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

**Wilmington Urban Area Metropolitan Planning Organization  
Board  
Meeting Agenda**

**TO:** Wilmington Urban Area MPO Board Members  
**FROM:** Mike Kozlosky, Executive Director  
**DATE:** July 24, 2019  
**SUBJECT:** July 31<sup>st</sup> meeting

A meeting of the Wilmington Urban Area MPO Board will be held on Wednesday, July 31, 2019 at 3 pm. The meeting will be held in the 6<sup>th</sup> Floor Conference Room at 320 Chestnut Street in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Conflict of Interest Statement
- 3) Approval of Board Member Excused Absences
- 4) Approval of the Agenda
- 5) Public Comment Period
- 6) Presentations
  - a. United States Maritime Administration- Amanda Rutherford, Mid-Atlantic Gateway Director for Maritime Administration
  - b. Independence Boulevard Extension- Susan Westbury- AECOM
- 7) Consent Agenda
  - a. Approval of Board Meeting Minutes from May 29, 2019 and Special Meeting Minutes from June 26, 2019 (p. 3-11)
  - b. Resolution adopting the Wilmington Urban Area Metropolitan Planning Organization's Title VI Program Plan (p. 12-64)
  - c. Resolution approving 2018-2027 STIP/MPO Transportation Improvement Program Amendment #19-3 (p. 65-66)
  - d. Resolution approving the naming of the NC Ferry Division Tugs (p. 67)
- 8) Regular Agenda
  - a. Resolution approving the allocation of 2020-2021 Surface Transportation Block Grant- Direct Attributable and Transportation Alternatives- Set Aside Funding for the Wilmington Urban Area Metropolitan Planning Organization (p. 68-76)
- 9) Discussion
  - a. Cape Fear Moving Forward 2045 Red-Line Analysis (p. 77-93)
  - b. NCDOT Funding Challenges

**Wilmington Urban Area Metropolitan Planning Organization**

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- c. 2018-2027 STIP/MPO Transportation Improvement Program Administrative Modification #19-3 (p. 94)
- 10) Updates
- a. Crossing over the Cape Fear River (p. 95-96)
  - b. Wilmington Urban Area MPO (p. 97-104)
  - c. Cape Fear Public Transportation Authority (p. 105-107)
  - d. NCDOT Division (p. 108-110)
  - e. NCDOT Transportation Planning Division (p. 111-115)
- 11) Announcements
- a. N.C. 133 (Castle Hayne Rd) widening from I-140/U.S. 17 (Wilmington Bypass) to Division Drive Public Meeting- July 25th
  - b. Bike/Pedestrian Committee Meeting- August 13th
- 12) Next meeting – August 28, 2019

**Attachments**

- Board Meeting Minutes- May 29, 2019
- Board Special Meeting Minutes- June 26, 2019
- Wilmington Urban Area Metropolitan Planning Organization's Title VI Program Plan
- Resolution adopting the Wilmington Urban Area Metropolitan Planning Organization's Title VI Program Plan
- Proposed 2018-2027 STIP/MPO Transportation Improvement Program Amendment #19-3
- Resolution approving 2018-2027 STIP/MPO Transportation Improvement Program Amendment #19-3
- Resolution approving the naming of the NC Ferry Division Tugs
- Surface Transportation Block Grant- Direct Attributable and Transportation Alternatives- Set Aside Funding Eligibility Criteria
- Memorandum regarding the 2020-2021 Surface Transportation Block Grant- Direct Attributable and Transportation Alternatives- Set Aside Funding for the Wilmington Urban Area Metropolitan Planning Organization
- Resolution approving the allocation of 2020-2021 Surface Transportation Block Grant- Direct Attributable and Transportation Alternatives- Set Aside Funding for the Wilmington Urban Area Metropolitan Planning Organization
- Cape Fear Moving Forward 2045 Red-Line Analysis
- Proposed 2018-2027 STIP/MPO Transportation Improvement Program Administrative Modification #19-3
- Cape Fear River Crossing Update (July)
- Wilmington Urban Area MPO Project Update (July)
- Cape Fear Public Transportation Authority Update (July)
- NCDOT Division Project Update (July)
- NCDOT Transportation Planning Division Project Update (July)

**Board Meeting Minutes**  
**6<sup>th</sup> Floor Conference Room, 320 Chestnut Street**  
**Wednesday, May 29, 2019**

**Members Present**

David Piepmeyer, Pender County  
Pat Batleman, Town of Leland  
Neil Anderson, City of Wilmington  
Jonathan Barfield, Cape Fear Public  
Transportation Authority  
Mike Allen, Town of Belville  
Steve Shuttleworth, Town of Carolina Beach  
John Ellen, Town of Kure Beach  
Pat Kusek, New Hanover County  
Frank Williams, Brunswick County  
Eulis Willis, Town of Navassa  
Mike Alford, NC Board of Transportation

**Others Present**

Mike Kozlosky, Executive Director, WMPO  
Karen Collette, NCDOT Highway Division 3  
Kevin Bowen, NCDOT Highway Division 3  
Chad Kimes, NCDOT Highway Division 3

**1. Call to Order**

Chairman Piepmeyer called the meeting to order at 3:00 p.m.

**2. Conflict of Interest Statement**

Chairman Piepmeyer read the conflict of interest statement and asked if any members had a conflict with any of the items on the meeting agenda. No members reported having a conflict.

**3. Approval of Board Members' Excused Absences**

Mr. Kozlosky stated that Hank Miller requested to be excused from the meeting.

Ms. Kusek made a motion to excuse the absence of Mr. Miller. Mr. Williams seconded the motion, and it carried unanimously.

**4. Approval of the Agenda**

Mr. Barfield made a motion to approve the agenda as presented, seconded by Mr. Anderson, and the motion carried unanimously.

**5. Public Comment Period**

No one from the public signed up to speak.

**6. Presentations**

**a. Isabel Holmes Bridge Preservation Project**

Kevin Bowen, NCDOT Division 3 Construction Engineer, gave an overview of the Isabel Holmes Bridge Preservation Project, part of NCDOT's High Value Bridge program mentioned in a presentation to the Board at its April 2018 meeting. He stated that restoration of the Isabel Holmes Bridge, constructed in 1980, is timely in that it will improve it from its current condition of "fair" to one that can more easily be maintained while reducing maintenance costs. The estimated cost of this project is \$18 million, \$5 million more than the Cape Fear Memorial Bridge Rehabilitation Project.

Mr. Bowen stated that the Isabel Holmes Bridge was named for a past Deputy Secretary Transportation who died in 1978. He noted that its total length of the bridge is 2,270 feet,

and is comprised of 28 spans with the main span measuring 272 feet in length. The navigational vertical clearance measures 33.5 feet when closed and is unlimited when raised, compared to the Cape Fear Memorial Bridge's height of 65 feet when closed and 135 feet when raised. The navigational horizontal clearance is 200 feet compared to that the Cape Fear Memorial Bridge at 350 feet. The approach spans are concrete with girders of various lengths. The average daily traffic is 27,000 vehicles per day, less than one half of the Cape Fear Memorial Bridge's average daily traffic at 61,000 vehicles per day. Truck traffic comprises 12% of the daily average for each bridge.

Mr. Bowen stated that improvements to the Isabel Holmes Bridge include repairing worn or aged steel and concrete components, replacing steel grid deck on the lift spans, expansion joints and nine traffic gates, applying sealant on the existing concrete bridge deck, electrical work, mechanical operating machinery work, installing submarine cables that would allow for future dredging projects, a new backup generator and bird deterrent screens, cleaning and painting structural steel, rehabilitating the operator/control house, and other various items. He displayed photo of examples of repair areas, and explained that some are permanent improvements to replace temporary fixes.

Mr. Bowen stated that the volume of replacement of the grid deck of the Isabel Holmes Bridge is considerably less than that of the Cape Fear Memorial Bridge, which had an exaggerated bounce prior to rehabilitation. Although improved, open grates are prone to some uneasiness. He noted that the Isabel Holmes Bridge has two concrete filled spans over the mechanical room, which need to be replaced in order to prevent water from leaking on mechanical and electrical components.

In response to an inquiry by Mr. Anderson, Mr. Bowen stated that he would obtain the number of bridge raises per year from bridge maintenance personnel.

Mr. Bowen stated that the Wilmington Bypass provides an additional traffic option during bridge closures. He displayed a detour for cars through downtown, and a signed route on Martin Luther King Jr. Parkway to College Road to Oleander Drive through the Cape Fear Memorial Bridge. He gave an overview of the construction schedule starting with letting the contract in February, which was awarded to PCL Civil Constructors, the contractor on the Cape Fear Memorial Bridge Rehabilitation Project. He noted that lane closures will be allowed as follows:

- Seven days a week, but avoid Monday through Friday peak hours;
- Night closures Sunday through Thursday; and
- Two to six weekend closures over the life of the project.

Mr. Bowen stated that the project completion date is November of 2020 – in about a year and a half.

A brief question/answer and discussion period was held.

**b. NCDOT Merger Process**

Karen Collette, NCDOT Division 3 Engineer, stated that she plans to give an overview of the NCDOT Merger Process every six months. She noted that obtaining permit used to take anywhere from eight to 12 years. Now, Secretary Trogdon has challenged NCDOT to reduce the timeframe to three years.



Ms. Collette stated that the merger process, which combines the National Environment Policy Act (NEPA) with Clean Water Act (Section 404), is an agreement between four government agencies as follows:

- United States Army Corps of Engineers (USACOE)
- Federal Highway Administration (FHWA)
- North Carolina Department of Environment & Natural Resources (NCDENR/DENR, now DEQ)
- North Carolina Department of Transportation (NCDOT or DOT)

Ms. Collette stated that the rest of the group at the table includes:

- US Environmental Protection Agency (EPA)
- NC Department of Cultural Resources (NCDCCR)
- US Coast Guard (USCG)
- North Carolina Division of Marine Fisheries (NCDMF)
- US Fish & Wildlife Service (USFWS)
- NC Division of Water Quality (NCDWQ or DWQ)
- NC Wildlife Resources Commission (NCWRC)
- NC Division of Coastal Management (NCDCM)
- National Marine Fisheries Service (NMFS)
- State Historic Preservation Office (SHPO)
- Metropolitan Planning Organization (MPO) or Rural Planning Organization (RPO)

Ms. Collette stated that the goal of the process is to determine the Least Environmentally Damaging Practical Alternative (LEDPA) – the best route on which everyone can agree. She noted that the process includes four concurrence points starting with determining purpose and need and defining the study area. She pointed out for example that a southern alternative of the Cape Fear Crossing was excluded due to its failure to meet the purpose and need of improved travel time. She noted that sitting around the merger table has taken years to achieve. Today, all team members agree not to revisit previous concurrence points once they have signed off on each one.

Ms. Collette stated that during Concurrence Point 1, the team may discuss the scope of the project and topics such as safety, capacity, economic development, truck traffic, strategic corridors, hurricane evacuation routes, etc. During Concurrence Point 2, the team develops corridor alternatives, and begins detailed studies and environmental reports. Competing interests intensify during discussion of numerous additional topics. Concurrence Point 2 also includes the first citizens' workshop and meetings with local officials. She commented that the public is often dissatisfied with the timing of workshops. Too late in the process seems to devalue public input, and too early provides insufficient information.

Ms. Collette stated that at Concurrence Point 2A, the Draft Environmental Impact Statement (DEIS) is completed, and another public information workshop and meeting with local officials is held. At Concurrence Point 3, the team selects and signs off on the LEDPA. The remainder of Concurrence includes engineering, planning and executing. She pointed out that the MPO and RPO have input at every stage of the Transportation Improvement Program (TIP) project timeline starting from long range planning through design.

Chairman Piepmeyer inquired about the impact of miscalculated hydraulics. Ms. Collette responded that hydraulics affect the footprint of a project and often increase its limits.

Mr. Anderson inquired about the noise wall or reading at Military Cutoff Road and Market Street. Ms. Collette responded that a second sound reading was taken, and found that it did not warrant a sound barrier. She noted that up to half of the project cost goes toward enhancements, which can be used for mitigation. She pointed out that projects administered locally allow for meetings with neighborhoods and locals.

Chairman Piepmeyer expressed appreciation to Ms. Collette.

Mr. Williams stated that a detailed description of the merger process can be found online.

Ms. Collette stated that concurrence meetings have become closed meetings. She noted that Vice Chairman Batleman had a rare opportunity to experience one. She pointed out that having all of the merger team members meet together at one time has shortened the merger process considerably.

**c. Prioritization 6.0**

Caitlin Marks, NCDOT Division 3 Planning Engineer, gave an overview of the prioritization process, which is normally on a two-year cycle. She noted that the goal of prioritization is to have a project funded through inclusion in the State Transportation Improvements Program (STIP). She added that project selection for the MPO is limited to 19 submissions per mode for each of the six modes (rail, highway, pedestrian, ferry, aviation and public transportation), excluding carry-over projects. She presented an interactive, mock scenario of the three-month submittal window for Prioritization 6.0 (P 6.0), starting in October of 2019.

Ms. Marks stated that projects need to be entered into the SPOT's online system by December 2019. She gave an overview of the six-month scoring process, and the three tiers of prioritization (Statewide Mobility, Regional Impact, and Division Needs). She stated that most of the funding is available in the Statewide Mobility Tier, and projects considered in this tier have two additional opportunities for consideration. She noted that the selection criteria differs for each tier and mode. She added that projects in the Statewide Tier are programmed strictly by score and are cut off based on the availability of funds.

Ms. Marks stated that points matter in the other two tiers. She gave examples of opportunities to assign input points (2,400 points for NCDOT and 1,500 points for MPO) to projects in the Regional Impact Tier (70/30 split). She added that in the Regional Impact Tier B, Division 3 projects compete with Division 2 projects.

Ms. Marks stated that projects that were not programmed in the Regional Impact Tier automatically cascade into the Division Needs Tier, and those only in the Division Needs Tier are grouped together. Although the MPO has 1,500 points for each tier, they weigh more heavily in the Division Needs Tier (50/50 split). She noted that the results for P 6.0 will be released in April of 2021, after which the draft STIP will be released. The current draft STIP will be released in September due to some setbacks.

In response to an inquiry by Vice Chair Batleman, Ms. Marks stated that the number of points differ per planning organization based on population. Although NCDOT has 2,400 points, they must cover six counties.

**7. Consent Agenda**

- a. **Approval of Board Meeting Minutes – April 24, 2019**
- b. **Resolution approving FY 2020 Unified Planning Work Program Amendment #1**
- c. **Resolution approving 2018-2027 STIP/MPO Transportation Improvement Program Amendment #19-2**
- d. **Opening of the 30-day public comment period for 2018-2027 STIP/MPO Transportation Improvement Program Amendment #19-3**

Mr. Ellen made a motion to approve the Consent Agenda as presented. Ms. Kusek seconded the motion, and it carried unanimously.

**8. Regular Agenda**

- a. **Resolution adopting the Top 5 Resilient Transportation Infrastructure Priorities for the Wilmington Urban Area MPO**

Chairman Piepmeyer reminded the Board that at its last meeting, members requested that staff return with a recommendation based on discussion.

Mr. Williams made a motion to approve the Resolution adopting the Top 5 Resilient Transportation Infrastructure Priorities for the Wilmington Urban Area MPO. Mr. Ellen seconded the motion, and it carried unanimously.

**9. Discussion**

- a. **Supplemental Funding for TMAs – FY19 Appropriations**

Ms. Kimes gave an overview of supplemental funding for fiscal year 2019. She stated that last year, the MPO received an Omnibus appropriation in the amount of \$641,000. This year, the MPO received an additional \$904,063 with a very short turnaround time for obligation of construction funds, and an added rail component. After reaching out to the member jurisdictions, only the Port expressed an interest for a rail component. She noted that a swap with NCDOT is planned for \$1.45 million, and the Port will include a submission for a rail project in the current call for projects.

Ms. Kimes stated that the \$2.35 million in Surface Transportation Block Grant Program (STBGP) funds will increase by \$1.5 million for use in fiscal year 2020 or 2021 during the next five-year plan.

A question/answer and discussion period was held.

Mr. Kozlosky stated that the MPO will be accepting applications until 5:00 p.m. on July 1<sup>st</sup>.

- b. **FY20 BUILD Grant**

Ms. Moore stated that a notice of funding opportunity for the 2019 BUILD Grant that was released in late April has been included in the agenda packet. She noted that the grant can be used for any surface capital project between \$5 million and \$25 million. She added that applications must be submitted by July 15<sup>th</sup>, and funds must be obligated (design complete and permitting in place) by September 30, 2021. The minimum match is 20% and the funds must be spent by September 30, 2026. Although planning funds are available, they must lead to a surface transportation project.

Mr. Kozlosky stated that given the criteria, staff could not identify any projects for submittal.

In response to an inquiry by Chairman Piepmeyer, Ms. Moore clarified that the Port has submitted an application.

## **10. Updates**

### **a. Crossing Over the Cape Fear River**

Chad Kimes, NCDOT Division 3 Deputy Division Engineer, gave an update on the Cape Fear Crossing. He commented that the public hearing for it was one of the largest the Division has ever held, similar to the turnout for the Hampstead Bypass. He noted that 366 people attended the New Hanover County meeting and nearly 800 people attended the Brunswick County meeting. He added that 3,000 comments have been received to date, which is a large measure of its success providing valuable information for the merger process leading into Concurrence Point 3 (CP3).

Mr. Kimes displayed a pie chart showing a closely divided preference between Alternate MA, the southernmost route, and Alternate VAW, which follows the existing causeway. He stated that the CP3 LEPDA decision scheduled for June 19<sup>th</sup>, will be delayed until December due to the feedback and comments received. He noted that VAW modified and MA will be reviewed in greater detail. He commented that many people are working on it right now.

Ms. Collette stated that a large portion of the public comments advised slowing down, and that the Division will follow that advice.

Mr. Kozlosky stated that this and other updates are included in the agenda packet.

## **11. Additional Updates**

Mr. Kozlosky introduced Regina Hopkins, Senior Accountant replacing Britt Strait, who accepted a position at nCino.

Ms. Hopkins expressed appreciation and gave some details about her professional background.

Mr. Kozlosky announced two other staffing changes. He noted that Project Engineer Fred Royal has accepted a position with City's Stormwater Division, and Associate Transportation Planner Katie Moore will be leaving on June 7<sup>th</sup> to accept a position in Horry County as a Senior Environmental Planner.

Chairman Piepmeyer pointed out that the MPO is understaffed. He commented that the market is difficult for hiring with fewer job seekers, a low unemployment rate and high demand.

In response to an inquiry by Mr. Ellen, Mr. Kozlosky stated that the two jobs are posted on the City's website, Indeed.com, and list servers of professional associations such as the Institute of Transportation Engineers (ITE) and the American Planning Association (APA).

## **12. Announcements**

### **a. Bike/Pedestrian Committee Meeting – June 11<sup>th</sup>**

### **b. Direct Attributable Applications Due – July 1<sup>st</sup>**

Mr. Kozlosky stated that the MPO has seen an increased interest in Direct Attributable funds and anticipated a competitive process. He noted that the MPO will submit an application for the multi-modal center for office space via the city.

**c. The next WMPO Board meeting – July 31<sup>st</sup>**

Mr. Kozlosky proposed to cancel the June Board meeting, and for the next meeting to be held on July 31<sup>st</sup>.

Chairman Piepmeyer concurred and noted that the agenda for the June meeting was lean, and that many jurisdictions are busy finalizing budgets in June.

No members expressed any opposition to the change in meeting schedule.

Mr. Barfield encouraged Board members to participate in the “Be A Looker” pedestrian safety campaign.

**13. Adjournment**

With no further business, the meeting was adjourned at 4:01 p.m.

Respectfully submitted,

Mike Kozlosky

Executive Director

Wilmington Urban Area Metropolitan Planning Organization

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

**Board Special Meeting Minutes**  
**6<sup>th</sup> Floor Conference Room, 320 Chestnut Street**  
**Wednesday, June 26, 2019**

**Members Present**

David Piepmeyer, Pender County  
Pat Batleman, Town of Leland  
Neil Anderson, City of Wilmington  
Mike Allen, Town of Belville  
Steve Shuttleworth, Town of Carolina Beach  
John Ellen, Town of Kure Beach  
Hank Miller, Town of Wrightsville Beach  
Pat Kusek, New Hanover County  
Frank Williams, Brunswick County

**Others Present**

Mike Kozlosky, Executive Director, WMPO  
Matt Nichols, WMPO General Counsel  
Jessica Humphries, WMPO Counsel for the  
Map Act Litigation

**1. Call to Order**

Chairman Piepmeyer called the meeting to order at 3:02 p.m. He read the conflict of interest statement and asked if any members had a conflict with any of the items on the meeting agenda. No members reported having a conflict.

**2. Closed Session**

Chairman Piepmeyer called for a motion to hold a closed session.

Mr. Miller made a motion to hold a closed session, seconded by Mr. Allen, and the motion carried unanimously.

In response to an inquiry by Mr. Ellen, Mr. Nichols clarified that the motion should include the purpose of the closed session.

Mr. Miller agreed to amend the motion to hold a closed session to discuss with the WMPO's attorneys a matter within the attorney-client privilege. Mr. Allen seconded the amended motion, and it carried unanimously.

The meeting was recessed and went into closed session.

The meeting was reconvened and went into open session with all members present as mentioned above.

Chairman Piepmeyer stated that no action was taken during the closed session.

**3. Consideration of and possible action on a Resolution authorizing the Executive Director to enter into a proposed tolling agreement on behalf of the Wilmington Urban Area Metropolitan Planning Organization related to potential litigation involving the following parties: PRD Properties, LLC; John H. Garrason, Executor of the Estate of Glenda E. Garrason a.k.a. Glenda Elizabeth Goforth Garrason; Movies One, LLC; Hampstead 504, LLC; MBD Holdings, LLC; FJH, LLC; North Carolina Department of Transportation; and Wilmington Urban Area Metropolitan Planning Organization**

Mr. Kozlosky stated that staff requests a motion to authorize the Executive Director to enter into a tolling agreement with the parties listed on the agreement.

Ms. Kusek made a motion to approve the Resolution authorizing the Executive Director to enter into a proposed tolling agreement on behalf of the Wilmington Urban Area Metropolitan Planning Organization related to potential litigation involving the following parties: PRD

Properties, LLC; John H. Garrason, Executor of the Estate of Glenda E. Garrason a.k.a. Glenda Elizabeth Goforth Garrason; Movies One, LLC; Hampstead 504, LLC; MBD Holdings, LLC; FJH, LLC; North Carolina Department of Transportation; and Wilmington Urban Area Metropolitan Planning Organization. Mr. Rivenbark seconded the motion, and it carried unanimously.

**4. Adjournment**

With no further business, the meeting was adjourned at 3:38 p.m.

Respectfully submitted,

Mike Kozlosky

Executive Director

Wilmington Urban Area Metropolitan Planning Organization

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





Type of Document: **Title VI Program Plan**

Name: **Wilmington Urban Area Metropolitan Planning Organization (WMPO)**

Date: July 31, 2019

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## TITLE VI POLICY STATEMENT AND NOTICE OF NONDISCRIMINATION

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It is the policy of the Wilmington Urban Area Metropolitan Planning Organization (WMPO), as a federal-aid recipient, to ensure that no person shall, on the ground of **race, color, national origin, Limited English Proficiency, sex, age, or disability, (and low-income, where applicable)**, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of our programs and activities, as provided by Title VI of the Civil Rights Act of 1964, Executive Orders 12898 and 13166, the Civil Rights Restoration Act of 1987, and other pertinent nondiscrimination authorities.

If you feel you have been subjected to discrimination, you may file a complaint. Allegations of discrimination should be promptly reported to our Title VI Coordinator.

Mike Kozlosky  
305 Chestnut Street, 4<sup>th</sup> Floor  
Wilmington, NC 28401  
(910) 341-3258  
Mike.kozlosky@wilmingtonnc.gov

This policy is an expression of our commitment to nondiscrimination and support of the Title VI Program.

*Signature*

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Mike Kozlosky, Executive Director

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Date

### **Implementation (Dissemination)**

- This Policy Statement contains contact information for the Title Coordinator, and it will also serve as our notice to public.
- This statement will be signed by Executive Director of the WMPO, and re-signed whenever a new person assumes that position.
- The signed statement will be posted on office bulletin boards, near the receptionist's desk, in meeting rooms, and disseminated within brochures and other written materials.
- The statement will be incorporated into Title VI training and acknowledgement activities.
- The statement will be posted or disseminated in languages other than English, when appropriate.
- Low-income will be applicable to our programs, policies and activities under Environmental Justice when determining if there will be disproportionately high and adverse effects.

## STANDARD USDOT TITLE VI ASSURANCES

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Please refer to Appendix A of this Plan for a copy of our completed, signed USDOT Title VI Assurances.

## ORGANIZATION & STAFFING

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A Metropolitan Planning Organization (MPO) is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census. MPOs are designated by agreement between the governor and local governments that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population) or in accordance with procedures established by applicable state or local law. When submitting a [transportation improvement program](#) to the state for inclusion in the statewide program, MPOs self-certify that they have met all federal requirements.

An urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation (DOT), is called a Transportation Management Area (TMA). As described in 49 U.S.C. 5303(k), and in recognition of the greater complexity of transportation issues in large urban areas, an MPO in a TMA has a stronger voice in setting priorities for implementing projects listed in the [transportation improvement program](#) and are responsible for additional planning products. The planning processes in MPOs in TMAs also [must be certified](#) by the Secretary of DOT as being in compliance with federal requirements.

The WMPO was established in 1978. Our MPO Board has 13 members, and meets monthly. Our Technical Coordinating Committee (TCC) has 18 voting and 10 non-voting members, and meets monthly please refer to **Appendix B** for lists of current MPO Board and TCC members with race, gender, and affiliation included.

### Title VI Coordinator

Key responsibilities of the Coordinator include:

- Maintaining knowledge of Title VI and related requirements.
- Attending civil rights training when offered by NCDOT, FHWA or other federal agencies.
- Administering the Title VI Nondiscrimination Program and coordinating implementation of this Plan.
- Making sure internal staff and officials are familiar and complying with their Title VI obligations.
- Disseminating Title VI information internally and to the public, including in languages other than English.
- Presenting Title VI-related information to decision-making bodies for input and approval.
- Ensuring Title VI-related posters are prominently and publicly displayed.
- Developing a process to collect data related to race, national origin, sex, age, and disability to ensure minority, low-income, and other underserved groups are included and not discriminated against.
- Ensuring that non-elected boards and committees reflect the service area and minorities are represented.
- Promptly processing (receiving, logging, investigating and/or forwarding) discrimination complaints.
- Providing information to NCDOT and cooperating during compliance reviews and investigations.
- Promptly resolving deficiencies to ensure compliance with Title VI nondiscrimination requirements.

If Mike Kozlosky or Title VI Coordinator changes, the Title VI Policy Statement and USDOT Title VI Assurances, will immediately be updated, and an updated policy statement (and nondiscrimination agreement, if standalone) will be signed by the new Executive Director.

### Staffing

We currently employ a staff of 12, which consists of the following job categories:

- Executive Director
- Administrative Assistant
- Assoc. Transportation Planner (4)
- Accountant
- Sr. Transportation Planner
- GIS Analyst
- Sr. Project Engineer
- Project Engineer
- Traffic Counter

An organizational chart showing the Title VI Coordinator's place within the organization is located in **Appendix C**.

## ENVIRONMENTAL JUSTICE (EJ)

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In 1994, President William Jefferson Clinton issued Executive Order (EO) 12898, Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations. To comply with the EO, federal agencies developed EJ guidelines for their funding recipients, including Federal Highway Administration (FHWA) Order 6640.23A. Accordingly, The WMPO will make achieving EJ part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health and environmental effects of its programs, policies, and activities on minority populations and low-income populations.

EJ is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation and enforcement of environmental laws, regulations and policies. The three fundamental EJ principles that guide USDOT (affiliated) actions are:

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

To achieve EJ, our programs will be administered so as to identify and avoid disproportionately high and adverse effects on minority populations and low-income populations by:

- (1) Identifying and evaluating environmental, public health, and interrelated social and economic effects of our programs, policies and activities;
- (2) Proposing measures to avoid, minimize and/or mitigate disproportionately high and adverse environmental and public health effects, and interrelated social and economic effects, and providing offsetting benefits and opportunities to enhance communities, neighborhoods, and individuals affected by our programs, policies and activities, where permitted by law;
- (3) Considering alternatives to proposed programs, policies, and activities, where such alternatives would result in avoiding and/or minimizing disproportionately high and adverse human health or environmental impacts to minority and/or low-income populations; and
- (4) Eliciting public involvement opportunities and considering the results thereof, including soliciting input from affected minority and low-income populations in considering alternatives.
- (5) Adding an EJ section to plans and studies, such as Long Range Plans, Public Involvement Plans, and Corridor Studies.

EJ analyses will be conducted to determine if our programs, policies, or activities will result in disproportionately high and adverse human health and environmental effects on minority populations and low-income populations. EJ applies to our policies, such as where public meetings will be held, and our projects, such as when we plan to construct or expand a facility. Thus, we will look at various alternatives and seek input from potentially affected communities before making a final decision. Demographic data will be collected to document public involvement in the decision-making process. EJ analyses will remain on file indefinitely, and copies will be provided to NCDOT, upon request, during compliance reviews or complaint investigations. (See **Appendix D – Tables for Race/Ethnicity and Poverty**)

## DATA COLLECTION/ANALYSIS/REPORTING

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Data collection, analysis and reporting are key elements of a successful Title VI enforcement strategy. To ensure that Title VI reporting requirements are met, the WMPO will collect and maintain data on potential and actual beneficiaries of our programs and services. This section contains relevant population data for our overall service

area. The data provides context for the Title VI Nondiscrimination Program and will be used to ensure nondiscrimination in public outreach and delivery of our programs. Please refer to Appendix D for demographic tables on Race & Ethnicity, Age & Sex, Disability, Poverty, and Household Income.

### Population Locations

Recipients of FHWA funds are required to identify the characteristics and locations of populations they serve, particularly by race/ethnicity, poverty and limited English proficiency. We will document this narratively or through maps that overlay boundaries and demographic features on specific communities, and provide this information to NCDOT, upon request. (See Appendix E – Demographic Maps)

## LIMITED ENGLISH PROFICIENCY (LEP)

Limited English Proficient (LEP) persons are individuals for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. These individuals reported to the U.S. Census Bureau that they speak English less than very well.

To comply with USDOT's LEP Policy Guidance and Executive Order 13166, this section of our Title VI Plan outlines the steps the Wilmington Urban Area Metropolitan Planning Organization (WMPO) will take to ensure meaningful access by LEP persons to all benefits, services and information provided under our programs and activities. A four factor analysis was conducted to determine the LEP language groups present in our planning area and the specific language services that are needed.

### Four Factor Analysis

This Four Factor Analysis is an individualized assessment that balances the following four factors:

- (1) The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee;
- (2) The frequency with which LEP individuals come in contact with the program;
- (3) The nature and importance of the program, activity, or service provided by the recipient to people's lives; and
- (4) The resources available to the recipient and costs.

**Factor #1: *The number or proportion of LEP persons eligible to be served or likely to be encountered by the program, activity, or service of the recipient.***

An analysis of the Wilmington Urban Area Metropolitan Planning Organization's planning area boundary determined that the LEP Spanish speaking population exceeds the safe harbor threshold. As indicated in the table below, the number of Spanish speaking individuals who speak English less than "very well" exceeds 6,000 individuals. This represents approximately 2.75% of our planning area's population.

LANGUAGE SPOKEN AT HOME	Estimate	Margin of Error	Percent of Population	Margin of Error
Total (population 5 years and over):	245,141	+/-68	100%	+/-0.03%
Speak only English	227,481	+/-1,139	92.80%	+/-0.5%
Spanish or Spanish Creole:	12,349	+/-971	5.04%	+/-7.86%
Speak English "very well"	5,651	+/-612	2.31%	+/-10.83%
Speak English less than "very well"	6,698	+/-847	2.73%	+/-12.65%



German:	804	+/-194	0.33%	+/-24.13%
Speak English "very well"	732	+/-190	0.30%	+/-25.96%
Speak English less than "very well"	72	+/-51	0.03%	+/-70.83%

There are seven block groups within the highest bracket of Spanish speaking with limited English proficiency (13% - 16%). These block groups have a much higher percentage in comparison to the rest of the WMPO, which has an average percent of Spanish speaking with limited English proficiency individuals at 1.3%. The block groups are: 10501 (South of Randall Parkway and between S Kerr Ave and S College Rd) with 16%; 11903 (Eastwind area, Northwest of Wrightsville Ave.) with 14%; 11701 (Inland Greens area, North of Eastwood Rd and South of Market St.) with 13%; 10800 (Belmont area, North and South of Shipyard Blvd) with 13%; 20104 (Woodburn area, South of Old Fayetteville Ave.) with 16%; 12001 (Between Greenville Loop Rd and Oleander Rd) with 16%; and 12101 (Silver Lake area, Southwest of Carolina Beach Rd) with 13%.

Of these seven hotspots only three are within the highest percentile of the Hispanic/Latino population, 38% or higher (010800, 012001, 011903). The average percent of individuals Hispanic/Latino alone in these blocks is 22.5%, more than four times the average of the WMPO at 5.1%. In relation to rates of households in poverty, the group's average (26.8%) is 8.9% higher than the WMPO's average of 17.9%.

At least one school is located within three of the seven block groups, with the other four at least a half mile from the nearest school. All boundaries are within 3.5 miles of a hospital except for one which is 4.5 miles away (020104). Healthy food options are available to all blocks, with all being less than one mile away from a supermarket. Each of these block groups also has at least one Wave Transit route running through its boundary. This is important considering there percentage of household without a car (3.3%) is higher than the WMPO's average of 1.9%. Population characteristics will be re-evaluated when 2020 Census data becomes available.

**Factor #2: *The frequency with which LEP individuals come in contact with the program.***

The Wilmington Urban Area Metropolitan Planning Organization has no frequency of contact with the LEP populations to report for the last several years. The MPO has an adopted Public Participation Plan that outlines outreach efforts for the Organization. The greatest opportunity for LEP populations to interact with the MPO is through the MPO's Technical Coordinating Committee meetings, MPO Board meetings and these other public outreach techniques. The MPO Board meets 11 times per year and there is a public comment period at the beginning of each meeting.

As part of the first round of public outreach efforts for Cape Fear Moving Forward 2045, the MPO held one kick-off event and five regional public meetings at locations throughout the community. The materials used at these meetings were published in both English and Spanish. In addition, the project website can be translated in a 104 different languages. As part of this process, the MPO also identified and have communicated with over 15 environmental justice groups.

We will continue to employ these strategies as we move forward with the MPO's planning efforts on Cape Fear Moving Forward 2045 and other planning efforts that will be undertaken in the future by our Organization.

**Factor #3: *The nature and importance of the program, activity, or service provided by the recipient to people's lives.***

The Wilmington Urban Area Metropolitan Planning Organization is an organization that is funded through federal, state and local funds to conduct transportation planning in a continuing, cooperative and comprehensive manner. The Wilmington Urban Area population has exceeded 200,000 and in July 2012 the Federal Highway Administration designated the Wilmington Urban Area as a Transportation Management Area (TMA).

The responsibilities of the Wilmington Urban Area Metropolitan Planning Organization are to establish the mission, goals and objectives for the transportation planning process of the region; review and approve the Prospectus and Unified Planning Work Program; develop and approve the Metropolitan Transportation Plan and Comprehensive Transportation Plan; partner with the North Carolina Department of Transportation and our members to prioritize projects and to develop and approve the State/Metropolitan Transportation Improvement Programs; distribute funds (Surface Transportation Block Grant- Direct Attributable and Transportation Alternatives Set Aside- Direct Attributable) distributed directly to the MPO's under the FAST Act; develop; approve, and implement a Public Involvement Policy; ensure citizen input into the continuing transportation planning process; self-certify the long-range planning process; develop a Congestion Management Process; coordinate the operations of the MPO Board and Technical Coordinating Committee; coordinate planning activities with NCDOT and ensure compliance with federal requirements; adopt the Federal Functional Classification; assist with development review; coordinate Transportation Impact Analysis review; implement a Transportation Demand Management Program; conduct long range planning; and conduct any other duties identified as necessary to further facilitate the transportation planning process.

The areas in which the MPO would most often come into contact with the LEP populations are when developing the Metropolitan Transportation Plan and Comprehensive Transportation Plan; developing and implementing the Public Involvement Policy; ensuring citizen input into the continuing transportation planning process; conducting long-range planning; and implementing the Transportation Demand Management Program.

<b>Factor #4: <i>The resources available to the recipient and costs.</i></b>
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There are a number of resources that will be made available to recipients of the Wilmington Urban Area Metropolitan Planning Organization's services. With the development of Cape Fear Moving Forward 2045, the MPO has identified several CBOs that have assisted us in disseminating information regarding the planning effort. Identifying and utilizing these CBOs have been at little to no cost to the MPO. We will continue to utilize these and other CBOs to disseminate information regarding future MPO efforts. The information provided to the CBOs located in LEP populations will be translated in Spanish.

The Cape Fear Moving Forward 2045 planning effort includes a dedicated website. The website uses Google translate to provide the ability to translate the website to over 100 languages. The MPO will update our website with Google translate for a cost of about \$300 to provide our LEPs with the ability to translate the MPO website and the various resources on this website.

The MPO's main office will have available language assistance flashcards and other materials translated in Spanish. Staff will present the iSpeak flashcards and let individuals chose the language.

In the past, the MPO has consulted with the University of North Carolina-Wilmington (UNCW) or contracted with Amigos International to provide translation services and to attend meetings in areas with high LEP populations. The cost for this service depends on the number and duration of meetings, amount of materials to be translated, etc. In the future, we will work with these groups at little to no cost. MPO employees will be trained on the procedures to provide timely and reasonable assistance to LEP populations. This training will be completed as outlined in the Title VI Program Plan and should be at little to no cost to the MPO.

## LANGUAGE ASSISTANCE PLAN

As a result of the above four factor analysis, a Language Assistance Plan (Plan) was required. This Plan represents our commitment to ensuring nondiscrimination and meaningful access by persons who are Limited English Proficient (LEP). This Plan also details the mechanisms we will use to reach LEP persons and the language assistance services we provide. We will provide services to any person, upon request. If an individual is LEP, we will work with the individual to ensure they receive the needed transportation service. Our employees will be routinely oriented on the principles and practices of Title VI and LEP to ensure fairness in the administration of this Plan.

### Language Assistance Measures

The following general language assistance measures are reasonable and achievable for our organization at this time:

- Translating public notices posted in the local paper and at stations, stops, and in vehicles into **any languages that meet the safe harbor threshold in Factor 1**.
- Vital documents—such as brochures with service times and routes—are translated into Spanish across the entire service area, and available in our facilities, doctor's offices and shopping centers.
- Making a concerted effort to inform LEP persons of available language assistance via staff, broadcast media, relationship-building with organizations, and our website.
- Posting vital bulletin board information and disseminating community surveys in various languages.
- Providing translation and interpretive services when appropriate (upon request or predetermined) at meetings.
- Determining how best to take public involvement to LEP groups directly, including through small group meetings.
- Language line translation services at our call center.
- Where possible, utilizing or hiring staff who speak a language other than English and can provide competent language assistance.
  - Note: We will not ask community-based organizations (CBO) to provide, or serve as, interpreters at our meetings. Relying upon CBOs in that capacity could raise ethical concerns. If a CBO decides (on its own) to translate any materials for its constituents, or bring interpreters it trusts to our meetings, we will not object. That is their right.
- Using language identification flashcards to determine appropriate services.
- Establishing a process to obtain feedback on our language assistance measures.

### *Specific Measures by Language Group*

Spanish: The language assistance measure will be considered for the Spanish speaking LEP which is the only group that has exceeded the safe harbor threshold.

### Written Translation and Oral Interpretation

Vital documents will be translated for each eligible LEP language group in our service area that constitutes 5% or 1,000, whichever is less, of the population of persons eligible to be served or likely to be encountered. Translated materials will be placed online and in appropriate public (or private) places accessible to LEP persons. The safe harbor provisions apply to the translation of written documents only, and do not affect the requirement to provide meaningful access to LEP individuals through competent oral interpreters where oral language services are needed and are reasonable. When appropriate, translation of any document will be communicated orally in the appropriate language.

In the event that the 5% trigger is reached for a LEP language group that is fewer than 50 persons, written notice will be provided in the primary language of that group of the right to receive competent oral

interpretation of vital written materials, free of cost. The most effective method of notice, which could be an ad in the local newspaper or other publication, a radio commercial, or door hangers, will be determined in consideration of the circumstances on the ground and in coordination with LEP community contacts.

### **Staff Support for Language Assistance**

- Our staff (including receptionists and call centers) will be provided a list of referral resources that can assist LEP persons with written translation and oral interpretation, including the Title VI Coordinator and consultants contracted to provide LEP services. This list will be updated as needed to remain current.
- All main offices will have available language assistance flashcards and materials translated into the languages that meet the safe harbor threshold. When encountering an LEP person, staff should present the individual with an iSpeak flashcard and let them choose the language. Do not assume their preferred language. Assistance may be sought from bilingual staff fluent in the identified language before contacting a referral resource. Document the encounter and report it to the Title VI Coordinator.
- **Training:** All employees will be instructed on our procedures for providing timely and reasonable assistance to LEP persons. New employee orientation will also explain these procedures to new hires. Staff routinely encountering LEP persons by telephone or in person will receive annual refresher training. All other employees will be reminded of LEP through annual Title VI program acknowledgements and basic Title VI trainings.

### **Project-Specific LEP Outreach**

A project-specific four factor analysis will be conducted for any project or outreach event limited to a specific geographical area (i.e., the project study area or outreach area, respectively). Language assistance will be provided in accordance with the measures already outlined, including translating written materials for each LEP language group that is 5% or 1,000, whichever is less, of the project or outreach area population.

### **Monitoring and Updating the Language Assistance Plan**

Monitoring of daily interactions with LEP persons will be continuous, thus language assistance techniques may be refined at any time. This Plan will be periodically reviewed—at least annually—to determine if our assistance measures and staff training are working. Resource availability and feedback from agency staff and the general public will be factors in the evaluation and any proposed updates. Among other practices, this process will include working with LEP community contacts to determine if our employees are responding appropriately to requests made with limited English or in languages other than English, and observing how agency staff responds to requests, including observing drivers or surveying riders. To the best of our ability, we will attempt to never eliminate a successful existing LEP service. Significant LEP program revisions will be approved or adopted by our board or designated official and dated accordingly. LEP data and procedures will be reviewed and updated at least once every three years.

## **DISSEMINATION OF TITLE VI INFORMATION**

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In accordance with 23 CFR 200.9(b)(12) and 49 CFR 21.9(d), Wilmington Urban Area Metropolitan Planning Organization will utilize community outreach and public education to disseminate Title VI information to our employees, contractors, sub-recipients and the general public. Reasonable steps will be taken to make the public aware of their rights and our obligations under Title VI through, including, but not limited to:

- Visibly posting our Title VI Policy Statement in public areas at our facilities, on our website, at our meetings, and prominently in any documents and reports we distribute;

- Placing notices in newspapers and publications with a large circulation among minority groups in the general vicinity of projects and activities. Ads in newspapers and other publications shall include the following:  
 “The Wilmington Urban Area Metropolitan Planning Organization operates without regard to **race, color, national origin, limited English proficiency, sex, age or disability**. For more information on our Title VI program, or how to file a discrimination complaint, please contact:  
 Mike Kozlosky at (910) 341-3258; mike.kozlosky@wilmingtonnc.gov.
- Translating information into languages other than English that meet the LEP safe harbor threshold;
- Incorporating Title VI language into our contracts and agreements (See Appendix C for Title VI Contract Language); and
- Ensuring any contractors and sub-recipients we have also disseminate Title VI information.

Please refer to our Public Involvement Plan (PIP) for additional outreach methods we employ to comply Title VI. Our PIP can be found here:

[https://www.wmpo.org/wp-content/uploads/2017/01/WMPO\\_PPP\\_Adopted\\_012517.pdf](https://www.wmpo.org/wp-content/uploads/2017/01/WMPO_PPP_Adopted_012517.pdf)

## **PUBLIC INVOLVEMENT**

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Effective public involvement is a key element in addressing Title VI in decision-making. This **Public Participation Plan** describes how the Wilmington Urban Area Metropolitan Planning Organization (WMPO) will disseminate vital agency information and engage the public. We will seek out and consider the input and needs of interested parties and groups traditionally underserved by transportation systems who may face challenges accessing our services, such as minority and limited English proficient (LEP) persons. Underlying these efforts is our commitment to determining the most effective outreach methods for a given project or population.

General public involvement practices will include:

- Expanding traditional outreach methods. Think outside the box: Go to hair salons, barbershops, street fairs, etc.
- Providing for early, frequent and continuous engagement by the public.
- Use of social media and other resources as a way to gain public involvement.
- Coordinating with community- and faith-based organizations such as the Hispanic Liaison, educational institutions, and other entities to implement public engagement strategies that reach out specifically to members of affected minority and/or LEP communities.
- Providing opportunities for public participation through means other than written communication, such as personal interviews or use of audio or video recording devices to capture oral comments.
- Considering radio, television, or newspaper ads on stations and in publications that serve LEP populations. Outreach to LEP persons could also include audio programming available on podcasts.

## **PUBLIC NOTIFICATION**

We will inform people of their rights under Title VI and related authorities with regard to our program. The primary means of achieving this will be posting and disseminating the policy statement and notice. Additional measures may include verbally announcing our obligations and the public’s rights at meetings, placing flyers at places frequented by targeted populations, and an equal opportunity tag-on at the end of radio announcements. The method of notification will be determined through an initial screening of the area.

## DISSEMINATION OF INFORMATION

Information on Title VI and other programs will be crafted and disseminated to employees, contractors and subrecipients, stakeholders, and the general public. Public dissemination efforts may vary depending on factors present, but will generally include: posting public statements setting forth our nondiscrimination policy in eye-catching designs and locations; placing brochures in public places, such as government offices, transit facilities, and libraries; having nondiscrimination language within contracts; including nondiscrimination notices in meeting announcements and handouts; and displaying our Notice of Nondiscrimination at all our public meetings.

At a minimum, nondiscrimination information will be disseminated on our website and on posters in conspicuous areas at our office(s). Project-related information and our most current Title VI-related information will be maintained online.

## MEETINGS AND OUTREACH

There is no one-size-fits-all approach to public involvement. A variety of comprehensive and targeted public participation methods will be used to facilitate meaningful public involvement. Methods for engaging stakeholders and target audiences, including traditionally underserved and excluded populations (i.e., minorities, youth, low-income, the disabled, etc.) will include the following:

### Public Relations and Outreach

Public relations and outreach (PRO) strategies aim to conduct well-planned, inclusive and meaningful public participation events that foster good relations and mutual trust through shared decision-making with the communities we serve.

- We will seek out and facilitate the involvement of those potentially affected.
- Public events will aim to be collaborative, fun, and educational for all, rather than confrontational and prescriptive.
- Media plans will typically involve multiple channels of communication like mailings, radio, TV, and newspaper ads.
- Abstract objectives will be avoided in meeting announcements. Specific “attention-grabbing” reasons to attend will be used, such as “Help us figure out how to relieve congestion on [corridor name]” or “How much should it cost to ride the bus? Let us know on [date].”
- Efforts will be made to show how the input of participants can, or did, influence final decisions.
- We will do our best to form decision-making committees that look like and relate to the populations we serve.
- We will seek out and identify community contacts and partner with local community- and faith-based organizations that can represent, and help us disseminate information to, target constituencies.
- Demographic data will be requested during public meetings, surveys, and from community contacts and committee members.

### Public Meetings

“Public meeting” refers to any meeting open to the public, such as hearings, charrettes, open house and board meetings.

- Public meetings will be conducted at times, locations, and facilities that are convenient and accessible.
- Meeting materials will be available in a variety of predetermined formats to serve diverse audiences.
- An assortment of advertising means may be employed to inform the community of public meetings.
- Assistance to persons with disabilities or limited English proficiency will be provided, as required.

### Small Group Meetings

A small group meeting is a targeted measure where a meeting is held with a specific group, usually at their request or consent. These are often closed meetings, as they will typically occur on private property at the owner's request.

- If it is determined that a targeted group has not been afforded adequate opportunities to participate, the group will be contacted to inquire about possible participation methods, including a group meeting with them individually.
- Unless unusual circumstances or safety concerns exist, hold the meeting at a location of the target group's choosing.
- Share facilitation duties or relinquish them to members of the target group.
- Small group discussion formats may be integrated into larger group public meetings and workshops. When this occurs, the smaller groups will be as diverse as the participants in the room.

### Community Surveying

- Opinion surveys will occasionally be used to obtain input from targeted groups or the general public on their transportation needs, the quality or costs of our services, and feedback on our public outreach efforts.
- Surveys may be conducted via telephone, door-to-door canvassing, at community fairs, by placing drop boxes in ideal locations, or with assistance from other local agencies like social services.
- Surveys will be translated into languages other than English, when appropriate.

## **EXTERNAL DISCRIMINATION COMPLAINT PROCEDURES**

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These discrimination complaint procedures outline the process used by the Wilmington Urban Area Metropolitan Planning Organization (WMPO) to process complaints of alleged discrimination filed under Title VI of the Civil Rights Act of 1964 and related nondiscrimination laws that are applicable to WMPO programs, services, and activities. Complaints will be investigated by the appropriate authority. Upon completion of an investigation, the complainant will be informed of all avenues of appeal. Every effort will be made to obtain early resolution of complaints at the lowest level possible by informal means.

### **FILING OF COMPLAINTS**

- 1. Applicability** – These procedures apply to the beneficiaries of our programs, activities, and services, such as the members of the public and any consultants/contractors we hire.
- 2. Eligibility** – Any person or class of persons who believes that he/she has been subjected to discrimination or retaliation prohibited by any of the Civil Rights authorities based upon race, color, national origin, sex, age, or disability, may file a written complaint. The law prohibits intimidation or retaliation of any sort. The complaint may be filed by the affected individual or a representative, and must be in writing.
- 3. Time Limits and Filing Options** – A complaint must be filed no later than 180 calendar days after the following:
  - The date of the alleged act of discrimination; or
  - The date when the person(s) became aware of the alleged discrimination; or
  - Where there has been a continuing course of conduct, the date on which that conduct was discontinued or the latest instance of the conduct.

Complaints may be submitted to the following entities:



- **Wilmington Urban Area Metropolitan Planning Organization**, PO Box 1810 Wilmington, NC 28402, (910) 341-3258
- **North Carolina Department of Transportation**, Office of Civil Rights, External Civil Rights Section, 1511 Mail Service Center, Raleigh, NC 27699-1511; 919-508-1830 or toll free 800-522-0453
- **Federal Highway Administration**, North Carolina Division Office, 310 New Bern Avenue, Suite 410, Raleigh, NC 27601, 919-747-7010
- **US Department of Transportation**, Departmental Office of Civil Rights, External Civil Rights Programs Division, 1200 New Jersey Avenue, SE, Washington, DC 20590; 202-366-4070
- **US Department of Justice**, Special Litigation Section, Civil Rights Division, 950 Pennsylvania Avenue, NW, Washington, DC 20530, 202-514-6255 or toll free 877-218-5228

**4. Format for Complaints** – Complaints shall be in **writing** and **signed** by the complainant(s) or a representative and include the complainant’s name, address, and telephone number. Complaints received by fax or e-mail will be acknowledged and processed. Allegations received by telephone or in person will be reduced to writing, may be recorded and will be provided to the complainant for confirmation or revision before processing. Complaints will be accepted in other languages, including Braille.

**5. Complaint Basis** – Allegations must be based on issues involving race, color, national origin, sex, age, or disability. The term “basis” refers to the complainant’s membership in a protected group category.

Protected Categories	Definition	Examples	Applicable Statutes and Regulations
Race	An individual belonging to one of the accepted racial groups; or the perception, based usually on physical characteristics that a person is a member of a racial group	Black/African American, Hispanic/Latino, Asian, American Indian/Alaska Native, Native Hawaiian/Pacific Islander, White	Title VI of the Civil Rights Act of 1964; 49 CFR Part 21; 23 CFR 200. (Executive Order 13166)
Color	Color of skin, including shade of skin within a racial group	Black, White, brown, yellow, etc.	
National Origin (LEP)	Place of birth. Citizenship is not a factor. Discrimination based on language or a person’s accent is also covered.	Mexican, Cuban, Japanese, Vietnamese, Chinese	
Sex	Gender	Women and Men	1973 Federal-Aid Highway Act; Title IX of the Education Amendments of 1972.
Age	Persons of any age	21 year old person	Age Discrimination Act of 1975
Disability	Physical or mental impairment, permanent or temporary, or perceived.	Blind, alcoholic, para-amputee, epileptic, diabetic, arthritic	Section 504 of the Rehabilitation Act of 1973; Americans with Disabilities Act of 1990

### Complaint Processing

1. When a complaint is received, an Acknowledgment Letter and a Complainant Consent/Release Form will be mailed to the complainant within ten (10) business days by registered mail.

2. We will consult with the NCDOT Title VI Program to determine the acceptability and jurisdiction of all complaints received. (Note: If NCDOT will investigate, the Title VI Program will be responsible for the remainder of this process. We will record the transfer of responsibility in our complaints log).
3. Additional information will be requested if the complaint is incomplete. The complainant will be provided 15 business days to submit any requested information and the signed Consent Release form. Failure to do so may be considered good cause for a determination of no investigative merit.
4. Upon receipt of the requested information and determination of jurisdiction, we will notify the complainant and respondent of whether the complaint has sufficient merit to warrant investigation.
5. If the complaint is investigated, the notification shall state the grounds of our jurisdiction, while informing the parties that their full cooperation will be required in gathering additional information and assisting the investigator.
6. If the complaint does not warrant investigation, the notification to the complainant shall specifically state the reason for the decision.

### Complaint Log

1. When a complaint is received, the complaint will be entered into the Discrimination Complaints Log with other pertinent information, and assigned a **Case Number**. (Note: All complaints must be logged).
2. The complaints log will be submitted to the NCDOT's Civil Rights office during Title VI compliance reviews. (Note: NCDOT may also request the complaints log during pre-grant approval processes).
3. When reporting **no complaints**, check the **No Complaints or Lawsuits** box and sign the log.

Please refer to **Appendix F** for a copy of our Discrimination Complaint Form, Complaints Log, and Sample Investigation Template.

## REVIEW OF ORGANIZATIONAL DIRECTIVES

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It is the responsibility of every official who develops policies, procedures, manuals, guidelines, and other directives to ensure they have been reviewed for Title VI compliance. All staff members will assist in carrying out this requirement by making sure drafts of these documents are submitted to the Title VI Coordinator to ensure Title VI requirements are included.

## TITLE VI TRAINING

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All employees will receive basic Title VI training at least once every three years. New hires will receive this training within 15 days of their start date. Basic training will cover all sections of this Plan and our overall Title VI obligations. Staff may receive specialized training on how Title VI applies to their specific work areas. Those who routinely encounter the public, such as office personnel, call center staff, and vehicle drivers, will receive annual refresher training. Trainings will be provided or organized by the Title VI Coordinator and will often coincide with updates to our nondiscrimination policies and procedures. Records of staff trainings, such as agendas, sign-in sheets, copies of calendars, and certificates, will remain on file for at least three years (and in personnel files).

## COMPLIANCE AND ENFORCEMENT PROCEDURES

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FHWA recipients must have mechanisms in place to enforce compliance with Title VI. The Wilmington Urban Area Metropolitan Planning Organization utilizes internal training, meetings, monitoring contractors, technical assistance, and findings from periodic NCDOT reviews to identify deficiencies and potential discrimination. If NCDOT identifies deficiencies, Wilmington Urban Area Metropolitan Planning Organization will correct all deficiencies within 90 days based on a Corrective Action Plan (CAP). If attempts by NCDOT to resolve a compliance issue are unsuccessful, NCDOT may take any or all of the following steps with FHWA's concurrence:

- a. Canceling, terminating, or suspending the contract or agreement in whole or in part;
- b. Refraining from extending any further assistance to the recipient under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the recipient.
- c. Taking such other action that may be deemed appropriate under the circumstances, until compliance or remedial action has been accomplished by the recipient.
- d. Referring the case to the FHWA for appropriate administrative or legal proceedings.
- e. Other means authorized by law.

To ensure compliance with Title VI, Wilmington Urban Area Metropolitan Planning Organization will take proactive steps to prevent discrimination in our programs and activities, including the following:

- |   |   |
|---|---|
| <input type="checkbox"/> Conduct periodic Title VI training;  | <input type="checkbox"/> Customize public outreach according to the situation or community at hand; |
| <input type="checkbox"/> Address Title VI issues at staff meetings;   | <input type="checkbox"/> Build a system of mutual trust and two-way communication with the public;  |
| <input type="checkbox"/> Participate or cooperate during compliance reviews conducted by NCDOT;   | <input type="checkbox"/> Maintain pertinent demographic data (statistical);                         |
| <input type="checkbox"/> Inform and monitor any consultants/contractors regarding their Title VI obligations, including review of contracts for nondiscrimination language; | <input type="checkbox"/> Ensure policies and procedures support and comply with Title VI;           |
|   | <input type="checkbox"/> Document processes & activities related to Title VI.                       |

If the Wilmington Urban Area Metropolitan Planning Organization identifies compliance issues with our consultants/contractors, we will also take corrective action. If attempts at corrective action are unsuccessful, any or all of the following steps may be taken with NCDOT's concurrence:

- a. Canceling, terminating, or suspending the contract or agreement with the consultant/contractor in whole or in part.
- b. Taking such other action that may be deemed appropriate under the circumstances.
- c. Referring the case to the NCDOT for appropriate administrative or legal proceedings.

## Appendix A

### United States Department of Transportation

#### STANDARD TITLE VI / NONDISCRIMINATION ASSURANCES

DOT Order No. 1050.2A

The Wilmington Urban Area Metropolitan Planning Organization (herein referred to as the "Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through **Federal Highway Administration (FHWA)**, is subject to and will comply with the following:

#### Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation-Effectuation Of Title VI Of The Civil Rights Act Of 1964);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964).

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

#### General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure 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 otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including the Federal Highway Administration."

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Nondiscrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

#### Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted **Federal-Aid Highway Program**:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23(b) and 21.23(e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Federal-Aid Highway Program and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"The Wilmington Urban Area Metropolitan Planning Organization, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
  - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the Wilmington Urban Area Metropolitan Planning Organization also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the **FHWA** access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the **FHWA**. You must keep records, reports, and submit the material for review upon request to **FHWA**, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The Wilmington Urban Area Metropolitan Planning Organization gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the **Federal-Aid Highway Program**. This ASSURANCE is binding on the State of North Carolina, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the **Federal-Aid Highway Program**. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

by \_\_\_\_\_

Mike Kozlosky

Executive Director

DATED \_\_\_\_\_

Attachments:

Appendices A, B, C, D, E

## APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration (FHWA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Nondiscrimination on the grounds of race, color, or national origin.

4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FHWA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the FHWA, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:

- a. withholding payments to the contractor under the contract until the contractor complies; and/or
- b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.



## **APPENDIX B: CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY**

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the Wilmington Urban Area Metropolitan Planning Organization (WMPO) will accept title to the lands and maintain the project constructed thereon in accordance with the North Carolina General Assembly, the Regulations for the Administration of the Federal-Aid Highway Program, and the policies and procedures prescribed by the Federal Highway Administration of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the WMPO all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

### **(HABENDUM CLAUSE)**

**TO HAVE AND TO HOLD** said lands and interests therein unto the Wilmington Urban Area Metropolitan Planning Organization (WMPO) and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the WMPO, its successors and assigns.

The WMPO, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]\* (2) that the WMPO will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended [, and (3) that in the event of breach of any of the above-mentioned nondiscrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].\*

(\*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

## **APPENDIX C: CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM**

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the Wilmington Urban Area Metropolitan Planning Organization (WMPO) pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:
  - 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Nondiscrimination covenants, the WMPO will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.\*
- C. With respect to a deed, in the event of breach of any of the above Nondiscrimination covenants, the NCDOT will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the NCDOT and its assigns.\*

(\*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

**APPENDIX D: CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED  
UNDER THE ACTIVITY, FACILITY OR PROGRAM**

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by the Wilmington Urban Area Metropolitan Planning Organization (WMPO) pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, the WMPO will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.\*
- C. With respect to deeds, in the event of breach of any of the above Nondiscrimination covenants, the WMPO will there upon revert to and vest in and become the absolute property of the WMPO and its assigns.\*

(\*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

## APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following nondiscrimination statutes and authorities; including but not limited to:

### Pertinent Nondiscrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

## Appendix B

### MPO Board and TCC Members and Responsibilities

#### MPO Board Members

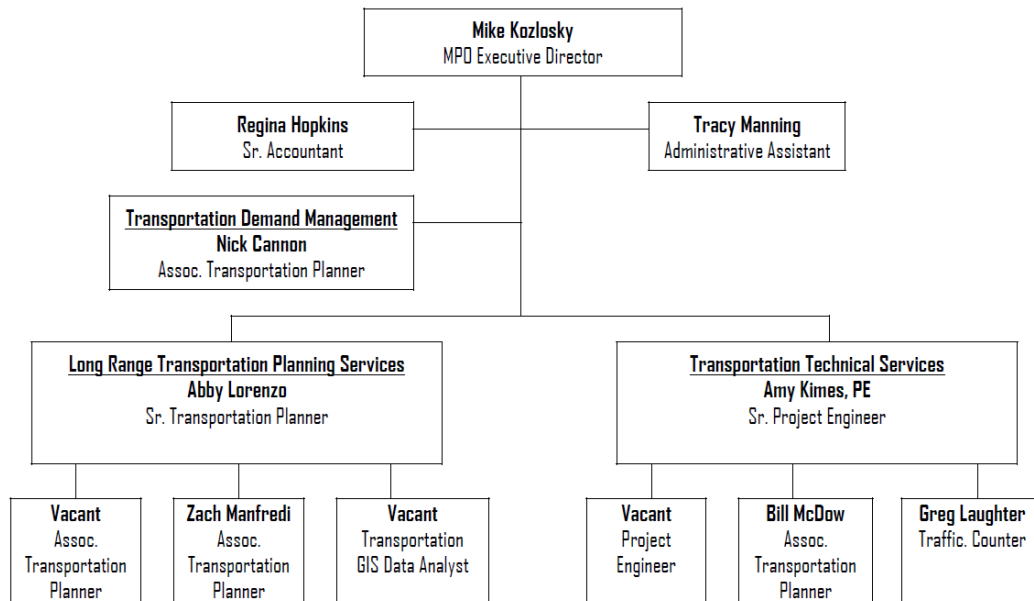
Member	Affiliation	Race	Gender
David Piepmeyer	Pender County	White	Male
Pat Batleman	Town of Leland	White	Female
Neil Anderson	City of Wilmington	White	Male
Jonathan Barfield	Cape Fear Public Transportation Authority	Black/African American	Male
John Ellen	Town of Kure Beach	White	Male
Hank Miller	Town of Wrightsville Beach	White	Male
Charlie Rivenbark	City of Wilmington	White	Male
Noreen Slattery	Town of Belville	White	Female
Steve Shuttleworth	Town of Carolina Beach	White	Male
Skip Watkins	New Hanover County	White	Male
Frank Williams	Brunswick County	White	Male
Eulis Willis	Town of Navassa	Black/African American	Male
Mike Alford	NC Board of Transportation	White	Male

#### TCC Members

Member	Affiliation	Race	Gender
Mike Kozlosky	Wilmington MPO	White	Male
Nick Cannon	Wilmington MPO	White	Male
Don Bennett	City of Wilmington	White	Male
Ed Parvin	Town of Carolina Beach	White	Male
Nancy Avery	Town of Kure Beach	White	Female
Dannielle Villegas	Town of Wrightsville Beach	White	Female
Rebekah Roth	New Hanover County	White	Female
Granseur Dick	Wilmington International Airport	White	Male
Stephanie Ayers	NC State Ports	White	Female
Athina Williams	Town of Belville	Black/African American	Female
Albert Eby	Cape Fear Public Transportation Authority	White	Male
Ashli Pirozzi	Town of Leland	White	Female
Barnes Sutton	Town of Navassa	Black/African American	Male
Helen Bunch	Brunswick County	White	Female
Travis Henley	Pender County	White	Male
Allen Serkin	Cape Fear Council of Governments	White	Male
Catlin Marks	NCDOT Division 3	White	Female
Nazia Sarder	NCDOT Transportation Planning Division	Asian	Female

## Appendix C Organizational Chart

### MPO Staff Organizational Chart



## Appendix D

### Demographic Tables

#### Race and Ethnicity

The following table was completed using data from Census Table QT-P3, Race and Hispanic or Latino Origin: 2010:

Race and Ethnicity	Number	Percent
Total Population	362,315	100
White	289,247	79.8
Black or African American	51,467	14.2
American Indian or Alaska Native	2,057	0.6
Asian	3,196	0.4
Native Hawaiian and Other Pacific Islander	186	0.1
Some other Race	9,228	2.5
Two or More Races	6,934	1.9
HISPANIC OR LATINO (of any race)	19,459	5.4
Mexican	12,068	3.3
Puerto Rican	2,179	0.6
Cuban	449	0.1
Other Hispanic or Latino	4,763	1.3

#### Age and Sex

The following table was completed using data from Census Table QT-P1, Age Groups and Sex: 2010:

Age	Number			Percent		
	Both sexes	Male	Female	Both sexes	Male	Female
Total Population	362,315	177,063	185,252	100%	100%	100%
Under 5 years	20,616	10,561	10,055	5.7	6.0	5.4
Under 18 years	72,463	37,159	35,304	20.0	21.0	19.1
18 to 64 years	230,848	113,142	117,706	63.7	63.9	63.5
65 years and over	59,004	26,762	32,242	16.3	15.1	17.4
Median Age	40.5	39.2	41.9			

#### Disability

The following table was completed using data from Census Table S1810, Disability Characteristics:

Subject	Total		With a Disability		Percent with a Disability	
	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-
Total civilian noninstitutionalized population	284,296	+/-1,542	35,673	+/-3,003	12.5%	+/-1.0
Population under 5 years	15,241	+/-764	0	+/-207	0.0%	+/-1.2
Population 5 to 17 years	41,080	+/-694	0	+/-207	0.0%	+/-0.4
Population 18 to 64 years	179,412	+/-1,600	2,651	+/-958	1.5%	+/-0.5
Population 65 years and over	48,563	+/-543	6,903	+/-1,114	14.2%	+/-2.3
SEX						
Male	135,837	+/-1,307	15,751	+/-1,865	11.6%	+/-1.4
Female	148,459	+/-1,107	19,922	+/-2,248	13.4%	+/-1.5
RACE AND HISPANIC OR LATINO ORIGIN						
White	227,875	+/-2,341	28,363	+/-2,581	12.4%	+/-1.1
Black or African American	39,029	+/-2,433	5,444	+/-1,314	13.9%	+/-3.4
American Indian and Alaska Native	N	N	N	N	N	N
Asian	N	N	N	N	N	N
Native American and Other Pacific Islander	N	N	N	N	N	N
Some other Race	6,621	+/-2,090	1,037	+/-600	15.7%	+/-6.4
Two or more races	N	N	N	N	N	N
Hispanic or Latino	16,855	+/-191	1,365	+/-632	8.1%	+/-3.7

### Poverty

The following table was completed using data from Census Table S1701, Poverty Status in the Past 12 Months:

Subject	Total		Below poverty level		Percent below poverty level	
	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-
Population for whom poverty status is determined	280,749	+/-1,592	42,237	+/-5,662	15.0%	+/-2.0
AGE						
Under 18	55,879	+/-377	11,394	+/-2,676	20.4%	+/-4.8
18 to 64	176,307	+/-1,636	27,262	+/-3,678	15.5%	+/-2.1
65 years and over	48,563	+/-543	3,581	+/-813	7.4%	+/-1.7
SEX						
Male	134,299	+/-1,308	17,001	+/-2,975	12.7%	+/-2.2
Female	146,450	+/-1,303	25,236	+/-3,777	17.2%	+/-2.6
RACE AND HISPANIC OR LATINO ORIGIN						
White	225,064	+/-2,445	27,882	+/-4,711	12.4%	+/-2.1
Black or African American	38,496	+/-2,407	9,246	+/-2,729	24.0%	+/-6.6
American Indian and Alaska Native	N	N	N	N	N	N
Asian	N	N	N	N	N	N
Native American and Other Pacific Islander	N	N	N	N	N	N
Some other Race	6,578	+/-2,088	1,653	+/-1,160	25.1%	+/-16.8
Two or more races	5,578	+/-1,469	1,464	+/-819	26.2%	+/-12.5



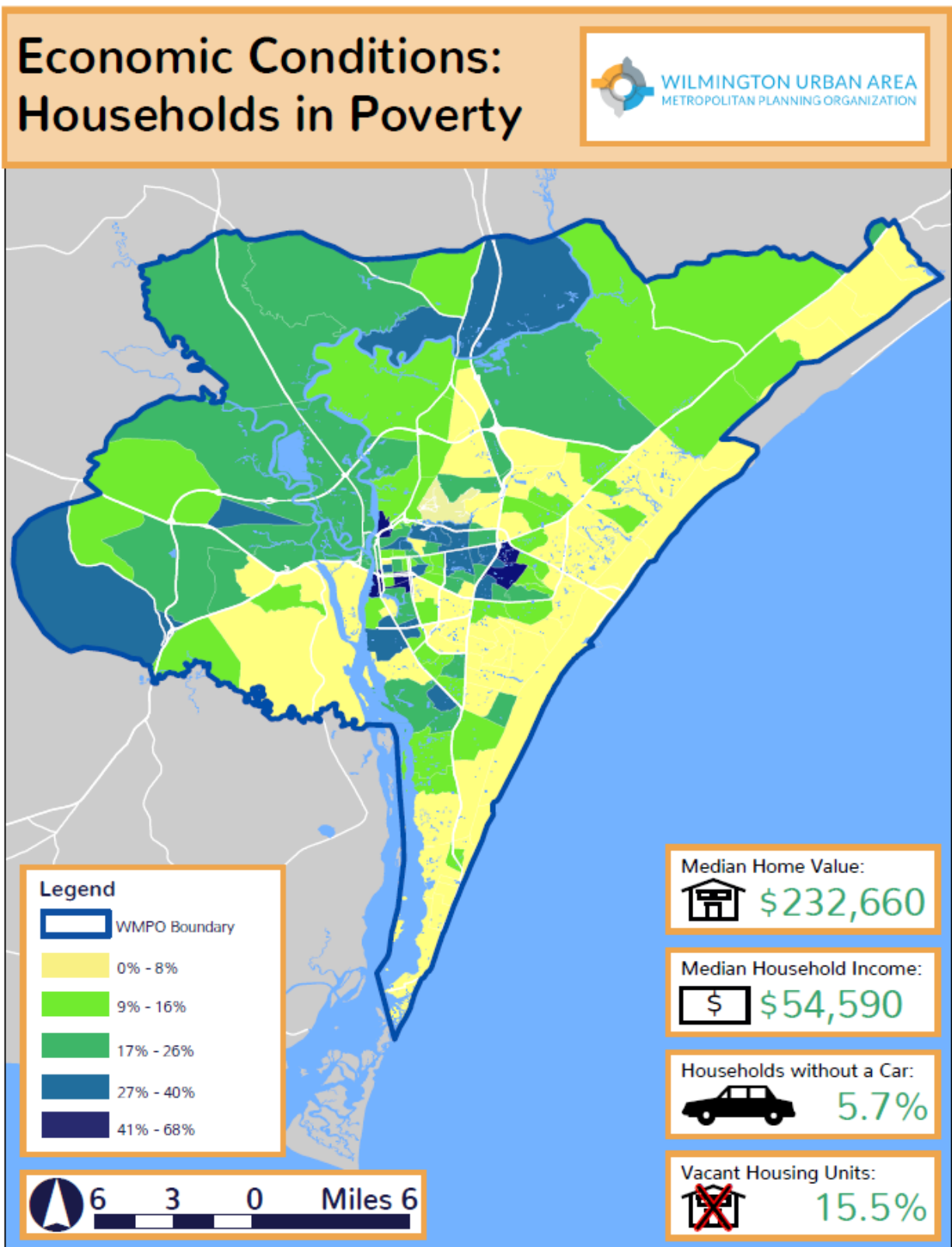
Hispanic or Latino	16,616	+/-250	5,712	+/-2,006	34.4%	+/-12.1
RACE AND HISPANIC OR LATINO ORIGIN						
All individuals below:						
50 percent of poverty level	20,436	+/-4,244	(X)	(X)	(X)	(X)
125 percent of poverty level	58,310	+/-6,285	(X)	(X)	(X)	(X)
150 percent of poverty level	70,669	+/-6,795	(X)	(X)	(X)	(X)
185 percent of poverty level	85,056	+/-7,670	(X)	(X)	(X)	(X)
200 percent of poverty level	89,579	+/-7,654	(X)	(X)	(X)	(X)

### Household Income

The following table was completed using data from Census Table S1901, Income in the Past 12 Months (In 2017 Inflation-Adjusted Dollars):

Subject	Households	
	Estimate	Margin of Error +/-
Total	117,982	+/-2,597
Less than \$10,000	7.40%	+/-1.3
\$10,000 to \$14,999	6.20%	+/-1.4
\$15,000 to \$24,999	10.00%	+/-1.6
\$25,000 to \$34,999	10.50%	+/-2.1
\$35,000 to \$49,999	13.00%	+/-1.7
\$50,000 to \$74,999	16.60%	+/-1.9
\$75,000 to \$99,999	10.90%	+/-1.6
\$100,000 to \$149,999	13.30%	+/-1.5
\$150,000 to \$199,999	6.20%	+/-1.2
\$200,000 or more	5.90%	+/-0.9
Median income (dollars)	52,416	+/-3,476
Mean income (dollars)	79,375	+/-4,073

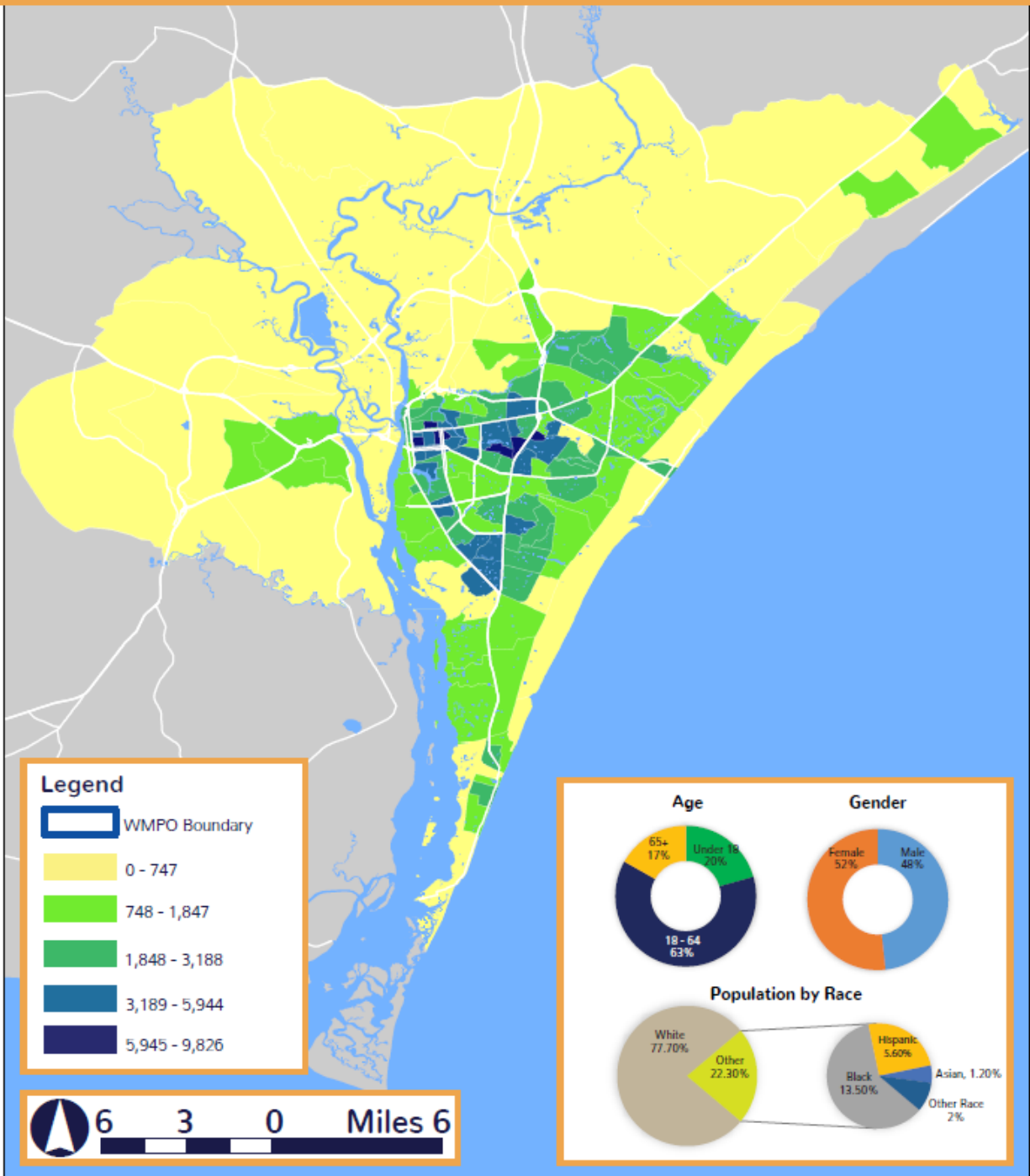
Appendix E  
Demographic Maps (EJ)



# Population Density within the Wilmington Urban Area MPO (Persons per Square Mile)



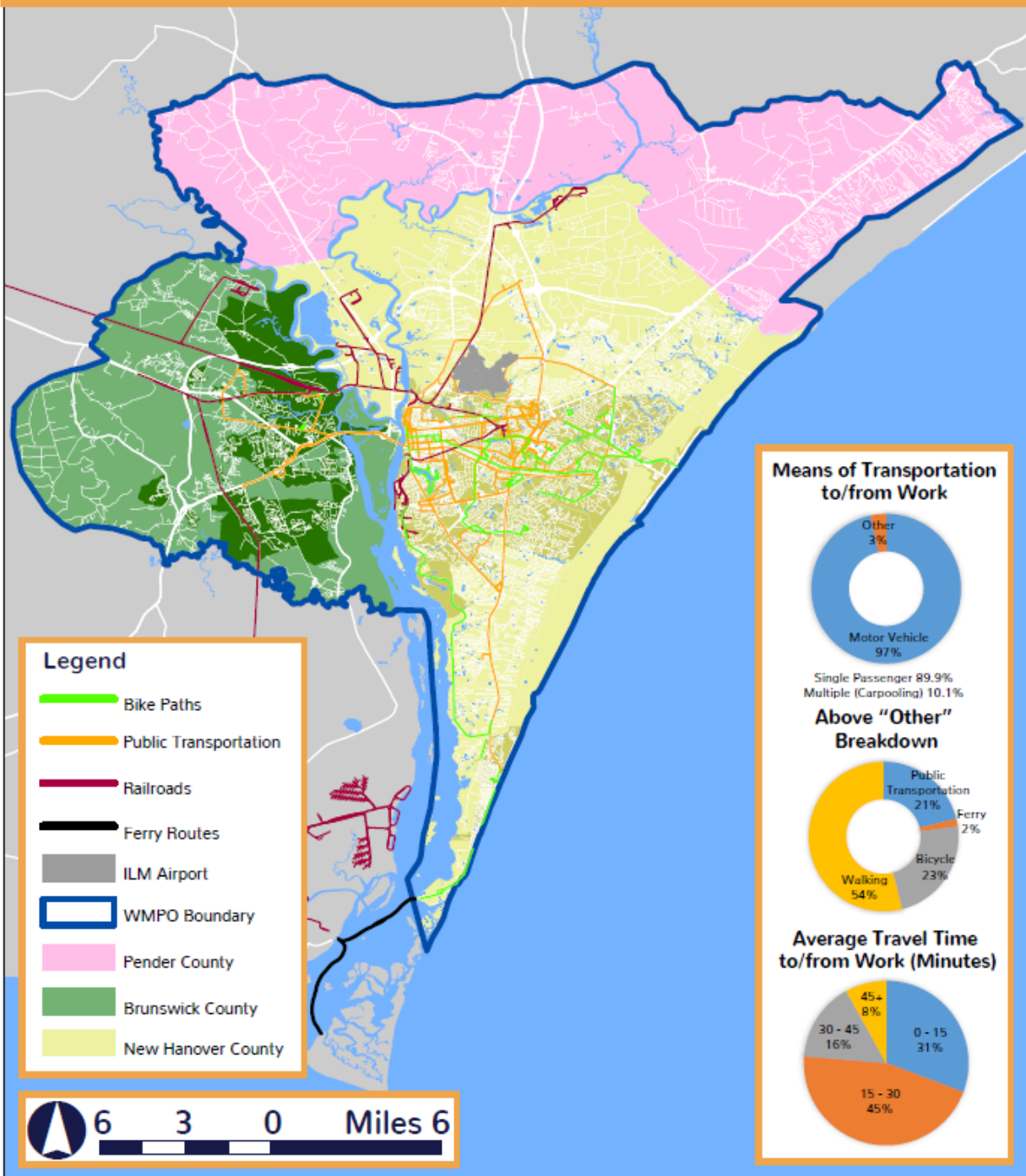
WILMINGTON URBAN AREA  
METROPOLITAN PLANNING ORGANIZATION

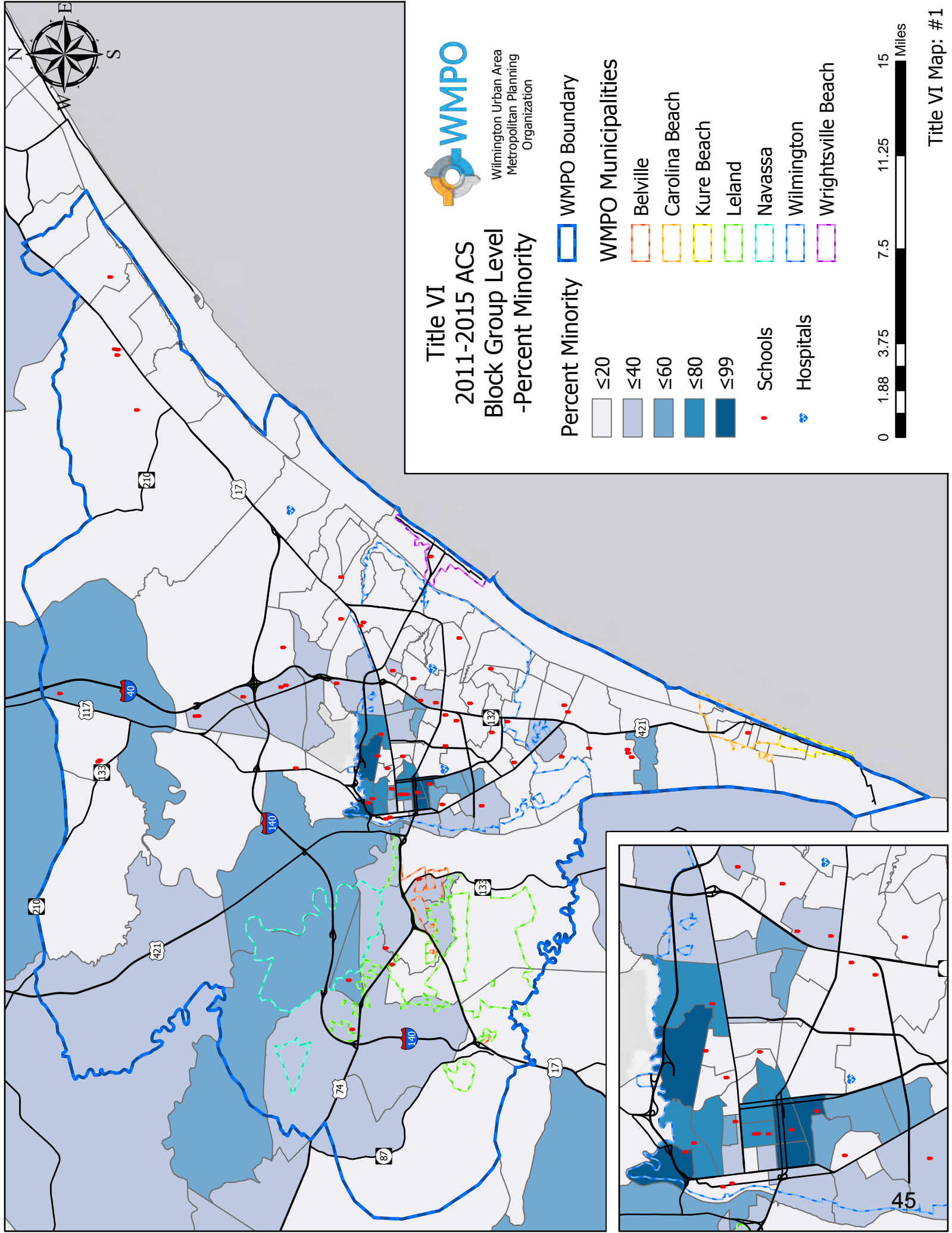


# Transportation Infrastructure within the Wilmington Urban Area MPO

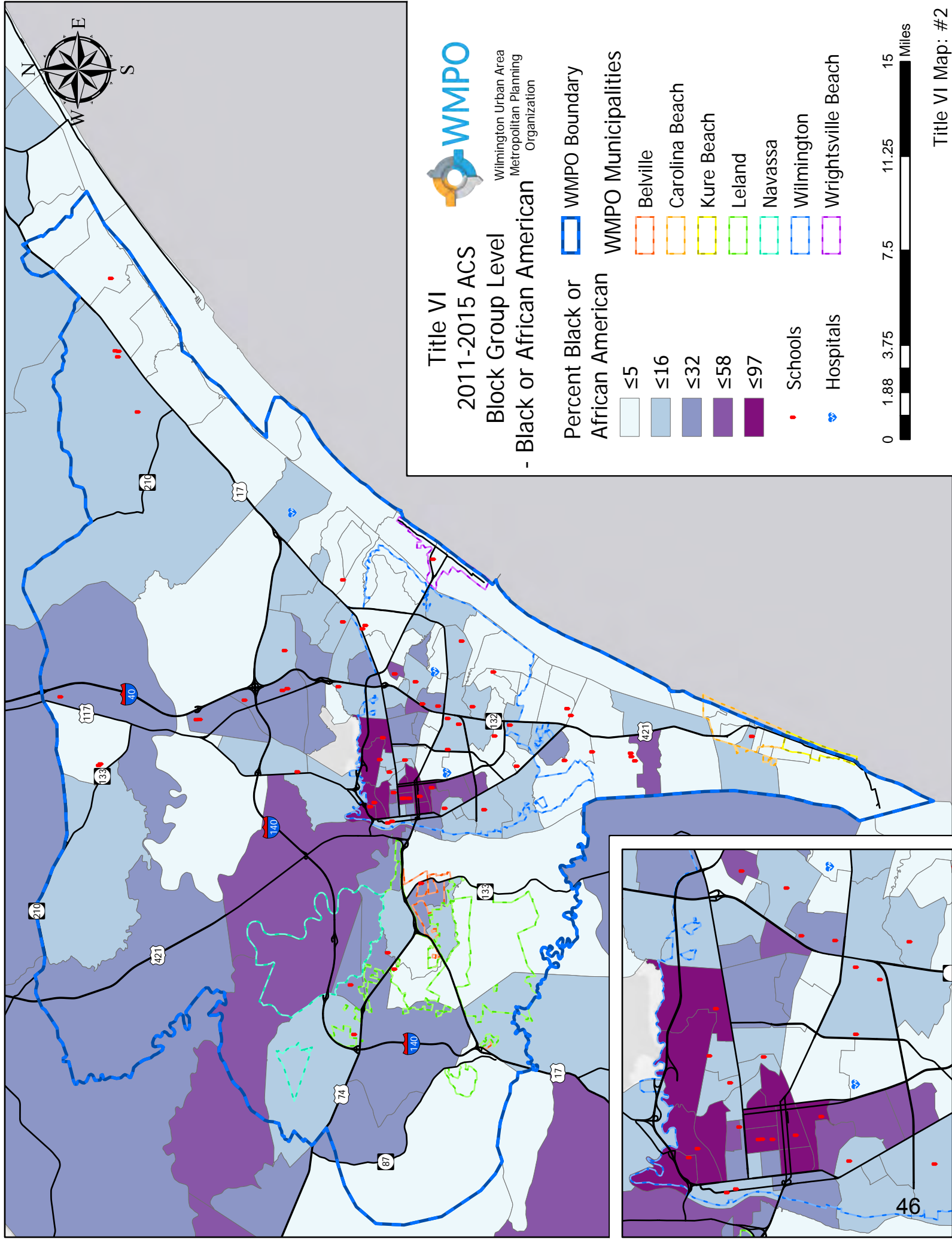


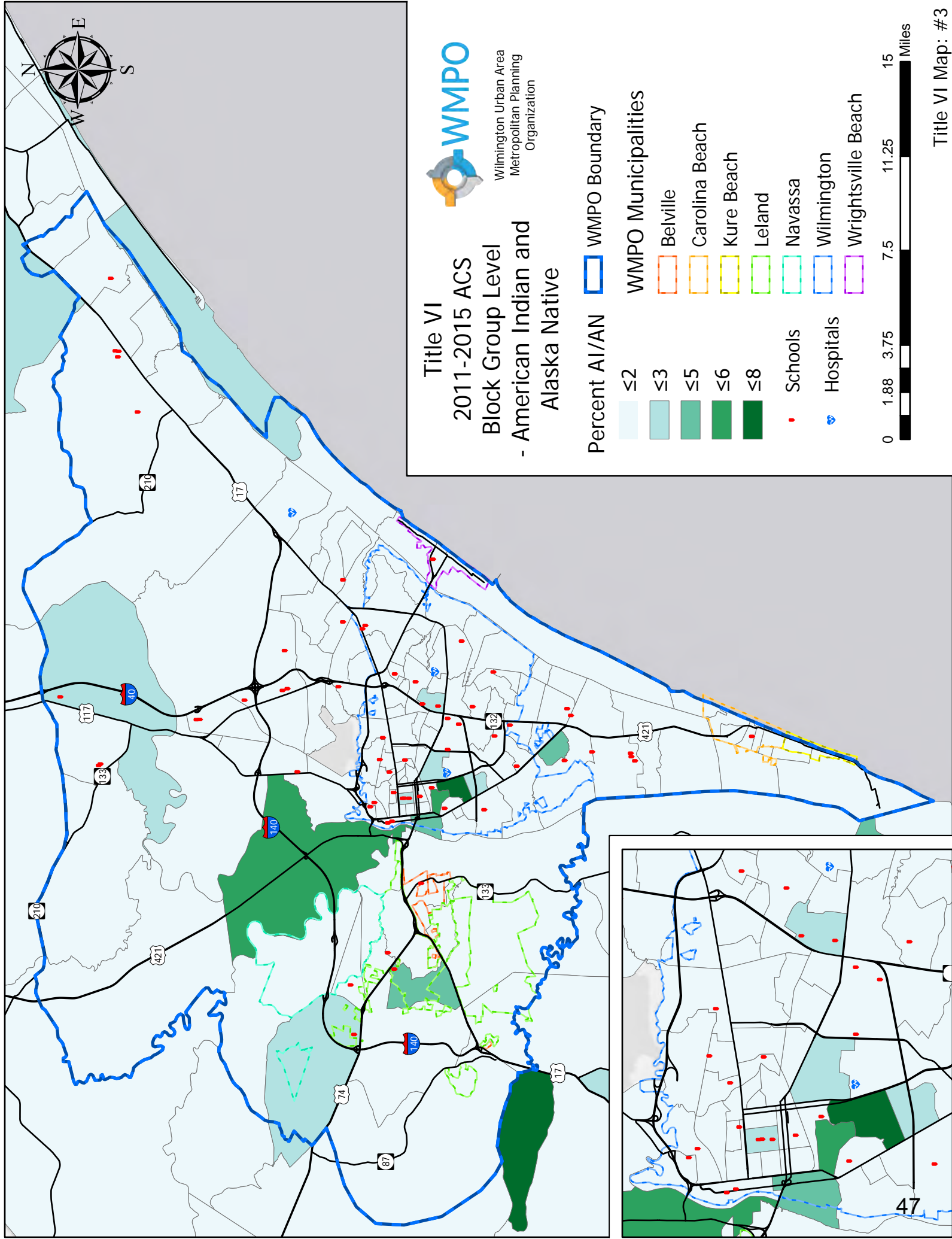
WILMINGTON URBAN AREA  
METROPOLITAN PLANNING ORGANIZATION

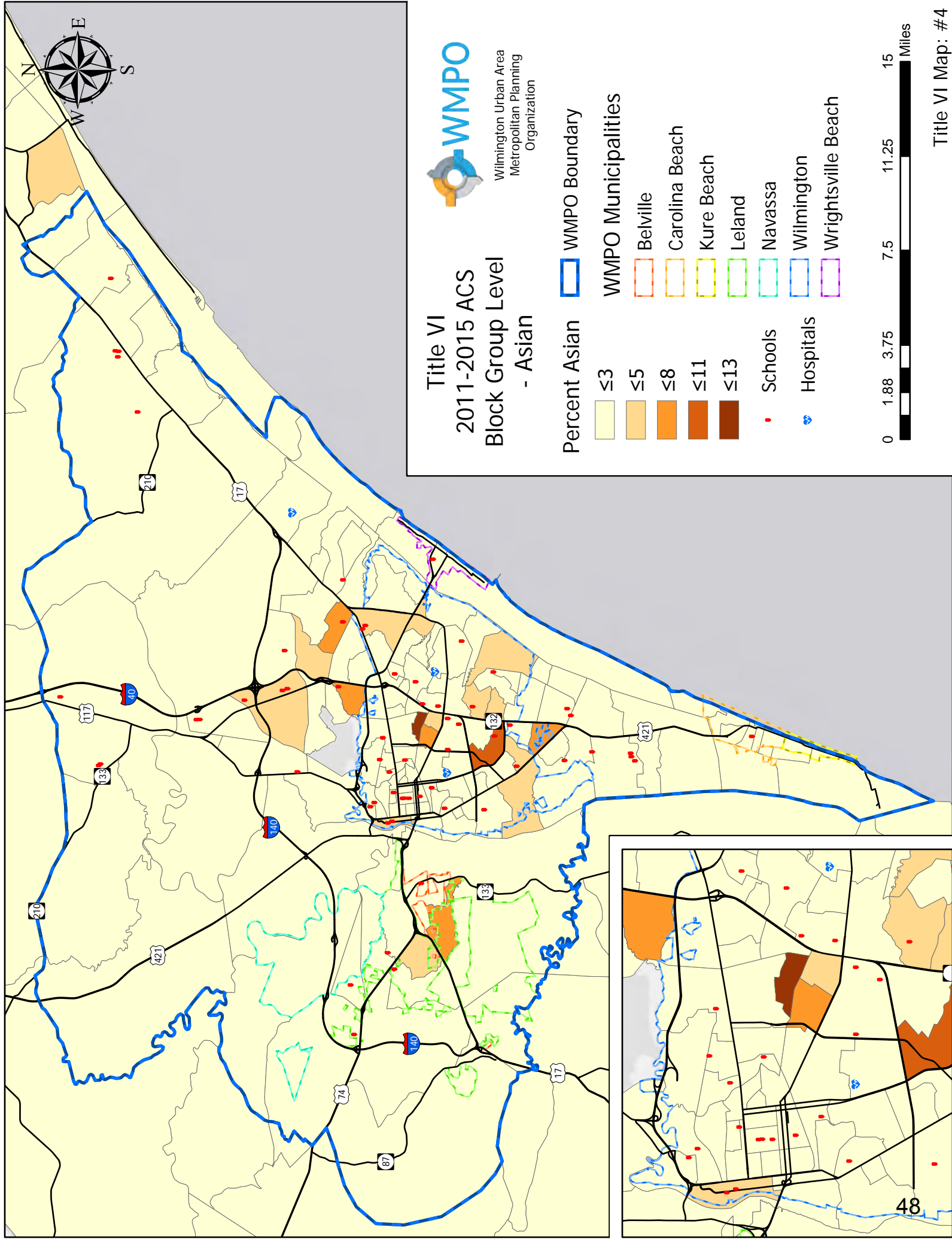




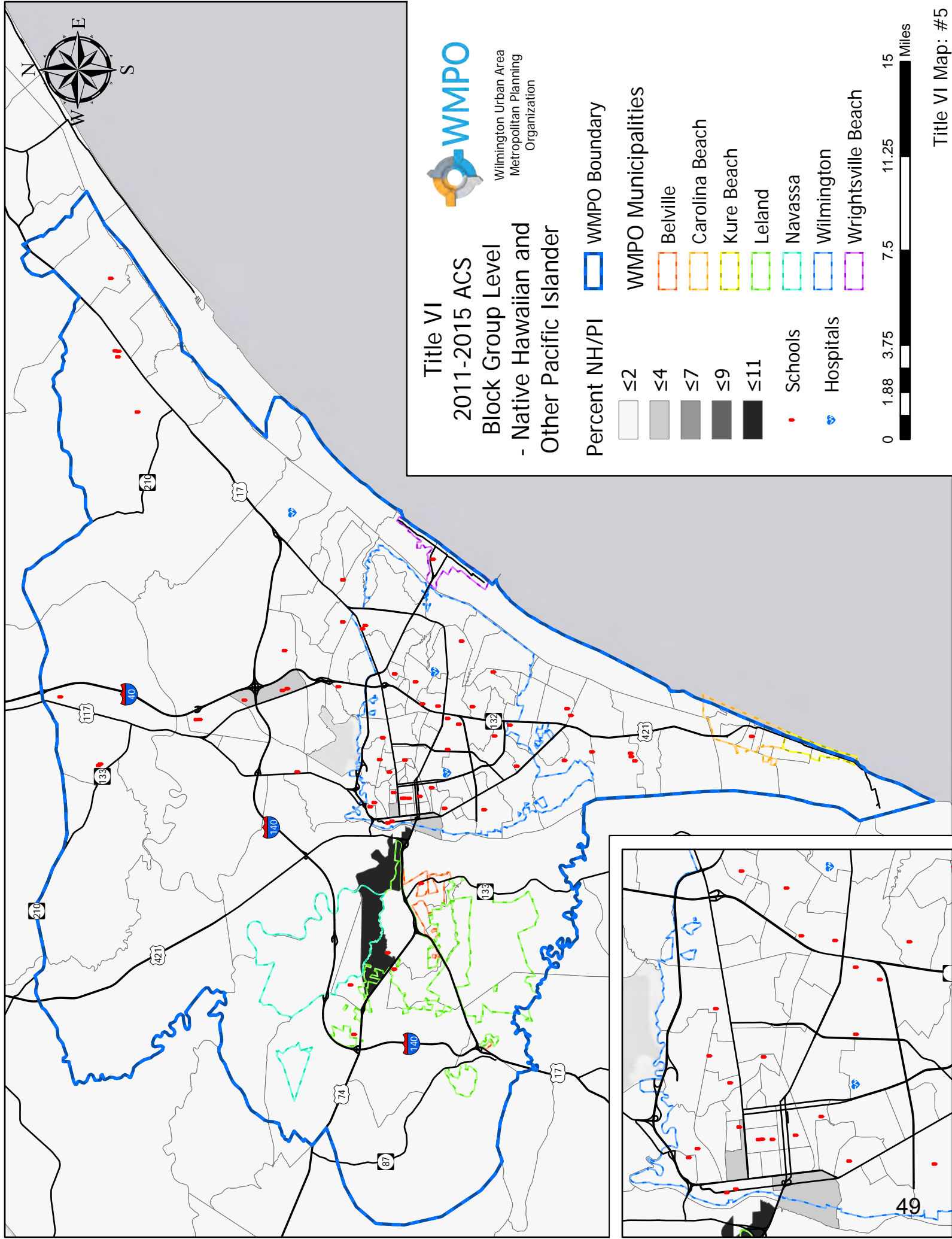


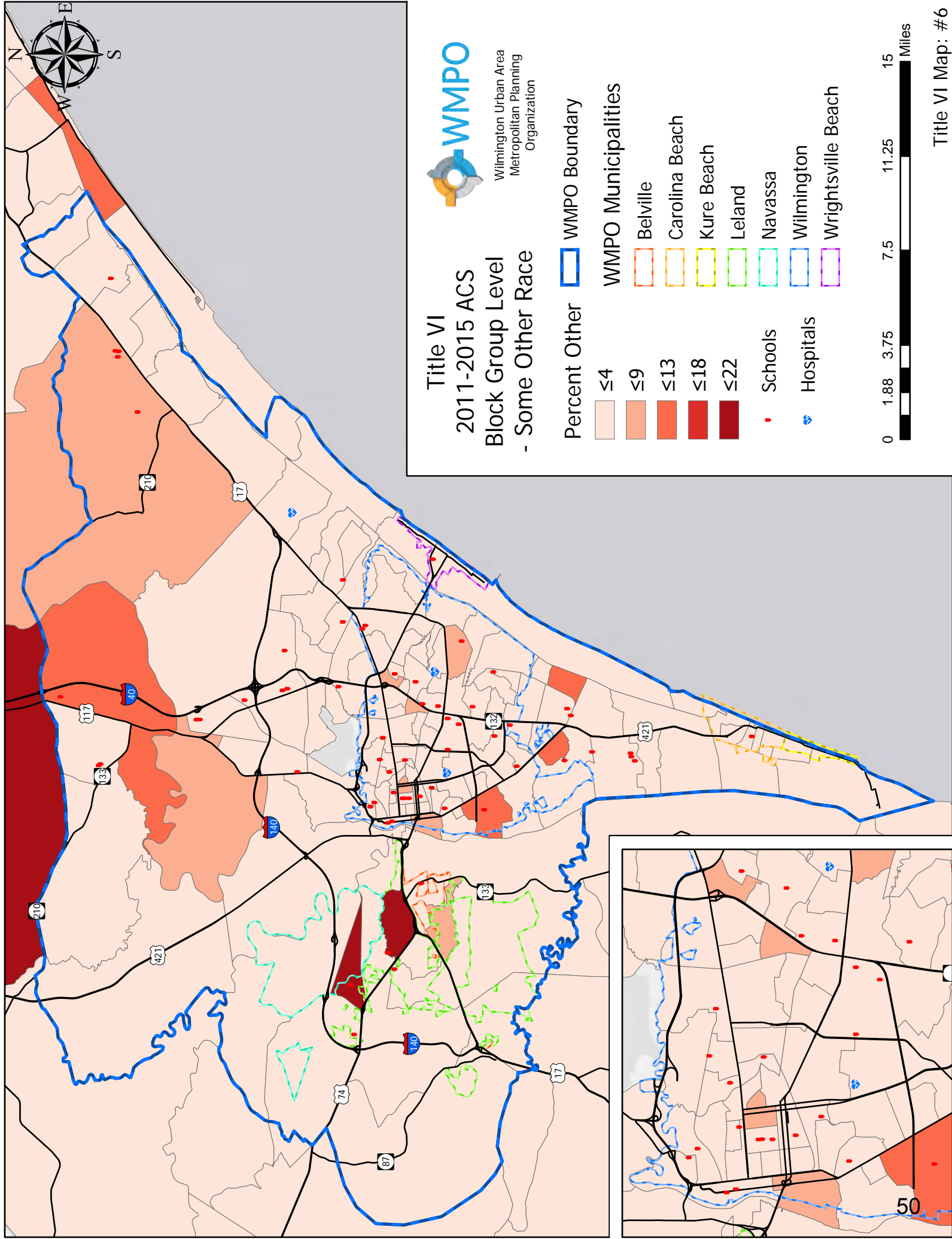


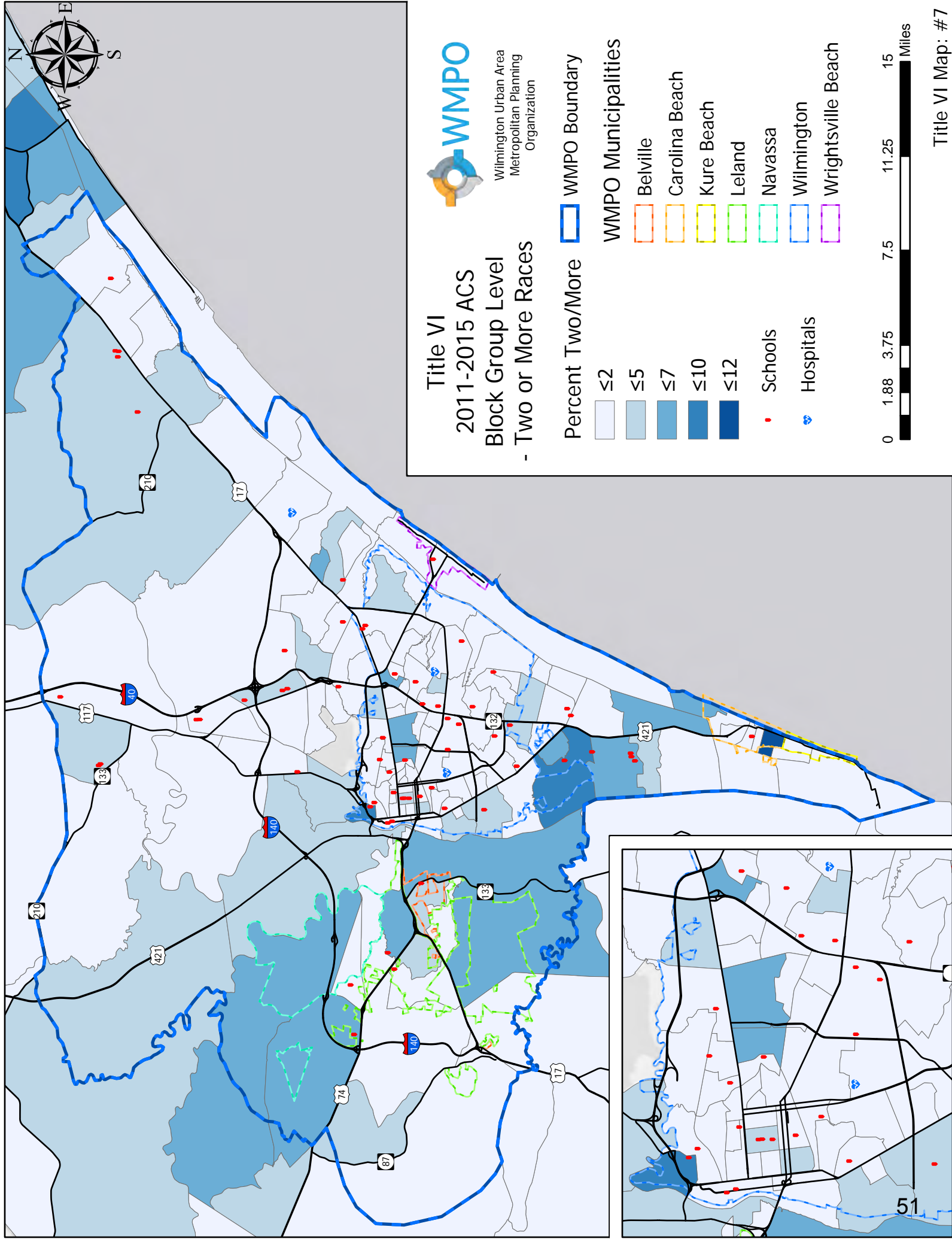


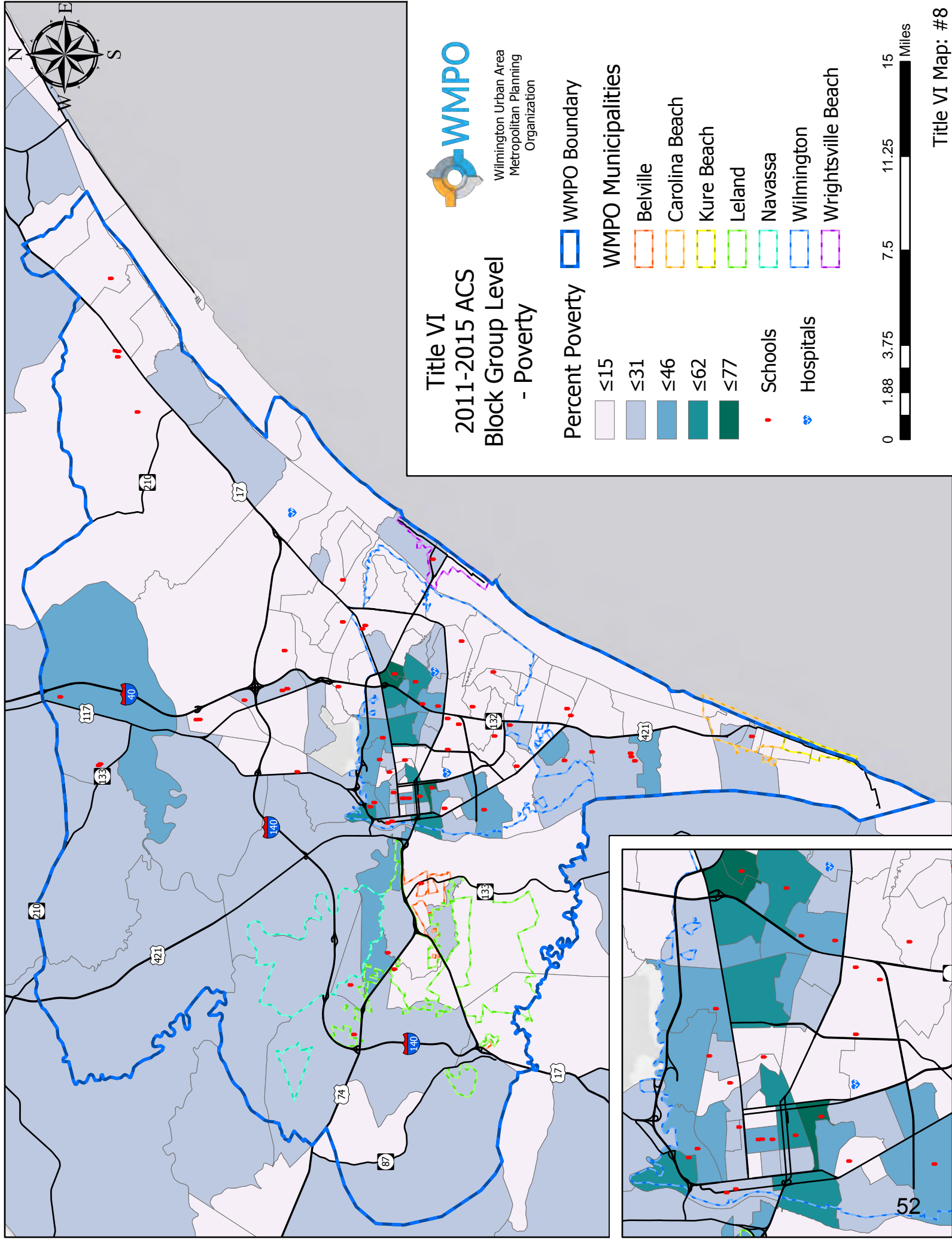




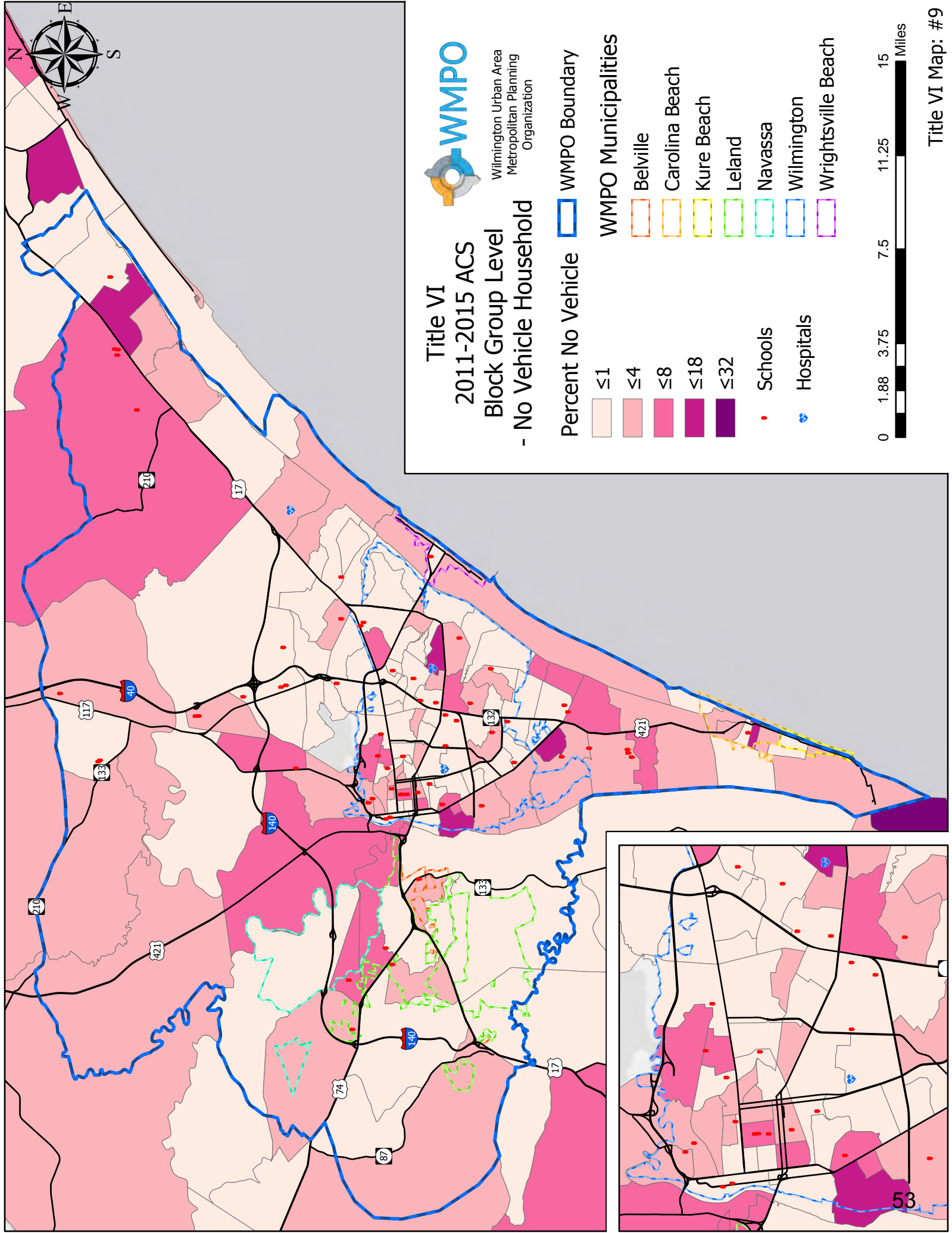


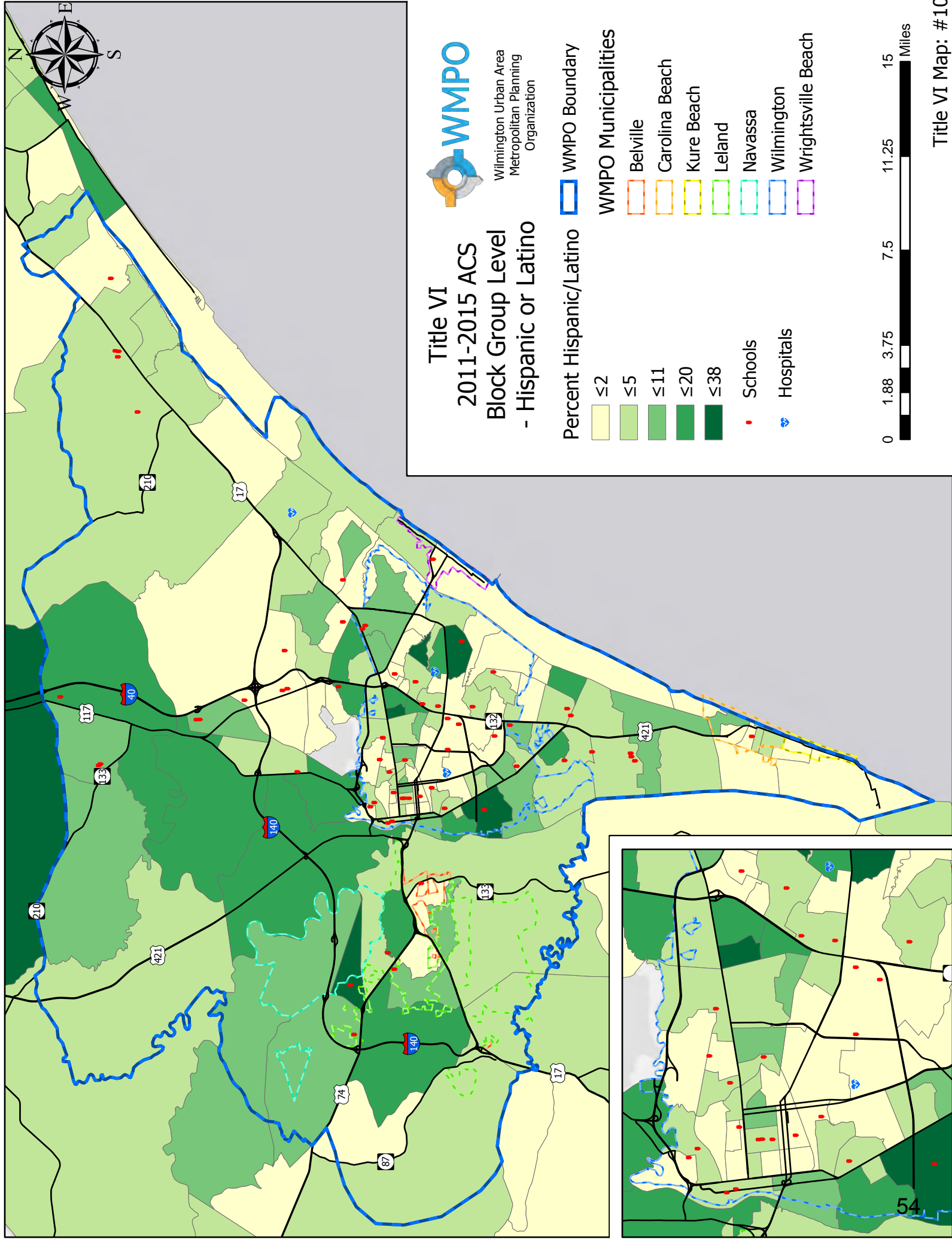


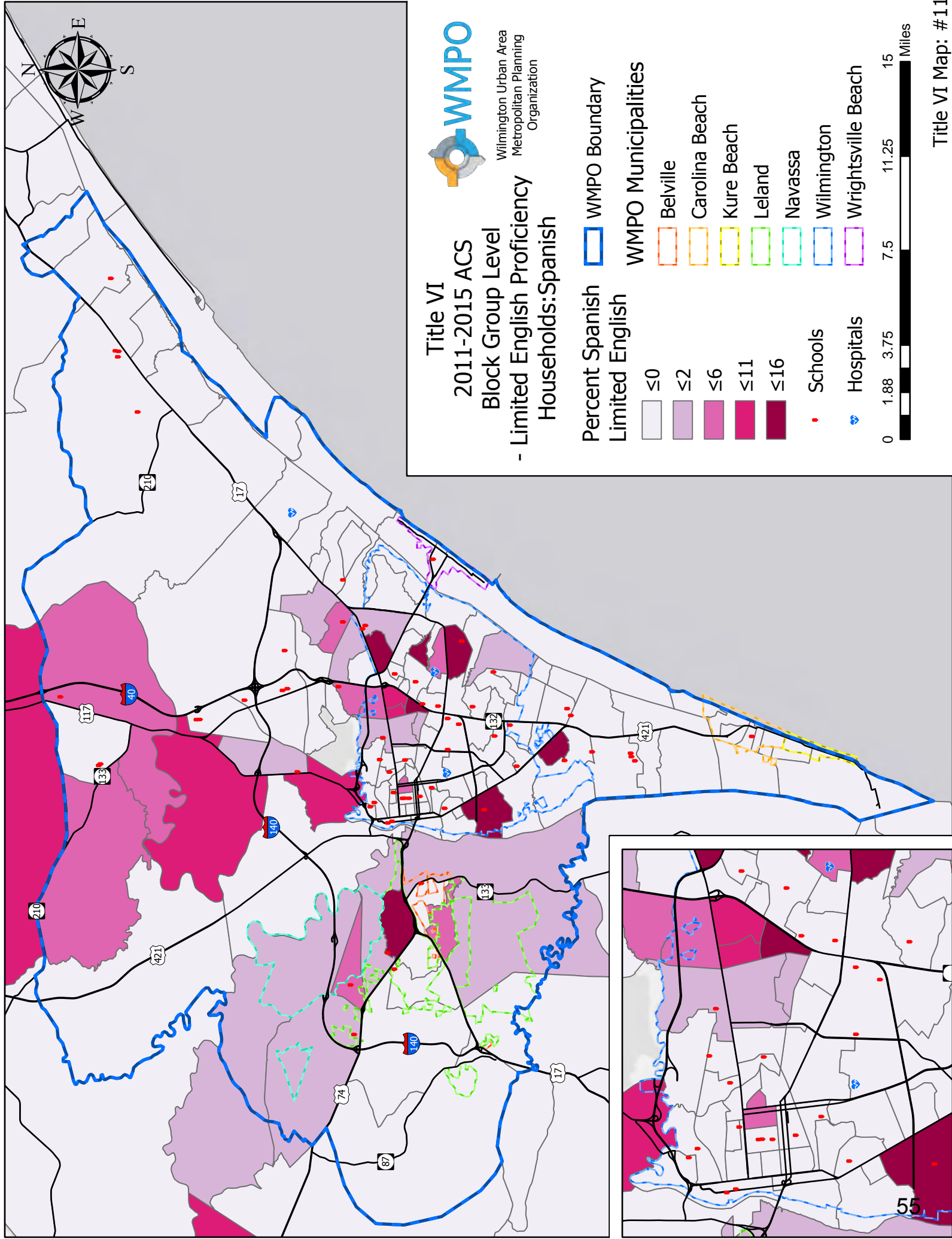


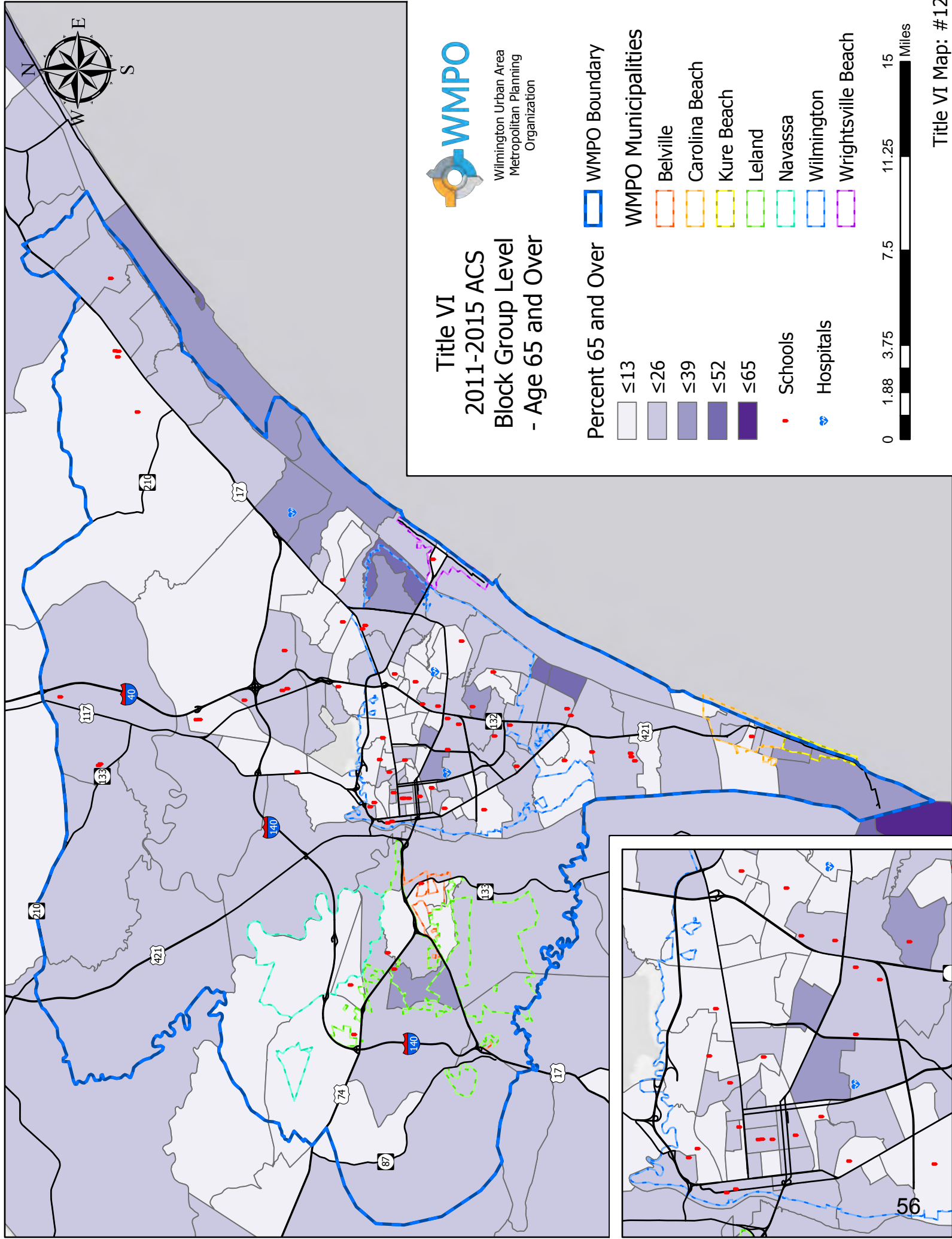














**Appendix F**  
**Investigation Guidance, Discrimination Complaint Form and Log**  
**INVESTIGATIVE GUIDANCE**

- A. Scope of Investigation** – An investigation should be confined to the issues and facts relevant to the allegations in the complaint, unless evidence shows the need to extend the issues.
- B. Developing an Investigative Plan** – It is recommended that the investigator (i.e., Title VI Coordinator or other official trained to conduct Title VI investigations) prepares an Investigative Plan (IP) to define the issues and lay out the blueprint to complete the investigation. The IP should follow the outline below:
1. Complainant(s) Name and Address (Attorney name and address if applicable)
  2. Respondent(s) Name and Address (Attorney for the Respondent(s) name and address, if applicable)
  3. Applicable Law(s)
  4. Basis/(es)
  5. Allegation(s)/Issue(s)
  6. Background
  7. Name of Persons to be interviewed
    - a. Questions for the complainant(s)
    - b. Questions for the respondent(s)
    - c. Questions for witness(es)
  8. Evidence to be obtained during the investigation
    - a. Issue – e.g., Complainant alleges his predominantly African American community was excluded from a meeting concerning a future project which could affect the community.
      - i. Documents needed – e.g., mailing list which shows all physical addresses, P.O. Box numbers, property owner names, and dates when the meeting notification was mailed; other methods used to advertise the meeting.
- C. Request for Information** – The investigator should gather data and information pertinent to the issues raised in the complaint.
- D. Interviews** – Interviews should be conducted with the complainant, respondent, and appropriate witnesses during the investigative process. Interviews are conducted to gain a better understanding of the situation outlined in the complaint of discrimination. The main objective during the interview is to obtain information that will either support or refute the allegations.
- E. Preparing an Investigative Report** – The investigator should prepare an investigative report setting forth all relevant facts obtained during the investigation. The report should include a finding for each allegation. A sample outline for an investigative report is provided below.

**Sample Investigative Report Template**

- I. COMPLAINANT(S) NAME** (or attorney for the complainant(s) – name and address if applicable  
Name, Address, Phone: 999-999-9999
- II. RESPONDENT(S)** (or attorney for the respondent(s) – name and address if applicable)  
Name, Address, Phone: 999-999-9999
- III. APPLICABLE LAW/REGULATION**  
[For example, Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d); 49 CFR §21.11; 49 CFR §26.53]
- IV. COMPLAINT BASIS/(ES)**  
[For example, Race, Color, National Origin, Limited English Proficiency, Sex, Age, Disability)]
- V. ALLEGATIONS**  
[Describe in logical sequence, each allegation including the prohibited basis for the alleged discriminatory conduct, (e.g., race, color, national origin, sex, age, or disability) and the specific statutory or regulatory provision the allegation would violate, if proven to be true.]

Issue #1 – Complainant alleges that transit system failed to inform minority communities of rate increases.  
Issue #2 – Complainant alleges that transit system has not sufficiently publicized or held public meetings to share information regarding fare increases and route changes that impacts low-income and minority citizens.

**VI. BACKGROUND**

[Provide detailed information regarding the complaint, including a historical overview of the case, including any activities or actions taken prior to accepting the complaint for investigation.]

**VII. INVESTIGATIVE PROCEDURE**

[Describe in detail, methods used to conduct the investigation, such as document requests, interviews and site visits. Include witnesses' names and addresses, documents received and/or reviewed, emails sent and received.]

**VIII. FINDINGS OF FACT**

[Provide a detailed description of the investigator's analysis of each allegation, based on clear and factual findings. Include specific evidence used to support your findings.]

**IX. CONCLUSION**

[State whether discrimination did or did not occur. Conclusions must be evidence-based and defensible. Test conclusions by considering all possible rebuttal arguments from the respondent and complainant. Both respondent and the complainant should be given an opportunity to confirm or rebut the assertions of the other party and your findings, but all the evidence you've presented should speak for itself.]

**X. RECOMMENDED ACTIONS**

[Outline what should be done to remedy the findings or, if necessary, provide justice for the complainant.]

**APPENDIX G**

[Include in the Appendix any supplemental materials that support your findings and conclusion.]



B16001

LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER  
Universe: Population 5 years and over  
2009-2013 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	Wilmington, NC Metro Area	
	Estimate	Margin of Error
Total:	245,141	+/-68
Speak only English	227,481	+/-1,139
Spanish or Spanish Creole:	12,349	+/-971
Speak English "very well"	5,651	+/-612
Speak English less than "very well"	6,698	+/-847
French (incl. Patois, Cajun):	647	+/-195
Speak English "very well"	512	+/-154
Speak English less than "very well"	135	+/-104
French Creole:	0	+/-29
Speak English "very well"	0	+/-29
Speak English less than "very well"	0	+/-29
Italian:	128	+/-80
Speak English "very well"	102	+/-69
Speak English less than "very well"	26	+/-41
Portuguese or Portuguese Creole:	219	+/-110
Speak English "very well"	130	+/-78
Speak English less than "very well"	89	+/-76
German:	804	+/-194
Speak English "very well"	732	+/-190
Speak English less than "very well"	72	+/-51
Yiddish:	0	+/-29
Speak English "very well"	0	+/-29
Speak English less than "very well"	0	+/-29
Other West Germanic languages:	78	+/-59
Speak English "very well"	69	+/-57
Speak English less than "very well"	9	+/-15
Scandinavian languages:	42	+/-34
Speak English "very well"	31	+/-28
Speak English less than "very well"	11	+/-18
Greek:	255	+/-170
Speak English "very well"	189	+/-125
Speak English less than "very well"	66	+/-72
Russian:	158	+/-99

Wilmington Urban Area Metropolitan Planning Organization

**DISCRIMINATION COMPLAINT FORM**

**Any person who believes that he/she has been subjected to discrimination based upon race, color, national origin, sex, age, or disability may file a written complaint with Wilmington Urban Area Metropolitan Planning Organization, within 180 days after the discrimination occurred.**

Last Name:		First Name:		<input type="checkbox"/> Male <input type="checkbox"/> Female	
Mailing Address:			City	State	Zip
Home Telephone:	Work Telephone:	E-mail Address			
Identify the Category of Discrimination: <input type="checkbox"/> RACE <input type="checkbox"/> COLOR <input type="checkbox"/> NATIONAL ORIGIN <input type="checkbox"/> AGE <input type="checkbox"/> SEX <input type="checkbox"/> DISABILITY <input type="checkbox"/> LIMITED ENGLISH PROFICIENCY					
Identify the Race of the Complainant <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Asian American <input type="checkbox"/> American Indian <input type="checkbox"/> Alaskan Native <input type="checkbox"/> Pacific Islander <input type="checkbox"/> Other _____					
Date and place of alleged discriminatory action(s). Please include earliest date of discrimination and most recent date of discrimination.					
Names of individuals responsible for the discriminatory action(s):					
How were you discriminated against? Describe the nature of the action, decision, or conditions of the alleged discrimination. Explain as clearly as possible what happened and why you believe your protected status (basis) was a factor in the discrimination. Include how other persons were treated differently from you. <b>(Attach additional page(s), if necessary).</b>					
The law prohibits intimidation or <b>retaliation</b> against anyone because he/she has either taken action, or participated in action, to secure rights protected by these laws. If you feel that you have been retaliated against, separate from the discrimination alleged above, please explain the circumstances below. Explain what action you took which you believe was the cause for the alleged retaliation.					
Names of persons (witnesses, fellow employees, supervisors, or others) whom we may contact for additional information to support or clarify your complaint: (Attached additional page(s), if necessary).					
<u><b>Name</b></u>		<u><b>Address</b></u>		<u><b>Telephone</b></u>	
1. _____					
2. _____					
3. _____					
4. _____					

# DISCRIMINATION COMPLAINT FORM

Have you filed, or intend to file, a complaint regarding the matter raised with any of the following? If yes, please provide the filing dates. Check all that apply.

- ☐ NC Department of Transportation \_\_\_\_\_
- ☐ Federal Highway Administration \_\_\_\_\_
- ☐ US Department of Transportation \_\_\_\_\_
- ☐ Federal or State Court \_\_\_\_\_
- ☐ Other \_\_\_\_\_

Have you discussed the complaint with any Wilmington Urban Area Metropolitan Planning Organization representative? If yes, provide the name, position, and date of discussion.

Please provide any additional information that you believe would assist with an investigation.

Briefly explain what remedy, or action, are you seeking for the alleged discrimination.

**\*\*WE CANNOT ACCEPT AN UNSIGNED COMPLAINT. PLEASE SIGN AND DATE THE COMPLAINT FORM BELOW.**

\_\_\_\_\_  
COMPLAINANT'S SIGNATURE

\_\_\_\_\_  
DATE

## MAIL COMPLAINT FORM TO:

Wilmington Urban Area Metropolitan Planning Organization  
305 Chestnut Street  
Wilmington, NC 28401  
(910) 341-3258

## FOR OFFICE USE ONLY

Date Complaint Received: \_\_\_\_\_

Processed by: \_\_\_\_\_

Case #: \_\_\_\_\_

Referred to: ☐ NCDOT ☐ FHWA Date Referred: \_\_\_\_\_

**Log Year(s):**

[illegible]

I certify that to the best of my knowledge, the above described complaints or lawsuits alleging discrimination, or **no complaints or lawsuits** alleging discrimination, have been filed with or against the **Wilmington Urban Area Metropolitan Planning Organization** since the previous Title VI Program submission to NCDOT.

Date \_\_\_\_\_

Print Name and Title of Authorized Official

**Appendix G**  
**Compliance Review Checklist for FHWA Subrecipients**

General Requirements		Completed
1.	A copy of the recipient's signed USDOT Title VI Assurances	<input type="checkbox"/>
2.	Title VI Policy Statement (signed)	<input type="checkbox"/>
3.	Title VI Notice to Public, including a list of locations where the notice is posted	<input type="checkbox"/>
4.	Name and official title of Title VI Coordinator and a list of their Title VI duties	<input type="checkbox"/>
5.	Title VI Complaint Procedures (i.e., instructions to the public regarding how to file a Title VI discrimination complaint)	<input type="checkbox"/>
6.	Title VI Complaint Form	<input type="checkbox"/>
7.	List of Title VI complaints, investigations, or lawsuits (i.e., Title VI Complaint Log)	<input type="checkbox"/>
8.	Public Participation Plan, including information about outreach methods to engage traditionally underserved constituencies (e.g., minorities, low-income, disabled), as well as a summary of outreach efforts	<input type="checkbox"/>
9.	Language Assistance Plan for providing language assistance to persons with limited English proficiency (LEP), based on the DOT LEP Guidance, which requires conducting four-factor analyses	<input type="checkbox"/>
10.	A table depicting the membership of any non-elected committees and councils, broken down by race and gender, and a description of the process the MPO uses to encourage minorities and women to participate on such committees	<input type="checkbox"/>
11.	A copy of board meeting minutes, resolution, or other appropriate documentation showing the board of directors or appropriate governing entity or official(s) responsible for policy decisions reviewed and approved the Title VI Program	<input type="checkbox"/>
12.	Compliance and enforcement procedures to ensure nondiscriminatory administration of programs and services	<input type="checkbox"/>
13.	A demographic profile of your planning area that includes identification of the locations of minority, low-income, LEP, and/or other underserved populations	<input type="checkbox"/>
14.	Information regarding how consultants and/or subrecipients are monitored for compliance with Title VI	<input type="checkbox"/>
15.	Any environmental justice analysis conducted in the past three years and, if necessary, a description of the measures used to address any disproportionately high and adverse impacts to minority or low-income communities	<input type="checkbox"/>
16.	Documentation from any Title VI compliance reviews or investigations conducted by any agency other than NCDOT-OCR in the last three years.	<input type="checkbox"/>

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION ADOPTING THE WILMINGTON URBAN AREA METROPOLITAN  
PLANNING ORGANIZATION'S TITLE VI PROGRAM 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 a federal aid recipient; and

**WHEREAS**, it is the policy of the Wilmington Urban Area Metropolitan Planning Organization to ensure that no person shall, on the ground of race, color, national origin, Limited English Proficiency, sex, age, or disability, (and low-income, where applicable), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of our programs and activities, as provided by Title VI of the Civil Rights Act of 1964, Executive Orders 12898 and 13166, the Civil Rights Restoration Act of 1987, and other pertinent nondiscrimination authorities; and

**WHEREAS**, the Title VI Program Plan was prepared to document and identify mechanisms to ensure and enforce compliance with Title VI.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the Wilmington Urban Area Metropolitan Planning Organization's Title VI Program Plan.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on July 31, 2019.

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David Piepmeyer, Chair

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Mike Kozlosky, Secretary



Proposed Amendments to 2018-2027 STIP/MPO TIP Programs

STIP/MPO TIP Amendment 19-3  
(May 2019)

* EB-6033	VARIOUS, SAFE ROUTES TO SCHOOL	STATEWIDE	ENGINEERING	FY 2019 - \$1,500,000 (TAANY)
STATEWIDE	EDUCATION.	PROJECT		FY 2019 - <u>\$375,000 (O)</u>
PROJ.CATEGORY	<u>PROJECT ADDED AT REQUEST OF BICYCLE AND</u>			<u>\$1,875,000</u>
DIVISION	<u>PEDESTRIAN DIVISION.</u>			

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION APPROVING AMENDMENT #19-3 TO THE  
2018-2027 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

**WHEREAS**, the North Carolina Board of Transportation adopted the 2018-2027 State Transportation Improvement Program on August 3, 2017 and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the Statewide/MPO Transportation Improvement Programs on August 30, 2017; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization desires to amend the adopted 2018-2027 State/MPO Transportation Improvement Programs for Amendment #19-3; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization has conducted a 30-day public comment period to receive citizen input on this proposed amendment.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves amending the 2018-2027 State/MPO Transportation Improvement Programs for Amendment #19-3.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on July 31, 2019.

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David Piepmeyer, Chair

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Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION SUPPORTING THE NAMING OF NORTH CAROLINA FERRY  
DIVISION TUGS**

**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 NCDOT Ferry Division, Albemarle Rural Planning Organization, Cape Fear Rural Planning Organization, Down East Rural Planning Organization, Mid-East Rural Planning Organization, Wilmington Urban Area Metropolitan Planning Organization, and NCDOT Divisions 1, 2, and 3 Division Engineers coordinated and supported the Ferry Support Fleet Replacement project (F130001) to replace all tugs and barges in the Ferry Division fleet in Prioritization 4.0; and

**WHEREAS**, the Ferry Support Fleet Replacement project (F-5703) was fully funded for Federal Fiscal Year 2019 in the 2018-2027 State Transportation Improvement Program (STIP); and

**WHEREAS**, the NC Ferry Division has a tradition of naming NC ferry vessels after towns and regions of coastal North Carolina.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the naming of the new tugs as follows:

NC-3 tug: WANCHESE  
NC-4 tug: MOREHEAD CITY  
NC-5 tug: CAPE FEAR  
NC-6 tug: HOBUCKEN  
NC-7 tug: MANNS HARBOR

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on July 31, 2019.

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David Piepmeyer, Chair

---

Mike Kozlosky, Secretary

## STBGP Eligibility

Eligible	Criteria Description	Applicable Functional Class						
		Interstate	Other Freeway	Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local
<input type="checkbox"/>	Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including construction of designated routes of the Appalachian development highway system and local access roads under section 14501 of title 40.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Replacement (including replacement with fill material), rehabilitation, preservation, protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels on public roads of all functional classifications, including any such construction or reconstruction necessary to accommodate other transportation modes.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	Inspection and evaluation of bridges and tunnels and training of bridge and tunnel inspectors (as defined in section 144), and inspection and evaluation of other highway assets (including signs, retaining walls, and drainage structures).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



<input type="checkbox"/>	Infrastructure-based intelligent transportation systems capital improvements	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Projects and strategies designed to support congestion pricing, including electric toll collection and travel demand management strategies and programs	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	A project that, if located within the boundaries of a port terminal, includes only such surface transportation infrastructure modifications as are necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	Construction and operational improvements for any minor collector if - (A) the minor collector, and the project to be carried out with respect to the minor collector, are in the same corridor as, and in proximity to, a Federal-aid highway designated as part of the National Highway System; (B) the construction or improvements will enhance the level of service on the Federal-aid highway described in subparagraph (A) and improve regional traffic flow; and (C) the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the Federal-aid highway described in subparagraph (A).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## TASA Eligibility

Eligible	Criteria Description	Applicable Functional Class							
		Interstate	Other Freeway	Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local	N/A
<input type="checkbox"/>	Construction, planning, and design of on-road and off- road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Construction, planning, and design of infrastructure- related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to - (i) address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329; or (ii) reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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

## **Memorandum**

**To:** WMPO Board Members

**From:** Amy Kimes, PE, Senior Project Engineer, WMPO

**Date:** July 17, 2019

**Subject:** FY 20-24 Call Direct Attributable Funds for Projects Results

The Wilmington Urban Area Metropolitan Planning Organization began receiving Direct Attributable (DA) funds from the Federal Highway Administration in Fiscal Year 2013. These DA funds include both Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives Set Aside (TASA) funds.

In 2018, the omnibus spending bill appropriated supplemental funding for federal-aid highways. The WMPO received \$577,478.70 in additional funding. Also, the federal transportation spending bill for FY 2019 appropriated supplemental funding for federal-aid highways. The WMPO received \$904,063 in additional funding from this source. Due to the limited timelines associated with these funds, the funds were swapped with the NCDOT to allow for funds with less restrictive time limits. This money was then added to the amount of available funds for the STBGP portion of the FY20-FY24 Surface Transportation Block Grant Program – Direct Attributable (STBGP) and Transportation Set Aside – Direct Attributable (TASA) call for projects. The available funding for each year is shown in the recommendations table.

### **FY 2019 Call for Projects**

The WMPO issued a call for projects on April 1, 2019. The below requests were received:

#### **TASA**

- Town of Carolina Beach/NCDOT -US 421 Lake Park/Hamlet Avenue Intersection Improvements

#### **STBGP**

- City of Wilmington/New Hanover County – Traffic Signal Preemption

## **Wilmington Urban Area Metropolitan Planning Organization**



- Town of Wrightsville Beach – West Salisbury Street Streetscape
- City of Wilmington – Wilmington Multi Modal Center Phase 1b
- Town of Carolina Beach – St Joseph/Lewis Drive Bike Lanes
- The Friends of the Wilmington Rail Trail – Wilmington Rail Trail: Phase 1 Development

The WMPO recommends award of all projects with the exception of the Wilmington Rail Trail: Phase 1 Development project. The intent of the DA funds is to provide for the construction of projects. The Wilmington Rail Trail Project would provide a planning level document. If the Board would like to fund this project, it is recommended that the funds be flexed to the PL104 program and be managed by the WMPO as a planning effort.

Below please find TCC's recommendations for the TASA and STBGP funding:

<b>Recommended TASA Funding</b>			
		FY 20	FY 21
	Jurisdiction	(\$ Requested)	(\$ Requested)
US421 Lake Park/Hamlet Avenue Intersection Improvements	Carolina Beach/NCDOT	\$ 46,400.00	\$ 169,600.00
<b>Total TASA Funding Requested</b>		<b>\$ 46,400.00</b>	<b>\$ 169,600.00</b>

<b>Recommended STBGP Funding</b>			
		FY 20	FY 21
	Jurisdiction	(\$ Requested)	(\$ Requested)
Traffic Signal Preemption	Wilmington /NHC	\$ 389,616.00	\$ 627,200.00
West Salisbury Street Streetscape	Wrightsville Beach	\$ 635,941.00	
Wilmington Multi Modal Center Phase 1B	Wilmington	\$ 1,360,000.00	
St Joseph/Lewis Drive Bike Lanes	Carolina Beach	\$ 457,777.00	
<b>Total STBGP Funding Request</b>		<b>\$ 2,843,334.00</b>	<b>\$ 627,200.00</b>

**Recommended Action Item by the Board:**

- *Approval of DA funded projects as noted above*
- *Discussion of Wilmington Rail to Trail Funding*

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## Remaining DA Funding

The call for projects allowed application for each fiscal year from FY 20 through FY 24. The WMPO only received requests for FY 20 and FY 21 funds. Award of the requested projects will not exhaust all funding for FY 20 and FY 21. The below table summarizes the remaining funds for each fiscal year.

<b>TASA Funding</b>		
	FY 20	FY 21
Available Funds	\$ 234,333.00	\$ 234,333.00
Total TASA Funding Requested	\$ 46,400.00	\$ 169,600.00
<b>Remaining TASA Funding</b>	<b>\$ 187,933.00</b>	<b>\$ 64,733.00</b>

<b>STBGP Funding</b>		
	FY 20	FY 21
Available Funds	\$ 3,831,542.00	\$ 2,350,000.00
Total STBGP Funding Request	\$ 2,843,334.00	\$ 627,200.00
<b>Remaining STBGP Funding</b>	<b>\$ 988,208.00</b>	<b>\$ 1,722,800.00</b>

As noted in the above tables, after award of the requested projects, money is still available in each fiscal year. Due to the remaining money in FY 20-21 as well as the lack of applications in FY 22-24, the WMPO recommends an additional call for projects.

## Next Steps for Call for Projects

The above recommendations were discussed with the Technical Coordinating Committee (TCC) at the July 17, 2019 meeting. The TCC had the following comments:

- *Recommend providing a call for projects in the fall so that it does not coincide with budget adoption*
- *Consider an "open" call with the remaining money. This call could have 2 soft submittal dates.*

Staff provides the below clarification to the TCC's recommendations regarding the competitive process and DA funding.

- TASA funded projects must go through a competitive process with a designated closing date. The amount of calls per year is up to the individual MPO.

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- STBG funded projects do not have to follow a designated competitive process unless set forth by the individual MPO. The WMPO currently requires a competitive process for STBG funds.

Staff recommendations:

- *The MPO provide 2 competitive calls per year for all DA funds. The MPO will determine the funding source based on the individual project submitted and current availability of funds.*
- *If a need arises outside of the calls, a member jurisdiction would have the ability to request STBG funding at that time. The application would still need to be provided to WMPO staff for review and to the Board for approval.*

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION SUPPORTING THE ALLOCATION OF THE FY 2020-2021 SURFACE  
TRANSPORTATION BLOCK GRANT PROGRAM - DIRECT ATTRIBUTABLE AND  
TRANSPORTATION ALTERNATIVES SET ASIDE- DIRECT ATTRIBUTABLE 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**, on December 4, 2015 President Obama signed the Fixing America's Surface Transportation (FAST) Act and this law provides Surface Transportation Block Grant Program- Direct Attributable (STBGP-DA) and Transportation Alternatives Set Aside Direct Attributable (TASA-DA) funds for all designated TMAs; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization's Board has the ability to directly program Surface Transportation Block Grant Program- Direct Attributable (STBGP-DA) and Transportation Alternatives Set Aside- Direct Attributable (TASA-DA) funds on eligible projects submitted by eligible entities through a competitive process; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization's Board adopted the 2020-2024 competitive process on March 27, 2019; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization developed a call for projects and received 5 submittals for STBGP-DA funds and 1 submittal for TASA-DA funds from the MPO's member agencies; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization has reviewed the project submittals.

**NOW, THEREFORE**, also, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the allocation of the FY 2020-2021 STBGP-DA funds to the City of Wilmington/New Hanover County for Traffic Signal Preemption, Wrightsville Beach for the West Salisbury Street Streetscape, City of Wilmington for the Wilmington Multi Modal Center – Phase 1B, and Carolina Beach for the St Joseph/Lewis Drive Bike Lanes and TASA-DA funds to the Town of Carolina Beach /NCDOT for the US421 Lake Park/Hamlet Avenue Intersection Projects.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on July 31, 2019.

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David Piepmeyer, Chair

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Mike Kozlosky, Secretary

Aviation Fiscally Constrained Projects 07.17.2019				
Project ID	Rank	Project Name	Planning Year	Planning Year Cost
ILM CIP		Terminal Improvements Part 3 (Construction)	2020	\$16,400,000
ILM CIP		Air Carrier Expansion	2025	\$4,000,000
ILM CIP		Taxiway B Improvements adjacent to Terminal Apron and Rename Taxiways	2025	\$7,000,000
AV-5730		EXTEND RUNWAY 6-24 PHASE 1	2025	\$5,000,000
AV-5795		EXPAND THE GENERAL AVIATION APRON	2025	\$500,000
AV-5801		EXPANSION OF CARRIER APRON	2025	\$500,000
AV-5798		TAXIWAY IMPROVEMENTS	2030	\$500,000
AV-5799		WIDEN NORTH-SOUTH TAXIWAY SYSTEM	2030	\$500,000
AV-5796		INCREASE WIDTH OF ALL TAXIWAYS	2030	\$500,000
A - 21	1	Expand Air Carrier Auto Parking	2025	\$4,878,770
A - 23	3	Perimeter Road Development (Phase II)	2025	\$1,532,190
A - 25	4	Overlay Airport Boulevard, Building Circulation, and Surrounding Roadways	2025	\$1,334,708
A - 33	5	Perimeter Road Improvements	2025	\$1,433,024
A - 36	6	2nd GA Hangar Aircraft Taxi Lane (North GA #2)	2025	\$1,738,911
A - 37	15	Runway 35 Wind Cone/PAPI Replacement	2025	\$579,637
A - 22	2	Rehabilitate Runway 6-24 and Taxiway B	2030	\$19,108,265
A - 29	8	Runway 17/35 Extension and Safety Area Improvements	2030	\$9,032,362
A - 31	9	Roadway 17/35 Taxiway System Maintenance, Overlay, and Widening	2030	\$6,870,447
A - 24	7	Airline and Customs Apron- Clean/Seal Joints and Repair Pavements	2035	\$1,601,549
A - 7	10	GA Apron Development Phase II	2035	\$2,332,505
A - 14	11	Extend Runway 24- Phase II of IV	2035	\$10,163,971
A - 26	12	Northside FBO #2 GA Apron and Hangar Development (Phase I)	2035	\$14,041,878
A - 19	13	Apron Maintenance	2035	\$2,593,989
A - 30	14	Upgrade Visual Approach Aids and Runway Lighting	2035	\$397,818
A - 18	16	Land Acquisition for ASR Site Relocation	2040	\$1,639,143
A - 27	17	Map Utilities and Provide Geographic Information System (GIS) Airport Interface	2040	\$257,508

Programmed  
in 2018-2027  
STIP

Fiscally  
constrained  
projects

Unfunded  
during  
planning  
horizon  
projects

Total All Projects Cost	\$87,036,675
Total Fiscally Constrained Projects Cost	\$87,036,675
Total Fiscally Constrained Projects	23
Forecasted Revenue	\$149,497,397

BikePed Fiscally Constrained Projects 07.17.2019				
Project ID	Rank	Project Name	Planning Year	Planning Year Cost
EB-6029		Clarendon Avenue		\$ 645,000
EB-6028		Market St Signalized Pedestrian Crossing		\$ 125,000
EB-5719		Peachtree Avenue Bicycle Lane		\$ 187,000
BP - 700	8	MARKET ST & LULLWATER DR	2025	\$ 28,300
BP - 35	9	College Rd MUP Ph I	2025	\$ 2,920,000
BP - 559	12	Cross City Trail MUP	2025	\$ 2,750,000
BP - 52	13	Oleander Dr BikePed Improvements	2025	\$ 1,770,000
BP - 36	14	College Rd MUP Ph II	2025	\$ 2,480,000
BP - 788	16	3rd St. and Brunswick St.	2025	\$ 28,300
BP - 16	17	Independence Blvd Extension MUP	2025	\$ 4,410,000
BP - 681	21	OLEANDER DR & DAWSON ST	2025	\$ 74,000
BP - 233	23	Floral Pkwy BikePed Improvements	2025	\$ 850,000
BP - 619	27	Carolina Beach Rd & Antoinette Dr	2025	\$ 75,700
BP - 661	28	COLLEGE RD & RANDALL PKWY	2025	\$ 28,300
BP - 589	30	Carolina Beach Rd. and Shipyard Pedestrian Crossing Improvements	2025	\$ 53,400
BP - 649	31	New Centre Dr & N College Rd	2025	\$ 53,800
BP - 722	33	3RD ST N & RED CROSS ST	2025	\$ 28,300
BP - 604	35	Lewis Dr & Lake Park Blvd	2025	\$ 63,200
BP - 846	36	St. Joseph and Lake Park Intersection Improvements	2025	\$ 29,200
BP - 765	39	10TH ST & WOOSTER ST	2025	\$ 61,200
BP - 636	41	University Drive & S College Rd	2025	\$ 47,400
BP - 560	47	US 421/Carolina Beach Rd and Halyburton Pkwy BikePed Crossing Improvements	2025	\$ 75,100
BP - 698	48	Market St. and Barclay Hills Dr Pedestrian Crossing Improvements	2025	\$ 39,800
BP - 744	49	10TH ST & DAWSON ST	2025	\$ 61,200
BP - 775	50	MILITARY CUTOFF RD & DESTINY WAY _FRESCO DR	2025	\$ 50,800
BP - 581	55	Carolina Beach Rd & College Rd	2025	\$ 81,300
BP - 774	56	MILITARY CUTOFF RD & SIR TYLER DR/MAIN ST	2025	\$ 50,800
BP - 591	58	Greenville Loop Rd. & Oleander Dr.	2025	\$ 40,100
BP - 646	61	College rd & Oleander Dr	2025	\$ 77,400
BP - 648	66	Military Cutoff Rd & Eastwood Rd	2025	\$ 28,300

Programmed  
in 2018-2027  
STIP

Fiscally  
constrained  
projects

Unfunded  
during  
planning  
horizon  
projects

\*Fiscally constrained project list has  
been amended based on comments  
by the CAC to place emphasis on  
projects <\$5 million, that removed  
bike lanes on high speed corridors,  
and that provide bicycle and  
pedestrian facilities

BP - 584	71	College Rd & Shopping Center Entrance	2025	\$	65,500
BP - 590	74	Military Cutoff Rd & Wrightsville Ave	2025	\$	40,000
BP - 597	75	17Th St & Glen Meade Rd	2025	\$	75,400
BP - 639	76	S 21st St & Market St	2025	\$	48,700
BP - 669	77	3RD ST & DAWSON ST	2025	\$	62,500
BP - 635	79	Parker Farm Dr & Military Cutoff Rd	2025	\$	41,000
BP - 574	88	Drysdale Dr & Military Cutoff Rd	2025	\$	31,000
BP - 546	29	College Rd. Central Trail	2030	\$	2,490,000
BP - 15	40	Independence Blvd MUP Ph II	2030	\$	2,240,000
BP - 28	42	Causeway Dr Bicyclist Improvements	2030	\$	1,160,000
BP - 381	44	John D. Barry Bike Lanes	2030	\$	2,500,000
BP - 361	52	College Rd. Central Trail Ext.	2030	\$	2,420,000
BP - 754	82	Princess Place Dr. and 30th. St.	2030	\$	78,600
BP - 281	85	Waynick Blvd.	2030	\$	1,090,000
BP - 594	89	Carolina Beach Rd & Independence Blvd	2030	\$	75,900
BP - 633	90	Military Cutoff Rd & Cayman Court	2030	\$	58,300
BP - 647	91	Market St & Gordon Rd	2030	\$	91,100
BP - 579	92	Military Cutoff Rd & Station Rd	2030	\$	58,500
BP - 642	93	Eastwood Rd & Bay Creek Dr	2030	\$	32,800
BP - 795	100	GORDON RD & NETHERLANDS DR	2030	\$	59,500
BP - 839	102	US 17 & W GATE DR/GRANDIFLORA DR	2030	\$	75,900
BP - 563	107	Causeway Dr & Salisbury St	2030	\$	60,600
BP - 855	108	Echo Farms and George Anderson Crossing Improvements	2030	\$	91,100
BP - 468b	46	Downtown Trail Greenway (Phase II, Nutt St to Burnt Mill Creek)	2035	\$	6,840,000
BP - 556	54	17th St NHC Library Connection	2035	\$	2,650,000
BP - 860	64	Wrightsville Beach Sidewalk Realignment	2035	\$	3,790,000
BP - 12	94	US 17 MUP	2035	\$	530,000
BP - 849	110	Lake park Blvd and CB Lake Park Intersection Impro	2035	\$	39,300
BP - 468a	57	Downtown Trail Greenway (Phase I, Riverfront Boardwalk to Bess St)	2040	\$	8,310,000
BP - 49	72	Peachtree Ave BikePed Improvement	2040	\$	2,760,000
BP - 193	97	Lake Ave BikePed Improvements	2040	\$	1,410,000
BP - 298	112	Chappell Loop	2040	\$	250,000
BP - 580	116	Carolina Beach Rd. and Mateo Dr. Pedestrian Crossing Improvements	2040	\$	120,000
BP - 577	118	Bayshore Dr & Market St	2040	\$	100,000
BP - 626	119	River Rd & Carolina Beach Rd	2040	\$	99,300
BP - 644	120	Causeway Dr & LuminaSt	2040	\$	44,100
BP - 838	121	US 17 & OLDE WATERFORD WY/PLOOF RD SE	2040	\$	84,300
BP - 842	125	US 17 & Lanvale Rd NE (Provision Parkway)	2040	\$	160,000

BP - 851	127	North Carolina Ave and Lake Park Blvd Intersection	2040	\$	45,500
BP - 792	130	US 17/MARKET ST & N GREEN MEADOWS DR	2040	\$	80,000
BP - 845	131	Harper and Canal Intersection Improvements	2040	\$	59,200
BP - 572	135	US 421 & Isabel Holmes Bridge	2040	\$	65,900
BP - 854	136	Harper Ave and 7th St Intersection Improvements	2040	\$	45,500
BP - 625	139	Sanders Rd & River Rd	2040	\$	93,000
BP - 843	140	K AVE & 421	2040	\$	110,000
BP - 852	144	South Carolina Ave and Lake Park Blvd Intersection	2040	\$	45,500
BP - 131	146	Lossen Lane Bike/Ped Improvement	2040	\$	1,500,000
BP - 627	149	Piner Rd & Myrtle Grove Rd	2040	\$	93,700
BP - 853	157	Texas Ave and Lake Park Blvd Intersection Improvement	2040	\$	45,500
BP-1	37	5th Ave Bike Lane	2045	\$	2,600,000
BP-432	69	South Smith Creek Trail	2045	\$	10,130,000
BP-322	113	Carolina Beach Waterfront Trail	2045	\$	4,710,000
BP - 268	1	Leland/Wilmington BikePed Connection	2045+	\$	48,320,000
BP - 456	2	College Rd Bike Lanes	2045+	\$	27,340,000
BP - 270	3	3rd Street MUP	2045+	\$	10,490,000
BP - 861	4	Market St. Bike Lanes	2045+	\$	11,790,000
BP - 308	5	Shipyard Trail	2045+	\$	15,810,000
BP - 457	6	Kerr Ave. Bike Lanes	2045+	\$	14,510,000
BP - 458	7	Wrightsville Avenue BikePed Improvements	2045+	\$	35,430,000
BP - 303	10	Dow Rd. Trail	2045+	\$	24,770,000
BP - 316	11	River to Sea Trail	2045+	\$	21,710,000
BP - 373	15	Gordon Rd BikePed Improvements	2045+	\$	34,070,000
BP - 307	18	Carolina Beach Rd Trail	2045+	\$	29,080,000
BP - 426	19	North Smith Creek Trail	2045+	\$	25,650,000
BP - 464	20	Carolina Beach Rd BikePed Improvements	2045+	\$	48,350,000
BP - 45	22	Wilshire Blvd BikePed Improvements	2045+	\$	12,270,000
BP - 277	24	Masonboro Loop Trail I	2045+	\$	17,800,000
BP - 336	25	Airlie Rd. MUP	2045+	\$	12,750,000
BP - 398	26	New Centre Dr BikePed Improvements	2045+	\$	21,840,000
BP - 396	32	Military Cutoff Bike Lanes	2045+	\$	7,100,000
BP - 297	34	Village Rd Loop	2045+	\$	10,720,000
BP - 147a	38	Central Blvd/Morningside Dr Bike Lanes	2045+	\$	120,000
BP - 147b	38	Central Blvd/Morningside Dr Bike Lanes	2045+	\$	10,820,000
BP - 471	60	Front St. Sharrow	2045+	\$	40,000
BP - 370	43	Front St. Sharrow	2045+	\$	62,800
BP - 324	45	US HWY 421 Trail	2045+	\$	29,400,000
BP - 269	51	Masonboro Loop Trail II	2045+	\$	22,340,000
BP - 551	53	Central Lake Park Blvd. Sidewalks	2045+	\$	18,990,000
BP - 39	59	Burnt Mill Creek Path	2045+	\$	10,720,000



BP - 305	62	South Carolina Beach Rd Trail	2045+	\$	25,330,000
BP - 423	63	Market St Rail Trail	2045+	\$	22,090,000
BP - 441	65	Causeway Dr Sharrows	2045+	\$	150,000
BP - 306	67	South River Rd Trail II	2045+	\$	41,480,000
BP - 355	68	Castle Hayne Rd. Bike Lanes	2045+	\$	12,370,000
BP - 437	70	Castle Hayne Rd. Bike Lanes	2045+	\$	11,700,000
BP - 276	73	River Rd MUP	2045+	\$	23,160,000
BP - 397	78	New Centre Dr Bicycle Lanes I	2045+	\$	4,880,000
BP - 304	80	Snow's Cut Bike/Ped Bridge	2045+	\$	21,230,000
BP - 433	81	Myrtle Grove Rd Trail	2045+	\$	25,880,000
BP - 280	83	College Acres MUP	2045+	\$	8,170,000
BP - 325	84	Wrightsville Beach Trail	2045+	\$	33,250,000
BP - 349	86	Cape Fear Blvd.	2045+	\$	11,350,000
BP - 406	87	Princess Street Sharrows	2045+	\$	150,000
BP - 345	96	Blue Clay Rd Bicycle Lanes II	2045+	\$	12,020,000
BP - 301	98	I-140 East Trail	2045+	\$	33,370,000
BP - 442	99	Lumina Ave Sharrows	2045+	\$	270,000
BP - 239	101	Brunswick Nature Park Connector I	2045+	\$	6,760,000
BP - 430	103	North River Rd Trail (Remaining Section)	2045+	\$	14,970,000
BP - 856	104	Cape Fear River Crossing	2045+	\$	25,460,000
BP - 14,285	105	Independence Blvd MUP Ph I	2045+	\$	5,510,000
BP - 240	106	Blackwell Rd SE Trail	2045+	\$	5,530,000
BP - 859	109	Brunswick Forest to Town Creek Park and Schools	2045+	\$	14,430,000
BP - 238	111	Brunswick Nature Park Connector II	2045+	\$	11,370,000
BP - 326	114	Rogersville Rd Trail	2045+	\$	6,740,000
BP - 409	115	St. Joseph St. Bike Lane and Sidewalk	2045+	\$	18,610,000
BP - 273	117	Country Club MUP	2045+	\$	10,200,000
BP - 247	122	Sloop Point Loop Rd MUP	2045+	\$	14,200,000
BP - 411	123	Sidbury Rd BikePed Improvements	2045+	\$	7,100,000
BP - 246	124	Fort Fisher Blvd. BikePed	2045+	\$	2,850,000
BP - 179/209	126	Hampstead Bypass Path	2045+	\$	57,890,000
BP - 56	128	Claredon Ave MUP	2045+	\$	6,130,000
BP - 165	129	Navaho Trail MUP	2045+	\$	16,440,000
BP - 13	132	West Gate Park Connector	2045+	\$	3,980,000
BP - 180	133	NC 133 MUP	2045+	\$	4,960,000
BP - 212	134	US 117/College Rd. BikePed Improvements	2045+	\$	10,260,000
BP - 178	137	Sidbury Rd BikePed Improvements	2045+	\$	26,130,000
BP - 146	138	Halifax Rd. Pike/Ped. Improvement	2045+	\$	6,160,000
BP - 223	141	Hoover Rd. MUP	2045+	\$	3,870,000
BP - 275	142	Landsdown Rd. MUP	2045+	\$	4,520,000
BP - 862	143	Leland MUP	2045+	\$	14,700,000
BP - 261	145	Cedar Hill Rd. MUP	2045+	\$	4,980,000
BP - 282	147	South River Rd Trail I	2045+	\$	4,960,000
BP - 237	148	Fletcher Rd NE MUP	2045+	\$	3,330,000

BP - 286	150	Plouf Rd Path	2045+	\$	3,660,000
BP - 300	151	Porters Neck Rd Trail	2045+	\$	28,290,000
BP - 337	152	Alabama Ave MUP	2045+	\$	4,670,000
BP - 858	153	Belville Elementary Connector in Belville	2045+	\$	2,300,000
BP - 248	154	Chappell Loop Rd. BikePed	2045+	\$	8,230,000
BP - 201	155	NC 133 MUP	2045+	\$	4,150,000
BP - 206	156	Island Creek Rd BikePed Improvements	2045+	\$	24,160,000
BP - 42	158	Jenkins Road BikePed	2045+	\$	1,090,000
BP - 43	159	St. Johns Church Rd. BikePed	2045+	\$	2,300,000
BP - 97	160	Plantation Road BikePed Improvements	2045+	\$	9,610,000
BP - 561	161	Carolina Beach Rd & Myrtle Grove Rd	2045+	\$	130,000
BP - 224	162	Hoover Rd. MUP	2045+	\$	43,970,000
BP - 376	163	Holly Shelter Rd BikePed Improvements	2045+	\$	29,730,000
BP - 469	164	Ocean Blvd MUP	2045+	\$	9,190,000
BP - 834	165	Ocean Ave & Island Greenway	2045+	\$	52,100
BP - 272	166	Mallory Creek MUP	2045+	\$	5,460,000
BP - 344	167	Blue Clay Rd Bicycle Lanes I	2045+	\$	8,730,000
BP - 323	168	Western Rail Corridor Trail	2045+	\$	12,310,000
BP - 249	169	Jackey's Creek Connector MUP	2045+	\$	480,000
BP - 857	170	Apache Trail MUP	2045+	\$	1,820,000
BP - 341	171	Bayfield Dr Sharrow	2045+	\$	170,000
BP - 194	172	Independence Mall Frontage	2045+	\$	5,050,000

Total All Projects Cost		\$1,403,705,000
Total Fiscally Constrained Projects Cost		\$76,970,100
Total Fiscally Constrained Projects		82
Forecasted Revenue		\$77,033,371

Ferry and Water Transportation Fiscally Constrained Projects 07.17.2019				
Project ID	Rank	Project Name	Planning Year	Planning Year Cost
F-5703		Replacement Vessel (support fleet)	2025	\$3,250,000
F-2	3	Southport Additional Mooring Facility	2025	\$5,796,370
F-24	7	Fort Fisher Pedestrian Improvements	2025	\$39,006
F-22	4	Fort Fisher Mooring Facility	2030	\$6,719,582
F-3	5	New River Class Vessel (3rd Ferry)	2035	\$18,883,582
F-10	6	New River Class Vessel (4th Ferry)	2035	\$18,883,582
F-5	8	Downtown Wilmington Ferry/Taxi Stop	2045	\$444,258
F-10	9	Carolina Beach Ferry/Taxi Stop	2045	\$444,258
F-6	10	Central Marina/Independence Terminal	2045	\$3,331,934
F-4	11	Wrightsville Beach Ferry/Taxi Stop	2045	\$444,258

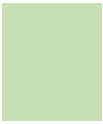
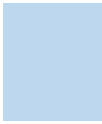

Programmed  
in 2018-2027  
STIP

Fiscally  
constrained  
projects

Unfunded  
during  
planning  
horizon  
projects

Total All Projects Cost	\$58,236,830
Total Fiscally Constrained Projects Cost	\$58,236,830
Total Fiscally Constrained Projects	10
Forecasted Revenue	\$58,697,582

Freight Rail Fiscally Constrained Projects 07.17.2019				
Project ID	Rank	Project Name	Planning Year	Planning Year Cost
PROG	3	Wilmington Beltline Improvements	2035	\$ 41,400,000
FR-17	4	North Gate Separation	2025	\$ 2,755,652
RW-65	5	Front Street RR Crossings	2025	\$ 1,095,000
FR-22	6	Davis Yard At-grade Crossing (Cedar Hill Rd Safety Improvement)	2025	\$ 365,171
FR-15	7	US 421 Railroad Crossing	2025	\$ 365,171
FR-21	10	Extension to Pender Commerce Park	2035	\$ 9,347,804
FR-24	11	Redesign railroad interchange near Northwest District Park (CSX/USARMY)	2045	\$15,464,046
FR-18	1	Rail Realignment	2045+	\$ 1,321,173,874
FR-16	2	South Gate Grade Separation	2045+	\$ 40,229,403
FR-7	8	Re-establish tracks Castle Hayne to Wallace	2045+	\$ 322,207,323
FR-23	9	New service Malmo to Whiteville	2045+	\$ 24,601,891
FR-19	12	Rail Transit on Downtown Wilmington rail corridor	2045+	\$ 43,115,075
Total All Projects Cost				\$1,822,120,411
Total Fiscally Constrained Projects Cost				\$29,392,845
Total Fiscally Constrained Projects			7	
Forecasted Revenue				\$31,736,429

 Programmed in 2018-2027 STIP  
 Fiscally constrained projects  
 Unfunded during planning horizon projects

\*This does not include \$41,400,000 Wilmington Beltline Improvement Project  
  
 \*This does not include \$41,400,000 CRISI Grant for Beltline Improvements

\*Projects should remain in order by planning year (rank may become out of order)

Public Transportation Fiscally Constrained Projects 07.17.2019				
Project ID	Rank	Project Name	Planning Year	Planning Year Cost
TA-5222		REPLACEMENT LTV	2025	\$ 624,000
TA-5221		REPLACEMENT LTV	2025	\$ 226,000
TA-5223		REPLACEMENT BUS	2025	\$ 3,234,000
TG-6177		ROUTE 201 UPGRADE AMMENITIES AND BUS STOPS	2025	\$ 66,000
TD-5291		Route 204 Amenity Upgrades (Brunswick Connector)	2030	\$ 136,000
TD-5292		Route 202 Amenity Upgrades (Oleander West)	2030	\$ 136,000
TD-5296		Route 205 Amenity Upgrades (Long Leaf Park)	2030	\$ 166,000
TD-5298		Route 101 Amenity Upgrades	2030	\$ 196,000
TD-5290		Route 106 Amenity Upgrades (Shipyard Boulevard)	2030	\$ 76,000
TG-4796		ROUTINE CAPITAL - BUS STOP SHELTERS,BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC.	2030	\$ 420,000
PT-40	2	Independence Blvd at Park Ave	2025	\$ 2,275
PT-17	3	Sigmon Rd at Walmart (Wilmington)	2025	\$ 25,028
PT-33	4	Military Cutoff Rd at Old Macumber Station Rd	2025	\$ 25,028
PT-65	5	Dawson St at 9th St	2025	\$ 25,028
PT-94	6	17th St at Food Lion Plaza	2025	\$ 25,028
PT-152	11	earlier weekday service on high ridership routes (108)	2025	\$ 42,655
PT-15	12	Market St & Kerr Ave	2025	\$ 25,028
PT-28	13	Randall Pkwy at Brailsford Dr	2025	\$ 25,028
PT-29	14	Market St at Covil Ave	2025	\$ 25,028
PT-73	15	S 5th St at Dawson St	2025	\$ 2,275
PT-74	16	S 10th St at Meares St	2025	\$ 2,275
PT-151	20	Earlier weekday service on high ridership routes (105)	2025	\$ 63,427
PT-153	21	earlier weekday service on high ridership routes (201)	2025	\$ 80,025
PT-21	22	Oleander Dr at Hawthorne Dr	2025	\$ 2,275

Programmed  
in 2018-2027  
STIP

Fiscally  
constrained  
projects

Unfunded  
during  
planning  
horizon  
projects

Alternative  
funding  
projects

PT-154	24	earlier weekday service on high ridership routes (205)	2025	\$	36,910
PT-154	24	wifi on buses	2025	\$	144,504
PT-79	25	Wellington Ave at Flint Dr	2025	\$	2,275
PT-80	27	Greenfield St at S 13th St	2025	\$	25,028
PT-26	28	NHC Gvt Center at Government Center Dr	2025	\$	25,028
PT-77	29	Wellington Ave at Silver Stream Ln	2025	\$	2,275
PT-149	31	Upgrade route 107 to hourly to align with route 301	2025	\$	209,079
PT-90	36	Wellington at 17th St	2025	\$	2,275
PT-30	40	New Centre Dr at Bob King Buick	2025	\$	2,275
PT-41	41	Wilshire Blvd at Berkshires at Pelican Cove	2025	\$	2,275
PT-99	44	Carolina Beach Rd at S College Rd	2025	\$	6,149
PT-104	45	US17 at Walmart	2025	\$	6,149
PT-45	49	Marion Dr at Rutledge Dr	2025	\$	2,275
PT-13	57	Nixon St at N 5th St	2025	\$	861
PT-12	72	Nixon St & N 8th St	2025	\$	861
PT-146	7	Route 301 hourly frequency	2030	\$	1,268,927
PT-153	9	Creekwood on Demand Service off peak hours	2030	\$	881,120
PT-150	23	Rush hour service on high ridership routes 8-11am and 3-5pm(205)	2030	\$	840,034
PT-27	32	S College & Randall Pkwy	2030	\$	29,014
PT-64	33	S 5th St at Castle St	2030	\$	29,014
PT-42	73	Wilshire Blvd at S Kerr Ave	2030	\$	2,638
PT-135	8	Extend trolley service frequency	2035	\$	2,942,069
PT-148	10	Rush hour service on high ridership routes 8-11am and 3-5pm(108)	2035	\$	1,125,428
PT-9	17	Route 104, 30 minute frequency	2035	\$	1,471,034
PT-91	34	Village Road at Food Lion	2035	\$	33,635
PT-44	35	Carolina Beach Rd at Roses	2035	\$	33,635
PT-16	38	Market St at Lullwater Dr	2035	\$	33,635
PT-35	39	S 16th St at Wright St	2035	\$	33,635
PT-18	42	S College Rd (SB) at University Dr	2035	\$	33,635
PT-118	46	Galleria Mall	2035	\$	8,264
PT-119	47	Mayfaire Mall	2035	\$	8,264
PT-22	51	Oleander Dr at Giles Ave	2035	\$	3,058
PT-11	106	Princess Place Dr at N 25th St	2035	\$	1,157
PT-147	18	Rush hour service on high ridership routes 8-11am and 3-5pm(105)	2040	\$	1,940,010
PT-149	19	Rush hour service on high ridership routes 8-11am and 3-5pm (201)	2040	\$	2,447,704
PT-151	26	Pleasure Island Trolley, with bus stop at ferry, and amenities	2040	\$	1,705,332
PT-19	43	S College Rd at Wilshire Blvd	2040	\$	38,993

PT-132	48	Satellite beach parking with bus station hub	2040	\$	237,180
PT-150	50	Route 204 extended service to 9pm and weekends	2040	\$	130,295
PT-25	52	S College Rd (NB) at University Dr	2040	\$	38,993
PT-53	53	Carolina Beach Rd at Tennessee Ave (BoA)	2040	\$	38,993
PT-103	54	Market St at Porters Neck Rd	2040	\$	9,581
PT-100	59	I-40 at Cape Fear Community College N Campus	2040	\$	9,581
PT-37	61	Shipyard Boulevard at Commons Dr	2040	\$	3,545
PT-66	62	Lake Ave at S College Rd	2040	\$	3,545
PT-98	66	Carolina Beach Rd at Snow's Cut Bridge	2040	\$	9,581
PT-102	67	Market St at Middle Sound Loop Rd	2040	\$	9,581
PT-105	68	US17 at Island Creek Rd (NC210)	2040	\$	9,581
PT-78	69	Wellington Ave at Troy Dr	2040	\$	3,545
PT-70	80	5th St at Ann St	2040	\$	3,545
PT-5	30	New route through Masonboro loop rd. hourly service heavy duty bus	2045	\$	1,976,947
PT-8	37	New Route to Porters Neck , heavy duty bus	2045	\$	1,976,947
PT-112	55	I-140 at US17	2045	\$	274,957
PT-155	56	military cutoff rd high density local route	2045	\$	588,642
PT-140	58	Public Transportation to and from the Ferry	2045	\$	1,976,947
PT-107	60	WAVE Central Station - Forden Station	2045	\$	274,957
PT-10	64	Princess Place Dr at Montgomery Ave	2045	\$	45,203
PT-87	65	Rankin St at 11th St	2045	\$	45,203
PT-67	70	Shipyard Blvd at S 41st St	2045	\$	45,203
PT-154	71	solar lights at bus stops	2045	\$	330,084
PT-34	75	Gordon Rd at Food Lion	2045	\$	45,203
PT-38	76	Independence Blvd at Canterbury Dr	2045	\$	45,203
PT-47	77	Market St at N 16th St	2045	\$	45,203
PT-121	81	Fairfield Park	2045	\$	11,106
PT-120	85	Barclay West	2045	\$	11,106
PT-31	92	Eastwood Rd at Rogersville Rd	2045	\$	4,109
PT-82	1	Wilmington Multimodal Transportation Center (Phase 1B)	2045+	\$	3,559,422
PT-124	63	Wrightsville Beach on Demand (shuttle route) \$200,000 operation cost	2045+	\$	1,765,925
PT-152	74	Service To River Lights development	2045+	\$	1,976,947
PT-75	78	Cypress Grove Dr at Doctors Cir	2045+	\$	45,203
PT-76	79	Medical Center Dr at Delaney Radiologists	2045+	\$	45,203
PT-36	82	S 17th St at Glen Meade Rd	2045+	\$	45,203
PT-39	83	Independence Blvd (Independence mall transfer station)	2045+	\$	45,203
PT-56	84	Mount Misery Rd at Food Lion	2045+	\$	45,203
PT-123	86	Leland Town Hall	2045+	\$	11,106
PT-57	87	Village Rd & S Navassa Rd	2045+	\$	45,203



PT-58	88	West Gate Dr at Walmart (Leland)	2045+	\$	45,203
PT-59	89	N Front St Harnett St	2045+	\$	45,203
PT-109	90	I-140 at US74/76	2045+	\$	11,106
PT-137	91	Shelter needed.	2045+	\$	41,094
PT-62	93	Carl Winner Ave at Carolina Beach Ave N	2045+	\$	45,203
PT-92	94	N Lake Park Blvd at Town Hall	2045+	\$	45,203
PT-114	95	US17 at Sidbury Rd	2045+	\$	11,106
PT-20	96	Oleander Dr at Whole Foods	2045+	\$	4,109
PT-55	97	Main St at Church St (Navassa)	2045+	\$	45,203
PT-101	98	I-40 at Holly Shelter Rd	2045+	\$	274,957
PT-126	99	Bus Stop at Market St. Walmart	2045+	\$	55,844
PT-50	100	Carolina Beach Rd at Silva Terra Dr	2045+	\$	45,203
PT-49	101	Carolina Beach Rd at Independence Blvd	2045+	\$	45,203
PT-48	102	Carolina Beach Rd at Southern Blvd	2045+	\$	4,109
PT-106	103	US17/74/76 at River Rd (NC133) - Belville	2045+	\$	274,957
PT-88	104	16th St at Kidder St	2045+	\$	4,109
PT-122	105	Terminus of Independence Boulevard	2045+	\$	11,106
PT-125	107	Trolley replacements	2045+	\$	7,330,254
PT-154	108	wifi on buses	2045+	\$	260,991
PT-142	109	automatic passenger counter (APC)	2045+	\$	539,273
PT-145	110	Modern Fare Collection Service	2045+	\$	1,485,126
PT-116	111	US421 at Cowpens Landing Rd	2045+	\$	274,957
PT-32	112	Wrightsville Avenue at Jones Rd	2045+	\$	4,109
PT-97	113	Front St at Ann St	2045+	\$	4,109
PT-136	114	Electric Bus investment	2045+	\$	14,216,250

Total All Projects Cost		\$61,942,037
Total Fiscally Constrained Projects Cost		\$29,233,426
Total Fiscally Constrained Projects		91
Forecasted Revenue		\$29,236,306

PT-144	1	Rail Realignment Part B (Alternative 1) Tram	2045+	\$	309,879,134
PT-156	2	Rail Realignment Part B (Alternative 3) Tram	2045+	\$	280,566,243
PT-157	3	Rail Realignment Part B (Alternative 5) Tram	2045+	\$	394,467,762
PT-1	5	Light Rail on Market St	2045+	\$	577,002,387
PT-7	6	Light Rail system from Downtown to ILM	2045+	\$	419,638,100
PT-82	1	Wilmington Multimodal Transportation Center (Phase 2, Rail Portion)	2045+	\$	123,147,643

Total Project Cost		\$2,104,701,268
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Roadway Fiscally Constrained Projects 07.17.2019				
Project ID	Rank	Project Name	Planning Year	Planning Year Cost
R-3300		Hampstead Bypass	2025	\$81,600,000
U-5863		NC 133/Castle Hayne Rd Widening	2025	\$30,374,000
U-5704		US 76 (Oleander Dr) & NC 132 (College Rd) Interchange	2025	\$55,300,000
U-5790		US 421/Carolina Bead Rd Widening and Intersection improvements	2025	\$25,094,000
U-5734		US 421/Front St Widening	2025	\$26,000,000
U-5729		US 421/Carolina Beach Rd Upgrade	2025	\$13,000,000
U-4751		Military Cutoff Rd Extension	2025	\$47,650,000
U-4434		Independence Blvd Extension	2025	\$100,433,000
U-5732		US 17 Superstreet	2025	\$19,389,000
R-2633		I-140 Wilmington Bypass	2025	\$88,810,000
U-5731		Isabel Holmes Bridge Flyovers	2025	\$36,000,000
U-5792		US 74/MLK & College Rd Intersection	2025	\$25,110,000
U-5710		US 74/Eastwood Rd & Military Cutoff Rd	2025	\$29,637,000
U-4902		Market St (US 17) access management improvements (Includes US74&Market Interchange and RW - 142)	2025	\$59,300,000
U-3338		Kerr Ave Widening	2025	\$20,500,000
U-5702		College Rd access management	2025	\$100,966,000
U-5881		College Rd upgrade roadway	2025	\$81,700,000
U-5914		NC 133 Modernize Roadway	2025	\$1,800,000
U-5926		New Route 23rd St to 26th St	2025	\$5,322,000
U-6083		North 23rd Street widening	2030	\$23,000,000
U-6080		Kerr Ave Widening	2030	\$25,900,000
U-5954		NC 133 and North 23rd St Roundabout	2030	\$2,350,000
U-6201		Kerr Ave Extension	2030	\$5,400,000
U-6199		Wilmington Citywide Signal System	2030	\$15,960,000
U-6128		US 76 Oleander Dr intersection Greenville Loop and Greenville Ave	2035	\$9,500,000
U-6202		Gordon Rd Widening	2035	\$85,115,000

Programmed  
in 2018-2027  
STIP

Fiscally  
constrained  
projects

Unfunded  
during  
planning  
horizon  
projects

\* Will need to consider alternative funding sources (Tolling)

U-4738		Cape Fear Crossing (Unfunded Portion)*	2045	1152000000*
RW - 216	1	CoW Signal Ethernet improvements	2025	\$338,604
RW - 124	2	US 117/Shipyard Boulevard Speed Sensors and Warning	2025	\$20,000
RW - 219	5	US 17 BUS/Market Street Road Diet (I of II)	2025	\$2,620,000
RW-227	63	US 74/Salisbury Street & Lumina Avenue Streetscape	2025	\$705,257
RW - 176	6	Old Fayetteville Road Interchange	2030	\$43,410,000
RW - 17	7	US 17/74 (Oleander) Access Improvements	2030	\$20,860,000
RW - 220	8	US 17 BUS/Market Street Road Diet (II of II)	2030	\$4,230,000
RW - 92	10	Dawson Street Streetscape	2030	\$6,370,000
RW - 106	11	US17 to NC133 Connection	2030	\$48,110,000
RW - 93	19	Wooster Street Streetscape	2030	\$6,280,000
RW - 26	27	Blue Clay Rd Improvements	2030	\$1,420,000
RW - 215	9	Kerr Ave. Extension II	2035	\$237,790,000
RW - 83	13	Dogwood Lane Extension	2035	\$63,220,000
RW - 20	14	Hwy 17/Causeway Improvements Phase 2	2035	\$92,090,000
RW - 115	16	Internal Port Access Road	2035	\$34,010,000
RW - 77	18	Basin Street Extension	2035	\$39,430,000
RWT - 221	20	US 421/Snow's Cut Bridge Replacement	2035	\$149,090,000
RW - 13	30	Connect Godfrey Creek Rd to Hwy 210	2035	\$25,780,000
RW - 78	64	Old Fayetteville Road Widening	2035	\$35,520,000
RW - 127	15	Cape Fear Memorial Bridge Replacement	2040	\$377,480,000
RWT - 223	17	Independence Blvd Access Management	2040	\$89,110,000
RW - 7	22	Widen Lanvale Rd	2040	\$64,620,000
RW - 94	29	Castle Hayne Rd. Streetscape	2040	\$21,060,000
RW - 18	36	Sloop Point Road Widening	2040	\$8,870,000
RW - 123	21	Burnett Boulevard Widening	2045	\$123,830,000
RW - 102	23	Greenville Loop Road Widening	2045	\$81,450,000
RW - 202	24	Salisbury Street & Causeway Drive Roundabout	2045	\$53,290,000
RW - 51	25	NC 133/River Road Widening	2045	\$164,990,000
RW - 5	26	High Rise Bridge for Wrightsville Beach	2045	\$234,500,000
RW - 29	31	Center Dr Extension Segment 1	2045	\$15,080,000
RW - 30	32	Center Dr Extension Segment 2	2045	\$31,600,000

\*Per CAC comment that project represents a significant need for Leland/Brunswick Co

RW - 31	33	Center Dr Extension Segment 3	2045	\$12,000,000
RW - 186	34	US17BUS/ & US17 Intersection	2045	\$21,310,000
RW - 55	35	River Road Relocation	2045	\$20,270,000
RW - 23	37	Sidbury Road Improvements	2045	\$19,200,000
RW - 35	39	Harrison Creek Road Extension	2045	\$45,350,000
RW - 214	12	Airlie Dr./Eastwood Rd. Intersection Improvements	2045+	\$50,800,000
RW - 61	28	River Rd. Widening	2045+	\$313,440,000
RW - 73	38	Village Road Widening	2045+	\$133,580,000
RW - 41	40	US74 Upgrade (control of Access)	2045+	\$636,510,000
RW - 57	41	Plantation Road Extension	2045+	\$103,470,000
RW - 181	42	Blue Clay Road Interchange	2045+	\$33,420,000
RW - 99	43	Murrayville Rd. Widening	2045+	\$80,970,000
RW - 226	44	US 421 and US 17/74/76 Merge	2045+	\$23,950,000
RW - 1	45	Bradley Creek Bridge on Oleander Dr.	2045+	\$38,521,448
RW - 222	46	Independence Blvd Road Widening	2045+	\$31,740,000
RW - 224	47	Pine Grove Drive Widening	2045+	\$65,470,000
RW - 212	48	Burnett Boulevard Realignment	2045+	\$35,260,000
RW - 225	49	Murrayville Rd and I-40 Interchange	2045+	\$52,640,000
RW - 24	50	Holly Shelter Road Improvements	2045+	\$29,630,000
RW - 42	51	US 17 Access Management	2045+	\$9,000,000
RW - 97	52	NC210 Improvements	2045+	\$51,720,000
RW - 117	53	River Road Realignment	2045+	\$13,500,000
RW - 129	54	Navaho Trail and Masonboro Loop Rd. Roundabout (northern intersection)	2045+	\$2,410,000
RW - 60	55	US 17 Safety Improvements	2045+	\$38,130,000
RW - 3	56	NC 133 connectivity to I-40 with interchange	2045+	\$34,150,000
RW - 16	57	Myrtle Grove Rd. Widening	2045+	\$107,080,000
RW - 25	58	Piner Road Improvements and Intersection Realignment	2045+	\$28,500,000
RW - 193	59	Myrtle Grove/Piner/Masonboro Loop Rd Roundabout	2045+	\$13,550,000
RW - 191	60	Mohican Trail & Masonboro Loop Rd Roundabout	2045+	\$14,380,000

\*Removed to accommodate CAC comment to include Old Fayetteville Widening project under the assumption intersection would be addressed as part of RW-5

RW - 192	61	Navaho Trail and Masonboro Loop Rd. Roundabout (southern intersection)	2045+	\$12,980,000
RW - 203	62	US74/Salisbury Street & Lumina Avenue Roundabout	2045+	\$2,410,000
RW - 160	65	Lanvale and Old Fayetteville Rd. intersection improvements	2025	\$360,000
RW - 10	66	Connect New Centre and Clear Run	2045+	\$2,320,000
RW - 137	67	US 117 and NC 210	2045+	\$2,280,000
RW - 213	68	Waynick/Lumina/Causeway	2045+	\$17,110,000
RW - 6	69	Hoover Rd Road Widening	2045+	\$7,200,000
RW - 8	70	Holly Shelter/Sidbury Connection	2045+	\$35,680,000
RW - 175	71	NC210 & Island Creek Road Intersection	2045+	\$2,090,000
RW - 76	72	Blueberry Rd. Widening	2045+	\$12,710,000
RW - 166	73	Sidbury Road/Hampstead Bypass Interchange	2045+	\$30,020,000
RW - 22	74	Hwy 87/US 17 S Overpass Interchange	2045+	\$35,050,000
RW - 136	75	NC 210 and NC 133	2045+	\$2,950,000

\* Per CAC comment that project represents  
a significant need for Leland/Brunswick Co.  
Per TCC Comment that project will be  
completed utilizing NCDOT High Impact  
Low Cost Program

Total All Projects Cost	\$5,315,495,309
Total Fiscally Constrained Projects Cost	\$3,210,513,861
Total Fiscally Constrained Projects	62
Forecasted Revenue	\$3,398,214,479

## Proposed Revisions to 2018-2027 STIP/MPO TIP Programs

### STIP/MPO TIP Modification # 19-3 (July 2019)

EB-6025	RICE HOPE MULTI USE PATH, MULTI USE PATH	ENGINEERING	FY 2019 - \$24,000 (STBGDA)
BRUNSWICK	ALONG NC 133 BETWEEN MORECAMBLE		FY 2019 - \$6,000 (L)
<b>PROJ.CATEGORY</b>	BOULEVARD AND RICE HOPE RUN IN BELVILLE.	RIGHT-OF-WAY	FY 2022 - \$2,000 (STBGDA)
DIVISION	<u>TO ALLOW ADDITIONAL TIME FOR PLANNING</u>		FY 2022 - \$1,000 (L)
	<u>AND DESIGN, DELAY RIGHT-OF-WAY FROM FY</u>	CONSTRUCTION	FY 2022 - \$134,000 (STBGDA)
	<u>19 TO FY 22 AND CONSTRUCTION FROM FY 20</u>		FY 2022 - <u>\$33,000 (L)</u>
	<u>TO FY 22.</u>		\$200,000
EB-6026	BELVILLE ELEMENTARY MULTI USE PATH, MULTI	ENGINEERING	FY 2019 - \$24,000 (TAPDA)
BRUNSWICK	USE PATH ALONG NC 133 CONNECTING NORTH		FY 2019 - \$6,000 (L)
<b>PROJ.CATEGORY</b>	AND SOUTH ENTRANCES OF HAWKESWATER	RIGHT-OF-WAY	FY 2022 - \$2,000 (TAPDA)
DIVISION	DEVELOPMENT TO BELVILLE ELEMENTARY		FY 2022 - \$1,000 (L)
	SCHOOL.	CONSTRUCTION	FY 2022 - \$94,000 (TAPDA)
	<u>TO ALLOW ADDITIONAL TIME FOR PLANNING</u>		FY 2022 - <u>\$24,000 (L)</u>
	<u>AND DESIGN, DELAY RIGHT-OF-WAY FROM FY</u>		151,000
	<u>19 TO FY 22 AND CONSTRUCTION FROM FY 20</u>		
	<u>TO FY 22.</u>		
* R-5783	VARIOUS, DIVISION 3 PROGRAM TO UPGRADE	CONSTRUCTION	FY 2019 - \$800,000 (S)
BRUNSWICK	INTERSECTIONS TO COMPLY WITH THE		FY 2019 - \$3,200,000 (TA)
DUPLIN	AMERICANS WITH DISABILITIES ACT (ADA)		FY 2020 - \$100,000 (S)
NEW HANOVER	USING TRANSPORTATION ALTERNATIVES (TA)		FY 2020 - <u>\$400,000 (TA)</u>
ON SLOW	FUNDS.		\$4,500,000
PENDER	<u>ADD CONSTRUCTION IN FY 20 NOT</u>		
SAMPSON	<u>PREVIOUSLY PROGRAMMED TO REFLECT</u>		
<b>PROJ.CATEGORY</b>	<u>CURRENT DELIVERY SCHEDULES</u>		
DIVISION			



# Cape Fear Crossing

## STIP U-4738

### Brunswick and New Hanover Counties

#### PROJECT STATUS REPORT

July 1, 2019

#### 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 2018-2027 STIP for planning and environmental studies only using STPDA funding from the Wilmington MPO.

The following list includes tasks during the month of June:

#### Current Activities

- The project team continues to coordinate and correspond with project stakeholders.
- The Draft Environmental Impact Statement (DEIS) was signed on 3/25/19 and distributed for review on 4/01/19. The document and hearing maps are available on the project website at [www.ncdot.gov/projects/cape-fear-crossing](http://www.ncdot.gov/projects/cape-fear-crossing).
- The project team is preparing responses to public comments and will be including them as part of the 6/11/19 Post Hearing Meeting summary to be made available to the public.
- The project team is evaluating modified versions of Alternatives MA, NA, and V-AW.

#### Upcoming Activities

- FHWA and NCDOT will meet with environmental and regulatory resource agencies to determine the Least Environmentally Damaging Practicable Alternative (LEDPA)/Preferred Alternative. This meeting is anticipated to be held in December 2019.
- An updated traffic forecast will be prepared on the Preferred Alternative once identified.
- Alternative designs will be refined on the Preferred Alternative and technical studies will be updated.

#### Past Activities

- Post Hearing Meeting was held on 6/11/19.
- The NEPA/Section 404 Merger Team met on 5/8/19 to discuss alternative impacts and public comments received to date.
- Two Corridor Public Hearings were held April 29<sup>th</sup> and April 30<sup>th</sup>.
- The Traffic Noise Report was finalized on 4/25/19.
- The USACE public notice was published 4/10/19.
- The DEIS was finalized on 3/25/19.
- The Sea Level Rise Analysis was finalized on 2/20/19.
- The project team received final concurrence from the State Historic Preservation Office (HPO) on 2/12/19 regarding Section 106 effects on historic resources in the project study area.
- A newsletter was sent on 12/21/18 to notify citizens of the remaining alternatives under study and the project schedule.
- The project team coordinated with the SHPO on 10/30/18 regarding two new properties identified that are eligible for the National Register of Historic Places (NRHP).
- The Air Quality Report was finalized on 10/09/18.
- The Red-Cockaded Woodpecker Foraging Habitat Analysis was finalized on 9/26/18.
- The Crash Analysis Summary was finalized on 8/30/18.
- The revised project designs of the detailed study alternatives were finalized 6/15/18.
- The Traffic Capacity Analysis was finalized on 6/01/18.
- The NEPA/Section 404 Merger Team reached concurrence on 11/30/17 to eliminate Alternatives C, F, P, G, J, and V Freeway. Alternatives B, Q, T, M Avoidance, N Avoidance, and V Widening will be carried forward for detailed study in the DEIS.
- The update to the Natural Resources Technical Report was finalized on 9/19/17; the Essential Fish Habitat Assessment was finalized on 9/01/17.

- The NEPA/Section 404 Merger Team reached Concurrence Point 2A – “Bridging Decisions and Alignment Review” on 5/30/17; final concurrence on Concurrence Point 2A was received on 8/17/17.
- The project team received final concurrence from the HPO on 5/26/17 regarding Section 106 effects on historic resources in the project study area.
- The project team presented the status of the project and preliminary alternative impact analysis results to the WMPO TAC on 3/29/17.
- The Archaeological Predictive Model Update was finalized on 2/13/17.
- The NEPA/Section 404 Merger Team reached Concurrence Point 1 – “Purpose and Need and Study Area Defined” on 12/12/13; the NEPA/Section 404 Merger Team reached Concurrence Point 2 – “Detailed Study Alternatives Carried Forward” on 2/10/14.
- Technical documents that have been finalized are available on the project website under “Project Documents.”

#### Contact Information

NCDOT – John Conforti, [jgconforti@ncdot.gov](mailto:jgconforti@ncdot.gov), 919.707.6015; AECOM – Joanna Rocco, [joanna.rocco@aecom.com](mailto:joanna.rocco@aecom.com), 919.239.7179; Website: <https://www.ncdot.gov/projects/cape-fear-crossing>; Email: [capefear@ncdot.gov](mailto:capefear@ncdot.gov); Hotline: 1.800.233.6315



**WILMINGTON MPO**  
**TRANSPORTATION PLANNING**  
**JULY 2019**

**2045 METROPOLITAN TRANSPORTATION PLAN**

**Project Description/Scope:** The Wilmington Urban Area Metropolitan Planning Organization is required by federal law to update the Metropolitan Transportation Plan every 5 years. The last plan was adopted by the MPO Board on November 18, 2015. The next update is required to be adopted by November 2020. This plan will guide the regional transportation priorities and actions, and be used for project selection in the State/Metropolitan Transportation Improvement Programs. The MPO Board appointed a Citizen Advisory Committee (CAC) to help guide the development of this plan. A four month public outreach period was held between April 3, 2018 and July 31, 2018. During this period, there were 2,287 transportation survey responses, 563 comments on the public input map tool, and 4,554 votes on map comments, totaling 7,404 responses collected. In July 2018, the six modal subcommittees began meeting with the initial task of developing modal goals and objectives, which were completed in October 2018 and officially adopted by the Board in November 2018. The Modal Subcommittees have completed scoring criteria, evaluation of projects and development of the draft policies. The CAC, TCC and Board received the financial forecasts and potential alternative funding sources in March 2019. The consultant completed the project cost estimates and alternative funding forecasts in June 2019.

**Next Steps:**

- A red line, fiscal constraint analysis of ranked modal projects have been prepared by staff and will be reviewed for changes and approval by the CAC, TCC, and Board in July and August 2019.
- Projects considered for potential funding by identified alternative funding forecasts will be identified by staff and reviewed and approved by the CAC, TCC, and Board in August and September 2019.
- Approval of complete fiscally constrained project lists is expected to be completed by end of September 2019.
- Release of Draft Plan to public anticipated for January 2020
- Adoption of final plan in November 2020

**LELAND STREET DESIGN STANDARDS MANUAL**

**Project Description/Scope:** The Town of Leland is partnering with the Wilmington Urban Area MPO for the development of street design manual. These guidelines will guide new development towards the construction of streets that better align with the town's values in terms of connectivity, multi-modal activity, maintenance, design, and safety. The Leland Street Design Manual will include conceptual tables/graphics which will more easily convey the impact of standards on the physical landscape to the public and elected officials. A public meeting was held on December 4, 2017 to review the draft materials. The document was revised and a follow-up meeting was held on February 20, 2018. Staff from the Town continues to work on the development of these standards. MPO staff met with the Town on May 22, 2018. The Town provided the MPO with a list of questions, proposed changes and comments. The MPO responded and the Town continues to review the document.

**Next Steps:**

- Due to competing planning priorities for time and resources, the MPO considers this planning effort closed from our perspective. If in the future, the Town desires to continue with this work then MPO staff will be available as a resource for this effort.

### **NORTHEAST NEW HANOVER COUNTY FUTURE STREETS STUDY**

**Project Description/Scope:** New Hanover County and the Wilmington Urban Area MPO are partnering to develop a Future Street Study for Northeastern New Hanover County. This study will serve as a framework for a future street system in the study area by examining how well the existing transportation system performs, developing multi-modal street design guidelines, and creating strategies for integrating land use and transportation development. The MPO and County have received a draft study from the consultant. The study is being revised by the County to meet our needs. Staff continues to work with county staff on this study.

#### **Next Steps:**

- County staff desires to assume responsibility for the formal completion of the Northeastern New Hanover County Future Streets Plan to ensure consistency with other County initiatives such as the Strategic Plan, Complete Communities and Unified Development Ordinance projects. County planning staff has been working with the MPO, NCDOT and CFPUA staff to better coordinate future infrastructure plans in the area and County staff will be completing the graphics and making the necessary revisions after the first phase of the UDO project is considered by the Board of Commissioners. For these reasons, the MPO considers this planning effort closed from our perspective. When the County desires to continue with this work, MPO staff will be available as a resource for this effort.

### **SITE DEVELOPMENT REVIEW**

**Project Descriptions/Scope:** The Wilmington Urban Area 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: 1 reviews
- New Hanover County Informal Plan Reviews: 1 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Formal Reviews: 2 reviews
- Town of Leland Informal Reviews: 0 reviews
- Town of Navassa Formal Reviews: 0 reviews
- Town of Navassa Informal Reviews: 0 reviews
- Town of Navassa Concept Reviews: 0 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 5, City of Wilmington 10, Carolina Beach 0, Leland 1, Navassa 0, and Pender County 2, Brunswick County 0) ; new 4 and ongoing 14
- Pender County Development Plan Reviews: 1 reviews
- Pender County Informal Plan Reviews: 0 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 54 (6 new, 48 on-going)
- City of Wilmington Informal Reviews: 30 (3 new, 27 on-going)
- City of Wilmington Concept Reviews: 4 ( 4 new concept reviews- 0 on-going concept)

- COW Project Releases: 17 Full releases

#### **STBGP-DA/TASA-DA FY 2013 to Present**

#### **STBGP-DA**

#### **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.

#### **Project Status and Next Steps:**

- Complete review of final design package and submit to NCDOT for review– Summer 2019
- NCDOT final design approval and City to request Construction Funds Authorization – Fall 2019
- Begin Construction – Spring 2020
- Complete Construction – Winter 2020

#### **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.

#### **Project Status and Next Steps:**

- 100% Plan approval received
- ROW certification has been issued
- Construction funds have been requested for release
- Updated PCE approved on December 4, 2018
- Davenport identified potential utility conflicts; The Town has authorized Level A – S.U.E. services to be performed to verify where conflicts exist; AECOM will revise plans to reflect any utility relocations that must be done; revised plans must then be approved by NCDOT.
- Supplemental Agreement #3 dated March 28, 2019 extends project completion deadline to July 1, 2020.
- Bid and award timeline will depend upon Davenport's findings from SUE; prefer to bid this and projects U-5534I, J and K at the same time.

#### **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. The right of way certification was received November 2, 2016.

#### **Project Status and Next Steps:**

- Complete review of final design package and submit to NCDOT for review – Summer 2019
- NCDOT final design approval and City to request Construction Funds Authorization – Fall 2019
- Begin Construction – Winter 2019
- Complete Construction – Fall 2020

#### **U-5534G –CITY OF WILMINGTON- 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

**Project Status and Next Steps:**

- Complete final design package and submit to NCDOT for review– Summer 2019
- Update/renew permits – Fall 2019
- NCDOT final design approval – Fall 2019
- Right of way acquisition complete – Spring 2020
- Begin Construction – Winter 2020
- Complete Construction – Winter 2021

**U-5534H –CITY OF WILMINGTON- 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.

**Project Status and Next Steps:**

- Complete final design package and submit to NCDOT for review– Summer 2019
- Update/renew permits – Fall 2019
- NCDOT final design approval – Fall 2019
- Right of way acquisition complete – Spring 2020
- Begin Construction – Winter 2020
- Complete Construction – Winter 2021

**U-5534I –TOWN OF LELAND- VILLAGE ROAD MULTI-USE PATH EXTENSION**

**Project Descriptions/Scope:** The construction of a 8 foot wide concrete path from the connection at the Brunswick Center in Leland across the front of the library property, down Village Road, ending on the western edge of the First Baptist Church property before the Sturgeon Creek Bridge.

**Project Status and Next Steps:**

- 100% Plans approved by NCDOT
- Right of way acquisition underway
- Right of way Certification- TBD
- Encroachment agreement needed once right-of-way finalized
- Let date will be delayed to match up with “J” project
- Davenport review identified potential utility conflicts; SUE inspection has been authorized and any subsequent plan revisions will be resubmitted for approval. SUE scheduled for July.

**U-5534J – TOWN OF LELAND- OLD FAYETTEVILLE LOOP ROAD PEDESTRIAN LOOP**

**Project Descriptions/Scope:** The construction of sidewalks in three locations: 1) The construction of an 8 foot concrete sidewalk along Village Road from Town Hall Drive to the apartment complex and widening the existing 5 foot sidewalk in front of the apartment complex to 8 feet. 2) The construction of a 6 foot sidewalk along Town Hall Drive from Village Road NE to the sidewalk that exists by the new Town Hall. 3) The construction of a 5 foot sidewalk along Old Fayetteville Road from the existing sidewalk in front of the apartment complex to Village Road NE.

**Project Status and Next Steps:**

- 100% Plans approved by NCDOT

- Right of way acquisition underway
- Right of way Certification- TBD
- Encroachment agreement needed once right-of-way finalize
- Davenport review identified potential utility conflicts; SUE inspection has been authorized and any subsequent plan revisions will be resubmitted for approval. SUE scheduled for July.

#### **U-5534K – TOWN OF LELAND- LELAND MIDDLE SCHOOL SIDEWALK**

**Project Descriptions/Scope:** The construction of 5 foot wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Road to the US Hwy 74/76 overpass after Glendale Drive with connections to Leland Middle School and the surrounding neighborhoods.

##### **Project Status and Next Steps:**

- 100% Plans approved by NCDOT
- Right of way acquisition underway
- Right of way Certification- TBD
- Encroachment agreement needed once right-of-way finalized
- Let date will be delayed to match up with “J” project
- Davenport review identified potential utility conflicts; SUE inspection has been authorized and any subsequent plan revisions will be resubmitted for approval. SUE scheduled for July.

#### **U-5534N –CITY OF WILMINGTON- 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.

##### **Project Status and Next Steps:**

- Let Date: March 14, 2019
- Additional funds have been received and the contract is being routed for signatures

#### **U-5534Q –CITY OF WILMINGTON- 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.

##### **Project Status and Next Steps:**

- The project has been put on hold until NCDOT’s College Road resurfacing project occurs
- The City is providing survey information to NCDOT

#### **U-5534S (FORMERLY U-5534M)- TOWN OF WRIGHTSVILLE BEACH- CORAL DRIVE SIDEWALKS**

**Project Descriptions/Scope:** The construction of sidewalks along Coral Drive will install approximately 954 linear feet of 5 foot wide sidewalk on Coral Drive adjacent to Wrightsville Beach Elementary. The Town hired SEPI to complete the design.

##### **Project Status and Next Steps:**

- Easement issue has been resolved. Final plans have been reviewed by NCDOT. SEPI addressing issues.
- Construction funds can be released once PCE consult is received

- Anticipated Let Date: Fall 2019

#### **U-5534T –CITY OF WILMINGTON- TRAFFIC SIGNAL PREEMPTION**

**Project Description/Scope:** This project will install traffic pre-emption equipment at 27 locations throughout the City of Wilmington and GPS devices on fire apparatus.

##### **Project Status and Next Steps:**

- Plans and specification approved by NCDOT on February 19, 2019.
- Construction Authorization and funding request in progress.
- Anticipated bid date of June 2019. The project is currently in the City's Purchasing Division for bidding.

#### **U-5534U – TOWN OF NAVASSA- NAVASSA PARK MULTI-USE PATH**

**Project Description/Scope:** This project will 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 the Navassa Park forming a loop within the park.

##### **Project Status and Next Steps:**

- Scoping meeting held with NCDOT
- PE funds were released at the December 2017 Board of Transportation meeting
- The Town and Engineer have agreed to a fee. The Town working to complete the contract. The contract is in the process of being executed.

#### **EB-6025- TOWN OF BELVILLE- RICE HOPE MULTI-USE PATH**

**Project Description:** The project consists of the construction of a multi-use path of eight feet (8') wide located at the western side of NC 133 between Morecamble Blvd and Rice Hope Run.

##### **Project Status and Next Steps:**

- The agreements have been executed
- The Town is working on request for PE funds and Letter of Interest

#### **TASA-DA**

#### **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.

##### **Project Status and Next Steps:**

- City Council awarded the contract on February 4, 2019. The City is currently working on executing the contract.

#### **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 property line.

##### **Project Status and Next Steps:**

- 90% plans comments have been received and have been corrected

- Construction funds requested on July 1, 2019
- Anticipated construction bid Fall 2019

#### **EB- 6026- TOWN OF BELVILLE- BELVILLE ELEMENTARY- MULTI-USE PATH**

**Project Description:** The project consists of the construction of a multi-use path of twelve feet (12') wide located along NC 133 connecting north and south entrances of Hawks Water Development to Belville Elementary School.

##### **Project Status and Next Steps:**

- The agreements have been executed
- The Town is working on request for PE funds and Letter of Interest

#### **EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY**

**Project Description:** Design only of the Middle Sound Greenway connection to Ogden Park

##### **Project Status and Next Steps:**

- The agreements have been signed and returned to NCDOT for execution

#### **EB-6028 —CITY OF WILMINGTON- 21<sup>st</sup> Street/Market HAWK SIGNAL**

**Project Description:** Design and construction of a HAWK signal at the pedestrian crossing at Market Street and 21st Street

##### **Project Status and Next Steps:**

- NCDOT agreements will be on the July 16<sup>th</sup> City Council meeting

#### **EB-6029 – TOWN OF CAROLINA BEACH – CLARENDON AVENUE MULTI-USE PATH**

**Project Description:** Construction of the Clarendon Avenue multi-use path from 4th Street to Dow Road

##### **Project Status and Next Steps:**

- Currently working with NCDOT to receive agreements
- Existing plans have been submitted to DOT for review. Comments have been received by the Town.

#### **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 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 funded a full-time TDM Coordinator position. The Agreement with NCDOT for the full-time TDM Coordinator position was approved on November 4, 2015. The TDM program works to increase active transportation initiatives and increase community knowledge of commuter options. The MPO finalized the Strategic Marketing Plan for the "Go Coast" program. In addition, the WMPO has been working with the City of Wilmington to implement a bike share program. The TDM program has continued to grow and progress and below are project status and next steps.

##### **Project Status and Next Steps:**

## **Initiatives**

1. Be A Looker Campaign
  - a. Initiating a 6 month bicycle and pedestrian safety campaign to take place April to September 2019
2. Bike Share
  - a. Completed agreement with Zagster. Contract has been signed.
  - b. Zagster is in process of securing “title sponsors” to fund the program
3. New Go Coast Website
  - a. New website to be completed within the month
4. Social Media
  - a. Posting at least three times per week
  - b. WMPO Facebook, Instagram, and Twitter and Go Coast Instagram
5. NCDOT has selected a new vendor for Share The Ride NC. Vendor will be announced July 2019
6. Scooters
  - a. Waiting on direction from NC General Assembly for policy on electric scooter share programs
  - b. General Assembly currently defining “scooter” in Bill 553 which it not yet passed. Bill will not determine where scooters can be ridden.

## **Programs and Events**

1. Bike To Work Month Results
  - a. 6,181.93 miles, 840 trips, 68 participants reported their data
  - b. The River To Sea Bike Ride was held on May 4th 2019 at 7am.
    - a. 400 participants





## Cape Fear Public Transportation Authority

### Project Update

July 2019

#### REGIONAL AUTHORITY PROJECTS

1. **Bus fleet replacement** - FTA funding in the amount of \$3.6M for nine replacement buses was awarded to the Authority from a nationwide discretionary grant in April 2018. Seven buses were ordered June 29, 2018. Four buses were delivered in June and three are scheduled for production in August. All vehicles are expected to be delivered by August 30, 2019.

On February 28, 2019 the Authority authorized \$879,692 for the purchase of two trolley replica buses to serve the Downtown Trolley Route. The first vehicle is expected to complete production on August 29, 2019 with the second vehicle beginning production immediately thereafter.

The Authority awarded a contract for four CNG shuttle buses to Palmetto Bus on March 28, 2019. Delivery is expected in fall 2019.

Five paratransit vehicles, ordered in 2018, were delivered in April 2019 and have been placed into revenue service.

Additional funding for four buses will be requested from the VW mitigation settlement phase one. An RFP for funding was issued by NC DAQ on June 17, 2019. The application for funding was released on July 01, 2019. Applications are due by September 30<sup>th</sup> with an expected award in the late part of 2019.

2. **Short Range Transportation Plan** - (no change) following adoption of Cape Fear Transportation 2040 by the Wilmington Metropolitan Planning Organization (WMPO), Wave Transit is completing 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 funding partners, Board members, staff, WMPO board members, WMPO staff, passengers, interested citizens, and professional transit planning consultants, the plan is an important tool in identifying and quantifying 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 and data collection to assess the needs of current and prospective passengers. Nelson Nygaard is the principal consultant leading the project. Data collection has begun and is being analyzed. Over fifteen agencies are assisting Wave Transit as stakeholders in the planning effort. The stakeholder committee has been identified and held their multiple meeting. The project is expected to be completed in the spring of 2018.

The draft plan was presented to the Authority Board on March 22, 2018. Draft recommendations are available at the following

URL: <https://www.wavetransit.com/short-range-transit-plan/>.

Staff has begun its evaluation of the proposed changes and revenue neutral route changes are being presented to the board. The modifications are expected to take place in conjunction with the opening of the WMMTC.

3. **Long Term Funding** - (no change) currently, the Authority does not have a dedicated source of local funding. A consultant led study to evaluate the governing model and long term funding for transit in the region has been commissioned by the City of Wilmington and New Hanover County. TransPro Consulting has presented its findings to the Wilmington City Council and the New Hanover County Board of Commissioners. One of the recommendations from the study was implementation of a dedicated source of funding for the Cape Fear Public Transportation Authority. On March 28, 2019 the Authority Board unanimously adopted a resolution requesting the New Hanover County Commissioners implement a countywide vehicle registration fee pursuant to NCGS Chapter 105 Article 52 with the proceeds benefiting public transportation in New Hanover County.

### **WMPO SPONSORED PROJECTS**

1. **Wilmington Multimodal Transportation Center** - An Interlocal Agreement between Authority, City of Wilmington, WMPO, and NCDOT has been executed. Demolition of the U-Haul building is complete. Thanks to generous support from the WMPO, STP-DA funding in the amount of \$2,400,000 has been flexed by FHWA to FTA for the project and a formal grant with FTA has approved. On June 27, 2018 the WMPO awarded up to \$1,700,000 in additional STBGP-DA funding to complete the project. The flex process to convert the funds from FHWA to FTA was initiated on July 30, 2018.  
*Phase 1* consisting of hazardous materials abatement and demolition is complete.  
*Phase 2* consisting of building stabilization is complete.  
*Phase 3* consisting of renovation construction was let for bidding on February 14, 2018.  
*Phase 3A (final phase)* consisting of sitework was authorized on April 25, 2019. Renovation construction of the Neuwirth Building began on December 03, 2018. Neuwirth Building renovation construction is approximately 95% complete. Sitework, including stormwater management and bus drive aisles is underway. Completion of the entire project is estimated to occur on September 26, 2019.
2. **Preventive Maintenance & ADA** - STBGP-DA funding in the amount of \$500,000 for preventive maintenance and ADA service throughout the region was approved by the WMPO on July 25, 2018. The process of flexing the funds from FHWA to FTA is complete and a grant application has been submitted to FTA. The funds will assist the Authority in maintaining its fleet of fixed route buses and FTA funded facilities to meet the FTA *State of Good Repair Requirement*. The preventive maintenance funding will ensure that Wave Transit vehicles are safe, reliable, and provide a positive and comfortable experience on Wave Transit routes throughout the region. Americans with Disabilities Act (ADA) compliance utilized under the funding will be used to offset the cost of providing complementary ADA service for passengers unable to access Wave Transit fixed routes. Paratransit services provided under the WMPO

authorized funding include specialized origin to destination van service. In June 2019 the Authority provided 2,177 ADA passenger trips utilizing the funding. The period of performance for the project is 07/01/2018 through 06/30/2019.

Projects in Development

Project Manager	TIP	Description	County	STIP Let Date	Comment*
Krista Kimme	U-4902D	US 17 Bus - Market St Mediar	New Hanover	Feb-19	Contract # C204319
Eric Murray	W-5601DH	3rd St and Dock St Intersection	New Hanover	Jul-19	
Krista Kimme	U-3338C	Kerr Ave Interchange at MLK	New Hanover	Dec-19	
Mike Bass	U-5710A	US 74 (Eastwood Road)- construct roadway on new location between US 17 (Military Cutoff Road) & US 74 (Eastwood Rd	New Hanover	Apr-20	
Eric Murray	U-5914	Widen NC 133 from US 17/74/76 to Old River F	Brunswick	Jun-20	
Krista Kimme	U-4902C	US 17 Bus - Market St Median & Interchange	New Hanover	Jun-20	
Trace Howell	R-3300A	Hampstead Bypass (US 17 New Route 4-lane divided highway) from south of Hampstead at Military Cutoff Rd to NC 210	New Hanover/ Pender	Sep-20	
Trace Howell	R-3300B	Hampstead Bypass	New Hanover/ Pender	Sep-20	* Previously SS-4903CE
Eric Murray	W-5703C	Monkey Junction Pedestrain Improvement	New Hanover	Nov-20	
Mike Bass	U-5710	US 74 at US 17 (Military Cutoff Rc	New Hanover	Sep-21	
Trace Howel	U-5732	US 17 Hampstead Medidan Projec	Pender	Sep-21	
Krista Kimme	U-5926	New Route from 23rd St to 26th S	New Hanover	Jun-22	
Brian Harding	U-5729	US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 4	New Hanover	Jul-22	
Brian Harding	U-5731	US 74 at US 17/US 421 Flyover	New Hanover	May-23	
Brian Harding	U-5863	NC 133 - Castle Hayne Rd from I-140 to Division I	New Hanover	Oct-23	
Trace Howel	U-5790	Monkey Junction Interchange	New Hanover	Apr-24	
Trace Howel	U-5792	MLK at College	New Hanover	Jun-24	Let with U-588:
Brian Harding	U-5954	NC 133 at 23rd St Roundabout	New Hanover	Jun-24	
Krista Kimme	U-4902B	US 17 Bus - Market St Median - Railroad to ML	New Hanover	Dec-24	
Brian Harding	U-5734	US 421 Front St Widening	New Hanover	May-25	
Krista Kimme	U-4434	Independence Boulevard Extension	New Hanover	Jun-25	
Trace Howel	U-5702A	College Rd from New Centre to Shipyar	New Hanover	Jun-25	
Trace Howel	U-5704	US 17 (Oleander) at Colleg	New Hanover	Jun-25	
Trace Howel	U-5881	College Rd from Gordon Rd to New Cent	New Hanover	Jun-26	Let with U-579:
Krista Kimme	U-6201	Kerr avenue Extension from Wrightsville Avenue to Oleander I	New Hanover	Jun-27	
Trace Howel	U-5702B	College Rd Access management improvement from Carolina Beach Rd to Shipyard Bl	New Hanover	Jan-29	
Trace Howel	U-5732A	Dan Owen Connectoi	Pender	CSF (Now)	
Krista Kimmel	U-6080	Kerr Ave Widening from Patrick to Wrightsville	New Hanover	N/A	Removed From STIP
Brian Harding	U-6083	23rd St widening from MLK to NC 13	New Hanover	N/A	Removed From STIP
Krista Kimme	U-4738A	Cape Fear Crossing (US 17 to NC 13)	inswick/New Hanc	PY	Work continuin
Krista Kimme	U-4738B	Cape Fear Crossing (NC 133 to US 421	inswick/New Hanc	PY	Work Continuinf
Brian Harding	U-6128	US 76 (Oleander Dr) and Greenville Loop Rd/Greenville Avenue Dual Lei	New Hanover	PY	Project currently on hol
Brian Harding	U-6202	Widen Gordon Rd to 4 lanes from US 17 Market St to I-4	New Hanover	PY	Work Continuinf

Statewide
Regional Impact
Division Need:
Project Lei
Fallen out of STII

Date Completed

7/8/2019

PO:

WMPO

Contact:

Caitlin Marks

910-341-2000 | cmmarks@ncdot.gov

\*Please note: Let Dates may change with the final STIP release in September

Projects Under Construction					
Contract Number	Resident	TIP/WBS/Program	County	Description	Estimated Completion Percent Complete
DC00242	Daniel Waugh	15403.1065075	New Hanover	16th St and Willard St 42" CIPP	May-190%
DC00151	Lydia McKeel	SR-5001CB	Pender	Sloop Point Multi Use Path from US 17 to SR 1694	Jun-19100.00%
C203772	Daniel Waugh	U-3338B	New Hanover	Kerr Avenue Widening from Randall Parkway to MLK	Jun-19100.00%
DC00218	Adam Britt	N/A	New Hanover	Snow Cut (#30) on US 421 over SR 1532 Feder replace	Aug-1986.56%
C204119	Wayne Currie	HVBP	New Hanover	Cape Fear Memorial Bridge	Oct-1999.31%
C204080	Daniel Waugh	R-2633D	Brunswick, New Hanover	I-140 ITS for Wilmington Bypass	Nov-1990.59%
DC00234	Daniel Jones	N/A	Brunswick, New Hanover, Onslow, Pender	Plant Bed Maintenance on NC 24/US 17/NC 132/NC 211/NC 53/US 421/US 74	Nov-1951.04%
C204282	Daniel Waugh	15403.1065027	New Hanover	Bridge on US 421 over Fishing Creek 4 miles N of I-140	Apr-2023.51%
DC00231	Daniel Jones	R-3601(L)	Brunswick	Landscaping for the Diverging Diamond at US 74/76 and NC 133	Jun-2070.68%
C204203	Wayne Currie	HVBP	New Hanover	Isabel Holmes Bridge (#11, US 74) Girder repair, upgrade paint/structural steel, replace grid floor	Mar-213.11%
C203980	Daniel Waugh	U-4751	New Hanover	Military Cutoff Rd Extension from Market St to the Wilmington Bypass with an interchange at the Bypass	May-2223.44%
C204319	Daniel Waugh	U-4902D	New Hanover	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr	Nov-229.19%
TBD	Wayne Currie	HVBP	New Hanover	Banks Channel (#21, US 76) girder repair, clean and paint bearings, epoxy caps	TBDTBD
TBD	Wayne Currie	HVBP	New Hanover	Cape Fear (#48, I-140 E) Shear Strengthen	TBDTBD
TBD	Wayne Currie	HVBP	New Hanover	Cape Fear (#49, I-140W) Shear Strengthen	TBDTBD

Resurfacing									
Contract Number	Contract Year	County	Resident	TIP	MPO/RPO	Map	Routes	Estimated Completion	Percent Complete
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	GSATS/WMPO/CFRPO	0	US 76 E. & W., US 421 N., NC 130, NC 179, NC 904.	Jul-20	98.94%
C204135	2018	✓ Hanover/Brunswick	Lydia McKeel	N/A	WMPO	0	US 421/US 76/NC 132 and various SRs (New Hanover Resurfacing)	Oct-19	52.07%
DC00229	2019	Pender	Lydia McKeel	N/A	WMPO/CFRPO	0	Various SRs (Pender Resurfacing)	Nov-19	93.80%
DC00229	2019	Pender	Lydia McKeel	N/A	WMPO/CFRPO	1	Highsmith Rd from NC 210 to SR 1401		
DC00229	2019	Pender	Lydia McKeel	N/A	WMPO	5	St Johns Church Rd from Beginning of pavement to end of state maintenance		
DC00229	2019	Pender	Lydia McKeel	N/A	WMPO	10	Balcombe Rd from NC 210 to End of Pavement		
DC00229	2019	Pender	Lydia McKeel	N/A	WMPO	12	Oakvale Rd from Scotts Hill Loop to Lafayette St		
DC00229	2019	Pender	Lydia McKeel	N/A	WMPO	13	Lafayette St from Poplar Grove Rd to Cul-de-Sac		



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

July 2019

Nazia Sarder  
Transportation Engineer  
NCDOT Transportation Planning Division  
1 South Wilmington Street  
Raleigh, NC 27601

JULY TPD UPDATES WILMINGTON MPO

July 2019

**New Business:**

**Brunswick County Model** – The new engineer and modeler have taken over the model since the previous engineer and modeler left. As of June 20<sup>th</sup>, base year estimation has been completed.

**NC Moves 2050:** The NC Moves Survey closed on June 2<sup>nd</sup>. The NC Moves team is working on compiling all the survey results.

**2020-2029 STIP:** Approval will be in September of 2019 instead of the June meeting. The current 2018-2027 STIP will be maintained and amended until adoption.

**North Carolina Zero Emission Vehicle Plan:**

On October 29, 2018, Governor Roy Cooper signed into law Executive Order No. 80. "North Carolina's Commitment to Address Climate Change and Transition to a Clean Energy Economy." It is a statewide initiative. In response to the executive order, NCDOT has started formulating additional strategies that seek to ensure it is better prepared to adapt to a changing environment. One of the strategies is to encourage more people to register and drive zero-emission vehicles. North Carolina Zero Emission Vehicle "ZEV" Plan is North Carolina's plan to get 80,000 All-Electric or "Zero Emission Vehicles" on the road by 2025.

Take a 5-minute survey to let NCDOT know what you need to feel good about going ZEV:  
<https://nczevplan.metroquest.com/>

*Mailing Address:*  
NC DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION PLANNING BRANCH  
1554 MAIL SERVICE CENTER  
RALEIGH NC 27699-1554

*Telephone:* (919) 707-0900  
*Fax:* (919) 733-9794  
*Customer Service:* 1-877-368-4968

*Website:* [www.ncdot.gov](http://www.ncdot.gov)

*Location:*  
1 SOUTH WILMINGTON STREET  
RALEIGH, NC 27601

A draft action plan will be completed by June 2019. There will be a statewide public comment period on the draft action plan July to August 2019. The final action plan will be submitted to the governor in October 2019.

Phase 2 will include such tasks as coordinating with local transit agencies and reviewing funding options for NCDOT to buy zero-emission vehicles. Phase 2 is expected to be completed in 2020 with some steps completed by early 2021.

Phase 3 will include such tasks as finalizing efforts to establishing alternative fuel corridors that support zero-emission vehicles and preparing a mid-point ZEV program review.

### **Old Business:**

**Wilmington Model Update** – Future Year Model is ready for MTP project testing and has been sent to the Wilmington MPO. The documentation was updated on March 1<sup>st</sup> with updates to the growth rate map and sent to the MPO. The model and documentation will continue changing as new projects are entered into the MTP. The 2045 Model will be considered adopted when the MTP is adopted, it will then become the official model and documentation.

**Wilmington CTP** – With the model update, WMPO has also asked TPD to start on the Wilmington CTP update. We have yet to develop a schedule for this CTP and start – but once the Wilmington Model is near completion we will develop a schedule.

**Pender County CTP** – TPD has done a lot of pre-work for Pender County, once the RPO and engineer can provide more time and grasp a better understanding of CTP 2.0 – they will start the CTP within the next few months.

1. s Cable and Conduit on I-140 in Brunswick and New Hanover Counties. Lane closures will be restricted to Monday 9:00 a.m. to Friday 4:00 p.m. to minimize traffic delays during the week. Lane closures may also occur on the weekend. Intermittent lane closures to occur until May 31, 2018.
2. US-421: Lanes closed due to bridge construction from 10/31/2018 – 1/31/2020. There is a detour.
3. US-74 (Martin Luther King Jr Parkway): Lane Closed due to bridge expansion joint replacements and goal seals on bridges on MLK Jr. Parkway.

**Traffic Forecasting:** The latest P5 list and the draft STIP has been reviewed and all 14 Highway Divisions have been contacted regarding their traffic forecasting priorities. Forecast requests continue to come in from Corridor Studies Groups and this is their “pre-analysis” process. Structures Management’s 2023 Project List work also continues.

**Strategic Transportation Corridors Master Plans:** They have finalized the generic scope with the consultants for all STC plans. They are waiting for consultants to modify their individual scope of services before moving onto the next phase.

**NC Statewide Model:** CDM Smith and RSG are our consultants for the NC Statewide Model. The model is underway and they are on the SE Data Collections Phase.



**Statement Transportation Plan (NC Moves 2050):** Consultants are addressing all comments being submitted including the Secretary of Transportation's comments. Groups have been formed to host Table Topics. Staff has been reaching out to different organizations to host table topics with a representative from NCDOT. Spring Table Events continue to be scheduled: the Azalea Festival in Wilmington 4/6-7, Pickle Festival in Mt. Olive 4/13, DMV Special Event in Raleigh 4/13, POW WOW in Hollister 4/20, Hmong Easter Festival in Hickory 4/20-21, DMV Special Event in Greensboro 4/27, Electric Vehicle Car Show in Greensboro 4/27, Lexington Multicultural festival in Lexington 5/4, Latino Festival in Wilmington 5/4, Disabled Veterans Fair in Wilmington 5/11, Got to Be NC in Raleigh 5/17-19. The survey is open now and will be closing out on June 2<sup>nd</sup>. There is an educational video that has been released.

**CTP Study Requests** – CTP Study Requests were accepted in Spring of 2018. Studies have been prioritized and assigned based on available resources; mainly as new work plans began in June 2018. Other assignments may occur later as additional resources become available.

**Performance Measures** – Summary of pending items and deadlines:

1. PM2 and PM3 targets (pavement, bridge, and system performance):
  - Per CFR450.324(f)(3), the MTP has to contain a description of the performance measures and the targets used.
2. MPO's are required to amend their TIP by updating language within it.
3. Data sharing agreements.
  - Recommend executing agreement as soon as possible.
4. NCDOT submitted the required yearly safety (PM1) targets on August 31, 2018.
  - MPO's have 180 days to support NCDOT's targets or establish their own (Feb 27, 2019).
  - Safety targets are a yearly process.
  - MTP needs to be updated to include these targets.

The jointly written provisions (which are noted in the draft data-sharing agreements) to address FTA's Transit Assessment Management/State of Good Repair (TAM/SGR) performance measures must be completed by October 1, 2018. As information on transit asset conditions as reported by providers of public transportation to the National Transit Database (NTD) will not be available until October 2019, they will need to provide this information directly to their MPO. For additional TAM/SGR information, please see FTA's TAM webpage.

**Wilmington Model Update** – The model is completed; documentation is completed as of last month.

**Pender County CTP** – Pender County CTP is on hold for now and will resume when our team has hired more engineers.

**Statewide Plan:** The N.C. Department of Transportation is conducting an update to its long-range transportation plan to guide North Carolina's future transportation policies and

investments. NC Moves 2050 is a plan that will provide a 30-year transportation vision and implementation plan for the state. Changing demographic and economic trends across urban and rural regions of the state, along with anticipated changes in technology, weather, tourism, and funding sources make now an opportune time to produce a bold, forward looking transportation plan to guide investment policy and system performance that will be more reactive to the dynamic change on the horizon.

The engagement of the stakeholders and public is critical during this initial stage of the planning process. To capture thoughts and ideas about the state's biggest challenges for the future, North Carolina residents are encouraged to provide input through our [survey](https://publicinput.com/ncmoves) through November 30<sup>th</sup>. The survey can be found at <https://publicinput.com/ncmoves>. This survey focuses capturing public input about the challenges for our state and the future of our transportation system. Responses will help to inform the vision and goals for NC's transportation plan. We will also have our kickoff stakeholder meetings in Kinston on 10/24/18, Raleigh on 10/29/18, and Charlotte on 10/30/18. We have invited a representative from each MPO, RPO, State Agencies, and State Advocacy Groups across North Carolina.

**Training:** A recording of the 2017 MPO/RPO Ethics training webinar can be viewed at the following location: <https://livestream.com/NC-DOT/events/7161243>

**Corridor Studies:** TPD has recently made the decision to temporarily pause the development of the STC Master Plans in order to reevaluate the scope and deliverables to make it a more useful and effective end product. A work group of internal and external partners to help reexamine this effort is currently being formed.

**Wilmington CTP** – With the model update, WMPO has also asked TPD to start on the Wilmington CTP update. We have yet to develop a schedule for this CTP and start – but once the Wilmington Model is fully completed, TPD will develop a schedule.

**RPO Program Reviews:** FHWA submitted their findings and recommendations for improvement to NCDOT. TPD has developed an action plan to address the recommendations. FHWA, NCDOT and the RPO Administrative Documents Committee will collaborate on the implementation of resulting changes.

**CMAQ:** Applications for funding in FFY 2019 were due by March 15, 2018.

**Traffic Forecast:** The Traffic Forecast shapefile is under development (ArcGIS Online).

**HERE Data:** HERE Data is available for use for NCDOT business purposes, subsequently being available for RPO use. Data available for travel times and speed measures across the state. Program available at: <https://pda.ritis.org/suite>

**FHWA News:** Functional Classification - FHWA has an interactive map that shows the Federal highway system, freight network, fatal crashes, MPO information, and demographic maps at the county level.

**Build NC:** Governor Roy Cooper on Wednesday June 20, 2018 - signed into law the Build NC Bond Act of 2018, a new financing tool sought by his administration to help expedite critical highway projects. Build NC is a financing tool similar to Garvee bonds and is an important way to move critical projects forward. It is important to note that it is not new revenue, but borrowing authority to implement projects sooner. The focus is for projects in the regional and Division tiers.

**CTP 2.0:** TPD leadership is reviewing elements for CTP 2.0 and coordinating with the CTP 2.0 steering committee as we prepare for implementation of improved maps, classifications, analysis, plan documentation, and changes to the process for developing CTPs in NC. (A CTP Steering Committee meeting was held June 18, 2018.) Improving the CTPs for NCDOT and local partners has proven to be a complex process with many benefits and “ripple effects” as we move future proposals into project implementation.