



WILMINGTON URBAN AREA Metropolitan Planning Organization

P.O. Box 1810
Wilmington, North Carolina 28402
910 341 3258 910 341 7801 FAX

Meeting Agenda

Wilmington Urban Area MPO
Transportation Advisory Committee

Members:

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR PUBLIC
Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

TO: Transportation Advisory Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: June 19, 2009
SUBJECT: June 24th Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, June 24th at 4pm. The meeting will be held in the Lord Spencer Compton Conference Room at City Hall.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
 - a. 4/29/09
- 3) Public Comment Period
- 4) Old Business
- 5) New Business
 - a. Resolution supporting adoption of the Transit Needs Analysis for the Wilmington Multi-modal Transportation Center
 - b. Resolution supporting Senate Bill 222
 - c. 2009-2010 Unified Planning Work Program Amendment
 - d. Opening of the 45-day public comment period for the Wilmington MPO's Public Involvement Policy
- 6) Discussion
 - a. NCDOT Strategic Prioritization Office- Prioritization Tool
- 7) Updates
 - a. Cape Fear Commutes
 - b. NCDOT
- 8) Announcements
 - a. Bike/Pedestrian Committee meeting- August 14th at 5:15pm
 - b. Citizen Advisory Committee meeting-August 19th at 4pm
- 9) Next meeting –August 26, 2009

Attachments:

- Minutes from 4/29 meeting
- Meeting Notes from 5/21
- Transit Needs Analysis for the Wilmington Multi-modal Transportation Center Executive Summary and Final Layout
- Resolution supporting adoption of the Transit Needs Analysis for the Wilmington Multi-modal Transportation Center
- Resolution supporting Senate Bill 222
- Amendment to the 2009-2010 Unified Planning Work Program
- Wilmington MPO's Public Involvement Policy
- NCDOT Strategic Prioritization Office-Prioritization Tool Presentation
- NCDOT Project Update

Meeting Minutes
Wilmington Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Date: April 29, 2009

Members Present:

Lanny Wilson, Chairman, NCBOT
Bill Sue, Brunswick County
Tommy Wallace, Town of Leland
Mac Montgomery, Town of Kure Beach
Alan Gilbert, Town of Carolina Beach
Laura Padgett, City of Wilmington
Chuck Thurlow, Town of Belville
Mike Ballard, Town of Navassa

Staff Present:

Mike Kozlosky, Executive Director
Anthony Prinz, Transportation Planner
Joshuah Mello, Transportation Planner
Bill McDow, Transportation Engineer

1. Call to Order

Mr. Wilson called the meeting to order at 4:03 PM.

2. Approval of Minutes

The motion to approve the minutes for the March 26th meeting carried unanimously.

3. Public Comment Period

Mr. Ricky Meeks told members he is concerned about trash along our roadways and pedestrian paths, especially at the corner of Oleander Drive and College Road. He said he would also like to request that WAVE Transit System install benches and shelters along the bus routes for passengers.

4. Presentation –

a. Cape Fear Skyway Bridge Study:

Ms. Jennifer Harris, Staff Engineer with the North Carolina Turnpike Authority and Mr. David Griffin with URS

Ms. Harris told members the Turnpike Authority is studying the Cape Fear Skyway as a candidate toll road. URS is the consulting firm that is under contract to conduct planning, environmental, and engineering studies related to the project. URS prepared a Bridge Location and Type Study to help identify the potential cost for the Cape Fear Skyway. Mr. David Griffin is the project manager at URS.

Mr. Griffin highlighted some of the achievements of the planning, environmental, and engineering studies related to the Skyway project during his presentation. He told members milestones for the study have been the completion of the following:

- Draft Section 6002 Coordination Plan
- Draft Purpose and Need Report
- Draft Alternatives screening Analysis
- Draft Bridge Study Report
- Preliminary Field Studies
- Functional design plans for the bridge crossing area

Future objectives for the project will be the draft Environmental Impact Statement due in March 2011, the final Environmental Impact Statement in March of 2012 and the Record of Decision in September 2012. Mr. Griffin reviewed several potential footprints for the bridge corridor and

bridge types. Ms. Harris told members there will be a public information meeting later in the fall of this year for the project.

Mr. Wilson told members how important the toll-road projects are to the state. These public/private partnerships are a means of financing the much needed road projects around the state. We are within a month of beginning work on a billion-dollar project and then a year later, there is going to be a second project. He stated that this whole idea of toll-roads is here and it's going to be here to stay.

5. Old Business

None

6. New Business

a. Resolution supporting an administrative modification to the 2009-2015 State Transportation Improvement Programs to include the purchase of two 12-passenger vans (STIP# TA-5102)

Mr. Kozlosky told members the 30-day public comment period was opened at the last meeting for the purchase of the two 12-passenger vans by the Cape Fear Transportation Authority and moving funds from the State TIP, which is currently unfunded, to the American Reinvestment and Recovery Act (ARRA) funding. Ms. Padgett made the motion to approve the resolution supporting the administrative modification to the STIP to include the purchase of the passenger vans and re-allocation of funds to ARRA funding. Mr. Sue seconded the motion and it carried unanimously.

b. Approval of the 2009-2010 Inter-local Section 5303 Agreement Between the Wilmington MPO and Cape Fear Public Transportation Authority (CFPTA)

Mr. Kozlosky told members we received Section 5303 funds to conduct transportation and transit planning throughout the MPO. This year we should receive between \$58,000 and \$59,000. This agreement will provide for 65% of those funds to be contributed to CFPTA so that they can conduct short-range transit planning. This is the same agreement that was brought before the board last year, and at that time it was requested that agreement be presented to this board on an annual basis. Mr. Ballard made the motion to approve the agreement and Ms. Padgett seconded it. The motion to approve the 2009-2010 Inter-local Section 5303 Agreement between the Wilmington MPO and Cape Fear Public Transportation Authority carried unanimously.

Mr. Sue asked if there are currently any plans to send the Brunswick Connector down US Highway 133. Mr. Eby stated that they have not had any request to do that. Mr. Sue said he has had several calls requesting the service. Ms. Padgett suggested adding the request to the study list for route feasibility consideration.

c. Resolution supporting the Congestion Relief/Intermodal Transportation Fund

Mr. Kozlosky told members the 21st Century Committee recommended legislation establishing the Congestion Relief and Intermodal Transportation Fund. This legislation would allow regional transportation authorities to have the ability to enact a ½ percent sales tax dependent upon a referendum to fund transportation improvements within a special transit district in larger areas and ¼ cent in smaller areas. Staff recommended approval of the resolution.

Mr. Sue asked if the referendum would be approved by the City or the Commissioners, or just a straight referendum from the TAC. Ms. Padgett said it must go through the County Commissioners. The legislation will give them the option to put it on the ballot for a referendum. Ms. Padgett made the motion to support establishing the Congestion

Relief/Intermodal Transportation Fund. Mr. Montgomery seconded the motion and the vote carried unanimously.

d. Resolution opposing pending legislation transferring responsibility for state roads to local governments

Mr. Sue made the motion to oppose pending legislation transferring responsibility for state roads to local governments. Mr. Thurlow seconded the motion.

Mr. Wilson said there should be some clarification on the three bills pending right now. NCDOT is proposing to also transfer the money that DOT is currently spending on secondary roads to the counties. Mr. Sue asked about the amount of escalation on the cost for the repairs. Ms. Padgett said the problem is the money that comes with the transfer is insufficient to do anything. She stated that it is at least prudent to ask that this be slowed down and more heavily considered beforehand.

The resolution opposing pending legislation transferring responsibility for state roads to local government carried unanimously.

e. Resolution supporting the City of Wilmington's Cross City Trail and other multi-use trails in the community

Ms. Padgett made the motion to support the City of Wilmington's Cross City Trail and other multi-use trails in the community. Mr. Sue seconded the motion and it carried unanimously.

f. Resolution supporting the installation of dual-left turn lanes and right turn lane at the College Road/Oleander Drive intersection and encouraging the NCDOT to allocate funding for this project

Mr. Pope told members NCDOT currently has a milling and resurfacing project on Oleander Drive. The original thoughts on the project were to skip the College Road/Oleander Drive project and the TIP project would take care of that intersection. Now that the College/Oleander project is no longer a project NCDOT has went back to acquire TIP dollars to mill and resurface the intersection. DOT staff evaluated what kind of improvements can be made at College and Oleander. The recommendation was a dual-left movement off Oleander Drive onto College Road. There are a lot of concerns because it does not resolve all the issues at College and Oleander. The resolution is to allow DOT to acquire additional funds to build a right-turn lane on the vacant lot on the corner. Mr. Pope told members he estimates the cost involved will be near \$400,000. The current project is going to go ahead and mill and resurface this intersection and install the dual-left turns. Once the funds are available, NCDOT will put in the right-turn lane onto College as a separate project. He stated that he wanted to make note to this board that this project will not solve the problems with the capacities on northbound College Road. When they pull the dual-lefts off of Oleander from the Independence Mall and put them on this stretch of North College, between Oleander and Wrightsville Avenue, there will be issues there. It will probably have a negative affect to Wrightsville Avenue. We may have to take some of the time off Wrightsville Avenue to give more capacity to College Road to be able to stack traffic in there. During peak-hour time the dual lefts will stack up just like the single left stacks today.

Mr. Sue suggest that at the first stop light after you turn left onto College Road going north, they need to reroute the traffic down to Wrightsville Avenue. Mr. Pope said that is not the problem, the problem is Wrightsville Avenue.

Mr. Pope said that the Department of Transportation is going to try to make the situation the best it can be under the circumstances. He stated that until they get an additional lane of capacity in the northbound direction, there is not a lot that can be done to that stretch of roadway. He told members he did not want to spend money to make improvements at College Road and Oleander Drive and not make some attempt for improvement.

Mr. Montgomery asked about the cost of purchasing property for the right turn. Mr. Pope said the property necessary for the right of way will cost about \$200,000. The resolution will bring some of the TIP dollars back to build the right turn lane.

Mr. Montgomery made the motion to support the installation of dual-left turn lanes and right turn lane at the College Road/Oleander Drive intersection and encouraging the NCDOT to allocate funding for this project. Mr. Thurlow seconded the motion and it carried unanimously.

g. Caper Fear Memorial Bridge Study Update/Feasibility Investigation

Mr. Pope told members after last month's presentation to this board, he was given the task of investigating the feasibility of five of the suggested solutions from the Cape Fear Memorial Bridge Study.

Mr. Pope said the first recommendation was the installation of solid lane lines and sign the area to maintain lanes through the ramp merge for US 17 northbound and US 74-76 westbound as well as NC 133 northbound and US 74-76 westbound. The estimated cost would be approximately \$4,800. The concern is that this approach would not be effective because it is not enforceable.

The next suggested measure is the installation of closed circuit TV camera on the bridge and signal system feed cameras into the City of Wilmington's traffic signal communication office. The signal system is currently being upgraded and the locations proposed are in the vicinity of Wooster Street and 3rd Street, US 17/74/76/421 (West of the Memorial Bridge) and US 421/NC133 (DMS sign structure north of Battleship). The cost of adding this to the signal system upgrade is around \$82,000. The project is funded 50/50 with the City of Wilmington and the Department of Transportation.

The next thing NCDOT analyzed was the quick clearance and a Memorandum of Understanding (MOU) with emergency services. The Department is continuing this discussion since Incentive Towing has not been done in this state before. Another possibility is the use of "Fender Bender" signs that you see on the interstate facilities. Staff will have conversations with the Highway Patrol concerning the locations for installation of "Fender Bender – Move Vehicle from Road" signage. The cost of signs in about 5 locations is \$5,000.

The last measure was a Dynamic Message Sign (DMS). This overhead sign would be located on Wooster Street, prior to 3rd Street, ideally it would be located around 16th Street. A shoulder mounted sign would cost approximately \$165,000, and the overhead mounted DMS sign will cost \$350,000.

Members agreed that it would be reasonable to try the more cost effective approach and determine if they will be effective in resolving the problem before looking at the more costly measures. Mr. Pope said he would like to suggest that if this board is thinking about adding the additional cameras to cover the bridge traffic, NCDOT needs to start doing the design work and negotiate with the contractor of the new signal system to add them to the contract before it is complete. The \$82,000 will be cost-shared with the Department and the City of Wilmington. Ms. Padgett said that it make sense to install cameras to monitor bridge traffic as part of the new signal system installation.

Mr. Thurlow made the motion to approve the installation of solid-lane lines and signs to maintain lanes through the ramp merge for US 17 northbound and US 74-76 westbound as well as NC 133 northbound and US 74-76 westbound, initiate quick clearance measure for accidents and a MOU with emergency services, and the addition of cameras to monitor bridge

traffic as outlined in the Cape Fear Memorial Study Feasibility Investigation. Ms. Padgett seconded the motion and it carried unanimously.

h. Resolution

Mr. Wilson told members the Transportation Improvement Program (TIP) situation in the state is growing more dire as each day goes by. Currently the TIP has about \$18 billion worth of projects and the Department of Transportation only has about \$9 billion. As the revenue continues to fluctuate, there are a lot of projects that the Department of Transportation is not going to be able to keep. We have gone back and looked at the likelihood of when the portion of the I-140 bypass could realistically be funded. Based on loop funding, it will be at least 10 to 15 years before it would actually be built. Because we have valid permits, we are proposing to take the balance of the stimulus dollars left and apply them all to the I-140 project.

Ms. Padgett asked how much the amount is. Mr. Pope said it is in the neighborhood of \$25 million. Mr. Wilson said with the money taken from the Oleander Drive project, along with analyzing projects that are not likely to be built from the TIP, it could provide the balance for the funding for the I-140 bypass. If we are able to do this, we can actually look to go out and design/build and advertise in August of this year.

Mr. Sue asked if he was referring to Phase 2 of the bypass, and if so, what good is Phase 2 if we don't know when we are going to get Phase 1. Mr. Wilson told members the alternative is to take the balance of the stimulus money and send it to be used elsewhere. Mr. Wilson said we are talking about a \$250 million project and there is no money to build that project even though it is funded in the TIP. The Department is down to letting \$15 million a month state-wide. What we're saying is we are trying to be able to go out here and by the end of the year put a project on the ground that is a \$100 million project. If we don't do this now, it likely won't be done for years and years. We have all agreed time after time that this is the number-1 priority for the region. General Trodon has said if we finish the A-section, it gives us a much better argument for the state building and moving forward the B-section in a timely manner because you would have that one little part that is not connected. The dilemma is that "B" is twice as expensive as "A" and we don't have the money.

Mr. Montgomery asked if this would give the Department of Transportation enough money to do the phase from US 74 to US 17. Mr. Wilson said yes. Mr. Sue asked if that included an interchange with phase 2 at US 74/76. Mr. Wilson said it did not include the interchange. Mr. Gilbert asked when the project would begin. Mr. Wilson said because it would be using stimulus dollars, it would have to begin construction by February of next year.

Ms. Padgett made the motion to approve the project moving forward as described by Mr. Wilson. Mr. Gilbert seconded the motion and the resolution carried unanimously.

7. Updates

a. Citizen Advisory Committee (CAC)

Mr. Mello updated members on Cape Fear Commutes and the CAC activities.

b. Bike/Pedestrian Committee

Mr. Mello updated members on the Bicycle and Pedestrian Committee activities.

c. NCDOT Project Update

attached

8. Announcements

- a. Citizen Advisory Committee meeting- May 6th at 4pm
- b. Bike/Pedestrian meeting- May 14th at 5:15pm

9. Adjournment

With no further business, the meeting was adjourned at 5:30 pm

Respectfully submitted

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

Meeting Notes
Wilmington Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Date: May 27, 2009

Members Present:

Lanny Wilson, Chairman, NCBOT
Tommy Wallace, Town of Leland
Jonathan Barfield, Cape Fear Public Transportation Authority
Jim Dugan, Town of Kure Beach
Alan Gilbert, Town of Carolina Beach
Mike Ballard, Town of Navassa

Staff Present:

Mike Kozlosky, Executive Director
Anthony Prinz, Transportation Planner
Joshuah Mello, Transportation Planner
Bill McDow, Transportation Engineer

1. Call to Order

Mr. Wilson called the meeting to order at 4:01 PM. There was not a quorum present so no official committee business could be conducted.

2. Approval of Minutes

No action taken.

3. Public Comment Period

Mr. Andy Koeppel told members he would like to request that member consider supporting a resolution to extend I-20 into Wilmington. He said this could be done by just changing a number of signs along I-95 between Florence and Wilmington with the cooperation of South Carolina. Doing this would create an interstate link between Wilmington, NC and Atlanta, GA. He distributed a sample resolution and requested that it be brought before the MPO for endorsement at the next meeting.

4. Presentation – Transit Needs Analysis for the Wilmington Multi-modal Transportation Center

Mr. George Alexiou and Mr. Graham James with Martin Alexiou Bryson and Mr. Wayne Hyatt with Moffitt Nichols Engineering gave a presentation on the Transit Needs Analysis for the Wilmington Multi-modal Transportation Center. Mr. James told members the Transit Needs Study evaluated the current and future service needs for the Multi-modal Transportation Center site location. The study included a review of previous programming efforts, interviews with stakeholders, development of a range of possible site layouts and a final recommended option. The recommended option for the facility includes a transit portion, which is expected to be constructed first, and a passenger rail service that will be constructed in the future. The recommended option will require the purchase of properties at 508 and 516 N. 3rd Street and 513 N. 4th Street. Mr. James said the next step in this process will be consideration for adoption of the Transit Needs Analysis study and support for the property acquisition by the TAC.

Mr. Wilson told members this will be a good opportunity for a public/private partnership. Mr. Kozlosky said he has had discussions with the development community and they have expressed interest in the project.

5. Old Business

None

6. New Business

a. Resolution supporting adoption of the Transit Needs Analysis for the Wilmington Multi-modal Transportation Center

No action taken

b. 2009-2010 Unified Planning Work Program Amendment

No action taken

c. Opening of the 45-day public comment period for the Wilmington MPO's Public Involvement Policy

No action taken

7. Updates

a. Citizen Advisory Committee (CAC)

Mr. Howard Loving, Chairman of the CAC, updated members on Cape Fear Commutes and the CAC activities.

b. NCDOT Project Update

attached

8. Announcements

- a. Bike/Pedestrian meeting- June 11th at 5:15pm
- b. Citizen Advisory Committee meeting- June 17th at 4pm

9. Adjournment

With no further business, the meeting was adjourned at 4:32 pm

Respectfully submitted

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

Transit Needs Study for the Wilmington Multi-Modal Transportation Center

Final Report, May 2009

Executive Summary

Purpose and Background

This study represents the latest stage in the development of the Wilmington Multi-Modal Transportation Center (WMTC).

The WMTC will be located between North 3rd Street and North 4th Street, and between Red Cross Street and Hanover Street, on the northern edge of downtown (see study area map on next page). It will bring together local bus service (Wave Transit), inter-city bus service (Greyhound), the downtown trolley, human-service transportation and taxis. It will also be the downtown station for future passenger trains. The WMTC will not only provide improved facilities and convenience for transit riders, but will also represent an investment in downtown Wilmington and its economic development.



Previous studies had identified the operational and space requirements of some of the transportation services, but these were five years ago or more, and some of that information may now be out of date. In addition, previous studies had concentrated on selecting from a range of possible locations. With that goal accomplished, it is now time to plan the site's functional layout and specific land requirements in more detail.

The North Carolina Department of Transportation (NCDOT), which is leading the process for developing the WMTC, therefore commissioned this study to update the operational and space requirements of the transportation services expected to use the WMTC, and to prepare a functional site plan. The City of Wilmington also participated in funding the study.



The study looked at not only today's needs and current plans, but also potential growth in services over the lifetime of the WMTC. This in turn would enable decisions to be made on whether additional land needs be purchased.



Wilmington Multi-Modal Transportation Center Study Area

Study Process

This study was coordinated by a Steering Committee, which included representatives of NCDOT Rail Division, NCDOT Public Transportation Division, Cape Fear Public Transportation Authority (Wave Transit), and transportation planning staff from the City of Wilmington / Wilmington Metropolitan Planning Organization (WMPO). The study was completed by a consulting team from Martin/Alexiou/Bryson (M/A/B) and Moffatt & Nichol, working with the Steering Committee, other transportation providers, and stakeholders.

The study process included:

- Reviewing background information, including previous studies for the WMTC, other transportation and land-use plans, and other community plans and projects (described in **Section 2** of this report).
- Estimating the potential for future growth in local transit service (**Section 3**).
- Contacting stakeholders (including potential transportation providers and other downtown stakeholders) to understand their views and aspirations for the WMTC and the northern downtown area (**Section 4**).
- Using this information to update the functional requirements and space needs for the WMTC (**Section 5**).
- Assessing the site characteristics and how they might affect the design options and choices (**Section 6**).
- Developing a range of possible site layouts, developing a shortlist of the most viable options, and deciding on the recommended option (**Section 7**).

Transportation Needs

The study confirmed that construction of the WMTC remains an important goal for the city and for transportation providers. Wilmington and the surrounding urban area are growing, and have adopted increasingly transit-friendly policies. Wave Transit is expanding, and in any case urgently requires improved downtown facilities to replace the current on-street transfer point. Although the Central Station on Cando Street (near Market Street and College Road) will be Wave Transit's main administrative center and main transfer point, downtown remains an important destination for riders and is still a major transfer point. Downtown will become more important over time as its employment grows and commuter transit to downtown develops from the wider Wilmington region. Greyhound remains committed to moving into the WMTC, which will improve the service it provides to riders, make better connections with other modes of transportation, and encourage new riders. Passenger rail service to Wilmington remains a part of the statewide rail plan, and the WMTC will be a key part of that service.



The functional requirements and space needs are listed in detail in this report. The specification includes the facilities required for all these transportation services. It also includes shared ancillary facilities such as restrooms and building management offices, space for food service, and additional space that can be used flexibly as needs require (for example, for taxi firms, rental car agencies, tour operators, or visitor information).

Key Goals for the Site Layout

The development of the site layout took the following key goals into account.

Transit needs. The principal goal is to provide an attractive, convenient transportation center that works well for riders and for the transportation agencies. It must be able to accommodate not only today's needs but also the likely future needs. It must support the likely pattern of bus routes (most routes are likely to reach the WMTC from the south) and be compatible with the future plans for North 3rd Street and north downtown. As far as possible, pedestrians, buses and private cars should be kept separate to avoid conflicts.

Historic preservation goals. The site is part of a National Register historic district. Campbell Street has three groups of contributing structures (shown in red on the study area map). These are not necessarily historically important in their own right, but are collectively important by contributing to the historic district as a whole. These buildings should therefore be retained if possible. In addition, the brick pavement of Campbell Street (shown in dotted red on the study area map) is an attractive, historic feature that should be retained if possible. However, the bricks are not suitable for heavy bus traffic. Finally, a site layout that preserves the buildings and the brick pavement will have a lower or negligible impact on historic resources, thereby simplifying the project funding and approval processes.



Development potential. In line with its plans and policies, the City wishes to see this area built out to a relatively high density, with building frontages on streets wherever possible. The WMTC site could include development above and/or alongside the rail platforms and bus facilities, possibly through a public-private partnership (PPP).

Neighborhood compatibility. The WMTC should be a 'good neighbor' to the adjoining areas. This includes compatibility with the fledgling residential/arts district to the north-east and the residential district to the east. Ideally, the WMTC and any associated development should make a positive contribution to these neighborhoods. There should also be good linkages with the Cape Fear Community College (CFCC) campus to the west, and the heart of downtown to the south and south-west.



Site Layout Investigation and Conclusions

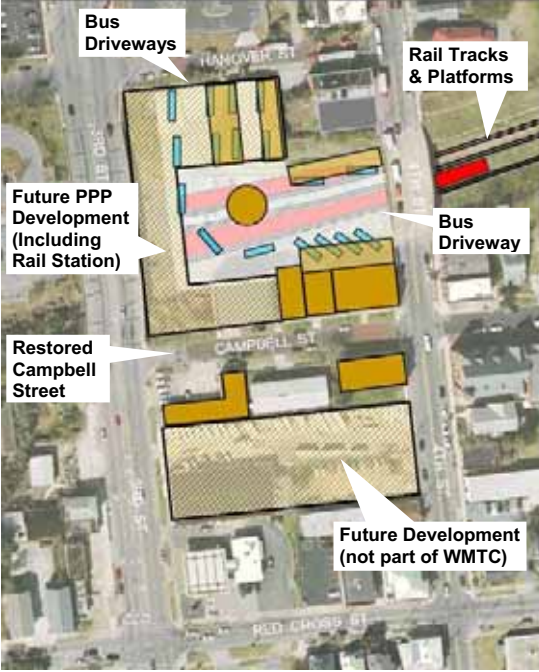

A total of 28 possible site layouts were sketched for consideration by the Steering Committee. These layouts explored a wide range of options and illustrated the trade-offs between each of the goals.

The key decision is where to provide the bus bays. These are the most complex element to fit onto a site. It is not practical to provide them on or around Campbell Street, because of the need to avoid the historically significant buildings and the brick pavement. This means the bus bays need to be either above the rail platforms (on a concrete deck or 'slab' at street level) or on the U-Haul site south of Campbell Street (including one parcel already owned by NCDOT).



The table on the next page compares these two options. In summary:

- **Transit needs:** both options are feasible, but the U-Haul site meets the transit needs better. It allows a better arrangement of bus bays that is more convenient for riders (particularly those making transfers) and is easier for vehicle maneuvers.
- **Historic preservation:** both options support the goal of preserving the character and historic structures/pavement of Campbell Street. However, the U-Haul site is preferable because it also avoids impacts on the character and brick pavement of Hanover Street.
- **Development potential:** the two options provide the best development potential in different places, but are otherwise broadly equal. In the same way, the two options provide scope for first-floor street frontage in different places.
- **Neighborhood compatibility:** the U-Haul site is much better because it keeps the buses on the south, more commercial, side of the site, rather than the north side adjoining the fledgling residential/arts district.

| Slab Option | U-Haul Option (Recommended) |
|---|---|
|  |  |
| Key Features | |
| <ul style="list-style-type: none"> Wave Transit and Greyhound buses on a bridge-like slab over platforms Campbell Street retained as a mixed-use street with drop-off etc. and leasable space. Rail platforms below grade U-Haul site not used for WMTC | <ul style="list-style-type: none"> Wave Transit and Greyhound buses on U-Haul site Campbell Street retained as a mixed-use street with drop-off, etc. and future development. Rail platforms below grade |
| Meeting Transit Needs | |
| <ul style="list-style-type: none"> Approximately 12 off-street bus bays for Wave Transit Moderate for vehicle movements Moderate for bus-to-bus transfers Good for bus-to-train transfers | <ul style="list-style-type: none"> Approximately 12 off-street bus bays for Wave Transit Excellent for vehicle movements Excellent for bus-to-bus transfers Moderate for bus-to-train transfers |
| Historic Preservation Goals | |
| <ul style="list-style-type: none"> Retains brick pavement on Campbell Street Retains contributing structures on Campbell Street Hanover Street brick pavement likely to be eliminated due to bus traffic | <ul style="list-style-type: none"> Retains brick pavement on Campbell Street Retains contributing structures on Campbell Street Hanover Street is unaffected |
| Development Potential | |
| <ul style="list-style-type: none"> U-Haul site is untouched and likely to be developed (not connected with WMTC project) Some scope for building and/or parking near tracks on N 3rd St and Hanover St frontages (coordinating with both rail and bus makes it difficult to develop rest of site) | <ul style="list-style-type: none"> Strong scope for building and/or parking on most of the railbed block (relatively easy to coordinate with rail) Limited scope for development on U-Haul site (could go over buses on N 3rd St frontage, in association with neighboring development) |
| Neighborhood Compatibility | |
| <ul style="list-style-type: none"> Moderate. Buses are on north side of site, alongside fledgling residential. Bus traffic on Hanover Street. | <ul style="list-style-type: none"> Excellent. Buses remain in commercial area on south side of site. No need to use Hanover Street. |
| Other issues | |
| <ul style="list-style-type: none"> Potentially costlier than U-Haul option due to slab Potentially more complex environmental process | <ul style="list-style-type: none"> Straightforward, 'doable' to get bus facilities established early |

- **Costs:** The slab option would avoid the U-Haul acquisition and relocation costs. However, it would require a concrete structure, similar to a very wide bridge, of approximately 30,000 square feet, costing around \$6 million at current prices. The remaining costs (new buildings, pavement, concourses, canopies, fittings, etc.) are likely to be broadly similar for each option.
- **Other factors:** Acquisition and relocation of the U-Haul site would result in a small loss of employment and tax revenue in the short-term. However, it has several other advantages, in addition to those listed above. It is likely to be easier and quicker to implement an initial set of bus facilities on the U-Haul site; it avoids the need to make decisions now on railroad platform layouts; and it means the bus facilities and the development of the northern part of the site (rail and buildings) can proceed on separate schedules, without interfering with each other.

For these reasons, the study team and the Steering Committee recommend purchasing the U-Haul site for use as part of the Transportation Center. It is an investment that will be repaid in a facility that works best for transit, preserves historic structures, is easier to implement, and will be a 'good neighbor'.



Recommended Site Layout

The numbered items below refer to the site plan at the end of this summary, and describe its key design features. More detail is given in the main text of the report.

1. Two concourses for Wave Transit buses, facing east to reflect the predominant pattern of routes, with most routes arriving/departing to/from the south. The second concourse could be omitted initially and only built when required. The concourses are shown with individual canopies, but the entire bus facility could be fully covered. The two concourses, along with the south side of the rehabilitated Neuwirth building, can accommodate up to twelve full-size Wave Transit buses at any time. This is not quite the target figure of fifteen. However, if necessary, additional buses can be accommodated in the Greyhound bays (when not occupied by Greyhound vehicles) or at the adjoining curbs on North 3rd Street or North 4th Street (particularly for buses that are using those streets anyway and would be passing by the site, such as the current route 101).
2. Bays for Greyhound buses. These are laid out to Greyhound's requirements.
3. Paratransit vans would use the curb on the south side of the Neuwirth Building, which can accommodate three vans comfortably and four vans if required. If this space were needed for full-size buses, the vans could use Campbell Street or any available bus bay.
4. The existing downtown trolley route and a potential additional trolley route in the reverse direction can stop on North 4th Street, without deviating from their route, or can use any of the bus bays if that is preferred.
5. The existing Neuwirth building would be rehabilitated and would be used for Wave Transit ticketing, Wave Transit waiting, and potentially other facilities such as restrooms.
6. A new building facing Campbell Street would fill the gap between the Neuwirth building and the Thomas Grocery building. The south side would be a Greyhound waiting area, and the north side would be a lobby for arrivals, people waiting to be picked-up, etc. This building would also likely accommodate Greyhound ticketing/baggage and some ancillary facilities such as restrooms. It would likely be a two-story building with the upper level devoted to back offices and/or a void above the waiting or lobby areas. It could provide an airport-quality experience for riders, along with an exterior frontage that respects the historic character of the street.
7. The Thomas Grocery building would be rehabilitated. It could accommodate ancillary facilities such as back offices, or could be street-oriented leasable space, or a combination of both. It might be the best location for a 'bicycle station'. This would provide tune-ups, repairs and possibly valet service for commuters, and could also provide bicycle rental for visitors. Bicycle stations are typically operated by a local bicycle store as a concession.
8. Campbell Street would be the subject of a full streetscape plan, recognizing its multiple roles: as the point of arrival/departure for many riders, as a historic street, and as the street serving future development on the north side. To accommodate the expected

traffic patterns, on-street parking bays would be created in place of the current grass buffers. These would be used for drop-off and pick-up (short-stay parking), a taxi stand, and accessible (ADA) parking. Additional parking space would also be available on North 4th Street. The brick surface would likely be restored on top of a new base, as has successfully been done for similar streets in Wilmington. The current concrete area in front of the Neuwirth building would be re-landscaped to provide a focal point, visible from North 3rd Street.



9. North of Campbell Street, almost the entire block would be available for future development, possibly as a public-private partnership. This would likely include a strong building frontage on North 3rd Street, similar to the office buildings recently constructed on that street. The frontages on Hanover Street, North 4th Street and Campbell Street would likely reflect the character of those streets. Rail facilities (ticketing, waiting, etc.) would likely be provided at street level within that development. The north-west corner of the block, fronting Hanover Street, is suitable for a small parking deck, which could be used in part for rail passengers' parking.
10. The rail platforms would be below street level, at a similar level to the current parking lot. The site can accommodate up to three platforms, which could be built individually as required.
11. The corner of North 3rd Street and Campbell Street, on this block, would be a focal point. It is where the rail and bus facilities would meet (either side of Campbell Street) and would connect to a future pedestrian tunnel under North 3rd Street to the Cape Fear Community College campus and the waterfront. This pedestrian link would form part of the trail proposed in the Downtown Plan.

What Happens Next?

With this study, the City of Wilmington, Wave Transit, NCDOT Rail Division and NCDOT Public Transportation Division are asked to approve the recommended site layout as the basis for design.

The City is asked to commit to purchase of the U-Haul site and to provide the 10% local match.

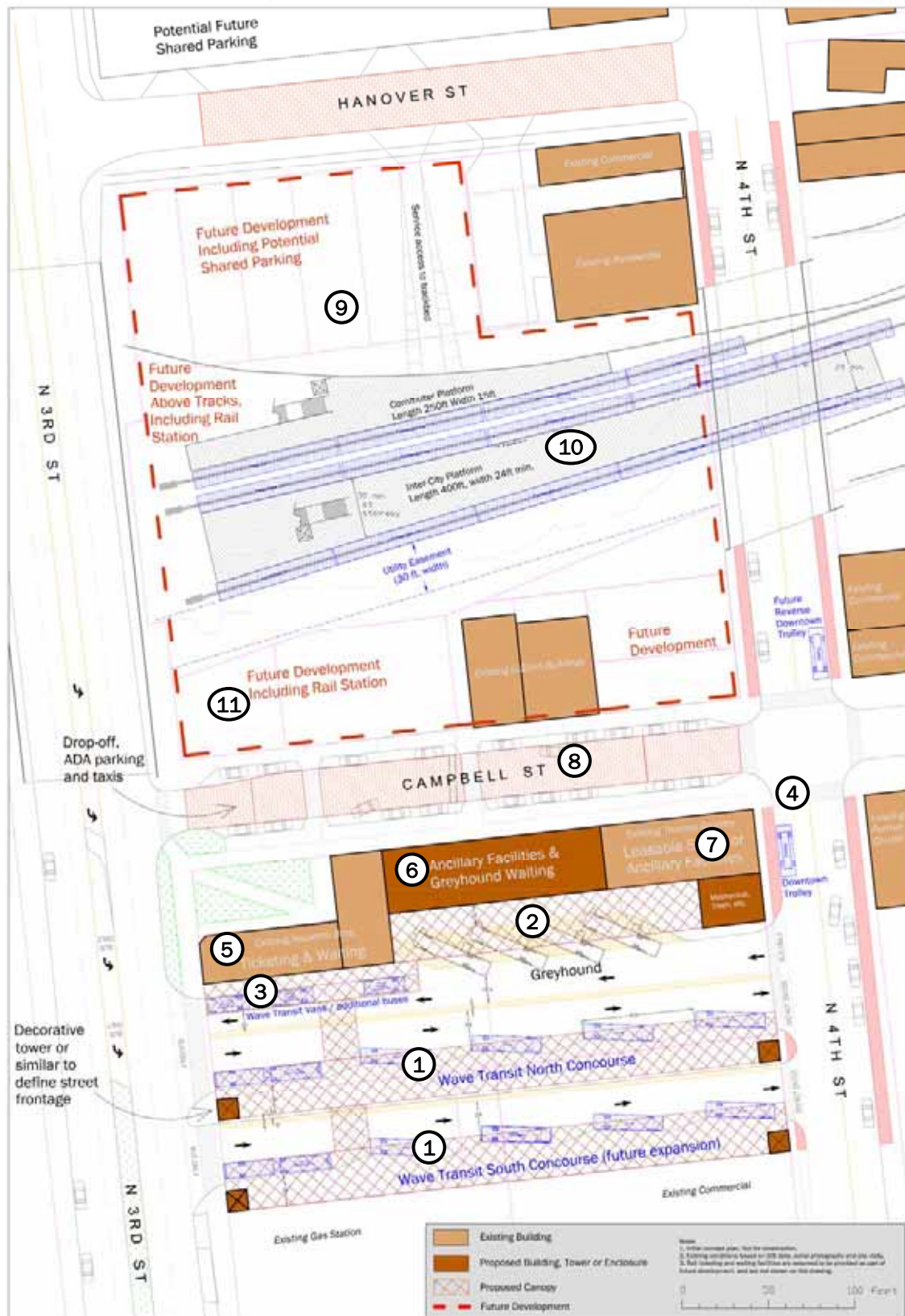
If these recommendations are accepted, the next steps are for NCDOT, working with the City and Wave Transit, to:

- Make the purchase, through agreement or condemnation.
- Undertake initial site preparation, including removal of unwanted buildings and other clean-up tasks.
- Begin identifying potential funding sources for an initial phase that provides the bus facilities and enhances Campbell Street.
- Take the design process to the next level of detail.

Downtown Multi-Modal Center Recommended Site Layout

Figures in circles refer
to description in text

May 1, 2009
Concept plan
Not for construction

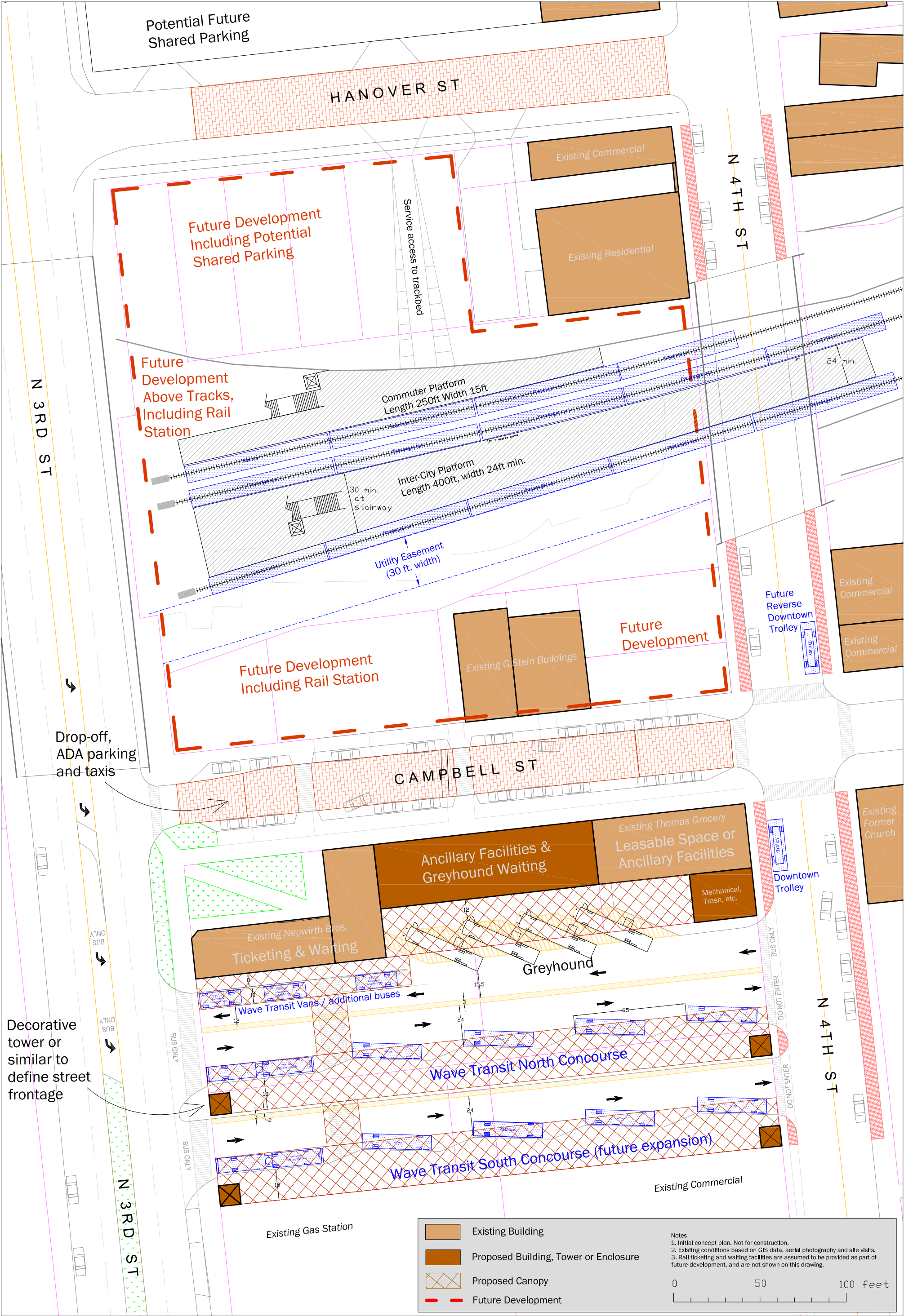


Wilmington Transit Needs Study

Downtown Multi-Modal Center

Recommended Site Layout

May 1, 2009
Concept plan
Not for construction



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION ADOPTING THE TRANSIT NEEDS ANALYSIS FOR THE
WILMINGTON MULTI-MODAL TRANSPORTATION CENTER**

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 Transit Needs Study for the Wilmington Multi-modal Transportation Center evaluated the current and future service needs at the Multi-modal Transportation Center site location; and

WHEREAS, this evaluation was conducted to determine the recommended size of the facility and allocation of space for individual operators; and

WHEREAS, the study included a review of previous programming efforts, interviews with stakeholders, development of a range of possible site layouts and a final recommended option; and

WHEREAS, the recommended option for the facility includes a transit portion, which is expected to be constructed first, and a passenger rail service that is expected to be constructed in the future; and

WHEREAS, the recommended option requires the purchase of the U-Haul properties located at 508 and 516 N. 3rd Street and 513 N. 4th Street.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee adopts the Transit Needs Analysis for the Wilmington Multi-modal Transportation Center and supports the acquisition of the properties located at 508 and 516 N. 3rd Street and 513 N. 4th Street.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on June 24, 2009.

Lanny Wilson, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE**

RESOLUTION SUPPORTING SENATE BILL 222

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

WHEREAS, on February 19, 2009 Senator Boseman introduced Senate Bill 222 that would authorize the City of Wilmington to levy a one-half cent local sales and use tax for congestion relief, if approved by the voters in the City of Wilmington; and

WHEREAS, this bill would provide an alternative funding source to address automotive congestion purposes; and

WHEREAS, a tax levied under this Article expires upon the earlier of seven years after the effective date of its levy or the first day of the calendar quarter following the month in which the indebtedness for each program identified pursuant G.S. 105-542(b) has been retired, provided the municipality has given the Secretary at least 60 days' advance notice of the expiration; and

WHEREAS, a municipality's authorization to levy a tax under this Article expires seven years after the effective date of the first tax the municipality levies under this Article, even if the tax has not remained in effect for the entire seven-year period.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee supports Senate Bill 222 authorizing the City of Wilmington to levy a one-half cent local sales and use tax for congestion relief, if approved by the voters in the City of Wilmington .

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on June 24, 2009.

Lanny Wilson, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

Wilmington Urban Area Transportation Planning Work Program

Fiscal Year 2009-2010



AMENDED
June 24, 2009

**FY 2009-2010 UNIFIED PLANNING WORK PROGRAM
FOR THE
WILMINGTON, NORTH CAROLINA URBAN AREA**

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Introduction

In compliance with Federal law and in the spirit of cooperation, the Wilmington Urban Area conducts a "cooperative, comprehensive, and continuing...." transportation planning process. This Planning Work Program (PWP) outlines the tasks and associated funding sources dedicated to the Wilmington Urban Area MPO transportation planning process during fiscal year 2009-2010. Depending on the specific funding source, tasks funded through the PWP are eligible for reimbursement of 80-90% of their cost from the Federal Highway Administration and Federal Transit Administration through the North Carolina Department of Transportation.

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

- Statewide Planning and Research Programs (SPR)-These funds are used by NCDOT to conduct work for the Wilmington Urban Area MPO.

- Federal Highway Administration Section 104(f) Funds-These funds are dedicated to the urban area to perform transportation planning. They require a 20% local match.

- Federal Transit Administration Section 5303 Funds-These funds are used for transit planning in the urban area. The Federal Transit Administration provides 80% of these funds, NCDOT 10%, and there is a required 10% local match.

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

Narrative of PWP Section 104(f) Work Tasks to be Performed in FY 2009-2010

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

Line Item Code

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

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

II-A3 Street System Changes- Update of street system database as needed.

II-A4 Traffic Accidents-Currently MPO staff conducts an ongoing effort to summarize traffic accident data for specific projects, the annual Traffic count and Accident report, and for the public. MPO staff also utilizes accident data for specific inquiries.

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

II-A6 Dwelling Unit, Population, Employment Changes- Will measure land use changes by Transportation Analysis Zone between April 2000 Census and travel demand model base year. Staff will provide capacity analysis for proposed developments within the Wilmington planning area boundary.

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

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

II-A9 Travel Time Studies- Conduct key travel time studies for travel demand model and development of the Long Range Transportation Plan.

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

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

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

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

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

II-B3 Travel Model Updates- No tasks foreseen.

II-B4 Travel Surveys- No tasks foreseen.

II-B5 Forecast of Data to Horizon Year- Monitor regionally significant land use changes and modify future year TAZ file accordingly.

II-B6 Community Goals and Objectives- Monitor public input as it pertains to goals and objectives set forth in the update of the Long Range Transportation Plan. Staff the Citizen Advisory Committee (CAC).

II-B7 Forecast of Future Year Travel Patterns- Test alternative roadway network improvements for system benefit.

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

II-B9 Highway Element of Long Range Transportation Plan (LRTP)- Identification of highway deficiencies, priorities, and proposed highway improvement solutions and strategies. Provide documentation of process and recommendations in update of the LRTP.

II-B10 Transit Element of Long Range Transportation Plan- Identify public transportation deficiencies, priorities, and proposed transit improvement solutions and strategies from the completed Transit Master Service Plan for inclusion in the update of the LRTP. Provide documentation of process and recommendations.

II-B11 Bicycle and Pedestrian Element of the Long Range Transportation Plan- Identify bicycle deficiencies, priorities, and proposed bicycle and pedestrian improvement solutions and strategies. Provide documentation of the process and recommendations in the update of the LRTP.

II-B12 Airport/Air Travel Element of the Long Range Transportation Plan - Identify airport and air service deficiencies, priorities, and proposed airport and air service improvement solutions and strategies. Provide documentation of process and recommendations in the update of the LRTP.

II-B13 Collector Street Element of Long Range Transportation Plan- Develop regionally acceptable collector street policies and program recommendations for inclusion in the update of the LRTP.

II-B14 Rail, Waterway and Other Elements of Long Range Transportation Plan - Identify rail and waterway deficiencies, priorities, and proposed rail and waterway improvement solutions and strategies. Provide documentation of process and recommendations in the update of the LRTP.

II-B15 Freight Movement/Mobility Planning- Identification of freight movement deficiencies, priorities, and proposed improvement solutions and strategies. Provide documentation of process and recommendations in the update of the LRTP.

II-B16 Financial Planning- Develop realistic, best estimates of funding sources available and project cost estimates throughout the forecast years for the LRTP. Ensure fiscal constraint in the update of the LRTP.

II-B17 Congestion Management Strategies- Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions, and transportation system management strategies. Document process and solutions in the update of the LRTP.

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

III-A Planning Work Program- Evaluation of FY 2009 PWP and development of FY 2010 PWP.

III-B Transportation Improvement Program-Review and amend the 2009-2015 Transportation Improvement Program on an as needed basis.

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

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

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

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

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

III-C6 Public Involvement- Extensive Public Participation effort will be carried out to solicit input and reaction to update of the Long Range Transportation Plan.

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

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

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

III-D3 Special Studies- A consultant will be contracted to assist in the completion of the Transit and Financial chapters of the 2035 Long Range Transportation Plan.

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

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

| | |
|--------------------------------------|---|
| MPO | Wilmington |
| FTA Code | 44.26.07 |
| Task Code | III-E |
| Title | Management & Operations |
| Task Objective | Administration, operations, and maintenance planning |
| Tangible Product Expected | Transit system operations and maintenance management |
| Expected Completion Date of Products | June 2010 |
| Previous Work | Ongoing management of the system |
| Relationship | This is a collaborative effort of the City of Wilmington and the Cape Fear Public Transportation Authority (Wave Transit) |
| Responsible Agency | CFPTA, in coordination with the City of Wilmington |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 7,298 |
| Section 5303 NCDOT 10% | 7,298 |
| Section 5303 FTA 80% | 58,384 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |

| TASK CODE | TASK DESCRIPTION | SPR | | SEC. 104 (f) PL | | SECTION 5303 | | | SECTION 5307 | | | ADDITIONAL FUNDS | | | TASK FUNDING SUMMARY | | | |
|---------------|--|--------------|-------------|-----------------|----------------|--------------|--------------|---------------|--------------|--------------|------------|------------------|------------|------------|----------------------|--------------|----------------|----------------|
| | | Highway | | | | | | | Transit | | | Local 100% | NCDOT | | LOCAL | STATE | FEDERAL | TOTAL |
| | | NCDOT 20% | FHWA 80% | Local 20% | FHWA 80% | Local 10% | NCDOT 10% | FTA 80% | Local 10% | NCDOT 10% | FTA 80% | | TE 100% | DO 100% | | | | |
| II-A | <u>Surveillance of Change</u> | | | | | | | | | | | | | | | | | |
| II-A-1 | Traffic Volume Counts | | | 14,400 | 57,600 | | | | | | | | | | 14,400 | 0 | 57,600 | 72,000 |
| II-A-2 | Vehicle Miles of Travel | | | 50 | 200 | | | | | | | | | | 50 | 0 | 200 | 250 |
| II-A-3 | Street System Changes | | | 50 | 200 | | | | | | | | | | 50 | 0 | 200 | 250 |
| II-A-4 | Traffic Accidents | | | 600 | 2,400 | | | | | | | | | | 600 | 0 | 2,400 | 3,000 |
| II-A-5 | Transit System Data | | | 100 | 400 | | | | | | | | | | 100 | 0 | 400 | 500 |
| II-A-6 | Dwelling Unit, Pop. & Emp. Change | | | 1,000 | 4,000 | | | | | | | | | | 1,000 | 0 | 4,000 | 5,000 |
| II-A-7 | Air Travel | | | 50 | 200 | | | | | | | | | | 50 | 0 | 200 | 250 |
| II-A-8 | Vehicle Occupancy Rates | | | 50 | 200 | | | | | | | | | | 50 | 0 | 200 | 250 |
| II-A-9 | Travel Time Studies | | | 400 | 1,600 | | | | | | | | | | 400 | 0 | 1,600 | 2,000 |
| II-A-10 | Mapping | | | 1,600 | 6,400 | | | | | | | | | | 1,600 | 0 | 6,400 | 8,000 |
| II-A-11 | Central Area Parking Inventory | | | 0 | 0 | | | | | | | | | | 0 | 0 | 0 | 0 |
| II-A-12 | Bike & Ped. Facilities Inventory | | | 50 | 200 | | | | | | | | | | 50 | 0 | 200 | 250 |
| | | | | | | | | | | | | | | | | | | |
| II-B | <u>Long Range Transp. Plan</u> | | | | | | | | | | | | | | 0 | 0 | 0 | 0 |
| II-B-1 | Collection of Base Year Data | | | 0 | 0 | | | | | | | | | | 0 | 0 | 0 | 0 |
| II-B-2 | Collection of Network Data | | | 0 | 0 | | | | | | | | | | 0 | 0 | 0 | 0 |
| II-B-3 | Travel Model Updates | | | 200 | 800 | | | | | | | | | | 200 | 0 | 800 | 1,000 |
| II-B-4 | Travel Surveys | | | 0 | 0 | | | | | | | | | | 0 | 0 | 0 | 0 |
| II-B-5 | Forecast of Data to Horizon year | | | 50 | 200 | | | | | | | | | | 50 | 0 | 200 | 250 |
| II-B-6 | Community Goals & Objectives | | | 500 | 2,000 | | | | | | | | | | 500 | 0 | 2,000 | 2,500 |
| II-B-7 | Forecast of Futurel Travel Patterns | | | 1,000 | 4,000 | | | | | | | | | | 1,000 | 0 | 4,000 | 5,000 |
| II-B-8 | Capacity Deficiency Analysis | | | 1,000 | 4,000 | | | | | | | | | | 1,000 | 0 | 4,000 | 5,000 |
| II-B-9 | Highway Element of th LRTP | | | 1,200 | 4,800 | | | | | | | | | | 1,200 | 0 | 4,800 | 6,000 |
| II-B-10 | Transit Element of the LRTP | | | 800 | 3,200 | | | | | | | | | | 800 | 0 | 3,200 | 4,000 |
| II-B-11 | Bicycle & Ped. Element of the LRTP | | | 1,200 | 4,800 | | | | | | | | | | 1,200 | 0 | 4,800 | 6,000 |
| II-B-12 | Airport/Air Travel Element of LRTP | | | 200 | 800 | | | | | | | | | | 200 | 0 | 800 | 1,000 |
| II-B-13 | Collector Street Element of LRTP | | | 1,200 | 4,800 | | | | | | | | | | 1,200 | 0 | 4,800 | 6,000 |
| II-B-14 | Rail, Water or other mode of LRTP | | | 500 | 2,000 | | | | | | | | | | 500 | 0 | 2,000 | 2,500 |
| II-B-15 | Freight Movement/Mobility Planning | | | 500 | 2,000 | | | | | | | | | | 500 | 0 | 2,000 | 2,500 |
| II-B-16 | Financial Planning | | | 1,400 | 5,600 | | | | | | | | | | 1,400 | 0 | 5,600 | 7,000 |
| II-B-17 | Congestion Management Strategies | | | 1,200 | 4,800 | | | | | | | | | | 1,200 | 0 | 4,800 | 6,000 |
| II-B-18 | Air Qual. Planning/Conformity Anal. | | | 0 | 0 | | | | | | | | | | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | | | |
| III-A | <u>Planning Work Program</u> | | | 200 | 800 | | | | | | | | | | 200 | 0 | 800 | 1,000 |
| | | | | | | | | | | | | | | | | | | |
| III-B | <u>Transp. Improvement Plan</u> | | | 200 | 800 | | | | | | | | | | 200 | 0 | 800 | 1,000 |
| | | | | | | | | | | | | | | | | | | |
| III-C | <u>Cvl Rgts. Cmp./Otr .Reg. Reqs.</u> | | | | | | | | | | | | | | 0 | 0 | 0 | 0 |
| III-C-1 | Title VI | | | 100 | 400 | | | | | | | | | | 100 | 0 | 400 | 500 |
| III-C-2 | Environmental Justice | | | 200 | 800 | | | | | | | | | | 200 | 0 | 800 | 1,000 |
| III-C-3 | Minority Business Enterprise | | | 100 | 400 | | | | | | | | | | 100 | 0 | 400 | 500 |
| III-C-4 | Planning for the Elderly & Disabled | | | 50 | 200 | | | | | | | | | | 50 | 0 | 200 | 250 |
| III-C-5 | Safety/Drug Control Planning | | | 0 | 0 | | | | | | | | | | 0 | 0 | 0 | 0 |
| III-C-6 | Public Involvement | | | 1,200 | 4,800 | | | | | | | | | | 1,200 | 0 | 4,800 | 6,000 |
| III-C-7 | Private Sector Participation | | | 50 | 200 | | | | | | | | | | 50 | 0 | 200 | 250 |
| | | | | | | | | | | | | | | | | | | |
| III-D | <u>Incidental Plng./Project Dev.</u> | | | | | | | | | | | | | | 0 | 0 | 0 | 0 |
| III-D-1 | Transportation Enhancement Plng. | | | 1,400 | 5,600 | | | | | | | | | | 1,400 | 0 | 5,600 | 7,000 |
| III-D-2 | Enviro. Analysis & Pre-TIP Plng. | | | 50 | 200 | | | | | | | | | | 50 | 0 | 200 | 250 |
| III-D-3 | *Special Studies | | | 12,000 | 48,000 | | | | | | | | | | 12,000 | 0 | 48,000 | 60,000 |
| III-D-4 | Regional or Statewide Planning | | | 50 | 200 | | | | | | | | | | 50 | 0 | 200 | 250 |
| | | | | | | | | | | | | | | | | | | |
| III-E | <u>Management & Operations</u> | | | 18,000 | 72,000 | 7,298 | 7,298 | 58,384 | | | | | | | 25,298 | 7,298 | 130,384 | 162,980 |
| TOTALS | | 0 | 0 | 62,900 | 251,600 | 7,298 | 7,298 | 58,384 | | | | | | | 70,198 | 7,298 | 309,984 | 387,480 |

Anticipated DBE Contracting Opportunities for FY 2009-2010

Name of MPO: Wilmington Urban Area MPO

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

| Prospectus Task Code | Prospectus Description | Name of Agency Contracting Out | Type of Contracting Opportunity (Consultant, etc.) | Federal Funds to be Contracted Out | Total Funds to be Contracted Out |
|-----------------------------|-------------------------------|---------------------------------------|---|---|---|
| III-D-3 | Special Studies | City of Wilmington | Consultant | \$40,000 | \$50,000 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION AMENDING THE FY 2009-2010 PLANNING WORK PROGRAM
OF THE WILMINGTON URBAN AREA**

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

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

WHEREAS, members of the Wilmington Urban Area Transportation Advisory Committee agree that the Planning Work Program will effectively advance transportation planning for State Fiscal Year 2009-2010;

NOW THEREFORE, be it resolved that the Transportation Advisory Committee hereby amends the FY 2009-2010 Planning Work Program for the Wilmington Urban Area.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on June 24, 2009.

Lanny Wilson, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

DRAFT

Wilmington Metropolitan Planning Organization Public Involvement Policy



Adopted _____

I. Introduction

Overview

The Wilmington Urbanized Area Metropolitan Planning Organization's (WMPO's) Public Involvement Policy 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 Involvement Policy is comprised of the public involvement programs for all the major planning activities, including the Long Range Transportation Plan (LRTP), Metropolitan Transportation Improvement Program (MTIP), the Planning Work Program (PWP) and federal requirements (ISTEA, TEA-21, SAFETEA_LU, Civil Rights Act, Environmental Justice, Limited English Proficiency and Americans with Disabilities Act).

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

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.

The Wilmington MPO's Mission Statement

[T]o develop and implement a comprehensive multi-modal transportation plan that supports the existing and future mobility needs and economic vitality of the Wilmington Urban Area. This shall be accomplished by protecting the environment, safeguarding the social equity, improving the quality of life for citizens of the community improving the local economy and providing for safe and efficient mobility throughout the region. This is achieved through the long range transportation planning process which includes a comprehensive, continuous and cooperative approach from citizens and participating members.

Transportation Advisory Committee (TAC)

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

Town of Carolina Beach: one elected officials

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

Transportation Coordination Committee (TCC)

The TCC is made of planners and engineers on staff at 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 reviews plans and programs and makes recommendations to the TAC.

Purpose

The purpose of the WMPO Public Involvement Policy 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.

Policy Elements

The WMPO's Public Involvement Policy is comprised of a number of sub-policies. All planning programs and activities are required to go through the Transportation Advisory Committee's (TAC) public process. In addition, the WMPO has initiated specific public involvement programs for the LRTP, the MTIP, the UPWP and federal requirements (ISTEA, TEA-21, SAFETEA_LU, Civil Rights Act, Environmental Justice, Limited English Proficiency and Americans with Disabilities Act).

Regular Public Involvement Opportunities

Regular schedules will be adopted by the TAC at the first meeting of the calendar year. These meetings will typically be held 10 times per calendar year unless otherwise approved and be in accordance with the open meetings laws. Notice of these meetings will be published in the Star News and Wilmington Journal at least 5 days prior to the day of the meeting. 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 TAC 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 minutes and the entire public comment period shall not exceed 15 minutes. If necessary, the chairman can extend the Public Comment Period by a vote of the board.

Response to Public Comment

The TAC typically acknowledges public comments in one of the following two ways: the TAC 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 TAC 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.

GOALS:

The goals of the WMPO's Public Involvement Policy 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.

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 ISTEA, TEA-21, SAFETEA_LU, NEPA and FTA/FHWA Guidance on Public Participation.

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. The MPO will hold a forty-five (45) day public comment period for amendments to the Public Involvement Policy and will seek input and feedback on the MPO's public involvement efforts.

Federal Requirements

The Federal Laws and processes covering public participation in the transportation planning process include the following:

- *The Intermodal Surface Transportation Efficiency Act (ISTEA), Transportation Equity Act for the 21st Century (TEA-21) and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA_LU);*
- *Title VI of the Civil Rights Act of 1964;*
- *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994);*
- *Executive Order 13161, Improving Access to Services for Persons with Limited English Proficiency (2000); and*
- *The Americans with Disabilities Act of 1990, the Rehabilitation Act of 1973 (Section 504), and the Rehabilitation Act Amendments of 1998 (Section 508).*

1. ISTEA, TEA-21 and SAFETEA_LU

As mandated in *ISTEA* and other supporting Federal regulations, *and continued in TEA-21 and SAFETEA_LU*, Metropolitan Planning Organizations (MPOs) must establish, periodically review, and update public involvement 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 reasonable public access to technical and policy information used in the development of plans and Transportation Improvement Programs (TIPs);*
- *Requiring adequate public notice of public involvement activities and time for public review and comment at key decision points; and,*
- *Demonstrating explicit consideration and response to public input received during the planning and program development processes*
 - *The use of visualization techniques*
 - *Ensuring that all documents are available in electronic format*

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. 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*. It 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.”

Executive Order 12898 defines minority populations as belonging to any of the following groups:

- *Black* – a person having origins in any of the black racial groups of Africa;
- *Hispanic* – 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, the Indian subcontinent, or the Pacific Islands; and,
- *American Indian and Alaskan Native* – a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.

It defines low-income populations as those whose household incomes are at or below the U.S. Department of Health and Human Services poverty guidelines. 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.*

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

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

5. 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 Metropolitan Planning Organization will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. 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.

Outreach Efforts

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 ISTEA, TEA-21 or SAFETEA_LU, stakeholders will include “citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight services, private providers of transportation, representatives of users of public transportation and other interested parties.” Citizens 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.

Individual stakeholders and representative stakeholders groups will be included in a WMPO database. 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 a stakeholder database.

Ongoing meetings with stakeholders will be conducted to share information on a one-on-one basis. These meetings will give the stakeholders to provide individual feedback on transportation issues throughout the community and region.

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

Reaching people and groups that have not traditionally been participants in the transportation planning process are of particular emphasis. These traditional non-participants include low-income, minority, elderly and disabled; have no vehicles; and low literate or have limited English proficiency. Staff will identify and meet with these organizations and community leaders who represent these 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 will outline the meetings with group leaders and implementing strategies.

Develop Outreach and Education Programs

The outreach and education program will be 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. It will be necessary to periodically review and update the program and materials.

Special considerations and arrangements will be made to design a program that is tailored for non-participants such as minority, low income, those who do not have vehicles, those who are limited English proficient and disabled communities. These considerations will include developing materials specifically targeted to those communities.

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.

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 Speakers Bureau will present information in order to educate the public regarding the MPO planning process and on-going transportation projects within the region. A receptacle of this Speaker's Bureau will be that WMPO staff will be able to be educated by the public on issues/concerns and transportation needs in the region.

Maintain a Website

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.

Develop and Distribute Brochures

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

Conduct Public Informational Workshops, Charrettes and Public Open Houses

Public Informational workshops, Charrettes and Public Open Houses should be conducted on topics associated with the transportation planning process. Such workshops, charrettes and/or open houses should be designed to educate the participants on specific topics, i.e. 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 should be conducted on an as-needed basis.

Conduct Surveys

Surveys may be used to gather information from people's 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 using the WMPO's website.

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.

Periodic Transportation Summits

Periodic Transportation Summits will 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 will also sponsor a Transportation Summit with every update of the Long-Range Transportation Plan that will be comprised of state and local leaders to discuss local and regional transportation issues.

Citizen Advisory Committee (CAC)

The CAC will be the foundation of the WMPO's public involvement process. 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 provides an avenue for obtaining public input for the TAC deliberations on transportation issues. Besides providing input directly to the TAC, the CAC will assist in developing public involvement programs to solicit general public input for the TAC. Comments received from the CAC members and non-members are treated equally.

The CAC will meet approximately once a month with a meeting schedule approved at the first meeting of the calendar year. These meetings are open to the public and provide an opportunity for interested parties to hear and discuss transportation issues.

II. Long Range Transportation Plan (LRTP)

Long Range Transportation Plan Public Involvement Procedure

The WMPO will provide an opportunity for meaningful public involvement in the development and update of the Transportation Plan. The public comment period will be for 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 WMPO will assemble all comments and forward comments to the Technical Coordinating Committee (TCC) and the TAC. The TAC shall hold at least one public hearing for the Long Range Transportation Plan.

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.
- With every update of the LRTP the WMPO will sponsor a Transportation Summit comprised of state and local leaders to discuss local and regional transportation issues.
- Public meetings may be held to formulate a vision for the LRTP development, provide the public background information on the metropolitan transportation system

and other issues as well as the proposed framework of the LRTP 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.
- Public meetings will be held at a location which is accessible to persons with disabilities and preferably located on a transit route.

Notifications will inform the public of the availability of the draft LRTP 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 (i.e. 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 that copies of the draft LRTP will be on file for public review at the City of Wilmington Planning Department and WMPO member offices, and at area libraries. A copy will also be available in a PDF format for downloading on the WMPO website.

III. 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 TAC'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 LRTP 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 TAC 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.

TEA-21 and SAFETEA_LU mandate an opportunity for public review of the MTIP. The minimum public comment period shall be 30 days on the final draft and any amendments to the MTIP. 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 WMPO will assemble all comments and forward comments to the TCC and the TAC. The TAC shall hold at least one public hearing for the MTIP.

IV. Unified Planning Work Program (UPWP)

TEA-21 and continued in SAFETEAU_LU requires each MPO, as a condition to the receipt of Federal highway and transit capital or operating assistance, is required to conduct a documented comprehensive transportation planning process. A Unified Planning Work Program (UPWP), which includes planning and project development activities that address transportation issues in the area, is required by this process. Annual certification that the planning process is being carried on in conformance with stated requirements is necessary for the receipt of funding for surface transportation programs, air quality, national highway system, Interstate maintenance, state bridge replacement, and transit capital and operating funds. The purpose of the UPWP is to administer the MPO planning program and carry out the planning activities necessary to implement the Long Range Transportation Plan.. 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
- Long Range 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.

The minimum public comment period on the UPWP shall be thirty (30) days. 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 WMPO will assemble all comments and forward comments to the TCC and the TAC.

Strategic Planning Office of Transportation (SPOT)

Prioritization Working Group
April 29, 2009

NCDOT

OUR MISSION

*"Connecting people and places
in North Carolina – safely and
efficiently, with accountability
and environmental sensitivity"*

OUR GOALS

- Make our transportation network **safer**
- Make our transportation network move people and goods more **efficiently**
- Make our infrastructure **last longer**
- Make our organization a place that **works well**
- Make our organization **a great place to work**



Strategic Planning Office (SPOT)

Core Mission:

Direct NEW Strategic Planning & Prioritization Process

Core Activities:

- Every 4 years: **Set Strategic Direction**
 - 20 year outlook
- Every 2 years: **Develop Strategic Prioritization**
 - 5-10 year outlook
- **Establish NEW** Levels of Service (LOS) for all Biz Units
 - Performance Measures and Targets

Accomplishments (since January)

- Worked with NCDOT IT to design/develop web-based template
 - Held 4 demos with future users (including MPO/RPO Work Group members) in early March
 - Incorporated changes into template based on user feedback
- Started Template Instructional Guide
- Ongoing discussions regarding final Prioritization process
 - Next Working Group Meeting scheduled — April 29th
- Assisting Governance Office with new Reformed Transportation changes
- Coordinated 1st wave Economic Stimulus Effort

Guiding Principles (DRAFT) of NCDOT Prioritization

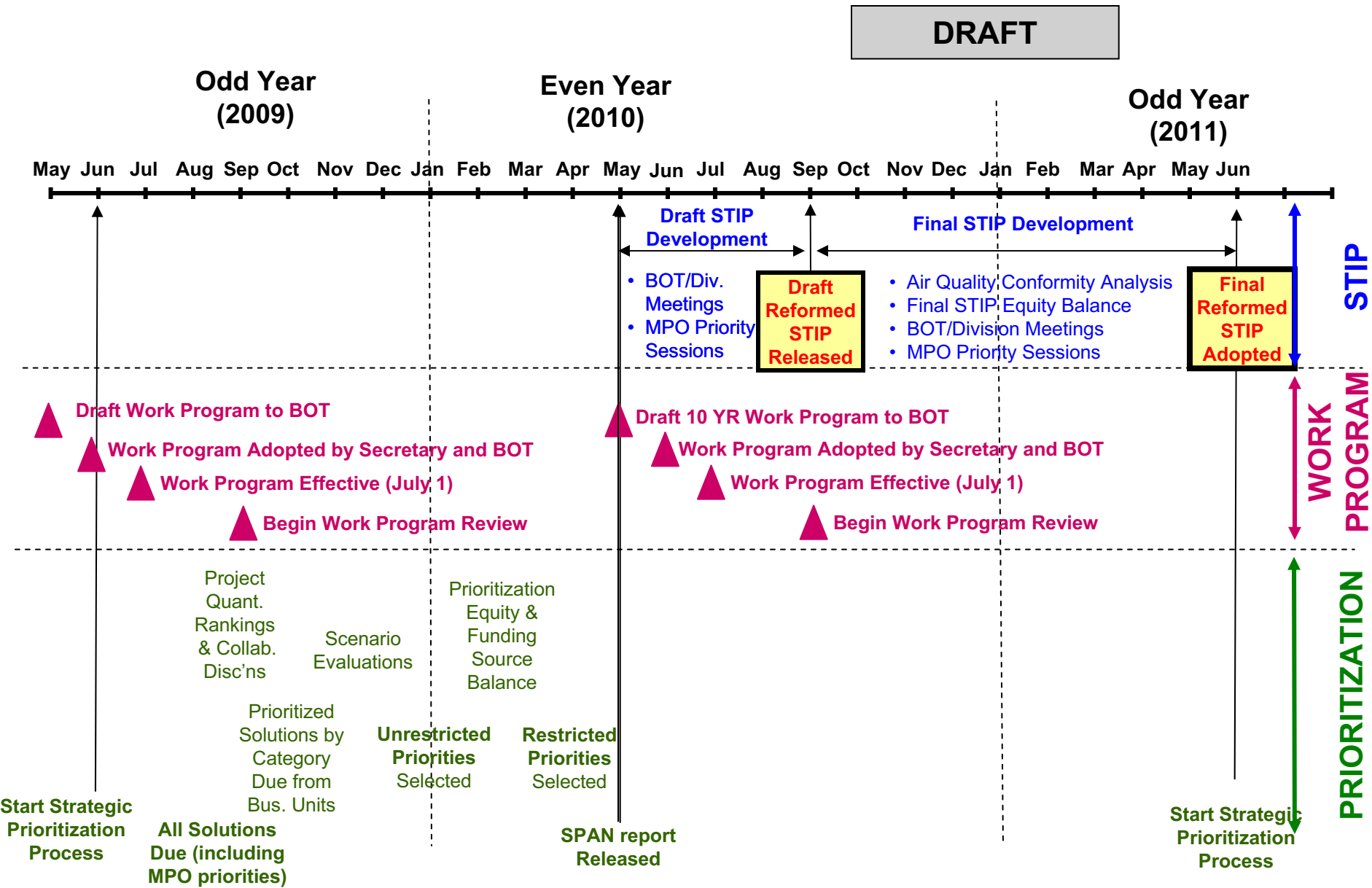
- The prioritization process will be input to a reformed Statewide Transportation Improvement Program (STIP) and a Transportation Work Program (5 & 10 Yrs)
- The prioritization process will emphasize alignment with the Department's Mission and Goals
- The prioritization process will be clear and understandable
- The prioritization process is a combination of quantitative and qualitative data
- The process will include a weighted ranking system based on goal, tier, and Metropolitan Planning Organization (MPO)/Rural Planning Organization (RPO) rankings

Guiding Principles (DRAFT) of NCDOT Prioritization

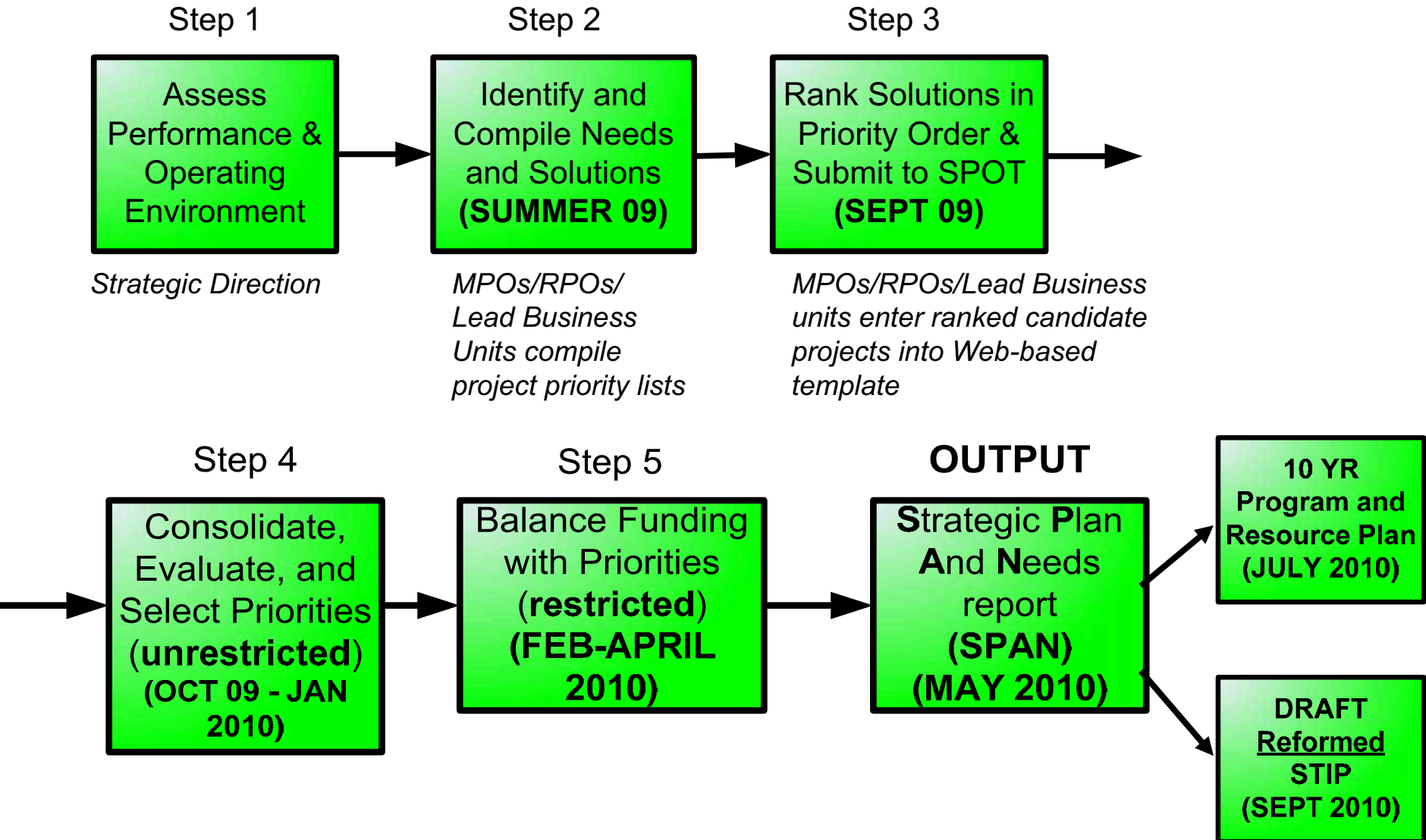
- The Secretary of NCDOT will have the ability to move projects up or down in the final rankings. When this occurs, NCDOT will explain the importance of the project(s)
- The process will focus on ranking projects in the existing STIP because needs far outweigh expected revenues
- New projects will be evaluated if the project “showcases” an exceptional benefit to a serious transportation system deficiency
- Project priorities will be captured through a web-based template and a supporting database
- The final rankings and process to determine those rankings will be visible

Strategic Prioritization Calendar

Reformed STIP in 2010



Strategic Prioritization



* Steps reflect tentative dates

DRAFT Prioritization Calendar

- **Summer 09** – MPOs/ RPOs utilize your respective prioritization methods to rank order projects. Gain approval from your local TCC/TAC
 - **Template Instructional Guide** provided by **August 3**
 - ◇ Instructional Guide will include many examples on how to classify projects by Goal, Tier, and Mode
- **Sept 1 to 18** – NCDOT template open for priority project submittals from MPOs/RPOs, NCDOT Lead Business Units (LBUs), and Divisions
 - MPOs/RPOs submit top 20 list of projects (combination of existing STIP and new projects)
 - LBUs & Divisions submit projects
 - All parties are expected to communicate with each other to avoid submitting duplicate **NEW** projects
- **Sept 21 to Oct 9** – SPOT performs QA/QC and sends all projects to GIS to extract condition data
- **Oct 12 to Oct 23** – Divisions rank top 50 projects (SPOT provides respective MPO/RPO rank and condition data)
- **Oct 26 to Nov 6** – SPOT applies prioritization model to generate numerical score for every project (by Goal, Tier, Mode)

DRAFT Prioritization Calendar con't

- **Nov 9 to Dec 4** – Recommend rank order changes (if any) to COO & Secretary
 - Technical Review Teams (SPOT, Asset Management, Chief Eng, & Mobility and Safety) review numerical rankings from a statewide/strategic perspective
- **Dec 7 – 31** – SPOT develops unrestricted investment scenarios
- **Jan 1 to 31** – develop final recommended unrestricted scenario
 - hold executive management workshops to facilitate discussion of tradeoffs and pros/cons of competing scenarios
- **Feb 1 to March 31** – Develop restricted investment scenario
 - Financial Management (including Program Development Branch) performs prioritization equity & funding source balance
 - Hold executive management workshop for support of final recommended investment scenario
- **April 1 to April 30** – develop DRAFT 10 YR Program and Resource Plan
- **May 1** – official handoff to Financial Management, complete SPAN Report

Prioritization Model Overview

Total Score per Hwy Project = Quantitative Score + Qualitative Score

- **Quantitative** score derived from **condition data**
 - Congestion Score (volume/capacity + AADT)
 - Pavement Score (Pavement Condition Rating)
 - Safety Score (Critical Crash Rate, Crash Severity, Crash Density)
- Score is **weighted** per Goal and per Tier
- **Qualitative** score driven by local rank & responses to Project Need questions
 - Score is weighted per Goal and per Tier
 - MPO/RPO Rank – use local methodology to rank order priorities
 - Division Rank – use knowledge of local area to rank order priorities
 - ◇ Use Project Need (qualitative) questions as guidance, including:
 - * Environmental Measures
 - * Program Objectives
 - * Economic Development
- ***Only one # 1 project per MPO/RPO and per Division Rank***

Prioritization Model - Highways

Quantitative

Qualitative

| <u>GOAL</u> | <u>TIER</u> | <u>Quantitative %</u> | <u>Weighted Condition Data/Goal %</u> | <u>Division Rank % Top 50</u> | <u>Local Rank % Top 20</u> | <u>TOTAL</u> |
|------------------------------|-------------|-----------------------|---|-----------------------------------|--------------------------------|--------------|
| MOBILITY | Statewide | 70 | | 20 | 10 | 100 |
| | Regional | 50 | | 25 | 25 | 100 |
| | Subregional | 25 | | 25 | 50 | 100 |
| SAFETY | Statewide | 70 | | 20 | 10 | 100 |
| | Regional | 70 | | 15 | 15 | 100 |
| | Subregional | 70 | | 10 | 20 | 100 |
| INFRASTR UCTURE HEALTH | Statewide | 70 | | 20 | 10 | 100 |
| | Regional | 70 | | 15 | 15 | 100 |
| | Subregional | 70 | | 10 | 20 | 100 |

Prioritization Model – Other Highway Related Projects

- **Bridges**
 - Bridge Rankings built upon **deficiency points** generated by NCDOT Bridge Management Unit
- **Weigh Stations**
 - prioritized by NCDOT Equipment and Inventory Control
- **Rest Areas**
 - prioritized by NCDOT Roadside Environmental Unit
- **Highway Projects with Bike/Ped elements** (i.e., wide outside shoulders or dedicated bike lanes) are considered incidental to a Highway Project and need to be ranked

Prioritization Model – Non Highway Modes

- Independent, non-highway projects:
 - should be submitted in the template but are not subject to the Prioritization Model used for highways
 - will be routed to the appropriate NCDOT Modal Division (Aviation, Public Transportation, Rail, & Ferry)
 - Modal Divisions will solicit input from industry partners & local transit operators
 - Modal Divisions will also use source documents for determining priorities (State Rail Plan, Aviation Systems Plan, etc.)
- Multi-use trails (or independent Bike/Ped projects) are considered enhancement projects and should be directed to AI Avant in the Program Development Branch

Final Scoring Review

- Review numerical rankings from statewide/strategic perspective (for hwy projects). Consider:
 - Major new development or land use changes (i.e., New Port or Intermodal terminal)
 - Historical or statewide significant issues
 - Technical Review Teams
 - ◇ SPOT, Asset Management, Chief Engineer, Mobility & Safety
 - ◇ Provide any recommended rank changes
 - ◇ Document any project reranking
- Secretary and Chief Operating Officer have final authority on rankings

Prioritization Template - *Inbox*

josh Project List:

Safety Regional Highway


 [\[Update Rank\]](#)  [\[Add New Project\]](#)


[Submit to SPOT](#)

| SPOT ID | Rank | Total Score | TIP | County | Route/Location | Begin Location | End Location | Description |
|-----------------------|------|-------------|------------------------|----------|----------------|----------------|--------------|---|
| 16183 | NR | 0 | P-3814 | ALAMANCE | VARIOUS | | | CROSSING CONSOLIDATION PROJECTS AS IDENTIFIED IN SOUTH END SEHSRC TRAFFIC SEPARATION STUDY. RIGHT OF WAY TO BE ACQUIRED BY MUNICIPALITIES. UNDER CONSTRUCTION |

 [\[Update Rank\]](#)  [\[Add New Project\]](#)

[Submit to SPOT](#)

 [Export Inbox to Excel](#)

 [Export All Projects to Excel](#)

Session: 13956

Prioritization Template – *Project Info*

| Project Info | Project Need | Location | Project Data | Attachments |
|--|--------------|----------|--------------|-------------|
| Category: <input type="text" value="Safety"/> Tier: <input type="text" value="Subregional"/> Mode: <input type="text" value="Highway"/> | | | | |
| TIP: <input type="text" value="FS -0210A"/> | | | | |
| SAP Project #: <input type="text"/> | | | | |
| Local ID: <input type="text"/> | | | | |
| Length: <input type="text" value="0.0"/> | | | | |
| Improvement Type: <input type="text" value="Existing Road (Segment)"/> | | | | |
| Functional Classification: Add | | | | |
| Route(s): Add Route From: Add TO: Add | | | | |
| 0 (MONROE) Delete | | | | |
| County(s): Add | | | | |
| UNION - Divison 10 Delete | | | | |
| Project Description: | | | | |
| SR 1349 (AIRPORT ROAD), NC 84 (WEDDINGTON ROAD) TO SR 1162 (GOLDMINE ROAD). UPGRADE ROADWAY, SOME NEW LOCATION. | | | | |
| FEASIBILITY STUDY IN PROGRESS | | | | |
| <input type="button" value="Save Project Details"/> <input type="button" value="Save And Return"/> <input type="button" value="Delete"/> | | | | |

Prioritization Template – *Project Need*

| Project Info | Project Need | Location | Project Data | Attachments |
|---|--------------|----------|--------------|-------------|
| <p>1) Is the project part of a program?</p> <p><input type="radio"/> Yes</p> <p><input checked="" type="radio"/> No</p> <p>2) Does the project fulfill legislative intent?</p> <p><input type="radio"/> Yes</p> <p><input checked="" type="radio"/> No</p> <p>3) Is this project included in the area's most recently adopted Transportation Plan (such as a Long Range Transportation Plan, Comprehensive Transportation Plan, Thoroughfare Plan, or mode-specific plan such as a Comprehensive Bicycle or Pedestrian Plan)?</p> <p><input type="radio"/> Yes</p> <p><input checked="" type="radio"/> No</p> <p>4) Is the project regionally significant (for non-attainment areas)? If the project is not located in a non-attainment area, please select No.</p> <p><input type="radio"/> Yes</p> <p><input checked="" type="radio"/> No</p> <p>5) Is this project part of a phased improvement for a corridor, area, or region?</p> <p><input type="radio"/> Yes</p> <p><input checked="" type="radio"/> No</p> <p>6) Does the project enhance route continuity?</p> <p><input type="radio"/> Yes</p> <p><input checked="" type="radio"/> No</p> <p>7) Does the project improve a known, recurring bottleneck?</p> <p><input type="radio"/> Yes</p> <p><input checked="" type="radio"/> No</p> <p>8) Does this project benefit other NCDOT Goals (Safety, Mobility, and Infrastructure Health)? If yes, please check other goals as appropriate and describe.</p> <p><input type="checkbox"/> Safety</p> <p><input type="checkbox"/> Mobility</p> <p><input type="checkbox"/> Infrastructure Health</p> | | | | |

Prioritization Template – *Project Need*

9) Does the project benefit other modes of transportation?

- ☐ Bicycle Pedestrian
- ☐ Highway
- ☐ Rail
- ☐ Ferry
- ☐ Aviation
- ☐ Public Transportation

10) Is there a local funding contribution for this project?

- ☐ Yes
- ☒ No

11) What is the [Department of Commerce Tier Designation](#) for the county in which the project is located (Choose the lowest Tier if the project is located in multiple counties)?

- ☒ Tier 1
- ☐ Tier 2
- ☐ Tier 3

12) Are additional jobs expected in the area as a result of the completion of this project?

- ☐ Yes
- ☒ No

13) Rate the potential impacts to the natural environment:

- ☒ Low/None
- ☐ Medium
- ☐ High

Describe:

14) Rate the potential impacts to the human environment:

- ☒ Low/None
- ☐ Medium
- ☐ High

Describe:

15) Does this project provide a direct connection between a major highway and a major traffic generator?

- ☐ Yes
- ☒ No

16) What is the investigative index value (for Safety projects only)?

Other pertinent project information not captured elsewhere:

Save Project Details

Save And Return

Delete

Prioritization Template – Location Map

Project Name: **MONROE**

TIP#: **FS-0210A**

Project Info **Project Need** **Location** **Project Data** **Attachments**

The purpose of the map is to populate the congestion, safety, and pavement data associated with the project. For new location facilities, please select a parallel or existing route to use for populating this data. Note: You must zoom into the map at least 300 yards to mark the start and end points. (Right-Click to set the points)



Begin Long/Lat: 0 / 0 End Long/Lat: 0 / 0

Save Project Details

Save And Return

Delete

Prioritization Template – *Project Data*

Project Name: **MONROE**

TIP#: **FS-0210A**

Project Info **Project Need** **Location** **Project Data** **Attachments**

Congestion Score **Crash Score** **Pavement Score** **Total Score**

0 0 0 0

Volume and Capacity Data

| | Year | Vol | Capacity | V/C Ratio | Truck Vol. | Truck % |
|----------|------|-----|----------|-----------|------------|---------|
| Existing | 0 | 0 | 0 | 0 | 0 | 0 |

Existing Crash Data:

Years of Data: 0
Critical Crash Rate:
Severity Rate: 0
Crash Density: 0

Existing Bridge Data:

Year: 0
Sufficiency Rating: 0
Structurally Deficient: No
Functionally Obsolete: No
Deficiency Points: 0

Existing Pavement Data:

Year: 0
Pavement Condition Rating: 0

Save Project Details

Save And Return

Delete

Prioritization Template – *Attachments*

Project Name: **MONROE**

TIP#: **FS-0210A**

Project Info

Project Need

Location

Project Data

Attachments

Browse for the new attachment. Maximum file size is 15M

Browse...

Description:

Upload

Save Project Details

Save And Return

Delete

- **CMAQ**

- **NOT** subject to evaluation in Prioritization Model but CMAQ projects should be submitted with priority projects (unranked)
 - ◇ CMAQ Application should be submitted as an attachment with the project submittal (via the template). No need for a hard copy transmittal.
- SPOT will flag CMAQ project submittals and route them to TPB
- TPB is the LEAD business unit in making eligibility calls for CMAQ project candidates
- *Note:* MPOs must ensure a project (bike/ped, signal system) can only be part of **one** program (i.e., CMAQ or other (Bike/Ped))

- **Enhancements**

- **NOT** subject to evaluation in Prioritization Model
- **NO 2009 Call for Projects.** All requests (and questions regarding the Enhancement Program) should be directed to AI Avant in the Program Development Branch

- **Direct Attributable (DA) Funds**

- Projects ARE part of project evaluation in Prioritization Model

Other Issues con't

- **New Location (Urban Loops/Bypasses)**
 - Evaluated like other MOBILITY projects
 - Use condition data on **existing parallel route as the Quantitative component of the overall score**
- NCDOT committed to Delivery TIP, therefore ranking of these projects is not necessary
 - If there are projects in current TIP that are weak (due to lack of Purpose & Need or technical merit) OR very strong and need further emphasis (speed up construction), please notify SPOT separately
- Projects that cross over more than one jurisdiction will be weighted by length of project within each jurisdiction

Other Issues con't

- Existing STIP projects will be populated in the Template by segment and should be ranked by segment
- NCDOT will provide a cost estimation spreadsheet to MPOs and RPOs with the Instructional Guide (Aug 3)
- Already noted by MPOs/RPOs
 - How to address feasibility studies?
 - What about priority projects located outside of your jurisdiction?

Next Steps

- May 15 – Due date for comments
 - SPOT revises/reviews for final changes
- June 8 – Present Prioritization Model to NCDOT Strategic Management Committee (SMC)
- July 6 – SMC approves
- July 8 – SPOT distributes final Prioritization process
- Aug 3 – SPOT distributes Template Instructional Guide
- Sept 1 – Window opens for Template

COMMENTS & RESPONSES on SPOT Proposed Prioritization Process

June 3, 2009

SPOT has had a working group of representatives from Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), DOT Division Engineers, and DOT Transportation Planning Branch assisting in the development of a new prioritization approach since early March. The latest meeting (held April 29) included a power-point presentation and a question and answer session with the working group. The effort had progressed to the point that the working group endorsed the need to send the proposed approach to the rest of the MPOs, RPOs and Division Engineers for review and comment.

Prior to sending the proposed approach, SPOT first adjusted the power point presentation (and process) to address some of the comments raised by the working group on April 29. SPOT subsequently sent a May 1 email, including the revised power point, to approximately 55 addresses representing MPOs, RPOs, NCDOT Division Engineers seeking comments and feedback. SPOT received comments from 14 addressees (four Division Engineers, six MPOs and four RPOs.)

SPOT has reviewed and will consider each comment as the prioritization process continues to develop. Based on the responses to the May 1 email it was apparent that the power point did not fully address how the new proposed prioritization process will work. The email and power point were never intended to provide sufficient details to cover all aspects of the proposed process but were intended to be an overview. There is an obvious need to further define, clarify and provide sufficient details of this proposed process.

In order to meet this need SPOT proposes holding a **full day workshop in Raleigh on June 17** to further outline the new process. The workshop will consist of two sessions (both covering the same material) with the first starting at 9 am and ending at noon and the second starting at 1 pm and ending at 4. Both sessions will be held in NCDOT Board of Transportation Room (150) and will be webcast for those who are unable to travel to Raleigh.

The purpose of the workshop will be two fold. First attendees will be provided an overview of NCDOT's new Transportation Reform Process, approved by the Board of Transportation at its May meeting. The Transportation Reform process highlights the new administration's emphasis on improved governance (from mission and goals to individual contributions) across NCDOT. The prioritization process will then be introduced so attendees can clearly see how strategic planning and prioritization is a critical and needed component of the new Reform process and how it will inform the next draft STIP (May 2010). Both sessions will include time for questions from the audience and answers from DOT officials.

The Department understands and recognizes the change that both the Reform process and the prioritization process will have on its MPO and RPO planning partners. These processes are new, and there is an obvious adjustment period for all parties involved. However change is necessary for increased accountability, transparency and improved decision-making on behalf of the public's resources. SPOT and NCDOT appreciate your patience and continued participation as we work towards improving transportation (both now and into the future) in NC.

Below is a summary of the comments received and SPOT's responses to those comments. We have not provided a response to every single comment but rather grouped similar comments under broad categories and attempted to respond systematically to the primary issue. This is a summary and is representative of the feedback most frequently heard from the May 1 - May 15 time period. This summary is in no priority order.

| COMMENT # 1 | RESPONSE |
|---|--|
| <p>TIMEFRAME FOR IMPLEMENTING THE NEW PROCESS IS TOO SHORT</p> | <ul style="list-style-type: none"> • Governor Perdue's Executive Orders Nos. 2 and 3 outline the need for a reformed transportation process, including strategic planning and performance management and improved accountability. There were tight timeframes associated with some of those orders. The Department is committed to fulfilling these directives. • SPOT first announced a new process in November, 2008 at the NC AMPO Annual meeting in New Bern. We also presented at several meetings of MPOs and RPOs since that time so the knowledge of a new prioritization process has been known for some time. In addition, we have had a Working Group of MPO and RPO and Department Division Engineers working with SPOT to move the process forward. One commenter (not on the working group) mentioned this is the fourth time he was provided the opportunity to submit comments. • The timelines for implementation of a new strategic prioritization process at the November 08 meeting called for MPO's and RPO's to enter ranked candidate projects in April, 2009. There was strong initial feedback regarding such a short timeframe. NCDOT has listened to those concerns and we have delayed the April date to September. Based on what is needed from MPOs, RPOs and NCDOT Divisions as outlined in the May 1 email (and will further be clarified during the June 17 workshop) NCDOT believes the September 1 timeframe is sufficient and reasonable. • Prioritization's process timeframes are also tied to timeframes needed to meet DOT's new Draft STIP schedule. At this time September 1 is an important date to continue to consider as a deadline for ranking projects. <u>The work required by September 1 by the MPOs and RPOs is to prepare and rank candidate projects from their respective geographical area.</u> TIP projects per Division will be pre-populated in the database when respective MPO/RPOs open the template on September 1. NCDOT is only asking for ranking of these projects plus any new candidate projects. Also, see the answer to Comment # 11. <u>These rankings are done solely by the MPOs and RPOs using their traditional processes and respective ranking criteria. NCDOT's new prioritization process uses the resulting MPO/RPO rank as one component of the overall score of a project and does not alter the local methodology by which that project was ranked.</u> We are advising of this now to provide local officials sufficient time to develop their rankings. |

| COMMENT # 2 | RESPONSE |
|---|---|
| <p>DETAILS OF HOW THE PROPOSED PRIORITIZATION MODEL WORKS (PROCESS, EQUATIONS, ASSUMPTIONS, ETC.) ARE NOT CLEAR.</p> <p>INITIAL EFFORT SHOULD FIRST BE PILOTED.</p> <p>CONCERN OVER PROJECT RANKINGS IF MODEL IS APPLIED IN ITS PRESENT STATE.</p> | <ul style="list-style-type: none"> • The model is based on quantitative data (currently only available on the Statewide Tier) and qualitative data consisting of rankings by Divisions and MPOs/RPOs (which we do not have and will not have until this Fall). While we can not run a complete model, we will show a pilot of a limited number of Statewide Tier projects at the June 17 workshop. We will also attempt to better explain the simple mathematical scoring system that generates an overall score per project at the workshop. We will continue to collect the rest of the needed quantitative data for the Regional Tier this summer to use it to support quantitative ranking in the fall. |

| COMMENT # 3 | RESPONSE |
|---|---|
| <p>MORE PUBLIC PARTICIPATION AND OUTREACH.</p> <p>The public does not want a black box formula to spit out a list of statewide priorities.</p> <p>MPOs deal with issues such as social and political equity, environmental impacts, minority and low income populations, disability interests, local consensus, etc. and they are not represented in the model.</p> <p>There is acknowledge that creating and involving a working group has been productive however broader and more input from the public needs to be injected into this new process.</p> | <ul style="list-style-type: none"> • There will be no <i>black box formula</i>. The model and ranking will be visible to the public. The output of the prioritization process is input to the next draft STIP. This prioritization process is a needs-based approach whose outcome is data driven by quantitative data and rankings by MPOs and RPOs and NCDOT Divisions which is considered qualitative data. NCDOT is not telling MPOs or RPOs how to rank their projects. SPOT is charged with developing overall statewide rankings but will not dictate to local officials how to rank their candidate projects. • This strategic prioritization process is part of an overall transportation reform process and in response to Gov. Perdue's Executive Order's Nos. 2 and 3. This past Spring, the Department conducted a statewide survey of MPOs, RPOs and stakeholders and customers regarding a new transportation reform process. This survey indicated a need for a prioritization process for projects. Therefore, we have already gathered some public input (and support for) the need to develop this process. However, we understand the need for additional outside input and will expand the list of invitees (beyond the MPOs, RPOs and Division Engineers) to the June 17 workshop in order to obtain broader input. • The proposed prioritization process is project driven. It allows for MPOs and RPOs and internal Department business to enter candidate projects into a template as of September. 1. We are relying on the MPO's and RPO's and the Department's Transportation Divisions to help represent the views of the public in determining the best candidate projects in their respective geographical areas. • In the past, the Department has held two rounds of public meetings during a STIP cycle: one, at the beginning of the STIP cycle and before a draft STIP is even developed; and two, when the draft STIP is released. As stated above, the Department this year elected to conduct the above-mentioned survey in lieu of the initial round of public meetings prior to a draft STIP being developed. The Department still intends to conduct the other round of public meetings when the draft STIP is released after May 2010. |

| COMMENT # 4 | RESPONSE |
|---|---|
| <p>THE MODEL DOES NOT APPEAR TO BE MULTI-MODAL AND IS BIASED TOWARDS HIGHWAY PROJECTS.</p> | <ul style="list-style-type: none"> • The template will allow projects from all modes to be entered. Currently the quantitative portion of the model only addresses how highway projects will be ranked. The non-highway projects will be ranked by NCDOT Modal Divisions, i.e. public transportation projects will be ranked by the Public Transportation Division, rail projects by the Rail Division, etc. We are still working with these units to develop a ranking methodology and will encourage them to develop a data-driven ranking methodology over time. • SPOT agrees that more work needs to be done to determine how multi-modal projects will be ranked. However, we first need to define what is “multi-modal” and then we can address how they might be ranked. We will appreciate input on how to define “multi-modal”. |

| COMMENT # 5 | RESPONSE |
|--|--|
| <p>THE MODEL APPEARS TO BE COMPLEX.</p> <p>NEED FURTHER CLARIFICATION REGARDING SOURCE OF DATA, THE CRITERIA BEING USED AND THE RANKING METHODOLOGY.</p> | <ul style="list-style-type: none"> • The model is not complex and but rather builds upon the foundation of the Department's goals of Safety, Mobility (Efficiently) and Infrastructure Health (Lasts Longer). The data being used are the best available from the Department's databases with respect to the following: <ul style="list-style-type: none"> – Safety - critical crash rates, crash severity and crash density; – Mobility - volume to capacity ratios and AADT; – Infrastructure Health - pavement conditions. • Obviously, there could be other factors like travel time for congestion but the data is simply not yet available on a statewide basis. These criteria are used at this time simply because they represent the best available. The ranking methodology is straightforward and is based on data that is quantifiable and not subjective. The qualitative portion of the model is based on MPO and RPO and NCDOT Division rankings and those rankings are at the discretion of the respective parties and not at the discretion of SPOT. |

| COMMENT # 6 | RESPONSE |
|---|---|
| <p>THE PROCESS DOES NOT ADDRESS THE EQUITY FORMULA. THERE IS NOTHING IN THIS PRESENTATION TO CHANGE/CORRECT THIS PHILOSOPHY.</p> | <ul style="list-style-type: none"> • <u>This prioritization process is based on needs and the solutions to address those needs. Once these are identified, then funding constraints, like equity, will dictate how much of the solutions can actually be implemented.</u> This process will not use equity as a tool to rank needs and would not be a needs-based model if it did. However, the process will show the affect equity has on the mix of projects, programs, and services which best meet the Department's Mission and Goals. |

| COMMENT # 7 | RESPONSE |
|--|---|
| <p>THE RANKING FORMULA FOR ALL HIGHWAY PROJECTS SHOULD BE 50% QUANTITATIVE AND 50% QUALITATIVE WITH THE DIVISIONS AND MPO'S/RPO'S SPLITTING THE QUALITATIVE SCORE EQUALLY.</p> <p>This puts the overall ranking more in the hands of local elected officials and local NCDOT professionals, but retains a good data driven methodology. It also eliminates some of the ranking scenarios and makes it much simpler to understand and explain.</p> | <ul style="list-style-type: none"> • Currently, for Mobility projects which are anticipated to be the majority of the projects, the split is approximately 70% quantitative and 30% qualitative on the Statewide Tier, 50% quantitative and 50% qualitative on the Regional tier and 0% quantitative and 100% qualitative on the sub-regional tier. For Safety & Infrastructure Health projects, the split is 70% quantitative and 30% qualitative for Statewide and Regional tiers and 100% qualitative for the Sub-regional tier. • There are several reasons for this. First, the data to determine the quantitative portion is stronger on the Statewide tier than on the other two tiers. In fact, we believe currently our data for the Sub-regional tier is not worthy to be used in the model in this initial prioritization effort but steps are underway to improve its accuracy. Thus, we will rely on the qualitative rankings to determine overall priority rankings for projects on the Sub-regional tier. Also, the need to have a data-driven process is more important on the Statewide tier and the knowledge of where the needs are on the regional and Sub-regional tier are better known by local officials than by data. Investment (by NCDOT) in the statewide tier has the most far reaching impact due to the sheer traffic moved on these facilities. The Statewide Tier alone represents only 7% of the system but carries 45% of the traffic. The State should have a larger stake in determining the most critical projects to plan, design, build and deliver on this tier. • The maximum number of points a candidate project can score is 100. This overall score is combination of quantitative component and the qualitative component. The qualitative component is also weighted and Division Engineers provide a recommended Top 25 list of projects and MPOs/RPOs provide a Top 25 list of projects. We believe the Top 25 provides a reasonable |

| COMMENT # 7 | RESPONSE |
|-------------|--|
| | <p>allotment of projects based on historical track record of project submittals to NCDOT. An easy to follow point assignment table (say Div # 1 = 100 points vs. Div # 25 = 4 points) will be used. The resulting points for any project will then be weighted (based on tier) and summed with the quantitative score to generate an overall score for the project. Also, see response to Comment 15.</p> <ul style="list-style-type: none"> • We have adjusted the qualitative scoring on the Sub-regional tier splitting the scoring equally between the MPOs/RPOs and Divisions to agree with the comment. |

| COMMENT # 8 | RESPONSE |
|--|---|
| <p>MPO'S CURRENTLY SELECT PROJECTS USING DA ATTRIBUTABLE FUNDS AND THUS THOSE PROJECTS SHOULD NOT BE IN THE PRIORITIZATION MODEL.</p> | <ul style="list-style-type: none"> • This model is not a funds-based model. It is needs-based. We want to know where the most pressing needs are in the system and what solutions are required to address them. Then we will determine the amount of funds available to address those needs. The gap between the needs and the available funds will then be known. No matter where DA attributable projects fall in the rankings, the Department intends to continue to allow the local MPO's to decide on which projects they wish to spend their respective DA attributable funds. |

| COMMENT # 9 | RESPONSE |
|---|--|
| <p>THE MODEL APPEARS BIASED TOWARDS URBAN AREA PROJECTS.</p> | <ul style="list-style-type: none"> • The model is primarily data driven. Projects are categorized as primarily solving a safety, mobility or infrastructure health need. It may be that mobility needs are in more urban areas than rural but using volume to capacity ratios and AADT is better than only using average daily traffic. • SPOT must use data points that we believe are accurate. It could be that safety needs may show higher rates in rural areas than urban areas. We do not have a feel for whether pavement data is not likely to show worse data in urban or rural areas. The important point is that this model relies primarily on data. This data will identify existing deficiencies on the network with respect to our goals of safety, mobility and infrastructure health, regardless of rural vs. urban designation. The Department's data files are available for review once the data is complete for use in the prioritization model. |

| COMMENT # 10 | RESPONSE |
|--|---|
| <p>THERE ARE NO POINTS ASSIGNED TO THE QUALITATIVE QUESTIONS AND IT IS UNCLEAR WHAT ROLE THEY PLAY.</p> | <ul style="list-style-type: none"> • Initially, SPOT was anticipating assigning points to these questions. Frankly, SPOT had concerns regarding whether we were asking the best questions and asking them properly in order to develop meaningful results that we could use in the model. After several weeks of trying to make these questions work, we have decided to not use them in our ranking process. We have continued to list them here as examples of issues an MPO/RPO or Division could use to help them in their ranking process. We are considering trimming the number of questions. • SPOT is not going to dictate to an MPO or RPO how to rank their projects- this must be done by local officials using whatever criteria they believe best for their area. In other words, responses to the qualitative questions are not required. This also helps simplify the process. Notwithstanding what we just stated, an MPO/RPO/Division might want to answer the qualitative questions in an effort to further strengthen the need to undertake any project. Again, no penalty will be applied if these questions are not answered. |

| COMMENT # 11 | RESPONSE |
|--|--|
| <p>HOW WILL THE PROJECT RANKINGS BE USED IN THE DEVELOPMENT OF THE NEXT STIP?</p> | <ul style="list-style-type: none"> As outlined in the power point, this prioritization model will be used to develop lists of ranked highway projects (I, R, U, W projects) by tier (Statewide, Regional) and goal area (Safety, Mobility, Infrastructure Health). Bridge projects (B projects in TIP) will not be ranked using this model because there is already a valid methodology to assess priority bridge rankings. The Department is undergoing a transformation reform process as required by Executive Orders Nos. 2 and 3 using the process approved by the Board of Transportation. This effort is far-reaching. From the development of a 20-year Statewide Transportation Plan, to a new 10-year Transportation Resource Plan to a new 5-year Work Program, new initiatives are underway. The 10-year Transportation Resource Plan and the 5-year Work Program outlines how the Department will expend funds over those periods of time, including funds for all Department programs. The STIP is just one part of those programs. <u>2009 is considered an interim year to transition NCDOT from the old way of doing business and into this new reformed approach.</u> As part of this overall transportation reform process and given the current revenue forecasts, the Department needs to transition to the new process. One of the initial transition steps is to adjust the Department's construction letting list. A new five-year construction letting list has being drafted, based primarily from the previous 36-month construction letting list and discussions held with Division Engineers and Board members input on the new letting lists. <u>Projects in the five-year letting list are considered committed for construction. Therefore, these projects will not be in the pre-populated database for the September opening of the template and will obviously NOT need to be ranked by the MPOs and RPOs. Essentially, this prioritization process is requesting MPOs and RPOs to rank projects for years 6 through 10 of the reform process.</u> Again, the expectation is that years 1-5 are now committed to project delivery. Essentially years 1-5 will be the STIP in the new transportation reform process. Years 6-10 will be project planning (or developmental) and constitute the projects ready to move into the 5-year committed program. The Department is going to hold itself accountable to deliver the projects in years 1-5. Thus, after one year, projects in year 4 will move to year 3, projects in year 6 will move to year 5, etc. It is important that the prioritization process ensure that projects in years 6-10 are properly ranked so they can progress to the project delivery schedule in years 1-5. MPOs and RPOs can also choose to enter additional candidate projects beyond the year 10 timeframe for future consideration. These projects would act as the next wave of "projects on the bench" that address longer term needs. |

| COMMENT # 12 | RESPONSE |
|--|---|
| <p>THE ROLE OF THE SECRETARY TO CHANGE FINAL PRIORITIES (AND CRITERIA USED TO DO SO) NEEDS TO BE CLEAR.</p> | <ul style="list-style-type: none"> • It is impossible to list every possible criteria in regards to why some project may be moved up or down in the ranking process. We can not predict what issues may arise in the future that would necessitate the need for the Secretary to change final priorities. The expectation is this would be done on an <u>exception basis</u> – not a regular way of doing business. • SPOT will also document and publish any rationale or justification for why a particular project was moved up or down. |

| COMMENT # 13 | RESPONSE |
|--|---|
| <p>CONCERN OVER SPOT USING THE IMPLICATION THAT ALL MEMBERS OF THE WORKING GROUP “ENDORSED THE PRIORITIZATION PROCESS”.</p> | <ul style="list-style-type: none"> • No vote was taken at the April 29th Working Group meeting. There was general consensus that the draft process developed thus far was ready to be sent to all the MPO’s and RPO’s and Division Engineers for review. SPOT reiterated the “draft” and “proposed” status of this process throughout the May 1 email. Much work is yet to be done to refine what the current proposal. Additional opportunities to provide feedback and comments will also occur. The June 17 workshop provides such an opportunity. |

| COMMENT # 14 | RESPONSE |
|--|--|
| <p>ENHANCEMENT, BIKE-PED AND CMAQ PROJECTS ARE NOT INCLUDED IN THE RANKING METHODOLOGY.</p> <p>The process on how these projects will be handled needs to be clarified.</p> | <ul style="list-style-type: none"> • SPOT considered including them in a prioritization process but could not determine an acceptable approach. We could not determine which data to use to compare them to a highway project on an equitable basis for this initial prioritization process cycle. Ultimately, we decided to allow the units within NCDOT to use their already proven processes to determine TIP priorities. Specifically: • <u>Enhancement Program:</u> There is no call for enhancement projects. See the NCDOT website at http://www.ncdot.gov/programs/Enhancement/TheCall/ProcessOverview/ to learn how enhancement projects will be handled. • <u>Bicycle/Pedestrian:</u> These types of projects typically are either stand-alone projects or are done in conjunction with a highway project. Stand-alone projects (such as greenways) will be treated like enhancement projects and they will not be ranked using this model. This means those projects will be routed to AI Avant who coordinates with the appropriate units in NCDOT to determine whether to fund those projects. For bike-ped projects that are being done in conjunction with a highway project, they will be initially ranked just as if it were a highway project alone. If the Department decides these types of projects are part of what is defined as “multi-modal” then SPOT will need to determine some method of providing additional points to these projects. • <u>CMAQ:</u> The template will be set up to receive CMAQ projects. We are also requesting that any CMAQ project application be submitted as an attachment in the template. There will be a question in the template which asks if this project is a CMAQ project. SPOT will route CMAQ projects to the Transportation Planning Branch where they start the process to determine eligibility. SPOT will not be ranking these projects. |

| COMMENT # 15 | RESPONSE |
|--------------|----------|
|--------------|----------|

| COMMENT # 15 | RESPONSE |
|---|---|
| <p>MPOs/RPOs NEED TO BE ABLE TO RANK MORE PROJECTS THAN IS CURRENTLY PROPOSED.</p> <p>Some MPOs or RPOs are in more than one NCDOT Division and thus they wanted to rank projects in each NCDOT Division within their geographical area.</p> | <ul style="list-style-type: none"> • SPOT is now proposing that each of the 17 MPOs and 20 RPOs rank their top 25 projects in their respective geographical areas (vs Top 20). The NCDOT Divisions would rank their top 25 projects (vs. Top 50). If this process is to be a needs-based process, then SPOT needs to know local officials priority lists based on what they see as the needs within their geographical area. Funding constraints will be applied after a needs analysis is conducted. Ranking projects over the geographical area tells us where the local officials truly see their top priorities. The model is set up to give additional points to the higher ranked projects, thus this is a needs-based test. We recognize that asking for one priority list may be a challenge for some. We will be challenged to take the priority rankings from all the MPOs, RPOs, and Department lead business units to develop the rankings by Goal, Tier and Mode. • We are asking that the top highway projects (I, R, U, W in the STIP) be ranked. We chose these numbers for several reasons: 1) ranking projects beyond Top 25 for an MPO or RPO might become more of a wish list for an MPO or RPO; 2) there is a degree of difficulty in ranking projects beyond Top 25; 3) based on past submissions by MPOs and RPOs to the Department 25 seemed to be a reasonable number; and 4) thinking of the number of these (I, R, U, W) projects that can reasonably be expected to be constructed in years 6-10. • After considering the MPO/RPO comments, SPOT is proposing to allow MPOs and RPOs to submit as many projects as desired. Leadership envisions the SPOT template and database to be the place where future candidate projects (from CTPs, LRTPs or otherwise) are considered for inclusion into the 5-year delivery project list. They need to rank at least the top 25 and can rank all their projects if they desire. SPOT's ranking criteria will only give points to the top 25 ranked projects. The rest of the projects will still be run through the model but without any qualitative points given to projects beyond the top 25. The reason is this: It is not likely that any of the MPOs or RPOs will receive more than 25 I, R, U, W projects in their respective area in a five-year period, we are prioritizing projects for years 6-10 AND the Department's next prioritization cycle will be done two years from now so there will be an opportunity to re-rank local priorities. • Finally, we understand the MPOs and RPOs cover different size geographical areas and have different numbers of miles but we will not develop some "formula" where different organizations rank different numbers of projects—this can become a cumbersome exercise unto its own. At this point one number 1 project must be established per MPO/RPO. |



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

June 19, 2009

TIP Projects:

B-4223: replace Bridge # 21, over the Northeast Cape Fear River.
Under construction, traffic has been shifted to the new alignment and bridge.
Contract Completion Date December 31, 2009

R-2245: Second bridge to Oak Island over the intercoastal waterway.
Work will begin again this week.
Contract Completion Date December 31, 2009 (approximate delay of 5 months)

B-0682: Bridge to Sunset Beach over the intercoastal waterway.
Under construction
Estimated Contract Completion Date December of 2010

U-4903: resurfacing of US 76 (Oleander Drive) from 16th & 17th Streets to Independence Boulevard. Work to be completed at night. Additional work will be let with this contract; Milling & resurfacing of Oleander Drive, from Independence Boulevard to Pine Grove Road. Also modifying the lane configuration at the intersection of Oleander Drive and College Road, by adding dual left turns on Oleander Drive.
Estimated Contract Completion Date Summer 2009

The milling and resurfacing work from 16th & 17th Streets to Independence Blvd. has been completed.

We will have a future contract to construct a right turn lane for Oleander Drive westbound on to College Road northbound. This future project should occur next year.

U-4733: intersection improvements SR 1411 (Wrightsville Avenue), from Forest Hills Drive to SR 2313 (Wilshire Boulevard). Daytime work
Estimated Contract Completion Date Winter 2009 (utility delays)

B-4031: replace Bridge #72 over Jinny's Branch and construct approaches, on NC 179.
Estimated Contract Completion Date May/June 2009

U-5017A: Letting Date 10/21/2008 Wilmington Computerized Signal System
Estimated Contract Completion Date Nov. 2010

U-5017B: Letting Date 11/18/2008 Wilmington Computerized Signal System
Estimated Contract Completion Date June 2011

U-5017C: Letting Date 12/16/2008 Wilmington Computerized Signal System
Estimated Contract Completion Date Jan. 2011

R-4002: widen SR 1472 (Village Road) from SR 1437 (Old Fayetteville Road)/SR 1435 (South Navassa Road) to east of US 17 Interchange ramps, to a 4-lane divided facility.
Letting date 2009

U-3462: Town of Shallotte, SR 1357 (Smith Avenue) extension from West of US 17 Business to NC 130.
Estimated Contract Completion Date Dec. 2010

R-3324: Long Beach Road extension, two lane road on new location, from NC 211 to SR 1525 (Bethel Road)
Letting date 7/2010

B-4030: replace Bridge #9 over Bear Branch, on NC 130.
Letting date 2009

Military Cutoff Road Extension (U-4751) and Hampstead Bypass (R-3300): extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass. NCDOT and the merger team are scheduled to have selected a preferred alternative by Spring 2009 and complete the final environmental impact statement by fall 2009. Right of way is scheduled for 2012.

R-3601 US 17/74/76: Widening across the "causeway", between Leland and Wilmington. Just beginning the planning process. We will move into the merger process afterwards and then to design. A scoping meeting will be held in the next couple of months. The TIP schedule has R/W for 2011 and Construction for 2012

U-4902 B: construct a concrete median island from SR 1402 (Porter's Neck Road) to Colonial Drive (non-system road). Project is in the planning process and awaiting the completion of the Market Street Corridor Study.

R-5021: NC 211 widening, from NC 87 to SR 1500 (Midway Road).
Right of Way 2013

R-4063: widen SR 1472 (Village Road) from SR 1435 (South Navassa Road) to SR 1438 (Lanvale Road).
Right of Way 2012 and Construction 2013

Feasibility Studies for NC 211 & NC 904: Completion Date Summer 2009

NC 211 – from SR 1500 (Midway Road) to US 17

NC 904 – from NC 179/904 (Beach Drive) to US 17

FS-0203C Feasibility Study for College Road: from SR 1327 (Gordon Road) to US 17 (Market Street).

R-2633 A: Construction of I-140 (Wilmington Bypass) from US 17 to US 74/76.
Right of Way 2008 (Has begun) and Construction Post Year

R-2633 B: Construction of I-140 (Wilmington Bypass) from US 74/76 to US 421.
Right of Way 2008 (Has begun) and Construction 7/19/2011

Division Projects:

NC 133 (River Road) from SR 1551 (Blackwell Road/Main Street) to the intersection with US 74/76 eastbound on ramp, in Belville, convert the existing thru lane to a right turn lane which will establish a dual right turn at the intersection with US 74/76 on ramp. Install a concrete island to convert the intersection with SR 1551 to directional left turns.

On Hold

Wrightsville Beach Draw Bridge repair scour damage. Night time closures of the entire bridge, approximately 6 times. These will be done at night from 11:30 PM to 5:00 AM. The dates for these closures have not been determined, yet. Once they have been, it will be advertised.

Work Complete

Resurfacing Projects:

These roads are in this Brunswick County contract: Let Date 11/18/2008 awarded April 2009
Availability Date July 2009 Estimated Completion Date May 2010

NC 211 mill patching and resurfacing from SR 1500 (Midway Road) to SR 1114 (Zion Hill Road).

SR 1539 (East Boiling Springs Lake Road) resurfacing from NC 87 to RR tracks.

SR 1115 (Stone Chimney Road) mill patching and resurfacing from NC 211 to US 17.

SR 1119 (Stanley Road) mill patching and resurfacing from end of maintenance to SR 1120 (Sabbath Home Road).

SR 1527 (Wescott Road) resurfacing from NC 211 to SR 1526 (Jabbertown Road).

SR 1527 (Wescott Road) patching and resurfacing from SR 1526 to SR 1528 (East Moore Street).

These roads are in this Pender County contract: **Let Date 11/18/2008 awarded April 2009**
Availability Date July 2009 **Estimated Completion Date May 2010**

NC 50 resurface from North Topsail Drive/Roland Drive to 0.09 miles north of NC 210, no work on swing bridge over the intercoastal waterway.

These are in this New Hanover County contract: **Let Date 6/16/2009**

US 421 milling and resurfacing from Snows Cut Bridge to Carolina Sands Drive.

US 117/NC 132 resurfacing from SR 1322 (Murrayville Road) to bridge over I-40.

SR 1574 (Service Road) milling and resurfacing from SR 1573 to SR 1573.

SR 1592 (Landsdowne Road) mill patching and resurfacing from NC 132 to SR 1516 (Navaho Trail).

SR 1516 (Navaho Trail) mill patching and resurfacing from SR 1592 to SR 1492 (Masonboro Loop Road).

SR 1492 (Masonboro Loop Road) patching and resurfacing from SR 1517 (Trails End Road) to SR 1505 (Beasley Road).

SR 1411 (Dawson Street Extension) resurfacing from US 76 (Oleander Drive) to SR 1411 (Wrightsville Avenue).

SR 1411 (Wrightsville Avenue) patching from SR 1411 to Independence Boulevard.

SR 1411 (Wrightsville Avenue) patching from Huntington Road to US 76.

SR 1411 (Wrightsville Avenue) milling and resurfacing from US 76 to US 74.

SR 2313 (Wilshire Boulevard) patching from SR 1411 to SR 1175 (Kerr Avenue)

SR 1302 (North 23rd Street) milling and resurfacing from US 17 Bus. To north of RR Tracks.