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

Technical Coordinating Committee Meeting Agenda

TO: Technical Coordinating Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: June 5, 2020
SUBJECT: June 10th meeting

A meeting of the Wilmington Urban Area MPO's Technical Coordinating Committee will be held on Wednesday, June 10, 2020 at 10 am. Due to COVID-19, the meeting is being conducted remotely.

PLEASE NOTE: This will be a remote meeting conducted pursuant to Section 4.31 of S.L. 2020-3, SB 704.

The remote meeting will be simultaneously streamed live online so that simultaneous live audio, and video, if any, of the meeting is available to the public at the following: <https://zoom.us/j/94755406787?pwd=b3h3RHVwQTNWeHdlV2VlT0NXOUUpUdz09>

The public may also dial in and listen to the simultaneous live audio of the remote meeting at the following dial in numbers: 312-626-6799 or 646-558-8656, and entering the following credentials:

Meeting ID: 947 5540 6787
Password: 859018

Please join the meeting from your computer, tablet or smartphone.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of the Agenda
- 3) Election of Vice Chairman
- 4) Consent Agenda
 - a. Approval of TCC Meeting Minutes- May 13, 2020
 - b. Resolution approving 2018-2027 and 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #20-3 and #20-4
 - c. Opening of the 45 day public comment period for the Public Participation Plan
 - d. Opening of the 30-day public comment period 2020-2029 STIP/MPO Transportation Improvement Program Amendment #20-3
 - e. Resolution supporting the proposed Gullah Geechee Heritage Corridor multi-use greenway/blueway corridor
 - f. Resolution authorizing the award of Section 5310 Community Grant Project Funds

Wilmington Urban Area Metropolitan Planning Organization

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

-
- 5) Discussion
 - a. Proposed Revisions and Public Comments for Cape Fear Moving Forward 2045
 - 6) Updates
 - a. Wilmington Urban Area MPO
 - b. Cape Fear Public Transportation Authority
 - c. NCDOT Division
 - d. NCDOT Transportation Planning Division
 - 7) Announcements
 - a. Bike/Pedestrian Committee Meeting- June 9th
 - 8) Next meeting- July 15, 2020

Attachments:

- TCC Meeting Minutes- May 13, 2020
- Proposed 2018-2027 and 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #20-3 and #20-4
- Resolution approving 2018-2027 and 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #20-3 and #20-4
- Draft Public Participation Plan
- Proposed 2020-2029 STIP/MPO Transportation Improvement Program Amendment #20-3
- Proposed Gullah Geechee Heritage Corridor multi-use greenway/blueway corridor map
- Resolution supporting the proposed Gullah Geechee Heritage Corridor multi-use greenway/blueway corridor
- Resolution authorizing the award of Section 5310 Community Grant Project Funds
- Summary of Proposed Revisions Memo and Public Comments for Cape Fear Moving Forward 2045 Plan
- Wilmington Urban Area MPO Project Update (June)
- Cape Fear Public Transportation Authority Update (June)
- NCDOT Division Project Update (June)
- NCDOT Transportation Planning Division Project Update (June)

**Wilmington Urban Area
Technical Coordinating Committee
Wednesday, May 13, 2020
Remote Meeting Minutes**

Members Present

Mike Kozlosky, Chair, MPO Executive Director
Don Bennett, Vice Chair, Traffic Engineer, City of
Wilmington
Nick Cannon, Transportation Demand
Management Coordinator
Mandy Sanders, Town of Kure Beach
Robert O'Quinn, Wrightsville Beach
Rebekah Roth, New Hanover County Planning
Department

Granseur Dick, Wilmington International Airport
Ashli Barefoot, Town of Leland
Helen Bunch, Brunswick County Planning
Department
Sam Shore, Pender County Planning Department
Patrick Flanagan, Cape Fear Council of
Governments
Nazia Sarder, Transportation Planning Branch,
NCDOT

1) Call to Order

Mr. Kozlosky called the remote meeting to order at 10:07 a.m. pursuant to Section 4.31 of Senate Bill 704/Session Law 2020-3. He stated that a roll call is required at the beginning of the meeting and following each action of the committee. He requested that each member identify themselves prior to asking any questions or making any comments. He took roll-call as follows:

Present: Mike Kozlosky, Don Bennett, Nick Cannon, Mandy Sanders (muted, but visible), Rebecca Roth, Granseur Dick, Ashli Barefoot, Helen Bunch, Sam Shore, Patrick Flanagan and Nazia Sarder. **Absent:** Jerry Haire, Stephanie Ayers, Robert O'Quinn, Athina Williams, Barnes Sutton, Caitlin Marks, and Megan Matheny.

Mr. Kozlosky added that Ms. Ayers has been delayed by at least 20 minutes.

2) Approval of the Agenda

Ms. Roth made a motion to approve the agenda. Ms. Bunch seconded the motion and it carried unanimously by roll-call as follows:

Ayes: Mike Kozlosky, Don Bennett, Nick Cannon, Mandy Sanders, Rebecca Roth, Granseur Dick, Ashli Barefoot, Helen Bunch, Sam Shore, Patrick Flanagan and Nazia Sarder. **Nays:** None. **Absent:** Jerry Haire, Robert O'Quinn, Stephanie Ayers, Athina Williams, Barnes Sutton, Caitlin Marks, and Megan Matheny.

3) Consent Agenda

- a. Approval of TCC Meeting Minutes - March 11, 2020
- b. Resolution supporting the Town of Navassa's 2020 NCDOT Bicycle/Pedestrian Planning Grant Submittal
- c. Resolution approving a reduction in scope for the Middle Sound Loop Trail-Ogden Connection (EB-6027)
- d. Resolution the North Carolina Department of Transportation Ferry Division's request for the Marine Highway Project designation
- e. Opening of the 30-day public comment period for the 2018-2027 and 2020-2029 STIP/MPO TIP Amendment #2
- f. Resolution approving the Prioritization 6.0 Rail Project Submittals
- g. Resolution approving the Prioritization 6.0 Roadway Project Submittals

Mr. Shore made a motion to approve the Consent Agenda, Items 3a through 3g, and to forward the items to the MPO Board for consideration. Mr. Bennett seconded the motion, and it carried unanimously by roll-call as follows:

Ayes: Mike Kozlosky, Don Bennett, Nick Cannon, Mandy Sanders, Rebecca Roth, Granseur Dick, Ashli Barefoot, Helen Bunch, Sam Shore, Patrick Flanagan and Nazia Sarder. **Nays:** None. **Absent:** Jerry Haire, Robert O'Quinn, Stephanie Ayers, Athina Williams, Barnes Sutton, Caitlin Marks, and Megan Matheny.

4) **Regular Agenda**

a. **Resolution supporting an amendment to the Wilmington Urban Area MPO Meeting Schedule for the November 2020 meeting**

Mr. Kozlosky stated that the adopted MPO meeting schedule was amended prior. However, the amendment created an unintentional conflict with the Rural Planning Organization (RPO) meeting. He noted that staff suggests the meeting be moved to November 12th of 2020. Although this date would be in conflict with the Jacksonville Metropolitan Planning Organization (MPO), Ms. Marks assures the presence of a representative from NCDOT.

Mr. Kozlosky inquired if another date would work better. Ms. Sarder responded that November 12th is agreeable.

Mr. Bennett commented that he would be absent due to his impending retirement. Mr. Kozlosky responded that the committee would elect a vice-chairman upon his departure. Seeing no other conflict from committee members, Mr. Kozlosky requested a motion.

Ms. Bunch made a motion to approve the amendment to the Wilmington Urban Area MPO Meeting Schedule for the November 2020 meeting. Ms. Sarder seconded the motion, and it carried unanimously by roll-call as follows:

Ayes: Mike Kozlosky, Don Bennett, Nick Cannon, Mandy Sanders, Rebecca Roth, Granseur Dick, Ashli Barefoot, Helen Bunch, Sam Shore, Patrick Flanagan and Nazia Sarder. **Nays:** None. **Absent:** Jerry Haire, Robert O'Quinn, Stephanie Ayers, Athina Williams, Barnes Sutton, Caitlin Marks, and Megan Matheny.

Mr. Flanagan expressed appreciation for addressing the conflict.

5) **Discussion**

a. **2018-2027 and 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modification #20-4**

Mr. Kozlosky stated that this item is for information purposes only and will return for consideration at the next meeting. He noted that many of these modifications pertain to the cash flow challenges faced by NCDOT. He added that the modifications include schedule changes and encouraged members to review them.

6) **Updates**

- a. **Wilmington Urban Area MPO**
- b. **Cape Fear Public Transportation Authority**
- c. **NCDOT Division**
- d. **NCDOT Transportation Planning Division**

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

7) **Announcements**

- a. **Bike/Pedestrian Committee Meeting - June 14th**
- b. **Next TCC meeting - June 10th**

Staff apologized for the broken link to the remote meeting in the calendar invitation.

Mr. Kozlosky expressed appreciation to the group. He added that the feasibility study for the Cape Fear Memorial Bridge has been completed and was disseminated. He noted that Ms. Marks or Mr. Kimes would be invited to give separate presentations on the feasibility study and NCDOT's financial challenges at an upcoming meeting.

8) **Adjournment**

With no further items, Mr. Kozlosky requested a motion to adjourn and noted that Mr. O'Quinn had joined the meeting.

Mr. Bennett made a motion to adjourn. Mr. Dick seconded the motion and the meeting was adjourned unanimously at 10:24 a.m. by roll-call as follows:

Ayes: Mike Kozlosky, Don Bennett, Nick Cannon, Mandy Sanders, Robert O'Quinn, Rebecca Roth, Granseur Dick, Ashli Barefoot, Helen Bunch, Sam Shore, Patrick Flanagan and Nazia Sarder. **Nays:** None. **Absent:** Jerry Haire, Stephanie Ayers, Athina Williams, Barnes Sutton, Caitlin Marks, and Megan Matheny.

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

Proposed Revisions to 2018-2027 and 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification # 20-3 (March 2020)

TA-6665 STATEWIDE PROJ.CATEGORY	5311 CAPITAL FUNDS FOR FTA GRANTS <u>MODIFYING THE FEDERAL FUNDS</u> <u>RECEIVED FROM FTA ADMINISTERED BY PTD</u> <u>BASED ON SFY21 GRANTS</u>	CAPITAL	FY 2021 - \$4,749,000 (5311) \$4,749,000
* TA-6666 STATEWIDE PROJ.CATEGORY	STATEWIDE, 5339 BUS AND BUS FACILITIES <u>MODIFYING THE FEDERAL FUNDS</u> <u>RECEIVED FROM FTA ADMINISTERED BY PTD</u> <u>BASED ON SFY21 GRANTS</u>	CAPITAL	FY 2021 - \$6,750,000 (5339) \$6,750,000
* TC-5004 STATEWIDE PROJ.CATEGORY	5311 ADTAP CAPITAL FUNDS FOR FTA GRANTS <u>MODIFYING THE FEDERAL FUNDS</u> <u>RECEIVED FROM FTA ADMINISTERED BY PTD</u> <u>BASED ON SFY21 GRANTS</u>	CAPITAL	FY 2021 - \$3,392,000 (ADTAP) \$3,392,000
* TI-6109 STATEWIDE PROJ.CATEGORY	5311(F) INTERCITY BUS FUNDS FOR FTA GRANTS <u>MODIFYING THE FEDERAL FUNDS</u> <u>RECEIVED FROM FTA ADMINISTERED BY PTD</u> <u>BASED ON SFY21 GRANTS</u>	OPERATIONS	FY 2021 - \$4,620,000 (5311) \$4,620,000
* TK-4900Z STATEWIDE PROJ.CATEGORY	5311 STATE ADMINISTRATIVE FUNDS FOR FTA GRANTS <u>MODIFYING THE FEDERAL FUNDS RECEIVED</u> <u>FROM FTA ADMINISTERED BY PTD BASED ON</u> <u>SFY21 GRANTS</u>	OTHER	FY 2021 - \$3,080,000 (5311) \$3,080,000

* TK-4902 STATEWIDE PROJ.CATEGORY	5311 ADTAP STATE ADMINISTRATIVE FUNDS <u>MODIFYING THE FEDERAL FUNDS RECEIVED</u> <u>FROM FTA ADMINISTERED BY PTD BASED ON</u> <u>SFY21 GRANTS</u>	OTHER	Y 2021 - \$235,000 (ADTAP) \$235,000
* TK-6181 STATEWIDE PROJ.CATEGORY	5311 ADMINISTRATIVE FUNDS FOR FTA GRANTS <u>MODIFYING THE FEDERAL FUNDS RECEIVED</u> <u>FROM FTA ADMINISTERED BY PTD BASED ON</u> <u>SFY21 GRANTS</u>	OTHER	FY 2021 - <u>\$15,025,000</u> (5311) \$15,025,000
* TO-6135 STATEWIDE PROJ.CATEGORY	5311 OPERATING FUNDS FOR FTA GRANTS <u>MODIFYING THE FEDERAL FUNDS</u> <u>RECEIVED FROM FTA ADMINISTERED BY PTD</u> <u>BASED ON SFY21 GRANTS</u>	OPERATIONS	FY 2021 - <u>\$947,000</u> (5311) \$947,000
* TQ-6954 STATEWIDE PROJ.CATEGORY	5310 OPERATING PROJECTS <u>MODIFYING THE FEDERAL FUNDS RECEIVED</u> <u>FROM FTA ADMINISTERED BY PTD BASED ON</u> <u>SFY21 GRANTS</u>	OPERATIONS	FY 2021 - <u>\$1,960,000</u> (5310) \$1,960,000
* TQ-9038 STATEWIDE PROJ.CATEGORY	5310 CAPITAL PROJECTS FOR RURAL <u>MODIFYING THE FEDERAL FUNDS</u> <u>RECEIVED FROM FTA ADMINISTERED BY PTD</u> <u>BASED ON SFY21 GRANTS</u>	CAPITAL	FY 2021 - <u>\$2,850,000</u> (5310) \$2,850,000

* TS-4900Z	RTAP STATEWIDE FUNDS FOR FTA	OTHER	FY 2021 - <u>\$480,000</u> (RTAP)
STATEWIDE	GRANTS <u>MODIFYING THE FEDERAL FUNDS</u>		\$480,000
PROJ.CATEGORY	<u>RECEIVED FROM FTA ADMINISTERED BY PTD</u>		
	<u>BASED ON SFY21 GRANTS</u>		
* TV-4903	5310 STATE ADMINISTRATIVE	OTHER	FY 2021 - <u>\$450,000</u> (5310)
STATEWIDE	FUNDS <u>MODIFYING THE FEDERAL FUNDS</u>		\$450,000
PROJ.CATEGORY	<u>RECEIVED FROM FTA ADMINISTERED BY PTD</u>		
	<u>BASED ON SFY21 GRANTS</u>		

Proposed Revisions to 2018-2027 and 2020-2029 STIP/MPO TIP Programs

HIGHWAY PROGRAM

STIP/MPO TIP Modification # 20-4 (April/May 2020)

B-4590 NEW HANOVER PROJ.CATEGORY REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC 133, REPLACE BRIDGE 640029 OVER SMITH CREEK.	CONSTRUCTION	FY 2022 - \$4,100,000 (NHPB)
		TO ASSIST IN BALANCING FUNDS. DELAY CONSTRUCTION FROM FY 21 TO FY 22.		\$4,100,000
I-6036 BRUNSWICK PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	I-140, US 17 TO NORTH OF US 74. PAVEMENT REHABILITATION.	CONSTRUCTION	FY 2023 - \$4,301,000 (NHPM)
		TO ASSIST IN BALANCING FUNDS. DELAY CONSTRUCTION FROM FY 22 TO FY 23.		\$4,301,000
U-5710A NEW HANOVER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NEW LOCATION, FROM SR 1409 (MILITARY CUTOFF ROAD) AT DRYSDALE DRIVE TO US 74 (EASTWOOD ROAD), ROADWAY ON NEW LOCATION.	RIGHT-OF-WAY CONSTRUCTION	FY 2020 - \$1,870,000 (T)
		TO ASSIST IN BALANCING FUNDS. DELAY CONSTRUCTION FROM FY 20 TO FY 21.		\$4,800,000 (BGANY)
U-5914 BRUNSWICK PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC 133, US 17/US 74/US 76 TO SR 1554 (OLD RIVER ROAD), MODERNIZE ROADWAY.	CONSTRUCTION	FY 2022 - \$900,000 (T)
		TO ASSIST IN BALANCING FUNDS. DELAY CONSTRUCTION FROM FY 21 TO FY 22.		\$900,000 (T)
				\$1,800,000

Proposed Revisions to 2018-2027 and 2020-2029 STIP/MPO TIP Programs

HIGHWAY PROGRAM

STIP/MPO TIP Modification # 20-4 (April/May 2020)

B-4590 NEW HANOVER PROJ.CATEGORY REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC 133, REPLACE BRIDGE 640029 OVER SMITH CREEK. <u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 20 TO FY 21.</u>	CONSTRUCTION	FY 2022 - \$4,100,000 (NHPB) \$4,100,000
EB-6027 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1403 (MIDDLE SOUND LOOP), SR 2862 (LENDIRE ROAD), OGDEN BUSINESS LANE, CONSTRUCT MULTI-USE PATH ALONG MIDDLE SOUND LOOP, LENDIRE ROAD, AND OGDEN BUSINESS LANE. <u>TO MATCH SCHEDULE PROVIDED BY COUNTY, DELAY CONSTRUCTION FROM FY 20 TO FY 21.</u>	CONSTRUCTION	FY 2021 - \$1,000,000 (L) \$1,000,000
I-6036 BRUNSWICK PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	I-140, US 17 TO NORTH OF US 74, PAVEMENT REHABILITATION. <u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS, TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 21 TO FY 22.</u>	CONSTRUCTION	FY 2023 - \$4,301,000 (NHPM) \$4,301,000

Proposed Revisions to 2018-2027 and 2020-2029 STIP/MPO TIP Programs HIGHWAY PROGRAM

STIP/MPO TIP Modification # 20-4 (April/May 2020)

* R-3300B PENDER PROJ.CATEGORY REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 17, NC 210 TO US 17 NORTH OF HAMPSTEAD. <u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>	ENGINEERING	FY 2021 - \$172,000 (T) FY 2022 - \$172,000 (T) FY 2023 - \$172,000 (T) FY 2024 - \$172,000 (T) FY 2025 - \$172,000 (T) FY 2026 - \$172,000 (T) FY 2027 - \$172,000 (T) FY 2028 - \$172,000 (T) FY 2029 - \$172,000 (T) POST YR- \$1,032,000 (T) FY 2021 - \$3,707,000 (T) FY 2022 - \$3,707,000 (T) FY 2023 - \$3,707,000 (T) FY 2024 - \$3,707,000 (T) FY 2025 - \$3,707,000 (T) FY 2026 - \$3,707,000 (T) FY 2027 - \$3,707,000 (T) FY 2028 - \$3,707,000 (T) FY 2029 - \$3,707,000 (T) POST YR- \$22,242,000 (T)
			BUILD NC CON	
			CONSTRUCTION	FY 2021 - \$18,375,000 (T) FY 2022 - \$18,375,000 (T) FY 2023 - \$18,375,000 (T) FY 2024 - \$18,375,000 (T) \$131,685,000
* U-4434 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1209 (INDEPENDENCE BOULEVARD EXTENSION), RANDALL PARKWAY TO US 74 (MLK, JR. PARKWAY) IN WILMINGTON. MULTI-LANES ON NEW LOCATION. <u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>	RIGHT-OF-WAY	FY 2022 - \$22,364,000 (BGANY) FY 2023 - \$22,364,000 (BGANY) FY 2024 - \$22,364,000 (BGANY) FY 2022 - \$600,000 (BGANY) FY 2025 - \$35,600,000 (BGANY) FY 2026 - \$35,600,000 (BGANY) FY 2027 - \$35,600,000 (BGANY) FY 2028 - \$35,600,000 (BGANY) \$210,092,000
			UTILITIES	
			CONSTRUCTION	

Proposed Revisions to 2018-2027 and 2020-2029 STIP/MPO TIP Programs HIGHWAY PROGRAM

STIP/MPO TIP Modification # 20-4 (April/May 2020)

U-5710 NEW HANOVER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 74 (EASTWOOD ROAD), SR 1409 (MILITARY CUTOFF ROAD) INTERSECTION IN WILMINGTON. CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE. <u>CONSTRUCTION CHANGED FROM FY 23 TO FY 22 DUE TO SWITCH FROM STATE FUNDING TO FEDERAL FUNDING.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2020 - \$5,436,000 (T) FY 2021 - \$5,436,000 (T) FY 2022 - \$7,900,000 (NHP) FY 2023 - \$7,900,000 (NHP) FY 2024 - \$7,900,000 (NHP) FY 2025 - <u>\$7,900,000</u> \$42,472,000
U-5914 BRUNSWICK PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC 133, US 17/US 74/US 76 TO SR 1554 (OLD RIVER ROAD), MODERNIZE ROADWAY. <u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 20 TO FY 21.</u>	CONSTRUCTION	FY 2021 - \$900,000 (T) FY 2022 - <u>\$900,000</u> \$1,800,000
* W-5803A NEW HANOVER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 74, US 74 (EASTWOOD ROAD) AT US 17 (MILITARY CUTOFF ROAD), AND US 74 (EASTWOOD ROAD) AT CAVALIER DRIVE IN WILMINGTON. UPGRADE PEDESTRIAN SIGNALS. <u>ADD NEW PROJECT BREAK AT REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	CONSTRUCTION	FY 2022 - \$42,000 (HSIP)
* W-5803B ON SLOW PENDER PROJ.CATEGORY REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION - DOWN EAST RURAL PLANNING ORGANIZATION	US 17, US 17 BETWEEN NEW HANOVER / PENDER COUNTY LINE AND MILE POST 19.3 IN ONSLOW COUNTY. INSTALL SHOULDER RUMBLE STRIPS. <u>ADD NEW PROJECT BREAK AT REQUEST OF</u>	CONSTRUCTION	FY 2022 - <u>\$425,000</u> (HSIP) \$425,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #20-3 AND #20-4
TO THE
2018-2027 AND 2020-2029 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 North Carolina Board of Transportation adopted the 2020-2029 State Transportation Improvement Program on September 5, 2019 and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the Statewide/MPO Transportation Improvement Programs on October 30, 2019; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2018-2027 and 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #20-3 and 20-4.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2018-2027 and 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #20-3 and #20-4.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on June 24, 2020.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Wilmington Urban Area
Metropolitan Planning Organization
Public Participation Plan



DRAFT

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1 Introduction

1.1 Overview

The Wilmington Urban Area Metropolitan Planning Organization's (WMPO) Public Participation Plan is an umbrella policy, encompassing the plans and programs of the greater Wilmington Urban Area's transportation planning process. Public participation is an integral part of the WMPO's planning efforts. The Public Participation Plan is comprised of the public involvement programs for all the major planning activities, including the Metropolitan Transportation Plan (MTP), Metropolitan Transportation Improvement Program (MTIP), the Unified Planning Work Program (UPWP) and federal requirements (FAST Act, Civil Rights Act, Environmental Justice, Limited English Proficiency and Americans with Disabilities Act).

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

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

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

1.2 The WMPO Mission Statement

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

1.3 The WMPO Board

The Board is the policy and decision-making body for the WMPO. The Board is comprised of elected and appointed officials from the City of Wilmington, Town of Belville, Town of Carolina Beach, Town of Kure Beach, Town of Leland, Town of Navassa, Town of Wrightsville Beach, Brunswick County, New Hanover County, Pender County, Cape Fear Public Transportation Authority, and the North Carolina Board of

Transportation. The Board is ultimately responsible for providing opportunities for citizen participation in the transportation planning process.

WMPO Voting Members:

Brunswick County: One elected official

New Hanover County: One elected official

Pender County: One elected official

City of Wilmington: Two elected officials

Town of Belville: One elected official

Town of Carolina Beach: One elected official

Town of Kure Beach: One elected official

Town of Leland: One elected official

Town of Navassa: One elected official

Town of Wrightsville Beach: One elected official

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

North Carolina Board of Transportation: One appointed official

WMPO Non-Voting Members:

Federal Highway Administration

Cape Fear Council of Governments

North Carolina State Ports Authority

Wilmington Airport Authority

North Carolina Turnpike Authority

1.3.1 Board Meetings

Regular schedules will be adopted by the Board at the last meeting of the calendar year for the upcoming year. These meetings will typically be held eleven (11) times per calendar year unless otherwise approved. Notice of these meetings will be published in the Star News and Wilmington Journal at least five (5) days prior to the day of the meeting and also posted in accordance to the State Open Meetings Laws. These meetings and agendas will also be published on the WMPO's website. These meetings are open to members of the public and upon request anyone can be placed on the Board mailing list. At the beginning of each regular meeting, a sign-in sheet will be available before each meeting for those who wish to speak. Each speaker is limited to three (3) minutes and the entire public comment period shall not exceed fifteen (15) minutes. If necessary, the Chairman can extend the public comment period by a vote of the Board.

1.4 Technical Coordinating Committee (TCC)

The Technical Coordinating Committee (TCC) is made of planners, engineers, and other staff from each of the member agencies to facilitate coordination of the WMPO's planning activities and transportation planning and related activities occurring within each member agency's jurisdiction. The TCC makes recommendations to the Board.

1.5 Bicycle and Pedestrian Advisory Committee

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

1.6 Electronic Meetings

The Wilmington Urban Area Metropolitan Planning Organization may choose to hold electronic meetings solely online or electronically. In these cases, a telephone number will also be provided for individuals without internet access to call in.

When Feasible:

- Meetings will be streamed live on an online platform that allows visual and audio capabilities to the general public.
- Meeting agendas and materials will be posted online in advance of the meeting.
- If a public comment period is undertaken during the meeting and public cannot be made in person, a means to provide comments by phone, email and/or video will be provided.

2 Purpose

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

2.1 Goals

The goals of the WMPO's Public Participation Plan are:

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

2.2 Objectives

- Bring a broad cross-section of the public into the public policy and transportation planning decision-making process.
- Maintain public involvement from the early stages of the planning process through detailed project development.
- Use different combinations of public involvement techniques to meet the diverse needs of the general public.
- Determine the public's knowledge of the metropolitan transportation system and the public's values and attitudes concerning transportation.
- Educate citizens and elected officials in order to increase general understanding of transportation issues.
- Make technical and other information available to the public.
- Establish a channel for an effective feedback process. Evaluate the public involvement process and procedures to assess their success at meeting requirements specified in the FAST Act (or most current regulation), NEPA, and FTA/FHWA Guidance on Public Participation.

3 Federal Requirements

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

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

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

3.1 Federal Regulation

As mandated under the 23 U.S. Code § 134 and directed by the FAST Act, or other, current supporting federal regulations, MPOs must establish, periodically review and update public participation processes. These processes should assure early and continued public awareness of and access to the transportation decision-making process.

The planning regulations contain a number of performance standards for public involvement, including:

- Providing timely notice and reasonable access to information about transportation issues and processes;
- Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the MTIP;
- Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the MTIP;
- Employing visualization techniques to describe metropolitan transportation plans and MTIPs; and
- Making public information (technical information and meeting notices) available in electronically accessible formats and means.

3.2 Title VI of the Civil Rights Act of 1964

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

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

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

The *Rehabilitation Act of 1973* (Section 504) states that “no qualified individual with a disability in the United States shall be excluded from, denied the benefits of, or be subjected to discrimination under” any program or activity that receives federal financial assistance.

The *Rehabilitation Act Amendments of 1998* (Section 508) states that federal agencies must ensure that electronic and information technology is accessible to employees and members of the public with disabilities to the extent it does not pose an “undue burden.”

All notices for planning activities of the **WMPO** will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (e.g., having available large print documents, audio material, someone proficient in sign language, a translator or other provisions requested). Public meetings will be held in locations accessible to persons with disabilities and will be located near or on a transit route if possible. TTY users may dial 711 to contact the WMPO.

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

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

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

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

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

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

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

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;

- To ensure full and fair participation by all potentially affected communities in transportation decision-making; and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

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

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

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

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

Minority – A person who is:

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

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

3.6 Environmental Justice and Limited English Proficiency Outreach Strategies

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

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

WMPO staff should identify and meet with organizations and community leaders who represent traditional non-participant populations. The purpose of these meetings will be to build relationships with the groups and leaders as well as identify strategies to bring traditional non-participants into the planning process. The identified strategies will be implemented in cooperation with the organizations and community leaders. Detailed plans may outline the meetings with group leaders and implementing strategies.

3.6.2 Develop Outreach and Education Programs

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

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

4 Outreach Efforts

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

4.1 Stakeholder Interviews

A stakeholder is defined as any person or group that is affected by a transportation plan, program or project, including those who are not aware they will be affected. In accordance with the FAST Act, stakeholders will include “individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties.”

Individuals will include the general public; environmental, health, neighborhood, citizen and civic organizations; and, traditionally underserved communities such as people with disabilities, and/or low-income, minority, and elderly.

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

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

4.2 Publicize WMPO Activities

Media coverage will be actively cultivated to ensure that mainstream and ethnic radio, television and newspaper outlets understand the importance of providing information on transportation planning activities. In addition, articles, new releases and/or media releases will be used to disseminate information to announce public review and comment periods and public meetings. In order to accomplish this task, a current list of media outlets such as mainstream and ethnic television and radio stations and newspapers, including small community-based publications, will be established and maintained.

4.3 Establish a Speaker Bureau

The Speaker's Bureau will consist of WMPO members and staff who can speak to civic organizations, professional organizations, neighborhood associations and other groups about the

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

4.4 Maintain a Website

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

4.5 Develop and Distribute Brochures

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

4.6 Conduct Public Informational Workshops, Charrettes and Public Open Houses

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

4.7 Conduct Surveys

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

4.8 Create Newsletters

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

4.9 Periodic Transportation Summits

Periodic Transportation Summits may be conducted by the WMPO to educate local elected officials, business, transportation, and community leaders on topics in the transportation industry. These summits will be focused on federal, state and local transportation issues and serves as an avenue to bring these leaders together to discuss transportation concerns and needs. The WMPO may utilize Transportation Summits for State and local leaders to discuss local and regional transportation issues.

4.10 Citizen Advisory Committee (CAC)

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

4.11 Social Media

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

4.12 Annual Report

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

4.13 Visualization Techniques

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

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

5 Plan Specific Guidelines

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

5.1 Public Comment for MTP, UPWP, and MTIP

The WMPO will provide an opportunity for meaningful public involvement in the development and update of the MTP; final draft of the MTIP; and in the development of the UPWP. The public comment period will be a minimum thirty (30) day period, effective from the date of the public notice publication. Written comments will be received during the comment period and will be directed to the WMPO. The WMPO's contact person, phone number and e-mail address will be included in the public notice. The Board shall hold at least one public hearing prior to the adoption of the MTIP every two years. A public comment period is not required for administrative modifications to the MTIP.

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

5.2 Metropolitan Transportation Plan (MTP)

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

5.2.1 Objectives

- Proactive participation techniques may be employed to involve citizens and provide fuller access to information and technical data on the Transportation Plan. The technique may include, but not be limited to, public meetings/hearings, surveys, focus groups, newsletters, public service announcements, charrettes, transportation advisory group, mass media, etc.
- Public meetings may be held to formulate a vision for the MTP development, provide the public background information on the metropolitan transportation system and other issues as well as the proposed framework of the MTP update process, and to receive citizen input.

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

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

5.3 Metropolitan Transportation Improvement Program (MTIP)

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

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

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

5.3.1 Annual Listing of Obligated Projects

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

5.4 Unified Planning Work Program (UPWP)

The FAST Act requires each MPO, as a condition to the receipt of federal highway and transit capital or operating assistance, to conduct a documented comprehensive transportation planning

process. A Unified Planning Work Program (UPWP), which includes planning and project development activities that address transportation issues in the area, is required by this process. Annual certification that the planning process is being carried on in conformance with stated requirements is necessary for the receipt of funding for surface transportation programs, air quality, national highway system, Interstate maintenance, state bridge replacement, and transit capital and operating funds.

The purpose of the UPWP is to administer the MPO planning program and carry out the planning activities necessary to implement the MTP. It also serves to document the proposed expenditures of federal, state and local transportation planning funds, and provides a management tool for the WMPO and the funding agencies in scheduling major transportation planning activities and projects.

The major elements of the Unified Planning Work Program include:

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

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

5.5 Plan Specific Chart

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

Proposed Amendments to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #20-3 (June 2020)

* HS-2003	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS
BRUNSWICK	LOCATIONS IN DIVISION 3.
DUPLIN	<u>PROJECT ADDED AT REQUEST OF TRANSPORTATION</u>
NEW HANOVER	<u>MOBILITY AND SAFETY; INDIVIDUAL PROJECTS AND</u>
ONSLow	<u>FUNDING TO BE REQUESTED IN THE FUTURE AS</u>
PENDER	<u>NEEDED.</u>
SAMPSON	
PROJECT CATEGORY	
STATEWIDE	
REGIONAL	
DIVISION	

* RC-2003	VARIOUS, TRAFFIC SEPARATION STUDY
BRUNSWICK	IMPLEMENTATION AND CLOSURES IN DIVISION 3.
DUPLIN	<u>PROJECT ADDED AT REQUEST OF RAIL DIVISION;</u>
NEW HANOVER	<u>INDIVIDUAL PROJECTS AND FUNDING TO BE</u>
ONSLow	<u>REQUESTED IN THE FUTURE AS NEEDED.</u>
PENDER	
SAMPSON	
PROJ.CATEGORY	
DIVISION	

* RX-2003
BRUNSWICK
DUPLIN
NEW HANOVER
ONSLow
PENDER
SAMPSON
PROJ.CATEGORY
DIVISION

VARIOUS, HIGHWAY-RAIL GRADE CROSSING SAFETY
IMPROVEMENTS IN DIVISION 3.
PROJECT ADDED AT REQUEST OF RAIL DIVISION;
INDIVIDUAL PROJECTS AND FUNDING TO BE
REQUESTED IN THE FUTURE AS NEEDED.



**“DRAFT” PROPOSED
GULLAH GEECHEE CULTURAL HERITAGE CORRIDOR
MULTI-USE GREENWAY/BLUEWAY TRAIL**
Connecting to the East Coast Greenway at Wilmington
and Southport via I-140 loop / State Routes 133, 17, 421
and Local streets in Navassa Leland and Southport

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE GULLAH GEECHEE CULTURAL HERITAGE
CORRIDOR MULTI-USE GREENWAY/BUEWAY TRAIL**

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 Gullah Geechee Cultural Heritage Corridor is a National Heritage Area and it was established by the U.S. Congress to recognize the unique culture of the Gullah Geechee people who have traditionally resided in the coastal areas and the sea islands of North Carolina, South Carolina, Georgia and Florida — from Pender County, North Carolina, to St. John’s County, Florida; and

WHEREAS, with the estimated growth and development in the southeastern United States during the next 30 years projected to occur along the coastal plain, many traditional southern communities have encourage the preservation of historical and cultural identity while enhancing environmental qualities that create opportunities for active, healthy lifestyles and a sense of place; and

WHEREAS, the proposed concept of a Gullah Geechee Cultural Heritage Corridor Multi-Use Greenway/Blueway Trail would provide for improved bicycle and pedestrian infrastructure, promote physical health, provide greater bike/pedestrian/waterway connectivity as the bike/pedestrian/blueway trail system melds into the greater regional network of greenways, blueways and trails; and

WHEREAS, this greenway/blueway concept will highlight regional environmental and historic assets, environmental restoration and create economic growth; and

WHEREAS, the ongoing efforts to support and recognize the Reaves Chapel Church Restoration project and the Rosenwald Schools, The Cedar Hill Cemetery, the North Carolina Rice Festival and the African-American History projects currently underway; and

WHEREAS, there are efforts to establish the first cultural heritage center in the State of North Carolina dedicated to preserving the stories of those slaves who worked the rice plantations along river banks in southeastern North Carolina; and

WHEREAS, the proposed Moze Heritage Center and Nature Park is within an 82-acre plot identified as the eastern uplands portion of the former Kerr-McGee Chemical Corp. site would be situated directly adjacent to the proposed Gullah Geechee Heritage Bike and Greenway Trail; and

WHEREAS, the Town of Navassa working with the Brunswick County Branch of the NAACP, have received initial verbal concept support from the National Park Service, the Gullah Geechee Cultural Heritage Corridor Foundation, the NC Department of Natural and Historic Resources, and are currently working towards soliciting support from Brunswick County communities, local economic development agencies, the East Coast Greenway Organization, the African American

Heritage Museum of Southeastern North Carolina and others; and

WHEREAS, this unique approach to celebrating the cultural and historic values of this community and our region by integrating functional use, scenic and economic value, historical and environmental interpretation; and

WHEREAS, this greenway concept will establish a major regional greenway/blueway link to celebrate the significant historical and cultural projects.

NOW THEREFORE, the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the proposed concept of a Gullah Geechee Cultural Heritage Corridor Multi-Use Greenway/Blueway Trail.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on June 24, 2020.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION AUTHORIZING AWARD OF SECTION 5310
COMMUNITY GRANT PROJECT 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, the FTA's Enhanced Mobility of Seniors & People with Disabilities program (49 U.S.C. Chapter 53, Section 5310) makes federal resources available to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options; and

WHEREAS, on June 27, 2014 the North Carolina Secretary of Transportation designated the Cape Fear Public Transportation Authority as the designated recipient of the Persons with Disabilities Funding Program (Section 5310); and

WHEREAS, the allocation of Section 5310 funds require a Federal Transit Administration approved Program Management Plan which was adopted by the Cape Fear Public Transportation Authority Board on April 23, 2015 and the Wilmington Metropolitan Planning Organization Board of Directors on June 24, 2015; and

WHEREAS, eligible applicants for Section 5310 funding are non-profit organizations, state or local governmental agencies, and private operators of public transportation services; and

WHEREAS, eligible applicants provide required local matching funds (80/20 capital or 50/50 operating); and

WHEREAS, the total funding level available for the FY 2020 is \$65,058; and

WHEREAS, on February 26, 2020 the Board of the Wilmington Urban Area Metropolitan Planning Organization supported the WAVE Connect Advisory Committee's recommendation to provide the Section 5310 funding to the New Hanover County (NHC) Senior Resource Center, Brunswick Senior Resources, Inc. (BSRI) Brunswick Center at Leland, and Elderhaus; and

WHEREAS, on April 23, 2020 the Authority Board approved FY 2020 §5310 funding to the New Hanover County Senior Resource Center in the amount of \$44,000; Elderhaus in the amount of \$12,635; and Brunswick Senior Resources in the amount of \$8,423; and

WHEREAS, Brunswick Senior Resources has reconsidered its application and declined the award of \$8,423; and

WHEREAS; New Hanover County Senior Resource Center and Elderhaus have agreed to provide the required local matching funds for an increased award; and

WHEREAS, the Cape Fear Public Transportation Authority Board approved the amended

funding levels at their meeting on May 28, 2020.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby authorizes FY 2020 Section 5310 funding as follows:

New Hanover County (NHC) Senior Resource Center	\$48,717
Elderhaus	\$16,341

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on June 24, 2020.

David Piepmeyer, Chair

Mike Kozlosky, Secretary



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MEMORANDUM

To: MPO Board Members
From: Abby Lorenzo, Senior Transportation Planner
Date: June 4, 2020
Subject: Summary of Public Comments and Recommended Changes to Cape Fear Moving Forward 2045

A public comment period was held for the draft Cape Fear Moving Forward 2045 Metropolitan Transportation Plan beginning February 26th and ending May 15th. A press release announcing the comment period, as well as social media posts and updates on the WMPO's website were used to inform the public. Hardcopies of the plan were made available at the WMPO's 10 member jurisdictions' planning departments, as well as at all area libraries. An electronic copy of the plan was also available on the WMPO's website.

During this two and a half month period, staff solicited comments from the public about the draft plan through the following means, per the WMPO's adopted Public Participation Plan:

- Written comments submitted through mail or electronically through email.
- Regional open houses. These were also announced through a press release and on the WMPO's website and social media accounts. The first was held March 4th, 2020 from 5-7pm at the Hampstead Annex in Hampstead. The second was held March 10th, 2020 from 5-7pm at Leland Town Hall. Three additional open houses were planned to be held at the NHC Senior Center, the Town of Carolina Beach, and Wilmington City Hall during the month of March but were subsequently canceled due to regulations put in place because of COVID-19.

The WMPO received a total of 67 comments from citizens and outside agencies/organizations. Additionally, WMPO staff reviewed the draft plan in great detail to identify typos, formatting, and other administrative errors. All comments were catalogued in a spreadsheet and responses were determined by staff. Based on the response, recommendations were made by staff on whether changes were necessary within the draft plan. The majority of recommended changes were clerical, such as wording, map colors and symbology, and typos. There were three comments that resulted in recommendations to amend projects within the Bicycle and Pedestrian and Roadway fiscally constrained project lists. These comments and staff recommended changes are summarized in the following table:

Wilmington Urban Area Metropolitan Planning Organization

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

Comment	Recommended Changes to Project List
<p>“This must be a mistake for the Old Fayetteville Road project. \$35 million for widening 2 existing lanes for 1.5 miles. The Town’s project will install the multi-use path and widen one side of the road with 2 feet of asphalt and 2 feet of curb and gutter for about a mile of the road. The cost is currently projected at \$2.2 million. A similar project on page 317 that is twice as long, to widen and install a bike lane on Blue Clay Road, is \$1.4 million.”</p>	<p>Utilizing NCDOT’s Prioritization cost estimation tool, the project cost was estimated to be \$2,260,000 in 2020. With the application of a 3% annual inflation rate, project year cost estimate is \$3,521,006.</p> <p>This cost amendment resulted in additional funding available to fiscally constrain additional projects. Per the initial project rankings and the additional funds, the following projects can be added to the fiscally constrained roadway project list: RW-222 Independence Blvd Widening; RW-42 US 17 Access Management Improvements; RW-175 NC 210 and Island Creek Road Intersection Improvements.</p>
<p>“On the Fiscally-Constrained Bicycle and Pedestrian Project List, it appears that several projects (BP-581 (Carolina Beach Road & College Road), BP-646 (College Road and Oleander Drive), BP-584 (College Road & Monkey Junction Shopping Center Entrance), BP-577 (Bayshore Drive & Market Street), BP-627 (Piner Road & Myrtle Grove Road)) are already included in the design or recommended cross sections for roadway projects anticipated for funding prior to the anticipated funding year of the bike/ped projects. If there is not a need for this redundancy, approximately \$113,800 (not considering inflation) could be freed-up, which could allow projects such as BP-147a (Central Blvd/Morningside Dr. Bike Lanes), the Front Street sharrows (BP-471 and 370), etc. to be funded.”</p>	<p>Staff reviewed the fiscally constrained bicycle and pedestrian list and recommends removal of standalone bicycle and pedestrian projects that are committed for funding as part of a roadway project or are complete. These are: BP-16, BP-574, BP-647, BP-131, BP-788, BP-722, BP-581, BP-646, BP-648, and BP-577. Based on the remaining ranked projects and the revenue freed up by the removal of the previously listed 5 projects, the following are recommended for inclusion in the fiscally constrained list: BP-1, BP-147A, BP-406, BP-442, BP-239, BP-471, BP-370, BP-441, and BP-561.</p>
<p>“There is a mistake in the cost estimate for RW-123, Burnett Boulevard Widening. \$123,830,000 seems much too high.”</p>	<p>Utilizing NCDOT’s Prioritization cost estimation tool, the project cost was estimated to be \$4,202,000 in 2020. With the application of a 3% annual inflation rate, project year cost estimate is \$8,798,055.</p>

	The change in cost estimate allowed for an additional project, RW-57 Plantation Road Extension, to be added to the fiscally constrained project list.
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WMPO Staff also recommends the addition of the following content information:

Plan Chapter/Appendix	Content Added
Appendix D: Public Involvement Element	<ul style="list-style-type: none"> • Information about Public Outreach Phase II • All received public comments and staff responses and recommendations
Appendix F: Aviation Element	<ul style="list-style-type: none"> • Proposed scopes for the fiscally constrained projects
Appendix G: Bicycle and Pedestrian Element	<ul style="list-style-type: none"> • Proposed cross sections for the fiscally constrained projects
Appendix H: Ferry and Water Transportation Element	<ul style="list-style-type: none"> • Proposed scopes for the fiscally constrained projects
Appendix I: Freight and Freight Rail Element	<ul style="list-style-type: none"> • Proposed scopes for the fiscally constrained projects • The following language to assist the Port of Wilmington's efforts in securing federal grants: <u>"In 2018, NC Ports undertook a Container Terminal Yard Improvement Planning Study with the key objective of expanding the current terminal throughput capacity to accommodate a minimum 750,000 (TEUs) annually by 2025. Recent investments in infrastructure improvement projects including the procurement of new neo-Panamax cranes, berth renovations and vessel navigation improvements has increased the container berth's capacity to well over 1,000,000 TEUs annually. However, to achieve the forecasted annual throughput volume, it has been identified that existing key port infrastructure directly behind the berth, such as the main terminal gate complex, the container storage yard</u>

	<u>and paving, and intermodal yard improvements are required so that the capacity of the rest of the terminal can match or exceed the targeted annual throughput. In total, the five-year infrastructure investment plan requires \$250 million in support of the expansion plan at NC Ports.”</u>
Appendix J: Public Transportation Element	<ul style="list-style-type: none"> Proposed scopes for the fiscally constrained projects
Appendix K: Roadway Element	<ul style="list-style-type: none"> Proposed cross sections for the NCDOT STIP projects
Appendix N: Environmental Justice and Critical Resources	<ul style="list-style-type: none"> Expand Degree of Impact (DOI) Analysis to include the fiscally constrained bicycle and pedestrian and public transportation projects Utilize proposed project costs to estimate the distribution of impacts in the four levels of the assessment Provide a table of potential benefits, burdens, and mitigation strategies for project impacts

The final steps of the development of Cape Fear Moving Forward 2045 are as follows:

- Approval by the Board in July of the final Cape Fear Moving Forward 2045 plan with any recommended changes.
- Presentation of the final plan to the WMPO member jurisdictions in August and September.
- Final adoption of the plan by the Board in October 2020.

Source	Organization	Comment	WMPO Staff Recommendation/Response	Resolution
David Hollis	Town Manager, Leland / CAC Member	This must be a mistake for the Old Fayetteville Road project. \$35 million for widening 2 existing lanes for 1.5 miles. The Town's project will install the multi-use path and widen one side of the road with 2 feet of curb and gutter for about a mile of the road. The cost is currently projected at \$2.2 million. A similar project on page 317 that is twice as long, to widen and install a bike lane on Blue Clay Road, is \$1.4 million.	Utilizing NCDOT's Prioritization cost estimation tool, the project cost was estimated to be \$2,260,000 in 2020. With the application of a 3% annual inflation rate, project year cost estimate is \$3,521,006. This cost amendment resulted in an additional funding available to fiscally constrain additional projects. Per the initial project rankings and the additional funds, the following projects can be added to the fiscally constrained roadway project list: RW-222 Independence Blvd Widening; RW-42 US 17 Access Management Improvements; RW-175 NC 210 and Island Creek Road Intersection Improvements.	Update revised cost estimate in tables and cutsheets. Recommend addition of RW-222, RW-42, and RW-175 to fiscally constrained roadway project list.
David Hollis	Town Manager, Leland / CAC Member	The path for the NC 133 to Hwy 17 Connector project will not likely run through the existing Jackies Creek neighborhood. It would be better to show the line through the vacant Cameron tract to the south to keep from getting people upset and give a more reasonable proposed location.	Project to be shown south of established neighborhoods.	Revise maps as recommended.
Al Schroetel	Cape Fear Cyclists / WMPO BPAC	looking at the top Bike/Ped projects in the Fiscally Constrained tables (pages 35 to 37) it does seem that the Northeastern portion of the WMPO region is underrepresented. However, that is the section that has the greatest projected growth (Page 31).	Several bicycle and pedestrian facilities are committed for funding, in design, and/or under construction in the northeast portion of the WMPO Region. Some of these facilities include: the Military Cutoff Extension MUP which includes a portion on Market Street from Station Road to Middle Sound Loop Road (project is under construction); a Market Street MUP from Middle Sound Loop Road to Marsh Oaks Drive, part of the U-4902D Access Management Improvements (project is under construction); a MUP connection from Ogden Business Lane to the Military Cutoff Extension MUP; bicycle and pedestrian crossings at Market and Gordon as well as Military Cutoff and Gordon; the U-5732 (US 17 Corridor Improvements) in Hampstead includes bicycle and pedestrian facilities. Additionally, all proposed roadway projects in the 2045 MTP include bicycle and pedestrian facilities in their cross sections which make them eligible to be included in the roadway design per NCDOT's 2019 update to its Complete Streets policy.	No changes are recommended.
Al Schroetel	Cape Fear Cyclists / WMPO BPAC	In a separate e-mail to Caitlin Marks (cc to you) I have asked about the status of a MUP along the Military Cutoff Extension. I do not think this was included in any of the 2045 Plan BP priorities..but maybe that is an NCDOT project?	The design includes a 9' MUP from Ogden Park Dr to approx. Plantation Rd. design plans are available. This project is included in the New Hanover County Greenway Plan.	Included in NCDOT design for current STIP project (U-4902), no changes recommended.
Al Schroetel	Cape Fear Cyclists / WMPO BPAC	Also in the Fiscally Constrained projects in the 2045 plan is the absence of any Bike/Ped Facilities: on Sidbury Road. Again, this may be a NCDOT project and I have identified this requirement to Caitlin in a separate e-mail.	This project was considered for inclusion as a fiscally constrained bicycle and pedestrian improvement project. Of the approximate 170 regionally significant projects, this stand alone project ranked at 123 and 137 (was split into two sections) based on its assessed score. Based on the scoring criteria developed by the bicycle and pedestrian modal subcommittee and Citizen Advisory Committee (CAC), the project received low scores in the following areas: lack of connections to existing trails; no connections to destination points like parks, libraries, hospitals, shopping, etc; and project is not located in a low income or minority community. Sidbury Road improvements (RW-23) is a fiscally constrained roadway project that includedes bike lanes and sidewalks in the cross section which would fulfill NCDOT complete streets policy requirements to be covered cost free to New Hanover and Pender Counties when roadway improvements are to be made to Sidbury Road.	Change Sidbury Road improvements cross section from bike lanes and sidewalks to a multi-use path to be consistent with Wilmington/New Hanover County Greenway Plan cross section.

Source	Organization	Comment	WMPO Staff Recommendation/Response	Resolution
Wayne Marquino	Citizen	I'd like to understand the table at bottom of the first page of " Bicycle and Pedestrian " (pg 35) better. Maybe the plan can elaborate. It indicates a number of ped/bike infrastructure improvement which NC DOT will fund if they are "In Plan". In plan/Whose plan? How to we move Side paths and On-road bicycle facilities from out of plan to "In Plan"? our MUP seems to have a very low fraction of On road bike facilities (I assume these are bike lanes) and Pedestrian facilities (I assume these are cross walks).	The text above the NCDOT Complete Streets Cost Share chart on page 50 explains that alternative transportation projects which are identified in a region's CTP and/or MTP can be included in NCDOT roadway projects and will be fully funded by NCDOT. NCDOT will consider other locally adopted plans on two conditions: 1) the planned facility addresses an identified transportation need; and 2) the planned facility meets the <u>design guidance standards in the NCDOT Complete Streets Implementation Guide</u> . On-road bicycle facilities include bicycle lanes (protected or striped) as well as paved shoulders. Pedestrian facilities include sidewalks, marked crosswalks, and pedestrian signals. Cape Fear Moving Forward 2045 includes 82 fiscally-constrained bicycle and pedestrian projects. Refer to the Fiscally-Constrained Bicycle and Pedestrian Project List and Maps on pages 66-73. Additionally, the fiscally constrained roadway projects include bicycle and pedestrian facilities, such as MUPs, sidewalks, and bike lanes. Please refer to the proposed project cross-sections found in Appendix J, Roadway Element.	Add underlined text to plan, along with a couple of examples of the Cost Share Formula (in graphic format). We are adding project cross-sections to better explain exactly what type of facilities are included with each bicycle and pedestrian project.
Wayne Marquino	Citizen	pg 45 - something seems wrong with the graphic or legend - Aren't the black roads county? There are no county roads in the legend, on NCDOT	Counties actually do not own and maintain roads, so those that are outside of the incorporated areas are all NCDOT owned and managed.	No changes are recommended.
Wayne Marquino	Citizen	pg 50 - "Cape Fear Moving Forward 2045 recommends the implementation of the following TSMO strategies in the Wilmington region...." None of these recommendations improve ped/bike safety or access. The TDM strategies are segregated (on pg 52). This process is how we get new major roadways built like MLK or or improved like 17 in Hampstead with no bike lanes.	TDM is a TSMO strategy which the WMPO believes is both important enough and broad enough to deserve its own section within Chapter 5 as well as its own Appendix (Appendix M, Transportation Demand Management Element). Several of the TSMO strategies listed on page 50 improve bicycle and pedestrian safety. Access management techniques can reduce conflict points and crossing distances for pedestrians and bicyclists. This is critical because, according to the FHWA, driveways are the primary cause of crashes involving pedestrians walking on the sidewalk. Intersection modifications include restricting or eliminating turning maneuvers, such as eliminating right turn on red, which can reduce crashes involving pedestrians. Pavement markings are used to delineate bike lanes and crosswalks, in addition to travel lanes. Streetscape improvements include sidewalks, bike lanes, median islands, bulb-outs (extended curbs), narrower travel lanes, and others, all of which can contribute to the creation of a "Complete Street." See Appendix L, Transportation Systems Management and Operations Element, for more information on these strategies.	No changes are recommended.
Wayne Marquino	Citizen	Fig 7-1 Map of Fiscally Constrained Projects - There are few/no green lines parallel to red lines (bike / roadway) projects. Obtaining right of way is a major cost. If the right of way synergy between road and bike routes is not used, we'll continue to have no-go areas for bikes, like eagle island and 17 in Hampstead. If I bicycle across Eagle Island on 74 am I going to get a ticket? Can we add a green line there parallel to the red one? If the Cf Memorial bridge is replaced will it provide bicycle and ped access to Leland?	The fiscally constrained roadway projects include bicycle and pedestrian facilities, such as MUPs, sidewalks, and bike lanes. Please refer to the proposed project cross-sections found in Appendix J, Roadway Element. Both the Isabel Holmes Bridge (US74) and the Cape Fear Memorial Bridge (US76) are fully controlled access highways and bicycling is prohibited. The US76/Cape Fear Memorial Bridge Replacement (RW-127) does include a proposed 10' MUP.	No changes are recommended.

Source	Organization	Comment	WMPO Staff Recommendation/Response	Resolution
Wayne Marquino	Citizen	What is " PT-100 I-40 at Cape Fear Community College North Campus Park and Ride 2040 \$9,581" - I-40 does not have any on/off ramps to CFCC N.campus so how is Park & Ride at CFCC related to I-40? \$9,581. is not going to buy a new interchange.	PT-100 is a proposed park and ride at Cape Fear Community College North Campus which is in the vicinity of I-40 but does not have direct access to I-40.	Change PT-100 description to "Cape Fear Community College North Campus Park and Ride"
		" Fiscally-Constrained Roadway Project List " - Why are the Oleander/College and Oleander/Military Cutoff/Eastwood projects both in the 2025 planning period? Is the intention to bring traffic on Oleander to a halt while those are in progress?	The financial forecasts for Cape Fear Moving Forward 2045 were provided in five-year increments. Fiscally-constrained projects were assigned an anticipated planning year, also in five-year increments, based upon the financial forecasts. Two projects having the same identified planning year does not necessarily mean the projects will be under construction at the same time. Both of these projects are programmed in the State Transportation Improvement Program (STIP). This means that NCDOT is going to fund both projects, but has programmed them to begin when the necessary funds become available. For the US76 (Oleander Dr) & NC132 (College Rd) Interchange (U-5704), right-of-way (ROW) acquisition and utility work is anticipated to begin in FY 2023; construction is anticipated to begin in FY 2026. For US74/Eastwood Rd & Military Cutoff Rd (U-5710), a portion of this project is currently in ROW acquisition, with construction on that portion anticipated to begin in FY 2020. ROW acquisition for the remainder of the project is anticipated for FY 2020 and FY 2021, with construction anticipated to begin in FY 2023.	No changes are recommended.
Wayne Marquino	Citizen		In a sense, this project has already started. It has been identified as a need in the region - it was submitted by NCDOT Division 3 for NCDOT's prioritization process and scored high enough to be programmed in the State Transportation Improvement Program (STIP). This means that NCDOT will fund the project, but has programmed it to begin construction in FY 2027 when the necessary funds become available.	No changes are recommended.
Wayne Marquino	Citizen		When creating goals and objectives to score proposed projects, the Bicycle and Pedestrian Multimodal Subcommittee chose "safety" as the criteria that carried the most weight for the scoring of projects. This objective allowed proposed projects within one mile of schools to receive a higher score.	No changes are recommended.
		Appendix pg 168, Objective 1: " Increase pedestrian facilities that fall within 1 mile of school campuses. " Pedestrian deaths are outstripping deaths inside automobiles, this goal is already being met. Revise the plan to provide more crosswalks, and bike paths, to reduce facilities at the locations with this highest fatalities, e.g. Dawson & Wooster streets - The rule that all new X-walks have a signal, and the NCDOT and City of Wilmington criteria that a walk signal is required to add cross walks is delaying installing cross-walks.	Per the WMPO's adopted Public Participation Plan, a press release advertising the 30-day comment period and the planned regional open houses, was sent out to media outlets, planning partners, and members. Additionally, the WMPO utilized its Facebook, Instagram, and Twitter accounts to advertise the comment period and open houses. For future public events, the WMPO will work closely with its members to disseminate this information to local community social media pages.	No changes are recommended.
Susanne Hartman	Citizen	News releases need to be printed on Facebook and local papers: Hampstead News & Alerts; Sneads Ferry Village News; Topsail Area News & Alerts; Hampstead/TI Area Alerts		

Source	Organization	Comment	WMPO Staff Recommendation/Response	Resolution
			These projects are two of 175 regionally significant projects that were scored based of criteria created by the WMPO bicycle and Pedestrian Multimodal Subcommittee and the Citizens Adviosory Committee. Of the 175 projects, 82 were able to be fiscally constrained. BP-239 FINAL RANK = 127 BP-238 FINAL RANK = 133 Given the proposed removal of committed bicycle and pedestrian projects that are part of a roadway project, additional monies are available to include BP-239 in the fiscally constrained bicycle and pedestrian project list. These projects are also in the Leland Pedestrian Plan and dcan be pursued by both Leland and Brunswick County.	Recommend the inclusion of BP-239 into the fiscally constrained bicycle and pedestrian project list.
Stephen Whitney	WMPO BPAC / Citizen	Rescore BP-238 and BP-239 Brunswick Nature Park Connector. Improvements can be required by developers as done w/ Mallory Creek to Brunswick Forest Section from Mallory Creek north by developer. Improvements allowed along power easement. No costs for property acquisition; Can be implemented in phases. Reduce cost to reflect staging; This is a major regional development project. Connects Brunswick Forest/Mallory Creek and others to Brunswick County Nature Park.		
Stephen Whitney	WMPO BPAC / Citizen	Show BikePed facilities from Brunswick Forest to Hewett Burton Road. This would be required by Town of Leland and paid by developer. The connection would lik to Hazel Branch Road and provide safe B/P parallel to Rt. 17.	A portion of this project was identified in the original 800+ regional projects but was not considered in the 175 fiscally constrained projects. It is currently included in Leland's adopted Pedestrian plan. The Town and Brunswick County still have the ability to persue this project.	No changes are recommended.
Stephen Whitney	WMPO BPAC / Citizen	Consider BikePed bridge across Greenfield Lake at Stadium Drive. Connect neighborhoods to hospital.	This project was not submitted during the public outreach phase of the plan development.	No changes are recommended.
Stephen Whitney	WMPO BPAC / Citizen	Provide BikePed bridge across Burnt Mill Creek at Mercer Street. Provides safe connection along Mercer Street. Connects River to Sea to Market Street.	With the Independence extension (Bike/Ped project BP-16 and Roadway project U-4434) there will be a multiuse path at grade along Independence Blvd from Wrightsville Avenue to Market Street.	No changes are recommended.
Stephen Whitney	WMPO BPAC / Citizen	Glad to see traffic signals along Rt 17 at Ploof/Waterford, West Gate/Grandiflora, and Lanvale. These should be high priority projects,		No changes are recommended.
Rebekah Roth / NHC Planning Staff	New Hanover County	On the Fiscally-Constrained Bicycle and Pedestrian Project List, it appears that several projects (BP-581 (Carolina Beach Road & College Road), BP-646 (College Road and Oleander Drive), BP-584 (College Road & Monkey Junction Shopping Center Entrance), BP-577 (Baysshore Drive & Market Street), BP-627 (Piner Road & Myrtle Grove Road)) are already included in the design or recommended cross sections for roadway projects anticipated for funding prior to the anticipated funding year of the bike/ped projects. If there is not a need for this redundancy, approximately \$113,800 (not considering inflation) could be freed-up, which could allow projects such as BP-147a (Central Blvd/Morningside Dr. Bike Lanes), the Front Street sharrowws (BP-471 and 370), etc. to be funded.	Staff reviewed the fiscally constrained bicycle and pedestrian list and recommends removal of stand alone bicycle and pedestrian projects that are committed for funding as part of a roadway project or are complete. These are: BP-16 Independence Blvd Extension MUP, BP-574 Drysdale Dr & Military Cutoff, BP-647 Market St & Gordon Rd, BP-131 Lossen Ln BikePed Improvements, BP-788 3rd St & Brunswick St, BP-722 3rd St N & Red Cross St, BP-581 Carolina Beach Rd & College Rd, BP-646 College Rd & Oleander Dr, BP-648 Military Cutoff Rd & Eastwood Rd, and BP-577 Baysshore Dr & Market St. Based on the remaining ranked projects and the revenue freed up by the removal of the previously listed 5 projects, the following are recommended for inclusion in the fiscally constrained list: BP-147A Central Blvd/Morningside Dr Bike Lanes, BP-406 Princess St Sharrowws, BP-442 Lumina Ave Sharrowws, BP-239 Brunswick Nature Park Connector 1, BP-471 Front St. Sharrow, BP-370 Front St. Sharrow, BP-441 Causeway Dr Sharrowws, and BP-561 Carolina Beach Rd & Myrtle Grove Rd.	Recommend removal of BP-16, BP-574, BP-647, BP-131, BP-788, BP-722, BP-581, BP-646, BP-648, BP-577 and addition of BP-147A, BP-406, BP-442, BP-239, BP-471, BP-370, BP-441, and BP-561 to bicycle and pedestrian fiscally constrained project list.
Rebekah Roth / NHC Planning Staff	New Hanover County	p. iii: Pat Battleman's name is misspelled.	Ms. Battleman's name is spelled correctly per Town of Leland.	No changes are recommended.
Rebekah Roth / NHC Planning Staff	New Hanover County	p. 10: Is there a reason why you reference the average household income rather than the median household income? The information in the map for this section shows median household income.	It has been confirmed that both the household income number for the WMPO region as a whole was the median value, not the average. The map was also created using median household income data.	Update text on page 10 and map title on page 14 to say "median household income".
Rebekah Roth / NHC Planning Staff	New Hanover County	p. 12-17 (and Appendix A): Could the colors displayed on the maps be intensified? It is difficult/impossible to tell the difference between the lowest and next lowest categories in this map series.		Change map colors on pages 12-17.

Source	Organization	Comment	WMPO Staff Recommendation/Response	Resolution
Rebekah Roth / NHC Planning Staff	New Hanover County	p. 16: Mapping the number of households without vehicles (if possible—could it be estimated?) would be more useful than the percent given the varying populations in each TAZ.		After review, this map will be replaced to show the number of households withought vehicles per square mile. This normalizes the data since census tracts vary in both size and population.
Rebekah Roth / NHC Planning Staff	New Hanover County	p. 30: Could you label each category based on the Level of Concentration rather than the ES score—I'm not that familiar with the score on its own and had to keep flipping back and forth between the map and the table on the previous page to understand what was being shown on the map. Changing the label would be helpful for any readers of the document and would help the map be more useful if taken out for a presentation.		Change legend to show levels of concentration as suggested, include EJ Score in parentheses. Add note about definitions on previous page.
Rebekah Roth / NHC Planning Staff	New Hanover County	p. 31: In the inset map, the Wilmington label appears to cover up the TAZs where an increase in population is expected in the downtown area, which may lead to questions given recent articles/presentations about how much the downtown population is expected to grow.		Clean up jurisdictional labeling.
Rebekah Roth / NHC Planning Staff	New Hanover County	p. 35: Based on my understanding, the cost share information in the table is only for roadway projects. Standalone bike/ped projects still require the 20% match even if in a plan, correct?	Stand alone bicycle and pedestrian projects, whether funded through the STIP or DA funding, require a local 20% match.	Add text to clarify the difference between NCDOT Complete Streets Cost Share and the 20% local match required for standalone bike/ped projects.
Rebekah Roth / NHC Planning Staff	New Hanover County	p. 54: The table for the CMP report is too small to read but big enough to make it feel like it should be legible. Could this be enlarged? If layout is an issue, it would likely be possible to move the CMP network map to p.53 in place of the report cover and move a smaller report cover, which does not provide useful information, to p.54.		Format this table in InDesign at a larger size.
Rebekah Roth / NHC Planning Staff	New Hanover County	p. 57: The acronym LRT is used in the Project Cost Estimates for Needs by Node table. There is nothing in this section that explains what that means, so it would be helpful to have it spelled out (I'm assuming it stands for Light Rapid Transit but that took me a while).	On page 57, LRT refers to Light Rail Transit	Change first occurrence to "Light Rail Transit (LRT)" and add to List of Acronyms in the front end of the Technical Appendices.
Rebekah Roth / NHC Planning Staff	New Hanover County	p. 63-91 (and Appendix A): The full-scale maps in these areas have labels showing municipalities in Brunswick County which sometimes conflict with the title. Could either the title have a solid background or those labels be removed since those jurisdictions aren't in the WMPO?		Remove labels for municipalities located outside of the WMPO boundary.
Rebekah Roth / NHC Planning Staff	New Hanover County	p. 72 & 73: These maps are zoomed in closer than the other views of these portions of NHC, making the titles inaccurate (i.e. NE NHC on p. 72 only includes projects within eastern Wilmington and not any in what we generally view as NE NHC, p. 73 only shows Pleasure Island and none of the projects between Monkey Junction and Snows Cur). It looks like the full scale is shown on the maps on p. 93 and 94.		Review and revise map titles once all edits have been completed. It was not possible to print every map at the exact same scale. The scales had to be adjusted depending on the area and mode shown for legibility.
Rebekah Roth / NHC Planning Staff	New Hanover County	p. N-407: An “e” needs to be added so the public outreach community reads “Royal Palms Mobile Home Park.”		Revise text as suggested in comment.
Mason Herndon	NCDOT Division 3 (Environmental Program)	Class II should be EA's and Class III CE's as stated in the paragraph at the top of the page. (Page 403)		Revise text as suggested in comment.
Mason Herndon	NCDOT Division 3 (Environmental Program)	In this section I would emphasis that the WMPO first commitment is to avoid or minimize impacts to the natural and built environment. Mitigation for unavoidable impacts would be the second step. (Page 404)		Revise text as suggested in comment.
Mason Herndon	NCDOT Division 3 (Environmental Program)	Depressed roads and tunnels are not viable options in the coastal plain. (Page 405)		Remove these two mitigation measures from chart.
Vanessa Lacer	Wave / Citizen Advisory Committee	I have reviewed the Draft MTP and found discrepancies in the project list for Public Transportation. On pages 78-82 over 10 of the project types are incorrect. I had begun to list them (I stopped at 10), but I thought it more effective to alert you to the significant number as they will likely all need confirmation. If the data were mixed up during sorting, the project cost amounts may also be incorrect (I have not compared those numbers). Additionally, as one of the scoring criteria for Public Transportation is “Park and Ride” it may be possible that those projects mislabeled as Park and Ride have also been scored incorrectly.		Review and update project types in fiscally constrained public transportation table.
Eric Canup	Citizen (Wilmington)	I live in the River's Edge neighborhood, which is located on the southeast side of Independence Boulevard, just prior to its intersection with River Road. In the past two years, we have seen the following development taking place within a one-mile radius of our house: 1) River Lights--2300 homes, mixed use restaurants/retail. This project is ongoing and has already created a noticeable increase in traffic turning from River Road onto Independence Blvd. 2) Indy West--High density apartment homes along the northwest side of Independence Blvd. between River Road and Carolina Beach Road. 3) The Woodlands at Echo Farms--High density town homes along the southeast side of Independence Blvd. between River Road and Carolina Beach Rd. within the confines of the old Echo Farms golf course. This project is ongoing. 4) Echo Farms Blvd. extension--30-40 single-family homes on the northwest side of Independence Blvd. between River Road and Carolina Beach Rd. The traffic along this section of road has already become significantly more challenging during rush hour periods, and two of these projects (River Lights and The Woodlands) are not remotely near completion, which would indicate that thousands more residents and their cars have yet to inhabit this area. It has become commonplace for it to take me 3-4 light cycles to get through Carolina Beach Rd. in the morning rush hour. It has also taken me 3-5 minutes to leave my neighborhood in the other direction and make a right or left turn onto River Road, as making this turn is inhibited by the traffic travelling in both directions along River Road. After looking over the 2045 MTP, it also appears that the long-term plan is to bring the Cape Fear Crossing from Brunswick County directly into this section of Independence Blvd. Granted, this project is 25 years out, but the MTP does not suggest any plans to make any other accommodations for the increase in traffic along this section of road during the same time period. My suggestions are these: 1) Widen Independence Blvd. to four lanes from River Road to Carolina Beach Road. 2) Build a traffic circle at the intersection of River Road and Independence Boulevard. I appreciate your consideration of these suggestions and the work you do in planning for the future of Wilmington and New Hanover County.	The widening of Independence Blvd between River Road and US 421/Carolina Beach Road is recommended for inclusion in the draft roadway fiscally constrained project list. Project funding will still need to be identified for these projects.	No changes are recommended.

Source	Organization	Comment	WMPO Staff Recommendation/Response	Resolution
Brad Shaver	USACE	Page 404 (11 of 20) at the bottom of the page the author refers to “known environmental communities and hydrologic resources”. Using mapping from NCDEQ, FEMA, and others you can make this claim for some of the resources but you can't regarding wetlands. There is no one wetland map that identifies all wetlands. There are multiple maps that predict where wetlands exist such as National Wetland Inventory (NWI) mapping and NC Crews mapping hosted by the Division of Coastal Management but these both are simply using remote sensing tools to predict where wetlands will exist. I would stay away from using terms such as “known” when it comes to wetlands. Wetlands are identified on a case by case basis that involves a wetland delineation and verification by the appropriate regulatory agency. I certainly understand your intent but Regulatory agencies such as ours get nervous when something is listed as known when that is not necessarily true. Maybe the easiest solution would be footnoting the tables and charts with where the wetland information comes from and that it is not meant to be absolute but estimated.		Revise text as suggested in comment. Review entire section to ensure all instances of this wording are revised.
Brad Shaver	USACE	Under the wetlands table describing mitigation measures you have listed wetland creation. I would advise removing this and replacing with on-site wetland restoration and or preservation of wetlands in threat of being impacted. Based on a 2008 EPA guidance document for mitigation wetland creation is not a preferred option and our office has not seen this as a option for over a decade.	We believe this table originated from a collaboration between the Piedmont Triad MPOs and FHWA's North Carolina Division circa 2008. We have been working to update it.	Revise text as suggested in comment.
Brad Shaver	USACE	I would define where the wetland layer on pg 408 comes from as a footnote, again explaining it is based off a predictive model not known locations of wetlands.		Confirm source of layer with GIS Analyst, add suggested footnote to text.
Rachel McIntyre	WMPO	Correct minor formatting errors in CAC Foreword (double spaces between sentences); CAC heading in Acknowledgements should read "Citizens Advisory Committee"		Make suggested changes.
Rachel McIntyre	WMPO	Correct minor formatting, typographical, and grammatical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.
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Rachel McIntyre	WMPO	Correct minor formatting, typographical, and grammatical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.
Ken Sahl	Citizen (Wilmington)	I live in the Del Web Riverlights neighborhood, which is located on River Road between Independence Boulevard and Lorraine Drive. In the past two years, we have seen the following development taking place within a one-mile radius of our house: 1) River Lights--2300 homes, mixed use restaurants/retail. This project is ongoing and has already created a noticeable increase in traffic turning from River Road onto Independence Blvd. 2) Indy West--High density apartment homes along the northwest side of Independence Blvd. between River Road and Carolina Beach Road. 3) The Woodlands at Echo Farms--High density town homes along the southeast side of Independence Blvd. between River Road and Carolina Beach Rd. within the confines of the old Echo Farms golf course. This project is ongoing. 4) Echo Farms Blvd. extension--30-40 single-family homes on the northwest side of Independence Blvd. between River Road and Carolina Beach Rd. The traffic along this section of road has already become significantly more challenging during rush hour periods, and two of these projects (River Lights and The Woodlands) are not remotely near completion, which would indicate that thousands more residents and their cars have yet to inhabit this area. It has become commonplace for it to take me 3-4 light cycles to get through Carolina Beach Rd. in the morning rush hour. It has also taken me 3-5 minutes to leave my neighborhood in the other direction and make a right or left turn onto River Road, as making this turn is inhibited by the traffic travelling in both directions along River Road. After looking over the 2045 MTP, it also appears that the long-term plan is to bring the Cape Fear Crossing from Brunswick County directly into this section of Independence Blvd. Granted, this project is 25 years out, but the MTP does not suggest any plans to make any other accommodations for the increase in traffic along this section of road during the same time period. My suggestions are these: 1) Widen Independence Blvd. to four lanes from River Road to Carolina Beach Road. 2) Build a traffic circle at the intersection of River Road and Independence Boulevard. I appreciate your consideration of these suggestions and the work you do in planning for the future of Wilmington and New Hanover County.	The widening of Independence Blvd between River Road and US 421/Carolina Beach Road is recommended for inclusion in the draft roadway fiscally constrained project list. Project funding will still need to be identified for these projects.	No changes are recommended.

Source	Organization	Comment	WMPO Staff Recommendation/Response	Resolution
		<p>Good morning, I appreciate the opportunity to make comments on this plan. I have a few and while they are not specific to a single project, they are connected and relevant.</p> <p>Congestion is an outcome of our increased car reliance and our built environment. New roadways or wider roadways will not fix this. The only thing that will fix it is less cars on the road. I do think the public transit system can be made more attractive to riders. Some fixes like fare collection can go a long way. Express bus lanes would be another. I also believe the MPO, along with the city and counties should advocate for dedicated funding for public transit.</p>	<p>We address these concerns throughout the plan. The plan acknowledges the need for a dedicated funding source for Wave Transit and recommends the implementation of Bus Rapid Transit (BRT) elements, such as dedicated bus lanes, and technology improvements including expanded fare payment options in order to attract choice riders. Refer to pages 41-42 of the plan document as well as Appendix J, Public Transportation Element.</p>	
Andy McGlinn	Citizen (Wilmington)	<p>A major factor that is given little attention is that we have built ourselves into this situation. Sprawl is given little attention, yet is a main driver. I believe this report and platform can be used to advocate for how we build our area. A more dense concentration along existing transit routes can drive riders to the public transit option. Building community nodes along a safe walkable route can also ease congestion by incenting people to leave their car at home. This can clearly help break the cycle of a car centered planning process.</p> <p>I do appreciate the breadth and depth of this report. Transportation will continue to be a major concern for people for a long time. But, the MPO should take a lead role in advocating for how we build for the future.</p>	<p>The plan also discusses the need to coordinate transportation and land use planning, including Transit-Oriented Development (TOD). Refer to pages 375-376 of Appendix L, where it is recommended that WMPO member jurisdictions encourage TOD where appropriate through their land use and zoning regulations. The plan also provides information on NCDOT's and the WMPO Board's "Complete Streets" policies, which require the consideration and implementation of multimodal facilities in transportation projects. Refer to page 35 of the plan document and pages 372-373 of Appendix L.</p>	No changes are recommended.
Terry Benjey Bicycle Foundation	Bicyclist Advocacy Group	<p>MUP Availability and Connections: There is no safe access from the current Military Cutoff MUP to the MUP that is planned from the Ogden Park area, running north along the Military Cutoff Extension. This situation can be somewhat eased in the following way:</p> <ol style="list-style-type: none"> Beginning with the newly completed extension of the Military Cutoff MUP around the new access road from Military Cutoff to Market Street, connect to the MUP that is planned for Market Street extending to Middle Sound / Ledire Road intersection. Our understanding is there is to be a cross walk on Market Street at that intersection as shown on sheet 29 of the Military Cutoff Extension project and also a map provided by Caitlin Marks (copy attached) Add a MUP going from that intersection to the Ogden Business Lane (near the Ice House) and from there to Ogden Park Road, where the Military Cutoff Extension Proposed MUP begins. <p>This would make it possible to go from the current Military Cutoff MUP to the proposed MUP beside the Military Cutoff Road extension. It is an indirect and rather circuitous route, but it is our best attempt to provide pedestrian and bicycle access considering the previously approved plans for the Military Cutoff extension.</p> <p>Crosswalk Availability: There is no safe way for bicyclists and pedestrians to cross Military Cutoff or Market Street at Gordon Road. This serious safety issue can be lessened by:</p> <ol style="list-style-type: none"> Add a ped/bicycle crosswalk on Market Street at Gordon road to facilitate non-vehicular traffic between the Ogden Elementary school and two shopping centers Add a cross walk on Military Cutoff at the intersection with Gordon road between the SE corner and the SE W corners. <p>The location of these crosswalks is shown on the attached PowerPoint chart. Please confirm that these crosswalks are included in the NCDOT project plans. They would serve pedestrians and cyclists who are attempting to cross both roads and facilitate non-vehicular travel between shopping centers, health facilities, residential areas and a school.</p> <p>We also hope that NC DOT planners are taking into consideration that this area is part of the planned interstate East Coast Greenway (Complementary Historic Coastal Route) alignment.</p> <p>Underlaying this is a concern that the traffic modifications along Gordon Road including both intersections at Military Cutoff and at Market Street are not including "Complete Street" guidelines. This is an area that features a Food Lion, Planet Fitness, Walgreens, CVS, McDonalds, and a number of other restaurants and businesses. The Military Cutoff MUP serves "active modes of transportation" (pedestrians and cyclists) and connections to an extensive range of residential areas, this proposal connects it to Ogden Park and beyond.</p>	<p>NCDOT, in coordination with New Hanover County and the WMPO, has programmed funding for the proposed improvements outlined in this comment. The only facility not included within the programmed improvements is a pedestrian crossing at Military Cutoff Road and Gordon Road. The project was originally considered for inclusion within the bikeped fiscally constrained project list, but was not carried forward by the BikePed modal subcommittee or CAC for project cross section development, scoring, and ranking.</p>	No changes are recommended.

Source	Organization	Comment	WMPO Staff Recommendation/Response	Resolution
Terry Benley Bicycle Foundation	Bicyclist Advocacy Group	Safe cycling via Market Street to Porters Neck, Scotts Hill, and through Hampstead	NCDOT, in coordination with New Hanover County and the WMPO, has programmed funding for the proposed improvements outlined in this comment. The only facility not included within the programmed improvements is a pedestrian crossing at Military Cutoff Road and Gordon Road. The project was originally considered for inclusion within the bikeped fiscally constrained project list, but was not carried forward by the BikePed modal subcommittee or CAC for project cross section development, scoring, and ranking. The Hampstead Superstreet project, funded in the 2020-2029 STIP includes 5' sidewalks and shoulders.	No changes are recommended.
		Would request in the appendix, we add this language somewhere. This would really help us with federal grant applications.		Add requested language
Stephanie Ayers	NC Port of Wilmington/TCC Member	“In 2018, NC Ports undertook a Container Terminal Yard Improvement Planning Study with the key objective of expanding the current terminal throughput capacity to accommodate a minimum 750,000 (TEUs) annually by 2025. Recent investments in infrastructure improvement projects including the procurement of new neo-Panamax cranes, berth renovations and vessel navigation improvements has increased the container berth’s capacity to well over 1,000,000 TEUs annually. However, to achieve the forecasted annual throughput volume, it has been identified that existing key port infrastructure directly behind the berth, such as the main terminal gate complex, the container storage yard and paving, and intermodal yard improvements are required so that the capacity of the rest of the terminal can match or exceed the targeted annual throughput. In total, the five-year infrastructure investment plan requires \$250 million in support of the expansion plan at NC Ports.”		
Stephanie Ayers	NC Port of Wilmington/TCC Member	Replacement of some of the Port related pictures with provided new pictures.		Make suggested changes.
Stephanie Ayers	NC Port of Wilmington/TCC Member	This should be changed to reflect correct volumes as identified in the 2018 Economic Contribution Report. 322,291 TEUs		Make suggested changes.
Stephanie Ayers	NC Port of Wilmington/TCC Member	Replace text with: North Carolina Ports is working with its federal partners on necessary navigational harbor enhancements that will enable the Port of Wilmington to better accommodate deep-draft container vessels. Efforts to widen the existing turning basin from 1,400 feet to 1,524 feet were completed in spring 2020 and enable the port to accommodate ultra-large container vessels which can carry 14,000 TEUs.		Make suggested changes.
Debra Willis	Citizen (Leland)	US 17 cuts northern Brunswick County in half. There is no safe way for bicycles or pedestrians to cross. I addition, there is no public transportation alternative to cross the very busy highway	There are three bicycle and pedestrian crossing projects within the fiscally constrained project list. These are BP-838 US 17 & Old Waterford Way/Plouf Rd Crosswalk Improvements, BP-839 US17 & W Gate Dr/Grandthora Dr Crosswalk Improvements, BP-842 US17 & Lanvale Rd/Provision Pkwy Crosswalk Improvements	No changes are recommended.
			RW-77, Basin Street Extension, is a proposed new road on new location that would connect Old Fayetteville Road to Village Road NE. Please refer to page 322 in Appendix J, where this fiscally-constrained roadway project is detailed and mapped.	No changes are recommended.
Debra Willis	Citizen (Leland)	There needs to be a connector street from Old Fayetteville Rd to Village Rd (RW-77). With two schools on Old Fayetteville Rd, more access is needed to be able to get off of Old Fayetteville in case of an accident.		No changes are recommended.
Debra Willis		Old Fayetteville Rd is in Horrible shape! There are no sidewalks near the schools. The road has no shoulder on either side. It is heavily traveled with the middle school and high school, as well as town hall. The road also has mail delivery, garbage pickup. It is not safe for bicycles or pedestrians. The bridge across the creek is falling and becomes more of a safety hazard every day.	There is a roadway modernization for Old Fayetteville Road included in the fiscally-constrained project list (RW-78). Please refer to page 360 in Appendix J, where this project, which includes a 10' MUP, is detailed and mapped. An NCDOT project is planned to replace the bridge over Sturgeon Creek on Old Fayetteville Road (Bridge 181). The anticipated let date is April 14, 2022. Please note that this schedule is subject to change until further notice.	No changes are recommended.
Debra Willis	Citizen (Leland)	The intersection of Old Fayetteville Rd and Lanvale Rd is very dangerous. There needs to be a traffic signal and the intersection needs to be improved to allow for safe turning radius in all directions, proper shoulders in all directions.	NCDOT Division 3 is moving forward with the installation of a traffic signal at this location utilizing monies from the high impact, low cost funding source.	No changes are recommended.
Debra Willis	Citizen (Leland)	Lanvale Rd is unsafe. There are no shoulders and there are huge ruts where vehicles have run off the road. It is unsafe for bicycles or pedestrians and also unsafe for our garbage collectors and mail delivery personnel.	RW-7, Lanvale Road NE Widening, includes two additional travel lanes and a 10' MUP. Please refer to page 337 in Appendix J, where this fiscally-constrained roadway project is detailed and mapped.	No changes are recommended.
Debra Willis	Citizen (Leland)	The intersection of Lanvale Rd and Village Rd is unsafe, especially with traffic from US 74.	This intersection was not identified by the CAC as a regionally significant project.	No changes are recommended.

Source	Organization	Comment	WMPO Staff Recommendation/Response	Resolution
		Dear Mayor Safto, City Council and City Planners - I live in the River's Edge neighborhood, which is located on Independence, just prior to its intersection with River Road. In the past two years, we have seen significant development taking place within a one-mile radius of our homes which is saturating the 2-lane Independence. I know there is a requirement to conduct a traffic impact study for construction of 90+ residence before allowing a builder to build. It doesn't seem like this requirement is being met for this area. We are dealing with a tremendous increase of traffic volume on Independence, especially during rush hour periods. During morning rush hour, it is taking 8-10 minutes for me to get through the light at Carolina Beach - it use to take me 2-3 minutes. There have been times when it has taken me 3-5 minutes just to leave my neighborhood as we only have one (1) entrance/exit which is another significant issue. We have 260 homes in River's Edge and The Marshes have 244 condos with another 244 approved to be developed. Where is the traffic impact study for this additional impact on our one entrance/exit? If we needed EMT during rush hour, this could be a disaster. After reviewing the city plans, I was surprised to see there isn't a plan to widen Independence or to relieve congestion at Independence and River Rd with a traffic circle or a light. We really need some relief here. Please conduct a traffic impact study quickly and help us to be able to get in and out of our neighborhood safely. I appreciate your consideration of these suggestions and the work you do in planning for the future of Wilmington and New Hanover County.	The widening of Independence Blvd between River Road and US 421/Carolina Beach Road is recommended for inclusion in the draft roadway fiscally constrained project list. Project funding will still need to be identified for these projects.	No changes are recommended.
Terry Benley Bicycle Foundation	Bicyclist Advocacy Group	A safe bike/ped crossing of the Cape Fear River in or near Wilmington	A Wilmington – Leland bicycle and pedestrian crossing was the number one ranking bicycle and pedestrian project (BP-268). Given the significant cost of the project, the CAC determined that the project would likely require an alternative funding source or to be part of a roadway project. Both the replacement of the Cape Fear Memorial Bridge and the Causeway Improvements Ph. 2 fiscally constrained roadway projects include a separated multi-use path within their cross sections for this connection.	No changes are recommended.
Terry Benley Bicycle Foundation	Bicyclist Advocacy Group	A separate bike lane or MUP across Eagle Island and the Brunswick River roughly parallel to US 17/74/76	A Wilmington - Leland bicycle and pedestrian crossing was the number one ranking bicycle and pedestrian project (BP-268). Given the significant cost of the project, the CAC determined that the project would likely require an alternative funding source or to be part of a roadway project. Both the replacement of the Cape Fear Memorial Bridge and the Causeway Improvements Ph. 2 fiscally constrained roadway projects include a separated multi-use path within their cross sections for this connection.	No changes are recommended.
Terry Benley Bicycle Foundation	Bicyclist Advocacy Group	Extend the existing Independence Blvd bike path from the CAM to River Road.	The Independence Blvd MUP Ph.2 (between US 421 and S. 17th Street) is included within the BikePed fiscally constrained project list with a rank of 39. The Independence Blvd MUP Ph.1 (between River Rd and US 421) was selected for cross section identification, scoring, and final ranking by the CAC. Of 175 projects, the final ranking of the project was 130 and it was unable to be included in the fiscally constrained project list. The cross sections for the roadway fiscally constrained projects of Independence Blvd Access Management (RW-223) and Independence Blvd Widening (RW-222) include a 10' multi-use path as part of their identified cross sections.	No changes are recommended.
Terry Benley Bicycle Foundation	Bicyclist Advocacy Group	A bike friendly "North - South" facility on the western side of the Cape Fear River	A multi-use path adjacent to NC 133/River Road (BP-180) was considered for the fiscally constrained BikePed project list. Based on its score, it ranked 144 out of 175 and was unable to be fiscally constrained. Similarly, the Brunswick Nature Park Connectors (BP- 239 and BP-238) were also considered and scored, ranking 127 and 133, respectively, and were also unable to be fiscally constrained. The cross section for the roadway fiscally constrained project NC133/River Road Widening (RW-51) includes a 10' multi-use path.	No changes are recommended.
Abby Lorenzo	WMPO	Roadway fiscally constrained projects ranked 57 and 58 are still identified as RWT-#. Need to be changed to just RW-#.		Make suggested changes.

Source	Organization	Comment	WMPO Staff Recommendation/Response	Resolution
		Dear Mayor Safto, City Council and City Planners - I live in the River's Edge neighborhood, which is located on Independence, just prior to its intersection with River Road. In the past two years, we have seen significant development taking place within a one-mile radius of our homes which is saturating the 2-lane Independence. I know there is a requirement to conduct a traffic impact study for construction of 90+ residence before allowing a builder to build. It doesn't seem like this requirement is being met for this area. We are dealing with a tremendous increase of traffic volume on Independence, especially during rush hour periods. During morning rush hour, it is taking 8-10 minutes for me to get through the light at Carolina Beach - it use to take me 2-3 minutes. There have been times when it has taken me 3-5 minutes just to leave my neighborhood as we only have one (1) entrance/exit which is another significant issue. We have 260 homes in River's Edge and The Marshes have 244 condos with another 244 approved to be developed. Where is the traffic impact study for this additional impact on our one entrance/exit? If we needed EMT during rush hour, this could be a disaster. After reviewing the city plans, I was surprised to see there isn't a plan to widen Independence or to relieve congestion at Independence and River Rd with a traffic circle or a light in the next 25 year plan. We really need some relief here. Please conduct a traffic impact study quickly and help us to be able to get in and out of our neighborhood safely. I appreciate your consideration of these suggestions and the work you do in planning for the future of Wilmington and New Hanover County.	The widening of Independence Blvd between River Road and US 421/Carolina Beach Road is recommended for inclusion in the draft roadway fiscally constrained project list. Project funding will still need to be identified for these projects.	No changes are recommended.
Valerie Baxter	Citizen (Wilmington)			
		Good afternoon, My name is Jeffrey Miller and I'm a resident of the River's Edge neighborhood near the intersection of Independence Blvd and River Rd. With the construction of River Lights, Indy West, and others, traffic has increased along Independence Blvd between River Road and Carolina Beach Road. This has caused long lines getting in and out of neighborhoods and increased the time it takes to cross or turn onto River Road and Carolina Beach Road. With part of River Road closed for the last 6 months, these problems have only compounded. As River Lights grows, these temporary traffic issues will likely become the norm and turn this section of Independence Blvd into a permanent bottleneck. I ask that you consider expanding Independence Blvd between Carolina Beach Road and River Road, a section of road approximately only one mile long. Widening to four lanes would be optimal, but if this isn't possible, creating a central turn lane would be very beneficial. The comprehensive plan from summer 2017 references welcome ideas such as creating shorter trips to access businesses, increasing the ability for foot/bike travel, and forming 'complete streets'. Keeping this in mind, walking along Independence Blvd isn't safe yet people still do it, and the narrow bike lane often forces cyclists into traffic lanes, risking their safety and further impeding the flow of traffic. Creating a wider and more 'complete' road will also help the local economy by giving many people access to The Pointe at Barclay via a short bike ride or walk. I believe Independence Blvd will need to become a major thoroughfare in the near-future. As the River Lights area continues to expand, commuters will likely start looking to bypass traffic during rush hour, creating unnecessary use and wear to residential streets and risking the safety of children playing and heading to school. A traffic light at the intersection of Independence Blvd and River Road is also necessary, but in conjunction with the expansion of Independence Blvd. I say this because currently the eastbound lane of Independence Blvd expands to two lanes so shortly before the light at Carolina Beach Road, very few cars make it through each greenlight during rush hour. A traffic circle may be a better option if expansion is limited to only adding a turn lane. Thank you very much for taking the time to read this and for considering these suggestions. Expanding this one mile of Independence Blvd and creating safer options for walking and biking will benefit traffic flow, support local businesses, and allow the safer and faster deployment of emergency services, all while fitting right in with the already proposed comprehensive plans for improving Wilmington's infrastructure. Thank you again for your time and consideration.	The widening of Independence Blvd between River Road and US 421/Carolina Beach Road is recommended for inclusion in the draft roadway fiscally constrained project list. Project funding will still need to be identified for these projects.	No changes are recommended.
Jeffrey Miller	Citizen (Wilmington)			
			Utilizing NCDOT's Prioritization cost estimation tool, the project cost was estimated to be \$4,202,000 in 2020. With the application of a 3% annual inflation rate, project year cost estimate is \$8,798,055. The change in cost estimate allowed for an additional project, RW-57 Plantation Road Extension, to be added to the fiscally constrained project list.	Update revised cost estimate in tables and cutsheets
Abby Lorenzo	WMPO	There is a mistake in the cost estimate for RW-123, Burnett Boulevard Widening. \$123,830,000 seems much too high.		
Abby Lorenzo	WMPO	Expand the EI DOI Analysis to include Bicycle and Pedestrian and Public Transportation Fiscally Constrained Projects		Recommend additional analysis and results be included in Appendix N
Abby Lorenzo	WMPO	Add examples of potential benefits and burdens by project type and provide mitigation options.		Recommend additional information be included in Appendix N
Abby Lorenzo	WMPO	Quantify distribution of fiscally constrained project spending by EI DOI analysis group.		Recommend additional analysis and results be included in Appendix N

WILMINGTON URBAN AREA
MPO
June 2020

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. A red line, fiscal constraint analysis of ranked modal projects were prepared and presented by staff to the CAC, TCC, and Board in July. The WMPO Board proposed changes at its August meeting and adopted a resolution endorsing the amended draft project lists in September 2019. In November 2019 the Board passed a resolution to include the estimated toll revenues for the Cape Fear Crossing project within the fiscally constrained projects list as a supported alternative form of funding. The draft plan was released for a 30-day public comment period on February 26th, 2020 and five regional open houses were scheduled throughout the region. Due to the onset of restrictions caused by COVID-19, only two of the five open houses were held and the public comment period was extended through May 15th, 2020.

Next Steps:

- Revisions to draft plan based on public comments and approval by WMPO Board in Summer 2020
- Presentation of plan to WMPO members in Summer 2020
- Adoption of final plan in October 2020

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: 7 reviews
- New Hanover County Informal Plan Reviews: 0 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Site Development Reviews: 1 review (I added this line)
- Town of Leland Formal Reviews: 0 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: 8 total (2 new, 6 on-going) New Hanover County 3, City of Wilmington, Carolina Beach 0, Leland 0, Navassa 0, Pender County 2, and Brunswick County 0
- Pender County Development Plan Reviews: 1 review
- Pender County Informal Plan Reviews: 0 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 67 reviews
- City of Wilmington Informal Reviews: 21 reviews
- City of Wilmington Concept Reviews: 5 reviews (5 new, 0 on-going)
- COW Project Releases: 10 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 2020
- NCDOT final design approval and City to request Construction Funds Authorization – Fall 2020
- Begin Construction – Early 2021

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:

- ROW certification has been issued
- 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 underground utility conflict drawings were sent to Ron VanCleeef on September 30, 2019 and these drawings were approved on October 17, 2019.
- Supplemental Agreement #3 dated March 28, 2019 extends project completion deadline to July 1, 2020.
- On November 21, 2019, MPO requested DOT to issue Supplemental Agreement #4 to provide supplemental appropriation of federal funds for the additional amount of \$517,477 with an additional local match for the amount of \$129,370. The Town also requested an extension of the project completion deadline to June 30, 2021. Supplemental Agreement #4 has been signed by the Town and returned to NCDOT for signature
- Town sent the following documents to Ron VanCleeef on November 12, 2019: VCER-1 Form, NPDES Stormwater Certification, DOT Encroachment Agreement with plans. Waiting

to receive signed encroachment agreement from DOT.

- Received plan comments from NCDOT's Traffic Engineering Division pertaining to the encroachment agreement plans. AECOM will address the comments and send revisions for approval. Engineer mistakenly sent revised PMP plans to DOT in Raleigh on 2/13. GV resent PMP to local DOT office on 3/3. DOT to review and approve revised plans before issuing encroachment agreement. Encroachment Agreement issued March 13th.
- Revised bid specifications send to NCDOT on February 26th
- Supplemental Agreement No. 5 issued April 7th to extend construction deadline to June 30, 2021; signed by Town; waiting for DOT signature
- Ron Vancleef submitted request for construction authorization week of April 6th.
- Bid and award timeline will depend upon receipt of construction authorization; prefer to bid this and projects U-5534I, J and K at the same time.
- On April 15th, Ron Vancleef reported that Division Maintenance Engineer verified that 100% of the funds for the resurfacing project were available
- Construction authorization issued on or about 5/15/2020.
- Town agreed to defer reimbursement.

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:

- Plans approved August 20, 2019
- Specification comments received September 24, 2019;
- NCDOT approved final bid proposal on 12/23/19; Utility/RR certification submitted and construction authorization requested on February 26, 2020
- Begin Construction – Summer 2020
- 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 2020
- Update/renew permits – Summer 2020
- NCDOT final design approval – Summer 2020
- Right of way acquisition complete – Fall 2020
- Begin Construction – Spring 2021
- Complete Construction – Spring 2022

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 2020
- Update/renew permits – Summer 2020

- NCDOT final design approval – Summer 2020
- Right of way acquisition complete – Fall 2020
- Begin Construction – Spring 2021
- Complete Construction – Spring 2022

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:

- Right of way acquisition underway. Expect to complete acquisition of temporary and permanent easements by January 30, 2020. All easements have been acquired.
- Easement documents send to NCDOT on February 14th. Waiting on Right of Way certifications to be issued.
- Encroachment agreement needed once right-of-way finalized. Encroachment Agreement application sent to NCDOT on January 7th.
- Revised 100% plans and specs sent to DOT for final review on December 23, 2019. Comments returned on December 30th and January 10th. Revised plans to address latest comments sent to NCDOT on January 30th.
- DOT issued Supplemental Agreement #3 on December 10, 2019 to extend completion deadline to June 30, 2021 and provide additional funding; Town returned signed Agreement to DOT on December 19, 2019; received fully executed copy of Supplemental Agreement #3.
- Revised bid specifications sent to NCDOT on February 26th
- Encroachment Agreement issued March 13th
- Ron Vancleef submitted request for construction authorization week of April 6th.
- Bid and award timeline will be set to match up with “J” and “K” projects after construction authorization is issued. Try to coordinate bid and let date with “D” project.
- Construction authorization issued on or about 5/15/2020.
- Town agreed to defer reimbursement.

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:

- Right of way acquisition underway. Expect to complete acquisition of temporary and permanent easements by February 10, 2020.
- Easement documents send to NCDOT on February 14th. Waiting on Right of Way certifications to be issued.
- Encroachment agreement needed once right-of-way finalized. Encroachment Agreement application send to NCDOT on January 7th.
- Revised 100% plans and specs sent to DOT for final review on December 23, 2019. Comments returned on December 30th and January 10th. Revised plans to address latest

comments sent to NCDOT on January 30th.

- DOT issued Supplemental Agreement #3 on December 10, 2019 to extend completion deadline and provide additional funding; Town returned signed Agreement to DOT on December 19, 2019; received fully executed copy of Supplemental Agreement #3.
- Revised bid specifications sent to NCDOT on February 26th
- Encroachment Agreement issued March 13th
- Ron Vancleef submitted request for construction authorization week of April 6th.
- Bid and award timeline will be set to match up with “I” and “K” projects after construction authorization is issued. Try to coordinate bid and let date with “D” project.
- Construction authorization issued on or about 5/15/2020.
- Town agreed to defer reimbursement.

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:

- Right of way acquisition underway. Expect to complete acquisition of temporary and permanent easements by January 31, 2020. All easements have been acquired.
- Easement documents sent to NCDOT on February 14th. Waiting on Right of Way certifications to be issued.
- Encroachment agreement needed once right-of-way finalized. Encroachment agreement application sent to NCDOT on January 7th.
- Revised 100% plans and specs sent to DOT for final review on December 23, 2019. Comments returned on December 30th and January 10th. Revised plans to address latest comments sent to NCDOT on January 30th.
- DOT issued Supplemental Agreement #3 on December 10, 2019 to extend completion deadline and provide additional funding; Town returned signed Agreement to DOT on December 19, 2019; received fully executed copy of Supplemental Agreement #3.
- Revised bid specifications sent to NCDOT on February 26th
- Encroachment Agreement issued March 13th
- Ron Vancleef submitted request for construction authorization week of April 6th.
- Bid and award timeline will be set to match up with “I” and “J” projects after construction authorization is issued. Try to coordinate bid and let date with “D” project.
- Construction authorization issued on or about 5/15/2020.
- Town agreed to defer reimbursement.

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. NCDOT has reduced the scope of the milling and resurfacing, this puts the shallow drainage back on this project.
- If an alternative design is agreed upon that does not significantly affect the original scope of the project, the design process will be restarted. City staff needs to evaluate the drainage

features in front of the Krispy Kreme to determine if alternative drainage that allows the removal of the pipe that is shallow)

- The City needs to have a discussion from the 4SW200 committee/MPO about additional funding to include drainage revision in the project.
- Additional resources will be required, both in design and redefinition of scope.

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:

- Project is ready for bidding and construction. Plans and PCE have been approved. The contract documents have been approved.
- Additional funding was approved by the MPO Board in May 2020
- Anticipated bidding and construction to follow by late summer.

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:

- Construction is complete
- Administrative and financial closeout in progress

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:

- 30% Plans comments received from NCDOT on January 31, 2020; 65% plans provided to Town and are under review for submittal to NCDOT.
- Project design and construction documents are moving forward; however, right-of-Way funding request is on hold due to NCDOT budget shortfall.
- Construction Funding is anticipated in FY2021

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 has selected Withers & Ravenel as the engineer
- An Addendum has been issued for a 6-month extension on the let date.
- Project design is on hold due to NCDOT budget shortfall.

U-6234 MULTI-MODAL PHASE 1 B

Project Description/Scope: Rehabilitation of the historic structure located at 525 N 4th Street for a transportation purpose

Project Status and Next Steps:

- Negotiating scope and fee with the selected firm
- NCDOT continues to complete an external audit on the consultant's fee

U-6235 – City of Wilmington/New Hanover County – Signal Pre-emption Phase 2

Project Description/Scope: The project will install traffic pre-emption equipment at 50 locations throughout the City of Wilmington and New Hanover County and GPS equipment on emergency response vehicles.

Project Status and Next Steps:

- U-6235 agreement between NCDOT and City of Wilmington executed March 2020.
- Cost sharing agreements with New Hanover County started June 2019 and completed March 2020.
- NCDOT Authorization for Preliminary Engineering received March 2020.
- Project goals reviewed with NCDOT Division 3.
- Design Proposal received May 2020.

U-6039 – CAROLINA BEACH – ST. JOSEPH BIKE LANES

Project Description/Scope: Construct Bike Lanes along St. Joseph Avenue and Lewis Drive from Lake Park Boulevard to Access Drive in Carolina Beach

Project Status and Next Steps:

- TIP number has been entered. Town to upload information in EBS to request agreement.

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:

- Under construction
- Construction began on December 13, 2019 with all work at the Dawson & Wooster intersection has been constructed with the exception of the crosswalk due to weather restrictions.
- The last ADA ramp was poured on April 27th, with the crosswalks and pedestrian signals left to complete.

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:

- Bids opened May 16, 2020; low bid info sent to DOT
- Awaiting approval to proceed with project as bid
- Project Completion is 90 days after NTP

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

Project Description: The project consists of the construction of a multi-use path of eight feet (8') 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 has selected Withers & Ravenel as the engineer
- An Addendum has been issued for a 6-month extension on the let date.
- Project design is on hold due to NCDOT budget shortfall.

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:

- Survey complete
- 25% drawings submitted to NCDOT in late April 2020
- MPO Board approved a reduction in the scope of the project at their May meeting

EB-6028 —CITY OF WILMINGTON- 21ST 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:

- Pre-Design scoping meeting with Davenport Engineering and NCDOT Division Personnel occurred on 2/20.
- Scope of design defined, but this scope was much larger than initially anticipated. Adjustment to PE Authorization will be needed.
- NCDOT Manday estimate for issuance of task order is currently under NCDOT review.
- Once the Manday estimate is approved by NCDOT, the project will be placed on indefinite hold until such time as NCDOT addresses the Cash Balance issue. All projects have been asked to get to a stopping place due to NCDOT's inability to pay for work.
- Survey and Design for NCDOT review.

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:

- The Town is evaluating the scope for the project.

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. Bike Share
 - a. Bike Share Selection Committee Reviewing RFP response from Koloni Bike Share
 - b. Developing analysis for bike share programs in the region. Specifically how other municipalities fund bike share programs.
2. Social Media
 - a. Posting at least twice per week on WMPO Facebook, Twitter, and Instagram and Go Coast Instagram
3. Watch For Me NC
 - a. Wilmington will partner with NCDOT for 2020 Watch For Me NC bicycle and pedestrian safety program. NCDOT announced partners in April for applications that were submitted in March 2020.
 - b. Partners currently include Go Coast, Wilmington Police, Wilmington Fire, NHRMC, UNC Wilmington, and City of Wilmington Traffic Engineering
4. Applied for Bicycle Friendly Community with the League of American Bicyclists for City of Wilmington
 - a. Wilmington was designated a Bronze Level Community in 2015, waiting on LAB for new designation
5. Short Range TDM Plan
 - a. This plan will outline all TDM strategies that may be implemented in the WMPO region within one to five years. Draft one complete and to be reviewed by the Go Coast Committee.
6. Go Coast Committee approved creation of the Go Coast Bicycle Helmet Program in February 2020
 - a. This program will provide 100 free helmets to WMPO area residents in spring of 2020 through Watch for Me NC and Go Coast events. Waiting to plan events for WFMNC when COVID 19 restrictions end.
7. Applying for CASSI Autonomic Vehicle three month grant for Carolina Beach and Downtown Wilmington. Application deadline has been extended to July 31, 2020
8. Bike Month
 - a. Go Coast held a virtual Bike Month for the month of May. Over 100 individuals registered to participate and report their bike trips during May. Data is being reported through Survey Monkey surveys and will be gathered after May 31st.



Cape Fear Public Transportation Authority

Project Update

June 2020

REGIONAL AUTHORITY PROJECTS

1. **Bus fleet replacement** - (no change) additional funding for four replacement buses has been 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. An application for four (4) CNG buses was submitted in response to the RFP. Phase one of the VW settlement project awards are expected to be announced in 2020.
2. **Long Term Funding** - On January 21, 2020 the City of Wilmington and New Hanover County each adopted a *Concurrent Resolution of the Wilmington City Council and the Board of Commissioners of New Hanover County for Enhanced Public Transportation Operations and Efficiency*. The resolution included a restructuring of the Wave Transit board. Transpro has been retained by New Hanover County to serve as consultant to the board during the evaluation process. A report from Transpro is in development.
3. **Route 204 - Brunswick Connector** - due to a lack of local funding Route 204, Wave Transit has begun the public comment process to discontinue the route. The ninety day process will include two public hearings. A resolution formally eliminating service to Brunswick County is expected to be presented to the Authority Board for consideration on August 27, 2020. The route is tentatively scheduled to end service in early September, 2020.

WMPO SPONSORED PROJECTS

1. STBGP-DA FUNDING FY 2021

On August 07, 2019, the WMPO authorized \$500,000 in STBGP-DA funding for capitalized preventive maintenance and Americans with Disabilities Act compliance funding for FY 2020. In April 2020, the Authority provided 456 ADA passenger trips with the allocated funding. Preventive maintenance activities were undertaken in accordance with the appropriated funding.

Projects in Development						
Project Manager	Contract Tyf	TIP	PO	Description	County	SAP Lat Date
Ron Vancleef	LAP	U-5534F	WMPO	Wilmington - Park Avenue Multi-Use Trail (Phase II)	New Hanover	5/21/2020
Ron Vancleef	LAP	U-5534I	WMPO	Leland Village Rd Multi-Use Path Extension	Brunswick	5/21/2020
Ron Vancleef	LAP	U-5534J	WMPO	Leland Old Fayetteville Village Road Ped Loop	Brunswick	5/21/2020
Ron Vancleef	LAP	U-5534K	WMPO	Leland Middle School Sidewalk	Brunswick	5/21/2020
Trace Howell	DDRL	R-3300B	WMPO/CFRPO	Hampstead Bypass	Pender	9/15/2020
Central	Raleigh	B-5642	WMPO	Brunswick 65 on NC 87 over Hood Creek	Brunswick	7/21/2021
Central	Raleigh	15bpr. 19	WMPO	New Hanover 21 on US 76 over Banks Channel	New Hanover	9/1/2021
Derek Plelech	DPOC	17BP.3.R.84	WMPO	Brunswick 181	Brunswick	4/14/2022
Central	Raleigh	B-5653	WMPO	Pender 14 on NC 133 over Turkey Creek	Pender	4/19/2022
Lydia	DDRL	I-6039	WMPO	I-40 Pavement rehab from Milemarker 420 to NC 210	New Hanover, Pender	4/19/2022
Derek Plelech	DPOC	B-4590	WMPO	Replace Bridge 29 on Cornelius Harnett Dr/Castle Hayne Rd over Smith Creek	New Hanover	4/21/2022
Eric Murray	DPOC	U-5914	WMPO	Widen NC 133 from US 17/74/76 to Old River Rd	Brunswick	6/2/2022
Krista Kimmel	DDRL	U-5926	WMPO	New Route from 23rd St to 26th St	New Hanover	6/21/2022
Rail Division	Rail	P-5740	WMPO	Wilmington Rail At-Grade Crossing Improvement	New Hanover	6/30/2022
Mike Bass	DPOC	U-5710A	WMPO	US 74 (Eastwood Road) - construct roadway on new location between US 17 (Military Cutoff Road) & US 74 (Eastwood Road)	New Hanover	7/1/2022
Ron Vancleef	LAP	U-5534C	WMPO	Greenville Ave from Wrightsville Avenue to Hinton Avenue	New Hanover	7/7/2022
Eric Murray	DPOC	W-5601DH	WMPO	3rd St and Dock St Intersection	New Hanover	7/7/2022
Brian Harding	DDRL	U-5729	WMPO	US 422 Carolina Beach Rd Median with Intersection Improvement at Shipyard and US 421	New Hanover	7/19/2022
TBD	DPOC	W-5703E	WMPO	US 117/NC 132 (College Rd) Between Randall Pkwy and	New Hanover	8/4/2022
TBD	DPOC	W-5703R	WMPO	NC 132 (South College Rd) and Braggs Drive turn lanes	New Hanover	9/15/2022
Trace Howell	DDRL	R-3300A	WMPO	Hampstead Bypass (US 17 from Military Cutoff Rd to NC 210)	New Hanover/ Pender	9/20/2022
Mike Bass	DDRL	U-5710	WMPO	US 74 (Eastwood Rd) at US 17 (Military Cutoff Rd)	New Hanover	9/20/2022
Lydia	DPOC	I-6036	WMPO	I-140 - US 17 to North of US 74 pavement rehab	Brunswick	10/20/2022
Eric Murray	DPOC	W-5703C	WMPO	Monkey Junction Pedestrian Improvements	New Hanover	11/17/2022
Krista Kimmel	DDRL	U-3338C	WMPO	Kerr Ave Interchange at MLK	New Hanover	12/20/2022
Brian Harding	DDRL	U-5863	WMPO	NC 133 - Castle Hayne Rd from I-140 to Division Dr	New Hanover	10/17/2023
Trace Howell	DDRL	U-5790	WMPO	Monkey Junction Interchange	New Hanover	4/16/2024
Brian Harding	DDRL	U-5731	WMPO	US 74 at US 17/US 421 Flyover	New Hanover	5/21/2024
Krista Kimmel	DDRL	U-4902C	WMPO	US 17 Bus - Market St Median & Interchange	New Hanover	6/18/2024
Brian Harding	DDRL	U-5954	WMPO	NC 133 at 23rd St Roundabout	New Hanover	6/18/2024
Krista Kimmel	DDRL	U-4902B	WMPO	US 17 Bus - Market St Median - Railroad to MLK	New Hanover	12/17/2024
Krista Kimmel	DDRL	U-4434	WMPO	Independence Boulevard Extension	New Hanover	6/17/2025
Lydia	DPOC	I-6038	WMPO	I-140 from US 421 to US74/US76 pavement rehab	Brunswick, New Hanover	11/17/2025
Lydia	DDRL	I-6037	WMPO	I-140 from US 421 to I-40 pavement and bridge rehab	New Hanover	2/17/2026
Trace Howell	DDRL	U-5702A	WMPO	College Rd from New Centre to Shipyard	New Hanover	6/16/2026
Trace Howell	DDRL	U-5704	WMPO	US 17 (Oleander) at College	New Hanover	6/16/2026
Trace Howell	DDRL	U-5792	WMPO	MLK at College	New Hanover	6/16/2026
Trace Howell	DDRL	U-5732	WMPO/CFRPO	US 17 Hampstead Median Project	Pender	9/15/2026
None	DDRL	U-6199	WMPO	Wilmington Citywide Signal System Upgrade	New Hanover	6/15/2027
Krista Kimmel	DPOC	U-6201	WMPO	Kerr avenue Extension from Wrightsville Avenue to Oleander Dr	New Hanover	6/17/2027
Brian Harding	DDRL	U-5734	WMPO	US 421 Front St Widening	New Hanover	5/16/2028
Trace Howell	DDRL	U-5881	WMPO	College Rd from Gordon Rd to New Centre	New Hanover	6/20/2028
Brian Harding	DDRL	U-6202	WMPO	Widen Gordon Rd to 4 lanes from US 17 Market St to I-40	New Hanover	PY
Trace Howell	DDRL	U-5702B	WMPO	College Rd Access management improvement from Carolina Beach Rd to Shipyard Blvd	New Hanover	PY
Brian Harding	DPOC	U-6128	WMPO	US 76 (Oleander Dr) and Greenville Loop Rd/Greenville Avenue Dual Lefts	New Hanover	PY
Jessi Leonard	CSF	W-5703P	WMPO	US 17 and Ploof Rd/Old Waterford Way	Brunswick	TBD

PE Work Continuing

Date Completed:
PO:
Contact:

6/1/2020
WMPO
Caitlin Marks
cmmarks@ncdot.gov
910-341-2000

*All Division Lettings (DPOC) are currently suspended
PE is Temporarily Suspended on all Projects except where noted

Projects Under Construction							
Contract Number	Resident	TIP/WBS/Program	County	Description	Estimated Completion	Percent Complete	Comment
C204282	Alex Stewart	15403.1065027	New Hanover	Bridge on US 421 over Fishing Creek 4 miles N of I-140	Jul-20	99.53%	
DC00231	Daniel Jones	R-3601(L)	Brunswick	Landscaping for the Diverging Diamond at US 74/76 and NC 133	Jun-20	88.47%	
DC00268	TBD	I-5760A	New Hanover	I-140 from I-40 to US 421 Open Grated Friction Course	Aug-20	0%	Availability: March 2, 2020
C204203	Alex Stewart	HVBP	New Hanover	Isabel Holmes Bridge (#11, US 74) Girder repair, upgrade paint/structural steel, replace grid floor	Mar-21	56.96%	
DC00265	TBD	N/A	;, Duplin, New Hanover, Pender	Long Line Pavement Marking	Nov-21	0%	Availability: June 1, 2020
C203980	Alex Stewart	U-4751	New Hanover	Military Cutoff Rd Extension from Market St to the Wilmington Bypass with an interchange at the Bypass	Apr-22	32.27%	
C204319	Alex Stewart	U-4902D	New Hanover	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr	Nov-22	21.74%	
TBD	Alex Stewart	HVBP	New Hanover	Banks Channel (#21, US 76) girder repair, clean and paint bearings, epoxy caps	TBD	TBD	
TBD	Alex Stewart	HVBP	New Hanover	Cape Fear (#48, I-140 E) Shear Strengthen	TBD	TBD	
TBD	Alex Stewart	HVBP	New Hanover	Cape Fear (#49, I-140W) Shear Strengthen	TBD	TBD	
DC00270	Alex Stewart	15403.101	Brunswick	Brunswick Hurricane Pipe Replacement (Group A)	Jul-20	57.8%	
DC00276	Daniel Waugh	DF15403.2071072	Pender	Pender Hurricane Pipe Replacement (Group G)	Jun-20	54.01%	

Resurfacing									
Contract Number	Contract Year	County	Resident	TIP	MPO/RPO	Map	Routes	Estimated Completion	Percent Complete
C204135	2018	✓ Hanover/Brunswick	Lydia McKeel	N/A	WMPO	0	US 421/US 76/NC 132 and various SRs (New Hanover Resurfacing)	Oct-20	78.24%



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

June 2020

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

JUNE TPD UPDATES WILMINGTON MPO

JUNE 2020

Brunswick County Model: The Brunswick County Model was completed in February of this year.

Wilmington Model: The 2045 model is ready for MTP testing. The 2045 model will be considered the official Wilmington MPO Model when the MTP is adopted.

Brunswick County CTP: The project team has completed the Brunswick County Model and has been developing pre-CTP work products in anticipation of starting the CTP. There will be a CTP kickoff meeting planned tentatively for summer. Please contact Nazia Sarder nsarder@ncdot.gov or Chris Palsgrove cdpalsgrove@ncdot.gov for further information on the Brunswick County CTP.

Update on Ferries: The N.C. Ferry Division started increasing services on May 23rd, due to greater expected demand and the easing of certain COVID-19 restrictions.

COVID-19 Updates: To get the most recent updates on NCDOT's response to COVID-19 please refer to the following webpage:
<https://www.ncdot.gov/news/Pages/ncdot-covid-19-response.aspx>

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RALEIGH, NC 27601

North Carolina VMT and NCDOT Budget Update: As North Carolinians have been under a stay-at-home order for several weeks their cars too have stayed home. There has been an approximate 40% reduction in VMT between this time in 2019 and the present. This reduction in travel is hitting NCDOT's budget at expected decrease in revenues of 300 million dollars this fiscal year. This reduction is due in large part to the decrease in gas tax revenues which currently account for approximately 54% of NCDOT revenues.

NCDMV: Headquarters reopened on May 12th. There is now a one-time, five-month extension of the expiration date for driver licenses, vehicle registrations and other Division of Motor Vehicles' credentials. Gov. Roy Cooper approved the extension for any credential that expires on or after March 1 and before Aug. 1. If you paid a fine for a late renewal in March or April, you will be reimbursed.

Hurricane Preparedness Week: Now is also the time to prepare for the 2020 hurricane season, which runs from June 1 through Nov. 30. Gov. Cooper proclaimed the week of May 3rd – May 9th as Hurricane Preparedness Week. During this time, families are urged to discuss emergency plans, update emergency supplies, and review homeowner and renters insurance policies.