



305 Chestnut Street
PO Box 1810
Wilmington, NC 28402
Ph: (910) 341-3258
Fax: (910) 341-7801
www.wmpo.org

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: January 6, 2017
SUBJECT: January 11th meeting

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

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of the Agenda
- 3) Election of Officers
- 4) Approval of Minutes
 - a. 11/16/16
- 5) Presentation
 - a. NCDOT Project Cost Sharing Process, David Leonard, NCDOT
 - b. Wilmington Urban Area MPO Annual Report, Suraiya Motsinger, WMPO
 - c. Wilmington Rail Re-alignment Feasibility Study Update, Laura Padgett, Chair of the City of Wilmington Mayor's Task Force for the Rail Re-alignment
- 6) Consent Agenda
 - a. Opening of the 30-day public comment for the Wilmington Urban Area MPO's STIP/MTIP Amendments (January)
 - b. Resolution adopting the Revised Wilmington Urban Area MPO Public Participation Policy
 - c. Resolution adopting the Cape Fear Public Transportation Authority's Locally Coordinated Public Transportation Plan
 - d. Resolution adopting the Town of Leland Pedestrian Plan
 - e. Resolution supporting Pedestrian Safety Improvements on US 421 (Carolina Beach Road) near Monkey Junction
 - f. Resolution adopting the Wilmington Urban Area MPO's 2017 Legislative Agenda
- 7) Regular Agenda
 - a. Resolution Re-establishing the Wilmington Urban Area MPO's Citizen Advisory Committee

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

-
- b. Resolution supporting the re-allocation of funds from the Navassa Main Street Bike Lane Project to the Navassa Park Multi-use Project
 - c. Resolution requesting the removal of the STP-DA funding for the Navassa Main Street Bike lanes project from the State/Metropolitan Transportation Improvement Program
 - d. Resolution supporting a project scope modification for the Navassa Park Multi-use Project
 - e. Resolution approving the 2017 Surface Transportation Block Grant Program- Direct Attributable and Transportation Alternatives Set Aside- Direct Attributable Allocations
 - f. Resolution amending the Cape Fear Transportation 2040 plan
 - 8) Discussion
 - a. 2016-2025 STIP/MTIP Modifications (January)
 - b. Wilmington Urban Area MPO's Draft FY 2018 Unified Planning Work Program
 - c. Draft 2018-2027 STIP/MTIP
 - 9) Updates
 - a. Crossing over the Cape Fear River
 - b. Wilmington MPO
 - c. Cape Fear Public Transportation Authority
 - d. NCDOT Division
 - e. NCDOT Transportation Planning Branch
 - 10) Announcements
 - a. WMPO Bike/Ped Committee Meeting January 17th
 - 11) Next meeting –February 8, 2017

Attachments:

- Minutes 11/16/16 meeting
- Proposed 2016-2025 STIP/MTIP Amendments (January)
- Draft Revised Wilmington Urban Area MPO Public Participation Policy
- Resolution adopting the Revised Wilmington Urban Area MPO Public Participation Policy
- 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
- Town of Leland Pedestrian Plan Executive Summary
- Town of Leland Pedestrian Plan- Full Plan is located at http://wdc.wmpo.s3.amazonaws.com/wp-content/uploads/2017/01/LelandPedPlan_Dec-2016.pdf
- Resolution adopting the Town of Leland Pedestrian Plan
- Map of proposed Pedestrian Safety Improvements on Carolina Beach Road near Monkey Junction
- Resolution supporting Pedestrian Safety Improvements on US 421 (Carolina Beach Road) near Monkey Junction
- Draft 2017 Wilmington Urban Area MPO Legislative Agenda
- Resolution adopting the Wilmington Urban Area MPO's 2017 Legislative Agenda
- Wilmington Urban Area MPO Citizen Advisory Committee Description
- Resolution Re-establishing the Wilmington Urban Area MPO's Citizen Advisory Committee
- Letter from the Town of Navassa
- Resolution supporting the re-allocation of funds from the Navassa Main Street Bike Lane Project to the Navassa Park Multi-use Project
- Resolution requesting the removal of the STP-DA funding for the Navassa Main Street Bike lanes project from the State/Metropolitan Transportation Improvement Program
- Map of proposed project scope modifications
- Resolution supporting a project scope modification for the Navassa Park Multi-use Project
- Resolution approving the 2017 Surface Transportation Block Grant Program- Direct Attributable and Transportation Alternatives Set Aside- Direct Attributable Allocations
- Resolution amending the Cape Fear Transportation 2040 plan

-
- Proposed 2016-2025 STIP/MTIP Modifications (January)
 - Wilmington Urban Area MPO Budget Pressures Memo
 - Benefits of Regional Data Management Services
 - Draft FY 2018 Unified Planning Work Program
 - Draft FY 2018 UPWP Possible Funding Scenarios
 - Draft 2018-2027 STIP/MTIP
 - Cape Fear River Crossing Update (January)
 - Wilmington MPO Project Update (January)
 - Cape Fear Public Transportation Authority Update (January)
 - NCDOT Project Update (January)

**Wilmington Urban Area
Technical Coordinating Committee
Meeting Minutes for November 16, 2016**

Members Present:

Mike Kozlosky, City of Wilmington

Don Bennett, City of Wilmington

Adrienne Harrington, TDM

Ed Parvin, Town of Carolina Beach

Nancy Avery, Town of Kure Beach

Zack Steffey, Town of Wrightsville Beach

Ken Vafier, New Hanover County

Stephanie Ayers, NC Ports

Athina Williams, Town of Belville

Ashli Barfoot, Town of Leland

Trey Burke, Town of Navassa

Helen Bunch, Brunswick County

Megan Crowe, Pender County

Allen Serkin, Cape Fear COG

Alan Pytcher, NCDOT Division 3

Nazia Sarder, NCDOT Planning Branch

Vanessa Lacer, CFPTA

1. Call to Order

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

2. Approval of Agenda

With no changes to the agenda, Mr. Parvin made the motion to approve the agenda. Mr. Vafier seconded the motion and it carried unanimously.

3. Approval of Minutes

The minutes for the October 12, 2016 meeting were approved unanimously.

4. Presentations

a. 2016 Commuter Challenge Results, Adrienne Harrington, WMPO

Ms. Harrington gave a presentation on the 2016 Commuter Challenge results. She told the members that she wanted to update members on the results from the Commuter Challenge. She reviewed the logistics and data collected from the 175 participants in this year's challenge held October 17 through October 30th. A question/answer and discussion period followed her presentation.

5. Consent Agenda

a. Opening of the 45-day public comment period 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

Ms. Avery made the motion to approve the consent agenda and forward to the Board for consideration. Mr. Parvin seconded the motion and it carried unanimously.

6. Regular Agenda

a. Resolution adopting the Cape Fear Public Transportation Authority's Locally Coordinated Public Transportation Plan

Mr. Kozlosky told members that the CFPTA Board opened the public hearing for the Locally Coordinated Public Transportation Plan on October 14th and it will go before the Authority's Board for adoption on November 16th.

Mr. Kozlosky told members that the plan is well written and staff recommends approval.

Ms. Harrington made the motion to approve the resolution adopting the Cape Fear Public Transportation Authority's Locally Coordinated Public Transportation Plan and forward to the Board for consideration. Mr. Bennett seconded the motion and it carried unanimously.

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

Mr. Kozlosky told members that the State Port Authority requested the WMPO's support for their FY17 TIGER and FASTLANE grant applications. He said the funds, if awarded will be use to improve and help fund the intermodal and container improvements at the Port of Wilmington.

Mr. Bennett made the motion to approve the 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 and forward to the Board for consideration. Ms. Bunch seconded the motion and it carried unanimously.

7. Discussion

a. TCC/Board meeting – November 30th

Mr. Kozlosky told members that the Board requested a joint meeting between the WMPO Board members and TCC members at their November 30th meeting. He requested that TCC members arrive at 4:00pm for a meet and greet reception.

b. Metropolitan Transportation Plan Development

Ms. Motsinger told members that it is once again time to update the Metropolitan Transportation Plan. She noted that in order to receive Federal funding, the Plan must be updated every 5 years. Staff is currently operating under Cape Fear Transportation 2040. Ms. Motsinger said it's time to begin planning for the next update for the 2045 plan. She noted that staff will be seeking direction from the Board regarding the re-establishment of the Citizen Advisory Committee (CAC) to assist in the update for the plan. If the Board chooses to request that a committee of citizens be appointed to help guide the 2045 Plan, staff will also ask members to give consideration as to how they will select a committee.

c. Congestion Management Process Updates

Ms. Doliboa told members that following the review of the congestion management process, staff is recommending postponing reconvening the Congestion Management Process Committee until they receive the 2018 report. That will give the committee members and staff an opportunity to review both the 2016 and 2018 reports in order to compare the two. She noted that the CMP and the Bi-annual report are on the WMPO's website and she asked members to submit any comments/suggestions to staff by December 1st.

A brief question/answer and discussion period followed.

8. Updates

Updates are included in the agenda packet.

9. Announcements

10. Adjournment

With no further items, the meeting was adjourned at 10:35am.

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

Proposed Revisions to 2016-2025 STIP/MTIP Program

STIP/MTIP Amendments
(January 2017)

U-5948 NEW HANOVER PROJ.CATEGORY REGIONAL	US 17 (MARKET STREET), SR 1272 (NEW CENTER DRIVE). IMPROVE INTERSECTION. <u>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI PROJECT</u>
U-5954 NEW HANOVER REGIONAL PROJ.CATEGORY	NC 133 (CASTLE HAYNE ROAD), NORTH 23RD STREET. CONSTRUCT A ROUNDABOUT. <u>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI PROJECT</u>

Wilmington Urban Area
Metropolitan Planning Organization
Public Participation Plan



Draft

Contents

1	Introduction	4
1.1	Overview	4
1.2	The WMPO Mission Statement	4
1.3	The WMPO Board	4
1.3.1	Board Meetings	5
1.4	Technical Coordinating Committee (TCC)	5
1.5	Bicycle and Pedestrian Advisory Committee	6
2	Purpose	7
2.1	Goals	7
2.2	Objectives	7
3	Federal Requirements	8
3.1	Federal Regulation	8
3.2	Title VI of the Civil Rights Act of 1964	8
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)	9
3.4	Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (2000)	9
3.5	Executive Order 12898, USDOT Order 5610.2(a), and FHWA Order 6640.23A	9
3.5.1	Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994)	9
3.5.2	Department of Transportation Update Environmental Justice Order 5610.2(a)	9
3.5.3	Federal Highway Administration Order 6640.23A Actions to Address Environmental Justice in Minority Populations and Low-Income Populations	10
3.6	Environmental Justice and Limited English Proficiency Outreach Strategies	10
3.6.1	Develop and Implement a Plan to Reach Non-Participating Minority and Low Income Populations	11
3.6.2	Develop Outreach and Education Programs	11
4	Outreach Efforts	12
4.1	Stakeholder Interviews	12
4.2	Publicize WMPO Activities	12
4.3	Establish a Speaker Bureau	12
4.4	Maintain a Website	13
4.5	Develop and Distribute Brochures	13
4.6	Conduct Public Informational Workshops, Charrettes and Public Open Houses	13

4.7	Conduct Surveys	13
4.8	Create Newsletters.....	13
4.9	Periodic Transportation Summits.....	14
4.10	Citizen Advisory Committee (CAC)	14
4.11	Social Media	14
4.12	Annual Report.....	14
4.13	Visualization Techniques	14
5	Plan Specific Guidelines	15
5.1	Public Comment for MTP, UPWP, and MTIP	15
5.2	Metropolitan Transportation Plan (MTP)	15
5.2.1	Objectives	15
5.3	Metropolitan Transportation Improvement Program (MTIP)	16
5.3.1	Annual Listing of Obligated Projects	16
5.4	Unified Planning Work Program (UPWP).....	16
5.5	Plan Specific Chart.....	17

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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ADOPTING THE REVISED WILMINGTON URBAN AREA MPO PUBLIC
PARTICIPATION PLAN**

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

WHEREAS, the Wilmington Urban Area MPO must plan for the movement of both people and goods within the Wilmington Urban Area MPO boundaries for all modes of travel, including highways, public transportation, freight, rail, ferry, bicycles, and pedestrians; and

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

WHEREAS, the Public Participation Plan is comprised of the public participation 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); and

WHEREAS, the Wilmington Urban Area MPO's Public Participation Plan creates an open decision-making process whereby citizens have the opportunity to be involved in all stages of the transportation planning process; and

WHEREAS, the Wilmington Urban Area MPO's Public Participation Plan also outlines a menu of techniques to gather public comments for transportation planning within the Wilmington Urban Area MPO's planning area boundary.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the revised Wilmington Urban Area Metropolitan Planning Organization's Public Participation Plan.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 25, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary



CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY

Locally Coordinated Public Transportation Plan

November, 2016

ADOPTED: DECEMBER 15, 2016

CONTENTS

I.	Introduction and Background	Page 1
	A. Transportation Management Area	Page 2
II.	Plan Approach	Page 7
III.	Identification of Available Services	Page 8
	A. Public Transportation Providers	Page 8
	B. Private Transportation Providers	Page 8
	C. Nonprofit Transportation Providers	Page 9
IV.	Assessment of Transportation Needs	Page 9
	A. Community Survey	Page 9
	B. Route 205 Survey	Page 11
	C. Public Forums	Page 12
	D. Identified Need	Page 13
V.	Strategies, Prioritization and Implementation	Page 21
	A. Strategies to Address Identified Need	Page 21
	i. Mobility Management Program	Page 21
	B. Prioritization of Services for Funding and Implementation	Page 24
VI.	Plan Adoption	Page 25
	Appendices	
	A. Guide to LCP Planning Process	Page 26
	B. Major Transportation Providers in TMA	Page 35
	C. Community Survey	Page 36
	D. Route 205 Survey	Page 49
	E. Public Forum Flyer	Page 50
	F. Public Forum Agenda	Page 51
	G. Public Forum Participants	Page 52
	H. Travel Training Brochure	Page 60
	I. Community Grant Application	Page 62

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 that 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 Circular 9070.1G to offer guidance and clarify the requirements for the administration of transit programs for older adults and persons with disabilities under Section 5310. Per FTA requirements, projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan, that was 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 developed, coordinated public transit-human services transportation 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-Wave Transit first developed an LCP in 2008, with a subsequent update in 2011. This 2016 LCP serves as an update to the 2011 plan, and provides the required documentation to access Section 5310 federal transportation grants. The 2016 LCP 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 Transit will continue to serve as the lead agency in the development of the LCP for the region. Additionally, Wave, as the designated recipient, has the responsibility to receive and apportion Section 5310 funding, 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 2015 a 5310 Program Management Plan (PMP) was drafted and approved by the FTA. The primary purposes of the PMP are to serve as the basis for FTA management review of the program and to provide public information on the approved and compliant administrative processes to program administration. On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed, reauthorizing surface transportation programs (including Section 5310) through Fiscal Year 2020. The FAST Act supersedes Map-21, with minimal change to Section 5310.

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 Urban Area Metropolitan Planning Organization (WMPO), the Wilmington Urban Area Metropolitan Planning Organization Board (WMPO Board), 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 guidance and feedback 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 extent of the TMA is defined by WMPO UZA boundaries and encompasses portions of New Hanover, Brunswick and Pender Counties. A map of the TMA is provided in Figure 1. The data source is the North Carolina Department of Transportation (NCDOT) Transportation Planning Branch.

2010 Census data show that the total population of the TMA is 219,957 and the population of persons 65 and over is 15% or 33,367. Using American Community Survey data for New Hanover County (which has a comparable rural and urban population mix to the greater TMA), 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 52,723.

Two data sources have been used in order to capture the variables of age and disability as they are not included in the same data collection tool. The variable of age is captured by the 2010

2016 Locally Coordinated Public Transportation Plan

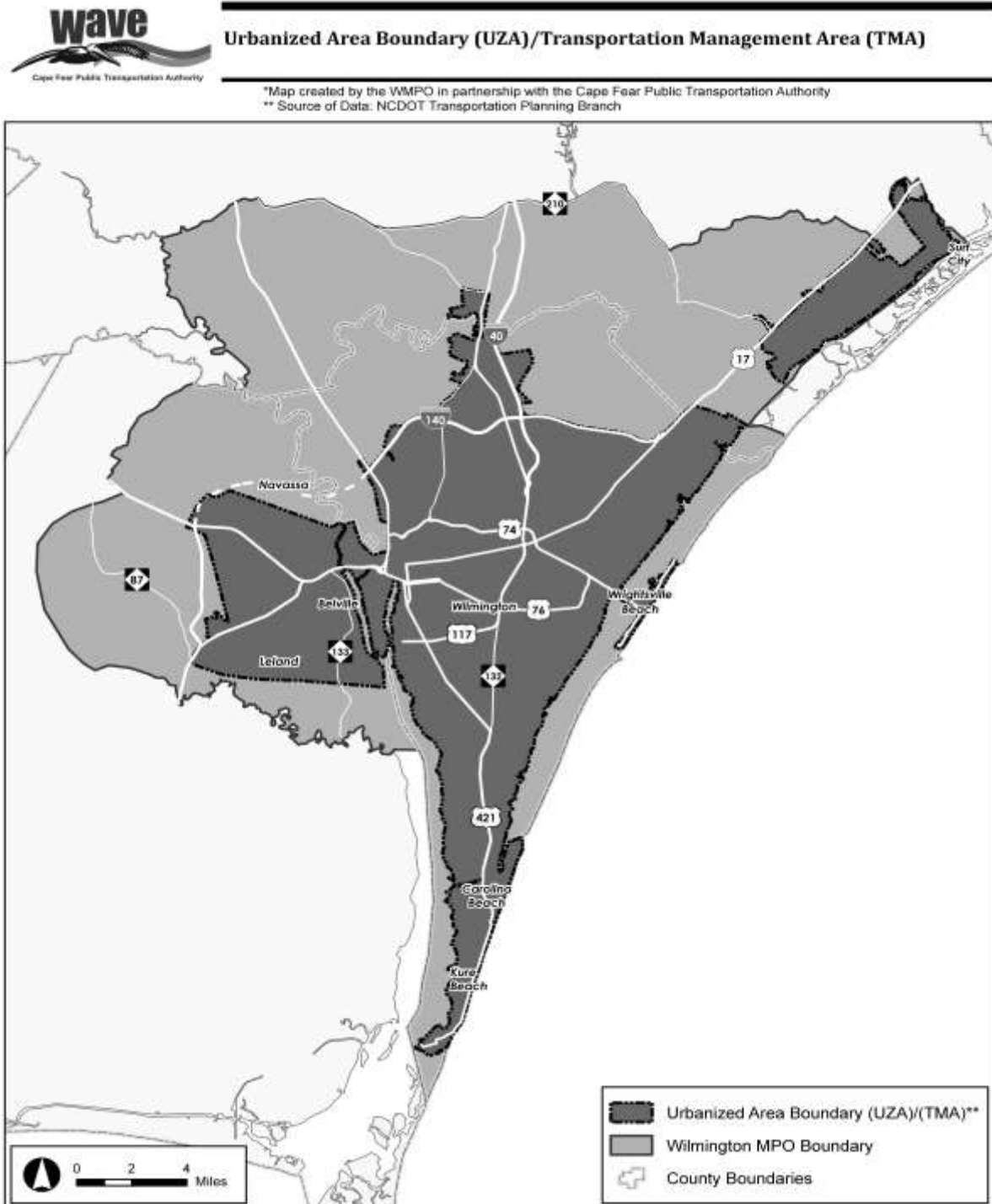
Census and the variable of disability is included in the American Community Survey. Further, though Census data could be calculated for the total population within the TMA, American Community Survey population data necessitated an estimate for the TMA based on a comparison with New Hanover County.

Figure 2 shows the population density of persons age 65 and over residing in the TMA. Geographic concentrations of persons age 65 or over range from 0% to 32%. Four shades of grey are used to depict the density range of the population with an age of 65 and over. The lightest areas represent the lowest population density while the darkest areas represent the highest density of persons age 65 and over. This map was created by the WMPO in partnership with the Cape Fear Public Transportation Authority. The data source is the 2012 American Community Survey which is produced by the US Census.

Figure 3 shows the population density of persons with disabilities residing in the TMA. Geographic concentrations of persons with disabilities range from 0% to 27%. Three shades of grey are used to depict the density range of the population with a disability. The lightest areas represent the lowest population density while the darkest areas represent the highest density of persons with disabilities. This map was created by the WMPO in partnership with the Cape Fear Public Transportation Authority. The data source is the 2012 American Community Survey which is produced by the US Census.

2016 Locally Coordinated Public Transportation Plan

Figure 1. Urbanized Area Boundary (UZA)/Transportation Management Area (TMA)



2016 Locally Coordinated Public Transportation Plan

Figure 2. Density of Population 65 Years of Age or Over

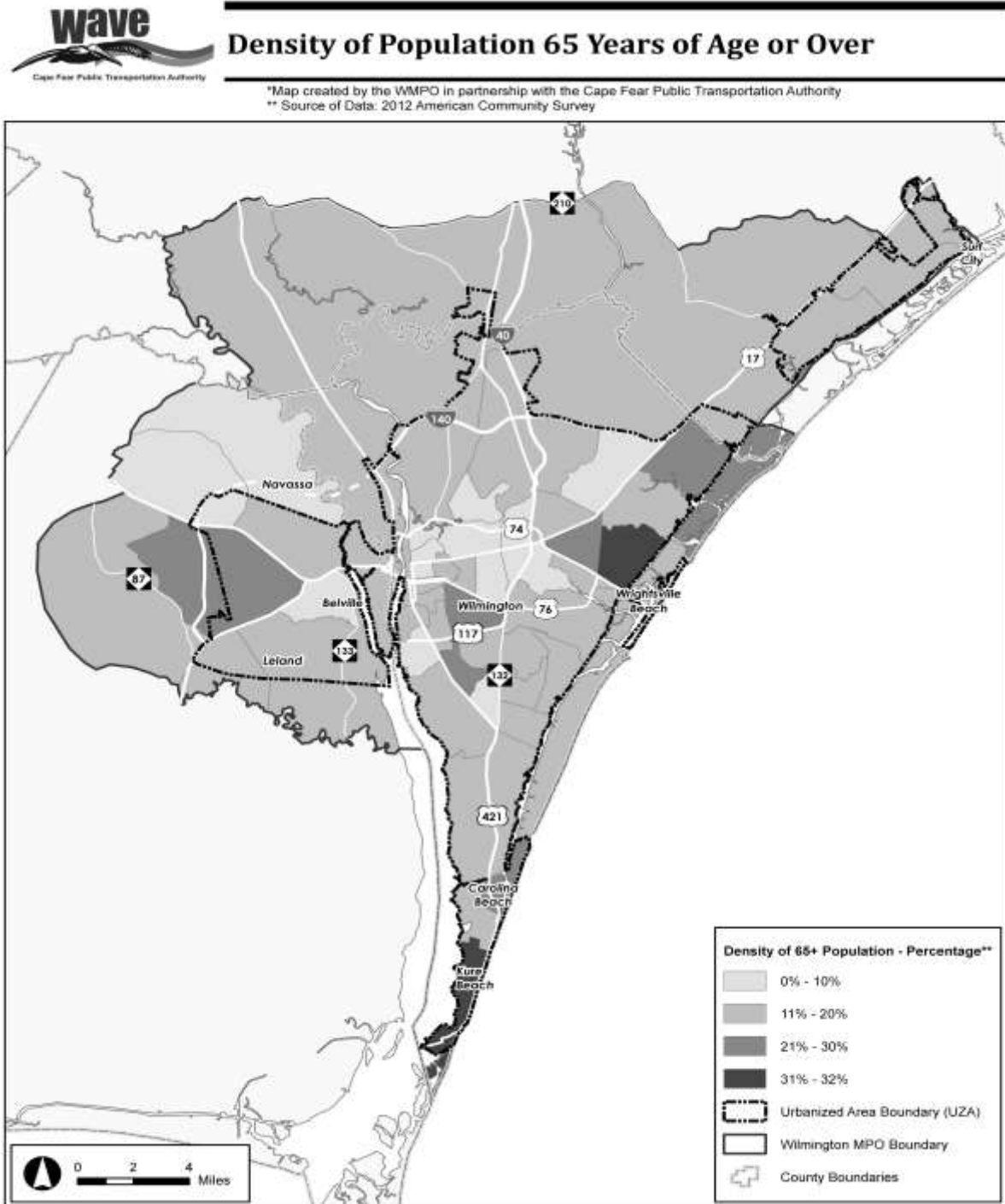
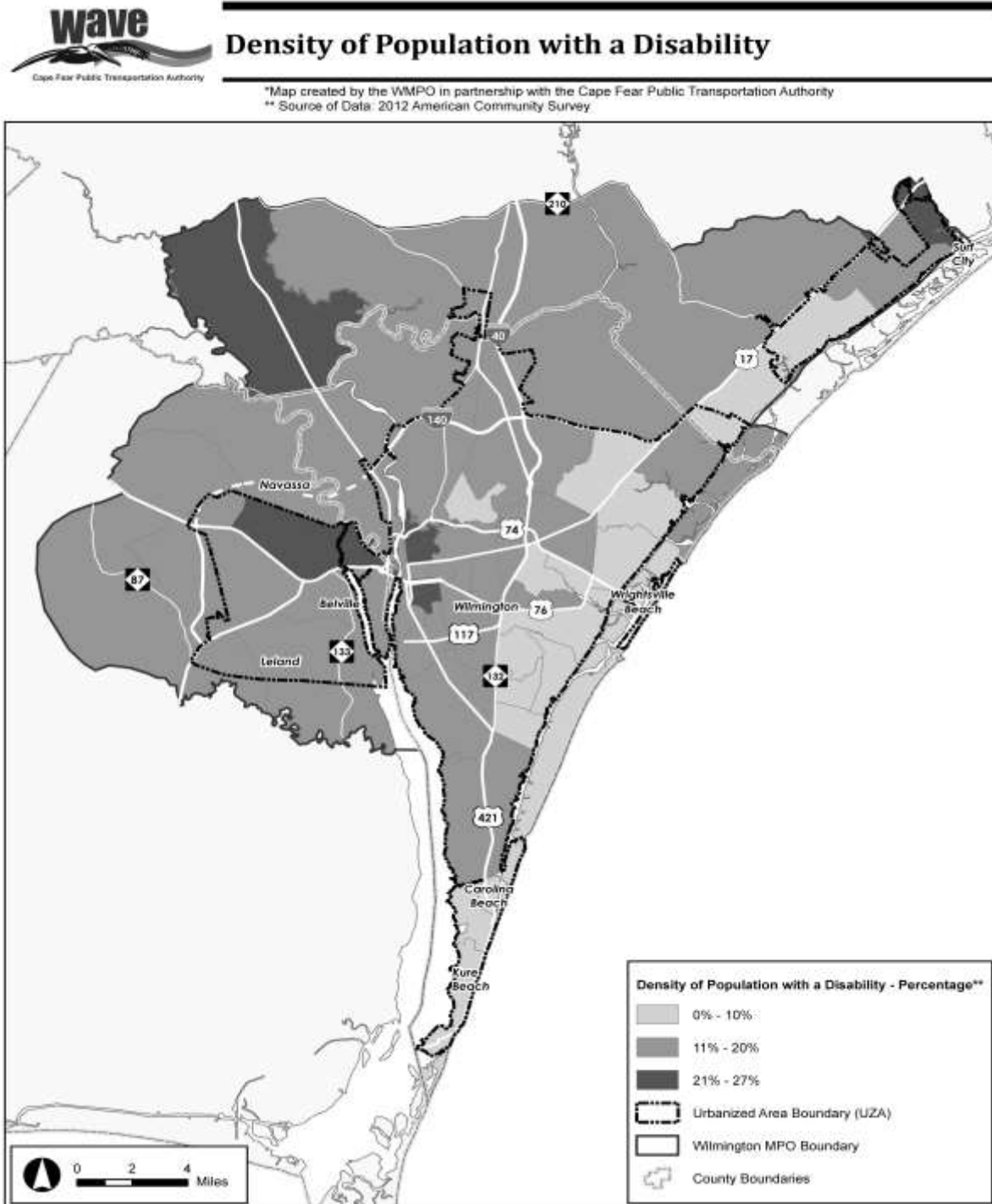


Figure 3. Density of Population with a Disability



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 WMPO Board, 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 in the TMA is included as 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

2016 Locally Coordinated Public Transportation Plan

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 the 2010 US Census, and 2012 American Community Survey data. Percentage estimates for 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 as 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

2016 Locally Coordinated Public Transportation Plan

Figure 3. Target Population Estimate*

Target Population	
Total TMA population	219,957
Population of Persons 65 and over	<ul style="list-style-type: none">• 15%• 33,367
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">• 52,732

* Population estimates for 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 as Appendix D.

2016 Locally Coordinated Public Transportation Plan

Public Forums

The goals of the public forums were to identify transportation needs, assign priorities to needs, and discuss strategies to meet the transportation needs of people age 65 and over and people with disabilities. Four (4) public forums in four 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 did not provide translation services. 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.

Forum format was modeled after successful regional LCP workshop practices and the same agenda was utilized at each forum. A forum agenda is provided as Appendix F. After a brief description of the purpose and proceedings of the forum, Wave staff and volunteers were introduced. Next, participants introduced themselves and gave some information about their affiliation or interest in transportation for older adults and people with disabilities. Then a brief Power Point presentation outlined existing transportation services for older adults and people with disabilities after which participants engaged in a Needs, Solutions, and Prioritization exercise facilitated by Wave staff. The exercise first asked participants to list the un-met transportation needs for older adults and people with disabilities in the community. All un-met 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.

2016 Locally Coordinated Public Transportation Plan

Overall, seventy two (72) members of the public participated in the forums. 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 as 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 as 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.

2016 Locally Coordinated Public Transportation Plan

Route 205 Survey

Though other demographic data were collected, the primary 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. A sample Route 205 survey is provided as 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

2016 Locally Coordinated Public Transportation Plan

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

2016 Locally Coordinated Public Transportation Plan

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

2016 Locally Coordinated Public Transportation Plan

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 prioritized 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.

2016 Locally Coordinated Public Transportation Plan

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

2016 Locally Coordinated Public Transportation Plan

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

2016 Locally Coordinated Public Transportation Plan

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 15%. 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. Additionally, the 5310 Program Management Plan (PMP), vetted by the public and approved by the FTA in 2015, outlines the administration and scope of Wave's 5310 program.

Strategies included in this plan 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 their implementation, specific strategies and activities of the 5310 program will be further developed with feedback from the 5310 advisory committee. Input will also be sought from the Wave Transit Board, WMPO staff, and the WMPO Board 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 identified 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.

2016 Locally Coordinated Public Transportation Plan

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 as Appendix H.

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 maximize marketing efforts, and provide an opportunity to assess improvements to service delivery and customer satisfaction. Additionally, the cost versus efficiency/benefit of change to the current model will be assessed. A focus on improvements to the van service 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 provides community grants to local transportation providers. 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.

An annual Call for Projects will be published by the Authority announcing Section 5310 funding availability. A 2016 Call for Projects and grant application is included as Appendix I. Projects will be reviewed and recommended by the 5310 Advisory Committee and Wave staff, and approved for funding by the Wave Transit Board of Directors and the WMPO Board. Community grants

Cape Fear Public Transportation Authority- Wave Transit

2016 Locally Coordinated Public Transportation Plan

are suballocations of the Section 5310 formula grant. The PMP provides administrative and programmatic guidance for suballocation under the 5310 program. The provision of community grants aids 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.

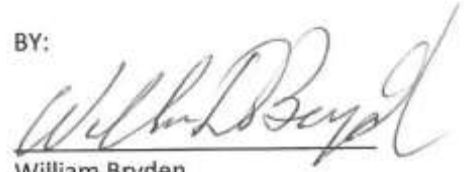
- **Gaps in Service Filled:** Provision of transportation options that would not otherwise be available for seniors and individuals with disabilities, measured in numbers of seniors and individuals with disabilities afforded mobility they would not have without program support as a result of traditional 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.

ADOPTION

The CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY Locally Coordinated Public Transportation Plan was duly adopted by a majority vote of the Authority at a regular meeting on:

December 15, 2016

BY:



William Bryden
Chairman

ATTEST:



Don Betz
Secretary



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

2016 Locally Coordinated Public Transportation Plan

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

2016 Locally Coordinated Public Transportation Plan

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.

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

Cape Fear Public Transportation Authority- Wave Transit

2016 Locally Coordinated Public Transportation Plan

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
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.

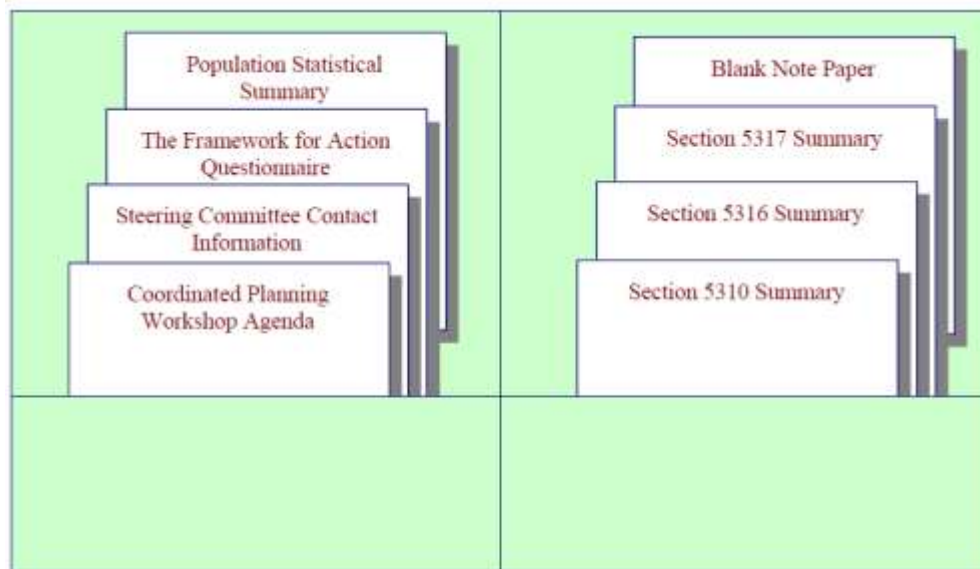
Prepare a packet of information for each participant. Make table assignments prior to the beginning of the workshop to ensure that each table has representatives from a variety of areas to facilitate an exchange of ideas during the planning process.



Place each participant's assigned table number on packet cover

Left Side of Folder

Right Side of Folder



Cape Fear Public Transportation Authority- Wave Transit

2016 Locally Coordinated Public Transportation Plan

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

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

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"/>

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)?

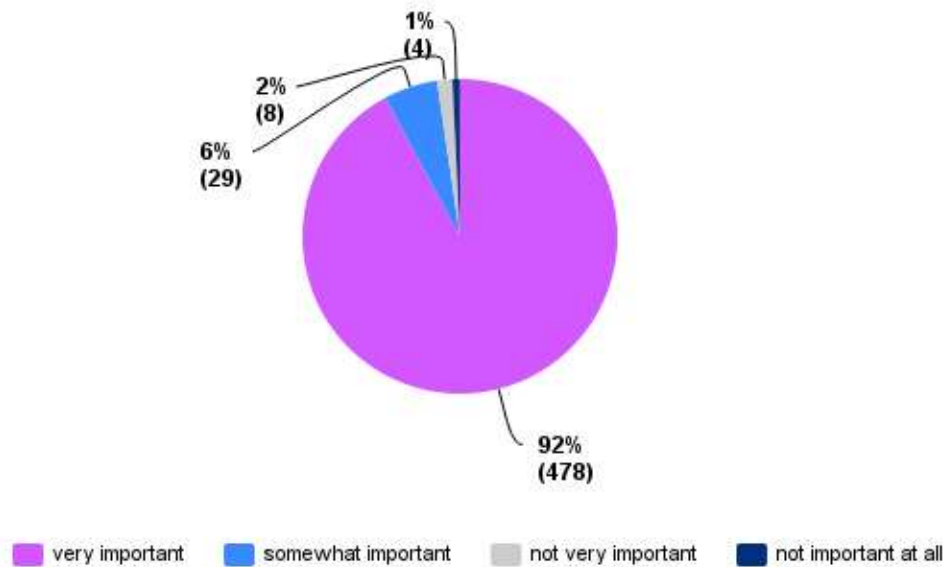
5-7 days per week	1-4 days per week	once or twice a month	less than once a month	I do not use the bus or DART
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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.

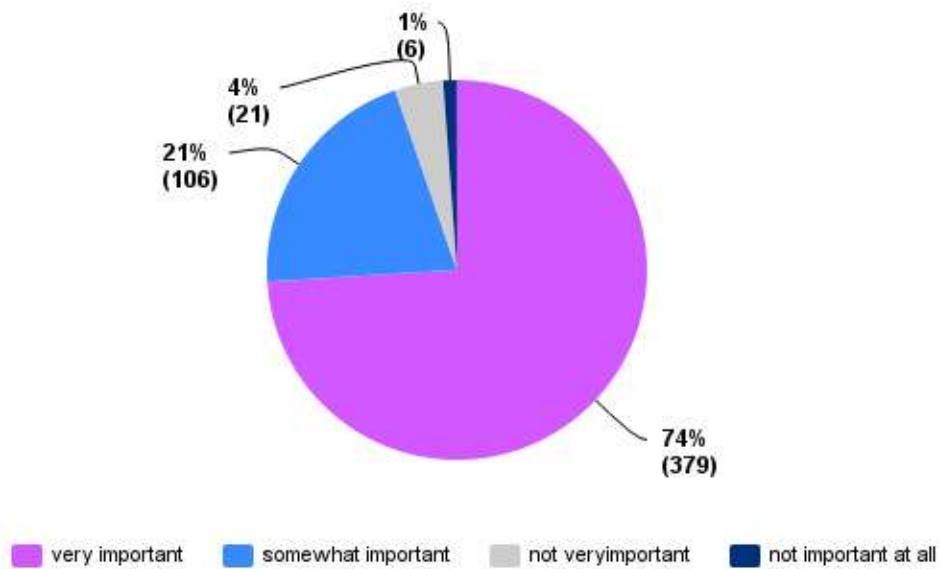
Answered: 519 Skipped: 1



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).

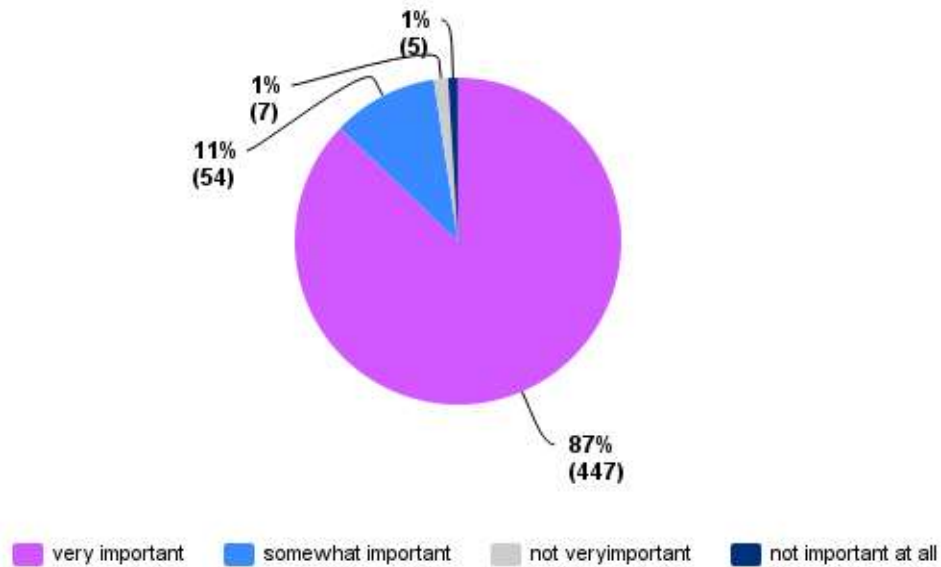
Answered: 512 Skipped: 8



Appendix C.

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

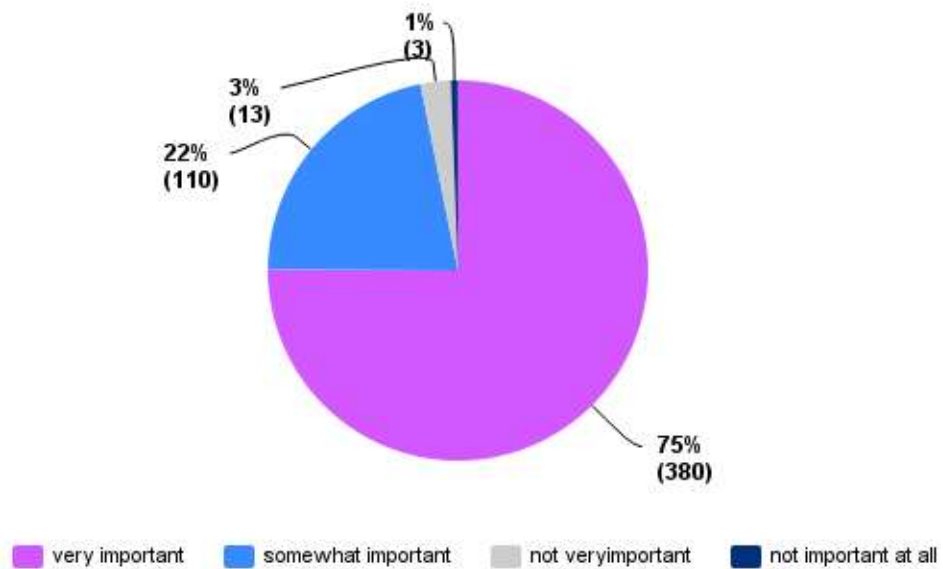
Answered: 513 Skipped: 7



Appendix C.

Q4 We need more wheelchair accessible transportation.

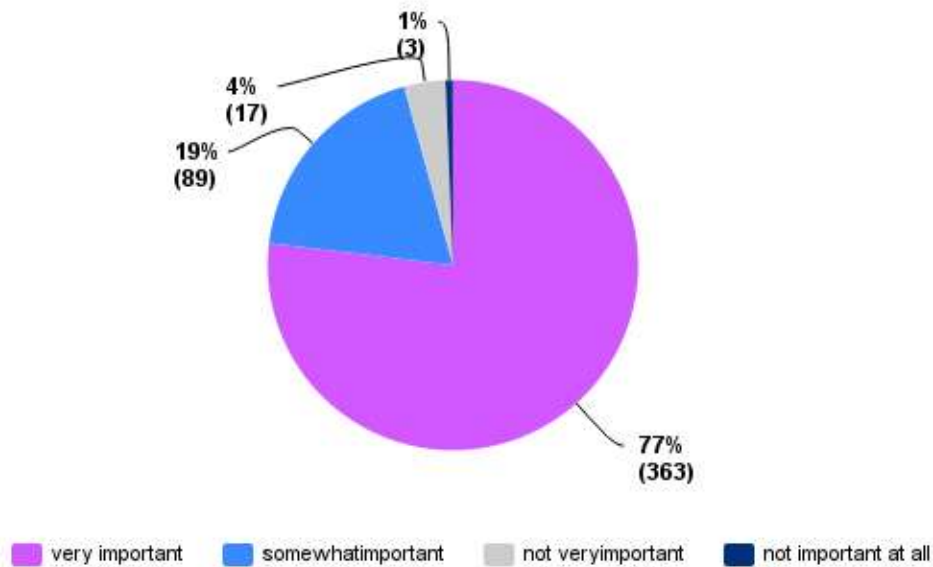
Answered: 506 Skipped: 14



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.

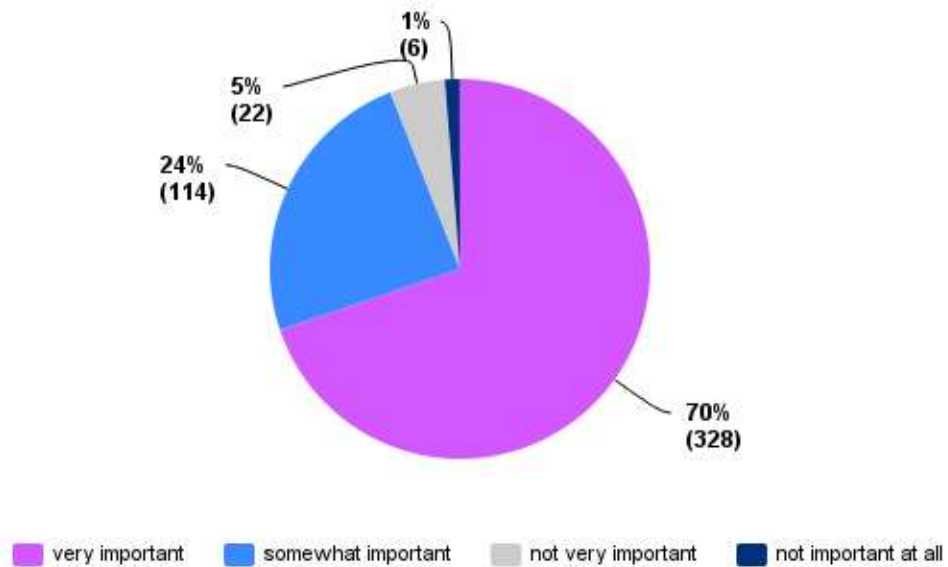
Answered: 472 Skipped: 48



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.

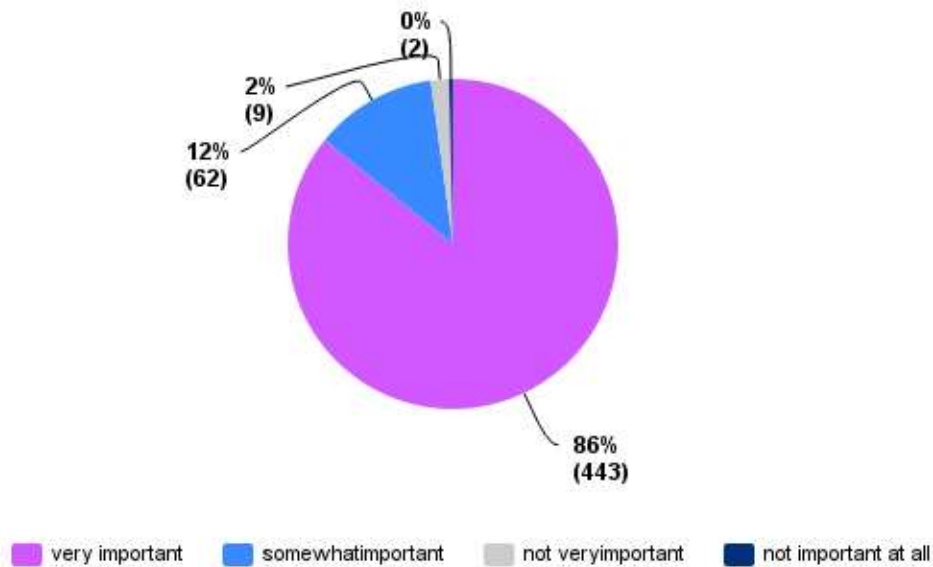
Answered: 476 Skipped: 44



Appendix C.

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

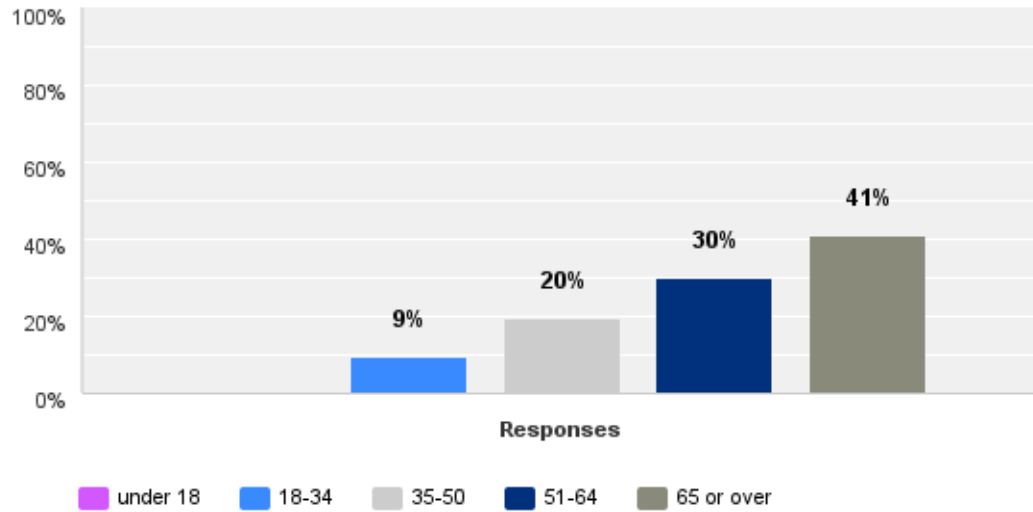
Answered: 516 Skipped: 4



Appendix C.

Q8 What is your age?

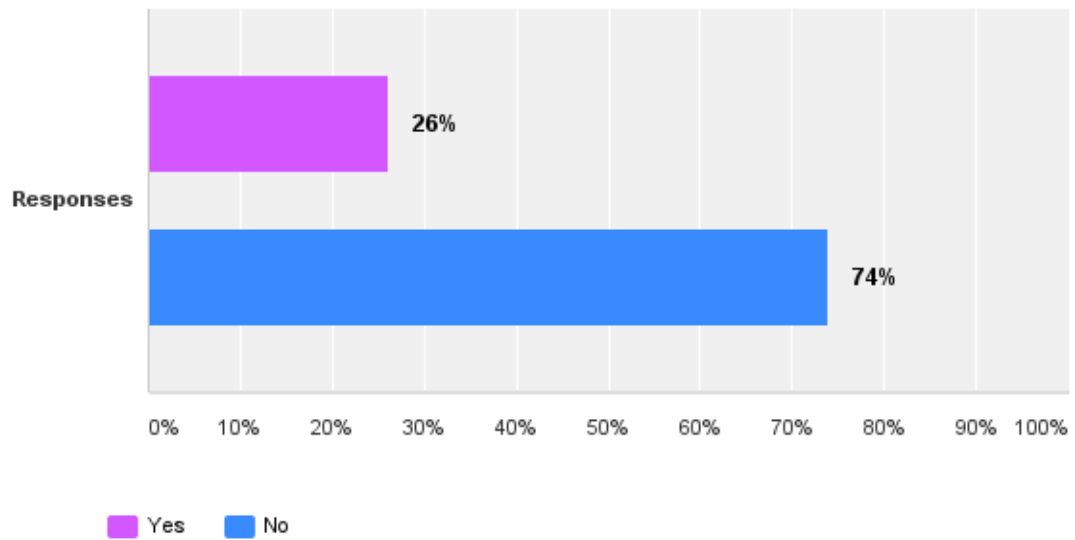
Answered: 507 Skipped: 13



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

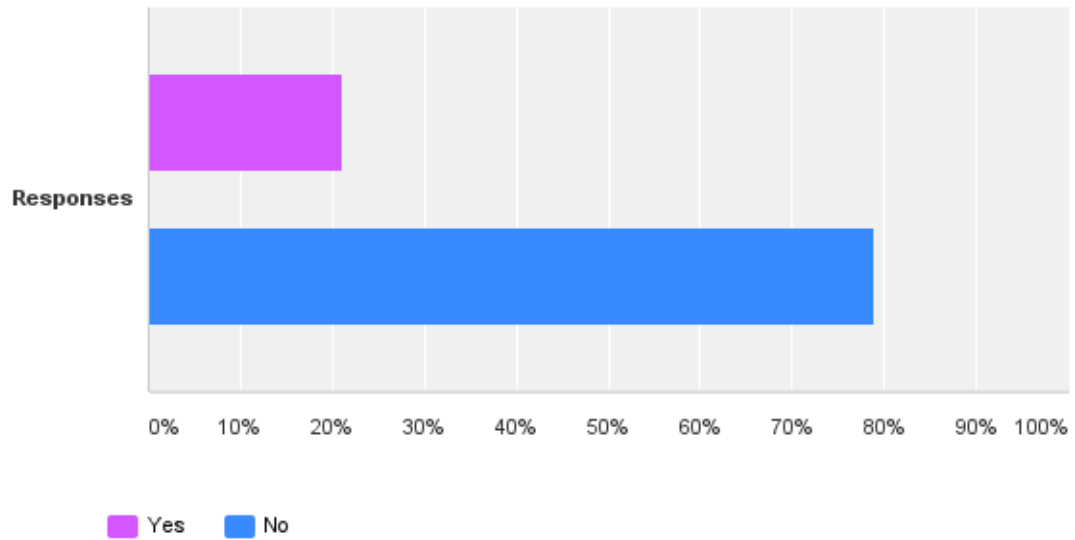


Appendix C.

Cape Fear Public Transportation Authority- Wave Transit

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

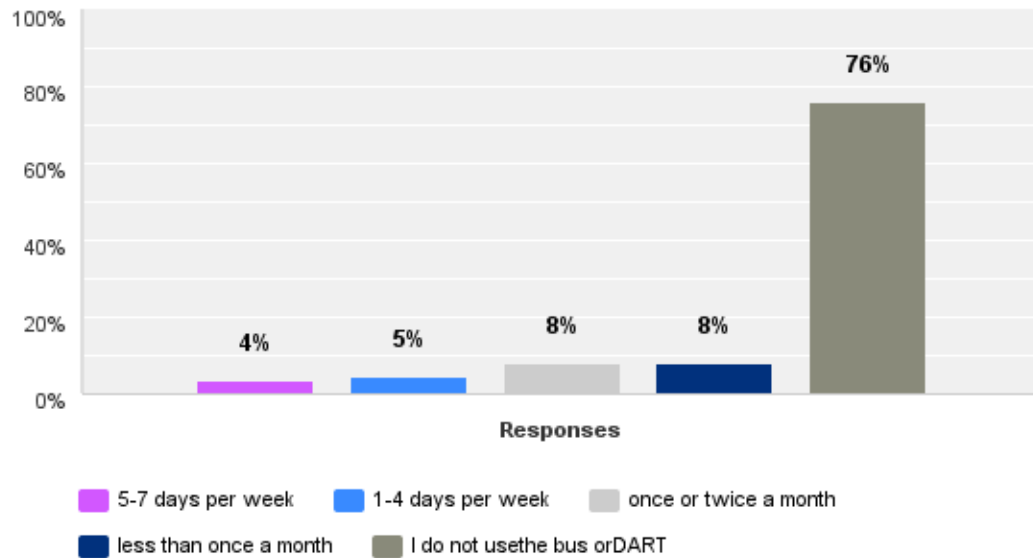
Answered: 507 Skipped: 13



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 to 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	Mavis Smith	NH		910-616-0897	smavis68@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						
19						
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	hammondsw@att.net	
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@DUKE-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	NIARY BRANNON	NHC	LEARNING PERSPECTIVES INC.	910-297-0246	mkb0338@gmail.com	N
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						

2016 Locally Coordinated Public Transportation Plan

G-3. 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						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						

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.hard@brunswickcounty.nc.gov	N
4	CRIS HARRELSON	BRUN	BRUNSWICK CO.	253-2294	cris.harrelson@brunswickcounty.nc.gov	Y
5	David Stanley	BRUNS	BC DHHS	910-253-2250	David.Stanley@brunswickcounty.nc.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@brunswickcounty.nc.gov	Y
8	S. Anderson	BRUNS		910-269-8292	becomingssch@	Y
9	Karen Petraccia	NHC	Customer	917-701-7670		
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						

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		910-794-6413		
4	Krista Gooden	Brunswick New Hampshire	WHA	910/341-7798	gooden.krista@whe.com	Y
5	Bernadette	NH				
6	Debby Krusen	NH	GSC	910 520 5286	ndhaise1@gooden.com	Y
7	Catherine Carls	NH	Citizen	508-397-4172		N
8	Quincy	NH	DSS	910-778-3507	sprengle@nh.gov	Y
9	Jim BARKLEY	NEW HAMPSHIRE		910-297-0282		
10	F. NORA	N.H.		910 7633358		
11	Janice	NH	DVSS	343 0703		
12	STELLING	NH	Crescent		STELLING@6mmr.com	
13	Aileen Vignone	NH	Star News	343-2387	Aileen.Vignone@StarNewsOnline.com	
14	Rebecca	NH				
15	Paul E. FASB	NH	Tobyk	291 2215	PAUL.FASB@net	
16	Nicole White	NH	HISC	547-7639	reasontosing@yahoo.com	
17						
18						
19						
20						

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	Teresa 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	anna.zou@nhc.gov.com	Y
6	Anna Garcia	NHC	SRL	910-799-9360	anna.garcia@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	Good Shepherd	743-4424x109	pchandler@goodshepherdw.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 D'Amico	CB	Help Center	910-794-6894	VMNOHER@GMAIL.COM	Y
13						
14						
15						
16						
17						
18						
19						
20						

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	sblackearny	yes
2	Mike Miller	BRW	Laney	910-191-9712		
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	
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						

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
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						

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

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:

1. Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA
2. Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services
3. The incremental cost of providing same-day service
4. 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

5. Enhancement of the level of service by providing escorts or assisting riders through the door of their destination
6. 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
7. Installation of additional securement locations in public buses beyond what is required by the ADA
8. 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:

1. 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:
 1. Building an accessible path to a bus stop that is currently inaccessible, including curb cuts, sidewalks, accessible pedestrian signals, or other accessible features
 2. Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA
 3. Improving signage or wayfinding technology
 4. 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

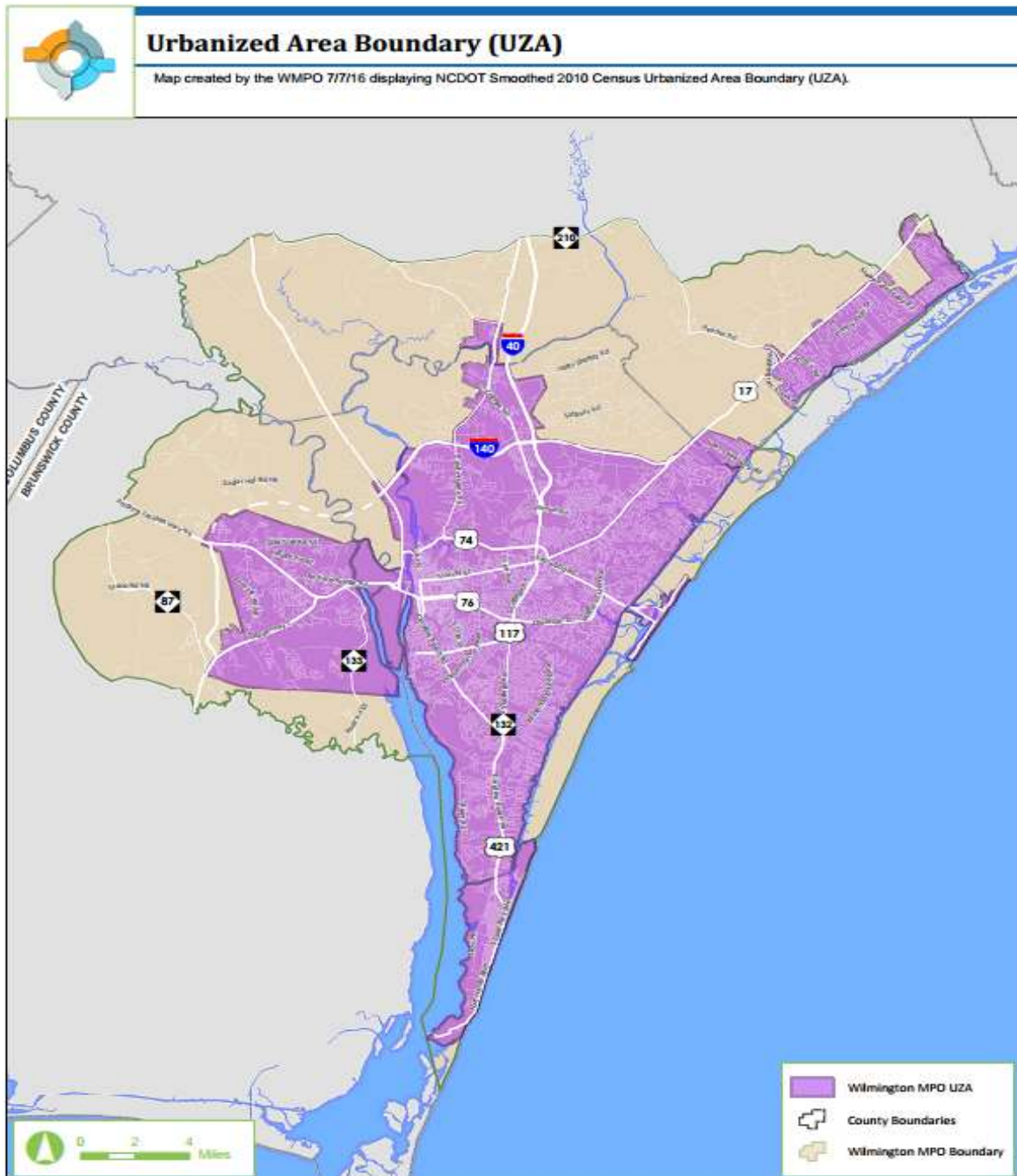
The following activities are examples of eligible projects meeting the definition of a service that provides an alternative to public transportation:

1. 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.
2. 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.
3. 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 December 15, 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 January 25, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary



Town of Leland **PEDESTRIAN PLAN**



December 2016

Prepared for the Town of Leland & NCDOT

Prepared by Alta Planning + Design



ACKNOWLEDGEMENTS

Thanks to the local residents, community leaders, and government staff that participated in the development of this plan through meetings, events, comment forms, and plan review. Special thanks to those who participated as steering committee members, listed below.

PROJECT STEERING COMMITTEE

The Steering Committee is made up of local residents, government staff, and community leaders.

Robert Waring	Leland Planning Director
Neil Brooks	Leland Parks, Recreation, & Environmental Programs Director
Steve Spruill	Leland Public Works Director
Lt. Josh Spence	Leland Police Department
Suraiya Rashid	Wilmington Area MPO
Alan Pytcher	NCDOT Division 3
Katie Hite	NCDOT Division 3
Arlene Holms	Citizen
Michael Callahan	Leland Town Council Representative
Sanjay Batish, MD	Citizen/Local Business Owner
Craig Eckert	Brunswick County Schools
Steve Whitney	Planning Board Representative
Betsy Kane	NCDOT Division of Bicycle and Pedestrian Transportation
Patrick Riddle	NCDOT Division 3

Prepared for the Town of Leland, North Carolina

Project Contact: Robert Waring, Planning Director, Town of Leland

102 Town Hall Drive, Leland, NC 28451 (910) 332-4816

This project was made possible with a matching grant from the North Carolina Department of Transportation (NCDOT) Division of Bicycle and Pedestrian Transportation (DBPT) and the Town of Leland.

Prepared by Alta Planning + Design, 111 East Chapel Hill Street, Suite 100, Durham, NC 27701 | www.altaplanning.com



CONTENTS

EXECUTIVE SUMMARY

1

INTRODUCTION

- 1-1 Project Background
- 1-2 Vision & Goals
- 1-4 Planning Process
- 1-5 Why is This Plan Important?

2

EXISTING CONDITIONS

- 2-1 Local Context
- 2-3 Current Conditions, Opportunities & Constraints
- 2-14 Related Plans & Initiatives
- 2-16 Public Input

3

RECOMMENDATIONS

- 3-1 Overview
- 3-1 Methodology for Network Development
- 3-3 Recommended Pedestrian Network
- 3-5 Town of Leland Sectors
- 3-6 Overall Project List
- 3-11 Regional Connectivity
- 3-14 Planning Level Cost Estimates
- 3-15 Project Cutsheets
- 3-30 Program Recommendations

4

IMPLEMENTATION

- 4-1 Overview
- 4-2 Organizational Framework for Implementation
- 4-3 Implementation Action Steps Table
- 4-7 Key Action Step Descriptions
- 4-11 Key Partners
- 4-15 Performance Measures
- 4-15 Facility Development Methods

A

APPENDIX

- A-1 Design Guidelines
- B-1 Funding Resources



EXECUTIVE SUMMARY

The Leland Pedestrian Plan was made possible by joint funding from the Town of Leland and the North Carolina Department of Transportation (NCDOT). In 2015, Leland was awarded a matching grant through the NCDOT Bicycle and Pedestrian Planning Grant Initiative. The purpose of this grant program is to encourage North Carolina communities, like Leland, to develop comprehensive pedestrian plans and bicycle plans.

INTRODUCTION

Through this plan, the Town of Leland aims to:

- » Improve pedestrian safety;
- » Provide safe and convenient access to and within Leland;
- » Stimulate economic development;
- » Create opportunities for active and healthy lifestyles; and
- » Enhance overall quality of life.

The planning process started in mid 2015 with the initial Steering Committee meeting, and concluded with plan adoption in December 2016. Key tasks of the Steering Committee included guiding the overall vision of the plan, identifying existing opportunities and constraints for walking in Leland, leveraging resources for an expanded public outreach effort, and providing feedback on plan recommendations.

Extensive research highlights the multitude of economic, health, mobility, environment, safety, and quality of life benefits of having a pedestrian-friendly community.



EXISTING CONDITIONS

The Town of Leland, an area of approximately 19 square miles, borders the Brunswick River and Cape Fear River in Brunswick County. The median age of Leland (40.7 years) is less than that of Brunswick County (49.2 years). In addition, the median household income is significantly higher in Leland compared to the county - \$61,823 compared to \$46,955 respectively. Leland has a lower percentage of households that do not own vehicles, as well as a lower percentage of residents who report walking to work compared to both Brunswick County and the State of North Carolina.

Current walking conditions in Leland are variable. Sidewalks can be found in some areas throughout Leland, but gaps exist in the sidewalk network. There are many local destinations that are within a mile from the downtown core, including schools, parks, and shopping centers.



RECOMMENDATIONS

This chapter details the infrastructure improvements that are recommended to create a safe, accessible, and connected pedestrian network in the Town of Leland. A diverse mix of facilities are recommended to create this comprehensive network, including sidewalks, crossing improvements, signage, and multi-use paths.

Recommendations were developed based on information from several sources: input from Town staff and Steering Committee, public input obtained through public comment forms and in-person workshops, previous plans and studies, review of existing pedestrian facilities, noted pedestrian destinations, and a detailed field analysis.



Fieldwork examined the potential and need for pedestrian facilities along and across key roadway corridors to make connections between popular destinations in Leland destinations.

Project ranking began with making a list of all of the network recommendations proposed in this plan. The criteria below were then used to rank each segment.

- » Pedestrian accident reported at location
- » Project would serve area with low car ownership rates
- » Worn path present
- » Potential for downtown access
- » Potential for park/trail access
- » Potential for school access
- » Potential for bus stop access
- » Project would connect to a shopping center
- » Curb and gutter present
- » Sufficient ROW present
- » Micro-gap

IMPLEMENTATION

This chapter defines a structure for managing the implementation of the actions, policies, and projects recommended in this plan. Implementation will require leadership and dedication to pedestrian facility development on the part of a variety of agencies. The town cannot accomplish the recommendations of this plan by acting alone; success will be realized through collaboration with regional and state agencies, the private sector, and non-profit organizations.

Despite the present day economic challenges there are still important actions to take in advance of major investments, including key organizational steps, the initiation of education and safety programs, and the development of strategic, lower-cost projects. Following through on these priorities will allow the key stakeholders to prepare for the development of larger pedestrian and trail projects over time, while taking advantage of strategic opportunities as they arise.



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

RESOLUTION ADOPTING THE TOWN OF LELAND PEDESTRIAN PLAN

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

WHEREAS, the Town of Leland was awarded a grant from the North Carolina Department of Transportation to fund the preparation of the Town's first comprehensive pedestrian plan; and

WHEREAS, the creation of the plan seeks to improve safety, encourage alternative forms of transportation, stimulate economic development, create opportunities for active and healthy lifestyles, enhance the overall quality of life and improve the Town's chances to qualify for funding opportunities to design and construct pedestrian paths; and

WHEREAS, the plan is intended to assist the Town in guiding the policies for pedestrian transportation issues to include pedestrian transportation development, capital improvements, future Town Ordinance amendments and general guidance for facility design; and

WHEREAS, the planning effort began in June 2015 and the culmination of this planning effort is the final plan and report; and

WHEREAS, the Leland Town Council adopted the Town of Leland Pedestrian Plan on December 15, 2016.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the Town of Leland Pedestrian Plan.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 25, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary



305 Chestnut Street
PO Box 1810
Wilmington, NC 28402
Ph: (910) 341-3258
Fax: (910) 341-7801
www.wmpo.org

MEMORANDUM

TO: Board Members

FROM: Josh Lopez, Associate Transportation Planner

DATE: December 19, 2016

SUBJECT: Resolution Supporting the North Carolina Department of Transportation's Efforts to Construct Pedestrian Safety Improvements along US 421 (Carolina Beach Road) from North of Willoughby Park Road to US 117/NC 132 (College Road)

The following image was produced by the North Carolina Department of Transportation to illustrate the proposed safety improvements along US 421 (Carolina Beach Road) from North of Willoughby Park Road to US 117/NC 132 (College Road). Please note that project scope may be subject to modifications as it progresses.



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 SUPPORTING THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION'S EFFORTS TO CONSTRUCT PEDESTRIAN SAFETY
IMPROVEMENTS ALONG US 421 (CAROLINA BEACH ROAD) FROM NORTH OF
WILLOUGHBY PARK ROAD TO US 117/NC 132 (COLLEGE ROAD)**

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization, in collaboration with our members and partners strive to reduce the frequency and severity of pedestrian crashes within the Wilmington Urban Area MPO's planning area boundary; and

WHEREAS, along US 421 (Carolina Beach Road) from SR 1197 (Silver Lake Road) to US 117/NC 132 (College Road), a Crash Summary (5-year period) indicates ten (10) pedestrian crashes have occurred with 5 out of 10 crashes being fatal, 9 out of 10 crashes occurred during dark conditions (5 out of 5 fatal crashes), and 9 out of 10 crashes occurred at unsignalized intersections or mid-block; and

WHEREAS, the North Carolina Department of Transportation has identified improvements to help address the issues and is seeking support from the Wilmington Urban Area MPO for improving safety along US 421 (Carolina Beach Road) from north of Willoughby Park Road to US 117/NC 132 (College Road); and

WHEREAS, the North Carolina Department of Transportation has identified safety improvements with the goal of channeling pedestrians to marked, signalized, and lighted crosswalks in order for pedestrians to safely cross the four-lane median-divided roadway; and

WHEREAS, preliminary project scope includes the following:

- Sidewalk on the southern/western side of US 421 from north of the northernmost Walmart entrance to the overhead sign structure in front of Burger King,
- Sidewalk on the northern/eastern side of US 421 from Willoughby Park Road to the overhead sign structure in front of Burger King,
- Black aluminum fence in the median from north of Willoughby Park Road to College Road,
- High-visibility crosswalks and pedestrian signal heads on all four legs of US 421 at Antoinette Drive,
- Signals with high-visibility crosswalks and pedestrian signal heads at the northernmost Walmart entrance, and
- Overhead lighting (for the crosswalks) at Antoinette Drive and the northernmost Walmart entrance.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the North Carolina Department of Transportation's efforts to construct pedestrian safety improvements along US 421 (Carolina Beach Road) from north of Willoughby Park Road to US 117/NC 132 (College Road).

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 25, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary

Wilmington Urban Area Metropolitan Planning Organization 2017 Legislative Agenda

Transportation Financing

The Wilmington Urban Area MPO supports prioritization and funding for local transportation and infrastructure projects and to explore new transportation and infrastructure revenue sources to address the growing needs of the state and the nation. . Including, but not limited to road, bridges and highway projects, public transportation, bicycle and pedestrian infrastructure, beach nourishment, inlet and waterway maintenance, coastal storm damage reduction, port infrastructure, airports, etc.

Moped Legislation

The Wilmington Urban Area MPO supports the North Carolina Department of Transportation's policy recommendation of restricting mopeds on public roadways with posted speed limits of 45 mph or greater. The MPO also encourages the North Carolina General Assembly to implement laws that regulate the use of mopeds in a manner that promotes the safety and welfare of the citizens and visitors of North Carolina and pursue education and clarity on existing regulations for mopeds, golf carts, and low-speed vehicles.

Corridor Preservation

The Wilmington Urban Area MPO requests the General Assembly identify techniques and continue support corridor protection that is vital implement projects in the state of North Carolina. The MPO also requests the North Carolina General Assembly not repeal the Map Act and continue to protect the Wilmington Urban Area MPO for the filing of the Transportation Corridor maps for the Hampstead Bypass (R-3300).

Opposition to Transfer of State Road Maintenance

The Wilmington Urban Area MPO respectfully and urgently requests the North Carolina General Assembly reject proposals which would transfer responsibility for large portions of the state's road system to local governments, and weaken or dismantle municipal Powell Bill Street maintenance funding.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

RESOLUTION ADOPTING THE 2017 LEGISLATIVE AGENDA

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

WHEREAS, in an effort to maintain and enhance the transportation infrastructure and quality of life enjoyed by the citizens and visitors of the Wilmington region, the Wilmington Urban Area MPO's Board is committed to working in partnership with our colleagues, other governmental entities and local and state delegation; and

WHEREAS, the North Carolina General Assembly and the United States Congress both play essential roles in helping the region provide efficient transportation systems; and

WHEREAS, to facilitate these productive relationships with our federal and state partners, the Wilmington Urban Area Metropolitan Planning Organization established a legislative agenda to share with our delegation in the North Carolina General Assembly and Congress.

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

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 25, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary



305 Chestnut Street
PO Box 1810
Wilmington, NC 28402
Ph: (910) 341-3258
Fax: (910) 341-7801
www.wmpo.org

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION 2017-2020 CITIZENS ADVISORY COMMITTEE DESCRIPTION

The Wilmington Urban Area Metropolitan Planning Organization (WMPO) Board has created a Citizens Advisory Committee (CAC) for the development of the federally-mandated 2045 Metropolitan Transportation Plan.

As the federally-recognized regional body responsible for transportation planning for the greater Wilmington area, the WMPO is required to create a Metropolitan Transportation Plan (MTP) every five years. This plan is intended to guide and coordinate regional transportation investments and decisions through 2045 and will be reflective of the public's desires and community values. The WMPO Board will appoint a CAC to ensure the MTP is developed with robust public input to meet the vision of the citizens of the region.

One CAC member is to be appointed by each of the WMPO's members to represent the 13 member Board. CAC members are expected to meet at least once a month for two hours to coordinate the development of the MTP. Meetings will occur throughout the duration of the development of the plan, from approximately June 2017 through November 2020. CAC members are expected to address the interests of the member jurisdictions which they are appointed to represent, but also to work together to formulate plans to reflect the needs of the region as a whole. WMPO staff will be responsible for preparing meeting agendas, data needed for analysis, and working documents. CAC members are expected to attend meetings, be engaged in discussion at the meetings, prepare for meetings by reading agenda packets that are sent out a week in advance, and provide guidance on the development of the plan.

The work of the CAC will define which transportation projects will be constructed in the greater Wilmington area between 2020 and 2045 and thus have a profound impact on the region's transportation infrastructure, economic development, environmental health, and quality of life.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE RE-ESTABLISHMENT OF A CITIZEN ADVISORY
COMMITTEE TO ASSIST WITH THE DEVELOPMENT OF THE 2045 METROPOLITAN
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, the Wilmington Urban Area Metropolitan Planning Organization is required under Federal law to complete the transportation planning process in a Continuous, Comprehensive and Coordinated manner and complete a fiscally constrained Metropolitan Transportation Plan; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization Board adopted Cape Fear Transportation 2040 on November 18, 2015; and

WHEREAS, the next Metropolitan Transportation Plan is required to be completed by December 2020; and

WHEREAS, the Board recognizes the importance of public participation in the development of the Metropolitan Transportation Plan; and

WHEREAS, a Citizen Advisory Committee was used to create the Cape Fear Commutes 2035 and Cape Fear Transportation 2040 plans; and

WHEREAS, on April 27, 2016 the Board supported dissolving the Citizen Advisory Committee and re-creating the committee/task force with the next update to the Metropolitan Transportation Plan; and

WHEREAS, the Wilmington Urban Area MPO is now making plans and preparations to begin the development of the next Metropolitan Transportation Plan.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby endorses the re-establishment of a Citizen Advisory Committee to assist with the development of the 2045 Metropolitan Transportation Plan.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 25, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary

People Working



For People

TOWN OF NAVASSA
334 MAIN STREET
NAVASSA, NC 28451
Phone: (910) 371-2432
Fax: (910) 371-0041
www.townofnavassa.org

Town Council
Eulis A. Willis, Mayor
Milton Burns
Athelston Bethel
Minnie Brown
Ernest Mooring
Jerry Merrick
Charlena Alston, Town Clerk

December 6, 2016

Mike Kozlosky-Executive Director

Wilmington Metropolitan Planning Organization

PO Box 1810

Wilmington, NC 28402

Mr. Kozlosky,

The Town of Navassa is requesting the following items be brought before the Board for consideration at the January TAC meeting.

- 1) The Town of Navassa has worked closely with the NCDOT Division 3 Office and MPO staff over the last several months to ensure that the scope for the Navassa Park Multi-Use Path project is appropriate for the funding that the Town has available. As a result, the Town would like to propose to the Board a modification to the scope of the project from its original application. The previously provided scope of the project as identified in the funding application:

10' wide multi-use asphalt path starting at the end of an existing multi-use path and running parallel to Brooklyn Street, and Continuing to a local church property and along its side property. Then crossing an existing stream branch to the Town of Navassa Park. Path would then circle the park and continue up Park Avenue where it would connect to the Planned / Funded Multi-use path that will run along Main Street connecting a gap back to the existing multi-use path, Town Hall, and the New Community Center.

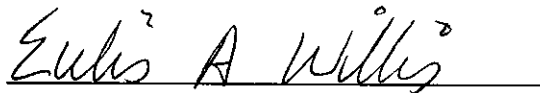
The Town requests the Board's consideration in changing the project scope as described below:

Design and construction of bike lanes starting at the end of the existing multi-use path at the intersection of Brooklyn Street and Water Street and continuing south along Brooklyn Street to a local church property. Then design, right-of-way, and construction of a multi-use path along the side of the Church property with a pedestrian bridge crossing a depression between the Church property and the Navassa Park. Then design and construction of a multi-use path loop within Navassa Park.

- 2) In 2013, the Town of Navassa was awarded \$360,000 in Surface Transportation Program – Direct Attributable (STP-DA) funds for the design and construction of approximately 3,700 linear feet of bike lanes on both sides of Main Street in Navassa. Due to design issues creating substantial cost increases, the Town no longer desires to pursue the design and construction of the bike lanes on Main Street. As a result, the Town is requesting the Board's consideration in removing the Main Street Bike lanes project from the STP-DA program.

- 3) On March 30, 2016, the Town of Navassa was awarded partial funding in the amount of \$225,442 for the design and construction of the Navassa Park Multi-Use Path with the anticipation that the Town would re-apply for the remaining funds needed to construct the project in the Fiscal Year 2017 call for projects. The Town requests the Board's consideration that in lieu of re-applying for funds in the Fiscal Year 2017 call for projects, the \$360,000 previously awarded to the Main Street Bike Lanes project be re-allocated to the Navassa Park Multi-Use Path project. This would bring the total awarded amount for the Navassa Park Multi-Use Path project to \$585,442. The Town agrees to provide the required 20% local match of \$146,360.50 for the project.

The Town of Navassa thanks the Board for their consideration of these items and looks forward to discussing these items at the January meeting.

A handwritten signature in black ink, reading "Eulis A Willis", is written over a horizontal line.

Mayor Eulis A Willis

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE RE-ALLOCATION OF SURFACE
TRANSPORTATION PROGRAM- DIRECT ATTRIBUTABLE (STP-DA) FUNDING
FROM THE TOWN OF NAVASSA MAIN STREET BIKE LANES PROJECT TO THE
TOWN OF NAVASSA PARK MULTI-USE PATH PROJECT**

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

WHEREAS, on August 28, 2013 the Town of Navassa was awarded Surface Transportation Program-Direct Attributable (STP-DA) funding in the amount of \$360,000 for the Main Street Bike Lanes Project; and

WHEREAS, the funds were to be utilized to construct bike lanes along Main Street from Old Mill Road to the existing bike path east of Brooklyn Street; and

WHEREAS, on March 30, 2016 the Town of Navassa was awarded Transportation Alternative Program-Direct Attributable (TAP-DA) funding in the amount of \$225,442 for the Navassa Park Multi-Use Path project; and

WHEREAS, the funds were to be utilized to construct a 10' wide multi-use path along Brooklyn Street and across a local church property to connect to the Navassa Park, around the Navassa Park, and along Park Avenue; and

WHEREAS, the award in the amount of \$225,442 was partial funding for the project and it was anticipated that the Town would re-submit for the remainder of the funding during the 2017 call for projects; and

WHEREAS, based on unforeseen costs associated with the Main Street Bike Lanes Project, the Town of Navassa is unable to move forward to complete the Main Street Bike Lanes Project at this time and has requested that the \$360,000 be re-allocated to the Town of Navassa Park Multi-Use Path project.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the re-allocation of funds from the Town of Navassa Main Street Bike Lanes Project to the Town of Navassa Park Multi-Use Path project.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 25, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION REQUESTING THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION REMOVE PROJECT U-5534A FROM THE STIP/MTIP**

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

WHEREAS, on August 28, 2013 the Town of Navassa was awarded Surface Transportation Program-Direct Attributable (STP-DA) funding in the amount of \$360,000 for the Main Street Bike Lanes Project; and

WHEREAS, the funds were to be utilized to construct bike lanes along Main Street from Old Mill Road to the existing bike path east of Brooklyn Street; and

WHEREAS, the State/Metropolitan Transportation Improvement Program was amended to include the Main Street Bike Lanes Project as TIP Project U-5534A; and

WHEREAS, based on unforeseen costs associated with the project, the Town of Navassa is unable to move forward to complete the project at this time and requests that the STIP/MTIP be amended to remove the project.

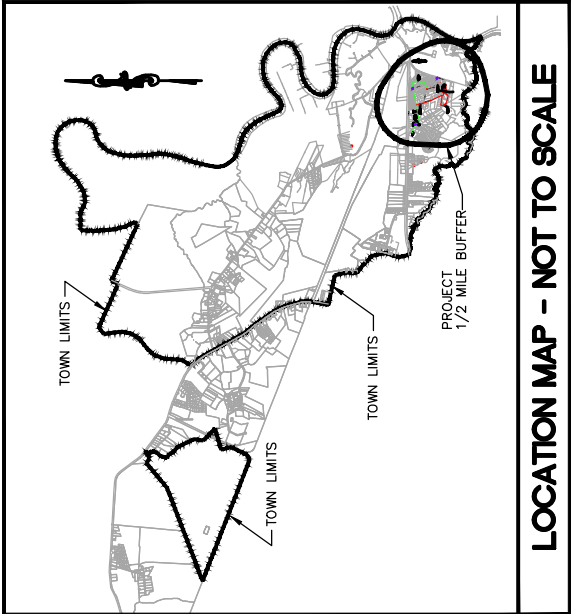
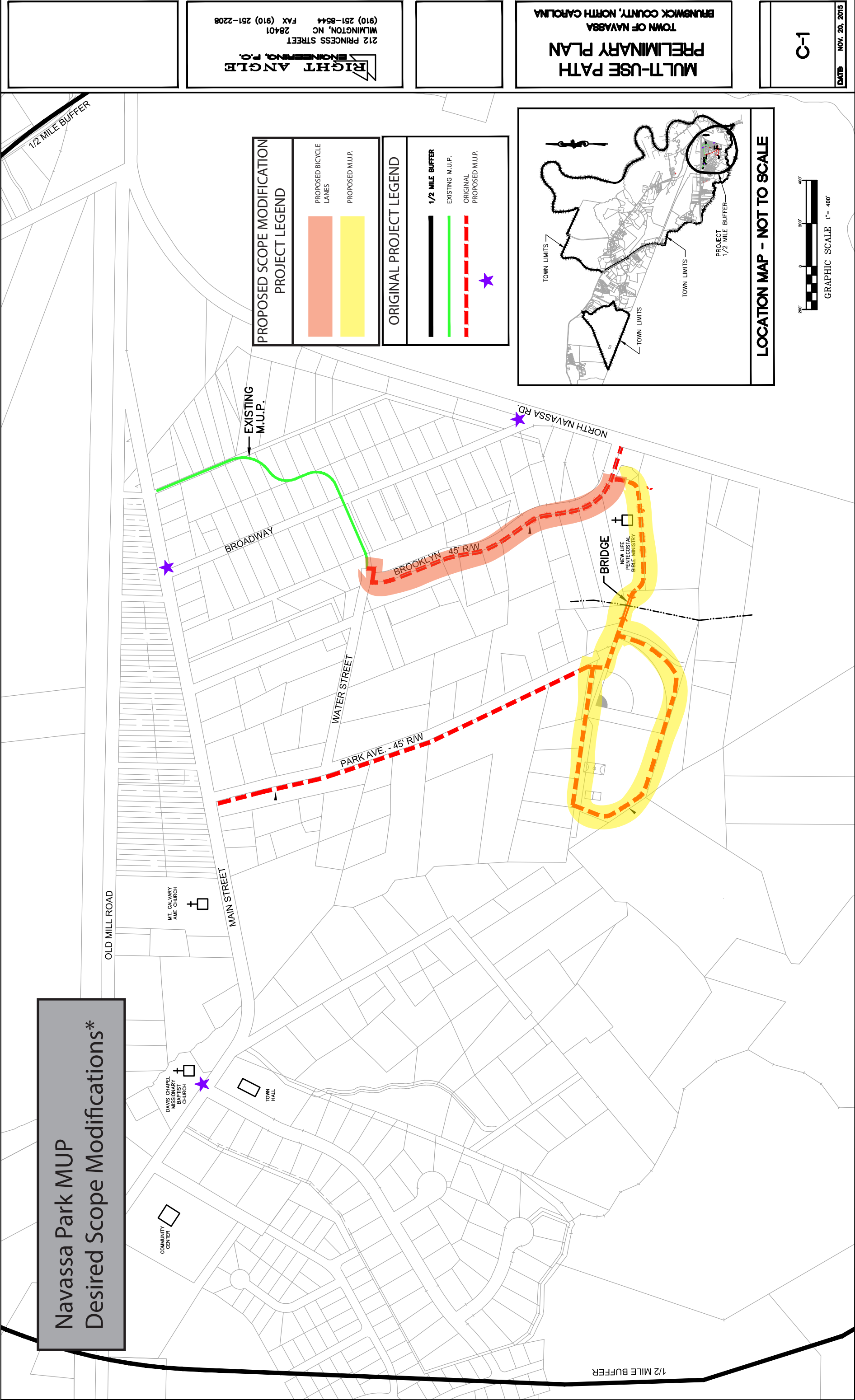
NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby requests the North Carolina Department of Transportation remove Project U-5534A from the State/Metropolitan Transportation Improvement Program.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 25, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary

Navassa Park MUP
Desired Scope Modifications*



**MULTI-USE PATH
PRELIMINARY PLAN**
TOWN OF NAVASSA
BRUNSWICK COUNTY, NORTH CAROLINA

C-1

DATE: NOV. 20, 2015

**RIGHT ANGLE
ENGINEERING, P.C.**
212 PRINCESS STREET
WILMINGTON, NC 28401
FAX (910) 251-2208
(910) 251-8544

Note: WMPO Staff overlaid proposed modifications ontop of concept submitted by applicant for explanatory purposes only

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING A MODIFICATION TO THE PROJECT SCOPE FOR
THE NAVASSA PARK MULTI-USE PATH PROJECT**

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

WHEREAS, on March 30, 2016 the Town of Navassa was awarded Transportation Alternative Program-Direct Attributable (TAP-DA) funding in the amount of \$225,442 for the Navassa Park Multi-Use Path Project; and

WHEREAS, the funds were to be utilized to construct a 10' wide multi-use path along Brooklyn Street and across a local church property to connect to the Navassa Park, around the Navassa Park, and along Park Avenue; and

WHEREAS, following discussions with the North Carolina Department of Transportation regarding the project scope and funding, the Town of Navassa desires to modify the scope of the project; and

WHEREAS, the Town of Navassa requests the scope of the Navassa Park Multi-Use Path project be changed to construct bike lanes on both sides of Brooklyn Street, a multi-use path connecting Brooklyn Street to the Navassa Park, and a multi-use path through Navassa Park forming a loop within the park.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the change in project scope for the Navassa Park Multi-Use Path project.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 25, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE ALLOCATION OF THE FY 2017 SURFACE
TRANSPORTATION BLOCK GRANT PROGRAM - DIRECT ATTRIBUTABLE (STBGP-DA)
AND TRANSPORTATION ALTERNATIVE SET ASIDE – DIRECT ATTRIBUTABLE (TASA-
DA) FUNDS**

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

WHEREAS, on July 18, 2012 the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) designated the Wilmington Urban Area Metropolitan Planning Organization as a Transportation Management Area (TMA); and

WHEREAS, Surface Transportation Block Grant Program - Direct Attributable (STBGP-DA) and Transportation Alternative Set Aside – Direct Attributable (TASA-DA) funds are available for all designated TMAs; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization’s Board adopted the 2017 competitive process and modal target investment strategies on August 31, 2016; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization developed a call for projects and received 3 submittals from the MPO’s member agencies for STBGP-DA funds and 1 submittal from the MPO’s member agencies for TASA-DA funds; and

WHEREAS, the Wilmington Urban Area MPO has reviewed the project submittals based on the modal target investment strategies and competitive process.

NOW, THEREFORE, be it resolved that the Board of the Wilmington Metropolitan Planning Organization hereby supports the allocation of the FY 2017 STBGP-DA funds to the Town of Belville for the Rice Hope Connection Multi-Use Path, to the City of Wilmington for installation of Emergency Vehicle Traffic Signal Pre-emption at 27 locations and to the Cape Fear Public Transportation Authority.

NOW, THEREFORE, also, be it resolved that the Board of the Wilmington Metropolitan Planning Organization hereby supports the allocation of the FY 2017 TASA-DA funds to the Town of Belville for the Belville Elementary Multi-Use Path Project.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on January 25, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION AMENDING THE CAPE FEAR TRANSPORTATION 2040
METROPOLITAN 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, on November 18, 2015 the Wilmington MPO adopted the fiscally constrained Cape Fear Transportation 2040 Plan to fulfill the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21); and

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

WHEREAS, a requirement for the use of the STBGP-DA and TASA-DA funding is that projects must be included in the MPO's fiscally constrained metropolitan transportation plan; and

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

WHEREAS, the Town of Belville has requested funding for a Rice Hope Connection MultiUse Path Project and a Belville Elementary Multi-Use Path through the Wilmington MPO's 2016 call for projects for STBGP-DA and TASA-DA funding; and

WHEREAS, the Wilmington MPO Board approved the allocation of 2016 STBGP-DA and 2016 TASA-DA funds towards the Town of Belville's requested projects at a regular meeting on January 25, 2017; and

WHEREAS, the two multi-use path projects approved for the 2016 allocation of STBGP-DA and TASA-DA funding are not included in the adopted Cape Fear Transportation 2040 Plan; and

WHEREAS, the lowest ranking fiscally-constrained bicycle and pedestrian projects in the adopted Cape Fear Transportation 2040 Plan without committed funding in the adopted 2016 STIP are BP-97 17th Street and Dawson Street crosswalks, BP-96 8th Street and Wooster Street crosswalks, BP-95 8th Street and Dawson Street crosswalks, BP-94 College Road & Hoggard/Hurst Drive crosswalks, BP-93 16th Street & Dawson Street crosswalks, and BP-92 Kerr Avenue and Wilshire Boulevard crosswalks; and

WHEREAS, several of the projects suggested for removal are funded through non-federal funding sources; and

WHEREAS, an amendment to remove these bicycle and pedestrian projects would allow Cape Fear Transportation 2040 to remain fiscally constrained with the addition of the approved STBGP-DA and TASA-DA projects.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the Cape Fear Transportation 2040 Plan Amendments.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 25, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2016-2025 STIP/MTIP Program

STIP/MTIP Modifications (January 2017)

* C-5600 STATEWIDE PROJ.CATEGORY EXEMPT	VARIOUS, STATEWIDE CMAQ PROJECTS TO IMPROVE AIR QUALITY WITHIN NONATTAINMENT AND MAINTENANCE AREAS. <u>ADD ENGINEERING, RIGHT OF WAY, AND IMPLEMENTATION IN FY 17 NOT PREVIOUSLY PROGRAMMED, AT REQUEST OF TRANSPORTATION PLANNING BRANCH.</u>	ENGINEERING	FY 2017 - \$3,405,000 (CMAQ)
			FY 2017 - \$851,000 (S(M))
		RIGHT OF WAY	FY 2017 - \$1,989,000 (CMAQ)
			FY 2017 - \$497,000 (S(M))
		CONSTRUCTION	FY 2017 - \$23,127,000 (CMAQ)
* C-5601 STATEWIDE PROJ.CATEGORY EXEMPT	VARIOUS, CMAQ PROJECTS TO IMPROVE AIR QUALITY ACROSS MULTIPLE NONATTAINMENT AND MAINTENANCE AREAS. <u>ADD OTHER-CATEGORY FUNDING IN FY 17 NOT PREVIOUSLY PROGRAMMED, AT REQUEST OF TRANSPORTATION PLANNING BRANCH.</u>	IMPLEMENTATION	FY 2017 - \$5,782,000 (S(M))
			FY 2017 - \$2,400,000 (CMAQ)
			FY 2017 - \$600,000 (S(M))
			<u>\$38,651,000</u>
		OTHER	FY 2017 - \$4,494,000 (CMAQ)
			FY 2017 - \$1,124,000 (L)
			<u>\$5,618,000</u>



305 Chestnut Street
PO Box 1810
Wilmington, NC 28402
Ph: (910) 341-3258
Fax: (910) 341-7801
www.wmpo.org

MEMORANDUM

TO: Board Members/TCC

FROM: Mike Kozlosky, Executive Director

DATE: January 5, 2017

SUBJECT: FY 2018 Budget Pressures

The Wilmington Urban Area MPO is in the process of developing the FY 2018 Unified Planning Work Program (UPWP). The development of this Program is an effort to balance the needs of the organization with the available funding resources. Staff strives to perform at a maximum level of efficiency while addressing the needs and desires of the Board and our members. The organization has had several accomplishments that are outlined in our annual report. We also experience a number of budget pressures impacting staff and the organization. Below please find the budget pressures the MPO is experiencing and anticipates to continue to experience in the next budget cycle:

Development and Transportation Impact Analysis (TIA) Review

The MPO provides development and TIA review services for our member jurisdictions. The development review service is utilized by the City of Wilmington, New Hanover County, Town of Carolina Beach, Town of Leland and Pender County. There is currently one full-time staff member dedicated to this service, and this position is 100% funded by the City of Wilmington. The position attends the Technical Review Committee (TRC) meetings and provides comments on potential developments for all of the aforementioned member jurisdictions. For the period of July 1, 2015 to June 30, 2016, the MPO reviewed 892 site/subdivision plans, which included 515 formal reviews, 232 informal reviews and 145 concept reviews (of these 665 were in the City of Wilmington and 227 were for the other member jurisdictions). This is an increase above last year's totals of 154 additional reviews within the City and 45 additional reviews for the other members.

Transportation Impact Analyses are reviewed by the MPO for the City of Wilmington, New Hanover County, Brunswick County, Pender County, Town of Carolina Beach, Town of Belville and Town of Leland. Approximately 50% of one full-time position is currently dedicated to TIA review. For the period of July 1, 2015 to June 30, 2016, the MPO scoped and/or reviewed and approved 58 TIAs. This is an additional 10 reviews above and beyond last year's totals.

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

As demonstrated above, the development and TIA review functions are experiencing an up-tick in activity, which creates issues and constraints on staff's ability to meet deadlines and the growing demands on the positions. Given existing resources, the development review staff member has been working over 40 hours per week in order to dedicate the necessary time to conduct the reviews.

As the member jurisdictions' development regulations evolve and development activities continue to increase, additional requests from our member jurisdictions are anticipated to also increase. An evaluation of potential process improvements, the appropriate allocation of staff time and adequate staffing levels are critical to address the growing needs of the MPO and our member jurisdictions.

Long Range Planning Studies

The Wilmington MPO's Unified Planning Work Program identifies funds that are programmed for special studies. The FY 17 special studies included funding for the completion of a feasibility study for the Wilmington Rail-line Relocation, Leland Street Design Manual and Northern New Hanover Collector Street Plan. Moffatt & Nichol began the development of the Wilmington Rail Re-alignment feasibility study, and the study will be completed in the current fiscal year. Consultants will also be utilized on the Leland Street Design Manual and Northern New Hanover Collector Street Plan. The MPO has selected firms to assist for on-call transportation planning services. However, the MPO has not begun either of these studies. Therefore, it is anticipated that these studies will not be completed in the current fiscal year, and a portion of these activities will be rolled to FY 2018.

Based on processes currently in place, staff initiated a call for plan/studies for consideration in the FY 2018 UPWP and received funding requests from Pender County for a Bike/Pedestrian Plan and from the Town of Wrightsville Beach for the completion of a feasibility to evaluate the replacement of the Heide-Trask Drawbridge. Staff is currently preparing the Gulch Greenway Plan in-house utilizing existing staff. Additionally, staff will assist and/or participate with our other members in other long range planning efforts including the Heart of Wilmington Plan and Cape Fear Public Transportation Short Range Transit Plan. Lastly, the MPO will begin developing the federally mandated 2045 Metropolitan Transportation Plan. These studies and planning efforts will consume considerable amounts of staff time. The appropriate allocation of staff time will be critical to complete these long-range planning studies, satisfy the federal requirements and to meet the needs of our member jurisdictions.

Data Needs and Data Collection Activities

The MPO is experiencing significant issues with the data we utilize or maintain on a daily basis to make strategic decisions. Existing pressures on the MPO for data management include the development and maintenance of over 20 unique geographically-coded datasets including traffic counts, functional classification of roadways, bicycle and pedestrian facilities, demographic data (Census), transit data, active and historic rail data, travel demand model data, data for future transportation projects, and many others. Currently, these datasets are maintained by long-range transportation planning staff who are also responsible for the development of all federally-mandated plans, for the development of plans requested by member jurisdictions, and prioritization of funding. Due to time constraints and project management pressures, data

management is typically done only on an as-needed basis, whereas best practices indicate that data management should be accomplished as a routine operation in order to ensure data accuracy and currency. As a result, current data management practices at the WMPO are lacking and result in additional costs to the organization and member jurisdictions. Under existing organizational data management processes, the development of baseline datasets requires additional staff time and consultant work at the beginning of a project. As a reminder, the Wilmington MPO Board indicated improving data management was a desired organizational improvement. The WMPO Board expressed a desire for an online mapping portal and increased access for member jurisdictions to the WMPO's maintained transportation data.

The Wilmington MPO's Traffic Count Program has one individual that collects and analyzes traffic counts throughout the Wilmington MPO's planning area boundary. These traffic counts are used by real estate agents, developers, MPO members, etc. for various needs and efforts. Additionally, this information is used by local member planning staffs to make recommendations on proposed developments. The MPO collects 329 counts on an annual basis. From July 1, 2014 to June 30, 2015, MPO staff collected these annual counts and also collected an additional 73 special counts and an additional 56 bicycle and pedestrian counts. This represents an increase of 2 special counts and a decrease of 8 bike/pedestrian counts compared to last year's totals.

The Congestion Management Process (CMP) is federally mandated and identifies existing and future congestion on the Wilmington Urban Area's transportation network. The CMP evaluates congestion and multi-modal services on roadway segments throughout the community and is an ongoing multi-modal data collection and evaluation process. Under the federal process, a biennial report is prepared by the MPO. The first MPO Congestion Management Report was adopted by the MPO Board on August 31, 2016. The MPO uses the traffic count data for a portion of the analysis. Above and beyond the normal traffic count program, the CMP also requires data collection efforts for bike/pedestrian counts, manual turning movement counts, video camera counts, floating car studies and truck counts.

Improvements to data management could enable increased cost savings, increased staff efficiencies for project management, increased staff efficiencies for securing funding for future transportation projects, and an opportunity to better represent the work of the WMPO through offering increased data services to member jurisdictions and the general public. Increases in development activities, on-going data needs and the federally mandated MPO performance measures add additional pressures to the traffic count program and data collection activities. The current MPO workload does not allow for satisfactory data management. Therefore, additional trained staff would be required to fulfill these data needs. The continued evaluation of the data collection technology and processes will also be necessary for the MPO to provide efficient data collection support and activities.

Surface Transportation Block Grant Program-Direct Attributable (STBGP-DA) and Transportation Alternatives Set Aside- Direct Attributable (TASA-DA) projects

The designation of the Wilmington Urban Area MPO as a Transportation Management Area in 2012 mandates additional reporting requirements and identifies the MPO as the direct recipient of Surface Transportation Block Grant Program- Direct Attributable (STBGP-DA) and Transportation Alternatives Set Aside- Direct Attributable (TASA-DA) funds. The STBGP-DA

program provides an annual allocation to the MPO members and requires a 20% local match for the selected projects. The current Wilmington Urban Area MPO allocation is approximately \$3 million and will increase to around \$3.75 million by 2020. The TASA-DA program provides an annual allocation in the amount of \$250,000 in funding and also requires a 20% local match for the selected projects. The MPO administers these funds on an annual basis, and the Board annually adopts a competitive process and project selection for the disbursement of these funds. To date, there have been 21 projects funded through these programs.

The MPO is tasked with program management/oversight of these funds and assists the local jurisdictions with project delivery. There is currently one full-time MPO staff position dedicated to these activities. These programs require significant staff time to manage the program and assist the members with multiple projects simultaneously. The MPO has experienced issues in the past with the submittals being incomplete from the local member jurisdictions requesting these funds, estimates not in line with the scope of projects thus creating problems when projects are well into the design process or in construction, and local jurisdictions lacking the understanding, expectations and/or requirements of FHWA and NCDOT. During the last call for projects, each submittal was missing some important information, and there was not one complete application.

A goal and desire of the MPO is to disperse these funds for use by our members, but it is difficult when the applications are incomplete and/or do not contain the required information to make an informed recommendation to the Board. It has also become apparent that the members lack the experience and expertise to fully scope and estimate project costs and guide the projects through the FHWA and NCDOT processes. Not only has this resulted in increased project oversight, but on several occasions the MPO staff has been asked by various members' staff if the MPO can completely take over management of the projects. A complete project take-over is not feasible with current funding structure and staffing concerns. A solution to these issues must be identified and addressed as concerns are being raised by those responsible for the funds as to the capabilities of the member jurisdictions to manage projects with federal dollars through FHWA and NCDOT.

The MPO is also tasked with helping the member agencies administer the construction of these projects. The MPO has one construction engineer/manager on staff that currently divides time between managing construction projects and assisting in TIA review. With the approval of the 2017 projects, there are more than 20 active projects of which only one is currently under construction. Based upon current information from the member jurisdictions, there are 10 projects slated to go to construction in 2017 and another 11 projects in 2018. This project management will consume all of the construction engineer/manager's time resulting in limited to no time to assist in TIA review. At a minimum, a temporary solution needs to be identified for this situation so that the MPO does not become a bottleneck in TIA review and negatively impact development activity.

Based on current staffing levels, staff is currently being utilized at maximum capacity. With the increased funding and workload, the MPO will need to identify additional capacity to help develop and implement these programs and projects. The continued evaluation of the programs and processes will be necessary for the successful implementation and project delivery by the MPO and our members. Both temporary and long-term solutions should be considered when trying to address these pressures.

Tracking funds that are flexed for public transportation initiatives

Through the administration of the STBGP-DA program, the MPO flexes a portion of these funds to the Cape Fear Public Transportation Authority on an annual basis for mass transportation activities. In August 2016, the Board approved flexing funding in the amount of \$510,778 to the Authority for public transportation initiatives. The Authority typically programs these funds in the STIP/MTIP for Preventative Maintenance and ADA. In order to ensure the funds are being used in compliance with state and federal regulations, additional reporting will be requested from the Authority. This will create increased pressures on the MPO's accounting staff to monitor and ensure these funds are being spent in compliance with these regulations.

Strategic Transportation Investments Law and Prioritization Processes

Passed in 2013, the Strategic Transportation Investments law (STI) allows NCDOT to use its funding to enhance the state's infrastructure, while supporting economic growth, job creation and a higher quality of life. This process encourages the development of transportation solutions and funding projects at a statewide, regional and division level.

The STI also establishes the Strategic Mobility Formula, which is the way of allocating available NCDOT revenues based on data-driven scoring and local input. It was used for the first time to develop the 2016-2025 State Transportation Improvement Program (STIP). Work is currently underway to update the STIP for 2018-2027. Prioritization 4.0 was used to develop the ranking and scoring of projects for the draft 2018-2027 STIP that was released in January 2017. Although this draft has not yet been officially adopted, work has also begun on the 2020-2029 STIP. The next update is Prioritization 5.0. This process will require participation, travel and training in various and relevant work groups and a thorough review of data provided by NCDOT. This will also require the Board to seek and provide local input on projects at the Regional and Division Tiers. As in the past, the Board will be tasked with assigning points to projects in their respective tiers for MPO local input.

Travel Demand Modeling

The Wilmington MPO is required to evaluate existing and future needs when planning for transportation in the region. As part of this requirement, the MPO works cooperatively with the NCDOT's Transportation Planning Branch to develop and maintain a travel demand model. This model uses multiple inputs that include population and employment growth projections, transportation network capacity data, and existing traffic volumes to develop output projections for traffic volumes and traffic conditions in future years.

The Wilmington Urban Area MPO's most recent model was completed in December 2015. With the development of the 2045 Metropolitan Transportation Plan, the model will require updates for this future planning horizon. As part of the updates, the MPO will need to work with our partners and NCDOT through the development of the socio-economic data, network QA/QC and general project coordination. The updates will create additional time commitments on MPO staff and require additional travel to Raleigh during the development stages.

Organizational Branding/Marketing

In 2016, the MPO began development of the 2017-2021 Strategic Business Plan. Through a SWOT analysis and from a Board retreat, staff identified a number of areas in which the MPO

could improve internally. One of these areas was branding, public information and outreach. The MPO launched a new website in 2016. Additionally, the Board is anticipated to adopt the updated Public Participation Policy in January 2017. This policy includes opportunities for additional community presentations, increased exposure on social media and upgrades to the website and printed materials. The MPO will strive to enhance the perception and understanding of the organization through these outreach strategies.

Conclusions

As demonstrated above, the MPO has some significant and profound budgetary needs and pressures. Staff is working to balance these challenges with the funding allocated to the organization. There may be a number of different strategies that could be deployed to address these challenges. Staff will be presenting information during the January meeting in an effort to receive direction from the Board on how to address these challenges in the upcoming fiscal year. Please consider these pressures as we discuss the development of the FY 2018 UPWP over the course of the next few months.

Benefits of Providing Regional Data Management Services

Saving on Existing Costs

- Faster turnaround/reduced costs on transportation plan creation
- Opportunity to program more PL funds towards feasibility studies to get projects funded
- Increased efficiency on data queries and data analysis

Additional Products

- WMPO GIS Mapping Webpage
- Transportation Photo Database
- GIS Database
 - Travel Demand Model Outputs (LOS data)
 - WMPO Plan Datasets
 - WAVE data
 - Census Data
 - Socioeconomic projections
 - NCDOT Datasets

Additional Services

- On-Site and WMPO Office Assistance with Transportation Projects to include:
 - Database Setup
 - Data Collection
 - Data Analysis
 - 8hrs on-site annually (/member)
- Transportation Project Maps
 - 4 maps annually (/member)



Unified Planning Work Program

Fiscal Year 2018

DRAFT

**FY 2017-2018 UNIFIED PLANNING WORK PROGRAM
for the
WILMINGTON, NORTH CAROLINA URBAN AREA**

TABLE OF CONTENTS

<u>Subject</u>	<u>Page</u>
Table of Contents	2
Introduction	3
Narrative of Section 104(f) Work Tasks to be Performed in FY 2017-2018	4
Tables of UPWP FTA Section 5303 Work Tasks to be Performed in FY 2017-2018.....	7
Planning Work Program Funding Sources FY 2017-2018.....	15
Anticipated DBE Contracting Opportunities for FY 2017-2018	16
Resolution of Approval	17
MPO Certification.....	18

Introduction

In compliance with Federal law and in the spirit of cooperation, the Wilmington Urban Area conducts a “cooperative, comprehensive, and continuing...” transportation planning process. This Planning Work Program (PWP) outlines the tasks and associated funding sources dedicated to the Wilmington Urban Area MPO transportation planning process during fiscal year 2017-2018. Depending on the specific funding source, tasks funded through the PWP are eligible for reimbursement of 80-90% of their cost from the Federal Highway Administration and Federal Transit Administration through the North Carolina Department of Transportation.

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

- Statewide Planning and Research Programs (SPR)-These funds are used by NCDOT to conduct work for the Wilmington Urban Area MPO.
- Federal Highway Administration Section 104(f) Funds-These funds are dedicated to the urban area to perform transportation planning. They require a 20% local match.
- Federal Transit Administration Section 5303 Funds-These funds are used for transit planning in the urban area. The Federal Transit Administration provides 80% of these funds, NCDOT 10%, and there is a required 10% local match.
- Surface Transportation Program-Direct Attributable Funds- These funds are dedicated to Transportation Management Areas and these funds can be used to perform transportation planning. They require a 20% local match.

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

Narrative of PWP Section 104(f) Work Tasks to be Performed in FY 2017-2018

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

Line Item Code

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

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

II-A3 Street System Changes- No tasks foreseen.

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

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

II-A6 Dwelling Unit, Population, Employment Changes- Will measure land use changes by Transportation Analysis Zone between 2010 Census and travel demand model base year. Staff will provide capacity analysis for proposed developments within the Wilmington planning area boundary.

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

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

II-A9 Travel Time Studies- No tasks foreseen.

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

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

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

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

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

II-B3 Travel Model Updates- In concert with the North Carolina Department of Transportation, MPO staff will assist in the development of the 2045 travel demand model.

II-B4 Travel Surveys- No tasks foreseen.

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

II-B6 Community Goals and Objectives- Monitor public input as it pertains to goals and objectives set forth in the adopted Metropolitan Transportation Plan. Implementation of the Performance Measures from MAP-21 and the FAST ACT.

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

II-B8 Capacity Deficiency Analysis- Identify areas of deficient capacity through use of travel demand model for further analysis as potential long range transportation improvement projects.

II-B9 Highway Element of Metropolitan Transportation Plan (MTP)- Identification of highway deficiencies, priorities, and proposed highway improvement solutions and strategies. Provide documentation of process and recommendations in the MTP. Implementation of the Performance Measures from MAP-21 and the FAST ACT.

II-B10 Transit Element of Metropolitan Transportation Plan- Identify public transportation deficiencies, priorities, and proposed transit improvement solutions for inclusion in the update of the MTP. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from MAP-21 and the FAST ACT.

II-B11 Bicycle and Pedestrian Element of the Metropolitan Transportation Plan- Identify bicycle deficiencies, priorities, and proposed bicycle and pedestrian improvement solutions and strategies. Provide documentation of the process and recommendations in the update of the MTP. Implementation of the Performance Measures from MAP-21 and the FAST ACT.

II-B12 Airport/Air Travel Element of the Metropolitan Transportation Plan - Identify airport and air service deficiencies, priorities, and proposed airport and air service improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from MAP-21 and the FAST ACT.

II-B13 Collector Street Element of Metropolitan Transportation Plan- Develop regionally acceptable collector street policies and program recommendations for inclusion in the update of the MTP. Implementation of the Performance Measures from MAP-21 and the FAST ACT.

II-B14 Rail, Waterway and Other Elements of Metropolitan Transportation Plan - Identify rail and waterway deficiencies, priorities, and proposed rail and waterway improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from MAP-21 and the FAST ACT.

II-B15 Freight Movement/Mobility Planning- Identification of freight movement deficiencies, priorities, and proposed improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from MAP-21 and the FAST ACT.

II-B16 Financial Planning- Develop realistic, best estimates of funding sources available and project cost estimates throughout the forecast years for the MTP. Ensure fiscal constraint in the update of the MTP. Implementation of the Performance Measures from MAP-21 and the FAST ACT.

II-B17 Congestion Management Strategies- Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions, and transportation system management strategies. Evaluate strategies developed for the Congestion Management Process. Document process and solutions in the update of the MTP and CMP report. Implementation of the Performance Measures from MAP-21 and the FAST ACT.

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

III-A Planning Work Program- Evaluation of FY 2018 PWP and development of FY 2019 PWP.

III-B Transportation Improvement Program- Adopt the 2018-2027 Transportation Improvement Program. Review and amend the 2018-2027 Transportation Improvement Program on an as needed basis.

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

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

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

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

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

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

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

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

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

III-D3 Special Studies- Consultant will be contracted to assist in the completion of the Metropolitan Transportation Plan and other studies completed by the MPO. These special studies include Leland Street Design Manual, Northern New Hanover Collector Street Plan, Wrightsville Beach Drawbridge Feasibility Study, and the Pender County Bike/Pedestrian Plan. The Cape Fear Public Transportation Authority will also work toward the completion of the Authority's Short-range Transit Plan.

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

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

MPO	Wilmington
FTA Code	442100-
Task Code	II-A-5
Title	Transit System Data
Task Objective	Collect and analyze data for route planning and submission to NTD
Tangible Product Expected	Accurate data from multiple data collection devices onboard Wave Transit vehicles and other sources to ensure compliance with National Transit Database requirements
Expected Completion Date of Products	June 2017
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	1,200
Section 5303 NCDOT 10%	1,200
Section 5303 FTA 80%	9,600
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100-
Task Code	II-B-6
Title	Community Goals & Objectives
Task Objective	Interpret and communicate with members of the Authority and WMPO TCC and TAC adopted planning documents defining community goals and objectives
Tangible Product Expected	Service offerings that are compliant with adopted plans that outlined the goals of the community for public transportation in the region
Expected Completion Date of Products	June 2017
Previous Work	Communication of goals and objectives to decision makers and the public
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	400
Section 5303 NCDOT 10%	400
Section 5303 FTA 80%	3,200
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100-
Task Code	II-B-10
Title	Transit Element of the LRTP
Task Objective	Provide input to CAC, TCC and TAC regarding long range transit plans for the region
Tangible Product Expected	Informed decisions regarding long range public transportation plans leading to a realistic planning document for the region
Expected Completion Date of Products	June 2017
Previous Work	Provided input and educated decision makers regarding the federal and state public transportation program
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	400
Section 5303 NCDOT 10%	400
Section 5303 FTA 80%	3,200
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100-
Task Code	II-B-16
Title	Financial Planning
Task Objective	Plan capital and operating cost estimates to ensure fiscal compliance and maintain the adopted level of transit service
Tangible Product Expected	Short range financial plans based on current federal and state legislation to ensure that transit services are provided in a consistent manner utilizing the most economical and efficient methods
Expected Completion Date of Products	June 2017
Previous Work	Financial planning of the public transportation program
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100-
Task Code	II-C-1
Title	Title VI
Task Objective	Interpret and prepare Title VI documents and monitor Title VI efforts to ensure compliance with FTA approved Title VI program
Tangible Product Expected	Compliance with the Title VI circular and adopted Title VI program
Expected Completion Date of Products	June 2017
Previous Work	Title VI program development and compliance efforts
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100-
Task Code	II-C-3
Title	Minority Business Enterprise
Task Objective	Implement and monitor the MBE program to be compliant with adopted MBE program, update MBE goals as required, and undertake MBE outreach
Tangible Product Expected	MBE participation that is equal to or greater than the adopted and approved MBE goal
Expected Completion Date of Products	June 2017
Previous Work	MBE program oversight
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100-
Task Code	II-C-6
Title	Public Involvement
Task Objective	Hear and analyze public comment from monthly meetings of the Authority, email comments, written comments and other comments outlined in the Authority Public Involvement Program. Work with public to update LCP, LRTP, SRTP and other planning documents.
Tangible Product Expected	Make recommendations to appropriate parties from comments made to the Authority by members of the community
Expected Completion Date of Products	June 2017
Previous Work	Public comment
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100-
Task Code	III-D-3
Title	Special Studies
Task Objective	The CFPTA, with assistance from the MPO, will engage consulting services for the development of the Authority's Five Year Short Range Transit Plan (FY18-FY22).
Tangible Product Expected	Compliance with FTA and NCDOT requirements and a Short Range Planning Report that meets the mass transportation needs of the community for the next five years.
Expected Completion Date of Products	December 2017
Previous Work	The Authority's Five Year Short Range Transit Plan Final Report dated June 2012.
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	
Section 5303 NCDOT 10%	
Section 5303 FTA 80%	
Section 5307 Transit - Local 10%	7,500
Section 5307 Transit - NCDOT 10%	7,500
Section 5307 Transit - FTA 80%	60,000
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100-
Task Code	III-E
Title	Management & Operations
Task Objective	MPO and CFPTA staff will conduct required administrative and operational tasks to support Wave Transit. Periodical reviews of administrative agreements and procedures. Staff will perform daily operations to disseminate planning information to the TAC/TCC committee members, the public and/or other agencies.
Tangible Product Expected	Compliance with FTA and NCDOT requirements, well informed community and elected officials about the public transit program, and functional system that meets the needs of the community
Expected Completion Date of Products	June 2017
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	2,800
Section 5303 NCDOT 10%	2,800
Section 5303 FTA 80%	22,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

---This page intentionally left blank---

Anticipated DBE Contracting Opportunities for FY 2017-2018

Name of MPO: Wilmington Urban Area MPO

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

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
III-D-3	Special Studies	Town of Wrightsville Beach	Consultant	\$80,000	\$100,000
III-D-3	Special Studies	Pender County	Consultant	\$40,000	\$50,000
III-D-3	Special Studies	City of Wilmington	Consultant	\$36,000	\$45,000
III-D-3	Special Studies	Cape Fear Public Transit Authority	Consultant	\$60,000	\$75,000

RESOLUTION
APPROVING THE FY 2017-2018 PLANNING WORK PROGRAM
OF THE WILMINGTON URBAN AREA

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

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

WHEREAS, members of the Wilmington Urban Area Transportation Advisory Committee agree that the Planning Work Program will effectively advance transportation planning for State Fiscal Year 2017-2018;

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby endorses the FY 2017-2018 Planning Work Program for the Wilmington Urban Area.

I, _____, Chair of the Board of the Wilmington Urban Area Metropolitan Planning Organization do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Board, duly held on this the ____ day of _____ 2017.

_____ Chair

Subscribed and sworn to me this the ____ day of _____, 2017.

Notary Public

My commission expires_____.

RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE WILMINGTON METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2017

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

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

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

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

WHEREAS, the Transportation Plan has a planning horizon year of 2040, and meets all the requirements for an adequate Transportation Plan,

NOW THEREFORE, be it resolved by the Board of the Wilmington Urban Area Metropolitan Planning Organization that the Board certifies the transportation planning process for the Wilmington Metropolitan Planning Organization on this the ____th day of _____, 2017.

Chair,

Mike Kozlosky
Secretary, Wilmington Metropolitan Planning Organization



FY18 UPWP DEVELOPMENT

STBGP-DA ESTIMATED FLEX FY18			FULL TIME EMPLOYEE		
STBGP Base	Federal	240,000	Proposed Annual Salary		46,540
	Local	60,000	Benefits		17,096
Studies	Heide Trask	100,000	Travel/Training, Computer, Other		6,200
	Pender County MTP	45,000			
FY17 Carryover (est)		10,000			
Total		505,000			69,836
Federal:		404,000	Federal:		55,869
Local:		101,000	Local:		13,967

STBGP-DA LOCAL MATCH FY18

% Share	Jurisdiction	STBGP Local Base	Additional Flex for Studies	Full Time Employee	SCENARIO 1		SCENARIO 2	
					Total Increase for Studies and FTE	Total Match (Base + Studies)	Total Match (Base+ Studies+ FTE)	
42.13%	Wilmington	25,278	17,273	5,884	23,158	42,551	48,436	
34.03%	New Hanover	20,418	13,952	4,753	18,705	34,370	39,123	
9.48%	Pender	5,688	3,887	1,324	5,211	9,575	10,899	
5.35%	Leland	3,210	2,194	747	2,941	5,404	6,151	
3.60%	Brunswick	2,160	1,476	503	1,979	3,636	4,139	
2.26%	Carolina Beach	1,356	927	316	1,242	2,283	2,598	
0.98%	Wrightsville Beach	588	402	137	539	990	1,127	
0.80%	Kure Beach	480	328	112	440	808	920	
0.77%	Belville	462	316	108	423	778	885	
0.60%	Navassa	360	246	84	330	606	690	
		60,000	41,000	13,967	54,967	101,000	114,967	

LOCAL MATCH BUDGET - CURRENT YEAR FY17

% Share	Jurisdiction	PL104	STBGP	5303	TDM	TOTAL
42.13%	Wilmington	31,197	25,278	3,370	25,278	85,124
34.03%	New Hanover	25,199	20,418	2,722	20,418	68,758
9.48%	Pender	7,020	5,688	758	5,688	19,154
5.35%	Leland	3,962	3,210	428	3,210	10,810
3.60%	Brunswick	2,666	2,160	288	2,160	7,274
2.26%	Carolina Beach	1,674	1,356	181	1,356	4,566
0.98%	Wrightsville Beach	726	588	78	588	1,980
0.80%	Kure Beach	592	480	64	480	1,616
0.77%	Belville	570	462	62	462	1,556
0.60%	Navassa	444	360	48	360	1,212
		74,050	60,000	8,000	60,000	202,050



Wilmington Urban Area Metropolitan Planning Organization

FY2018 Unified Planning Work Program

Draft

TASK CODE	TASK DESCRIPTION	SEC. 104 (f) PL				SECTION 5303				STBGP-DA				TDM				Section 5307				TASK FUNDING SUMMARY			
		Highway / Transit		FHWA		Transit / Highway		FTA		Highway / Transit		FHWA		Transit		LOCAL		LOCAL		Transit		LOCAL	NCDOT	FEDERAL	TOTAL
		LOCAL	20%	80%		LOCAL	10%	NCDOT	10%	LOCAL	20%	80%		LOCAL	50%	NCDOT	50%	LOCAL	10%	NCDOT	10%	FTA	80%		
II-A	SURVEILLANCE OF CHANGE																								
II-A-1	Traffic Volume Counts	10,600	42,400															10,600					42,400		53,000
II-A-2	Vehicle Miles of Travel	50	200															50					200		250
II-A-4	Traffic Accidents	600	2,400															600					2,400		3,000
II-A-5	Transit System Data	100	400				1,200	1,200	9,600									1,300		1,200			10,000		12,500
II-A-6	Dwelling Unit, Pop. & Emp. Change	400	1,600															400					1,600		2,000
II-A-7	Air Travel	50	200															50					200		250
II-A-8	Vehicle Occupancy Rates	50	200															50					200		250
II-A-10	Mapping	2,000	8,000															2,000					8,000		10,000
II-A-12	Bike & Ped. Facilities Inventory	600	2,400															600					2,400		3,000
II-B	LONG RANGE TRANSPORTATION PLANNING																								
II-B-3	Travel Model Updates	2,000	8,000															2,000					8,000		10,000
II-B-6	Community Goals & Objectives	4,000	16,000				400	400	3,200									4,400		400			19,200		24,000
II-B-8	Capacity Deficiency Analysis	400	1,600															400					1,600		2,000
II-B-9	Highway Element of th LRTP	4,800	19,200															4,800					19,200		24,000
II-B-10	Transit Element of the LRTP	400	1,600				400	400	3,200									800		400			4,800		6,000
II-B-11	Bicycle & Ped. Element of the LRTP	4,000	16,000															4,000					16,000		20,000
II-B-12	Airport/Air Travel Element of LRTP	1,000	4,000															1,000					4,000		5,000
II-B-13	Collector Street Element of LRTP	600	2,400															600					2,400		3,000
II-B-14	Rail, Water or other mode of LRTP	1,000	4,000															1,000					4,000		5,000
II-B-15	Freight Movement/Mobility Planning	600	2,400															600					2,400		3,000
II-B-16	Financial Planning	400	1,600				800	800	6,400									1,200		800			8,000		10,000
II-B-17	Congestion Management Strategies	1,000	4,000															1,000					4,000		5,000
III-A	PLANNING WORK PROGRAM	224	896															224					896		1,120
III-B	TRANSPORTATION IMPROVEMENT PROGRAM	200	800															200					800		1,000
III-C	CVL RGTS. CMP./OTR. REG. REQ.																								
III-C-1	Title VI	250	1,000				800	800	6,400									1,050		800			7,400		9,250
III-C-2	Environmental Justice	600	2,400															600					2,400		3,000
III-C-3	Minority Business Enterprise	200	800				800	800	6,400									1,000		800			7,200		9,000
III-C-4	Planning for the Elderly & Disabled	50	200															50					200		250
III-C-6	Public Involvement	1,000	4,000				800	800	6,400									1,800		800			10,400		13,000
III-C-7	Private Sector Participation	400	1,600															400					1,600		2,000
III-D	INCIDENTAL PLNG./PROJECT DEV.																								
III-D-1	Transportation Enhancement Png.	50	200															50					200		250
III-D-2	Enviro. Analysis & Pre-TIP Png.	50	200															50					200		250
III-D-3	Special Studies	2,000	8,000															50,500		7,500			232,000		290,000
III-D-4	Regional or Statewide Planning	100	400															100					400		500
III-E	MANAGEMENT & OPERATIONS	28,000	112,000				2,800	2,800	22,400									150,800					374,400		588,000
TOTALS		\$67,774	\$271,096			\$8,000	\$8,000	\$8,000	\$64,000	\$101,000	\$404,000			\$60,000	\$60,000	\$60,000		\$244,274	\$7,500	\$7,500		\$60,000	\$799,096		\$1,118,870



Wilmington Urban Area Metropolitan Planning Organization

FY2018 Unified Planning Work Program

Draft

TASK CODE	TASK DESCRIPTION	SEC. 104 (f) PL			SECTION 5303				STBGP-DA			TDM		SECTION 5307				TASK FUNDING SUMMARY			
		Highway / Transit	Local	FTA	Transit / Highway	Local	NCDOT	FTA	Highway / Transit	Local	FTA	Transit	NCDOT	LOCAL	Transit	NCDOT	FTA	LOCAL	NCDOT	FEDERAL	TOTAL
		20%	80%	80%	10%	10%	10%	80%	20%	20%	80%	50%	50%	10%	10%	10%	80%	10%	10%	80%	
II-A	SURVEILLANCE OF CHANGE																				
II-A-1	Traffic Volume Counts	10,600	42,400															10,600		42,400	53,000
II-A-2	Vehicle Miles of Travel	50	200															50		200	250
II-A-4	Traffic Accidents	600	2,400															600		2,400	3,000
II-A-5	Transit System Data	100	400		1,200	1,200		9,600	1,000	4,000								2,300	1,200	14,000	17,500
II-A-6	Dwelling Unit, Pop. & Emp. Change	400	1,600															400		1,600	2,000
II-A-7	Air Travel	50	200															50		200	250
II-A-8	Vehicle Occupancy Rates	50	200															50		200	250
II-A-10	Mapping	2,000	8,000						9,967	39,869								11,967		47,869	59,836
II-A-12	Bike & Ped. Facilities Inventory	600	2,400															600		2,400	3,000
II-B	LONG RANGE TRANSPORTATION PLANNING																				
II-B-3	Travel Model Updates	2,000	8,000																		
II-B-6	Community Goals & Objectives	4,000	16,000		400	400		3,200	1,000	4,000								2,000		8,000	10,000
II-B-8	Capacity Deficiency Analysis	400	1,600						1,000	4,000								5,400	400	23,200	29,000
II-B-9	Highway Element of th LRTP	4,800	19,200															1,400		5,600	7,000
II-B-10	Transit Element of the LRTP	400	1,600		400	400		3,200										4,800		19,200	24,000
II-B-11	Bicycle & Ped. Element of the LRTP	4,000	16,000															800	400	4,800	6,000
II-B-12	Airport/Air Travel Element of LRTP	1,000	4,000															4,000		16,000	20,000
II-B-13	Collector Street Element of LRTP	600	2,400															1,000		4,000	5,000
II-B-14	Rail, Water or other mode of LRTP	1,000	4,000															600		2,400	3,000
II-B-15	Freight Movement/Mobility Planning	600	2,400															1,000		4,000	5,000
II-B-16	Financial Planning	400	1,600		800	800		6,400										1,200	800	8,000	10,000
II-B-17	Congestion Management Strategies	1,000	4,000						1,000	4,000								2,000		8,000	10,000
III-A	PLANNING WORK PROGRAM	224	896															224		896	1,120
III-B	TRANSPORTATION IMPROVEMENT PROGRAM	200	800															200		800	1,000
III-C	CVL RGTS. CMP./OTR. REG. REQ.																				
III-C-1	Title VI	250	1,000		800	800		6,400										1,050	800	7,400	9,250
III-C-2	Environmental Justice	600	2,400															600		2,400	3,000
III-C-3	Minority Business Enterprise	200	800		800	800		6,400										1,000	800	7,200	9,000
III-C-4	Planning for the Elderly & Disabled	50	200															50		200	250
III-C-6	Public Involvement	1,000	4,000		800	800		6,400										1,800	800	10,400	13,000
III-C-7	Private Sector Participation	400	1,600															400		1,600	2,000
III-D	INCIDENTAL PLNG./PROJECT DEV.																				
III-D-1	Transportation Enhancement Png.	50	200															50		200	250
III-D-2	Enviro. Analysis & Pre-TIP Png.	50	200															50		200	250
III-D-3	Special Studies	2,000	8,000						41,000	164,000								7,500	7,500	232,000	290,000
III-D-4	Regional or Statewide Planning	100	400															100		400	500
III-E	MANAGEMENT & OPERATIONS	28,000	112,000		2,800	2,800		22,400	60,000	240,000								150,800	62,800	374,400	588,000
TOTALS		\$67,774	\$271,096		\$8,000	\$8,000		\$64,000	\$114,967	\$459,869		\$60,000	\$60,000	\$7,500	\$7,500		\$60,000	\$258,241	\$75,500	\$854,965	\$1,188,706

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

[illegible]

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																						
STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED												
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS				
URBAN PROJECTS																						
PENDER	US 17	U-5732	SR 1582 (WASHINGTON ACRES ROAD) TO SR 1563 (SLOOP POINT LOOP ROAD). CONVERT TO SUPERSTREET.	5.5	20410	1000	T	R 4724														
							T	U 567														
							T															
REG													C 4707									
NEW HANOVER	US 17 (MARKET STREET)	U-5948	SR 1272 (NEW CENTER DRIVE). IMPROVE INTERSECTION.	1.0	668	NHP	NHP						U 100									
							NHP															
							NHP															
REG														C 468								
NEW HANOVER	US 17 BUSINESS (MARKET STREET)	U-4902	COLONIAL DRIVE TO SR 1402 (PORTERS NECK ROAD). ACCESS MANAGEMENT IMPROVEMENTS.	8.6	54647	4857	T	R 500	B													
							T															
							T															
							T															
							T															
							T															
							T															
							T															
							T															
							T															
A SR 1272 (NEW CENTRE DRIVE) TO MARTIN LUTHER KING JR., BOULEVARD. - COMPLETE																						
REG B COLONIAL DRIVE TO MARTIN LUTHER KING JR., BOULEVARD.																						
SW C MARTIN LUTHER KING JR., BOULEVARD TO STATION ROAD.																						
SW D LENDIRE ROAD TO SR 2734 (MARSH OAKS DRIVE).																						
PLANNING/DESIGN IN PROGRESS																						
NEW HANOVER	US 74 (MARTIN LUTHER KING, JR. PARKWAY)	U-5792	US 117/NC 132 (COLLEGE ROAD) IN WILMINGTON. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	2.0	25610	500	NHP															
							NHP															
							NHP															
DIV																						
NEW HANOVER	US 74 (EASTWOOD ROAD)	U-5710	SR 1409 (MILITARY CUTOFF ROAD) INTERSECTION IN WILMINGTON. CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE.	2.0	25810	700	NHP															
							NHP															
							NHP															
SW																						
NEW HANOVER	US 74 (MARTIN LUTHER KING, JR. BOULEVARD)	U-5880	US 17 BUSINESS (MARKET STREET). UPGRADE INTERCHANGE.	2.0	34872	1000	T															
							T															
							T															
SW																						
NEW HANOVER	US 74	U-5731	US 17/US 421 IN WILMINGTON. CONSTRUCT A FLY-OVER AND FREE FLOW RAMP AT INTERCHANGE.	1.0	36700	700	T															
							T															
							T															
SW																						
NEW HANOVER	US 421 (SOUTH FRONT STREET)	U-5734	US 17 BUSINESS/US 76/US 421 (CAPE FEAR MEMORIAL BRIDGE) TO US 421 (BURNETT BOULEVARD) IN WILMINGTON. WIDEN TO MULTILANES.	1.0	10952	1000	T															
							T															
							T															
REG																						

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

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																	
		STATE TRANSPORTATION IMPROVEMENT PROGRAM						DEVELOPMENTAL PROGRAM						UNFUNDED FUTURE YEARS			
		FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027						
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2017									
URBAN PROJECTS																	
NEW HANOVER	US 421 (CAROLINA BEACH ROAD)	U-5790	NC 132 (SOUTH COLLEGE ROAD) TO SANDERS ROAD IN WILMINGTON. WIDEN EXISTING ROADWAY AND CONSTRUCT FLYOVERS AT US 421 AND NC 132.	1.1	25594	500	NHP										
							NHP										
							NHP										
		DIV								R 4525							
										U 183							
												C 20386					
NEW HANOVER	US 421 (CAROLINA BEACH ROAD)	U-5729	US 421 (BURNETT AVENUE) TO US 117 (SHIPYARD BOULEVARD) IN WILMINGTON. UPGRADE ROADWAY.	1.6	18675	1500	T										
							T										
							T										

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

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										TOTAL PRIOR PROJ YEARS COST (THOU) (THOU) COST										STATE TRANSPORTATION IMPROVEMENT PROGRAM										DEVELOPMENTAL PROGRAM										UNFUNDED FUTURE YEARS		
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH			FUNDS	FY 2017		FY 2018	FY 2019	FY 2020	FY 2021	FY 2022		FY 2023	FY 2024	FY 2025	FY 2026	FY 2027																						
URBAN PROJECTS																																										
NEW HANOVER	NEW ROUTE	U-5926	SR 1302 (23RD STREET) TO 26TH STREET. CONSTRUCT ROUTE ON NEW LOCATION. ECONOMIC DEVELOPMENT PROJECT.		6447	1125	L	R	225																																	
							T	R	225																																	
							L			C	2436																															
		DIV					T			C	2436																															
ECONOMIC DEVELOPMENT PROJECT																																										
NEW HANOVER	NEW ROUTE	U-5871	SR 2432 (RALEIGH STREET) TO SR 1100 (RIVER ROAD) IN WILMINGTON. CONSTRUCT TWO LANE ROAD ON NEW LOCATION.	0.7	2100	2100																																				
		DIV																																								
ECONOMIC DEVELOPMENT PROJECT - UNDER CONSTRUCTION																																										
BRUNSWICK	VARIOUS	U-5525	WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION PLANNING ALLOCATION AND UNIFIED WORK PROGRAM.		3300		STBGDA	PE	240	PE	240	PE	240	PE	240	PE	240	PE	240	PE	240																					
NEW HANOVER							L			PE	60	PE	60	PE	60	PE	60	PE	60	PE	60																					
PENDER		DIV																																								
ECONOMIC DEVELOPMENT PROJECT - UNDER CONSTRUCTION																																										
BRUNSWICK	VARIOUS	U-5534	WILMINGTON URBAN AREA MPO STP-DA PROGRAM.		12257	1125	STBGDA	R	125	R	125	R	125	R	125	R	125	R	125	R	125																					
NEW HANOVER							L			R	125	R	125	R	125	R	125	R	125	R	125																					
PENDER		DIV					STBGDA	C	381	C	381	C	381	C	381	C	381	C	381	C	381																					
							L			C	381	C	381	C	381	C	381	C	381	C	381																					
IN PROGRESS																																										
BRUNSWICK	VARIOUS	U-5989	WILMINGTON URBAN METROPOLITAN PLANNING ORGANIZATION STBGDA RESERVE ACCOUNT.		22380		STBGDA			C	2238	C	2238	C	2238	C	2238	C	2238	C	2238																					
NEW HANOVER		DIV																																								
PENDER																																										
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY USING STPDA FUNDING FROM WILMINGTON MPO																																										
BRUNSWICK	NEW ROUTE	U-4738*	US 17 TO US 421 (INDEPENDENCE BOULEVARD-CAROLINA BEACH ROAD) INTERSECTION. CONSTRUCT A NEW FACILITY WITH STRUCTURE OVER THE CAPE FEAR RIVER.	9.5	1161641	9641	BOND R																																			
NEW HANOVER	(CAPE FEAR CROSSING)						BOND R																																			
							BOND R																																			
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY USING STPDA FUNDING FROM WILMINGTON MPO																																										
NEW HANOVER	SR 1175	U-3338	RANDALL PARKWAY TO US 74 (MLK, JR. PARKWAY) IN WILMINGTON. WIDEN TO MULTI-LANES.	3.2	85551	62296	STBG			R	3912	C																														
	(KERR AVENUE)						STBG			U	1030	C																														
							STBG					C	14400	C																												
TRN B RANDALL PARKWAY TO US 74 (MLK, JR. PARKWAY). - UNDER CONSTRUCTION																																										
REG C SR 1175 (KERR AVENUE) INTERCHANGE AT US 74 (MLK, JR. PARKWAY).																																										
PLANNING/DESIGN IN PROGRESS																																										
NEW HANOVER	SR 1409	U-4751*	SR 1409 (MILITARY CUTOFF ROAD) TO US 17 (MARKET STREET) IN WILMINGTON. MULTI-LANES ON NEW LOCATION.	4.0	169045	77245	T			C	22700																															
	(MILITARY CUTOFF ROAD EXTENSION)						T					C	22700	C	22700																											
		SW																																								
SW A LENDIRE ROAD, WEST OF US 17 BUSINESS (MARKET STREET) TO US 17 BUSINESS (MARKET STREET)/SR 1403 (MIDDLE SOUND LOOP ROAD). REALIGN ROADWAY.																																										
PLANNING/DESIGN AND RIGHT OF WAY IN PROGRESS																																										
FEASIBILITY STUDIES																																										
NEW HANOVER	US 74	FS-1503A	US 17 BUSINESS (MARKET STREET). CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE.																																							
	(EASTWOOD ROAD)																																									
FEASIBILITY STUDY IN PROGRESS																																										

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

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID	NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED FUTURE YEARS
								FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027

FEASIBILITY STUDIES	US 421	FS-1003B		SANDERS ROAD TO NC 132 (COLLEGE ROAD). WIDEN ROADWAY.														
NEW HANOVER	(CAROLINA BEACH ROAD)																	

FEASIBILITY STUDY IN PROGRESS																		
BRIDGE PROJECTS	NC 87	B-5642		REPLACE BRIDGE 090065 OVER HOOD CREEK.		985	50											
BRUNSWICK		HF					HFB				R	85						

PENDER	NC 133	B-5653		REPLACE BRIDGE 700014 OVER TURKEY CREEK.		884	50											
		HF					HFB											

DIVISION PURCHASE ORDER CONTRACT																		
NEW HANOVER	NC 133	B-4590		REPLACE BRIDGE 640029 OVER SMITH CREEK.		4672	162											
		HF					HFB											

PENDER	NC 210	B-5156		REPLACE BRIDGE 700028 OVER LONG CREEK.		3625	160											
		HF					HFB											

NEW HANOVER	SR 1242 (NORMANDY PLACE)	B-5649		REPLACE BRIDGE 640078 OVER MOTT CREEK.		710	50											
		HF					HFB											

BRUNSWICK	SR 1437 (OLD FAYETTEVILLE ROAD)	B-5622		REPLACE BRIDGE 090181 OVER STURGEON CREEK.		651	50											
		HF					HFB											

DIVISION PURCHASE ORDER CONTRACT																		
BRUNSWICK	SR 1472 (VILLAGE ROAD)	B-5637		REPLACE BRIDGE 090208 OVER STURGEON CREEK.		1920	50											
		HF					HFB											

NEW HANOVER	SR 1627 (3RD STREET)	B-5103		REPLACE BRIDGE 640035 OVER ABANDONED RAILROAD.		5828	5828											
		DIV																

UNDER CONSTRUCTION																		
BRUNSWICK	VARIOUS	BD-5103		DIVISION 3 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.		16008	16008											
DUPLIN																		
NEW HANOVER																		
ONSLOW																		
PENDER																		
SAMPSON																		

UNDER CONSTRUCTION - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																		
BRUNSWICK	SR 1432 (OLD MILL ROAD)	B-4928		REPLACE BRIDGE 090028 OVER MILL CREEK.		1238	83											
		HF					HFB											

DIV - Division Category	EX - Exempt Category	COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE																
HF - State Dollars (Non STI)	REG - Regional Category	Page 5 of 12																
SW - Statewide Category	TRN - Transition Project																	

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

		TOTAL PROJ YEARS COST		PRIOR COST		TITLE OF WORK/ ESTIMATED COST IN THOUSANDS/ PROJECT BREAKS											
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	(THOU)	FY 2017	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED
							FUNDS	(THOU)	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	
BRIDGE PROJECTS																	
NEW HANOVER	SR 1100 (RIVER ROAD)	B-5236	REPLACE BRIDGE 640019 OVER LORDS CREEK.		1955	505	HF	R	50								
							HF										

MITIGATION PROJECTS																	
BRUNSWICK	VARIOUS	EE-4903	ECOSYSTEMS ENHANCEMENT PROGRAM FOR DIVISION 3 PROJECT MITIGATION.		5505	5505											
DUPLIN																	
NEW HANOVER																	
ONSLow																	
PENDER																	
SAMPSON																	

HIGHWAY SAFETY PROJECTS																	
NEW HANOVER	US 421	W-5103	NORTH OF GEORGE ANDERSON ROAD TO SR 1100 (RIVER ROAD). SAFETY IMPROVEMENTS.		7960	7960											
REG A NORTH OF GEORGE ANDERSON ROAD TO SR 1100 (RIVER ROAD).																	
UNDER CONSTRUCTION																	
NEW HANOVER	NC 133	W-5306 TRN	US 117/NC 132 (COLLEGE ROAD) IN CASTLE HAYNE. CONSTRUCT A ROUNDABOUT.		2497	2497											
UNDER CONSTRUCTION																	
BRUNSWICK	VARIOUS	W-5203	DIVISION 3 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		17939	17214	HSIP	C									
DUPLIN																	
NEW HANOVER																	
ONSLow																	
PENDER																	
SAMPSON																	

DIV DIV DIVISION 3 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.
REG REG DIVISION 3 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.
SW SW DIVISION 3 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.

DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS																	
BRUNSWICK	VARIOUS	W-5703	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 3.		1400		HSIP	R	30	DIV							
DUPLIN							HSIP	C	180	DIV							
NEW HANOVER							HSIP	R	30	RE							
ONSLow							HSIP	C	180	RE							
PENDER							HSIP	R	40	SW							
SAMPSON							HSIP	C	240	SW							
DIV DIV SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. REG REG SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. SW SW SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.																	
IN PROGRESS																	

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

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										TOTAL PROJ COST (THOU)										PRIOR YEARS COST										STATE TRANSPORTATION IMPROVEMENT PROGRAM										DEVELOPMENTAL PROGRAM										UNFUNDED FUTURE YEARS									
COUNTY		ROUTE/CITY		ID NUMBER		LOCATION / DESCRIPTION		LENGTH		TOTAL PROJ COST (THOU)		PRIOR YEARS COST		FUNDS		FY 2017		FY 2018		FY 2019		FY 2020		FY 2021		FY 2022		FY 2023		FY 2024		FY 2025		FY 2026		FY 2027		UNFUNDED FUTURE YEARS																					
ENHANCEMENT (CALL PROJECTS)																																																											
ALAMANCE		VARIOUS		E-5501		FREEDOM ROADS. INSTALL INTERACTIVE		24		24		24																																															
BEAUFORT						WAYSIDE SIGNAGE FOR DESIGNATED SITES.																																																					
BRUNSWICK																																																											
BUNCOMBE																																																											
CAMDEN																																																											
CHOWAN																																																											
CRAVEN																																																											
DARE																																																											
DURHAM																																																											
EDGECOMBE																																																											
GUILFORD																																																											
HALIFAX																																																											
LENOIR																																																											
PASQUOTANK																																																											
WASHINGTON																																																											
WAYNE																																																											
TRN																																																											
UNDER CONSTRUCTION																																																											
AVIATION PROJECTS																																																											
NEW HANOVER		WILMINGTON INTERNATIONAL (ILM)		AV-5713		PIPE DITCHES IN FBO #2 AREA.		1500		1500																																																	
NEW HANOVER		WILMINGTON INTERNATIONAL (ILM)		AV-5704		UPGRADE AIRFIELD LIGHTING VAULT.		2400				T		C		500																																											
												O		C		1900																																											
NEW HANOVER		WILMINGTON INTERNATIONAL (ILM)		AV-5799		WIDEN NORTH-SOUTH TAXIWAY SYSTEM.		500				T																																															
NEW HANOVER		WILMINGTON INTERNATIONAL (ILM)		AV-5730		EXTEND RUNWAY 6-24 PHASE 1		5000				T																																															
												O																																															
NEW HANOVER		WILMINGTON INTERNATIONAL (ILM)		AV-5795		EXPAND THE GENERAL AVIATION APRON.		500				T																																															
NEW HANOVER		WILMINGTON INTERNATIONAL (ILM)		AV-5796		INCREASE WIDTH OF ALL TAXIWAYS.		500				T																																															
NEW HANOVER		WILMINGTON INTERNATIONAL (ILM)		AV-5798		TAXIWAY IMPROVEMENTS.		500				T																																															
NEW HANOVER		WILMINGTON INTERNATIONAL (ILM)		AV-5801		EXPANSION OF AIR CARRIER APRON.		500				T																																															

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

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																																																						
STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED																																												
FY 2018					FY 2019					FY 2020					FY 2021					FY 2022					FY 2023					FY 2024					FY 2025					FY 2026					FY 2027					FUTURE YEARS				

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

		TOTAL PROJ YEARS COST COST		STATE TRANSPORTATION IMPROVEMENT PROGRAM		DEVELOPMENTAL PROGRAM					UNFUNDED						
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	FUNDS	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS
FERRY PROJECTS																	
BEAUFORT	VARIOUS	F-5703	REPLACEMENT VESSELL (SUPPORT FLEET) FOR TUGS AND BARGES		T												
BERTIE				10745				C	10745								
BRUNSWICK																	
CAMDEN																	
CARTERET																	
CHOWAN																	
Craven																	
CURRITUCK																	
DARE																	
DUPLIN																	
GATES																	
GREENE																	
HERTFORD																	
HYDE																	
JONES																	
LENOIR																	
MARTIN																	
NEW HANOVER																	
NORTHAMPTON																	
ONSLOW																	
PAMLICO																	
PASQUOTANK																	
PENDER																	
PERQUIMANS																	
PITT																	
SAMPSON																	
TYRRELL																	
WASHINGTON																	
DIV																	

BRUNSWICK	VARIOUS	F-5301	CEDAR ISLAND, SOUTHPORT AND FORT FISHER DOCKS. REPLACE DOLPHINS.		980	980											
CARTERET																	
NEW HANOVER		TRN															

PUBLIC TRANSPORTATION PROJECTS																	
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	TG-5246	ADA COMPLEMENTARY PARATRANSIT.		1655	1324	L										
							L	C									
							STBGDA	C	265								
							SIPDA										

UNDER CONS TRUCTION																	
DIV																	
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	TG-5243	PREVENTATIVE MAINTENANCE.		IN PROGRESS												

DIV																	
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	TG-4796	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC.		IN PROGRESS												

DIV																	
IN PROGRESS																	

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

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

TITLE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT DURATION										TOTAL PRIOR PROJ YEARS COST (THOU) (THOU) COST										STATE TRANSPORTATION IMPROVEMENT PROGRAM										DEVELOPMENTAL PROGRAM										UNFUNDED FUTURE YEARS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
COUNTY		ROUTE/CITY		ID NUMBER	LOCATION / DESCRIPTION		LENGTH	TOTAL PROJ YEARS COST (THOU) (THOU) COST		FY 2018		FY 2019		FY 2020		FY 2021		FY 2022		FY 2023		FY 2024		FY 2025		FY 2026		FY 2027		FY 2028		FY 2029																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
PUBLIC TRANSPORTATION PROJECTS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
NEW HANOVER	CAPE FEAR PUBLIC TRANS	TA-5221	REPLACEMENT LTV	HF	226	226	L	S																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														

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

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

TOTAL PRIOR PROJ YEARS COST COST (THOU) (THOU)										STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	FUNDS	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027				
PUBLIC TRANSPORTATION PROJECTS																				
NEW HANOVER	CAPE FEAR PUBLIC TRANS	TK-6176	ADMINISTRATION		2863	1337	FNU	O	218			O	218							
						FNU														
						L														
		HF			S															
NEW HANOVER	CAPE FEAR PUBLIC TRANS	TM-6137	OPERATING ASSISTANCE		636	636	JARC													
		HF			L															
NEW HANOVER	CAPE FEAR PUBLIC TRANS	TN-5135	DESIGN, ENGINEER, AND INSTALL 8 BUS STOP SHELTERS		116	116	FNF													
		HF			L															
NEW HANOVER	CAPE FEAR PUBLIC TRANS	TN-6108	OPERATING ASSISTANCE - NEW FREEDOM		1872	1872	FNF													
		HF			L															
NEW HANOVER	CAPE FEAR PUBLIC TRANS	TN-6121	OPERATING		738	738	FNF													
		HF																		
NEW HANOVER	CAPE FEAR PUBLIC TRANS	TO-4751	OPERATING ASSISTANCE		78562	38431	FUZ	O	2129	O	2129	O	2129							
		HF			L		O	2759	O	2759	O	2759	O	2759						
					SMAP	O	845	O	845	O	845	O	845							
NEW HANOVER	CAPE FEAR PUBLIC TRANS	TP-5111	PLANNING ASSISTANCE - 5303		4408	1524	FMPL	PL	384	PL	384	PL	384							
		HF					L	PL	14	PL	14	PL	14							
					S		PL	14	PL	14	PL	14	PL							
NEW HANOVER	CAPE FEAR PUBLIC TRANS	TP-5125	PLANNING SRTP		150	150	FUZ													
		HF					L													
NEW HANOVER	CAPE FEAR PUBLIC TRANS	TP-5110	PLANNING ASSISTANCE - SHORT RANGE DEVELOPMENT		300	200	FUZ													
		HF					L		CP	80										
							S		CP	10										
NEW HANOVER	CAPE FEAR PUBLIC TRANS	TQ-6513	OPERATING ASSISTANCE		1190	510	FEPD	O	85	O	85									
		HF					L	O	85	O	85									
NEW HANOVER	CAPE FEAR PUBLIC TRANS	TQ-7005	5310 ADMINISTRATIVE OVERSIGHT		19	19	FEPD													
		HF																		

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

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																						
COUNTY		ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST	STATE TRANSPORTATION IMPROVEMENT PROGRAM				DEVELOPMENTAL PROGRAM				UNFUNDED FUTURE YEARS						
								FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025		FY 2026	FY 2027				
PUBLIC TRANSPORTATION PROJECTS																						
NEW HANOVER	CAPE FEAR PUBLIC TRANS	TQ-8019	MOBILITY MANAGER	HF	306	102	FEPD	CP	41													
							L	CP	10	CP	10	CP										
NEW HANOVER	CAPE FEAR PUBLIC TRANS	TQ-9035	5310 CAPITAL PROJECT - SERVICE VEHICLE	HF	20	20	FEPD															
							L															
NEW HANOVER	CAPE FEAR PUBLIC TRANS	TQ-9036	5310 CAPITAL PROJECT - REVENUE VEHICLE	HF	117	117	FEPD															
							L															
ONSLOW	CAPE FEAR PUBLIC TRANS	TQ-6157	OPERATING ASSISTANCE - PURCHASE OF SERVICE	HF	250	250	FEPD															
							L															
NEW HANOVER	CAPE FEAR PUBLIC TRANS	TS-5103	SAFETY & SECURITY - MIN. 1% SET ASIDE	HF	326	158	FUZ	CP	22													
							L	CP	2	CP	2	CP	2	CP	2	CP	2	CP	2	CP	2	CP
NEW HANOVER	WAVE TRANSIT	TG-6177	ROUTE 201 IN WILMINGTON. UPGRADE AMENITIES AT BUS STOPS.	REG	66		FUZ															
							L															
								C	54													
								C	6													
								C	6													

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

STATEWIDE PROJECT

TOTAL PRIOR PROJ YEARS COST (THOU)				TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	FUNDS	FY 2017	STATE TRANSPORTATION IMPROVEMENT PROGRAM				DEVELOPMENTAL PROGRAM				UNFUNDED FUTURE YEARS					
							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025		FY 2026	FY 2027			
INTERSTATE PROJECTS	VARIOUS	I-9999 SW	INTERSTATE MAINTENANCE BALANCE.		NHPIM	C	5000	C	5000	C	5000	C	5000	C	96500	C	100000			
RURAL PROJECTS	VARIOUS	M-0515 DIV	RIGHT-OF-WAY BRANCH, REVIEW OF LOCAL PUBLIC AGENCY (LPA) PROJECTS BY THE APPRAISAL SECTION.		T	R	250	R	250	R	250	R	250	R	250	R	250			
STATEWIDE	VARIOUS	M-0219 SW	PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS	4808	2058	T	PE	75 DIV	PE	75 DIV	PE	75 DIV	PE	75 DIV	PE	75 DIV	PE	75 DIV		
							PE	75 RE	PE	75 RE	PE	75 RE	PE	75 RE	PE	75 RE	PE	75 RE	PE	75 RE
						T	PE	100 SW	PE	100 SW	PE	100 SW	PE	100 SW	PE	100 SW	PE	100 SW		
DIV DIV PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS																				
REG REG PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS																				
SW SW PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS																				
STATEWIDE	VARIOUS	M-0479	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS; PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	6720	1220	T	PE	150 DIV	PE	150 DIV	PE	150 DIV	PE	150 DIV	PE	150 DIV	PE	150 DIV		
							PE	150 RE	PE	150 RE	PE	150 RE	PE	150 RE	PE	150 RE	PE	150 RE	PE	150 RE
						T	PE	200 SW	PE	200 SW	PE	200 SW	PE	200 SW	PE	200 SW	PE	200 SW		
DIV DIV STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS; PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																				
REG REG STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS; PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																				
SW SW STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS; PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																				
STATEWIDE	VARIOUS	M-0392	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	4040	2280	T	PE	48 DIV	PE	48 DIV	PE	48 DIV	PE	48 DIV	PE	48 DIV	PE	48 DIV		
							PE	48 RE	PE	48 RE	PE	48 RE	PE	48 RE	PE	48 RE	PE	48 RE	PE	48 RE
						T	PE	64 SW	PE	64 SW	PE	64 SW	PE	64 SW	PE	64 SW	PE	64 SW		
DIV DIV HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																				
REG REG HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																				
SW SW HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																				
STATEWIDE	VARIOUS	M-0391	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	9178	4778	T	PE	120 DIV	PE	120 DIV	PE	120 DIV	PE	120 DIV	PE	120 DIV	PE	120 DIV		
							PE	120 RE	PE	120 RE	PE	120 RE	PE	120 RE	PE	120 RE	PE	120 RE	PE	120 RE
						T	PE	160 SW	PE	160 SW	PE	160 SW	PE	160 SW	PE	160 SW	PE	160 SW		
DIV DIV STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																				
REG REG STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																				
SW SW STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																				
STATEWIDE	VARIOUS	M-0376	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.	22157	12167	T	PE	270 DIV	PE	270 DIV	PE	270 DIV	PE	270 DIV	PE	270 DIV	PE	270 DIV		
							PE	270 RE	PE	270 RE	PE	270 RE	PE	270 RE	PE	270 RE	PE	270 RE	PE	270 RE
						T	PE	360 SW	PE	360 SW	PE	360 SW	PE	360 SW	PE	360 SW	PE	360 SW		
DIV DIV STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.																				
REG REG STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.																				
SW SW STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.																				
STATEWIDE	VARIOUS	M-0360	DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	23328	12328	T	PE	300 DIV	PE	300 DIV	PE	300 DIV	PE	300 DIV	PE	300 DIV	PE	300 DIV		
							PE	300 RE	PE	300 RE	PE	300 RE	PE	300 RE	PE	300 RE	PE	300 RE	PE	300 RE
						T	PE	400 SW	PE	400 SW	PE	400 SW	PE	400 SW	PE	400 SW	PE	400 SW		
DIV DIV DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																				
REG REG DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																				
SW SW DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																				
IN PROGRESS																				

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

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

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																					
					STATE TRANSPORTATION IMPROVEMENT PROGRAM				DEVELOPMENTAL PROGRAM									UNFUNDED FUTURE YEARS			
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027				
RURAL PROJECTS																					
STATEWIDE	VARIOUS	R-4067	POSITIVE GUIDANCE PROGRAM (PAVEMENT MARKINGS AND MARKERS, LED SIGNAL HEAD REPLACEMENT).		89398	89398															
IN PROGRESS																					
STATEWIDE	VARIOUS	R-4701	TRAFFIC SYSTEM OPERATIONS PROGRAM (SIGNAL MAINTENANCE).		265523	265523															
IN PROGRESS																					
STATEWIDE	VARIOUS	R-5753 EX	FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO FEDERAL LANDS.																		
PROGRAM IN PROGRESS																					
STATEWIDE	VARIOUS	R-4073	ASPHALT MATERIALS TESTING LABORATORIES CORRECTIVE ACTION PLAN FOR GROUNDWATER CLEAN-UP AT 54 SITES.		20305	20305															
IN PROGRESS																					
STATEWIDE	VARIOUS	R-4049	TRAFFIC OPERATIONS (INCIDENT MANAGEMENT, 511, SMARTLINK, TEC, TMC).		158759	158759															
IN PROGRESS																					
STATEWIDE	VARIOUS	R-4436	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.		65743	32743	STBG	C	900	DIV	C	900	DIV	C	900	DIV	C	900	DIV		
							STBG	C	900	RE	C	900	RE	C	900	RE	C	900	RE		
							STBG	C	1200	SW	C	1200	SW	C	1200	SW	C	1200	SW		
DIV DIV NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - DIVISION CATEGORY. - IN PROGRESS																					
REG REG NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - REGIONAL CATEGORY. - IN PROGRESS																					
SW SW NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - STATEWIDE CATEGORY. - IN PROGRESS																					
IN PROGRESS																					
STATEWIDE	VARIOUS	R-9999WM	ENVIRONMENTAL MITIGATION AND MINIMIZATION.		82259	71259	NHP	M	150	DIV	M	150	DIV	M	150	DIV	M	150	DIV		
							NHP	M	150	RE	M	150	RE	M	150	RE	M	150	RE		
							NHP	M	200	SW	M	200	SW	M	200	SW	M	200	SW		
							T	M	150	DIV	M	150	DIV	M	150	DIV	M	150	DIV		
							T	M	150	RE	M	150	RE	M	150	RE	M	150	RE		
							T	M	200	SW	M	200	SW	M	200	SW	M	200	SW		
DIV DIV ENVIRONMENTAL MITIGATION AND MINIMIZATION.																					
REG REG ENVIRONMENTAL MITIGATION AND MINIMIZATION.																					
SW SW ENVIRONMENTAL MITIGATION AND MINIMIZATION.																					
IN PROGRESS																					
URBAN PROJECTS	VARIOUS	M-0505 DIV	TRANSPORTATION PROGRAM MANAGEMENT UNIT (TPMU) OVERSIGHT FOR LOCALLY-ADMINISTERED PROJECTS INCLUDING PREPARATION OF AGREEMENTS AND FUNDING AUTHORIZATION REQUESTS.		3600	300	T	PE	300	PE	300	PE	300	PE	300	PE	300	PE	300		
STATEWIDE	VARIOUS	M-0452 SW	TOLLING/FINANCIAL FEASIBILITY STUDIES.		3264	1064	T	PE	200	PE	200	PE	200	PE	200	PE	200	PE	200		
STATEWIDE	VARIOUS																				

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

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

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY		ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2017	STATE TRANSPORTATION IMPROVEMENT PROGRAM										DEVELOPMENTAL PROGRAM										UNFUNDED FUTURE YEARS														
										FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027																									
BRIDGE PROJECTS		STATEWIDE	VARIOUS	B-9999	BRIDGE INSPECTION PROGRAM.	311121	190121	STBG	I	3300	DIV				I	3300	DIV	I	3300	DIV	I	3300	DIV																					
								STBG	I	3300	RE	I	3300	RE	I	3300	RE	I	3300	RE	I	3300	RE																					
								STBG	I	4400	SW	I	4400	SW	I	4400	SW	I	4400	SW	I	4400	SW	I	4400	SW																		
								DIV DIV BRIDGE INSPECTION PROGRAM.																																				
										REG REG BRIDGE INSPECTION PROGRAM.																																		
										SW SW BRIDGE INSPECTION PROGRAM.																																		
										IN PROGRESS																																		
STATEWIDE		VARIOUS	BK-5102	BRIDGE PAINTING AT 19 SELECTED LOCATIONS.		2027	2027																																					
										IN PROGRESS																																		
STATEWIDE		VARIOUS	BK-5132	IN-DEPTH ENGINEERING EVALUATION OF WEIGHT RESTRICTIONS ON LOAD POSTED BRIDGES ON US AND NC DESIGNATED ROUTES.		1000	1000																																					
										IN PROGRESS																																		
STATEWIDE		VARIOUS	BK-5131	BRIDGE PRESERVATION AT SELECTED LOCATIONS.		1500	1500																																					
										UNDER CONSTRUCTION																																		
STATEWIDE		VARIOUS	BK-5101	DECK PRESERVATION AT 15 SELECTED LOCATIONS.		7747	7747																																					
										UNDER CONSTRUCTION																																		
STATEWIDE		VARIOUS	BK-5100	ESTABLISH BRIDGE MANAGEMENT SYSTEM.		5000	5000																																					
										IN PROGRESS																																		
STATEWIDE		VARIOUS	BP-5500	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.		23151	23151																																					
										DIV DIV BRIDGE PRESERVATION ISSUES AT SELECTED SITES.																																		
										REG REG BRIDGE PRESERVATION ISSUES AT SELECTED SITES.																																		
										SW SW BRIDGE PRESERVATION ISSUES AT SELECTED SITES.																																		
STATEWIDE		VARIOUS	M-0418	STORM WATER RUNOFF. RESEARCH, DESIGN, CONSTRUCT, MAINTAIN AND MONITOR STORM WATER DRAINAGE FROM 50 BRIDGES OVER WATERWAYS. (HB 2346, SECTION 25.18)		5860	5860																																					
										UNDER CONSTRUCTION																																		
STATEWIDE		VARIOUS	M-0379	SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES.		3100	3100																																					
										IN PROGRESS																																		
HIGHWAY SAFETY PROJECTS		STATEWIDE	VARIOUS	W-9999	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.	223850		HSIP							C	3600	DIV	C	6750	DIV	C	7035	DIV	C	7110	DIV	C	7110	DIV	C	7110	DIV	C	9480	SW	C	9480	SW	C	9480	SW			
								HSIP						C	3600	RE	C	6750	RE	C	7035	RE	C	7110	RE	C	7110	RE	C	7110	RE	C	7110	RE	C	9480	SW	C	9480	SW	C	9480	SW	
								HSIP						C	4800	SW	C	9000	SW	C	9380	SW	C	9380	SW	C	9380	SW	C	9480	SW	C	9480	SW	C	9480	SW	C	9480	SW	C	9480	SW	
								DIV DIV HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.															REG REG HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.															SW SW HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.						

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

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

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TITLE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
							FUND	FY 2017	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
									FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
HIGHWAY SAFETY PROJECTS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									</

DIV DIV SIGNAL RETIMING TO IMPROVE SAFETY.
REG REG SIGNAL RETIMING TO IMPROVE SAFETY.
SW SW SIGNAL RETIMING TO IMPROVE SAFETY.

IN PROGRESS

STATEWIDE	VARIOUS	W-5601	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	170785	62985	HSIP	R	420	DIV	R	420	DIV	R	420	DIV	R	420	DIV	
						HSIP	C	2520	DIV	C	2520	DIV	C	2520	DIV	C	2520	DIV	
						HSIP	R	420	RE	R	420	RE	R	420	RE	R	420	RE	
						HSIP	C	2520	RE	C	2520	RE	C	2520	RE	C	2520	RE	
						HSIP	R	560	SW	R	560	SW	R	560	SW	R	560	SW	
						HSIP	C	3360	SW	C	3360	SW	C	3360	SW	C	3360	SW	

DIV DIV RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON DIVISION CATEGORY.
REG REG RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON REGIONAL CATEGORY.
SW SW RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON STATEWIDE CATEGORY.

IN PROGRESS

STATEWIDE	VARIOUS	W-5517	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	77101	16601	HSIP	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV	
						HSIP	PE	1650	RE	PE	1650	RE	PE	1650	RE	PE	1650	RE	
						HSIP	PE	2200	SW	PE	2200	SW	PE	2200	SW	PE	2200	SW	

DIV DIV SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.
REG REG SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.
SW SW SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.

STATEWIDE	VARIOUS	W-5700	SIGNAL RETIMING TO IMPROVE SAFETY.	16500	HSIP	C	450	DIV											
					HSIP	C	450	RE											
					HSIP	C	600	SW											

DIV DIV SIGNAL RETIMING TO IMPROVE SAFETY.
REG REG SIGNAL RETIMING TO IMPROVE SAFETY.
SW SW SIGNAL RETIMING TO IMPROVE SAFETY.

IN PROGRESS

STATEWIDE	VARIOUS	W-5508	HIGHWAY SYSTEM DATA COLLECTION, TRAFFIC ENGINEERING BRANCH TO PARTICIPATE IN A THREE YEAR DATA COLLECTION PROGRAM.	1500	1500														
-----------	---------	--------	--	------	------	--	--	--	--	--	--	--	--	--	--	--	--	--	--

CONGESTION MITIGATION PROJECTS

STATEWIDE	VARIOUS	C-5600	STATEWIDE CMAQ PROJECTS TO IMPROVE AIR QUALITY WITHIN NONATTAINMENT AND MAINTENANCE AREAS.	57030	18379	CMAQ	PE	3405											
						SMQ	PE	851											
						CMAQ	R	1989											
						SMQ	R	497											
						CMAQ	I	2400											
						SMQ	I	600											

EX

STATEWIDE	VARIOUS	C-5601	CMAQ PROJECTS TO IMPROVE AIR QUALITY ACROSS MULTIPLE NONATTAINMENT AND MAINTENANCE AREAS.	5618	CMAQ	OT	4494												
					L	OT	1124												

EX

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

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

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID	NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS
								FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	

CONGESTION MITIGATION PROJECTS																		
STATEWIDE	VARIOUS	C-5554	EX	DIVISION OF AIR QUALITY SCHOOL BUS REPLACEMENT PROGRAM. REPLACE BUSES WITH NEW BUSES THAT MEET THE NEW HEAVY DUTY DIESEL TRUCK AND BUS STANDARDS.		1775	1775											

		IN PROGRESS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
STATEWIDE	VARIOUS	C-5702	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. CONDUCT A CLEAN-FUEL ADVANCED TECHNOLOGY OUTREACH AND AWARENESS PROGRAM, INCLUDING EMISSIONS-REDUCING SUB-AWARDS, IN ALL CMAQ-ELIGIBLE COUNTIES.	5618	CMAQ	OT	1494	A																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			

STATEWIDE	VARIOUS	C-3600	EX	DEPARTMENT OF MOTOR VEHICLES (DMV). VEHICLE EMISSION COMPLIANCE SYSTEM. UPGRADE NORTH CAROLINA'S MOTOR VEHICLE EMISSIONS INSPECTION AND MAINTENANCE (IM) PROGRAM.		6702	6702											
-----------	---------	--------	----	---	--	------	------	--	--	--	--	--	--	--	--	--	--	--

				IN PROGRESS BY DEPARTMENT OF MOTOR VEHICLES														
STATEWIDE	NORTH CAROLINA STATE UNIVERSITY	C-4902	EX	NORTH CAROLINA STATE UNIVERSITY SOLAR CENTER CLEAN TRANSPORTATION PROGRAM. DEVELOP AND ADMINISTER A SEVEN YEAR CLEAN FUEL-ADVANCED TECHNOLOGY REBATE PROGRAM IN ALL CMAQ ELIGIBLE COUNTIES TO REDUCE EMISSIONS.		4694												
							EX	A	PHASE 2 OF IMPLEMENTATION									

				IN PROGRESS BY NORTH CAROLINA STATE UNIVERSITY														
STATEWIDE	NORTH CAROLINA DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCE	C-4903		NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST.		1500												
				EX														

				IN PROGRESS BY NCDENR DIVISION OF AIR QUALITY														
STATEWIDE	STATEWIDE	C-9999	EX	CONGESTION MITIGATION AIR QUALITY (CMAQ) PROGRAM BALANCE IN NON-ATTAINMENT AREAS.		300000	C	30000		C	30000		C	30000		C	30000	

ENHANCEMENT (ROADSIDE PROJECTS)																							
STATEWIDE		VARIOUS		ER-5600		VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE.																	
	45167	1167	STBG	C	1200	DIV	C	1200	DIV	C	1200	DIV	C	1200	DIV	C	1200	DIV	C	1200	DIV		
			STBG	C	1200	RE	C	1200	RE	C	1200	RE	C	1200	RE	C	1200	RE	C	1200	RE		
			STBG	C	1600	SW	C	1600	SW	C	1600	SW	C	1600	SW	C	1600	SW	C	1600	SW		
DIV DIV VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE - DIVISION CATEGORY. - IN PROGRESS																							
REG REG VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE - REGIONAL CATEGORY. - IN PROGRESS																							
SW SW VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE - STATEWIDE CATEGORY. - IN PROGRESS																							

		IN PROGRESS																						
STATEWIDE	VARIOUS	M-0451	STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.	1282	512	T	PE	21	DIV	PE	21	DIV	PE	21	DIV	PE	21	DIV	PE	21	DIV	PE	21	DIV
						T	PE	21	RE	PE	21	RE	PE	21	RE	PE	21	RE	PE	21	RE	PE	21	RE
						T	PE	28	SW	PE	28	SW	PE	28	SW	PE	28	SW	PE	28	SW	PE	28	SW
						DIV DIV STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.																		
REG REG STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.																								
SW SW STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.																								

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

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

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																	
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM				DEVELOPMENTAL PROGRAM						UNFUNDED
							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS
SAFE ROUTES TO SCHOOLS PROJECTS																	
STATEWIDE	VARIOUS	SR-5001 DIV	SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL CONSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.		12920	12420	SRTS	C	500								
IN PROGRESS - \$200,800 IN STPDA FUNDS ALLOCATED TO SR-5001C																	
STATEWIDE	VARIOUS	SR-5000 DIV	SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL TRAINING AND OTHER NON-INFRASTRUCTURE NEEDS.		6435	6435											
IN PROGRESS																	
BICYCLE AND PEDESTRIAN PROJECTS																	
STATEWIDE	VARIOUS	E-4018 DIV	NATIONAL RECREATIONAL TRAILS.		13845	645	TAP	C	1200	C	1200	C	1200	C	1200	C	1200
IN PROGRESS																	
STATEWIDE	VARIOUS	EB-4411	ROADWAY IMPROVEMENTS FOR BICYCLE SAFETY ON STATE AND LOCAL DESIGNATED BIKE ROUTES.														
IN PROGRESS																	
STATEWIDE	VARIOUS	EB-3314 TRN	STATEWIDE PEDESTRIAN FACILITIES PROGRAM.		6476	6476											
UNDER CONSTRUCTION																	
STATEWIDE	VARIOUS	EB-5542 DIV	STATEWIDE BICYCLE-PEDESTRIAN PROGRAM.		12455	1455	STBG	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000
IN PROGRESS - \$182,000 IN STPDA FUNDS ALLOCATED TO ER-2971E																	
STATEWIDE	VARIOUS	ER-2971 TRN	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS.		25408	25408											
PUBLIC TRANSPORTATION PROJECTS																	
STATEWIDE	GREYHOUND LINES	Tl-6108 HF	INTERCITY BUS SERVICE FROM RALEIGH TO JACKSONVILLE VIA WILMINGTON ALONG US 70, US 117, AND US 17 AND FROM JACKSONVILLE TO MYRTLE BEACH VIA WILMINGTON ALONG US 17		4081	4081	FNU	L									
IN PROGRESS																	
STATEWIDE	GREYHOUND LINES	Tl-6105 HF	INTERCITY BUS SERVICE FROM RALEIGH TO NORFOLK ALONG US 64 AND US 258 WITH STOPS AT RALEIGH, ROCKY MOUNT, AHOSKIE, AND SUFFOLK		1402	1402	FNF	L									
IN PROGRESS																	
STATEWIDE	GREYHOUND LINES	Tl-6106 HF	INTERCITY BUS SERVICE FROM RALEIGH TO WILMINGTON ALONG US 70 AND US 117 WITH STOPS AT RALEIGH, SMITHFIELD, GOLDSBORO, WALLACE, AND WILMINGTON		1592	1592	FNU										
IN PROGRESS																	
STATEWIDE	GREYHOUND LINES	Tl-6107 HF	INTERCITY BUS SERVICE FROM RALEIGH TO JACKSONVILLE ALONG US 70 AND US 17 WITH STOPS AT RALEIGH, SMITHFIELD, GOLDSBORO, KINSTON, AND NEW BERN		1910	1910	FNU										
IN PROGRESS																	
STATEWIDE	NCDOT FERRY DIVISION	TA-6535 HF	CAPITAL		789	789	FNF	S									
IN PROGRESS																	

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

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

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

TOTAL PRIOR PROJ YEARS COST (THOU)										FUNDS				FY 2017				STATE TRANSPORTATION IMPROVEMENT PROGRAM										DEVELOPMENTAL PROGRAM										UNFUNDED FUTURE YEARS	
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	COST (THOU)	SPR	CP	CP	600	CP	120	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027																		
PUBLIC TRANSPORTATION PROJECTS																																							
STATEWIDE	REGIONAL COORDINATED AR	TP-4901	PLANNING ASSISTANCE - RESEARCH SUPPORT ACTIVITIES		7739	4859	FSPR	CP	600			CP	600	CP	600																								
		HF				S		CP	120			CP	120	CP	120																								
STATEWIDE	REGIONAL COORDINATED AR	TT-9702A	TECHNOLOGY - ADMINISTRATION (ITRE)		50	50	UTCH																																
		HF																																					
STATEWIDE	STATEWIDE	TA-6666	PURCHASE REPLACEMENT VEHICLES		1527	FBUS	CP	942																															
		HF				L		CP	152																														
						S		CP	433																														
STATEWIDE	STATEWIDE	TA-6665	5311 CAPITAL PROJECTS FOR RURAL AREAS		11823	FNU	CP	8879																															
		HF				L		CP	1182																														
						S		CP	1762																														
STATEWIDE	STATEWIDE	TA-6520	SECTION 5317 NEW FREEDOM CAPITAL FUNDING ASSISTANCE TO COMMUNITY TRANSPORTATION SYSTEMS AND NON- PROFIT AGENCIES ACROSS THE STATE		443	443	FNF																																
		HF																																					
STATEWIDE	STATEWIDE	TC-5004	5311 ADTAP CAPITAL PROJECTS FOR RURAL AREAS		2310	ADTAP	CP	1850																															
		HF				L		CP	230																														
						S		CP	230																														
STATEWIDE	STATEWIDE	TH-2000	TRAVELER'S AID PROGRAM		126	L		O	63																														
		HF				S		O	63																														
STATEWIDE	STATEWIDE	TI-6109	INTERCITY BUS SERVICE		9043	FNU	O	4522																															
		HF				L		O	3517																														
						S		O	1004																														
STATEWIDE	STATEWIDE	TK-4902	STATE ADMINISTRATION OF APPALACHIAN DEVELOPMENT TRANSPORTATION ASSISTANCE PROGRAM		330	145	ADTAP	AD	185																														
		HF																																					
STATEWIDE	STATEWIDE	TK-6181	5311 ADMINISTRATIVE PROJECTS FOR RURAL AREAS		17973	FNU	AD	13418																															
		HF				L		AD	2696																														
						S		AD	1859																														
STATEWIDE	STATEWIDE	TK-4900Z	STATE ADMINISTRATION - RURAL AREA GENERAL PUBLIC TRANSIT SERVICES		18780	9391	FNU	AD	2789																														
		HF																																					

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

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

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																		
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS	
							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027		
PUBLIC TRANSPORTATION PROJECTS																		
STATEWIDE	STATEWIDE	TM-6155	OPERATING FUNDING FOR EXISTING PROJECTS STATEWIDE		350	350	JARC											
		HF					L											
STATEWIDE	STATEWIDE	TO-6135	5311 OPERATING PROJECTS FOR RURAL AREAS		4293		FNU											
		HF					L											
STATEWIDE	STATEWIDE	TP-4902	STATEWIDE SUPPORT TO UPDATE LOCAL COMMUNITY TRANSPORTATION SERVICE PLANS - 5311		3710	3710	FNU											
		HF																
STATEWIDE	STATEWIDE	TO-9038	5310 CAPITAL PROJECTS FOR RURAL AREAS AND SMALL URBAN AREAS		3226		FEPD											
		HF					L											
							S											
STATEWIDE	STATEWIDE	TO-9039	5310 MOBILITY MANAGEMENT PROJECTS FOR RURAL AREAS		657		FEPD											
		HF					L											
							S											
STATEWIDE	STATEWIDE	TO-6954	5310 OPERATING PROJECTS FOR RURAL AREAS		4208		FEPD											
		HF					L											
STATEWIDE	STATEWIDE	TS-7000	DEVELOP AND IMPLEMENT AN ENHANCED STATE SAFETY OVERSIGHT PROGRAM		844	844	SSO											
		HF																
STATEWIDE	STATEWIDE	TS-4900Z	STATEWIDE TRAINING AND SUPPORT SERVICES RTAP (RURAL, SMALL-URBAN AND PARATRANSIT)		1873	1472	RTAP											
		HF																
STATEWIDE	STATEWIDE	TT-5205	NCDOT FERRY DIVISION WILL PURCHASE AND INSTALL VISUALS, PAGING SYSTEMS ON BOARD FIVE CLASS FERRY VESSELS		66	66	FNF											
		HF					S											
STATEWIDE	SUB REGIONAL	TM-5301	STATE ADMINISTRATION - JOB ACCESS NON-URBAN		5592	3592	JARC											
		HF																
STATEWIDE	SUB REGIONAL	TN-5112	STATE ADMINISTRATION - NEW FREEDOM - 5317		4270	2798	FNF											
		HF																
STATEWIDE	SUB REGIONAL	TV-4903	STATE ADMINISTRATION - ELDERLY AND DISABLED PERSONS (FEDERAL PROGRAM)		9830	5409	FEPD											
		HF																

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

STATEWIDE PROJECT

TOTAL PRIOR PROJ YEARS COST COST (THOU) (THOU)				TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS														
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED		
						FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026		FY 2027	FUTURE YEARS
PASSENGER RAIL PROJECTS STATEWIDE	VARIOUS	P-5602	STATEWIDE RAIL PRELIMINARY ENGINEERING		T	PE	300	DIV	PE	300	DIV	PE	300	DIV	PE	300	DIV	
					T	PE	300	RE	PE	300	RE	PE	300	RE	PE	300	RE	
					T	PE	400	SW	PE	400	SW	PE	400	SW	PE	400	SW	
					T	PE	400	SW	PE	400	SW	PE	400	SW	PE	400	SW	
					DIV DIV STATEWIDE RAIL PRELIMINARY ENGINEERING													
					REG REG STATEWIDE RAIL PRELIMINARY ENGINEERING													
					SW SW STATEWIDE RAIL PRELIMINARY ENGINEERING													



Cape Fear Crossing

STIP U-4738

Brunswick and New Hanover Counties

PROJECT STATUS REPORT

January 3, 2017

Project Description

The Cape Fear Crossing project is proposed as a 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. The project is programmed in the 2016-2025 STIP for planning and environmental studies only using STPDA funding from the Wilmington MPO.

The following list includes tasks during the month of December:

Current Activities

- The project team continues to coordinate and correspond with project stakeholders.
- 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 under review by NCDOT.
- The Draft Archaeological Predictive Model Update is under review by NCDOT.
- 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.

Upcoming Activities

- The project team will provide the State Historic Preservation Office with additional information regarding impacts to various resources to finalize the Section 106 effect calls.
- The project team will plan to present the status of the project to the WMPO TAC (tentatively February 2017) before the next NEPA/Section 404 Merger Team Meeting.

Past Activities

- The project team held the Section 106 Effects meeting with the State Historic Preservation Office and Federal Highway Administration on 12/08/2016.
- The NEPA/Section 404 Merger Team reached Concurrence Point 1 – “Purpose and Need and Study Area Defined” on 12/12/2013.
- The NEPA/Section 404 Merger Team reached Concurrence Point 2 – “Detailed Study Alternatives Carried Forward” on 2/10/2014.
- Technical documents that have been finalized are available on the project website under “Project Documents.”

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
JANUARY 2017

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 on-going and 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. The draft Physical Conditions and Socio-economic Conditions reports have been reviewed and comments have been provided to the consultant. A task force meeting and the kick-off for the transit portion of the analysis were held on November 15th. The Financial Conditions and Legal Conditions reports are currently under review.

Next Steps:

- The consultant is currently evaluating potential rail alignments and preparing the draft engineering analysis, environmental analysis and cost/benefit analysis reports.

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 Board reviewed the strategies and objectives again on November 16th.

Next Steps:

- Continue discussions at the January Board meeting
- Finalize 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:

- Collect executed Master Contracts from selected firms
- 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: 5 reviews
- New Hanover County Informal Plan Reviews: 1 reviews
- New Hanover Concept Reviews: 0 reviews
- Town of Leland Formal Reviews: 1 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: 18 total (New Hanover County 4, City of Wilmington 7, Carolina Beach 0, Leland 1, and Pender County 6) new 4 and ongoing 14
- Pender County Development Plan Reviews: 8 reviews
- Pender County Informal Plan Reviews: 0 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 39 (5 new, 34 on-going)
- City of Wilmington Informal Reviews: 10 (2 new, 8 on-going)
- City of Wilmington Concept Reviews: 7 (7 new concept reviews- 0 on-going concept)
- COW Project Releases: 6 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:

- Resolution to re-allocate funds to the Navassa Park Multi-Use Path project on January Board agenda.
- Resolution to remove this project from the STIP on January Board agenda.

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
- NCDOT and contractor's engineer working out helical pile and cross-bracing design

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:

- Updated PCE submittal anticipated January 30, 2017
- Revised PS&E submittal March 30, 2017
- Construction contract let is anticipated in December 2017

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:

- Right of way certification received December 14, 2016
- 95% plans and specs submitted December 5, 2016. Comments anticipated January 3, 2017.
- 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
- Supplemental agreement extending the original agreement has been received.
- Final plans, specifications, contract documents, and final cost estimate need to be submitted to NCDOT for review
- Project let anticipated May 22, 2017

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 working through contract negotiations with the consultant. Anticipated design NTP late February 2017.
- Anticipated Let Date: November 2017. May need to push to contractor NTP to summer 2018 due to amount of school traffic on the roadway.

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
- Contract amendment received from McKim and Creed December 13, 2016
- Significant design issues need to be resolved prior to moving forward with project
- Utility coordination underway
- Anticipated Let Date of Fall 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
- Contract amendment received from McKim and Creed December 13, 2016
- Significant design issues need to be resolved prior to moving forward with project
- 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 acquisition underway
- R/W Certification anticipated February 2017
- Anticipated Let Date: May 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 acquisition underway
- R/W Certification anticipated February 2017
- Anticipated Let Date: May 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 acquisition underway
- R/W Certification anticipated February 2017

- Anticipated Let Date: May 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
- Environmental field work complete
- Survey and SUE underway
- 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
- 25% plan review completed by WMPO. Review underway by NCDOT in Raleigh.

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:

- 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:

- PE authorization request has been rescinded
- Project is on hold until the Town determines the route for the project

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 re-advertising the RFP for design.
- Anticipated let date December 2017

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
- Anticipated Let Date: April 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
- Anticipating advertisement for PE services January 2017
- Anticipated let date June 2018

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
- Meet with TDM Committee and Pulsar to review proposed branding materials
- 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 and potential Park & Ride lot locations
- Coordinate bike share presentations for interested employers



Cape Fear Public Transportation Authority

Project Update

January 2017

1. **Bus fleet replacement & conversion to CNG** - (no significant change) identifying state and federal funding opportunities to replace ten thirty-five foot buses and two trolleys. The Authority continues to seek federal funding for replacement buses.
2. **Wilmington Multimodal Transportation Center** - (no significant change) 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 has been executed. 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. Proposals due January 11, 2017.
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 January 2017.
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.

January 4, 2017

WMPO

TIP Projects Under Construction

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

Causeway is in final traffic pattern

Percent Complete: 99.0%. Waiting on final estimate

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: 65.0%

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 June, 2018

Open to traffic on November 2017

Contractor: Balfour Beatty Infrastructure

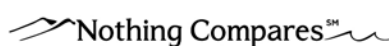
Percent Complete: 78.6%

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.

Contractor: Balfour Beatty Infrastructure

Waiting on Final Estimate

Percent Complete: 96.7%



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

Percent Complete: 99.9%. Waiting on final estimate.

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: 28.0%

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: 100.0%. Waiting on Final Estimate

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

Percent Complete: 12.2%

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.

Project is Complete. Waiting on final walk through.

TIP Projects not under Construction

US 421: C203922: Grading, drainage, paving and install signal and culvert at the intersection of SR 1436 / US 421 and SR 1140 South of Willard Street. Miles (0.170).

Let Date: November 2016

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

Let Date September 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.**

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: 2017CPT.03.07.20651

- SR 1318 (Blue Clay Rd.)** – from radius at intersection of SR 1322 (Kerr Ave.) to pvmt seam at US 117. 2.89 miles.
- SR 1324 (Sheridan Dr.)** – from NC 133 to SR 1325 (Long Leaf Drive).
- SR 1325 (Long Leaf Dr.)** – from SR 1326 (Laurel Drive) to SR 1358 (Holland Drive).
- SR 1326 (Laurel Dr.)** – from SR 1358 (Holland Drive) to dead end.
- SR 1332 (Chair Rd.)** – from NC 133 west on NC 133.
- SR 1382 (Garden Place Dr.)** – from NC 132 to SR 1387 (Hyacinth Ave.)
- SR 1383 (Wedgewood Rd.)** – from SR 1382 (Garden Place Dr.) to dead end.
- SR 1387 (Hyacinth Ave.)** – from SR 1382 (Garden Place Dr.) to dead end.
- SR 1668 (Balsam Dr.)** – from SR 1667 (Hickory Knoll Dr.) to SR 1668 (Balsam Dr.).
- SR 1669 (Darley Ln.)** – from SR 1667 (Hickory Knoll Dr.) to SR 1686 (Royal Oak Dr.)
- SR 1686 (Royal Oak Dr.)** – SR 1492 (Myrtle Grove Rd.) to SR 1667 (Hickory Knoll Dr.)
- SR 2071 (Arlene Dr.)** – from NC 133 to end of maintenance.
- SR 2181 (Blue Clay Rd. / Dairy Farm Rd.)** – from SR 1002 (Holly Shelter Rd.) to SR 1336 (Sidbury Rd.).
- SR 2199 (Creekstone Ln.)** – from SR 1335 (Parmele Rd.) to end of maintenance.
- SR 2200 (Plum Tree Lane)** – from SR 2199 (Creekstone Ln.) to end of maintenance.
- SR 2501 (Access Rd. to Monkey Jct.)** – from US 421 to US 421.
- SR 1322 (Murrayville Rd.)** – from SR 2234 (Brittany Rd.) to SR 2691 (Retriever Dr.).
- SR 2313 (Wilshire Blvd.)** – from west of SR 1175 (Kerr Ave.) to east of Rosemont Ave.
- SR 1400 (Flutch Creek Rd./Champ Davis Rd.)** – from south of SR 2845 (Market Street) to SR 1491 (Porters Neck Rd.)
- SR 2652 (Northchase Pkwy. NE)** – from US 117 to cul-de-sac

Let Date Spring: 2017

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 final estimate.

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 Wood 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: C203923, 2017CPT.03.06.10101 & 2017CPT.03.06.20101

Brunswick County primary routes: US 74/US 76/NC 87, NC 179, NC 904/179 & Various Roads

Let Date: October 2016

Resurfacing Contract: C203480

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 on final estimate

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

Contractor: Highland Paving Company

Work Complete. 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

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:
(910) 341-2000, apytcher@ncdot.gov