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=b3h3RHVwQTNWeHdlV2VIT0NXOUpUdz09

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
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)
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)

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Proposed Revisions to 2018-2027 and 2020-2029 STIP/MPO TIP Programs
STATEWIDE PROJ.CATEGORY 5311 ADTAP STATE ADMINISTRATIVE FUNDS MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS

- Other FY 2021 - $2,350,000 (5310)

STATEWIDE PROJ.CATEGORY 5311 ADMINISTRATIVE FUNDS FOR FTA GRANTS MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS

- Operations FY 2021 - $15,025,000 (5311)

STATEWIDE PROJ.CATEGORY 5311 OPERATING FUNDS FOR FTA GRANTS MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS

- Operations FY 2021 - $947,000 (5311)

STATEWIDE PROJ.CATEGORY 5310 OPERATING PROJECTS MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS

- Other FY 2021 - $1,960,000 (5310)

STATEWIDE PROJ.CATEGORY 5310 CAPITAL PROJECTS FOR RURAL MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS

- Capital FY 2021 - $2,850,000 (5310)

STATEWIDE PROJ.CATEGORY 5310 ADTAP STATE ADMINISTRATIVE FUNDS MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS

- Other FY 2021 - $2,350,000 (ADTAP)
**TS-4900Z**

**STATEWIDE PROJ.CATEGORY**

**RTAP STATEWIDE FUNDS FOR FTA GRANTS**

MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS

**OTHER**

FY 2021 - $480,000

**TV-4903**

**STATEWIDE PROJ.CATEGORY**

**5310 STATE ADMINISTRATIVE FUNDS**

MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS

**OTHER**

FY 2021 - $450,000

**RTAP STATEWIDE FUNDS FOR FTA**

FY 2021 - $480,000 (RTAP)
Proposed Revisions to 2018-2027 and 2020-2029 STIP/MPO TIP Programs

HIGHWAY PROGRAM

STIP/MPO TIP Modification # 20-4

(April/May 2020)

New Hanover

NC 133, Replace Bridge 640029 Over Smith Creek.

Construction

FY 2022 - $4,100,000

$(NHPB)

Brunswick

Regional

- Wilmington Urban Area

STIP/MPO TIP Modification # 20-4

New Hanover

Construction

FY 2020 - $1,870,000

FY 2021 - $1,870,000

$(T)

Brunswick

Regional

- Wilmington Urban Area

Construction

FY 2022 - $900,000

FY 2023 - $900,000

$(T)

Brunswick

Regional

- Wilmington Urban Area

Construction

FY 2023 - $4,301,000

$(NHPB)

Brunswick

Statewide

- Wilmington Urban Area

Construction

FY 2023 - $4,301,000

$(NHPB)

Brunswick

Statewide

- Wilmington Urban Area

Construction

FY 2023 - $4,301,000

$(NHPB)
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<td>NC 133, REPLACE BRIDGE 640029 OVER SMITH CREEK.</td>
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Proposed Revisions to 2018-2027 and 2020-2029 STIP/MPO Tip Programs
## Proposed Revisions to 2018-2027 and 2020-2029 STIP/MPO TIP Programs

### HIGHWAY PROGRAM

**STIP/MPO TIP Modification # 20-4**

**(April/May 2020)**

**REGIONAL**

**Pender**

**New Hanover**

**Wilmington Urban Area Metropolitan Planning Organization**

**Wilmington, Multilanes on New Location, Wilmington Metropolitan Planning Organization**

**SR 1209 (Independence Boulevard Extension), Right-Of-Way (T)**

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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-GRAD
INTERSECTION TO AN INTERCHANGE.

CONSTRUCTION CHANGED FROM FY 23 TO FY 22 DUE TO SWITCH FROM STATE FUNDING TO FEDERAL FUNDING.

FY 2020 - FY 2021
$5,436,000
(T)

FY 2022
$7,900,000
(T)

FY 2023
$7,900,000
(T)

FY 2024
$7,900,000
(T)

FY 2025
$42,472,000
(T)

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.

TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 20 TO FY 21.

FY 2021 - FY 2022
$900,000
(T)

FY 2022 - FY 2023
$1,800,000
(T)

U-5803A
NEW HANOVER
PROJ.CATEGORY
STATEWIDE
- WILMINGTON URBAN AREA

METROPOLITAN PLANNING ORGANIZATION
US 74, US 74 (EASTWOOD ROAD) AT MILITARY CUTOFF ROAD, AND US 74 (EASTWOOD ROAD) AT CAVALIER DRIVE IN WILMINGTON.

UPGRADE PEDESTRIAN SIGNALS.

ADD NEW PROJECT BREAK AT REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.

CONSTRUCTION CHANGED FROM FY 22 TO FY 21 DUE TO AN INCREASE IN STATE FUNDING.

FY 2022
$42,000
(HSP)

U-5803B
PENDER
PROJ.CATEGORY
REGIONAL
- WILMINGTON URBAN AREA

METROPOLITAN PLANNING ORGANIZATION
US 74, US 74 (EASTWOOD ROAD) AT CAVALIER DRIVE IN WILMINGTON.

INSTALL SHOULDER RUMBLE STRIPS.

ADD NEW PROJECT BREAK AT REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.

CONSTRUCTION CHANGED FROM FY 22 TO FY 21 DUE TO AN INCREASE IN STATE FUNDING.

FY 2022
$425,000
(HSP)

(1)

FY 2021
$900,000
(T)

FY 2020
$42,722,000

FY 2025
$7,900,000
(NHP)

FY 2024
$7,900,000
(NHP)

FY 2023
$7,900,000
(NHP)

FY 2022
$7,900,000
(NHP)

FY 2021
$9,360,000
(T)

FY 2020
$5,436,000
(T)
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
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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, owns of Belville, Carolina Beach, Kure Beach, Leland, Navassa, Wrightsville Beach, Brunswick County, New Hanover County, Pender County, Cape Fear Public Transportation Authority, and the North Carolina Board of
Transportation. The Board is ultimately responsible for providing opportunities for citizen participation in the transportation planning process.

**WMPO Voting Members:**
- **Brunswick County:** One elected official
- **New Hanover County:** One elected official
- **Pender County:** One elected official
- **City of Wilmington:** Two elected officials
- **Town of Belville:** One elected official
- **Town of Carolina Beach:** One elected official
- **Town of Kure Beach:** One elected official
- **Town of Leland:** One elected official
- **Town of Navassa:** One elected official
- **Town of Wrightsville Beach:** One elected official
- **Cape Fear Public Transportation Authority:** One elected official (appointed by the New Hanover County Board of Commissioners to the Authority Board)
- **North Carolina Board of Transportation:** One appointed official

**WMPO Non-Voting Members:**
- **Federal Highway Administration**
- **Cape Fear Council of Governments**
- **North Carolina State Ports Authority**
- **Wilmington Airport Authority**
- **North Carolina Turnpike Authority**

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

**1.4 Technical Coordinating Committee (TCC)**
The Technical Coordinating Committee (TCC) is made of planners, engineers, and other staff from each of the member agencies to facilitate coordination of the WMPO’s planning activities and transportation planning and related activities occurring within each member agency’s jurisdiction. The TCC makes recommendations to the Board.
1.5 Bicycle and Pedestrian Advisory Committee
The Bicycle and Pedestrian Advisory Committee is composed of members appointed by the Board, the Chancellor of the University of North Carolina at Wilmington, and the Chairman of the Bicycle and Pedestrian Advisory Committee. The Bicycle and Pedestrian Advisory Committee promotes the safe use of bicycling and walking for transportation, fitness, and recreation; provides recommendations on policies and plans that affect the development of bicycle and pedestrian facilities; and contributes to the development of the MTP.

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*;
- *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 compliance 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.


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
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

<table>
<thead>
<tr>
<th></th>
<th>Public Comment Period</th>
<th>Public Hearing</th>
<th>Draft Document Availability</th>
<th>Responding to Public Comment</th>
<th>Final Plan Availability</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MTP</strong></td>
<td>Minimum 30 days</td>
<td>Not required</td>
<td>WMPO offices and website, WMPO member planning department offices, and at area libraries</td>
<td>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</td>
<td>WMPO offices and website, WMPO member planning department offices, and at area libraries</td>
</tr>
<tr>
<td><strong>MTIP</strong></td>
<td>Minimum 30 days</td>
<td>Yes, prior to the MTIP adoption every 2 years</td>
<td>WMPO offices and website</td>
<td>When significant written/oral comments are received shall be presented to the Board</td>
<td>WMPO offices and website</td>
</tr>
<tr>
<td><strong>UPWP</strong></td>
<td>Minimum 30 days</td>
<td>Not required</td>
<td>WMPO offices and website</td>
<td>When significant written/oral comments are received shall be presented to the Board</td>
<td>WMPO offices and website</td>
</tr>
<tr>
<td><strong>PPP</strong></td>
<td>Minimum 45 days</td>
<td>Not required</td>
<td>WMPO offices and website</td>
<td>When significant written/oral comments are received shall be presented to the Board</td>
<td>WMPO offices and website</td>
</tr>
</tbody>
</table>
Proposed Amendments to 2020-2029 STIP/MPO TIP Programs

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

* HS-2003
BRUNSWICK
DUPLIN
NEW HANOVER
PENDER
ONSLOW
PENDER

PROJECT CATEGORY
STATEWIDE
REGIONAL
DIVISION
VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 3.
PROJECT ADDED AT REQUEST OF RAIL DIVISION;
INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.

* RC-2003
BRUNSWICK
DUPLIN
NEW HANOVER
PENDER
ONSLOW
PENDER

PROJECT CATEGORY
DIVISION
REGIONAL
STATEWIDE
VARIOUS, TRAFFIC SEPARATION STUDY
IMPLEMENTATION AND CLOSURES IN DIVISION 3.
PROJECT ADDED AT REQUEST OF RAIL DIVISION;
INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.

* HS-2003
BRUNSWICK
DUPLIN
NEW HANOVER
PENDER
ONSLOW
PENDER

Proposed Amendments to 2020-2029 STIP/MPO TIP Programs
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.
Historic Locations of Cape Fear River Rice Growing Plantations shown by this symbol

“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
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:

<table>
<thead>
<tr>
<th>Organization</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Hanover County (NHC) Senior Resource Center</td>
<td>$48,717</td>
</tr>
<tr>
<td>Elderhaus</td>
<td>$16,341</td>
</tr>
</tbody>
</table>

**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
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:
<table>
<thead>
<tr>
<th>Comment</th>
<th>Recommended Changes to Project List</th>
</tr>
</thead>
<tbody>
<tr>
<td>“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.”</td>
<td>Utilizing NCDOT’s Priortization 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 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.</td>
</tr>
<tr>
<td>“On the Fiscally-Constrained Bicycle and Pedestrian Project List, it appears that several projects (BP-581 (Carolina Beach Road &amp; College Road), BP-646 (College Road and Oleander Drive), BP-584 (College Road &amp; Monkey Junction Shopping Center Entrance), BP-577 (Bayshore Drive &amp; Market Street), BP-627 (Piner Road &amp; 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 sharrow (BP-471 and 370), etc. to be funded.”</td>
<td>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.</td>
</tr>
<tr>
<td>“There is a mistake in the cost estimate for RW-123, Burnett Boulevard Widening. $123,830,000 seems much too high.”</td>
<td>Utilizing NCDOT’s Priortization 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.</td>
</tr>
</tbody>
</table>
The change in cost estimate allowed for an additional project, RW-57 Plantation Road Extension, to be added to the fiscally constrained project list.

WMPO Staff also recommends the addition of the following content information:

<table>
<thead>
<tr>
<th>Plan Chapter/Appendix</th>
<th>Content Added</th>
</tr>
</thead>
</table>
| Appendix D: Public Involvement Element     | • Information about Public Outreach Phase II  
• All received public comments and staff responses and recommendations                                                                                                                                       |
| Appendix F: Aviation Element               | • Proposed scopes for the fiscally constrained projects                                                                                                                                                        |
| Appendix G: Bicycle and Pedestrian Element | • Proposed cross sections for the fiscally constrained projects                                                                                                                                               |
| Appendix H: Ferry and Water Transportation Element | • Proposed scopes for the fiscally constrained projects                                                                                                                                                        |
| Appendix I: Freight and Freight Rail Element | • Proposed scopes for the fiscally constrained projects  
• The following language to assist the Port of Wilmington’s efforts in securing federal grants: “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.”

| Appendix J: Public Transportation Element | • Proposed scopes for the fiscally constrained projects |
| Appendix K: Roadway Element | • Proposed cross sections for the NCDOT STIP projects |
| Appendix N: Environmental Justice and Critical Resources | • 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.
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 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.

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 is estimated to be $X. This is a considerable cost difference when compared to the Town's estimate. The project is included in 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.

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 northeastern portion of the WMPO Region. Some of these facilities include: a Market Street Multi-Use Path 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 connections to existing trails; no connections to destination points like parks, 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 includes 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 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.
Wayne Marquino Citizen

pg 35 – 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 improvements which NC DOT will fund if they are “In Plan”. In plan/Whose plan? How do 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).

pg 50 – The text above the NCDOT Complete Streets Cost Share chart 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 design guidance standards in the NCDOT Complete Streets Implementation Guide.

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.

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 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, 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.

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.

pg 50 – 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 pedestrian 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.
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"

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.

For US 74/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

Why not move the "Wilmington Citywide Signal System" to start tomorrow? It's cost is low compared all the other roadway projects and it has more potential to reduce drive time.

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

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 crosswalks is delaying installing crosswalks.

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.

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

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 Facebook and other social media platforms to reach a wider audience. For events, the WMPO will work closely with its members to disseminate this information to local community social media pages.

No changes are recommended.
Recommend the inclusion of BP-239 into the fiscally constrained bicycle and pedestrian project list.

These projects are two of 175 regionally significant projects that were scored based on criteria created by the WMPO bicycle and Pedestrian Multimodal Subcommittee and the Citizens Advisory Committee. 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 can be pursued by both Leland and Brunswick County.

No changes are recommended.

A portion of this project was identified in the original 800+ Rescore BP-238 and BP-239 Brunswick Nature Park Connector. Improvements could be required by developers as done with Mallory Creek to Brunswick Forest Section from 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 pursue this project.

Stephen Whitney WMPO BPAC/Citizen

Mallory Creek north by developer; Improvements allowed along power easement. No costs for property acquisition; Can be implemented in phases. Reduce cost to 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 for by developer. The connection would like to reflect staging. This is a major regional development project. Connects Brunswick Forest/Mallory Creek and others to Brunswick County Nature Park. Hazel Branch Road and provide safe B/P parallel to Rt 17.

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.

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.

Provide BikePed bridge across Burnt Mill Creek at Mercer Street. Provides safe connection along Mercer Street. Connects River to Sea to Market Street.

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.

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 planning staff. 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 the local 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 Bayshore 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 Sharrows, BP-442 Lumina Ave Sharrows, BP-239 Brunswick Nature Park Connector 1, BP-471 Front St. Sharrow, BP-370 Front St. Sharrow, BP-441 Causeway Dr Sharrows, and BP-561 Carolina Beach Rd & Myrtle Grove Rd.

Rebekah Roth / NHC

Update text on page 10 and map title on page 14 to say Planning Staff New Hanover County p. iii: Pat Battleman’s name is misspelled. Ms. Batleman’s name is spelled correctly per Town of Leland. No changes are recommended.

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.

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 categories in this map series. Change map colors on pages 12-17.

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 median household income.
After review, this map will be replaced to show 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. Change legend to show levels of concentration as suggested, including EJ Score in parentheses. Add note about definitions on previous page.

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 any readers of the document and would help the map be more useful if taken out for a presentation.

Remove labels for municipalities located outside of the WMPO boundary.

In this section I would emphasize 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)

Remove these two mitigation measures from chart.

Review and update project types in fiscally constrained public transportation 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 either the title have a solid background or those labels be removed since those jurisdictions aren't in the WMPO?

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 scored incorrectly.

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 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 widening of Independence Blvd between River Road and Carolina Beach Rd 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 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 Mason Herndon 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)

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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 that it is not meant to be absolute but estimated.

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 an option for over a decade.

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.

We believe this table originated from a collaboration between the Piedmont Triad MPO’s and FHWA’s North Carolina Division circa 2008. We have been working to update it.

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 involves 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 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.

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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.

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 TOD be encouraged 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.

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 that 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.

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.

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: 1. 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 Gordon Road. 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. 2. 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. 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: 1. 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. 2. Add a cross walk on Military Cutoff at the intersection with Gordon road between the SE corner and the SE W corners. 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. 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. 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.
No changes are recommended.

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 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.

Terry Benjey Bicycle
Safe cycling via Market Street to Porters Neck, Scotts Hill, and through Hampstead
NC Port of Wilmington/TCC Member

Would request in the appendix, we add this language somewhere. This would really help us with federal grant applications.

Add requested language

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.
RW-51, NC133/River Road SE Widening, includes two additional travel lanes, a median, and a 10' MUP. Please refer to page 343 in Appendix J, where this fiscally-constrained roadway project is detailed and mapped.

Debra Willis Citizen (Leland) NC 133 is unsafe with traffic from all of the residential areas and school. It is not bicycle or pedestrian friendly.

Joanne Steenhuis NCDEQ On page 401 you have misspelled beach on U-5790. This typo came from the original project list and was not caught – it needs to be corrected everywhere. Fix typo on page 401, also fix in Fiscally-Constrained Roadway Project List (Chapter 7 and Appendix K) and search original project list.

In response to revised Mitigation Measures chart:

- Add "Wetland preservation to help control flooding" to Mitigation Measures chart.

Theresa B Landrigan Citizen (Wilmington) 1. River Road repair near the State Ports will end 2. Building escalates along River Road
Dear Mayor Saffo, 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 used 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.

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 it needs 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.

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 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.

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 included in the 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.
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**Dear Mayor Saffo, 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+ residences 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 used 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.

**Good afternoon,**

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.

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 Rd 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.

**Abby Lorenzo**

**WMPO**

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Utilizing NCDOT’s Priortization cost estimation tool, the project cost was estimated to be $4,232,000 in 2020. With the project cost now estimated to be $4,232,000 in 2020, the request to construct the project is no longer recommended.

**Abby Lorenzo**

**WMPO**

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**Abby Lorenzo**

**WMPO**

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<td>Recommend additional analysis and work be included in final revision cost estimate in Tables and Cutsheets.</td>
</tr>
</tbody>
</table>

**Abby Lorenzo**

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

Project Description/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 “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-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 Description/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 Description/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.
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.
<table>
<thead>
<tr>
<th>Contract Type</th>
<th>Description</th>
<th>County</th>
<th>SAP</th>
<th>Let Date</th>
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<tr>
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<td>Wilmington - Park Avenue Multi-Use Trail (Phase II)</td>
<td>New Hanover</td>
<td>5/21/2020</td>
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<td>Leland Village Rd Multi-Use Path Extension</td>
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<td>Leland Old Fayetteville Village Road Ped Loop</td>
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<td>Leland Middle School Sidewalk</td>
<td>Brunswick</td>
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<td>DDRL</td>
<td>Hampstead Bypass</td>
<td>New Hanover/Pender</td>
<td>9/15/2020</td>
<td>ROW Is Suspended</td>
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<td>Brunswick 65 on NC 87 over Hood Creek</td>
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<td>New Hanover 21 on US 76 over Banks Channel</td>
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<td>Brunswick 181</td>
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<td>4/14/2022</td>
<td>12MLL Delay - 4/8/20</td>
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<td>Pender 14 on NC 133 over Turkey Creek</td>
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<td>4/19/2022</td>
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<td>I-40 Pavement rehab from Milemarker 420 to NC 210</td>
<td>New Hanover/Pender</td>
<td>4/19/2022</td>
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<td>Replace Bridge 29 on Corneilus Harrett Dr/Castle Hayne Rd over Smith Creek</td>
<td>New Hanover</td>
<td>4/21/2022</td>
<td>12MLL Delay - 4/8/20 (2 year total)</td>
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<td>Widen NC 133 from US 17/74/76 to Old River Rd</td>
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<td>New Route from 23rd St to 26th St</td>
<td>New Hanover</td>
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<td>Rail Division</td>
<td>Wilmington Rail At-Grade Crossing Improvement</td>
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<td>6/30/2022</td>
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<td>DPOC</td>
<td>US 74 (Eastwood Road) - construct roadway on new location between US 17 (Military Cutoff Road) &amp; US 74 (Eastwood Road)</td>
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<td>7/1/2022</td>
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<td>Greenville Ave from Wrightsville Avenue to Hinton Avenue</td>
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<td>3rd St and Dock St Intersection</td>
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<td>US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421</td>
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<td>NC 132 (South College Rd) and Braggz Drive turn lanes</td>
<td>New Hanover</td>
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<td>Hampstead Bypass (US 17 from Military Cutoff Rd to NC 210)</td>
<td>New Hanover/Pender</td>
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<td>I-140 – US 74 to North of US 74 pavement rehab</td>
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<td>Monkey Junction Pedestrian Improvements</td>
<td>New Hanover</td>
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<td>Kerr Ave interchange at MLK</td>
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<td>Monkey Junction Interchange</td>
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<td>US 17 Bus – Market St Median &amp; interchange</td>
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<td>NC 133 at 23rd St Roundabout</td>
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<td>US 17 Bus – Market St Median – Railroad to MLK</td>
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<td>Independence Boulevard Extension</td>
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<td>I-140 from US 421 to US74/US76 pavement rehab</td>
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<td>I-140 from US 421 to I-40 pavement and bridge rehab</td>
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<td>College Rd from New Centre to Shipyard</td>
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<td>US 17 (Oleander) at College</td>
<td>New Hanover</td>
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<td>MLK at College</td>
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<td>US 17 Hampstead Median Project</td>
<td>Pender</td>
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<td>None</td>
<td>Wilmington Citywide Signal System Upgrade</td>
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<td>DPOC</td>
<td>Kerr Avenue Extension from Wrightsville Avenue to Oleander Dr</td>
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<td>US 421 Front St Widening</td>
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<td>College Rd from Gordon Rd to New Centre</td>
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<td>Let with U-5792</td>
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<td>Widen Gordon Rd to 4 lanes from US 17 Market St to I-40</td>
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<td>College Rd Access management improvement from Carolina Beach Rd to Shipyard Blvd</td>
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<td>US 76 (Oleander Dr) and Greenville Loop Rd/Greenville Avenue Dual Lefts</td>
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<td>US 17 and Ploof Rd/Olde Waterford Way</td>
<td>Brunswick</td>
<td>TBD</td>
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*All Division Lettings (DPOC) are currently suspended.*
<table>
<thead>
<tr>
<th>Contract Number</th>
<th>Resident</th>
<th>TIP/WBS/Program</th>
<th>County</th>
<th>Description</th>
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<tr>
<td>C204282</td>
<td>Alex Stewart</td>
<td>15403.1065027</td>
<td>New Hanover</td>
<td>Bridge Replacement, girder repair, replacement (County C)</td>
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<tr>
<td>DC00231</td>
<td>Daniel Jones</td>
<td>R-3601(L) Brunswick</td>
<td>Landscaping for the Diverging Diamond at US 74/76 and NC 13</td>
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<td>DC00268</td>
<td>TBD</td>
<td>I-5760A</td>
<td>New Hanover</td>
<td>Open Grated Friction Course</td>
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<td>C204203</td>
<td>Alex Stewart</td>
<td>HVBP</td>
<td>New Hanover</td>
<td>Isabel Holmes Bridge (#11, US 74) Girder repair, upgrade paint/structural steel, replace grid floor</td>
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<td>DC00265</td>
<td>TBD</td>
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<td>DC00256</td>
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<td>Brunswick</td>
<td>Bridge Replacement, girder repair, clean and paint bearings, apr. 22, 2020</td>
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<td>Long Line Pavement Marking</td>
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<td>C204135</td>
<td>2018</td>
<td>Hanover/Bruns</td>
<td>N/A</td>
<td>WMPO</td>
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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 edpalsgrove@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:
**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.