scheduled | December –no meeting scheduled |

The TCC meetings will begin at 10 am on the date of the meetings.

The Board meetings will begin at 3 pm on the date of the meetings.

Wilmington Urban Area Metropolitan Planning Organization

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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ADOPTING THE 2017 WILMINGTON URBAN AREA MPO MEETING
CALENDAR**

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

WHEREAS, the Wilmington Urban Area MPO's Board adopts the meeting calendar on an annual basis.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the 2017 Wilmington Urban Area MPO meeting calendar.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 30, 2016.

Gary Doetsch, Chair

Mike Kozlosky, Secretary



CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY

Locally Coordinated Public Transportation Plan

November, 2016

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Introduction and Background

In 2008, the Federal Transit Administration (FTA) required a coordinated plan of local transit services in order to apply for funds from the Elderly and Disabled Individuals Transportation (FTA Section 5310), Job Access and Reverse Commute (FTA Section 5316) and New Freedom (FTA Section 5317) Programs. On October 1, 2012 new legislation, the Moving Ahead for Progress in the 21st Century (MAP-21), went into effect. Changes as a result of MAP-21 included a repeal of Section 5316 (JARC - Job Access and Reverse Commute) and Section 5317 (New Freedom) programs. New Freedom program elements were merged into an enhanced Section 5310 program which now serves as a single formula program to support mobility of older adults and persons with disabilities.

Also in 2012, following publication of the 2010 census, the Wilmington Urban Area was designated a Transportation Management Area (TMA) having exceeded the required 200,000 population threshold required for the designation. The TMA designation included an annual allocation for Section 5310 funding to support Elderly and Disabled Transportation in the TMA. The Section 5310 program provides formula funding to TMA's for the purpose of assisting private nonprofit groups, governmental agencies, and private providers of public transportation in meeting the transportation needs of older adults and persons with disabilities when public transportation services provided are unavailable, insufficient, or inappropriate to meet the need. Funds are apportioned to TMA's based on statutorily defined formulas.

On June 06, 2014, the FTA issued a Circular 9070.1G to offer guidance on the administration of the transit program for older adults and persons with disabilities under Section 5310. Per these requirements, projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan, that has been developed and approved through a process that included participation by people age 65 and over, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public. A locally coordinated plan (LCP) should identify available services, assess the transportation needs of people age 65 and over and people with disabilities, provide strategies for meeting those needs, and prioritize services for funding and implementation. The Cape Fear Public Transportation Authority first developed a Local Coordinated Human Service Transportation Plan in 2008, with a subsequent update in 2011. This 2016 LCP serves as an update to the 2011 plan, providing the required documentation to access Section 5310 federal transportation grants and will be due for update, per the FTA minimum, by 2020.

On June 27, 2014, North Carolina Secretary of Transportation Anthony Tata designated the Cape Fear Public Transportation Authority - Wave Transit as the designated recipient of Section 5310 Funding in the TMA, consistent with the provisions of Moving Ahead for Progress in the

2016 Locally Coordinated Public Transportation Plan

21st Century (MAP-21). As the Designated Recipient, Wave will continue to serve as the lead agency in the development of the Local Coordinated Plan for the region. Additionally, Wave, as the designated recipient, has the responsibility to receive and apportion Section 5310 funding in compliance with the Program Management Plan and this document, including the filing of grant applications under the 5310 program, and ensuring that local applicants and project activities are eligible and compliant with federal requirements.

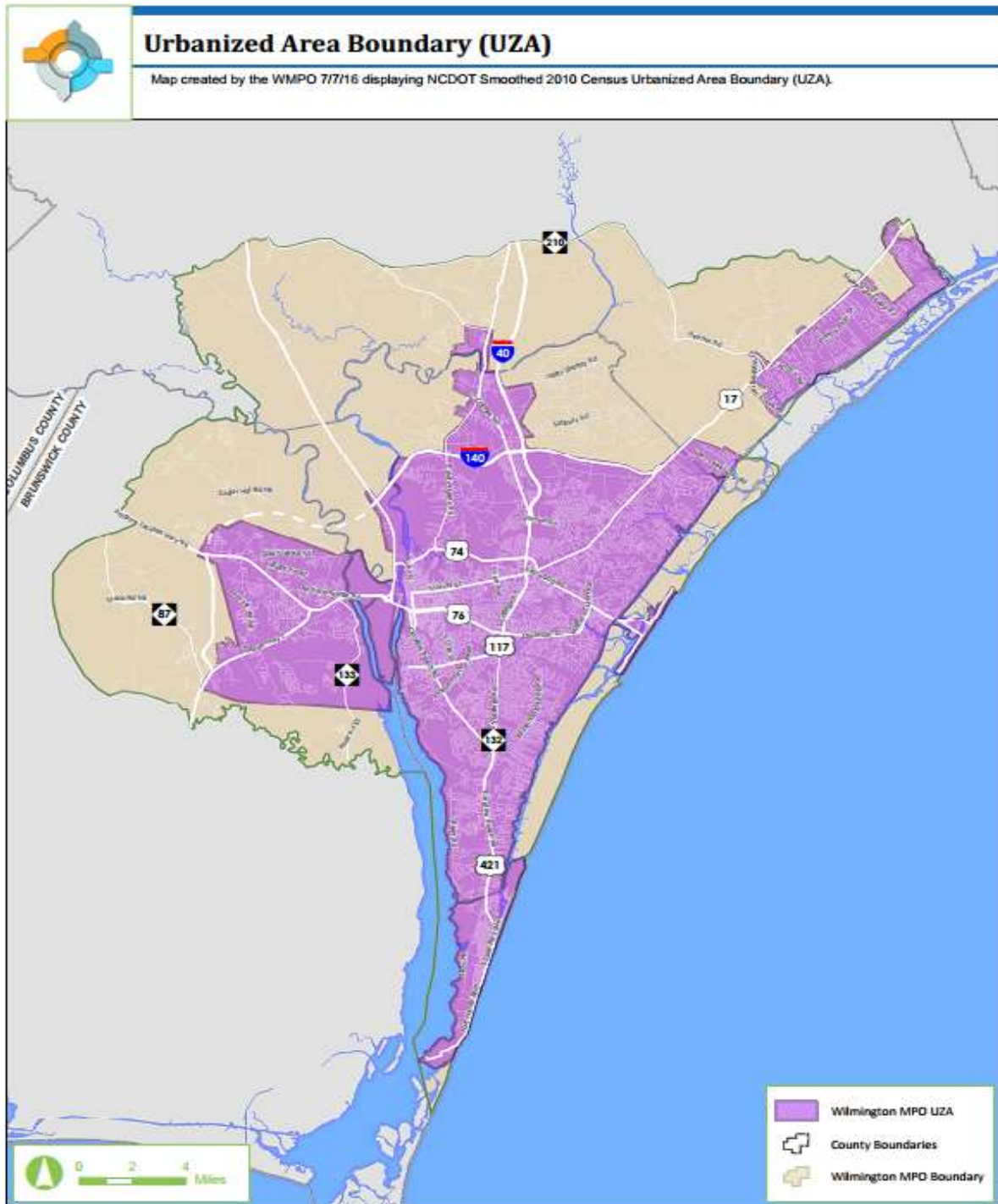
In 2016 Wave Transit formed a permanent 5310 advisory committee to guide the management of Section 5310 funding, inclusive of this LCP process. The committee consists of representatives from the following: Wave Transit board of directors, the Wilmington Metropolitan Planning Organization, Transportation Advisory Committee (TAC), local governments, specialized transportation providers, human services agencies serving special needs clients, schools with special programs, veterans groups, as well as advocates for people with disabilities, community leaders, people age 65 and older, and people with disabilities. This group will facilitate the ongoing regional coordination of transportation services for people age 65 or over and people with disabilities, and provide feedback and expertise to Wave staff in order to administer the 5310 program most effectively.

Transportation Management Area (TMA)

In 2012 the Wilmington Urban Area (UZA) was designated a Transportation Management Area (TMA). The area of the TMA is defined by the Wilmington Metropolitan Planning Organization (WMPO) UZA boundaries and encompasses New Hanover County, and portions of Brunswick and Pender Counties. The population of the TMA is based on a March 26, 2012 US Census Bureau figure of 219,957 persons that was adopted by the WMPO Board on December 12, 2012. Using 2010 census data for New Hanover County (which has a comparable rural and urban population mix to the greater TMA) the estimated population of persons 65 and over in the TMA is 13.9% or 30,574. Using American Community Survey data for New Hanover County, the estimated population of persons with a disability, under age 65, in the TMA is 8.8% or 19,356. The total estimated population of persons age 65 or over and persons under age 65 with a disability in the TMA is 49,930. A map of the Wilmington MPO UZA/TMA is provided in Figure 1.

2016 Locally Coordinated Public Transportation Plan

Figure 1. Wilmington MPO UZA/TMA



Cape Fear Public Transportation Authority- Wave Transit

Plan Approach

The Cape Fear Public Transportation Authority currently employs a planning process which was drafted to ensure full participation by the community in developing programs and plans that are both compliant with federal regulations and meet the diverse transportation needs of the community. The Section 5310 Locally Coordinated Plan planning process will utilize the same processes employed for other public transportation programs.

The Guide to the Local Coordinated Planning Process by NCDOT has been established by the Authority as its reference to development of the LCP. The guide is attached as Appendix A. The seven steps of LCP development are:

1. Step 1 - Identify the Lead Agency
2. Step 2 - Convene the Steering Committee
3. Step 3 - Prepare for the Coordinated Planning Workshop
4. Step 4 - Conduct Local Coordinated Planning Workshop(s)
5. Step 5 - Plan Update Methodology
6. Step 6 - Adopt the Plan
7. Step 7 - Update the Plan

Per FTA requirements (C 9070.1G pg. V-4), this plan has been developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public. Additionally, inclusive planning practices based on best practices from the Community Transportation Association -Transit Planning 4 All were utilized.

This LCP includes all required FTA elements (C 9070.1G pg. V-2):

1. An assessment of available services that identifies current transportation providers (public, private, and nonprofit)
2. An assessment of transportation needs for individuals with disabilities and seniors
3. Strategies, activities, and/or projects to address the identified gaps between current service and needs, as well as opportunities to achieve effectiveness in service delivery
4. Priorities for implementation based on resources, time, and feasibility

The written record of the activities and information gathered through a public participation process: public forums with stakeholders and a community survey, serve as the basis of the 2016 LCP. The principal goals of the plan are to discover the unmet transportation needs of people age 65 and over and people with disabilities through the identification of available services, and a community needs assessment; identify strategies for meeting those needs; and

2016 Locally Coordinated Public Transportation Plan

discuss the prioritization of those strategies for funding and implementation. Each of these elements is further described in the following sections.

Guidance and feedback on the 2016 LCP was sought from the Wave Transit Board of Directors, the WMPO, the Technical Coordinating Committee (TCC), the Transportation Advisory Committee (TAC), and the 5310 Advisory Committee. Additionally, public comments, collected during a 30 day comment period, were considered in the completion of this planning document. Wave Transit has cooperatively worked with local organizations and agencies that are human service providers or those stakeholders with an interest in transit projects to develop a comprehensive local plan to address the primary transportation needs in the TMA. Wave Transit will continue to provide local organizations and agencies with all updates regarding this Local Coordinated Plan as it relates to specified FTA grants (5310).

Identification of Available Services

Federal law requires that a LCP include an assessment of available services that identifies current transportation providers (public, private, and nonprofit) in the TMA. Major transportation providers for older adults and people with disabilities in the TMA include public transportation providers, several nonprofits, as well as private companies- some offering ADA compliant transportation. A list of major transportation providers serving older adults and people with disabilities is included in Appendix B.

Public Transportation Services

Wave Transit is the primary public transportation provider for older adults and people with disabilities in the TMA. Wave offers fixed-route public transportation, complementary Paratransit, Medicaid transportation, vanpooling, and limited rural transportation. One other organization in the TMA provides limited public transportation services: the New Hanover County Senior Resource Center (SRC). The SRC offers shared ride transportation for a monthly shopping trip, and medical transportation for seniors aged 60 or older living in New Hanover County who are not receiving Medicaid.

Private Transportation Services

Private transportation providers in the TMA include Yellow Cab, Uber, Event Shuttle, and Ivory's. Some private providers either specialize in or offer wheelchair accessible transportation.

Nonprofit Transportation Services

Several nonprofit transportation providers offer service in the TMA. Brunswick Transit System (BTS) is a 501(c) (3) non-profit community transportation system operating a fleet of 16 vehicles; including wheelchair (ADA) equipped vehicles to assist persons with special needs. BTS coordinates general public and human service transportation services for all residents of Brunswick County. Transport into New Hanover County is offered twice weekly. All trips are provided by reservation. Pender Adult Services Transportation (PAS-TRAN) is a 501(c) (3) non-profit transportation provider operating in Pender County. PAS-TRAN offers service in Pender County and connecting service to New Hanover and Duplin County. Trips are provided by reservation. All vehicles in the fleet are wheelchair (ADA) equipped. Other nonprofit transportation providers in the TMA include Disabled American Veterans Wilmington Chapter 11 (DAV), which provides transportation to and from VA Medical Facilities, and Aging in Place Downtown which offers shared-ride transportation for a weekly shopping trip.

Assessment of Transportation Needs

The second FTA required element of an LCP is an assessment of transportation needs for individuals with disabilities and seniors. This 2016 assessment of transportation needs is based on data gathered through public involvement activities in the form of two (2) surveys, a web-based community survey and an in-person survey of fixed Route 205 customers, and a series of four (4) public forums.

Community Survey

The goals of the community survey were to understand and prioritize the transportation needs of people age 65 and over and people with disabilities. Survey takers were asked to score a list of needs using a Likert scale with the choices of: very important, somewhat important, not very important, and not important at all. The survey design was modeled on similar tools utilized by regional LCPs. Content was developed through consultation with the 5310 advisory committee, Wave staff, and Professor and Gerontology Program Coordinator at the University of North Carolina Wilmington (UNCW), Anne P. Glass, Ph.D. The survey was hosted by the web-based data collection service Survey Monkey.

The majority of survey responses were collected online. A link to the online survey was distributed via email to stakeholders, community partners, and among the professional networks of 5310 advisory committee members. The link was also shared on Wave's Facebook and Twitter platforms, and posted on the Wave website. Paper versions of the survey were available at all public forums, and were distributed by Wave staff at outreach events during the survey period. The survey was promoted in email and print newsletters distributed by: the Town of Kure Beach, Wilmington Regional Association of Realtors (WRAR), and the disAbility

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Resource Center (local Independent Living Center). Other promotion included a mention in two radio interviews on local radio station WHQR, several StarNews newspaper articles about the community forums which included a link to the survey, and television coverage of the forums which mentioned the survey. The survey period lasted approximately four months; opening on May 17, 2016 and closing on September 23, 2016.

A response rate goal was determined based on the University of Idaho Extension Publication: *Methods for Conducting an Educational Needs Assessment: Guidelines for Cooperative Extension System Professionals* by Paul F. McCawley. The Survey Response Rate Formula is shown in Figure 2. Target population size was estimated using 2010 US Census and 2014 American Community Survey data. Percentage estimates for persons 65 and over and persons with disabilities were based on New Hanover County (NHC) as the urban/rural population of NHC closely compares to the greater TMA. Figure 3. shows the target population estimate. Based on the size of the target population and a desired 90% confidence level, a response rate goal of 422 was selected. This goal was surpassed as a total of 520 responses were collected: 45 paper survey responses and 475 online responses. A sample survey and complete survey response data are provided in Appendix C.

Figure 2. Survey Response Rate Formula

| | | | Size of Target Population | | |
|-------------------------------|------------------|-----|---------------------------|------------|---------|
| | | | 10,000 | 50,000 | 100,000 |
| Confidence Interval +/- 4% | Confidence Level | 90% | 408 | 422 | 424 |
| | | 95% | 566 | 593 | 597 |
| | | 99% | 939 | 1016 | 1026 |
| Confidence Interval +/- 5% | Confidence Level | 90% | 265 | 271 | 272 |
| | | 95% | 370 | 381 | 383 |
| | | 99% | 622 | 655 | 659 |

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Figure 3. Target Population Estimate*

| Target Population | |
|---|--|
| Total TMA population | 219,957 |
| Estimated population of Persons 65 and over | <ul style="list-style-type: none">• 13.9%• 30,574 |
| Estimated population of persons with a disability, under age 65 | <ul style="list-style-type: none">• 8.8%• 19,356 |
| Total estimated target population (persons 65 and over and persons with disabilities) | <ul style="list-style-type: none">• 49,930 |

* Population estimates for persons 65 and over and persons with disabilities based on NHC

Route 205 Survey

The goal of the Route 205 survey was to assess the current number of customers utilizing fixed Route 205 that are age 65 and over and/or have a disability. Route 205 serves New Hanover Regional Medical Center and surrounding medical offices. This route was identified in the 2011 LCP as having a high number of customers age 65 and over and with disabilities and is currently funded, in part, through Section 5310.

Survey administration and analysis was performed by students from UNCW. Sociology MA candidate Anne Rinehart served as project manager and two UNCW undergraduate Sociology students administered the survey in the field. Assistant Professor of Sociology, Julia F. Waity, Ph.D. provided faculty support for the project.

The 12 survey questions were developed with input from Wave staff and were based on previously successful measures from a recent survey conducted on another Wave route, as well as measures similar to those in the American Community survey. Survey administration was performed onboard during Route 205's normal transit operations at varied service hours for approximately one month from July 5, 2016 to July 24, 2016. Respondents were identified for participation through a randomized selection process utilizing a numbered seating chart of the bus, and a random number generator. Respondents received a 2-ride Wave Transit bus pass in exchange for participation. A total of 201 responses were collected. Survey data were entered electronically by student researchers, using tablet computers programmed with the survey software QuickTapSurvey. Data were analyzed using the Statistical Package for the Social Sciences (SPSS) software. A sample Route 205 survey is provided in Appendix D.

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Public Forums

The goals of the public forums were to identify transportation needs, assign priorities, and discuss strategies to meet the transportation needs of people age 65 and over and people with disabilities. Four (4) public forums in four different locations within the TMA were held during the week of July 11, 2016. Locations and times were chosen through consultation with the 5310 advisory committee and reflect best practices of inclusive planning from the Community Transportation Association -Transit Planning 4 All. See Appendix E for a forum flyer listing locations, dates and times of meetings. All locations were wheelchair (ADA) accessible and located on or near a Wave Transit bus route. Forums were held during Wave Transit service hours and participants were reimbursed with a bus pass, or DART voucher if they utilized Wave services to attend. Accommodations for persons with disabilities were offered and an American Sign Language (ASL) interpreter was provided at one forum. Volunteers assisted participants with low or no vision, those with mobility issues, and one call-in participant. A Spanish language volunteer interpreter was in attendance at 3 forums but was not utilized. Forums were staffed by Wave employees, 5310 advisory committee members, and volunteers from the Disabled American Veterans Association (DAV), disAbility Resource Center, Area Agency on Aging, and the WMPO.

Forums were promoted by local radio station WHQR, television stations WECT, WWAY, TWC News, and in the StarNews newspaper (online and in-print). Additionally, the forums were included in local online and print event calendars. Flyers were hung at all forum locations and in all Wave Transit buses. Flyers were also distributed by Wave staff at outreach events. Online promotion included Wave's Facebook and Twitter platforms, and website. Forums were also promoted in email and print newsletters distributed by: the Town of Kure Beach, WRAR, NHC Senior Resource Center and the disAbility Resource Center. Additionally, email invitations were sent to stakeholders, community partners, and to the professional networks of 5310 advisory committee members.

The same format was employed for each forum and was modeled after successful regional LCP workshop practices. After a brief description of the purpose and proceedings of the forum, Wave staff and volunteers were introduced; participants introduced themselves and gave some information about their affiliation or interest in transportation for older adults and people with disabilities. Next, a brief Power Point presentation outlined existing transportation services for older adults and people with disabilities. Participants then engaged in a Needs, Solutions, and Prioritization exercise facilitated by Wave staff. The exercise began by asking participants to list the un-met transportation needs for older adults and people with disabilities in the community. All needs mentioned were written on paper flip charts and affixed to the wall of the meeting space. After a list of needs was generated, each participant was given three (3) votes (sticky dots) to adhere to the need(s) they found most important. Voting created a prioritized list which was then used in the next phase of the exercise, to generate solutions. Solutions to the highest priority needs, as determined by the group, were generated and discussed. A forum agenda is provided in Appendix F.

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Seventy two (72) members of the public participated in the forums, overall. Participants included people with disabilities, older adults, caregivers, government officials, representatives of public, private, nonprofit transportation, human service providers, veterans, community activists, teachers of students with disabilities, Wave Transit customers, and interested community members. A list of all participants is provided in Appendix G.

Identified Need

Community Survey

Survey respondents ranked seven (7) statements of need by choosing if they were: very important, somewhat important, not very important, or not important at all. The following list ranks the statements of need by the percentage of respondents that found the statement “very important.” A sample survey and complete survey data are provided in Appendix C.

1. 92% - Q1 We need to make sure Wave Transit can continue to provide transportation for people age 65 and over, and people with disabilities.
2. 87% - Q3 We need to make Wave Transit bus stops more accessible for people age 65 and over and people with disabilities.
3. 86% - Q7 We need more community education and advertising of available transportation services for people age 65 and over, and people with disabilities.
4. 77% * - Q5 We need more affordable door-to-door transportation, with aid assistance, for low income people age 65 and over, and people with disabilities.
5. 75% - Q4 We need more wheelchair accessible transportation.
6. 74% - Q2 We need additional transportation options for people age 65 and over and people with disabilities, besides the Wave Transit bus system and Wave Paratransit van service Dial-A-Ride (DART).
7. 70% * - Q6 We need more affordable door-to-door transportation, without aid assistance, for low income people age 65 and over and people with disabilities.

*Missing (“skipped”) data for questions 5 and 6 should be taken into account during further evaluation.

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Route 205 Survey

Though other demographic data were collected, the primary goal of the Route 205 survey was to assess the current level of customers utilizing fixed route 205 that are age 65 and over and/or have a disability. A sample Route 205 survey is provided in Appendix D.

The Route 205 survey found that of respondents:

- 48% identify as a person with a disability
- 10% are age 65 or over

Other key findings:

- 42% of respondents reported an annual income of under \$10,000
- 46.8% of respondents ride the bus 6 to 7 days a week
- 67% of respondents do not have another mode of transportation

Public Forums

Figure 4. shows a list of all needs mentioned (in no particular order) during the four (4) public forums, and the location of the forum where they were collected: New Hanover County (NHC) Northeast (NE) Regional Library, NHC Senior Resource Center (SRC), Leland Town Hall, and the NHC Main Library.

Figure 4. All Needs Mentioned at 2016 Public Forums (Not Ranked)

| NE Library | |
|------------|--|
| 1. | Increase stop accessibility |
| 2. | Increase sidewalks and crosswalks |
| 3. | Curb cuts downtown station |
| 4. | ADA assessment at Downtown transfer station |
| 5. | Affordable Accessible Transportation options |
| 6. | Transportation for special events |
| 7. | Advocacy/resource hub |
| 8. | Shelters and benches |

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| | |
|---------------|--|
| 9. | Collaboration with private orgs |
| 10. | More frequent service |
| 11. | ADA improvements at stops |
| SRC | |
| 1. | Shelters |
| 2. | Increase bus stops in residential areas |
| 3. | Fix drainage issues at SRC bus stop |
| 4. | Reduced fare for Veterans |
| 5. | Incorporate routes bus stops for new development |
| 6. | More frequent service |
| 7. | Increase sidewalks and crosswalks |
| 8. | Auditory signals at crosswalks |
| 9. | Increase time at crosswalk |
| 10. | Increase outreach and education |
| 11. | Less wait time for DART |
| 12. | Resource hub |
| 13. | Increase transfer points |
| Leland | |
| 1. | Shelters |
| 2. | Increase sidewalks and crosswalks |
| 3. | Bus stop at Westgate Senior Center |
| 4. | Extend DART Boundary |
| 5. | Reliable and punctual service |
| 6. | Software upgrades for DART service |

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| | |
|---------------------|--|
| 7. | Transportation to VA clinic from Brunswick Co |
| 8. | Transportation to DAV stops |
| 9. | Better connection to existing service |
| 10. | Door to Door service (not curb to curb) |
| 11. | Arm in arm service |
| 12. | Accessible vehicle for Veteran's transportation |
| 13. | Uber assist - Uber model |
| 14. | Increase flexibility for DART (taxi model) |
| 15. | Transportation for patients discharged from hospital |
| 16. | Increase weekend and evening hours |
| 17. | Transportation to airport |
| 18. | "Friends of" advocacy and education of transportation |
| 19. | Affordable Accessible Transportation options |
| 20. | Reduce stigma and cultural view of people with disabilities |
| Main Library | |
| 1. | Shelters |
| 2. | DART ticket payment options |
| 3. | Increased time for operators to pull away from stop |
| 4. | Bus stops closer together |
| 5. | Quicker response time for DART |
| 6. | Better customer service/ more sensitivity to people with disabilities from drivers |
| 7. | Resource hub/ single point of contact |
| 8. | Increased access to medical centers |
| 9. | More frequent service |

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| | |
|-----|--|
| 10. | More reliable service (broken buses) |
| 11. | Increased comfort of buses (cosmetic improvements) |
| 12. | Icons on schedule (wheelchair-friendly?) |
| 13. | large print maps and schedules |
| 14. | More info on bus stops per route |
| 15. | Aid assistance for elderly |
| 16. | Increased hours |
| 17. | More affordable transportation |
| 18. | Extend DART boundary |
| 19. | Outreach and education to customers about policies |
| 20. | More transportation options for employment |
| 21. | Increase sidewalks and crosswalks |

Figure 5. shows the needs prioritized at each forum (through voting with sticky dots), the forum location, and the solution(s) generated to meet the need. Forums were held at the New Hanover County (NHC) Northeast (NE) Regional Library, NHC Senior Resource Center (SRC), Leland Town Hall, and the NHC Main Library. In the interest of time, solutions were not generated for all prioritized needs at the SRC and Leland forums (prioritized needs without solutions are shown shaded).

Figure 5. Prioritized Needs and Solutions

| Top Needs | Solutions |
|------------------------------------|--|
| NE Library | |
| Increased sidewalks and crosswalks | Increase time at crosswalk, north Wilmington needs more |
| Affordable transportation (DART) | Same price as fixed route, sliding scale, no fee for vets |
| Increased stop accessibility | Strategic stop placement, more stops in dense areas. Shelters that have space for wheelchairs. |

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| | |
|---|--|
| SRC | |
| Shelters | Increase bus fare to purchase shelters, put shelters in high use areas |
| Reduced fare for disabled Vets | Making Waves Foundation could pay |
| Less wait time for DART | Adherence to 15 min window, accurate routing |
| Increased Outreach | Shopping centers, transfer points, handouts on bus, resident/community orgs, power bill insert, |
| More Frequent Service | |
| Leland | |
| Free transportation /sliding scale | Central location for free passes, free long term, income/poverty level criteria |
| Transportation for patients discharged from hospital | Communication with hospital social workers, advocacy group, expand DART hours for medical transportation, same day approval for DART, arm in arm service |
| Increased hours and weekend service to Leland | 2nd shift, weekday end 1am, Sat and Sun 7-3, half hour service |
| Shelters and benches | |
| Increased flexibility in DART scheduling (taxi model) | |
| Main Library | |
| Increased hours | Begin service 5am, end service 12am on weekdays and 1am on weekends. More lights (solar), Emergency call boxes, security cameras at bus stops, study usage/demand for late night |
| Shelters and benches | Increase at medical and shopping centers, strategic placement -demographic- target groups, Pender Co., frequency of service may minimize need for shelters and benches |
| More frequent bus service | 30 min frequency, more linear routes (other side of street), increase frequency only during peak hours, more opportunities for transfer, schedule adherence |

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The full list of needs mentioned at forums was analyzed to determine priority by identifying main themes and grouping like needs under those themes. Only needs mentioned two (2) or more times were included in the prioritization. The number of like needs per theme were counted to generate a ranked list (most to least mentioned) by main theme. Figure 6. shows this ranking.

Figure 6. 2016 Public Forums - Prioritized Needs by Main Theme

| Main Theme | Number of Mentions |
|--|---------------------------|
| Resource hub- advocacy, outreach, education, contact person | 7 |
| Change DART model- more demand response, quicker response time, less waiting, more efficient shared-ride scheduling, payment options | 6 |
| ADA improvements (fixed route)- curb cuts, large print route maps, identify wheelchair-friendly bus stops | 6 |
| Increase and improve sidewalk and crosswalk | 6 |
| Affordability | 4 |
| Shelters | 4 |
| More bus stops in service area (fixed route)- airport, medical offices, residential, senior living | 4 |
| Aid assistance- arm in arm service | 3 |
| Driver sensitivity training/ improve customer service for people with disabilities | 3 |
| More frequent fixed route service | 3 |
| Veterans Transportation | 3 |
| More Trip specific transportation- employment, medical, recreational | 3 |
| More reliable service | 2 |

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Summary

The four (4) most mentioned themes from the forums were:

1. Resource hub- advocacy, outreach, education, contact person
2. Change DART model- more demand response, quicker response time, less waiting, more efficient shared-ride scheduling, payment options
3. Americans with Disabilities Act (ADA) improvements (Fixed Route) - curb cuts, large print route maps, identify wheelchair-friendly bus stops
4. Increase and improve sidewalk and crosswalk

The top three (3) needs from the community survey ranked “very important” were:

1. 92% - Q1 We need to make sure Wave Transit can continue to provide transportation for people age 65 and over, and people with disabilities.
2. 87% - Q3 We need to make Wave Transit bus stops more accessible for people age 65 and over and people with disabilities.
3. 86% - Q7 We need more community education and advertising of available transportation services for people age 65 and over, and people with disabilities.

Forum and survey data overlap at the following two themes: 1) resource hub, and 2) ADA improvements (Fixed Route). Resource hub was the most mentioned theme at the forums, and when the community survey categories of “very” and “somewhat important” are combined; Q7 (We need more community education and advertising of available transportation services for people age 65 and over, and people with disabilities.) receives the highest score of any needs statement at 97.8%. The theme of ADA improvements at bus stops was ranked second at the forums and the community survey.

The ranking of Q1 (We need to make sure Wave Transit can continue to provide transportation for people age 65 and over, and people with disabilities.) by 92% of respondents as “very important” lends support to the continued funding of Route 205, as 48% of 205 survey respondents identified having a disability. Though only 10% of 205 survey respondents indicated they were age 65 or over, this figure is reflective of the NHC population of persons age 65 and over at 13.9%. Additionally, the majority of 205 survey respondents, 67%, indicated that do not have another mode of transportation. One can infer that should Route 205 no longer provide service, it would impact persons age 65 and over and greatly impact persons with disabilities.

Implementation Strategies and Prioritization

The third FTA required element of a LCP is a discussion of strategies, activities, and/or projects to address the identified gaps between current service and needs, as well as opportunities to achieve effectiveness in service delivery. The fourth and final FTA element of an LCP is a discussion of the implementation of strategies or activities, based on time, resources, and feasibility.

Strategies to Address Identified Need

As outlined in the joint resolution and Interlocal Agreement between New Hanover County and the City of Wilmington which created the Authority, Wave Transit will work collaboratively with the community to develop a 5310 program which meets the transportation needs of older adults and people with disabilities in the region. Strategies to meet identified needs were identified during public forums and through the community survey, both of which included participation by older adults, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public.

Prior to implementation, specific strategies and activities of the 5310 program will be further developed with feedback from the 5310 advisory committee. Input will be sought from the Wilmington Urban Area Metropolitan Planning Organization (WMPO) which includes members from all local governments in the TMA. NCDOT, local nonprofits, health and human service agencies, veterans groups, and other entities in the region which have an interest in transportation for older adults and people with disabilities, as well as the general public, will have an opportunity to provide input on strategies included in the 2016 LCP and the annual 5310 Program of Projects (POP).

Mobility Management Program

A mobility management program is one strategy of the 5310 program for the TMA that will address several key gaps between current service and needs, as well as provide a platform for the management and implementation of 5310 program actions. The goals of the mobility management program are to remove barriers to existing transportation service, and improve mobility options for people age 65 and older and people with disabilities. The program will be managed by Wave staff and guided by the 5310 advisory committee which includes local government and community leaders, as well as professionals in the fields of transportation and social service, people age 65 and older, and people with disabilities.

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The mobility management program plans to address three of the four most mentioned themes from the forums:

1. Resource hub- advocacy, outreach, education, contact person;
2. Change DART model- more demand response, quicker response time, less waiting, more efficient shared-ride scheduling, payment options; and
3. Americans with Disabilities Act (ADA) improvements (Fixed Route) - curb cuts, large print route maps, identify wheelchair-friendly bus stops.

The program also plans to address two of the three highest ranked needs from the community survey:

1. 87% - Q3 We need to make Wave Transit bus stops more accessible for people age 65 and over and people with disabilities; and
2. 86% - Q7 We need more community education and advertising of available transportation services for people age 65 and over, and people with disabilities.

Additionally, as forum and survey data overlap at two main points: education/advertising/outreach and accessibility of bus stops (which will be referred to as: 1) “resource hub,” and 2) “ADA improvements”), greater programmatic attention will be given to these areas of need.

The identified needs listed above will be addressed through the mobility management program in four ways: a travel training program, improvements to existing accessible van services (DART), increased access to fixed route service, and community involvement. Each of these actions is further discussed in the following sections.

Travel Training Program

A Travel Training program meets the identified need “resource hub,” by offering outreach, education, a contact person, and the advertising of available transportation services for people age 65 and over, and people with disabilities. A Travel Training program is currently in development. It will aim to teach any person interested in navigating the Wave Transit transportation system to Ride the Wave. There will be no cost to participate and training will be available for individuals and groups. Each training session will be customized to the needs of the individual or group. Travel training sessions could include how to schedule accessible van services, read a route map, buy a ticket, transfer to another bus, use real-time bus tracking as well as plan and ride a bus route to a destination. A Travel Training program brochure is included in Appendix H.

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Improvements to Existing Accessible Van Services (DART)

This action responds to one of the most mentioned themes from the forums: “Change DART model- more demand response, quicker response time, less waiting, more efficient shared-ride scheduling, and payment options.” Wave currently provides public transportation to persons with disabilities that cannot use the fixed route system through our complementary Paratransit Dial-A-Ride (DART) accessible van service. This existing service will be brought under the umbrella of the mobility management program in order to provide an opportunity to assess improvements to service delivery, and customer satisfaction. A focus on improvements to the van service also aligns with the FTA requirement that an LCP include a discussion of opportunities to achieve effectiveness in service delivery.

Increased Access to Fixed Route Service

The identified need “ADA improvements” will be addressed through actions to increase access to fixed route service for older adults and people with disabilities such as curb cuts, large print route maps, the identification of wheelchair-friendly bus stops, and others.

Community Involvement

This action meets the identified need: “resource hub,” by offering outreach, education, a contact person, and the advertising of available transportation services for people age 65 and over, and people with disabilities. The mobility management program will function as an information hub that links individuals to transportation resources, engages and responds to the needs of the community through outreach, and the provision of community grants. Community grants are further discussed below.

Community Grants

Wave Transit, through the mobility management program, will offer community grants to local nonprofit, government, or private providers of public transportation serving older adults and people with disabilities. Projects selected for funding must be planned, designed, and carried out to meet the specific needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate, and must address a need identified in the LCP. A Call for Projects will be published by the Authority announcing eligible Section 5310 funding availability on an annual basis. A grant application for 2016 is included in Appendix I. The provision of community grants aid in regional coordination and collaboration of resources as the utilization of local funding from nonprofit agencies, local government, and private transportation providers can be used as local matching funds for the 5310 program.

Prioritization of Services for Funding and Implementation

Prioritization among strategies or activities for funding and implementation will be based on time, resources, and feasibility. The criterion of time will be further defined to include the long-term sustainability of projects, and the period of oversight. The criterion of resources will look to internal capacity (Wave), and the capacity of partner organizations. Finally, feasibility will include political, financial, and cultural considerations.

An additional criterion may also be examined: impact. The potential impact of strategies and activities will be assessed based on the FTA program measures below.

- Gaps in Service Filled: Provision of transportation options that would not otherwise be available for seniors and individuals with disabilities, measured in numbers of seniors and individuals with disabilities afforded mobility they would not have without program support as a result of traditional Section 5310 projects implemented in the current reporting year.
- Ridership: Actual or estimated number of rides (as measured by one-way trips) provided annually for seniors or individuals with disabilities on Section 5310 supported vehicles and services as a result of traditional Section 5310 projects implemented in the current reporting year.

Appendix A.

Guide to LCP Planning Process

Getting Started

Coordination of public/private transit and human service transportation is vital in stretching transportation dollars and maximizing services for persons with disabilities, older adults and individuals with low incomes.

Effective in 2008, the Federal Transit Administration is requiring a coordinated plan of local transit services in order to apply for funds from the Elderly and Disabled Individuals Transportation Program (FTA Section 5310), Job Access and Reverse Commute Program (FTA Section 5316) and New Freedom Program (FTA Section 5317).

The first step in coordination of services is the development of a locally coordinated public transit-human service transportation plan that identifies transportation needs, provides strategies for meeting local needs and prioritizes transportation services for funding and implementation.

A coordinated plan must be developed through a process that includes representatives of public, private and nonprofit transportation and human service transportation providers as well as members of the public. This document provides a **five-step approach** that will provide guidance in the development of a locally developed coordinated plan.

Important: The planning process should be thoroughly documented from start to finish.

Documenting the planning process will help to eliminate questions and confusion, be evidence of your coordination efforts and help in the creation of a written locally developed coordinated plan.

Document all the activities, results and important decisions made throughout the planning process.

Step 1 – Identify the Lead Agency

Reference: Transportation Services Coordination Plan

The agency that will take the lead in the planning process could be any one of the following:

- Regional planning organization (rural planning organization, metropolitan planning organization, council of government)

- Local transit system(s)

- Community or municipality in the region

- Professional consulting firm

The Public Transportation Division supports efforts that result in regional coordination of planning activities and service delivery and, to that end, it is recommended that a rural planning organization or metropolitan planning organization, where willing and able, take the lead in the coordinated planning effort or, at a minimum, work with a consulting firm or other qualified persons in carrying out these activities.

Note: Financial assistance is available through the Public Transportation Division to facilitate the effective and efficient development of an approved locally developed public transportation human services coordinated plan.

Roles and Responsibilities of the Lead Agency

- Provide overall **guidance** and **structure** to the process

- Provide a **process** for local coordinated plan adoption in consultation with participants

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Provide **written documentation** of the results of local coordinated planning process -The Plan

Provide and **execute a strategy** for approval of The Plan.

Step 2 - Convene the Steering Committee

Assemble a **small** number of people to help organize a coordinated planning workshop. This group will meet two or three times before the event. This committee, at a minimum, should consist of a representative from the following categories:

- Transportation partners (local and regional)
- Passengers
- Advocacy groups
- Human service providers
- Private providers
- Other interested groups

Roles and Responsibilities of the Steering Committee

- Determine the date, time and location of the local planning workshop(s)
- Determine who the stakeholders are and send invitations
- Determine who will facilitate the meeting(s)
- Design the agenda and make logistical decisions
- Provide guidance in how to navigate tricky or contentious issues
- Assist on the day of the workshop
- Draft a Coordinated Public Transit-Human Service Transportation Plan and determine a process for adoption

Steering Committee Task #1 _____

Select a date and time to hold the workshop. Determine a suitable location and facility for the workshop.

Location considerations:

- Adequate parking
- On or near bus lines
- Whiteboard or overhead projector
- Can accommodate service animals
- Meets all ADA facility requirements

Important: You may need to hold more than one workshop depending on the size of the planning area and attendance at the first workshop, or use other strategies to gather input. Strong consideration should be given to holding at least one workshop in each county of a multiple-county area.

Steering Committee Task #2 _____

Determine local groups and individuals who should be invited to participate in the local coordinated planning workshop. See the suggested list in Appendix B.

- Decide the right person in each group to contact
- Determine who will make the contact
- Gather contact information and send invitations

Ask organizations to extend the invitation to participate in the local coordinated planning process to local interested or affected groups and persons. Many organizations will have a membership list or a list-serve that they use to get the information out.

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Important: The invitation should be extended to a comprehensive, diverse population from all geographical areas of the planning area and should include retirees, workers, minorities, the aged, the disabled, those with limited English proficiency, and private transportation providers.

Ask invitees to RSVP to make planning for the workshop easier. After the RSVP deadline, assess responses or level of interest. If interest or participation in the **community planning** approach to public involvement seems “light” or “one-sided,” consider a change of venue or date, or add other public involvement techniques to improve participation such as:

- Focus groups
- Survey(s) (i.e., *Framework for Action*)
- Detailed study analysis

Steering Committee Task #3

Determine who will facilitate the workshop(s). Managing the meeting process and the flow of paper requires a facilitator and one or two assistants, none of whom is participating in the planning process. The facilitator will keep the group on track, guide the conversation, and not participate in the assessment. The facilitator can be a professional or a person from the community with experience guiding group work. Ask the community college, United Way, chamber of commerce, agricultural extension office or local mediation center to refer you to professionals or persons in your area with this skill. Before the workshop, the facilitator should learn about transportation and coordination.

Steering Committee Task #4

Determine whether the planning workshop will be one long meeting or two shorter meetings. In addition, the committee needs to decide how to collect data about existing services and resources. A sample agenda for a one-meeting process is included in Step 5. It will be helpful to distribute the sample agenda as a starting point. Once the agenda is set, the committee can decide how to set up the meeting space, make lists of supplies and assign responsibilities to committee members and staff.

Step 3 – Prepare for the Coordinated Planning Workshop

Reference: *The Framework for Action Facilitator’s Guide*

<http://www.unitedweride.gov/FFA-Communities.pdf>

Suggested Resource Checklist:

- Flip charts (at least one for each table)
- Magic markers (at least two different colors)
- Peel-and-stick dots - two colors (five of each color for each participant)
- Masking tape
- Maps – showing the planning area
- Transit service area maps
- Fixed route schedules and maps
- RPO or MPO planning area maps
- GIS, statistical or census data
- Survey available transportation services (send to attendees in advance)
- Briefs of the New Freedom and JARC Federal Circulars (send to attendees in advance and have copies in packets)
- Table tents with a number for each table
- Sufficient copies of the *Framework for Action* survey, if desired
- Extra pencils and some paper for notes (a couple of legal pads)
- Snacks at the workshop

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A strategy to incorporate late arrivers into the process
Directions to workshop location posted on Web site
Blank name tags

Note: If you are having more than one workshop, make sure you have adequate supplies for each.

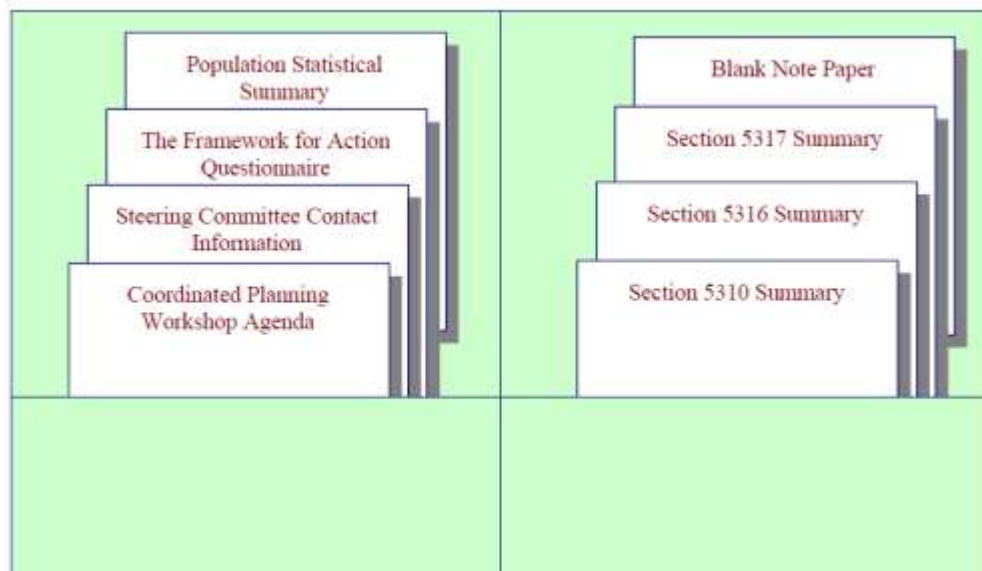
Prepare a packet of information for each participant. Make table assignments prior to the beginning of the workshop to ensure that each table has representatives from a variety of areas to facilitate an exchange of ideas during the planning process.



Place each participant's assigned table number on packet cover

Left Side of Folder

Right Side of Folder



The packet might include such statistical information for the service area as:

- Number and percentage of elderly
- Number and percentage of persons with disabilities

Cape Fear Public Transportation Authority- Wave Transit

2016 Locally Coordinated Public Transportation Plan

- Map location of elderly and/or low-income households
- Map location of large employers and/or business parks
- Map location of registered vehicles or households with zero vehicles
- Number and percentage of registered vehicles
- Number of households with zero or no vehicles
- Out-of-county travel patterns of workers to jobs
- Number and percentage of lost employment due to lack of transportation

Create a sign-in sheet for each meeting of the steering committee, the planning workshop(s) and any follow-up meetings. Attendance records should be included in the final coordinated plan.

| Sample SIGN-IN SHEET | | | | | |
|-----------------------------|---------------------|-----------------------------------|---------------------|---------------------------|--|
| | | Complete Shaded Area Below | | | |
| Table Assignment | Example Name | Signature | Organization | E-mail Address | Phone (include area code) |
| 2 | Otis Olderman | | | | |
| 4 | Ann Ableson | | | | |
| 1 | Barbie Busman | | | | |
| 3 | William Worker | | | | |
| 1 | Rita P. Rider | | | | |
| 6 | Steve Student | | | | |

Important: Arrive at the workshop location at least 45 minutes prior to the published start time.

- Locate bathrooms
- Put up directions/signs, if needed
- Set up sign-in table and participant tables
- Set up snacks

2016 Locally Coordinated Public Transportation Plan

Step 4 - Conduct Local Coordinated Planning Workshop(s)

Sample Agenda for one-day workshop

| Agenda Items | | Approximate Time Allocation |
|--|----|-----------------------------|
| Sign-In Registration | 30 | 8:30 – 9:00 |
| Pass out information packets and table assignments | | |
| Welcome & Overview | | 9:00-9:45 |
| Overview | 2 | |
| Purpose of Workshop | 3 | |
| Introduction of Participants | 15 | |
| Brief Overview of Federal Circulars | 10 | |
| Intended Outcome of the Coordinated Planning Workshop | 5 | |
| Establish Ground Rules for Workshop | 5 | |
| Describe the Coordinated Planning Process | 5 | |
| Coordination Planning | | |
| Review/Create inventory of services | 30 | 9:45-10:15 |
| Break | 15 | 10:15-10:30 |
| Table discussion of transportation needs of the target population(s) | 45 | 10:30-11:15 |
| Report results of table discussion | 30 | 11:15-11:45 |
| Lunch Break ² | 75 | 11:45-1:00 |
| Determine priority needs – Dot Exercise | 30 | 1:00-1:30 |
| Review Eligible Activities from Circulars | 20 | 1:30-1:50 |
| Create service strategies by priority | 50 | 1:50-2:50 |
| Wrap up and next steps | 10 | 2:50-3:00 |

¹ Have each table to choose a scribe (note taker) and someone to report out for the group.

² Steering Committee should work over lunch break to consolidate duplicated reports and prepare a clean list of transportation needs that resulted from the table discussions.

³ Participants should be given a total of 10 “peel and stick” dots (e.g., five red and five blue) to place beside their 10 top priorities, but should be asked to not place more than ____ stickers on any one item.

Ground Rules

TIME IS LIMITED – (*MUST LISTEN AND RESPECT OTHERS*)

EVERYONE IS EXPECTED TO PARTICIPATE

AVOID SIDE CONVERSATIONS

ESTABLISHED OUTCOMES

NO NEGATIVE COMMENTS

EVERYONE IS EQUAL

FOCUSED COMMENTS

OPEN TO SUGGESTION

SHARE INFORMATION GAINED FROM TABLE SESSION

REACH CONCEPTUAL CONSENSUS *

MEMBERS WILL SUPPORT THE DECISION OF THE GROUP

Consensus – when everyone is “comfortable” with the decision

Participants should ask themselves:

Can I live with this position?

Am I comfortable with this course of action?

Can I support the choice?

Step 5 – Draft a Coordinated Public Transit-Human Service Transportation Plan

Projects competitively selected for New Freedom or JARC funding shall be derived from a locally developed, coordinated public transit-human services transportation plan (“coordinated plan”). The written record of the activities and decisions made at the planning workshop with the stakeholders is the basis of the coordinated plan. The length of the plan depends on the length of the planning process and the complexity of the results.

The coordinated plan will minimally include the following elements:

An assessment of **available services** that identifies current transportation providers (public, private and nonprofit).

An assessment of **transportation needs** for individuals with disabilities, older adults and people with low incomes. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts and gaps in service.

Strategies, activities and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery.

Priorities for implementation based on resources (from multiple program sources), time and feasibility for implementing specific strategies and/or activities identified.

Applicants for New Freedom and JARC grants will have to document the plan from which each project is derived, including the lead agency, the date of adoption of the plan, or other identifying information. Dividing the plan into sections with numbered pages will make it much easier for applicants to fulfill this requirement.

An individual or a team of individuals selected by the lead agency in consultation with the Steering Committee should draft the coordinated plan after the planning process is completed. The Steering Committee under the guidance of the lead agency should review and approve the draft before it is made public.

Step 6 – Adopt the Plan

As a part of the local coordinated planning process, the lead agency in consultation with the steering committee and participants should determine the process of officially adopting the coordinated plan. The process of adopting the plan should include public involvement elements. The date the coordinated plan is adopted should be displayed prominently on the final draft of the plan.

PARTICIPANTS IN THE PLANNING PROCESS

Consideration should be given to including groups and organizations such as the following in the coordinated planning process, if present in the community:

Transportation Partners

- Area transportation planning agencies, including rural planning organizations, metropolitan planning organizations, councils of government, regional councils, associations of governments, local governments and NCDOT;
- Public transportation providers (including Americans with Disabilities Act (ADA) paratransit providers and agencies administering the projects funded under FTA urbanized and nonurbanized programs);
- Private transportation providers, including private transportation brokers, taxi operators, vanpool providers, school transportation operators and intercity bus operators;
- Nonprofit transportation providers;
- Past or current organizations funded under the JARC, Section 5310, and/or New Freedom programs; and
- Human service agencies funding, operating and/or providing access to transportation services.

Passengers and Advocates

- Existing and potential riders, including both general and targeted population passengers (individuals with disabilities, older adults and people with low incomes);
- Protection and advocacy organizations;
- Independent living centers; and
- Advocacy organizations working on behalf of targeted populations.

Human Service Partners

- Agencies that administer health, employment or other support programs for targeted populations. Examples of such agencies include, but are not limited to, departments of social/human services, employment one-stop services; vocational rehabilitation, Workforce Investment board, Medicaid, community action programs , agency on aging, developmental disability council, community services board;
- Nonprofit human service provider organizations that serve the targeted populations;
- Job training and placement agencies;
- Housing agencies;
- Health care facilities; and
- Mental health agencies.

Others

- Security and emergency management agencies;
- Tribes and tribal representatives;
- Economic development organizations;
- Faith-based and community-based organizations;
- Representatives of the business community (e.g., employers);
- Appropriate local or state officials and elected officials;
- School districts; and
- Policy analysts or experts.

Appendix B.

Major Transportation Providers for Older Adults and People with Disabilities in the TMA

| Agency/ Organization | Public, Private, or Nonprofit | Wheelchair Accessible Vehicle Y/N | Phone |
|---|----------------------------------|--|----------------------------|
| Wave Transit | Public | Y | 910-202-2045, 910-202-2052 |
| Senior Resource Center | Public- Government | Y | 910-798-6413 |
| Brunswick Transportation System (BTS) | Nonprofit | Y | 910-253-7800 |
| PAS-TRAN | Nonprofit | Y | 910-259-9119 |
| Aging in Place Downtown | Nonprofit | N | 910-805-4662, 910-805-4663 |
| Disabled American Veterans (DAV) | Nonprofit | N | 910-313-2190 |
| Ivory's | Private | Y | 910-264-9329, 910-262-3670 |
| Event Shuttle | Private | Y | 910-398-8333 |
| Uber | Private | N | www.uber.com |
| Yellow Cab | Private | Y | 910-762-3322 |

Cape Fear Public Transportation Authority- Wave Transit

Appendix C.

Community Survey (pg. 1)

| Survey of Transportation Needs for People Age 65 and Over and People with Disabilities | | | | |
|---|-----------------------|-----------------------|-----------------------|-----------------------|
| Please choose how important you find each need. | | | | |
| 1. We need to make sure Wave Transit can continue to provide transportation for people age 65 and over, and people with disabilities. | | | | |
| very important | somewhat important | not very important | not important at all | |
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | |
| 2. We need additional transportation options for people age 65 and over, and people with disabilities, besides the Wave Transit bus system and Wave Paratransit van service Dial-A-Ride (DART). | | | | |
| very important | somewhat important | not very important | not important at all | |
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | |
| 3. We need to make Wave Transit bus stops more accessible for people age 65 and over and people with disabilities. | | | | |
| very important | somewhat important | not very important | not important at all | |
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | |
| 4. We need more wheelchair accessible transportation. | | | | |
| very important | somewhat important | not very important | not important at all | |
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | |
| 5. We need more affordable door-to-door transportation, with aid assistance, for low-income people age 65 and over, and people with disabilities. | | | | |
| very important | somewhat important | not very important | not important at all | |
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | |
| 6. We need more affordable door-to-door transportation, without aid assistance, for low income people age 65 and over and people with disabilities. | | | | |
| very important | somewhat important | not very important | not important at all | |
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Appendix C.

Community Survey (pg. 2)

7. We need more community education and advertising of available transportation services for people age 65 and over, and people with disabilities.

| | | | |
|-----------------------|-----------------------|-----------------------|-----------------------|
| very important | somewhat important | not very important | not important at all |
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Survey of Transportation Needs for People Age 65 and Over and People with Disabilities

Please tell us about yourself!

8. What is your age?

| | | | | |
|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| under 18 | 18-34 | 35-50 | 51-64 | 65 or over |
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

9. Are you a caregiver to a person age 65 years or over, or are you a caregiver to a person with a disability?

| | |
|-----------------------|-----------------------|
| Yes | No |
| <input type="radio"/> | <input type="radio"/> |

10. Are you an individual who identifies as having a disability?

| | |
|-----------------------|-----------------------|
| Yes | No |
| <input type="radio"/> | <input type="radio"/> |

11. How often do you use the Wave Transit bus system or Wave Paratransit van service Dial-A-Ride (DART)?

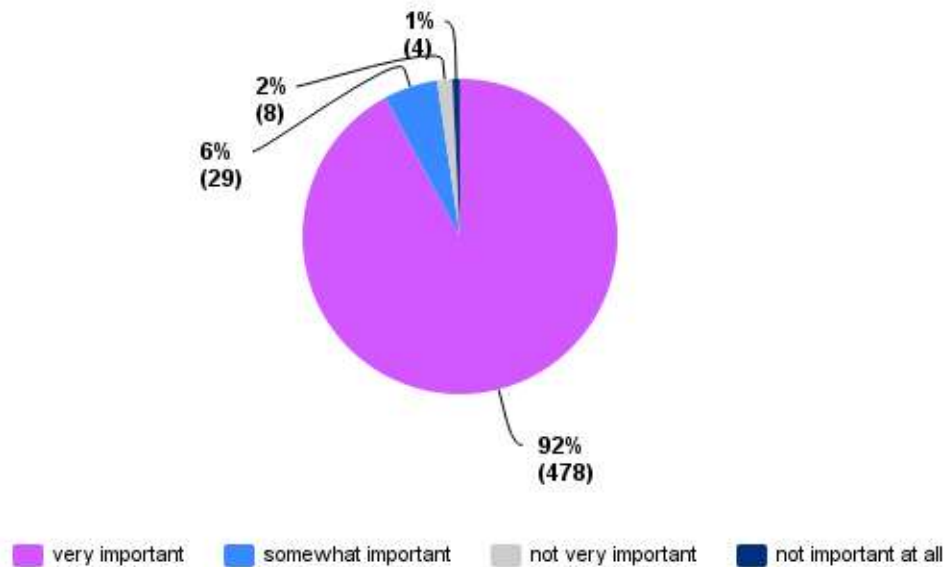
| | | | | |
|-----------------------|-----------------------|-----------------------|------------------------|------------------------------|
| 5-7 days per week | 1-4 days per week | once or twice a month | less than once a month | I do not use the bus or DART |
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Appendix C.

Survey Data Q1-Q11

Q1 We need to make sure Wave Transit can continue to provide transportation for people age 65 and over, and people with disabilities.

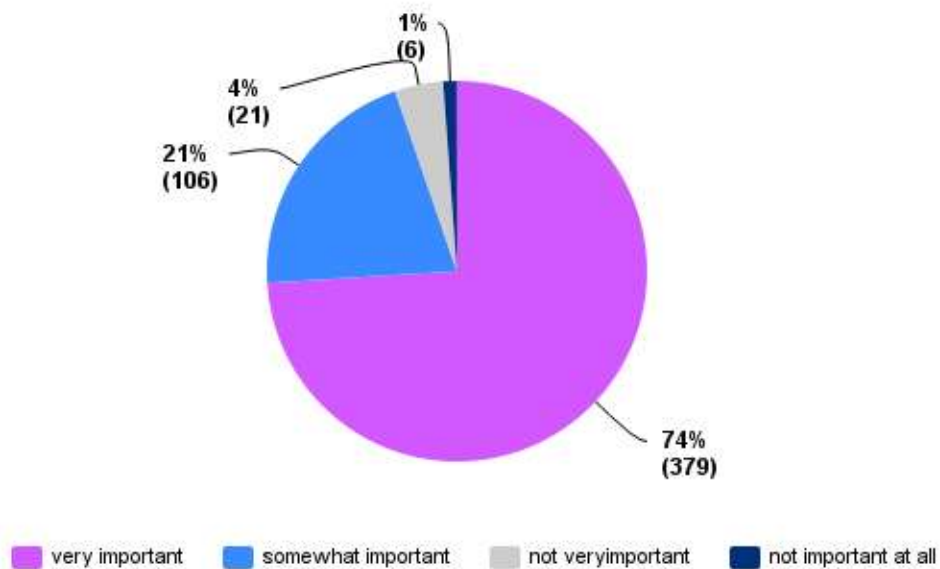
Answered: 519 Skipped: 1



Appendix C.

Q2 We need additional transportation options for people age 65 and over, and people with disabilities, besides the Wave Transit bus system and Wave Paratransit van service Dial-A-Ride (DART).

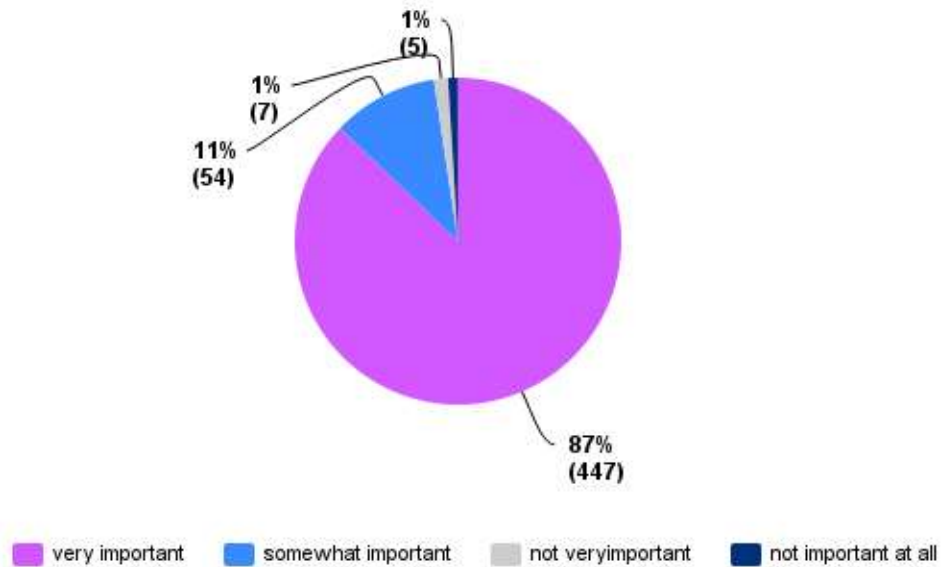
Answered: 512 Skipped: 8



Appendix C.

Q3 We need to make Wave Transit bus stops more accessible for people age 65 and over and people with disabilities.

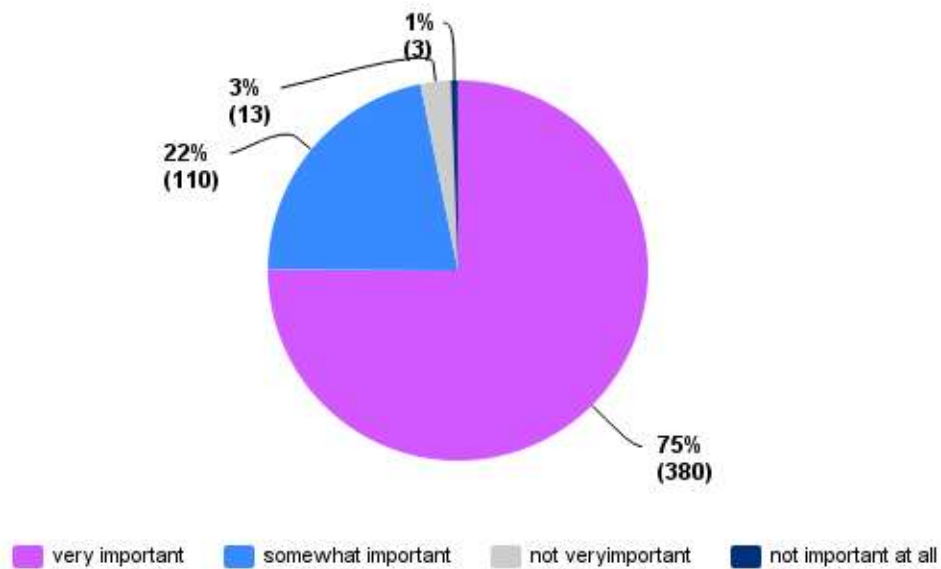
Answered: 513 Skipped: 7



Appendix C.

Q4 We need more wheelchair accessible transportation.

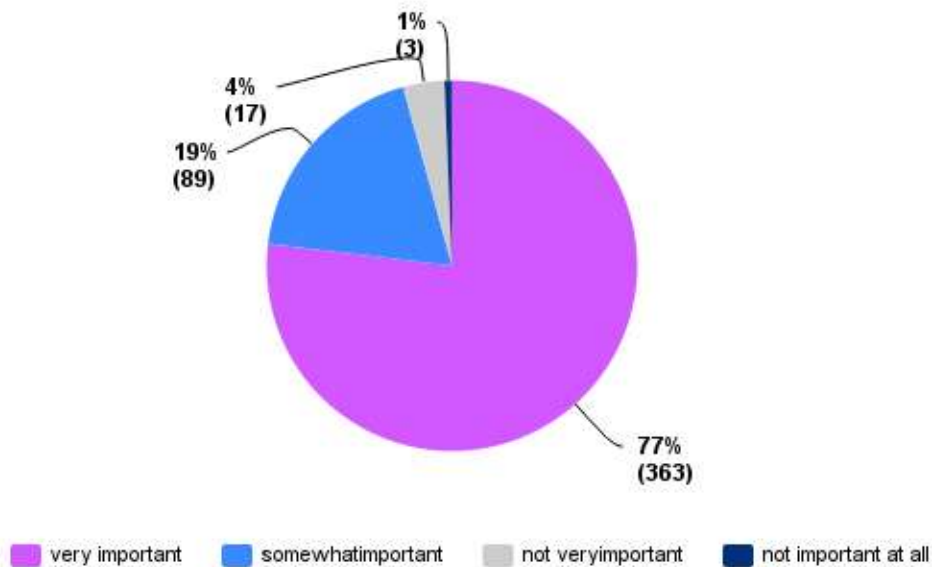
Answered: 506 Skipped: 14



Appendix C.

Q5 We need more affordable door-to-door transportation, with aid assistance, for low-income people age 65 and over, and people with disabilities.

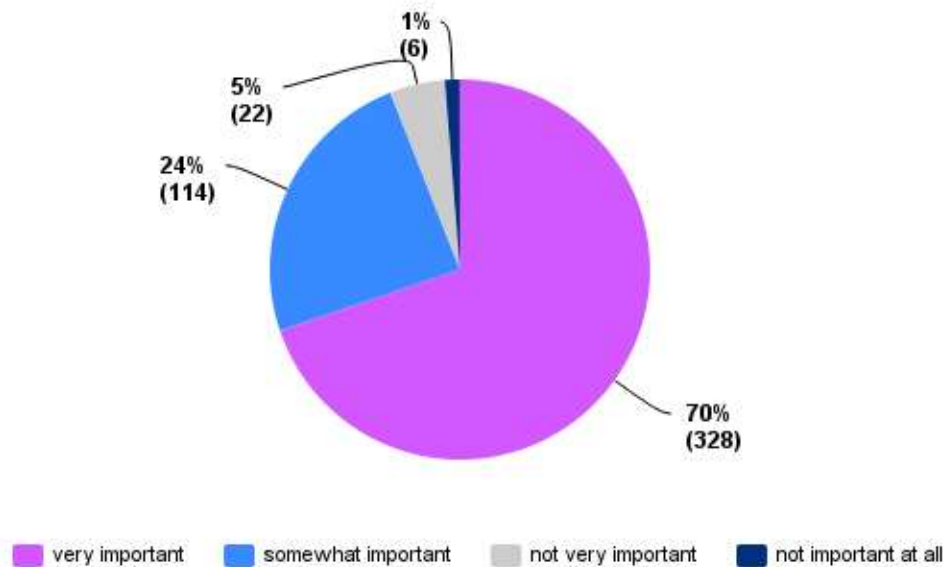
Answered: 472 Skipped: 48



Appendix C.

Q6 We need more affordable door-to-door transportation, without aid assistance, for low income people age 65 and over and people with disabilities.

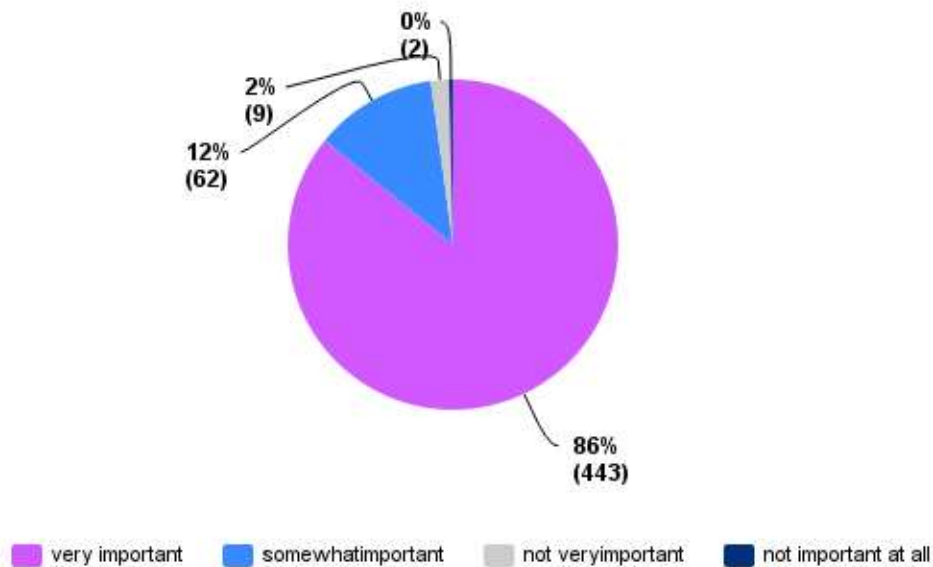
Answered: 476 Skipped: 44



Appendix C.

Q7 We need more community education and advertising of available transportation services for people age 65 and over, and people with disabilities.

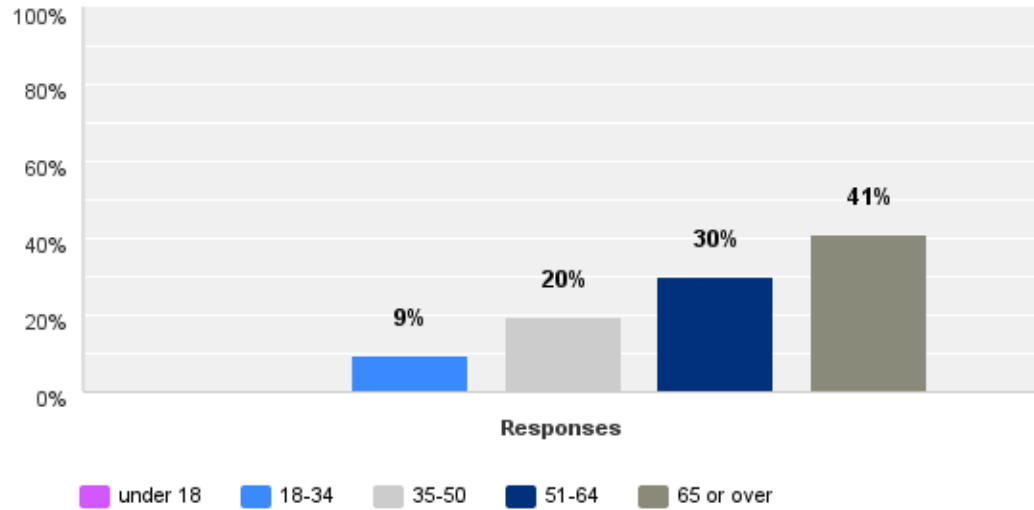
Answered: 516 Skipped: 4



Appendix C.

Q8 What is your age?

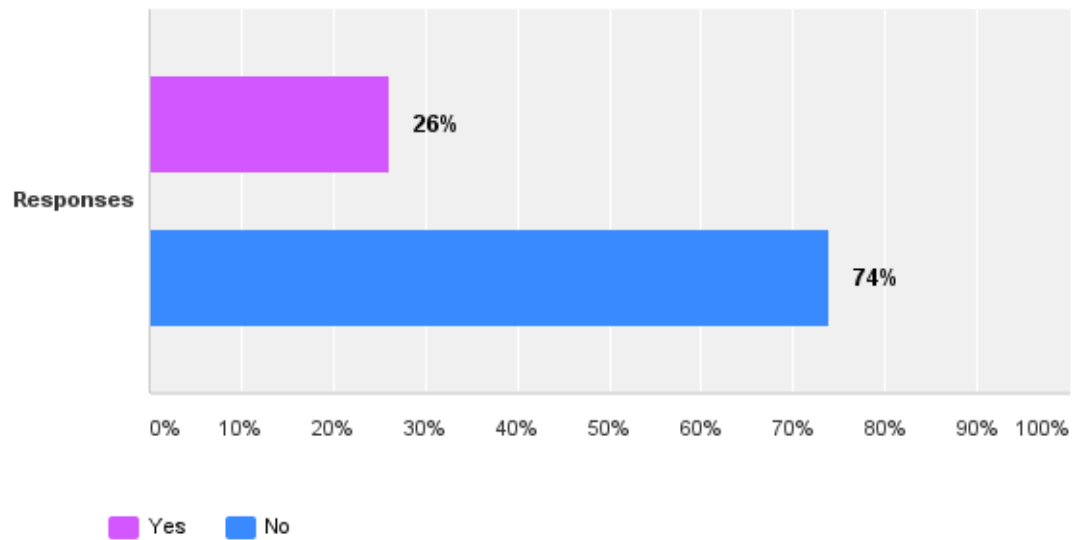
Answered: 507 Skipped: 13



Appendix C.

Q9 Are you a caregiver to a person age 65 years or over, or are you a caregiver to a person with a disability?

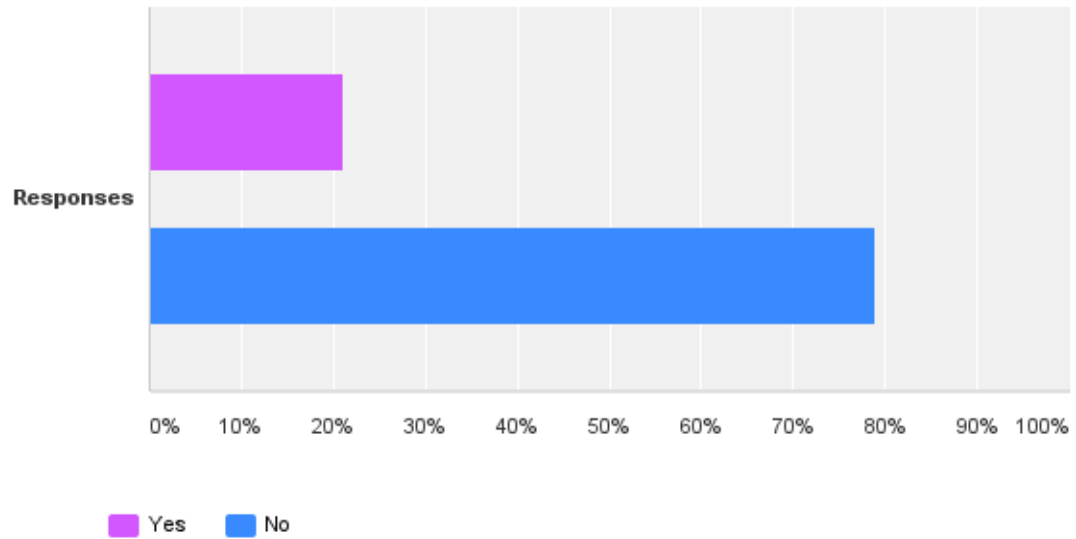
Answered: 508 Skipped: 12



Appendix C.

Q10 Are you an individual who identifies as having a disability?

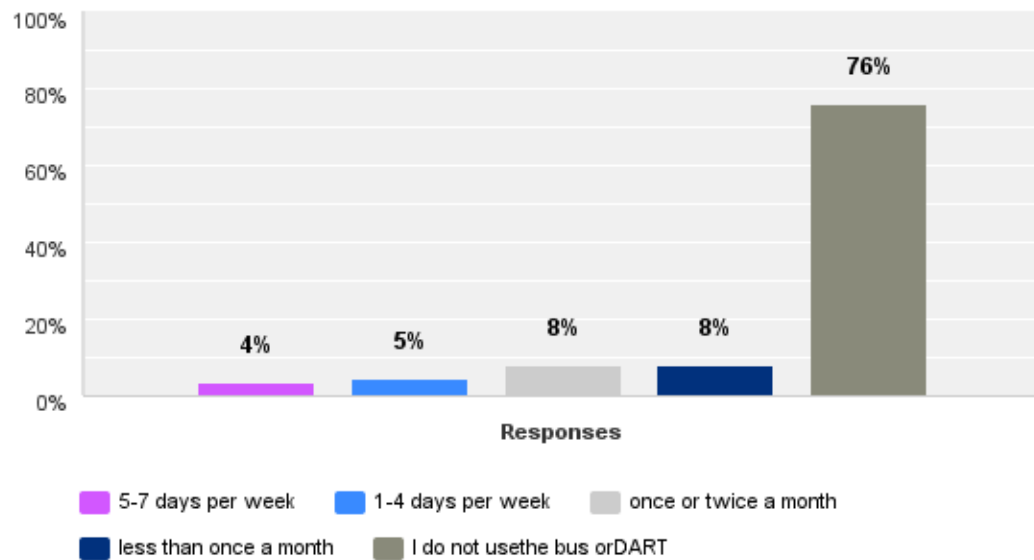
Answered: 507 Skipped: 13



Appendix C.

Q11 How often do you use the Wave Transit bus system or Wave Paratransit van service Dial-A-Ride (DART)?

Answered: 508 Skipped: 12



2016 Locally Coordinated Public Transportation Plan

Appendix D.

Route 205 Survey

| | |
|---|--|
| WAVE TRANSIT ROUTE 205 | I am |
| RIDER SURVEY - WEEKDAY & WEEKEND | Male |
| | Female |
| Where are you going now? | Prefer not to respond |
| Work | |
| College/University | I am |
| Medical | Black/African American |
| Social, worship | White/Non-Hispanic |
| Home | Native American |
| Other | Hispanic/Latino |
| | Asian American |
| How often do you ride the bus? | White & Native American |
| 6 to 7 days a week | Other |
| 5 days a week | |
| 3 to 4 days a week | What is your age? |
| 1 to 2 days a week | 18 to 24 |
| Once or twice a month | 25 to 34 |
| Less than once a month | 35 to 44 |
| | 45 to 54 |
| How long have you been riding Wave? | 55 to 64 |
| First time rider | 65 or Over |
| Less than 1 year | |
| 1 to 2 years | Do you identify as someone with a disability? |
| 3 to 4 years | Yes |
| More than 4 years | No |
| | |
| Why are you using the bus for this trip? | Are you caring for someone with a disability? |
| I prefer the bus over my car | Yes |
| I choose to ride the bus | No |
| I do not have another mode of transportation | |
| To save money on driving costs | How many people (including yourself) live in your home? |
| My employer helps pay the fare | One |
| Better for the environment | Two |
| Other | Three |
| | Four |
| If the bus were not available, how would you make this trip? | Five or more |
| Use car | |
| Carpool or vanpool | What is your annual household income? |
| Bicycle | Under \$10,000 |
| Walk | \$10,000 to \$14,999 |
| Use a taxi or uber | \$15,000 to \$24,999 |
| I would not make this trip | \$25,000 to \$34,999 |
| | \$35,000 to \$49,999 |
| | \$50,000 to \$74,999 |
| | \$75,000 to \$100,000 |
| | Over \$100,000 |

Appendix E.

Public Forum Flyer



Community Input Forums Transportation for People Age 65 and Over and People with Disabilities

Wave is starting a new transportation program for people age 65 and over and people with disabilities.

What are the transportation needs of our community?

**Please come to a community forum, enjoy refreshments, and tell us
what YOU think!**

- 1) **Tuesday 7/12/2016**, NHC Public Library- Main, 201 Chestnut St
Wilmington, from 12:00 pm - 2:00 pm
- 2) **Wednesday 7/13/2016**, Leland Town Hall, 102 Town Hall Dr
Leland, from 9:00 am - 11:00 am
- 3) **Thursday 7/14/2016**, NHC Senior Resource Center, 2222 South College Rd
Wilmington, from 12:30 pm - 2:30 pm
- 4) **Saturday 7/16/2016**, NHC Public Library- North East, 1241 Military Cutoff Rd
Wilmington, from 2:00 pm - 4:00 pm

For more information please contact
Vanessa Lacer
910-202-2045 or vlacer@wavetransit.com



Cape Fear Public Transportation Authority- Wave Transit

Appendix F.

Public Forum Agenda

1. Arrival (15-20 min)
 - a. 2 Volunteers greet and have all participants sign in at registration table, nametags, offer refreshments
2. Introductions (15-20 minutes)
 - a. Presenter and volunteer introductions
 - b. Housekeeping: location of bathroom, no break, cell phones
 - c. Briefly state purpose of the event, forum agenda, and what we hope to gain from the event
 - d. Participants introduce themselves: Name and Organization (give time limit)
3. 5310 Overview presentation (10-15 minutes)
 - a. Survey referenced
 - b. Application sign-up sheet referenced (both available at registration table)
4. Needs, Solutions, and Prioritization Exercise (60 minutes)
 - a. Housekeeping: all ideas valued, cards distributed to give written input (needs and solutions)
 - b. Needs Generated
 - i. Needs Prioritized
 1. 3 colored dot stickers distributed to each participant for voting
 - c. Solutions generated for needs with highest priority (most dots)
5. Wrap-up (5 min)
 - a. Thank participants
 - b. Identify progress made
 - c. Next steps
 - d. Offer survey and application workshop sign-up available at registration table
 - e. Collect cards
 - f. Travel vouchers available at registration table
6. Adjourn

Appendix G-1- G-8.

Forum Participants

G-1. July 12, 2016 Main Library (1 of 2)

7/12/16



Wave Transit Community Input Forum

Please Sign In!

| | Name | County of Residence | Organization | Phone | E-Mail | Join Our Email List Y/N |
|----|------------------|---------------------|-------------------------------|----------------|--------------------------|-------------------------|
| 1 | Barbara Drant | New London | — | — | barbara.drant@icloud.com | |
| 2 | Amy Vande Motter | NH | Eldertaus | 910-343-8209 | | — |
| 3 | Chris Vetter | NH | Senior Center | 910-788-6401 | cdjensen@outlook.com | Y |
| 4 | Virginia Wyle | NH | women's club Solomon Tower | 910-264-0837 | lucywyle@yahoo.com | Y |
| 5 | Joy French | NH | " | 910-262-1423 | joyfrench@gmail.com | ✓ |
| 6 | Morris Smith | NH | | 910-616-0897 | smorris68@yahoo.com | ✓ |
| 7 | Diane Ferris | N.H. | | | | |
| 8 | Mary Nixon | N.H. | Citizen Consumer | 910-465-6417 | dinferris12@yahoo.com | Y |
| 9 | | | | 910-228-9844 | Mary.Nixon20@gmail.com | |
| 10 | Henry Benjamin | NH | Citizen | 910-538-4352 | | |
| 11 | Gloria J. Allen | NH | Citizen | (910) 251-8278 | | |
| 12 | Sarah Stantick | NH | Learning Perspectives | 252-412-9539 | sarahstantick@yahoo.com | |
| 13 | | | | | | |
| 14 | | | | | | |
| 15 | | | | | | |
| 16 | | | | | | |
| 17 | | | | | | |
| 18 | | | | | | |
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| 20 | | | | | | |

G-2. July 12, 2016 Main Library (2 of 2)

7/12/16



WELCOME

Wave Transit Community Input Forum

Please Sign In!

| | Name | County of Residence | Organization | Phone | E-Mail | Join Our Email List Y/N |
|----|------------------|---------------------|------------------------------------|--------------|----------------------------|-------------------------|
| 1 | Hammond S.W. | NH COY | SELF | 910-616-4235 | WATMAIL.COM | |
| 2 | Brenda Humphreys | NH | frequent bus rider | 828-577-1946 | brenda_humphreys@aol.com | |
| 3 | David Schaefer | NH | DSDHH-WRC | 910-251-5702 | DAVID.SCHAEFER@DHHS.NC.GOV | Y |
| 4 | Anne K. Ryan | NH C | | (910)3861914 | | Y |
| 5 | ISABEL McCREE | | NHSP | | | |
| 6 | Valeen Smith | Duplin | PAS-TRAN | 910-259-9119 | vsutton@kenderpas.com | X |
| 7 | Veronica Major | NHC | Cape Fear Federation for the Blind | 336-589-0778 | | |
| 8 | Wendy Davis | NHC | SELF | 304-320-410 | wendydavis@yahoo.com | Y ✓ |
| 9 | NARY BRANNON | NHC | LEARNING PERSPECTIVES INC. | 910-297-0246 | mkb0338@gmail.com | N |
| 10 | | | | | | |
| 11 | | | | | | |
| 12 | | | | | | |
| 13 | | | | | | |
| 14 | | | | | | |
| 15 | | | | | | |
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2016 Locally Coordinated Public Transportation Plan

G-4. July 13, 2016 Leland (1 of 2)

7-13-16
Leland



Wave Transit Community Input Forum

Please Sign In!

| | Name | County of Residence | Organization | Phone | E-Mail | Join Our Email List Y/N |
|----|---------------|---------------------|--|--------------|--------------------------|-------------------------|
| 1 | CAILLAUD | BRUNSWICK | AMER LEG. | 467 4069 | peter-caillaud@gmail.com | N |
| 2 | GILL | BRUNSWICK | LELAND LADIES FOR LEGISLATIVE LEADERSHIP | 910 383 6005 | | N |
| 3 | Marilu Smith | Brunswick | Brunswick Senior Resource | 910 754-2300 | msmith@bsrinc.org | Y |
| 4 | Sandra Brooks | Brunswick | BSRI | 910 371-3560 | SBrooks@bsrinc.org | Y |
| 5 | | | | | | |
| 6 | | | | | | |
| 7 | | | | | | |
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2016 Locally Coordinated Public Transportation Plan

G-4. July 13, 2016 Leland (2 of 2)



Wave Transit Community Input Forum

Please Sign In!

| | Name | County of Residence | Organization | Phone | E-Mail | Join Our Email List Y/N |
|----|-----------------|---------------------|------------------|--------------|--------------------------------------|-------------------------|
| 1 | KC WHITE | BRUNS. | American Legion | 908-400-6793 | ken-white1031@gmail.com | Y |
| 2 | Jeri Wentworth | BRUNS | self | 910-742-7911 | jannwent@gmail.com | Y |
| 3 | Ann Hardy | BRUN | Brunswick County | 253-2016 | ann.hardfe@brunswickcountync.gov | N |
| 4 | CRIS HARRELSON | BRUN | BRUNSWICK CO. | 253-2294 | cris.harrelson@brunswickcountync.gov | Y |
| 5 | David Stanley | BRUNS | BC DHHS | 910-253-2250 | David.Stanley@brunswickcountync.gov | Y |
| 6 | Cheryll Schramm | New Hanover | AARP | 910-319-3169 | LC.Schramm@yahoo.com | Y |
| 7 | Beverly Haine | BRUNS | Brunswick DSS | 910-253-2022 | Beverly.Haine@brunswickcountync.gov | Y |
| 8 | S. Anderson | BRUNS | | 910-269-8292 | becomingsex@yahoo.com | Y |
| 9 | Karen Petraccia | NHC | Customer | 917-701-7670 | | |
| 10 | | | | | | |
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| 13 | | | | | | |
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2016 Locally Coordinated Public Transportation Plan

G-5. July 14, 2016 Senior Resource Center (1 of 2)



7-14-16

WELCOME

Wave Transit Community Input Forum

Please Sign In!

| | Name | County of Residence | Organization | Phone | E-Mail | Join Our Email List Y/N |
|----|-----------------|-------------------------|--------------|--------------|---------------------------------|-------------------------|
| 1 | Brenda BECKER | New Hampshire | | 412 48 22598 | | |
| 2 | Alderman, KATIE | NEW HAMPSHIRE | | 910-228-5275 | | |
| 3 | Chris Doherty | New Hampshire | | 910-798-6413 | | |
| 4 | Krista Gooden | Brunswick New Hampshire | WHA | 910/341-7798 | gooden.krista@gmail.com | Y |
| 5 | Bernadette | NH | | | | |
| 6 | Debby Krusen | NH | GSC | 910 520 5296 | ndhaisel@gooden.com | Y |
| 7 | Catherine Carls | NH | Citizen | 508-397-4172 | | N |
| 8 | Quincy | NH | DSS | 910-798-3507 | sprengle@nh.gov | Y |
| 9 | Jim BARKLEY | New Hampshire | | 910-297-0282 | | |
| 10 | F. NORA | N.H. | | 910 763 3358 | | |
| 11 | Janice | NH | DVSS | 343 0703 | | |
| 12 | Stellings | NH | Crescent | | STELLINGS@emir.com | |
| 13 | Aileen | NH | Star News | 347-2387 | Aileen.Vogel@StarNewsOnline.com | |
| 14 | Rebecca | NH | | | | |
| 15 | Paul E. Adams | NH | Tobyk | 297 2215 | PAULADAMS@net | |
| 16 | Nicole Hill | NH | HISC | 547-7639 | reasontosing@yahoo.com | |
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G-6. July 14, 2016 Senior Resource Center (2 of 2)



WELCOME

Wave Transit Community Input Forum

Please Sign In!

7-14-16

| | Name | County of Residence | Organization | Phone | E-Mail | Join Our Email List Y/N |
|----|-----------------|---------------------|------------------------|----------------|-------------------------------------|-------------------------|
| 1 | A. Aldern | New Hanover | | (910) 431-7052 | | |
| 2 | Teresia I. | | | | | |
| 3 | Amber Smith | NHC | Senior Center | 910-798-6410 | asmith@nhc.gov.com | Y |
| 4 | Anahie Pleasant | NHC | | 999-6680 | | |
| 5 | Anna Zou | NHC | SRL | 910-758-6445 | azou@nhc.gov.com | Y |
| 6 | Anna Garcia | NHC | SRL | 910-799-9360 | agarcia@nhc.gov.com | Y |
| 7 | Helen Black | NHC | | 910-791-1346 | | |
| 8 | Lisa Ramos | NHC | DWS | 910-251-5777 | lisa.ramos@nhc.gov.com | Y |
| 9 | Pam Chandler | NHC | Gold Shepherd | 743-4424x109 | pchandler@goldshepherdw.kington.org | Y |
| 10 | Bonnie Mattson | NHC | citizen aging in place | 910-431-9887 | bonnie.mattson@aol.com | Y |
| 11 | Carolyn Moss | NHC | DWS | 910-255-2227 | carolyn.moss@nhc.gov.com | Y |
| 12 | Virginia Dophe | CB | Help Center | 910-794-6894 | VMNOHER@GMAIL.COM | Y |
| 13 | | | | | | |
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G-7. July 16, 2016 Northeast Regional Library (1 of 2)



WELCOME

Wave Transit Community Input Forum

7-16-16
NE Library
(11)

Please Sign In!

| | Name | County of Residence | Organization | Phone | E-Mail | Join Our Email List Y/N |
|----|--------------------|---------------------|--------------|--------------|------------------------------|-------------------------|
| 1 | Supriya LaFollette | New Hampshire | AACP | 919-274-2598 | sblackearring | yes |
| 2 | Mike R. Brown | Brunswick | Laney | 910-798-9778 | | |
| 3 | Laura Bulked | NH | Laney | 910-666-8679 | Laura.Bulked@NHCS.net | yes |
| 4 | | | | | | |
| 5 | Kristen Strickland | NH | Ashley High | 919-740-4712 | kristen.strickland2@nhcs.net | yes |
| 6 | JULIA F. Kline | NH | | 910-218-6309 | | |
| 7 | Lucy M. Sings | NH | WMFO | 910-341-3234 | SURE ITA. MTS@WMFO.COM | |
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2016 Locally Coordinated Public Transportation Plan

G-8. July 16, 2016 Northeast Regional Library (2 of 2)



WELCOME

Wave Transit Community Input Forum

7-16-16
NE
Library

Please Sign In!

| | Name | County of Residence | Organization | Phone | E-Mail | Join Our Email List Y/N |
|----|---------------|---------------------|----------------|--------------|------------------------|-------------------------|
| 1 | Bailey Graham | New Hanover | Laney | 252.622.6149 | bailey.graham@nchs.net | Y |
| 2 | Gil Navarrete | NH | DAV SP speaker | 910.612.9358 | Adg.dav.gil@aol | Y |
| 3 | Josh Brinkley | NH | Laney | — | joshbrinkley@ymail.com | N |
| 4 | Bernadette | | Customer | | | |
| 5 | Al Lavigne | NH | DAV-Trans | 910-369-7378 | alvafal@cc-rr.com | Y |
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Appendix H.

Travel Training Brochure (Exterior)

**Learn To
Ride the Wave**

- Read schedules
- Plan a trip
- Find your stop
- Board and exit the bus
- Buy a ticket
- Use transfers
- Use real-time bus tracking
- All vehicles ADA accessible
- Schedule an accessible van trip
- And more!



**What Is
Travel Training?**

Travel training is a program that aims to teach any person interested in navigating the Wave Transit system to Ride the Wave.

There is no cost to participate and training is available for individuals and groups. Each training session is customized to the needs of the individual or group.

For more information or to request Travel Training please visit www.wavetransit.com or contact
Mobility Manager, Vanessa Lacer
phone: 910-202-2045
email: vlacer@wavetransit.com



Cape Fear PublicTransportation Authority

WaveConnect
Making Public Transportation Available to All



Get on Board...
Learn to Ride the Wave!



Travel Training

Appendix H.

Travel Training Brochure (Interior)

Our Travel Training Program Provides

One-on-One & Group Travel Training

For individuals or groups that want to learn how to ride or gain confidence using public transportation. Training sessions may include classroom instruction and time on the vehicle.

Participants can receive comprehensive, personalized instructions to reach various destinations within the Wave Transit system network or to become more familiar with the Wave Transit system.

Train-the-Trainer

For those who wish to provide in-house travel training to their group or organization. Training sessions may include classroom instruction and time on the vehicle.

Frequently Asked Questions


Who is eligible for Travel Training?
Any individual or group that wishes to learn how to use the Wave Transit system is eligible for travel training.

How much does Travel Training cost?
Travel Training is provided free of charge.

Where can the individual or group learn to travel to?
Travel Trainers can teach the individual or group to travel anywhere in the Wave Transit service area. Some examples include medical offices, recreation facilities, shopping centers, schools, and workplaces.

What can I expect to gain from a travel training session?
Travel Training participants can expect to gain a greater familiarity and comfort with the Wave Transit system as well as skills specific to their mobility goals.

How do I request Travel Training?
To request Travel Training for yourself or your group, please visit www.wavetransit.com and click on the WaveConnect logo. If you cannot access our website or need assistance with the Travel Training form please contact Mobility Manager, Vanessa Lacer at (910) 202-2045 or email vlacer@wavetransit.com.



Appendix I.

Community Grant Application



2016 Call for Projects and Community Grant Application

**FOR WAVE TRANSIT'S TRANSPORTATION FOR ELDERLY
PERSONS AND PERSONS WITH DISABILITIES COMMUNITY
GRANT PROGRAM (SECTION 5310)**

Introduction

This application package is for the 2016 Transportation for Elderly Persons and Persons with Disabilities Community Grant Program (Section 5310). The following information is contained in the application package: information on funding availability, applicant and project eligibility, application timeline and project evaluation criteria. The Cape Fear Public Transportation Authority (d.b.a. Wave Transit) was appointed the Designated Recipient by the Federal Transportation Administration (FTA), the Governor of North Carolina and the Wilmington Metropolitan Planning Organization of the 5310 grant funding for the Wilmington Metropolitan Urbanized Area (UZA). As the Designated Recipient, Wave Transit is responsible for developing a 5310 Program Management Plan (PMP) and administering a call for projects announcing available funding for eligible sub recipients within the UZA. Interested applicants should review the 5310 PMP and this application package to determine if they are eligible for funding.

Available Funding for Community Grants

The funding amount available for 2016 is approximately \$100,000.

Applicant Eligibility

There are three types of applicant organizations eligible to be sub recipients of funds under the Community Grant Program Section 5310. Eligible applicants are as follows:

- Private nonprofit organizations

A nonprofit organization is a corporation or association determined by the United States Secretary of the Treasury to be an organization described by 26 U.S.C. §501(c) that is exempt from taxation under 26 U.S.C. §501(a) or one which has been determined under state law to be nonprofit and for which the designated state agency has received documentation certifying the status of the nonprofit organization. Nonprofit applicants must be recognized under Section 501(c) (3) of the Internal Revenue Code and submit a copy of the certificate from the IRS. Private nonprofit applicants desiring to receive funds under Section 5310 must submit an attorney's certification declaring the agency's legal status and attach a copy of the charter and bylaws as listed with the North Carolina Secretary of State.

- State or local governmental authorities
- Private operators of public transportation

2016 Locally Coordinated Public Transportation Plan

The definition of “public transportation” includes “... shared-ride surface transportation services ...” Private taxi companies that provide shared-ride taxi service to the general public on a regular basis are operators of public transportation, and therefore eligible sub recipients. “Shared-ride” means two or more passengers in the same vehicle who are otherwise not traveling together.

Project Eligibility

Section 5310 funds are available for capital and nontraditional projects to support the provision of transportation services to meet the specific needs of persons age 65 and older and persons with disabilities. All projects must be situated within the Wilmington Metropolitan Urbanized Area (UZA). See Figure 1 on Page 7 for a map of the UZA. The lists of eligible activities are intended to be illustrative, not exhaustive. FTA encourages recipients to develop innovative solutions to meet the needs of elderly persons (as defined as 65 years of age or older) and persons with disabilities in their communities.

Both traditional capital and nontraditional capital and operating projects must be targeted toward meeting the specific needs of persons age 65 and older and persons with disabilities. It is not sufficient that elderly persons and persons with disabilities are merely included (or assumed to be included) among the people who will benefit from the project. FTA encourages projects that are open to the public as a means of avoiding unnecessary segregation of services.

Eligible Capital Projects

Funds for the Section 5310 program are available for capital expenses to support public transportation capital projects planned, designed, and carried out to meet the special needs of persons age 65 and older and persons with disabilities when public transportation is insufficient, unavailable, or inappropriate. Examples of capital projects which must be carried out by an eligible recipient or sub recipient, include, but are not limited to the list below. Any vehicles provided for the use of grantees will be owned and maintained by Wave Transit.

- Rolling stock and related activities for Section 5310-funded vehicles
 - Acquisition of expansion or replacement buses or vans, and related procurement, testing, inspection, and acceptance costs
 - Vehicle rehabilitation; or overhaul
 - Preventive maintenance
 - Radios and communication equipment
 - Vehicle wheelchair lifts, ramps, and securement devices
- Passenger facilities related to Section 5310-funded vehicles
 - Purchase and installation of benches, shelters and other passenger amenities

2016 Locally Coordinated Public Transportation Plan

- Support facilities and equipment for Section 5310-funded vehicles
 - Extended warranties that do not exceed industry standard
 - Computer hardware and software
 - Transit-related intelligent transportation systems (ITS)
 - Dispatch systems
 - Fare collection systems
- Lease of equipment when lease is more cost effective than purchase. Note that when lease of equipment or facilities is treated as a capital expense, the recipient must establish criteria for determining cost effectiveness in accordance with FTA regulations, “Capital Leases,” 49 CFR part 639 and OMB Circular A-94, which provides the necessary discount factors and formulas for applying the same.
- Acquisition of transportation services under a contract, lease, or other arrangement. This may include acquisition of ADA-complementary paratransit services when provided by an eligible recipient or sub recipient as defined in the 5310 Program Management Plan. Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies are considered one form of eligible arrangement. Funds may be requested for contracted services covering a time period of more than one year. The capital eligibility of acquisition of services as authorized in 49 U.S.C. 5310(b) (4) is limited to the Section 5310 program.
- Support for mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a nonprofit agency could receive Section 5310 funding to support the administrative costs of sharing services it provides to its own clientele with other elderly persons and/or persons with disabilities and coordinate usage of vehicles with other nonprofits, but not the operating costs of service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:
 1. The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for persons with disabilities, elderly persons, and low-income individuals
 2. Support for short-term management activities to plan and implement coordinated services
 3. The support of state and local coordination policy bodies and councils
 4. The operation of transportation brokerages to coordinate providers, funding agencies, and passengers

Cape Fear Public Transportation Authority- Wave Transit

2016 Locally Coordinated Public Transportation Plan

5. The provision of coordination services, including employer-oriented transportation management organizations' and human service organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers
6. The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs
7. Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of geographic information systems (GIS) mapping, global positioning system technology, coordinated vehicle scheduling, dispatching and monitoring technologies, as well as technologies to track costs and billing in a coordinated system, and single smart customer payment systems. (Acquisition of technology is also eligible as a standalone capital expense)

Eligible Nontraditional Projects

Funds for the Section 5310 program are available for nontraditional projects which are defined as those that:

- 1) provide transportation services that exceed the requirements of the ADA
- 2) improve access to fixed route services and decrease reliance by persons with disabilities on ADA complementary transit service
- 3) provide alternatives to public transportation projects that assist persons age 65 and over and individuals with disabilities with transportation needs

Nontraditional projects may include capital or operating expenses. Any vehicles provided for the use of grantees will be owned and maintained by Wave.

Projects that Exceed the Requirements of the ADA

The following activities are examples of eligible projects meeting the definition of public transportation service that is beyond the ADA or former Section 5317 projects:

Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA

Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services

The incremental cost of providing same-day service

The incremental cost (if any) of making door-to-door service available to all eligible ADA paratransit riders, but not on a case-by-case basis for individual riders in an otherwise curb-to-curb system

2016 Locally Coordinated Public Transportation Plan

Enhancement of the level of service by providing escorts or assisting riders through the door of their destination

Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for wheelchairs under the ADA regulations, 49 CFR part38 (i.e., larger than 30" x 48" and/or weighing more than 600 pounds), and labor costs of aides to help drivers assist passengers with oversized wheelchairs. This would permit the acquisition of lifts with a larger capacity, as well as modifications to lifts with a 600-pound design load, and the acquisition of heavier duty vehicles for paratransit and/or demand-response service in order to accommodate lifts with a heavier design load

Installation of additional securement locations in public buses beyond what is required by the ADA

Feeder services. Accessible "feeder" service (transit service that provides access) to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA

Projects that Improve Access to Fixed-Route Service and Decrease Reliance by Persons with Disabilities on ADA-Complementary Paratransit Service

The following activities are examples of eligible projects meeting the definition of public transportation service that improves access to the fixed-route system:

Making accessibility improvements to transit and intermodal stations not designated as key stations. Improvements for accessibility at existing transportation facilities that are not designated as key stations established under 49 CFR 37.47, 37.51, or 37.53, and that are not required under 49 CFR 37.43 as part of an alteration or renovation to an existing station, so long as the projects are clearly intended to remove barriers that would otherwise have remained. Section 5310 funds are eligible to be used for accessibility enhancements that remove barriers to persons with disabilities so they may access greater portions of public transportation systems, such as fixed-route bus service, commuter rail, light rail, and rapid rail. This may include:

- Building an accessible path to a bus stop that is currently inaccessible, including curb cuts, sidewalks, accessible pedestrian signals, or other accessible features

- Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA

- Improving signage or wayfinding technology

- Implementation of other technology improvements that enhance accessibility for people with disabilities including ITS.

Projects that Provide Alternatives to Public Transportation that Assist Elderly Persons and Persons with Disabilities

The following activities are examples of eligible projects meeting the definition of a service that provides an alternative to public transportation:

Purchasing vehicles to support accessible taxi, ride-sharing, and/or vanpooling programs. Section 5310 funds can be used to purchase and operate accessible vehicles for use in taxi, ride-sharing, and/or vanpool programs provided that the vehicle meets the same requirements for lifts, ramps, and securement systems specified in 49 CFR part 38, subpart B, at a minimum, and permits a passenger whose wheelchair can be accommodated pursuant to part 38 to remain in his/her personal mobility device inside the vehicle.

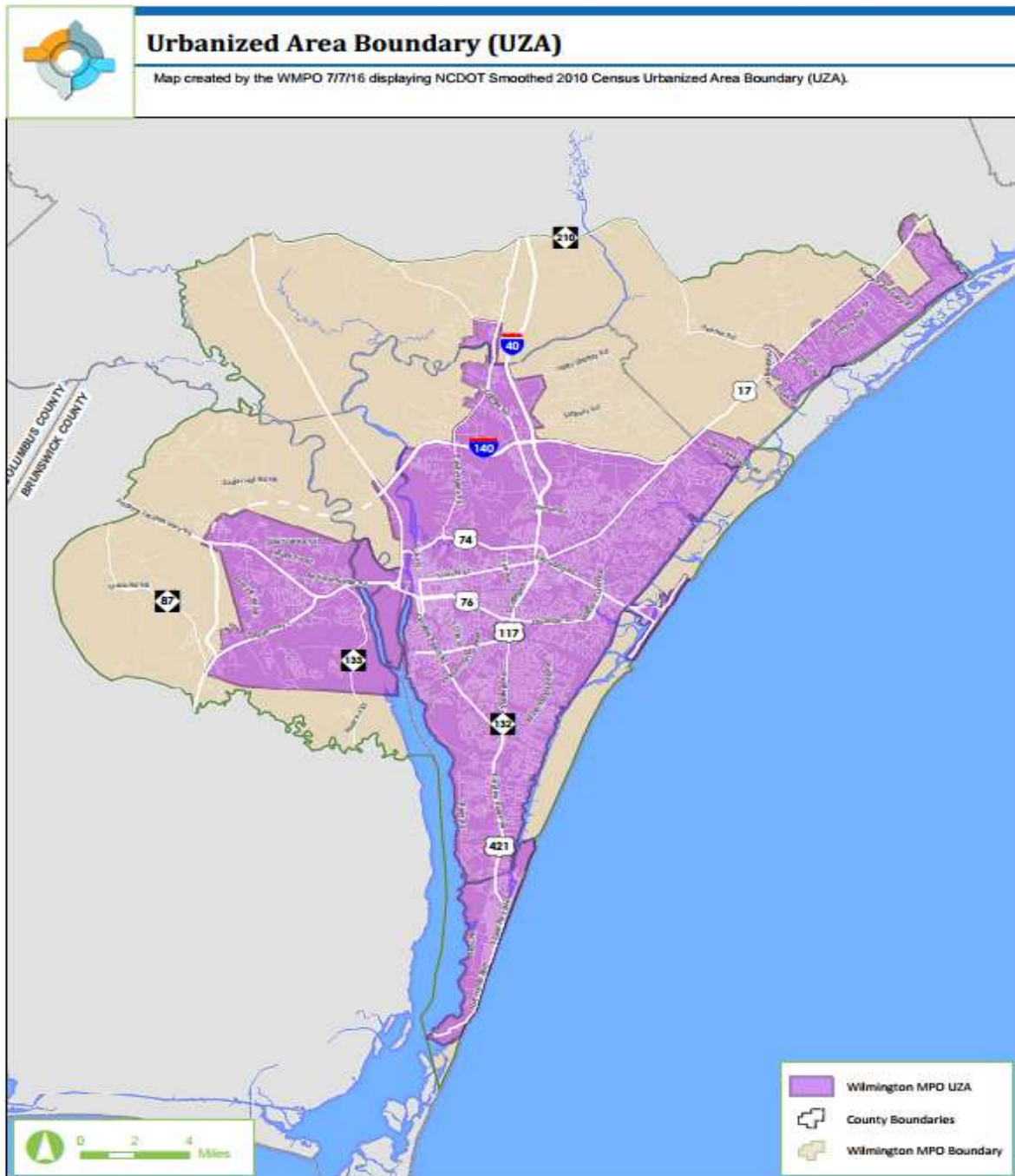
Supporting the administration and expenses related to voucher programs for transportation services offered by human service providers. This activity is intended to support and supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Vouchers can be used as an administrative mechanism for payment of alternative transportation services to supplement available public transportation. The Section 5310 program can provide vouchers to elderly persons and persons with disabilities to purchase rides, including: (a) mileage reimbursement as part of a volunteer driver program; (b) a taxi trip; or (c) trips provided by a human service agency. Providers of transportation can then submit the voucher for reimbursement to the recipient for payment based on predetermined rates or contractual arrangements. Transit passes or vouchers for use on existing fixed-route or ADA complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (federal/local) match.

Supporting volunteer driver and aide programs. Volunteer driver programs are eligible and include support for costs associated with the administration, management of driver recruitment, safety, background checks, scheduling, and coordination with passengers, other related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of enhancements to increase capacity of volunteer driver programs are also eligible. FTA encourages communities to offer consideration for utilizing all available funding resources as an integrated part of the design and delivery of any volunteer driver/aide program.

Map of Wilmington Metropolitan Urbanized Area (UZA)

Potential applicants must propose services that are within the Wilmington Metropolitan Urbanized Area as shown in Figure 1 below.

Figure 1



2016 Locally Coordinated Public Transportation Plan

Application Process

Completed applications (Parts I-III of the 5310 Community Grant Application) should be submitted to the Wave Transit contact information below. Mailed applications must be received at the address provided by the September 21, 2016 deadline. Mailed applications should be delivered in an electronic format on a CD or flash drive. Applications can be completed either as a Microsoft Word Document or a scanned PDF.

Application Submission

Applications emailed as an attachment are preferred.
Submit applications to the follow addresses:

By Email:

vlacer@wavetransit.com

By Post:

Attn: Vanessa Lacer, Mobility Manager
Wave Transit
1480 Castle Hayne Rd Wilmington, NC 28401

2016 Application and Project Selection Schedule

The 5310 Call for Projects and project selection will adhere to the following schedule:

July 25: First day to submit application for 5310 funds

August 3: Grant application workshop

September 21: Last day to submit application for 5310 funds

TBD: Applicants notified of results

Upon selection of a project application, Wave Transit will coordinate with the project applicant to submit the necessary FTA documentation.

Project Evaluation and Selection

Upon verification that the project meets the minimum guidelines below, a Project Selection Committee comprised of Wave Transit personnel and non-Wave Transit personnel will evaluate the proposals, rank the projects and recommend funding for projects that serve the greatest need for elderly and disabled transportation in the most effective, economical and efficient manner.

Project guidelines

Is the proposed project a non-duplicative service or program?

Are eligible matching funds identified and available?

Is the primary focus of the proposed service or program serving target populations?

Persons age 65 or over and persons with disabilities

Activities and programs that go beyond current ADA requirements

Does the project provide improved services for the target area?

Is the project within the jurisdictional boundaries of Wave Transit?

Evaluative Criteria

Statement of Needs (10 points)

Project applications should clearly state the need for the project and demonstrate how the project is consistent with the objectives of the grant program. The project application should indicate the number of persons expected to be served, and the number of trips (or other units of service) expected to be provided.

Project Planning and Implementation (35 points)

For all projects, applicants must provide a well-defined service operations plan and/or capital procurement plan, and describe the implementation steps and timelines for carrying out the plan. The applicant's plan should include coordination, eligibility determination, marketing and service delivery details.

Project Budget and Grants Management (20 points)

Applicants must submit a complete project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. The application should address long-term efforts and identify potential funding sources for sustaining the service beyond the grant period.

Program Effectiveness and Evaluation (10 points)

The project will be scored based on the applicant's identification of clear, measurable outcome-based performance measures, including customer satisfaction, to track the effectiveness of the service. The applicant should monitor and evaluate the service throughout the period of performance.

Organizational Preparedness and Technical Capacity (25 points)

Projects should be a good fit in the applicant's organization. The applicant must demonstrate that it has staff with the technical experience to manage or operate a transportation service, such as correct levels of insurance for operations. In addition, the applicant must show that they are prepared to monitor and provide safe services.

2016 Locally Coordinated Public Transportation Plan

Scoring

| Evaluative Criteria | Possible Points |
|---|-----------------|
| Statement of Needs | 10 |
| Is the project consistent with the 5310 grant program's objectives? | 0-5 |
| Does the applicant indicate the impact of their program for the Wilmington Metropolitan Area's elderly and disabled populations through the number of persons expected to be served, and the number of trips (or other units of service) expected to be provided? | 0-5 |
| Project Planning and Implementation | 35 |
| Does the applicant provide a well-defined service operations plan and/or capital procurement plan? | 0-7 |
| Are implementation steps and timelines for carrying out the plan clearly defined and realistic? | 0-7 |
| Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders? | 0-7 |
| Does the applicant's plan include eligibility determination, marketing and service delivery details? | 0-7 |
| Is there evidence the applicant has done all the necessary planning and is ready to begin the project upon being funded? | 0-7 |
| Project Budget and Grants Management | 20 |
| Has the applicant submitted a complete project budget, indicating anticipated project expenditures and revenues? | 0-5 |
| Are the certified local match sources for the project also listed in the budget as matching funds? | 0-5 |
| Does the applicant address long-term efforts to sustain the service beyond the grant period? | 0-5 |
| Does the applicant identify potential funding sources for sustaining the service beyond the grant period? | 0-5 |
| Program Effectiveness and Evaluation | 10 |
| Did the applicant mention collecting data and/or documenting the delivery and utilization of services? | 0-5 |
| Does the applicant propose monitoring measurable indicators of success? | 0-5 |
| Organizational Preparedness and Technical Capacity | 25 |
| How closely does the proposed project align with the applicant organization's mission and objectives? | 0-5 |
| How experienced is the applicant staff in managing transportation projects and/or operating passenger transportation? | 0-5 |
| How experienced is the agency with financial responsibilities such as, quarterly reporting, annual audits, and/or other forms of financial reporting? | 0-5 |
| Does the applicant propose training, vehicle maintenance, inspection or monitoring to manage risk and to provide safe services? | 0-5 |
| Is there evidence the applicant is prepared to monitor and provide safe services? | 0-5 |
| Total Score | 0-100 |

5310 Community Grant Program Application

Please complete Parts I-III of the 5310 Community Grant Program Application. Return the completed application to Wave Transit as noted in the Application Process section.

Part I – Funding Request

Applicant Information

Organization Name:

Contact Person:

Address:

City, State, Zip:

Telephone: _____ Fax: _____

Email: _____ Website: _____

Project Description

Title:

Brief Description:

Project Type: _____ Capital _____ Nontraditional

Service days/hours (if applicable):

Estimated Cost per One-Way Trip (if applicable):

Estimated Daily Riders per Weekday/Weekend (if applicable):

Part II – Project Narrative

Please complete the Project Narrative questions below for your application. These questions closely align with the Project Selection Criteria included in the 5310 Program Management Plan and 5310 Application Package.

Expanded Project Description

Please use this space to expand on your project description beyond the brief description provided in Part I of the application if needed.

Project Need

- *How is the proposed project consistent with eligible 5310 program activities and objectives of the 5310 funding program?*
- *Describe the impact of the program for the Wilmington Metropolitan Area's elderly and disabled population. Please provide the number of persons expected to be served, and the number of trips (or other units of service) expected to be provided.*

Project Planning and Implementation

- *Describe how the proposed project might coordinate or link with other transportation providers or transportation stakeholders.*
- *Describe the project timeline and project lifespan.*
- *When could your project begin upon receiving funding? Describe the process your organization would take to implement the project.*

Project Budget

- *In addition to filling out the Proposed Project Budget, note any plans for continued investment and/or maintenance for the proposed project after the 5310 funds are spent.*

Program Effectiveness and Evaluation

- *How does your organization plan to collect information to monitor quality control and customer satisfaction related to implementing the proposed project? Include in your description any measurable indicators you propose to use.*

Organizational Preparedness

- *Describe how your proposed project aligns with the overarching mission of your organization.*

- *Describe the staffing plan for this project. Who would be the primary staff person responsible for managing the grant? What other staff would be involved? Describe any relevant past experience these staff have in working on the type of project proposed.*

2016 Locally Coordinated Public Transportation Plan

- *Please note any experience your organization has as an existing grantee of 5310 funds, or similar fund administration, as well as experience with financial reporting such as quarterly reports, annual audits and/or other forms of financial reporting.*
- *Describe any training, maintenance, inspections and/or service monitoring you plan to do focused on managing risk and providing safe services.*

Part III – Proposed Project Budget

Project Funding

Local matching funds are required for all application submittals. For projects requiring operating funds the required match is 50% from non-federal transportation funds. For capital projects the required match is 20%+ from non-federal transportation funds. Some potential capital match exceptions are noted in the FTA guidance and the Wave Transit 5310 Program Management Plan.

Total Project Budget \$ _____
Capital Federal Share \$ _____ %
Capital Local Match \$ _____ %
Operating Federal Share \$ _____ %
Operating Local Match \$ _____ %
Local Match Fund Source:

Note: The applicant must demonstrate a commitment to provide local funds and provide appropriate documentation. Documentation may be in the form of a letter or other supporting documentation noting where funds will be drawn from.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ADOPTING THE CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY'S
LOCALLY COORDINATED PUBLIC TRANSPORTATION 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, Federal Transit Law, as amended by MAP-21, requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), be derived from a locally developed, coordinated public transit-human services transportation plan and that the plan be developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public; and

WHEREAS, these plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation; and

WHEREAS, the last New Hanover County/WAVE Transit Coordinated Human Services Plan was adopted by the Wave Transit Board of Directors on December 15, 2011; and

WHEREAS, the Cape Fear Public Transportation Authority updated the Locally Coordinated Public Transportation Plan and released the draft plan for public comment on October 14, 2016; and

WHEREAS, the Cape Fear Public Transportation Authority's Board of Directors approved the Locally Coordinated Plan on November 17, 2016.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the Cape Fear Public Transportation Authority's Locally Coordinated Public Transportation Plan.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 30, 2016.

Gary Doetsch, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE NORTH CAROLINA PORTS AUTHORITY'S
SUBMITTAL OF FY17 TIGER AND FASTLANE GRANT APPLICATIONS TO HELP
FUND INTERMODAL AND CONTAINER IMPROVEMENTS**

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 State Ports Authority owns and operates an ocean port terminal in Wilmington, North Carolina in New Hanover County and the operation of such a terminal is a tremendous catalyst for economic growth and development throughout North Carolina, and particularly in eastern North Carolina; and

WHEREAS, the North Carolina State Ports Authority's contributes more than \$14 billion in annual economic contribution to the state's economy constituted by goods moving through the port facilities and supports 76,700 full-time jobs at North Carolina businesses; and

WHEREAS, in order to service existing container customers and accommodate growing container volumes at the Port of Wilmington, intermodal and container improvements at the facility will be required to accommodate forecasted volumes and simultaneously work multiple large vessels; and

WHEREAS, the project will allow the North Carolina Ports to leverage the state's investment in the new CCX intermodal hub in Rocky Mount with intermodal rail service from the Port of Wilmington; and

WHEREAS, the North Carolina State Ports Authority, in coordination with the North Carolina Department of Transportation, is preparing grant applications for the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) and Transportation Investment Generating Economic Recovery (TIGER) programs for Fiscal Year 2017 to help fund the intermodal and container improvements at the Port of Wilmington.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the North Carolina Ports Authority's submittal of FY17 TIGER and FASTLANE grant applications to help fund intermodal and container improvements to the container terminal at the Port of Wilmington.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 30, 2016.

Gary Doetsch, Chair

Mike Kozlosky, Secretary



Cape Fear Crossing

STIP U-4738

Brunswick and New Hanover Counties

PROJECT STATUS REPORT

November 3, 2016

Project Description

Roadway extending from the vicinity of US 17 Bypass and 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 October:

- The project team continues to coordinate and correspond with project stakeholders.
- The Historic Architecture Eligibility Report has been finalized. The project team will meet with the State Historic Preservation Office in the next few months to determine potential effects to these resources from the 12 Detailed Study Alternatives.
- Studies for the Traffic Noise Analysis and Air Quality Analysis are ongoing.
- An update to the Draft Natural Resources Technical Report is ongoing.
- The Draft Sea Level Rise Assessment is currently under review by NCDOT.
- An update to the Archaeological Predictive Model is ongoing.
- Right-of-Way cost estimates and relocation reports have been initiated.
- NCDOT is currently evaluating an additional alternative proposed by the WMPO near the Port of Wilmington. There are currently 12 alternatives being designed and evaluated for inclusion in the draft environmental document. NCDOT is coordinating with the NCSPA regarding this alternative; if it is determined this alternative is reasonable, studies may need to be redone to include this alternative.
- The Cape Fear Crossing project is programmed in the 2016-2025 STIP for planning and environmental studies only using STPDA funding from the Wilmington MPO.
- The project team will plan to present the status of the project to the WMPO TAC before the next NEPA/Section 404 Merger Team Meeting.

Contact Information

NCDOT – Jay McInnis, jmcinnis@ncdot.gov, 919.707-6029

AECOM – Joanna Rocco, joanna.rocco@aecom.com, 919.239.7179

Website: <http://www.ncdot.gov/projects/capefear/>

Email: capefear@ncdot.gov

Hotline: 1.800.233.6315

WILMINGTON MPO
TRANSPORTATION PLANNING
NOVEMBER 2016

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 project had a bid opening on March 3rd. The City awarded the construction contract to Lanier Construction on June 21st. Construction began on August 22nd. Construction is anticipated to last 9 months.

Next Steps:

- Complete construction of the improvements

GULCH GREENWAY MASTER PLAN

Project Description/Scope: Create a master plan to guide the development of a section of trail located in the former railroad bed between 3rd and McRae Streets in downtown Wilmington. This section of trail is identified in the Wilmington/New Hanover County Comprehensive Greenway Plan as part of the top-ranked “Downtown Trail”. A lease for the right-of-way for this section of future trail has been authorized through SB174. The master plan will utilize broad community and stakeholder engagement to lay out a conceptual design towards successful funding and construction of this project. This plan is being created through a joint effort between the Wilmington MPO, NCDOT, City of Wilmington, and the Cape Fear Public Transportation Authority.

Next Steps:

- Implement the Public Outreach Plan to develop public engagement/marketing tools to include a project website, a PowerPoint template, and other marketing materials
- Officially launch the project and engage the public/stakeholders in the development of the plan
- Finalize existing conditions analysis work to inform the development of the trail’s conceptual design

MAYOR’S RAIL RE-ALIGNMENT TASK FORCE

Project Description/Scope: The City of Wilmington has appointed a Mayor’s Task Force to evaluate the feasibility of re-aligning the rail line that currently traverses the City of Wilmington and potentially re-purpose this rail line for another use. This project is jointly funded by the City of Wilmington, North Carolina Department of Transportation and Wilmington MPO. The City contracted with Moffatt & Nichol to complete the study. A steering committee project kick-off meeting was held on July 15th. The draft physical conditions report and socio-economic report have been reviewed and comments have been provided to the consultant.

Next Steps:

- The consultant is currently evaluating potential rail alignments and the legal conditions analysis are underway.

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. The plan was adopted by all Wilmington Urban Area Metropolitan Planning Organization member jurisdictions and the WMPO Board. The MPO is developing the 2017-2021 Strategic Business Plan in an effort to implement the MTP. The MPO will send out the strategies and objectives for comment after November 8th.

Next Steps:

- Implementation of the plan
- Develop a Strategic Business Plan

ON-CALL PLANNING STUDIES

Project Description/Scope: The Wilmington Urban Area MPO will be utilizing on-call consultants to assist with special studies. The MPO solicited proposals and received 15 responses for these planning services. The MPO has selected 4 firms. These firms will be used to complete long-range planning studies to include the Leland Street design manual and northern New Hanover County Collector Street Plan funded in the current fiscal year and future planning projects funded by the MPO in the Unified Planning Work Program.

Next Steps:

- Approval to enter into agreements with the selected consultants will be on the November 15th City Council meeting
- Select Firms to complete the Leland Street Design Manual and northern New Hanover Collector Street Plan

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: 6 reviews
- New Hanover County Informal Plan Reviews: 1 reviews
- New Hanover Concept Reviews: 0 reviews
- Town of Leland Formal Reviews: 3 reviews
- Town of Leland Informal Reviews: 1 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- TIA Reviews: 14 total (New Hanover County 3, City of Wilmington 6, Carolina Beach 0, Leland 0, and Pender County 5) new 1 and ongoing 13
- Pender County Development Plan Reviews: 4 reviews
- Pender County Informal Plan Reviews: 0 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 29 (8 new, 21 on-going)
- City of Wilmington Informal Reviews: 15 (1 new, 14 on-going)
- City of Wilmington Concept Reviews: 9 (8 new concept reviews- 1 on-going concept)

- COW Project Releases: 8 Full releases

STP-DA/TAP-DA FY 2013, 2014 and 2015 Project Status
STP-DA

U-5534A - TOWN OF NAVASSA – MAIN STREET BICYCLE LANES

Project Descriptions/Scope: 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.

Next Steps:

- The Town had a meeting with the MPO to discuss this project and the Navassa Park MUP project on 11/7/16. The Town indicated a request to the Board to remove this project from the STIP and move the funds to the Navassa Park MUP project is forthcoming. Staff is awaiting a letter from the Town.
- Staff is anticipating this item to come before the Board in January.

U-5534B - CITY OF WILMINGTON- HEIDI TRASK DRAWBRIDGE

Project Descriptions/Scope: 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:

- Construction contract awarded to Intercoastal Marine, LLC
- Contractor is preparing to begin installing piles.
- RFI's regarding materials and pile locations have been issued to the design engineer.
- Preliminary plan to address utility conflict has been received and circulated to the contractor

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

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

Next Steps:

- Design plans are complete
- Right of Way acquisition is underway on the last remaining parcel
- Finalizing comments from CFPUA

U-5534D - TOWN OF LELAND - OLD FAYETTEVILLE ROAD MUP

Project Descriptions/Scope: 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:

- Currently working on redesign and updating the PCE
- A meeting was held on September 27th to resolve design issues on the project with NCDOT.
- Revised 65% (right of way) plans are anticipated by early November 2016.

- Construction contract let is anticipated in FY 2018

U-5534E - TOWN OF CAROLINA BEACH - ISLAND GREENWAY AND HARPER AVENUE

Project Descriptions/Scope: 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 Alabama 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:

- MOTSU Easement agreement has been executed
- A meeting was held October 20th to discuss the status of plans and specifications with NCDOT. NCDOT gave direction on how to proceed with plan comments. SEPI is updating plans and specifications. Final plans and specs submittal anticipated for 12/5/2016.
- Anticipated let date: March 16, 2017

U-5534F – CITY OF WILMINGTON – PARK AVENUE MUP – PHASE II

Project Descriptions/Scope: This project is for the design and construction of an off-road multi-use path between Audubon Boulevard and Kerr Avenue.

Next Steps:

- Right of Way certification received November 2nd
- Request needs to be submitted to NCDOT to move construction funds to FY 2017
- Final plans, specifications, contract documents, and final cost estimate need to be submitted to NCDOT for review

U-5534S (Formerly U-5534M)– Coral Drive Sidewalks

Project Descriptions/Scope: The construction of sidewalks along coral drive will install approximately 954 feet of 5 foot wide sidewalk on Coral Drive adjacent to Wrightsville Beach Elementary. • Letters of Interest has closed and the Town has received proposals.

Next Steps:

- The Town is revisiting scope of the project with the consultant
- R/W Plans complete: February 2017
- Let Date: April 2017

U-5534H – HINTON AVE MULTI-USE PATH

Project Descriptions/Scope: This project consists of the construction of a 10' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

Next Steps:

- Plan comments have been received from NCDOT
- Right of way authorization and acquisition are on hold until the plan issues can be addressed
- The City is performing an internal review of the plans after receiving the last comments from NCDOT.
- A meeting with McKim & Creed is anticipated week of November 7th to discuss design and contractual issues

- Utility coordination underway
- Anticipated Let Date of July 2017

U-5534G –HOOKER ROAD MULTI-USE PATH

Project Descriptions/Scope: The project consist of the construction of a 10' wide multi-use path along Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Ave intersection

Next Steps:

- Plan comments have been received from NCDOT
- Right of way authorization and acquisition are on hold until the plan issues can be addressed
- The City is performing an internal review of the plans after receiving the last comments from NCDOT
- A meeting with McKim & Creed is anticipated week of November 7th to discuss design and contractual issues
- Utility coordination underway
- Anticipated Let Date of July 2017

U-5534K –LELAND MIDDLE SCHOOL SIDEWALK

Project Descriptions/Scope: 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:

- 100% Construction Plans completed
- R/W Certification anticipated by 10/21/2016
- The project is currently under review
- Anticipated Let Date: February 2017
- LOI for CEI services currently under review with NCDOT

U-5534J –OLD FAYETTEVILLE LOOP ROAD PEDESTRIAN LOOP

Project Descriptions/Scope: 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:

- 100% Construction Plans completed
- R/W Certification anticipated by 10/21/2016
- The project is currently under review
- Anticipated Let Date: February 2017
- LOI for CEI services currently under review with NCDOT

U-5534I –VILLAGE ROAD MULTI-USE PATH EXTENSION

Project Descriptions/Scope: 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:

- 100% Construction Plans completed
- R/W Certification anticipated by 10/21/2016
- The project is currently under review
- Anticipated Let Date: February 2017
- LOI for CEI services currently under review with NCDOT

SHIPYARD BOULEVARD SIDEWALK-

Project Description/Scope: 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:

- Design kickoff meeting held on November 4th with LJB and NCDOT
- Design completion anticipated August 2017

U-5534O Cape Fear Blvd Multi-Use Path –

Project Description/Scope: The construction of approximately 3200 lf of 10' wide paved off-road Multi-use Path along the south side of Cape Fear Blvd. from 6th Street to Dow Road.

Next Steps:

- Design consultant agreement executed
- Consultant revisiting 30% design plans

U-5534Q –S. College/Holly Tree Crosswalks –

Project Description/Scope: The project will install sidewalk, ADA ramps, Curb and gutter, markings and traffic signal revisions required to install actuated pedestrian crossings of S. College Road and crossings on Holly Tree Road.

Next Steps:

- AECOM has been selected to complete this design.
- AECOM preparing the scope and fee letter
- City working on consultant contract
- City to provide the survey for the project

U-5534P –Westgate Multi-Use Path (Design Phase) –

Project Description/Scope: funding for preliminary engineering and design phase services for this project in the amount of \$96,172

Next Steps:

- Awaiting PE Authorization from NCDOT

TAP-DA**CITY OF WILMINGTON – MILITARY CUTOFF ROAD MULTI-USE PATH**

Project Descriptions/Scope: This project is for the design and construction of a 10-foot wide, asphalt multi-use path on Military Cutoff Road from Eastwood Road to Drysdale Drive.

Next Steps:

- City is negotiating contract with consultant. Discussions now proceeding between the City and MPO staff in regards to the design cost and design issues surfacing during scope and fee discussions with consultant
- Meeting scheduled with NCDOT to discuss the scope of the project on November 8th
- R/W plans anticipated December 2016

U-5527B CITY OF WILMINGTON – 5th AVE INTERSECTION UPGRADES

Project Descriptions/Scope: 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:

- City of Wilmington is preparing plans for the project
- Signal plans sent to NCDOT for review.
- Quantities and specs are complete
- Right-of-way certification has been obtained
- PCE approval received
- Signal Agreement has been submitted to NCDOT for Board of Transportation approval (needed before signal plans can be reviewed)
- Anticipated Let Date: March 2017

U-5527C NEW HANOVER COUNTY – MIDDLE SOUND GREENWAY – EXTENSION TO MIDDLE SOUND VILLAGE

Project Descriptions/Scope: 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:

- NHC conducting interviews for consultant selection

U-5527D HARPER AVE. MULTI-USE PATH

Project Descriptions/Scope: The construction of approximately 2104 lf of 10' wide paved multi-use path along Harper Ave. from Dow Road to 6th Street

Next Steps:

- NCDOT Agreement is in place
- PE funds authorized August 2, 2016
- Advertised for PE services

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 2 park and ride lots in Brunswick County and a ridesharing program that began on January 5, 2015. The MPO adopted "Work Cape Fear: Expanding Commuter Options in the Cape Fear Region" TDM Short Range

Plan on January 28, 2015 and also authorized staff to apply for a TDM grant through NCDOT that if approved would fund a full-time TDM Coordinator position. The Agreement with NCDOT for the full-time TDM Coordinator position was approved on November 4, 2015. The Wilmington MPO has hired a full-time TDM Coordinator.

Next Steps:

- Continue regularly scheduled TDM Committee meetings
- Kick-off meeting for TDM branding materials and marketing plan is December 7, 2016
- Wrap up Cape Fear Commuter Challenge with press release, prize distribution, and thank you to sponsors
- Partner with K-12 schools in WMPO jurisdiction to provide carpool opportunities to parents
- Partner with UNCW to explore carpool matching options and guaranteed ride home strategies
- Coordinate with employers to implement 2 additional vanpool programs



Cape Fear Public Transportation Authority

Project Update

November 2016

- 1. Bus fleet replacement & conversion to CNG** - identifying state and federal funding opportunities to replace ten thirty-five foot buses and two trolleys. Two shuttle buses are on order with three more anticipated to be ordered in the next four months. The Authority continues to seek federal funding for replacement buses.
- 2. Wilmington Multimodal Transportation Center** - Interlocal Agreement between Authority, City of Wilmington, WMPO and NCDOT finalized. Demolition of Haul building has been completed. The NEPA document has been submitted and approved by FTA making the project eligible for federal funding. FTA funding has been appropriated to the project and will be submitted in a formal grant proposal during the current quarter. Property transfer is complete. A contract with HR Associates for stabilization construction management and design of the renovations to the Neuwirth Building will be considered by the Authority on November 17. Stabilization of Thomas Grocery and Neuwirth Motors buildings is expected to be awarded early in 2017. Stabilization and construction of the facility is expected to be complete in mid 2018.
- 3. Short Range Transportation Plan** - (no significant change) following adoption of Cape Fear Transportation 2040 by the Wilmington Metropolitan Planning Organization (WMPO), Wave Transit is preparing to begin its latest short range plan. The plan will set a course for public transportation initiatives, route structure and revenue programming for the next five years. The plan will also include a financial element to ensure that transit programs are compliant with FTA rules and regulations. Under the direction of the Authority's Operations and Planning Committee made up of Board members, staff, WMPO planners, passengers, interested citizens, and professional transit planning consultants, the 12-18 month plan is an important tool in meeting the public transportation needs of the community. Marketing, public relations and community support for financing transit in Southeastern North Carolina will also be a focus of the plan. A key component of the plan will be extensive surveying to assess the needs of current and prospective passengers. An RFP for consulting services to undertake the plan was issued November 01, 2016.
- 4. Long Term Funding** - (no significant change) currently, the Authority does not have a dedicated source of local funding. An initiative to analyze long term revenue stability of Wave Transit has also been proposed by the City of Wilmington. This effort is critical to the long term financial health of the Authority. No timetable for the analysis has been developed. Authority staff has drafted a short range financial plan which is expected to be considered by the Board in December 2016.
- 5. Shelter Program** - (no significant change) a program to replace and add up to 50 bus shelters and 25 benches at bus stops is nearing construction. A contract to install five shelters was awarded to Paragon Building Corp. on May 26, 2016. Construction of the first five shelters is complete. An additional three shelters are currently under

construction. Phase two, consisting of 12 shelters and 15 benches is expected to begin in January. Phase three consisting of three super stops at Independence Mall, Hanover Center, and Monkey Junction is in the engineering and permitting phase.

November 7, 2016

WMPO

TIP Projects:

R-3601 (US 17/74/76: C203359) 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.

Contractor: S.T. Wooten

Estimated Contract Completion Date November 2016

Currently working on adding some additional work, but intend to have the causeway in final pattern by mid Nov 2016 per the original contract.

Percent Complete: 94.9%

R-2633 BA – (Wilmington Bypass: C203199) 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 2017

Contractor: Barnhill Contracting

Percent Complete: 63.6%

R-2633 BB – (Wilmington Bypass: Bridge over Cape Fear River: C203198) 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 2017

Contractor: Balfour Beatty Infrastructure

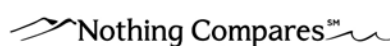
Percent Complete: 74.5%

R-3324 – (Long Beach Road Extension: C202155) 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 Fall 2016, small “punch list” of items to be completed

Contractor: Balfour Beatty Infrastructure

Percent Complete: 92.8%



B-5103: (C203540) replace bridge #35 over the abandoned railroad on SR 1627 (3rd Street), in Wilmington.

Estimated Contract Completion Date September 28, 2016, small “punch list” of items to be completed.

Contractor: Carolina Bridge Company

Punch items have been completed. Waiting on estimate to be finalized.

U-3338 B: (C203772) Widening of Kerr Ave. from Randall Parkway to Martin Luther King, Jr. Parkway.

Estimated Contract Completion Date September 2019

Contractor: Sealand Contractors Corp.

Percent Complete: 21.1%

Wrightsville Avenue (EB-4411C:DC00119):

Widen for bike lanes on SR 1411 (Wrightsville Ave.) from Huntington Ave. to US 76 (Oleander Drive). Pavement markings have been placed.

Estimated Contract Completion Date September 2016. Pushed back

Contractor: Highland Paving Company

Percent Complete: 80.2%

B-4929: (C203789) Bridge @ Surf City NC 50/210 - replace bridge #16 over the inter-coastal waterway with a fixed span high rise structure. No activity to report to date. Pender County

Availability Date September 26, 2016

Estimated Contract Completion Date November 11, 2020

Contractor: Balfour Beatty Infrastructure

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

Let Date September 20, 2017

U-4751: Military Cutoff Road Extension: extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass. No activity to report to date.

Let Date October 2017

R-5021: widening of NC 211 from NC 87 to SR 1500 (Midway Road) to a 4-lane divided facility.

Let Date June 2018

U-4902 C&D: US 17 Business (Market Street) construct a “super-street” (median) from SR 2734 (Marsh Oaks Drive) to Lendire Drive & from Station Road to US 74 (MLK Parkway/Eastwood Road).

Let Date October 2018

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

Let Date December 2018

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

Let Date July 2021

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

Design Build Selection Date January 2020

U-5732: US 17 (Ocean Highway in Hampstead)

Convert to superstreet from SR 1582 (Washington Acres Road) to SR 1563 (Sloop Point Loop Road).

Let Date September 2020

U-5710: US 74 (Eastwood Road) construct an interchange at the at-grade intersection of SR 1409 (Military Cutoff Road) & US 74 (Eastwood Road)

Let Date January 2022

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

Let Date Winter 2016

R-3432: SR 1163 (Old Georgetown Road Ext. C203163): Add roadway extension from SR 1184 (Ocean Isle Beach Road), to NC 179.

Completion Date May 2016

Contractor: A.O.Hardee & Son, Inc.

Percent Complete: 95.7%

FS-1503A: Feasibility Study US 17 Bus. (Market Street) study the at-grade intersection of US 17 Business (Market Street), US 74 (MLK Parkway) & US 74 (Eastwood Road) for installment of an interchange.

FS U-5734: Feasibility Study S. Front Street study the widening of S. Front Street from the intersection of Burnett Blvd. and US 421 (Carolina Beach Road), to Dawson Street.

Environmental Assessment in progress.

Resurfacing Contracts - New Hanover County

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.)

New Hanover:

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)

Estimated Contract Completion Date December 2016

No activity to report to date

Resurfacing Contract: 2016CPT.03.07.20651

New Hanover County: Various Secondary Rds. & NC State Port Authority Property

SR 1335 (Parmele Road) resurfacing from NC 133 (Castle Hayne Road) to
US 117/NC 132 (North College Road)

SR 1276 (Cathay Road) resurfacing from US 421 (Carolina Beach Road) to
SR 1281 (Ventura Drive)

SR 1524 (Golden Road) resurfacing from US 421 (Carolina Beach Road) to
SR 1492 (Myrtle Grove Road)

SR 1544 (Friendly Lane) resurfacing from SR 1492 (Masonboro Loop Road) to
end of system

SR 1616 (Pelican Point) resurfacing from SR 1492 (Masonboro Loop Road) to
end of system

SR 1386 (Hall Drive) resurfacing from SR 1318 (Blue Clay Road) to
SR 1312 (Trask Drive)

SR 1311 (Gardner Drive) resurfacing from SR 1312 (Trask Drive) to
SR 1312 (Trask Drive)

SR 1312 (Trask Drive) resurfacing from SR 1311 (Gardner Drive) to
SR 1311 (Gardner Drive)

State Port Roadway resurfacing

Estimated Contract Completion Date Summer 2016

Progress Schedule is at 100%. Waiting on estimate to be finalized.

New Hanover County: Resurfacing Contract: DC00155

SR 1310 (Division Drive) from NC 133 (Castle Hayne Road) to
SR 1302 (23rd Street)

SR 2270 (Wood Sorrell Road) from SR 2048 (Gordon Road) to
SR 2219 (N. Green Meadows Road)

SR 2281 (Spicewood Street) from Wood Sorrell Road to N. Green Meadows

SR 2054 (Diamond Dr) from SR 2154 (Little Creek Rd) to SR 2053 (Apple Road)

SR 2219 (N. Green Meadows Rd) from Wood Sorrell Rd to Spicewood St.

SR 2266 (**Twin Leaf Rd**) from SR 2286 (Strawfield Dr) to SR 2018 (Fitzgerald Dr)
 SR 2267 (**Bracken Fern Road**) from Twin Leaf Road to cul-de-sac
 SR 2268 (**Butterfly Court**) from Bracken Fern Road to cul-de-sac
 SR 2271 (**Rushwood Court**) from Wood Sorrell Road to cul-de-sac
 SR 2272 (**Sunwood Circle**) from Wodd Sorrell Road to Wood Sorrell Road
 SR 2273 (**Cainslash Court**) from Sunwood Circle to cul-de-sac
 SR 2274 (**Emberwood Road**) from Wood Sorrell Road to cul-de-sac
 SR 2275 (**Vinewood Court**) from Emberwood Road to cul-de-sac
 SR 2276 (**Pearwood Court**) from Vinewood Court to cul-de-sac
 SR 2277 (**Mintwood Court**) from Wood Sorrell Road to cul-de-sac
 SR 2278 (**Wood Sorrell Loop**) from Wood Sorrell Road to Wood Sorrell Road
 SR 2279 (**Red Bay Court**) from Wood Sorrell Road to cul-de-sac
 SR 2280 (**Red Bay Loop Road**) from Red Bay Court to Red Bay Court
 SR 2282 (**Low Bush Court**) from Spicewood Street to cul-de-sac
 SR 2283 (**Spicewood Loop Road**) from Spicewood Street to cul-de-sac
 SR 2284 (**Lupine Court**) from Spicewood Street to cul-de-sac
 SR 2285 (**Golden Astor Court**) from Spicewood Street to cul-de-sac
 SR 2286 (**Strawfield Drive**) from N. Green Meadows Road to
 N. Green Meadows Road
 SR 2287 (**Sweetbay Court**) from Strawfield Drive to cul-de-sac
 SR 2294 (**Silver Grass Court**) from Wood Sorrell Road to cul-de-sac
 SR 2295 (**Cherry Laurel Court**) from Wood Sorrell Road to cul-de-sac
 SR 2297 (**Nettle Circle**) from Strawfield Drive to Strawfield Drive
 SR 2298 (**Fern Court**) from Nettle Circle to cul-de-sac
 SR 2299 (**Batsonwood Court**) from Wood Sorrell Road to cul-de-sac
 SR 2618 (**High Bush Court**) from Strawfield Drive to cul-de-sac
 SR 2687 (**Legend Drive**) from SR 2683 (Enterprise Drive) to cul-de-sac
 SR 2688 (**Promenade Court**) from Legend Drive to cul-de-sac
 SR 1327 (**Farley Road**) from SR 1175 (Kerr Ave.) to Kerr Ave.
 SR 2686 (**Justus Court**) from Enterprise Drive to cul-de-sac
 SR 2685 (**Drewman Court**) from Enterprise Drive to cul-de-sac

Estimated Contract Completion Date November 2016

Contractor: Highland Paving Company

Percent Complete: 20.5%

New Hanover County: Resurfacing Contract: C203868, I-5760

I-140 (**Wilmington Bypass**) resurface from I-40 to US 421 & reconstruction of bridge approaches, joint repair & signals. **No activity to report to date.**

Contractor: Barnhill Contracting Company

Availability Date September 26, 2016

Estimated Contract Completion Date August 2017

New Hanover County: Resurfacing Contract: 2017CPT.03.01.10651 C203888

US 117/NC 132 (**College Road**) from US 17 Business (Market Street) to
 SR 2313 (Wilshire Blvd.)

Includes safety projects:

W-5203AA construct offset left turn lanes on College Road & Hurst/Hoggard Drive upgrade pedestrian facilities to high visibility crosswalks w/ countdown pedestrian heads. Extend sidewalk to connect with existing sidewalk.

W-5601BB install high visibility crosswalks & push button pedestrian signals at the intersection of College Road & New Center Drive.

WBS #36249.3622 City of Wilmington signal plan modifications & work to install pedestrian upgrades at the intersection of US 117/NC 132 (College Road) and SR 2313 (Wilshire Blvd).

No activity to report to date.

Contractor: Barnhill Contracting Company

Availability Date September 26, 2016

Estimated Contract Completion Date February 2018

Resurfacing Projects - Brunswick County

Resurfacing Contract: C203480, 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

Contractor: Barnhill Contracting

Percent Complete: 98.7%. Waiting for final estimate to be finalized

Resurfacing Contract: I-5357, C203630, WBS #46176.3.FS1, 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)

Completion Date: October 2016

Contractor: S.T. Wooten

Percent Complete: 90.1%. Waiting on estimate to be finalized

Resurfacing Contract: DC00117, Brunswick County:

- NC 87/NC 133 (River Road)** resurfacing from project limits of R-3324 (Long Beach Road Extension) to SR 1526 (Jabbertown Road)
- SR 1100 (Caswell Beach Road)** milling & resurfacing from SR 1190 (Oak Island Drive) to end of system
- SR 1101 (Fish Factory Road)** resurfacing from NC 133 (Long Beach Road) to end of system
- SR 1194 (West Street)** resurfacing from NC 211 to end of system, in Southport
- SR 1209 (9th Street)** resurfacing from NC 211 to end of system, in Southport
- SR 1210 (Old Bridge Road)** resurfacing from NC 133 (Long Beach Road) to end of system
- SR 1526 (Jabbertown Road)** resurfacing from NC 87 to SR 1527 (Leonard Street), in Southport
- SR 1528 (Moore Street)** resurfacing from NC 211 to end of system, in Southport

Work Complete

Contractor: Highland Paving Company

Progress Schedule is at 99.9%. Waiting on estimate to be finalized

Resurfacing Contract: 2016, C203760, Brunswick County:

- US 17 NBL & SBL** resurfacing from NC 904 to South Carolina line
- SR 1139 (Seashore Road)** resurfacing from NC 130 (Holden Beach Road) to
- SR 1137 (Boones Neck Road)**
- SR 1184 (Ocean Isle Beach Road)** resurfacing from US 17 to NC 904/179
- SR 1241 (Milliken Avenue)** resurfacing from
- SR 1242 (Beach Drive)** resurfacing from NC 179 Bus. to end of the system
- SR 1940 (Claremont Drive)** resurfacing from SR 1941 (Stratford Place) to end of the system
- SR 1941 (Stratford Place)** resurfacing from SR 1943 (Country Club Drive) to SR 1940 (Claremont Drive)
- SR 1942 (Bruce Lane)** resurfacing from SR 1941 (Stratford Place) to SR 1944 (Deep Branch Road)
- SR 1944 (Deep Branch Road)** resurfacing from SR 1942 (Bruce Lane) to SR 1940 (Claremont Drive)
- SR 1813 (Pinewood Drive)** resurfacing from SR 1950 (Camelia Drive) to end of system
- SR 1943 (Country Club Drive)** resurfacing from SR 1949 (Brierwood Road) to SR 1941 (Stratford Place)
- SR 1949 (Brierwood Road)** resurfacing from SR 1943 (Country Club Drive) to Shallotte City Limits
- SR 1950 (Camelia Drive)** resurfacing from SR 1141 (Kirby Road) to SR 1813 (Pinewood Drive)

SR 1951 (Driftwood Acres Drive) resurfacing from SR 1950 (Camelia Drive) to end of the system

SR 1952 (Myrtlewood Drive) resurfacing from SR 1950 (Camelia Drive) to end of the system

Estimated Contract Completion Date November 2016

Contractor: S.T.Wooten Corporation

Percent Complete: 69.1%

Resurfacing Projects - Pender County

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.

NC 53 - Patch ONLY from I-40 to US 117 (Town of Burgaw).

Estimated Contract Completion Date Spring/Summer 2016

Progress Schedule at 100%. Waiting on estimate to be finalized

Resurfacing Contract: C203746, Pender County:

US 117 Bypass milling & resurfacing from southern city limits of Burgaw to SR 1504 (Murphy Road).

NC 53 milling & resurfacing from US 117 Bypass to US 117 Business

SR 1104 (Canetuck Road) resurfacing from bridge #20 over Lyon Creek to Bladen County line

SR 1301 (Bay Road) resurfacing from SR 1300 (Englishtown Road) to SR 1001 (Willard Road)

SR 1411 (Old River Road) resurfacing from US 117 to SR 1412 (New Road)

Contractor: Barnhill Contracting Company

Work Complete at 100%. Waiting on estimate to be finalized

Resurfacing Contract: 2017CPT.03.31.20711 DC00136, Pender County:

SR 1113 (Montague Road) resurface from SR 1114 (Blueberry Road) to US 421

SR 1412 (Newroad Ave., Front St. & Dickerson St.) resurface from US 117 to Hayes Road.

Contractor: Barnhill Contracting Company

Estimated Contract Completion Date October 2016

Progress Schedule is at 100%. Waiting on estimate to be finalized.

If you have any questions, please contact Alan Pytcher at the Division 3 Office:
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