



WILMINGTON URBAN AREA Metropolitan Planning Organization

P.O. Box 1810
Wilmington, North Carolina 28402
910.342.2781 910.341.7801 FAX

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

The mission of the Wilmington MPO is to 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, safe guarding the social equity, improving the quality of life for the citizens of the community, improving the local economy and providing for the 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.

Meeting Agenda

Wilmington Urban Area MPO
Transportation Advisory Committee

TO: Transportation Advisory Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: March 24, 2011
SUBJECT: March 30th Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, March 30th at 4pm. The meeting will be held in the Lord Spencer Compton Conference Room at Wilmington City Hall.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
 - a. 2/23/11
- 3) Public Comment Period
- 4) Presentations
 - a. Causeway Upgrade (R-3601) - Kristine O'Conner, NCDOT
 - b. Carolina Beach and South College Road Safety Improvements - Allen Pope, NCDOT
- 5) Old Business
 - a. Military Cutoff Road Funding Alternatives
- 6) New Business
 - a. 2011-2012 Unified Planning Work Program
 - b. Eastwood Road Preferred Access Plan
 - c. Resolution Opposing Change to the Equity Formula
 - d. Resolution Opposing Changes to Senate Bill 214 (Transportation Corridor Official Map Act)
 - e. Resolution Authorizing the Wilmington MPO to Submit an Application for the North Carolina Sustainability Grant Funds
- 7) Discussion
 - a. Policy to Add items by a TCC/TAC Board member
 - b. Strategic Business Plan
- 8) Updates
 - a. City of Wilmington/Wilmington MPO
 - US 17/NC 210 Corridor Study in Pender County
 - Market Street Corridor Plan

- Wilmington Multi-modal Transportation Center
- b. Cape Fear Public Transportation Authority
- c. NCDOT
- 9) Announcements
 - a. Wilmington MPO Bike/Ped Meeting- April 14th
- 10) Next Meeting – April 20, 2011

Attachments:

- Minutes 2/23/11 meeting
- 2011-2012 DRAFT Unified Planning Work Program
- Resolution adopting the 2011-2012 Unified Planning Work Program
- Resolution Certifying the Wilmington MPO Transportation Planning Process for 2011
- Eastwood Preferred Access Plan (Map)
- Resolution Adopting the Eastwood Preferred Access Plan
- Per-capita funding by Division
- Resolution Opposing a Change to the Equity Formula
- Legislation- SB 214 (Transportation Corridor Official Map Act)
- Resolution Opposing SB 214 (Transportation Corridor Official Map Act)
- Wilmington MPO's North Carolina Sustainability Grant Application
- Resolution Authorizing the Wilmington MPO to Submit an Application for the North Carolina Sustainability Grant Funds
- Draft Policy to Add items by a TCC/TAC Board member
- Strategic Prioritization Results
- City of Wilmington/Wilmington MPO Project Update (March)
- NCDOT Project Update



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 2A: APPROVAL OF MINUTES FROM FEBRUARY 23, 2011 MEETING

ATTACHMENTS: MINUTES FEBRUARY 23, 2011 MEETING

Meeting Notes
Wilmington Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Date: February 23, 2011

Members Present:

Jonathan Barfield, Chairman, Cape Fear Public Transportation Authority
Laura Padgett, Vice-Chairman, City of Wilmington
Jack Batson, Town of Belville
Walter Futch, Town of Leland
Mike Ballard, Town of Navassa
Kristi Tomey, City of Wilmington
David Williams, Pender County
Brian Berger, New Hanover County
Mike Alford, NC Board of Transportation
Phil Norris, Brunswick County
Bill Blair, Wrightsville Beach

Staff Present:

Mike Kozlosky, Executive Director
Tara Murphy, Associate Transportation Planner
Suraiya Rashid, Associate Transportation Planner
Bill McDow, Staff Engineer

1. Call to Order

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

2. Approval of Minutes:

The minutes from the January 26, 2011 TAC meeting were approved unanimously.

3. Public Comment Period

Mr. Gordon Hobbs told members he is speaking in opposition to Phase II of the Village Road project being four lanes. He said it would be devastating to the Presbyterian Church, businesses, the veterinarian, homes and parking at established businesses. He stated that he spoke to a lot of people and the only people in favor of the project are the ones who don't live on Village Road. He told members he is also a wildlife preservationist and to four-lane village road will be detrimental to wildlife.

Mr. Alton Raynor told members he must protect the property rights of his sister and his elderly father who live along Lincoln Road. He met with Mr. Allen Pope on February 15th regarding the scope of the project and who would be affected by the project. At that meeting, he and his family learned their family home was safe but there are 12 structures in danger, with 6 of them in the category of definite acquisition if the plans stay true. He asked why build a 4-lane road that can handle 20,000 vehicles a day through a somewhat rural residential area that sees less than 2,500 vehicles a day. Why displace people from their homes and livelihoods for this road when traffic counts don't support the scope of the project? He said these plans are in final stages of the design, with public release in May/June and right-of-way acquisition beginning in early 2012. They have learned that the public release meeting allows for public comment but unless an acceptable alternative is presented, the road will go through as planned. He asked the TAC to reconsider the resolution passed by the Leland Town Council and direct DOT to redesign the project. Following his comments, Mr. Raynor presented Mr. Barfield with a twenty-page petition of signatures against the project.

Angela Raynor Ray told members three weeks ago she found out that the destination for the completion of Village Road-Phase II had been decided and NCDOT had chosen Lincoln Road. The local paper reported that the Leland Town Council unanimously voted to scale-down the project. She said the Town of Leland indicated that this project is not in their long-range plans for the area. She stated that they were told once the plans were complete and the funding was in place, it would be next to impossible to stop the construction of this highway unless someone came up with a better alternative. They were also told that scaling down the project could take another 7 to 12 years, if they got to keep it at all. She said the mentality that we take all or nothing is the greatest form of irresponsible government spending that she can imagine. She asked members to please make wiser choices with our tax dollars.

James Moncrief told members it is obvious that the stakeholders are adamantly against this project. He asked members to please consider allocating this money to the causeway between Leland and Wilmington because it desperately needs to be addressed.

W.D. Hodge told members he is one of the property owners that will be affected by the project. Some discussion needs to be held because there are alternative routes that will not require relocating all the utilities and waterlines. He suggested taking a different route that will not affect any resident.

Mr. Williams told the audience when this project started progressing forward, the representatives from the Town of Leland and Brunswick County were in favor of the project and advised this board that it was the appropriate direction and the wishes of the area. Ms. Padgett stated that the Village Road widening has been the second project on the list of importance to the region for 12 to 14 years. Mr. Williams said this project just didn't happen overnight. The TAC acted on the advice from the representatives that served on this committee from that area.

Mr. Barfield shared copies of a resolution that was passed by the TAC titled "Resolution Supporting the Town of Leland's Request for a Median, Marked Bicycle Lanes and Provision for Sidewalks Along Village Road, Between South Navassa Road and Lanvale Road". Mr. Barfield noted that the resolution was dated August 29, 2007. He told members that his job as a New Hanover County Commissioner is reporting back to his board regarding TAC meetings and activities. Mr. Tommy Wallace was the representative to the board from the Town of Leland and he voted to support that resolution. The Town of Leland has been at the table and moving forward on the project up until now. It is the responsibility of each representative to keep their citizens informed.

Ms. Padgett told the audience that there has always been a representative from the Town of Leland, as well as Brunswick County, as part of that decision-making process. Public meetings have been held and people have had every opportunity to understand that this project is coming.

Mr. Barfield noted that the Town of Leland passed a resolution approving the "Town's Design Criteria for Village Road Widening, Phase II" on September 20, 2007. In the resolution, it states that NCDOT requested the Town's input for planning and design of the project. The resolution asked the Department to include several features in the design of Village Road widening, Phase II. Mr. Barfield said in 2007 the Mayor and Town Council understood that the project was taking place and signed that resolution in support of the project. NCDOT, with the input from the Leland Town Council, then moved forward to fund the project. Mr. Barfield told the audience it is the responsibility of the town council to inform citizens and make sure government is open and transparent.

Patricia Batleman told members she is a member of the Leland Town Council. She said she understands that Wilmington, New Hanover County, and the other members vigorously promote those projects they feel are beneficial to their jurisdictions. She stated that Mayor Futch represents Leland and its 13,000+ residents in expressing his and the town council's concerns. The Village Road Project decision will significantly impact their jurisdiction. Ignoring Leland's opinions in decisions that directly affects their town does nothing but impede the search for consensus that Mr. Barfield seeks. NCDOT and the state have undertaken a new process for determining what transportation projects are to be selected through establishing prioritization criteria, a number of measurements assign points including traffic counts, truck usage, travel time, economic growth data, and safety. This is new since 2007. She told members as they decide whether or not to approve the resolution to down-size the Village Road Phase II, she would ask that members consider the state's budget shortfall and the prioritization criteria intended to take to politics out of transportation planning.

Jay Merritt told members he is a home owner on River Road and has seen several accidents from the heavy traffic, high speeds and lack of ways to go. He asked that improvements to NC 133 South, also known as River Road, be given higher priority.

Mr. Andy Koeppel asked members to please consider including the Hampstead Bypass as an additional segment of what will become Interstate-140 so that it becomes part of the wider project extending all the way from Pender County into Brunswick County. If the Hampstead project was part of I-140, it will be seen as part of a greater overall transportation plan.

Mr. Koeppel told members WAVE Transit has received resistance in getting the bus shelters approved around town because of the uniform set of specifications. He said they can't seem to get the shelters approved and asked Mr. Alford to please help in that endeavor. Mr. Alford said he was familiar with the issue and it has not been resistance to build shelters. He stated that several design issues must be taken into account before the bus shelters can be built, such as wind resistance.

Rickey Costen told members his mother lives on Village Road and the project will likely take part of her house. He asked if the road was always going to be four lanes. Mr. Pope told him the original feasibility study identified it to be a five-lane section. Because of safety reasons, the Department no longer builds five lane section so they looked at building a four-lane divided section. Mr. Costin asked how wide the road will be. Mr. Pope said it will be 110 feet from shoulder to shoulder and may vary from side to side in trying to minimize impacts.

Mr. Barfield asked Mr. Pope if the Department had determined what properties would be affected by the project. Mr. Pope said they believe that a dozen homes will either be touched or relocated. The plans must be completed before the final count will be available. Mr. Pope noted that the Department will begin public involvement meetings once the plans are completed.

4. Presentation – Cape Fear Skyway by the North Carolina Turnpike Authority

Ms. Jennifer Harris with the NC Turnpike Authority told members the feasibility study for the project began in 2003 and has been expanded twice during the process. The purpose of the project is to improve traffic flow and enhance freight movement by providing better connectivity to the Port; and meet the goals in the Strategic Highway Corridor, the NC Intrastate System and the WMPO long-range transportation plan's vision. It will also provide improved hurricane evacuation time.

Mr. David Griffin, from URS, told members because federal funding will be used for the project the studies must go through the National Environmental Policy Act (NEPA) process. They must establish

the need for the project, the purpose for the project and looked at a full range of alternatives. A three-phase screening approach was developed. The first-step was a qualitative screening to determine if the concepts meet the purpose and need. They looked at all the alternatives and asked if they will improve traffic flow; enhance freight movement by providing better connectivity to the Port; and meet the goals in the Strategic Highway Corridor, the NC Intrastate System and the WMPO long-range transportation plan's vision.

Mr. Griffin told members that the second step is the quantitative screening. He said they looked at the GIS database of environmental features to create preliminary segments and corridor locations in which a roadway could be constructed. The environmental screening criteria included cost, human environment and natural environment. They used the criteria in evaluating the potential corridors and segments. After careful screening, 10 corridors were retained for further screening.

Mr. Griffin said the third step of the process was to develop conceptual alignments, layouts of each of the alternatives looking at ramp movements and interchange configurations to find what a more realistic alignment might take in terms of location, and calculate the impacts based on more detailed design drawings. That will help narrow it down from corridors to a foot print of the actual roadways. They will also look at travel-time and volume to capacity ratio to see if there is any further elimination that could be done to narrow down the detailed study alternatives.

Ms. Harris told members the project is in the early stages of developing alternatives and they do not yet have designs for any of the alternatives, but based on the best engineering judgment, the cost figure for a Cape Fear Skyway, in the area of the Northern Alignment is around \$1 billion. It would be a four-lane controlled access facility with interchanges. They are also still looking at replacing the existing bridge as an alternative and that cost is close to \$500,000,000. To replace the existing bridge and doing substantial work to US 17 would be around \$860,000,000. She reminded members that this is still very early in the process, but wanted to let members know the relative costs on some of the options.

Ms. Harris said the current project schedule has the draft Environmental Impact Statement (EIS) completed in the 1st quarter of 2013 with the final EIS in the 3rd quarter of 2013. The Record of Decision from the Federal Highway Administration is scheduled for the 4th quarter of 2013. Ms. Harris said they will be sending newsletters to the people on their mailing list to notify them of the upcoming workshops on March 22nd in Brunswick County and March 24th in New Hanover County. There is also a project specific email address at capefear@ncturnpike.org.

Mr. Futch asked if Mr. Griffin was aware that the Cape Fear Commutes Citizen Advisory Committee did a study on what would happen to traffic on the existing US 74/76 causeway with and without this bridge for 2020 and 2035. They had eleven scenarios and none of those showed that building the Skyway helped the level of service on the corridor. Mr. Griffin said when looking out at the year 2035, the level of service will be "F" no matter where you go. You can add lanes and keep adding lanes, but when you put in that number of lanes, even in a new location or just widening existing road, you still are going to end up with the level of service "F".

Mr. Futch noted that each municipality was expected to have a public hearing on the transportation corridor official map for the northern alignment. He asked Ms. Harris how a transportation official corridor map can be drawn if the Turnpike Authority still doesn't know where the route is coming in. Ms. Harris stated that they were asked to provide information on an alternative that the local governments said would be a reasonable option that they may want to protect. She said the Turnpike Authority cannot adopt the map while in the study process but they were asked to provide design information on the Northern Alignment for the local governments use.

Mr. Kozlosky reminded everyone that the maps were prepared at the request of the TAC. Staff is working with the City of Wilmington and New Hanover and Brunswick counties regarding the filing of those maps, but they have not yet been posted for public hearing. Mr. Griffin told members that those maps and the Northern Alignment corridor are independent of the NEPA analysis. He added that although the NEPA analysis includes that alignment alternative, they are two different things. Because the Northern Alignment has been put on the table, it has some sort of viability to it. But, that does not mean that it's the preferred alignment.

Mr. Norris said he knew there have been several different ideas being explored on how to pay for the project. He asked where that stands today.

Ms. Harris told members the Cape Fear Skyway is being considered in their study as a potential toll project and they are also looking at other options such as tolling existing roads. So, while they are evaluating and considering the impacts of developing the new location alignment, the process is really about identifying the best transportation solution. Whatever the outcome, funding will have to be worked on as a group, once more information is known.

Mr. Ballard noted that there has been confusion with the residents of Navassa. As a point of clarification, he asked if the I-140 bypass will be built before the Skyway project takes off. Mr. Pope stated that the Skyway project will never be a feasible project until it can capture all the traffic on the Wilmington Bypass. Until such time that the Wilmington Bypass is complete, the Skyway project will never be a feasible project.

5. Old Business

(none)

6. New Business

a. Resolution Requesting Re-design of Village Road Phase II

Mr. Futch made a motion to request NCDOT re-design Village Road, Phase II to a smaller facility because of lack of need. The Town of Leland's transportation advisory committee did a study and ranked roads they thought needed to have work done on them. Phase II of Village Road was not one of those in their ranking. In an effort to change the design, he was told to come to the MPO and request the project be downsized. The Leland Town Council passed a resolution last month unanimously to downsize the project to two 14-foot lanes with sidewalks. He presented the resolution at the last meeting and it was added to the agenda for this month. He said it is important to say that the Town Council feels NCDOT will save at least \$10 million by downsizing the project. They are not asking the Department to do anything specific with that \$10 million. He told members the TCC ranked the project at number-16 in 2009. At the September TAC meeting, the project was moved to the number-3 project ranking. He told members he questions how Village Road widening could be ranked as the second most important project in the MPO.

Mr. Barfield asked if someone would second Mr. Futch's motion. Mr. Batson seconded the motion.

Mr. Futch told members when looking at the average daily volumes on Village Road, they are way out of kilter with any kind four-lane facility. He was able to study the project feasibility study from 1999. It appeared that the Town of Leland and Brunswick County requested the project, but it turns out the Town of Leland did not ever cover that portion of the road. It stopped at the creek and it was to go to Lanvale Road. The current project is a four-lane roadway with 23-foot median. The 1999 study was to terminate at the railroad tracks. Instead, it is now going down Lincoln School Road to Mt. Misery Road. In 1999 the population of Leland was 2,542. The population was 13,408 in 2009. Mr. Futch said very little of that was on Village Road and there is no real reason to believe population growth will create a huge impact on that road. He told members the Town Council thinks that it is really unnecessary to take \$10 million dollars of the states money to build a

road that will not be very helpful to them and it is pretty much bloated and will take out a lot of their community and really won't serve any benefit when lot of other communities could use the \$10 million.

Mr. Batson said there is no data anywhere that supports this being a four-lane divided facility. He has been driving there for forty-years daily and has not seen a traffic back-up except those caused by a school bus. The only time it backs up now is when it backs up from the causeway. There is never a traffic problem on Village Road. To come in and make it four lanes doesn't make sense.

Mr. Williams told Mr. Futch he is inclined to support the motion, but to say the project is "all of a sudden" when this comes up, is not right. In terms of timing, you're saying you want this to be scaled back. When that happens, the whole thing may get pushed out so far that the town may not get anything done in the foreseeable future.

Mr. Norris asked Mr. Pope to address some of the questions regards to the need and capacity and how we got to this point with widening Village Road to a four-lane facility. Mr. Pope told members the Department had a request from Brunswick County and the Town of Leland to look at adding additional capacity and safety measures on Village Road from US Highway 17 to Lanvale Road. The TAC helped set the priorities for the Transportation Improvement Program which funds the projects. The Department is doing exactly what they have been asked to do in moving forward to finishing the environmental documents and continuing the planning process. He told members capacity can be argued any way you want to argue it. Ten thousand vehicles today on a 2-lane facility is starting to reach capacity. Ten thousand vehicles a day on a 4-lane divided facility, you will not have a lot of things to hinder you from getting from point-A to point-B. You could argue the numbers either way.

Ms. Padgett asked what was the most recent traffic count. Mr. Pope stated that close to the Navassa Road and Old Fayetteville Road intersection is close to ten thousand vehicles a day and projected in 2035 looks to about 18,000 vehicles per day. At Lanvale Road, where Lincoln Road ties in, today's count is about 3,000. When you take the project as being proposed, the figures increase to 10,000 per day in 2035.

Ms. Padgett said there seems to be some valid arguments about this project. She told members she has been looking and listening to Brunswick County and the cities in Brunswick County plead for this project for about 13 years. Mayor Futch signed the statement requesting the project in 2007 and we know it takes an average of 15 years to get projects done. If we could build a road in 3 or 4 weeks, then we could change our minds, but this project has been on the plan for a lot of years. She told members she is mystified that at the last minute we are looking at taking it off the plan. She said she has a hard time just saying "undo it" without knowing what the negative impact would be. If we destroy our plans, we start all over with 14 to 15 years worth of planning. The previous long-range plan for 2025 and the current long-range plan for 2030 have all included this road widening project.

Mr. Ballard told members in the last meeting he was thinking that Village Road was Leland's Road, that they owned that road. Instead, he found out that it was a state road. Hearing that they are not concerned about the traffic moving in Navassa or any other areas is disheartening. The Town of Navassa has been overlooked as to improvements dealing with traffic. Cedar Hill Road and Mt Misery Road tie into Village Road. Looking at it from a different perspective, with the State saying the road needs to be four-lanes, it will help the movement of traffic from all areas. Once I-140 comes through, there is going to be more traffic than is currently on the road. Here is an opportunity for improvements for the whole northern area of Brunswick County. If the State sees fit that it should be four lanes, then he supports moving forward with the project.

Mr. Norris told members he knows how long it takes to get road projects approved and he is here representing Brunswick County; which includes Leland, Navassa, Belville and all the unincorporated areas. At their last county commissioners meeting they voted on a resolution to not support the change, but not blindly. A lot of things have happened in that area of the county. Once sewer was introduced there was an explosion in population. The population will continue to explode. If you look at the map of this area, there are at least 50% of the properties not developed yet. He told members he does not think Mr. Pope's traffic projections are going to touch what the traffic is going to be in that area. He stated that he would be remiss in his duties as a County Commissioner if he did not support widening the road. Secondly, he knows what it means to have your property taken because he has been in that situation himself and it hurts. It is not something anybody wants to do. You have got to understand, it was mentioned to shift it to 133, but if we had the power to shift it to 133, there would be another cast of people sitting in this room because it would be affecting their property. When progress is made and transportation facilities are expanded, it's going to affect properties. He told members that he thought it would be going in the wrong direction for us to turn down this widening project.

Ms. Padgett asked Mr. Pope how wide is the current right-of-way on Village Road. Mr. Pope said it varies because of issues with the deed recognizing the total of 60-feet from the center line of the pavement. Also the proposed roadway center line does not match the existing center line, so it may be shifting from one side to the other. Most properties along that stretch will have some impact. Ms. Padgett asked him if the width of the median could be reduced. He said that when you reduce the width of the median to the point, you can't accommodate that left-turn lane and the u-turn movement. You will have to build an additional bulb-out on the opposite side to accommodate the u-turn movement. The width of the median is to allow for u-turns around the median, as well as planted-medians.

Mr. Futch told members he would like to address some of the questions. He noted that all these people who live along Village Road and Lincoln School Road would have to take a right out of their driveway and go to the next turn to make a u-turn. That would be an added inconvenience to them. You could be almost as much as a half-mile to get back to your house before you would be going in the opposite direction. He said that seems pretty extreme to him.

As for development, the map very clearly shows that on the north side of Village Road there is creek. It runs the entire length of the north side, so there's only a small potential for development. In looking at the south side of this road, there is a creek and then US 74/76, which also only allows for a small amount of development. What we're doing here is spending extra money that the state doesn't have for a potential project so that we can possibly accommodate traffic in 2035. Mr. Futch told members that the Town of Leland has learned from a lot of other cities that strip commercial development is not very successful and it creates road problems. They are working on a new land-use plan that will limit the commercial availability of this land. For the State to spend millions of dollars extra at a time when Mr. Ballard could use it over on Cedar Hill Road or in Pender County, seems a little bit excessive. The town feels that the project is bloated, it's not needed, and it's not really a necessity. He stated that we can't see the future and maybe in 15 years, if we do need to have something done about this, we may have to do it ourselves. He said they are willing to give up that possibility now. We think it's the right time to do it and more people should tighten their belt. If the Department of Transportation and others weren't saying if you don't take this project, you'll get nothing. He told members that the town has essentially been threatened with "If you don't take it now, you probably won't get it or it will be 6 or 7 years into the future". He said he has heard that over and over again. Why is a state that needs \$54 billion to do roads and only has \$10 billion going to pay \$10 to \$12 million for us to have a project that we don't want, we don't think we need and we're the ones that live there?

Mr. Barfield told members he received a second petition with around 300 signatures in favor of keeping the project in place as designed. Ms. Padgett asked where the petition came from. Mr. Barfield said he thought it came from Mr. Sue.

Mr. Batson said he had a problem with Mr. Sue not recusing himself from these activities. He has two development projects that tie into the expansion on Village Road. For Mr. Sue to still be involved in the process presents the possibility of some conflict and that's a concern to him. Mr. Batson said he hears over and over that the project is being done just because his developments are next to it. He said he is not saying that's true, but it's talked about and he has a concern about the appearance.

Mr. Barfield called for the vote on the motion to re-design Village Road, Phase II to a 2-lane facility with sidewalks and bicycle path. The motion failed with 4 members voting in favor and 7 voted against the re-design. Mr. Berger, Mr. Batson, Mr. Futch and Mr. Williams voted in favor of the motion.

b. Military Cutoff Road Extension Funding Alternatives

Mr. Kozlosky told members staff was notified by NCDOT that the estimates for the right-of-way acquisition for Military Cutoff Road extension were under-estimated. The initial right-of-way estimate was \$18 million and the new estimate is \$68 million. The reason for the increase is due to the interchange at Market Street, as well as the interchange at the Wilmington Bypass. Based on that information, we need to find \$50 million in order to complete the Military Cutoff Road extension project. Right-of-way acquisition was planned for 2014 and 2015 and construction in 2017, 2018 and 2019. Outside the loop-projects, it was the number one priority for the region as ranked by the MPO and the Department of Transportation. Staff asked the Department to evaluate different funding scenarios in order to keep the Military Cutoff Road extension project on schedule. The Department developed three potential scenarios to identify funding for the additional \$50 million necessary for the right-of-way acquisition. They are:

Scenario 1 - Total Savings - \$51.2 Million

U-4751 - Military Cutoff Extension - Keep ROW in 2014, delay construction 2 FY to 2019 - cost savings \$30 Million. R-3300 - Hampstead Bypass - delay ROW 2 FY to 2019 - cost savings \$21.2 Million

Scenario 2 - Total Savings - \$50.3 Million

U-4751 - Military Cutoff Extension - Keep ROW in 2014, delay construction 2 FY to 2019 - cost savings \$30 Million. R-3300 - Hampstead Bypass - Delay ROW 1 FY to 2018 and cashflow over 2 years - cost savings \$10.6 Million. U-3338 B - Kerr Avenue - Keep ROW in 2012, delay construction 4 FY and cashflow over 2 years - cost savings - \$9.7 Million

Scenario 3 - Total Savings \$55.5 Million

U-4751 - Military Cutoff Extension - Keep ROW in 2014, delay construction 1 FY to 2018 - cost savings \$15 Million. R-3300 - Hampstead Bypass - Delay ROW 2 FY to 2019 - cost savings \$21.2 Million. U-3338 B - Kerr Avenue - Keep ROW in 2012, delay construction 5 FY - cost savings - \$19.3 Million

Mr. Kozlosky told members the Pender County Board of Commissioners endorsed a resolution opposing any delay or diversion of funds from the Hampstead Bypass widening project on February 21st. Ms. Padgett asked how we got from \$18 million to \$68 million. Mr. Kozlosky stated that the additional right-of-way necessary for the interchange at Military Cutoff Road and Market Street and the interchange at the Wilmington Bypass, as well as the escalating costs in the land prices. Ms.

Padgett asked who did the original estimate. Mr. Kozlosky stated that the information was provided by the Department of Transportation.

Mr. Pope told members that the original estimates that go into the TIP are based on feasibility study. Sometimes there are some changes and adjustments in that TIP but until you can get down to the defined plans and determine what that actual impact is going to be, the best estimate you have are from the feasibility study. The footprint of the interchange at Market Street was an alternative in the feasibility study, but that footprint grew significantly with the growth in traffic at Military Cutoff Road and Market Street. It now encompasses at least one shopping center and it will impact another shopping center and some vacant land. Military Cutoff Road extension went from a 4-lane facility to a 6-lane facility. When they went back with those plans that they have today and based on their right-of-way estimates, that is where the new figure came from.

Ms. Padgett said she did not want to be short-sighted but it seem like we have Scenario 4, which is to build the project the way the feasibility study originally studied it. She told members she knew we added additional right-of-way based on increased traffic estimates, but not \$50 million worth. This size error in estimating the cost of right-of-way acquisition affects the whole regions TIP.

Mr. Williams stated that he is also amazed at the size of the error on the estimate. He said when he hears that part of the reason for this error is because you have to have an interchange at I-140. He thinks when the extension to Military Cutoff Road was envisioned, we all knew it had to have an interchange somewhere. It is a tremendous surprise that this had not been taken into account earlier. Mr. Williams told members the people need the bypass in Hampstead for safety reasons. Mr. Williams told members the bypass had momentum years ago and some folks were very short-sighted. We need this project and asked members to try to find other alternatives rather than delay the Hampstead Bypass. Decisions we make now are about the future. If committees back 20 years ago had been doing their job, we wouldn't always be trying to dig out of a hole.

Mr. Futch told members he thought the solution to this is to not have an interchange at I-140 until we can pay for it. We should go ahead and give Hampstead what they need and give everybody else what they need and then at some point come up with the \$50 million that we need to have the interchange at I-140. There are other ways to get to I-140. It may be a little inconvenient, but you have all kinds of options. This committee just passed a resolution to support the official corridor map for the Hampstead Bypass and now we're talking about taking \$20 million away from it. That does not make sense for any reason.

Ms. Padgett asked if the Department could start looking at things like "hot-lanes" and bus rapid-transit as a means to get people where they're going, rather than just adding additional lanes to Military Cutoff Road extension that will handle getting people where they want to go. She said she doesn't think we're looking at all the alternatives.

Mr. Pope told members the right-of-way estimate for the Hampstead Bypass is \$20 million and the construction estimate to build the bypass is \$200 million. We will be dealing with this again because \$20 million will not buy the right-of-way in Pender County for the thirteen mile project.

Mr. Alford told members he got this information the same time Mr. Pope did and his immediate reaction was similar to what Ms. Padgett articulated. There has to be a better way to determine what the true cost of a project is going to be. He said it's a significant amount of capital and wonders if that will change the prioritization. Cost has to factor into the prioritization to a certain degree and it is a shame that the change in scale of this project has impacted the cost of it to such great magnitude that it really pushes back something that is desperately need which is the Hampstead Bypass. He said he thinks the Hampstead Bypass is far too important based on the data he has seen and the phone calls into his office.

Mr. Futch told members he recommended asking the Legislature to taking the Cape Fear Skyway off the Turnpike Authority list and stop them from working on it. Then we go to the legislature and ask them for \$50 million a year or \$25 million a year or whatever to help get us out of this hole.

Mr. Barfield had to leave the meeting and asked Ms. Padgett to take over as Chair.

Ms. Padgett made a motion to ask Mr. Kozlosky and Mr. Pope to come back to this committee with a Military Cutoff extension project that fits closer, if not within the original budget we started with and that they look at things like "hot-lanes" and bus rapid-transit as a means to get people where they are going, rather than just adding lanes. Mr. Williams seconded the motion.

Mr. Alford stated that he wanted to make this committee aware that it would be a new project because that's the way the process works. How that will affect the whole scheme of things, in terms of time-line, is not certain. Ms. Padgett asked if it is not possible to go back to what was originally being worked on.

Mr. Pope stated that he would go back and look at the environmental impact statement but he is almost sure that multi-modal elements were included and looked at as an alternative for the issue of getting traffic from Market Street to the Wilmington Bypass. Mr. Kozlosky said he could confirm that. They looked at multi-modal transportation elements in the movement along the network.

Ms. Padgett said we could build a narrower road project and still make a significant improvement. Mr. Pope said yes, for a short period of time.

Mr. Alford said he is not happy with any of the three scenarios. He asked if the Department could go back and study the more traditional scenarios. Mr. Kozlosky stated that staff asked the Program-Development Unit to go back and study different alternatives. Again, they came back with these three same alternatives because the other projects are ready to go. We are limited by the number of projects from where this board can re-allocate funds and that's why these three scenarios were presented for consideration.

Ms. Padgett restated her motion for the record. She made the motion to not accept any of the three alternatives presented, but to ask that we get information on how we can take the project back down to its original size. The motion carried with 7 members voting in favor and Mr. Futch voting against the motion.

c. Resolution Amending the 2010-2011 Unified Planning Work Program

Mr. Kozlosky told members we have until March 31st of the fiscal year to amend the Planning Work Program. Staff reviewed the expenditures to date and based on that he has revised the MPO Planning Work Program and Budget. The line items modified were the future forecast travel patterns; the collector street element in the long range plan; the rail, waterway and other elements of the long range plan; congestion management strategies and the special studies.

Mr. Ballard made the motion to accept the changes to the Unified Planning Work Program for fiscal year 2010-2011. Mr. Blair seconded the motion and it carried unanimously.

d. Strategic Planning Exercise

Mr. Kozlosky told members he is conducting a strategic planning exercise within the MPO. The results from the exercise will be used in the development of the MPO's strategic business plan. The elements from the appendices of the *Cape Fear Commutes 2035 Transportation Plan* were

used for the focus area exercise. He asked members to select the five most important areas that they would like to see included in the strategic business plan focus areas over the next few years.

Ms. Padgett asked that members make their selection after the meeting is adjourned and as the members leave.

7. Discussion

a. Local Project Prioritization

Mr. Kozlosky told members the Department of Transportation is currently moving through their prioritization process. The Department will be asking the TAC to submit a re-prioritized list of projects in June. At the direction of the TAC, a TCC member sub-committee was selected to develop a tool for local project prioritization. That committee met a few weeks ago and discussed using the Cape Fear Commutes 2035 Transportation Plan's criteria for scoring projects. Once the scoring process has been developed, it will be brought back to the TAC for consideration.

b. Process for Items to be Placed on the TAC Agenda

Mr. Kozlosky told members at the following the last meeting, Ms. Tomey contacted him about the process for adding items to the meeting agenda.

Ms. Tomey told members when she asked Mr. Kozlosky about the proper process to put an item on the agenda he informed her that there was not a process for bringing items to the board for a vote. She said she suggested that a process be developed around which members bring items to the board along with all the necessary documentation for that item. That process would also allow members time to study the information before arriving at the meeting.

Members agreed that would be acceptable. Mr. Kozlosky told members he will bring back a process to add items to the agenda in two months for consideration by the board.

c. Change of April Meeting Date

Mr. Kozlosky told members staff will be attending the NCAMPO Conference and would like to request changing the April meeting date to April 20th.

Mr. Williams made the motion to change the meeting from April 27th to April 20th with the time and location to remain the same. Ms. Tomey seconded the motion and it carried unanimously.

8. Updates

a. City of Wilmington/Wilmington MPO

- **US 17/NC 210 Corridor Study in Pender County** - Mr. Kozlosky told members that they are moving along with the US 17/NC 210 Corridor Study. They have scheduled a public meeting for March 3rd.
- **Market Street Corridor Study** - Mr. Kozlosky told members that staff made a presentation to the New Hanover County Commissioners and will make a presentation to the Wilmington City Council next week.

- **Wilmington Multi-modal Transportation Center** – Mr. Kozlosky told members that they are still working on the environmental assessment for that project.

b. Cape Fear Public Transportation Authority

Ms. Tomey told members the transfer facility will open on March.

c. NCDOT

Mr. Pope told members that they have a project on South College Road and Carolina Beach Road. They will be making some changes to the medians and should be getting started soon. The Department is closing some of the medians, and converting some to left-overs. They will be adding a traffic signal at one location. He said the second thing he wanted to mention is the Cape Fear Memorial Bridge painting is still on-going and will crank back up shortly. Later this fall the Department will be replacing the cables on the lift mechanism. They will completely close the bridge to traffic during the night for the cable replacement.

9. Announcements

Ms. Padgett reviewed the upcoming meeting.

10. Adjournment

With no further business, the meeting was adjourned at 6:25 PM

Respectfully submitted
Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 6A: 2011-2012 UNIFIED PLANNING WORK PROGRAM

ATTACHMENTS: 2011-2012 DRAFT UNIFIED PLANNING WORK PROGRAM
RESOLUTION ADOPTING THE 2011-2012 UNIFIED PLANNING
WORK PROGRAM
RESOLUTION CERTIFYING THE WILMINGTON MPO
TRANSPORTATION PLANNING PROCESS FOR 2011

DRAFT

***Wilmington Urban Area Transportation Planning Work
Program***

Fiscal Year 2011-2012



**FY 2011-2012 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 2011-2012. 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 2011-2012

(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 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. Staff will review and 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-No tasks foreseen.

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.

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

II-B8 Capacity Deficiency Analysis- Identify areas of deficient capacity through use of travel demand model and other measures for further analysis as potential short and 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.

II-B10 Transit Element of Long Range Transportation Plan- Identify public transportation deficiencies, priorities, and proposed transit improvement solutions and strategies.

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.

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.

II-B13 Collector Street Element of Long Range Transportation Plan- Develop regionally acceptable collector street policies and programs.

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.

II-B15 Freight Movement/Mobility Planning- Identification of freight movement deficiencies, priorities, and proposed improvement solutions and strategies

II-B16 Financial Planning- Develop realistic, best estimates of funding sources available and project cost estimates for projects included in 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

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

III-A Planning Work Program- Evaluation of FY 2011 PWP and development of FY 2012 UPWP.

III-B Transportation Improvement Program-Review and amend the 2011-2020 Transportation Improvement Program on an as needed basis. Assist NCDOT with the review and development of the 5, 10 and 20 year work programs.

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.

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

III-C6 Public Involvement- Extensive Public Participation effort will be carried out to solicit input and reaction to planning efforts within the Wilmington MPO planning area boundary.

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

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

III-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 an update to the Town of Leland Collector Street Plan and Wrightsville Beach Comprehensive Transportation Study.

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 2011
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%	5,912
Section 5303 NCDOT 10%	5,912
Section 5303 FTA 80%	47,296
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

Wilmington MPO		SPR		SEC. 104 (f) PL		SECTION 5303			SECTION 5307			ADDITIONAL FUNDS			TASK FUNDING SUMMARY			
TASK CODE	TASK DESCRIPTION	Highway		Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Transit			Local 100%	NCDOT		LOCAL	STATE	FEDERAL	TOTAL
		NCDOT 20%	FHWA 80%						Local 10%	NCDOT 10%	FTA 80%		TE 100%	DO 100%				
II-A	Surveillance of Change																	
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			50	200										50	0	200	250
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
																		0
II-B	Long Range Transp. Plan															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			0	0										0	0	0	0
II-B-4	Travel Surveys			0	0										0	0	0	0
II-B-5	Forecast of Data to Horizon year			0	0										0	0	0	0
II-B-6	Community Goals & Objectives			500	2,000										500	0	2,000	2,500
II-B-7	Forecast of Future Travel Patterns			0	0										0	0	0	0
II-B-8	Capacity Deficiency Analysis			1,000	4,000										1,000	0	4,000	5,000
II-B-9	Highway Element of the LRTP			1,000	4,000										1,000	0	4,000	5,000
II-B-10	Transit Element of the LRTP			400	1,600										400	0	1,600	2,000
II-B-11	Bicycle & Ped. Element of the LRTP			1,000	4,000										1,000	0	4,000	5,000
II-B-12	Airport/Air Travel Element of LRTP			50	200										50	0	200	250
II-B-13	Collector Street Element of LRTP			600	2,400										600	0	2,400	3,000
II-B-14	Rail, Water or other mode of LRTP			50	200										50	0	200	250
II-B-15	Freight Movement/Mobility Planning			200	800										200	0	800	1,000
II-B-16	Financial Planning			200	800										200	0	800	1,000
II-B-17	Congestion Management Strategies			700	2,800										700	0	2,800	3,500
II-B-18	Air Qual. Planning/Conformity Anal.			0	0										0	0	0	0
																		0
III-A	Planning Work Program			200	800										200	0	800	1,000
																		0
III-B	Transp. Improvement Plan			200	800										200	0	800	1,000
																		0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															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
																		0
III-D	Incidental Plng./Project Dev.															0		0
III-D-1	Transportation Enhancement Plng.			400	1,600										400	0	1,600	2,000
III-D-2	Enviro. Analysis & Pre-TIP Plng.			50	200										50	0	200	250
III-D-3	*Special Studies			20,000	80,000										20,000	0	80,000	100,000
III-D-4	Regional or Statewide Planning			50	200										50	0	200	250
																		0
III-E	Management & Operations			20,000	80,000	5,912	5,912	47,296							25,912	5,912	127,296	159,120
TOTAL S		0	0	66,300	265,200	5,912	5,912	47,296							72,212	5,912	312,496	390,620

Anticipated DBE Contracting Opportunities for FY 2011-2012

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	\$80,000	\$100,000

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

**RESOLUTION ADOPTING THE FY 2011-2012 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; and

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; and

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 2011-2012.

NOW THEREFORE, be it resolved that the Transportation Advisory Committee hereby adopts the FY 2011-2012 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 April 20, 2011.

Jonathan Barfield, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE WILMINGTON METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2011

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

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

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

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

WHEREAS, the Transportation Plan has a planning horizon year of 2030, and meets all the requirements for an adequate Transportation Plan,

NOW THEREFORE, be it resolved that the Wilmington Urban Area Transportation Advisory Committee certifies the transportation planning process for the Wilmington Metropolitan Planning Organization on this the 20th day of April, 2011.

Jonathan Barfield
Chair, Transportation Advisory Committee

Mike Kozlosky
Secretary, Wilmington Metropolitan Planning Organization

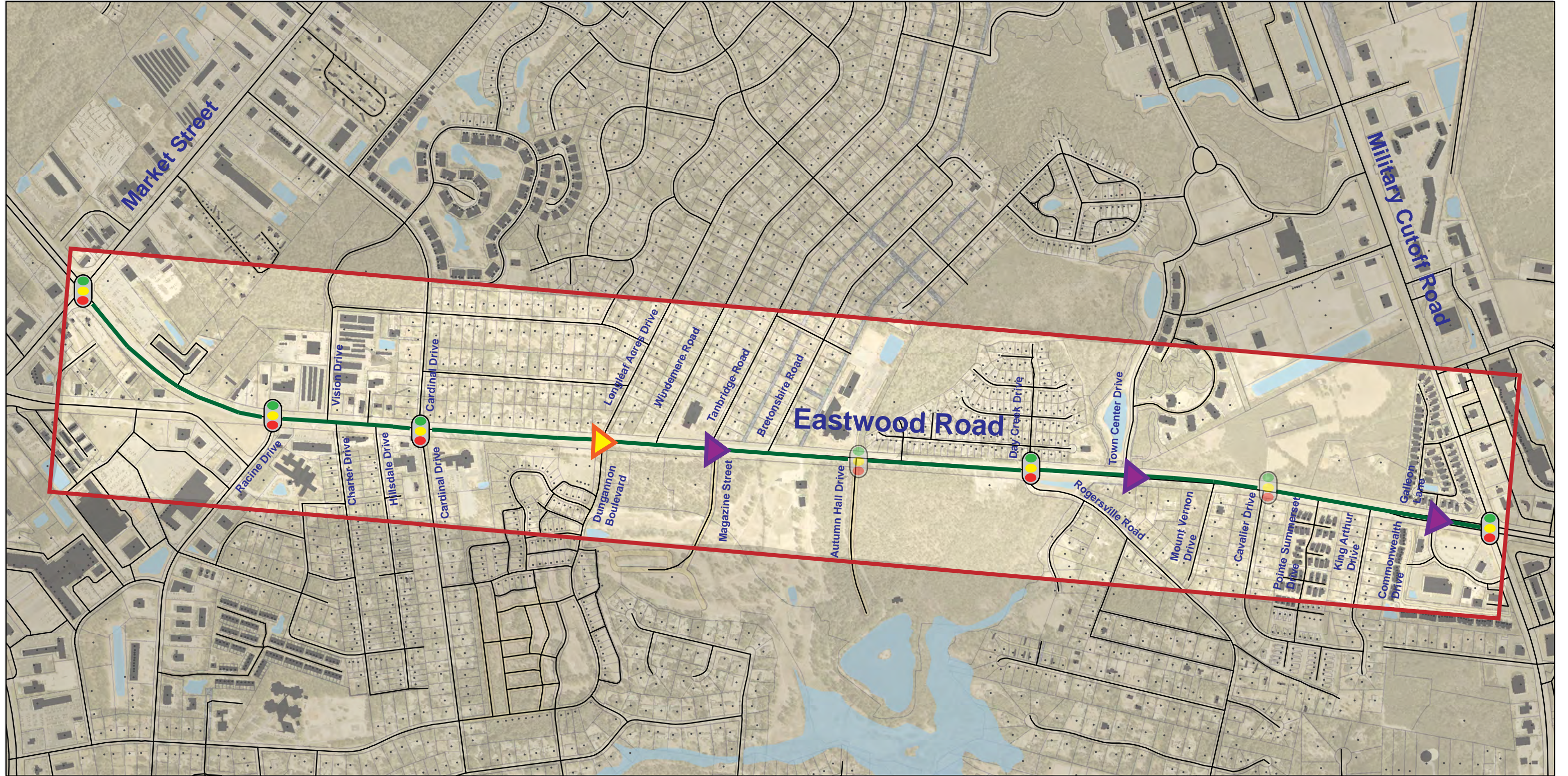


**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 6B: EASTWOOD ROAD PREFERRED ACCESS PLAN

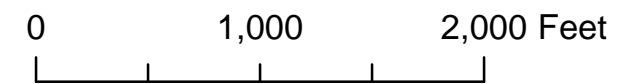
ATTACHMENTS: EASTWOOD ROAD PREFERRED ACCESS PLAN (MAP)
RESOLUTION ADOPTING THE EASTWOOD PREFERRED ACCESS
PLAN

Eastwood Road Preferred Access Plan (DRAFT) 2/28/11



Key

	Traffic Signal		Left-Over Crossing
	Proposed Traffic Signal		Median
	Proposed Left-Over Signal		



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

RESOLUTION ADOPTING THE EASTWOOD ROAD PREFERRED ACCESS PLAN

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

WHEREAS, Eastwood Road provides a connection from Market Street to Wrightsville Avenue within the City of Wilmington; and

WHEREAS, the long term vision for Eastwood Road includes a non-traversable median with traffic signals, directional left-over and u-turn movements at designated locations along the corridor and

WHEREAS the Wilmington Metropolitan Planning Organization and North Carolina Department of Transportation have developed a preferred access plan for Eastwood Road from Market Street to Wrightsville Avenue to identify the locations traffic signals, directional left-over and u-turn movements at designated locations along the corridor.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts the preferred access plan for Eastwood Road.

ADOPTED at a regular meeting of the Transportation Advisory Committee on March 30, 2011.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

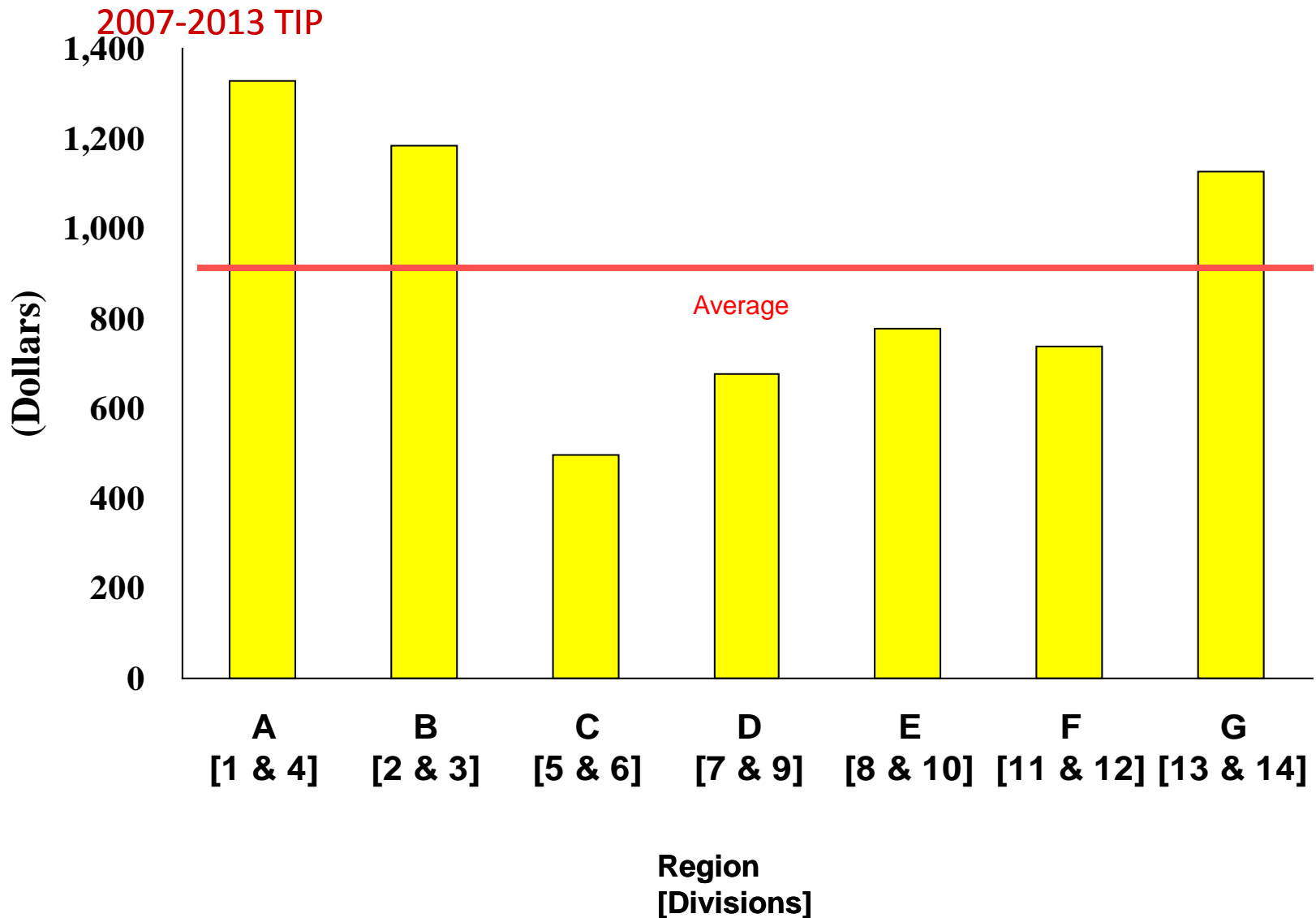


**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 6C: RESOLUTION OPPOSING CHANGE TO THE EQUITY FORMULA

ATTACHMENTS: PER-CAPITA FUNDING BY DIVISION
RESOLUTION OPPOSING A CHANGE TO THE EQUITY FORMULA

TIP Equity Formula per Capita Allocations



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

**RESOLUTION OPPOSING CHANGES TO THE NORTH CAROLINA
TRANSPORTATION EQUITY FORMULA**

WHEREAS, the North Carolina legislature implemented its Transportation Equity Formula twenty years ago as a result of the 1989 Highway Trust Fund Law; and

WHEREAS, the Transportation Equity Formula makes it difficult to fund specific significant, and costly, transportation needs; and

WHEREAS, it is anticipated that municipalities located within the Wilmington MPO and the Wilmington MPO would be detrimentally impacted by a change to the Transportation Equity Formula.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee opposes changes by the North Carolina General Assembly to modify the North Carolina Transportation Equity Formula.

ADOPTED at a regular meeting of the Transportation Advisory Committee on March 30, 2011.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

**AGENDA ITEM 6D: RESOLUTION OPPOSING SENATE BILL 214 (TRANSPORTATION
CORRIDOR OFFICIAL MAP ACT)**

**ATTACHMENTS: LEGISLATION- SB 214 (TRANSPORTATION CORRIDOR OFFICIAL
MAP ACT)
RESOLUTION OPPOSING SB 214 (TRANSPORTATION
CORRIDOR OFFICIAL MAP ACT)**

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2011

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SENATE BILL 214*

Short Title: Transportation Map Corridors/Condemnation. (Public)

Sponsors: Senators Goolsby, Jenkins, Rabon; Apodaca, Brunstetter, Daniel, Gunn, Harrington, Hise, Newton, Rouzer, and Tucker.

Referred to: Transportation.

March 7, 2011

A BILL TO BE ENTITLED

AN ACT TO LIMIT THE AMOUNT OF TIME LAND MAY BE ENCUMBERED BY A TRANSPORTATION CORRIDOR OFFICIAL MAP BEFORE THE ENTITY ESTABLISHING, ADOPTING, OR AMENDING THE TRANSPORTATION CORRIDOR OFFICIAL MAP IS REQUIRED BY LAW TO PURCHASE THE PROPERTY OR INITIATE CONDEMNATION PROCEEDINGS AGAINST THE PROPERTY.

The General Assembly of North Carolina enacts:

SECTION 1. G.S. 136-44.51(b) reads as rewritten:

"(b) In any event, no application for building permit issuance or subdivision plat approval for a tract subject to a valid transportation corridor official map shall be delayed by the provisions of this section for more than ~~three years~~ 18 months from the date of ~~its original submittal~~ the adoption of a transportation official corridor map. If the corridor is still being reviewed after the 18-month period set out in this subsection, the entity which adopted the transportation corridor official map affecting the issuance of building permits or subdivision plat approval shall initiate condemnation proceedings on the affected properties. If the entity which adopted the transportation corridor official map has not purchased or initiated condemnation proceedings within the time limits established pursuant to this subsection, the owner of real property within the corridor may treat the real property as unencumbered and free of any restriction on sale, transfer, or use established by this Article."

SECTION 2. This act becomes effective December 1, 2011, and applies to all transportation corridor official maps filed on or after that date.



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

**RESOLUTION OPPOSING SENATE BILL 214
(TRANSPORTATION CORRIDOR OFFICIAL MAPS)**

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 NC Board of Transportation; and

WHEREAS, the construction of transportation infrastructure is important to the economic vitality and housing stock of the region; and

WHEREAS, North Carolina General Statute 136-44.50 (Transportation Corridor Official Map Act) provides for local governments, North Carolina Department of Transportation, North Carolina Turnpike Authority, regional transportation authorities, and the Wilmington MPO to file transportation corridor official maps; and

WHEREAS, Senate Bill 214 has been introduced that would modify this bill to reduce the time period of the legislation from 3 years to 18 months and modify the trigger mechanism from date of its original submittal to the adoption of a transportation official corridor map; and

WHEREAS, the preservation of corridors are necessary to reduce the costs of these transportation improvements and minimize the disruptions to residents and property owners; and

WHEREAS, over the next 10 years the state has approximately \$54 billion worth of needs and only \$10.5 billion worth of revenue projected; and

WHEREAS, to reduce the time periods and trigger mechanism would increase the costs of transportation projects; and

WHEREAS, given the limited transportation resources in the state and MPO region, this new legislation would likely reduce the funds available for a project in-turn reducing the scope or delaying other projects in the region.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby opposes Senate Bill 214 that would reduce the time period of corridor preservation from 3-years to 18 months and modify the trigger mechanism from the date of original submittal to the adoption of a transportation corridor official map.

ADOPTED at a regular meeting of the Transportation Advisory Committee on March 30, 2011.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 6E: RESOLUTION AUTHORIZING THE WILMINGTON MPO TO SUBMIT
AN APPLICATION FOR THE NORTH CAROLINA SUSTAINABILITY
GRANT FUNDS

ATTACHMENTS: WILMINGTON MPO NORTH CAROLINA SUSTAINABILITY GRANT
APPLICATION
RESOLUTION AUTHORIZING THE WILMINGTON MPO TO SUBMIT
AN APPLICATION FOR THE NORTH CAROLINA
SUSTAINABILITY GRANT

Lower Cape Fear Sustainable Communities Consortium Transportation User Program Grant Application

2011 North Carolina Sustainable Communities Grant

March 21st, 2011

1. Stakeholder Project Prioritization
2. Project Work Plan
 - a. Project Goals
 - b. Timeline
 - c. Summary Budget
3. Project Description
 - a. Factor 1 – Regional Collaboration
 - b. Factor 2 – Evidence of Need
 - c. Factor 3 – Implementation of Sustainable Development Principles
 - i. Principle 1 – Better Transportation Choices
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 - iv. Principle 4 – Support of Existing Communities
 - v. Principle 5 – Coordination and Leverage of State and Local Policies & Investments
 - vi. Principle 6 – Recognize and Support Communities and Neighborhoods
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4. Appendices
 - a. Appendix A - **Explanatory Project Task Timeline**
 - b. **Appendix B – Consortium Members: General Information and Relevant Experience**
 - c. **Appendix C – Map of Project Area**

Stakeholder Project Prioritization Process

The lead agency for this grant, the Wilmington Metropolitan Planning Organization (WMPO), has an adopted Public Involvement Policy which creates “an open decision-making process whereby citizens have the opportunity to be involved in all stages of the transportation planning process” and is designed to “ensure that transportation decisions will reflect public priorities”. WMPO’s strong commitment to public involvement and the adoption of their Public Involvement Policy by a committee (the Wilmington Metropolitan Planning Organization’s Transportation Advisory Committee which includes elected officials from all counties represented in this project as well as several of the major cities, the North Carolina Board of Transportation, and the Cape Fear Public Transportation Authority) made it ideal as the lead agency for the scope of this grant application.

In 2009, the WMPO began an intensive public involvement process seeking transportation project/policy guidance for the next 25 years. The public outreach process involved a region-wide transportation survey available through a website and mailings; advertisements in newspapers, newsletters, television, and radio; outreach through public schools and PTAs; presentations to clubs, organizations, government boards/committees, and neighborhood associations; information booths at community events; advertising on WMPO member websites; and the utilization of a traveling information van. From this guidance (which included over 3,000 survey responses) the three WMPO committees developed a list of region-wide transportation policies which all member organizations adopted by early 2011.

These policies were prioritized in public meetings by the WMPO’s three elected & appointed committees. The 5th policy (out of 35 ranked transportation policies) was “To establish a Transportation Demand Management (TDM) Program and implement recommended strategies outlined in *Cape Fear Commutes 2035 Transportation Plan*”

After the release of the RFP for this grant on March 7th, 2011, the Lower Cape Fear Sustainable Communities Consortium (Consortium) identified projects that: (1) promoted the six livability principles identified by the North Carolina Sustainable Communities Task Force; (2) already had demonstrated public support; (3) would benefit the target groups of all consortium members; (4) included a ready list of tasks that could be accomplished within the 3-year scope of the grant. The support of a TDM program ranked highest on the list that the Consortium produced of these projects.

This grant application uses the language of a “transportation user program” instead of the “TDM” language identified by the WMPO’s committees but aims to accomplish the same goals of a TDM program.

Project Goals

Project Purpose: Develop a transportation user program to increase the efficiency of the existing and future transportation networks by reducing the number of vehicle trips while maximizing the movement of people and goods throughout the Lower Cape Fear Sustainable Communities Consortium's region.

- Goal 1: Provision of more transportation mode choice throughout the region
 - Objective 1: Educate the community about different options for mode choice
 - Objective 2: Connect commuters with more sustainable transportation options such as bicycling, walking, riding transit, carpooling, and vanpooling
 - Objective 3: Enhance child-friendly alternative modes of transportation
- Goal 2: Lower the combined costs of housing and transportation by decreasing the costs of transportation through utilization of more sustainable alternatives
 - Objective 1: Promote equitable access to affordable housing options
 - Objective 2: Increase mobility of the 36% of the population who live above the poverty line but below the area's average median income
 - Objective 3: Increase mobility of special populations such as seniors, children, and the economically disadvantaged
- Goal 3: Enhance economic competitiveness of the region through promoting holistic business/workforce transportation solutions
 - Objective 1: Provide employers with sustainable transportation alternatives for their employees that ensure the workforce arrives safely, healthily and on-time
 - Objective 2: Enhance business access to markets through the Port of Wilmington by mitigating congestion
 - Objective 3: Coordinate with schools and public institutions to improve access and scheduling flexibility compatible with multi-modal transportation
- Goal 4: Help communities utilize existing infrastructure to exploit a wider variety of modal choices
 - Objective 1: Improve quality of life in existing communities by identifying and filling gaps in transportation choices for residents in areas currently developed throughout the region
 - Objective 2: Promote redevelopment that incorporates alternative transportation options, such as transit-oriented development
 - Objective 3: Provide efficient transportation choices by reworking existing infrastructure to provide space for new modal choices
- Goal 5: Coordinate local policies/practices to better leverage Federal & State investment strategies
 - Objective 1: Increase capacity of existing network without physically modifying roadways
 - Objective 2: Reduce need to repair and replace existing roads
 - Objective 3: Conduct a region-wide audit of policies dealing with transportation & housing in terms of consistency with adopted Federal & State Complete Streets legislation
 - Objective 4: Identify creative opportunities to participate in initiatives that promote alternative transportation such as Safe Routes to School and the Fit Communities Program
- Goal 6: Value/support existing strengths in communities and neighborhoods
 - Objective 1: Utilize education & outreach efforts to promote safe walking & bicycling
 - Objective 2: Reduce energy consumption and air quality impacts in the region by reducing vehicle miles traveled
 - Objective 3: Identify opportunities for coordination of infrastructure improvements amongst consortium member organizations

Timeline (See Appendix A for Explanatory Project Task Timeline)

1. Development of outreach/education plan
 - a. Develop education/outreach plan for coordinating region-wide promotion of transportation planning activities associated with bicycle, pedestrian and transit initiatives (6 months from award of grant) *Goal 1 Objective 1*
 - b. Evaluate Cape Fear Breeze website & alternative options for the development of a website that promotes carpooling and other alternatives to commuting via single-occupant vehicles (6 months from award of grant) *Goal 1 Objective 2*
 - c. Identify a designated person within large employers, community groups, and other trip generators to serve as a “point person” to identify needs and distribute information to their organization (6 months from award of grant) *Goal 3 Objective 1, Goal 4 Objective 1*
 - d. Work with large employers, community groups, and other civic organizations to determine opportunities to promote and facilitate bike-commuting, commuting via public transit, carpooling, and the set-up & promotion of vanpool programs (18 months from award of grant) *Goal 1 Objective 3, Goal 3 Objective 2, Goal 3 Objective 3, Goal 5 Objective 1, Goal 5 Objective 2, Goal 6 Objective 2*
2. Development & Production of outreach/education distribution materials
 - a. Modify/revamp Cape Fear Breeze Website (includes purchase and installation of new software) (9 months from award of grant) *Goal 1 Objective 2, Goal 6 Objective 2*
 - b. Develop outreach programs & supplementary educational materials demonstrating the benefits of bicycling, walking, riding transit, carpooling, and vanpooling as a means of reducing both congestion and dependency on single-occupancy vehicles (18 months from award of grant) *Goal 1 Objective 1, Goal 2 Objective 1, Goal 6 Objective 1*
 - c. Produce marketing videos and other advertisement to direct the community to educational materials/websites that facilitate and promote alternative transportation modes (18 months from award of grant) *Goal 1 Objective 1, Goal 6 Objective 1*
 - d. Develop region-specific educational materials explaining the logistics, locations, and facilities for safe bicycling, walking, riding transit, carpooling (18 months from award of grant) *Goal 1 Objective 1, Goal 2 Objective 2, Goal 2 Objective 3, Goal 6 Objective 1*
 - e. Conduct policy audit to review compliance of consortium members’ transportation and housing policies with Complete Streets legislation(21 months from award of grant) *Goal 5 Objective 3, Goal 6 Objective 3*
 - f. Draft model policies (such as: a walk/bicycle/bus first policy for educational institutions; a Transit-Oriented Development policy ordinance; and a Trip Reduction Ordinance to apply to larger trip generators) (21 months from award of grant) *Goal 4 Objective 2, Goal 4 Objective 3, Goal 5 Objective 4, Goal 6 Objective 2*
3. Utilization of outreach/education distribution materials according to plan
 - a. Encourage community employers/organizations to provide educational information regarding bicycling, walking, riding transit, carpooling and vanpooling (30 months from award of grant) *Goal 3 Objective 1, Goal 3 Objective 3*
 - b. Attend employer functions and events to promote transportation planning alternatives and activities associated with bicycle, pedestrian, and transit initiatives (30 months from award of grant) *Goal 1 Objective 1, Goal 6 Objective 1*
 - c. Promote transportation alternatives/activities at community functions such as Azalea Festival, Riverfest, Earth Day and other events (30 months from award of grant) *Goal 1 Objective 1, Goal 6 Objective 6*

Summary Budget

Summary Budget	
Total Amount of funds requested from SCTF	A. TV & Cable Advertising= 18K B. Printing= 18 K C. (2 years) Software Licensing/Upgrade = 10K D. Vehicle Wrap = 1.2K E. Contingency = 2.8 <hr/> TOTAL = 50K
Total amount of leveraged funds	North Carolina Department of Transportation = 6K Federal Department of Transportation = 333K <hr/> TOTAL = 339K
Sources of leveraged funds	Wilmington Metropolitan Planning Organization Unified Planning Work Program
Total amount of in-kind contributions	F. Video Production Costs = 12K G. NHCTV Video Marketing = 25K G. WAVE Marketing in Transit Station = 3K H. Web Development = 5K I. Consortium Members' Staff Time (3 hours per member/month) = 29K <hr/> TOTAL = 74K
Total project cost	\$465,000

Budget Item A – Goal 1 Objective 1, Goal 6 Objective 1

Budget Item B – Goal 1 Objective 1, Goal 2 Objective 1, Goal 2 Objective 3, Goal 6 Objective 1

Budget Item C – Goal 1 Objective 2, Goal 6 Objective 2

Budget Item D - Goal 1 Objective 1, Goal 2 Objective 1, Goal 2 Objective 2, Goal 2 Objective 3

The “summary budget” described above details an estimate of the funding necessary to complete all tasks associated with this project for the 2.5 year planning time frame. Clearly – the budget for the project described exceeds the limit of the anticipated grant awards. The Consortium intends to leverage funds that are provided for the WMPO from the State and Federal Departments of Transportation to focus energies on increasing the efficiency of the existing and future transportation networks by reducing the number of vehicle trips while maximizing the movement of people and goods throughout the region. As described in the “Stakeholder Project Prioritization Process” section, this is in concert with the directives of the elected boards that govern the WMPO’s transportation planning priorities. In-kind contributions from the Consortium members will supplement both the outreach/education program and the development of the model policies for adoption by the Consortium members.

Project Description

Factor 1 – Regional Collaboration

The Lower Cape Fear Sustainable Communities Consortium (Consortium) was formed in 2010 with the intention of addressing issues of regional significance in a holistic manner to promote sustainable development in the region by integrating initiatives associated with housing, transportation and the environment. The Consortium applied for Federal funding from HUD through the Sustainable Community Planning Grant and has over a year of collaboration and project development through that process. Active members include representatives from all over the Wilmington Metropolitan Statistical Area (MSA), including: Cape Fear Regional Community Development Corporation, City of Wilmington, New Hanover County, Pender County, Brunswick County, Cape Fear Public Utility Authority, WAVE Transit, Brunswick Housing Opportunities, Wilmington Metropolitan Planning Organization, Cape Fear Council of Governments, and Cape Fear Economic Development Council, Inc. The Consortium meets monthly and all members have equal decision-making authority. After reviewing several potential projects for this grant application, the Consortium selected the transportation user program as a project that both: achieved the Consortium's aims by addressing the Sustainable Communities Task Force sustainability principles; and benefitted constituents/target groups of all Consortium members.

The Consortium viewed development of a holistic approach to addressing transportation user needs & current initiatives as of primary importance in the region. Current regional development practices have been primarily linear and oriented towards access through single-occupant vehicles. By facilitating increased use of multi-modal transportation options the Consortium feels regional issues of affordable housing and environmental degradation will be touched as well.

Although the boards and committees directing the members of the Consortium have not been able to adopt memoranda of agreement (MOA) between the release date of the RFP and the due date of this application, they have drafted an MOA and each member intends to adopt this MOA before the awarding of the grant. The Consortium also plans to expand its membership to include: Brunswick County; all incorporated towns in Brunswick and Pender Counties; county health departments and Healthy Carolinians of the Lower Cape Fear; school systems in all three counties; Southeastern Food Systems and area farmers markets; human rights advocacy groups including YMCAs, YWCAs, and Latino groups; youth organizations, family advocacy groups; homeless advocacy agencies; mental health organizations including Southeastern Mental Health; green building organizations and businesses; local higher educational institutions; affordable housing providers; and local environmental groups including Cape Fear ARCH.

Factor 2 – Evidence of Need

Transportation & environmental issues are intimately linked with issues of housing affordability in the region. The region's proximity to the coast, temperate weather, cultural and recreational amenities, and lower-priced housing in comparison to the northeastern urban centers has attracted a significant in-migration to the region. The Wilmington MSA had a 29.1% population increase from 2000-2009, from 274,493 to an estimated 354,525 persons, with 19% of its population estimated to be over the age of 60. Many of the residents moving to the area are retired and relocating from areas with higher incomes and property values, which factors into the area housing prices. Due to this in-migration of a wealthier community; the development of more affordably-priced housing (even for middle-income wage earners) has moved farther from existing economic and employment centers into rural areas within Brunswick and Pender Counties. Homeowners who have recently purchased homes that are priced for more typical wage-earning incomes have done so in rapidly growing newly developed suburban areas farther away and are experiencing increased costs of transportation. A startling 91% of the population in the region is paying more than 45% of their income on combined housing and transportation costs.

Because so much of the workforce is being forced to move away from employment centers, the vehicle miles traveled (VMTs) within the region are increasing, and so are congestion issues. From an environmental standpoint, the vehicle emissions associated with increased VMTs are particularly detrimental. The area of the Consortium is located within a biologically rich and vulnerable region known as the Cape Fear Arch – an area of slightly higher elevation than the rest of the coastal plain that produces an array of wet and dry habitats and supports the most biologically diverse area within the Mid-Atlantic. The Cape Fear Arch region as a whole has been identified by several agencies as one of the highest priority areas for conservation efforts in the Mid-Atlantic Coastal Plain. Disturbance of the Cape Fear Arch is not only threatening to destroy a unique ecosystem but exposes the region to increased frequency of storm surges as well. With the degradation of barrier islands and the inundation of wetlands, the area is likely to experience unprecedented flooding events and contamination of freshwater.

Additionally, air quality non-attainment designations for the community are looming on the horizon. With regard to Sulfur Dioxide (SO₂), an air quality monitor in New Hanover County is the only monitor in the entire state of N.C. that is currently in violation of EPA's new standard for SO₂. As a result, an undetermined geographic area, that will include all or parts of New Hanover, Brunswick and Pender Counties, will be designated as non-attainment for SO₂. Additionally, EPA recently announced that it will be lowering its standard for ground-level ozone. As a result, the 3-County area is likely facing a non-attainment designation for ground-level ozone as well. These will be the first non-attainment designations for an area that has prided itself on better air quality levels than many of the metropolitan areas across the state. It has not been until now that the community is faced with a situation where, not only is there a need to lower VMTs to improve traffic flow, it also is needed to improve air quality and help the community meet national air quality standards.

Factor 3 – Implementation of Sustainable Development Principles

Principle 1- Better Transportation Choices

Goal 1 of this project is “Provision of more transportation mode choice throughout the region” The project aims to accomplish this goal primarily through harnessing opportunities to facilitate alternative modes of transportation. This will be accomplished through working with large employers, community groups, and other organizations that are large trip-generators to collaboratively find opportunities for reducing vehicle miles traveled, and offering tools and education materials to facilitate this reduction.

The current transportation needs within the region are growing due to an increase in population. The growth of the region’s population farther from economic & employment centers has outpaced the availability of transit and many of these people are left with only one choice for primary mode of transportation: the single occupant vehicle. This project aims to address this issue through the collaborative creation of creative transportation alternatives such as carpooling/vanpooling programs; facilitating bicycle commuting, walking, and riding transit where feasible; and utilization of flexible/alternative work schedules by employers.

The project recognizes that a great deal of limitations to multi-modal transportation access occur due to a lack of coordination where programs are not set-up and a lack of education about facilities where they do exist. The project will mitigate both these issues and improve multi-modal transportation through a holistic outreach & educational plan.

Principle 2- Equitable, Affordable Housing

Goal 2 of this project is “Lower the combined costs of housing and transportation by decreasing the costs of transportation through utilization of more sustainable alternatives”

Certainly, a goal of this project is to increase the mobility of special populations such as senior citizens, children, and the economically disadvantaged. These user groups typically do not have regular access to travel by single occupant vehicles. Improving access to the facilities and improving the coordination of alternative modes of transportation are frequently the only way these user groups can be served by transportation improvements. The regional needs for housing affordability include not just low-income housing but middle-income housing as well. Due to the region’s unique attraction for higher-income non-wage earners (retirees), housing prices push middle- & low-income area wage earners to live farther away from the economic and employment centers that they commute to on a daily basis. The housing prices in closer proximity to these economic and employment centers are high due to the desirability of their location and the in-migration of higher-income populations.

As the working population and the special populations are displaced further and further from the region’s economic and employment centers their combined costs of housing and transportation increase with the length of their daily commutes. At the same time, the greater the distance these populations reside from the region’s centers of activity the more difficult it is to serve them through public transit options. These populations then are forced to rely on fewer and less convenient modal choices for transportation.

In order to mitigate the area's high combined costs of housing and transportation, this project aims to reduce the transportation costs by increasing modal choice including options that are less expensive such as carpooling/vanpooling as well as bicycle commuting, walking, and riding public transit where feasible. Also, by increasing transportation modal choices throughout the region, this project will increase the *access to* affordable housing options.

Principle 3 – Enhanced Economic Competitiveness

Goal 3 of this project is “Enhance economic competitiveness of the region through promoting holistic business/workforce transportation solutions”

Access to markets through the Port of Wilmington is key to the economic functioning and growth in this region. However, increased congestion and delays can have significant impacts on the movement of freight and reduce business access to markets. A key objective of this project is to mitigate the congestion on the road network to protect and promote the region's economy in relation to the Port of Wilmington.

This project also recognizes that a holistic approach must be taken in terms of provision of transportation alternatives. Employers must be guaranteed that they will be provided with a reliable workforce that arrives safely, healthfully, and on-time in order to support multi-modal initiatives. This is why the project intends to involve employers, community groups, and other transportation generators directly in the process of assessing weaknesses and identifying opportunities for increasing the use of more sustainable transportation choices within the region. The project will also account for transportation user needs in working with stakeholders to increase sustainable transportation alternatives to look beyond access to employment to explore provision of access to educational opportunities and other services accessed on a daily basis as well.

Principle 4 – Supporting Existing Communities

Goal 4 of this project is “Help communities utilize existing infrastructure to exploit a wider variety of modal choices”

The project will improve the quality of life for residents by identifying existing gaps in transportation choices and coordinating solutions for these existing communities. The project's use of new web-based (and user-friendly) rideshare software will be key to accomplishing some of this coordination. More importantly, this project will involve direct involvement of transportation managers with employment centers, community groups and other transportation user groups. Existing transportation infrastructure will be redesigned to accommodate new modal choices without major retrofitting/construction.

Additionally, this project will involve a large amount of policy review and development of model policies by the Consortium for tailoring and adoption by member agencies. These policies will include model transit-oriented development policies, walk/bike/transit first policies, and trip reduction ordinance policies.

Principle 5 – Coordination & Leverage of State and Local Policies & Investments

Goal 5 of the project is “Coordinate local policies/practices to better leverage Federal & State investment strategies”

The project aims to protect Federal & State transportation investments by minimizing the need to repair/replace roadways through reducing vehicle miles travelled by increasing sustainable transportation use. The increase in multi-modal transportation will also serve to protect existing roadway investments by increasing the capacity of the existing networks without physically modifying the roadways.

The project also aims to remove barriers to collaboration among Consortium members by aligning policies that deal with transportation, housing and environmental issues. Specifically, this project will involve a policy audit of transportation and housing policies with regards to the adopted Complete Streets legislation. This collaboration among entities will also serve to better align local and regional policies with state and federal Complete Streets initiatives.

Funding will be leveraged for this project through other programs and initiatives where Consortium members have individually had success obtaining grants and establishing positive working relationships as well. This includes leveraging the work through this project to obtain additional funding from initiatives such as Safe Routes to School and programs such as the Fit Communities Program.

Principle 6 – Recognize & Support Communities and Neighborhoods

Goal 6 of this project is “Value/support existing strengths in communities and neighborhoods”

As part of this project’s aim to increase multi-modal transportation choices in the region, the project will create and disseminate educational information about the logistics, locations, and facilities for safe walking and biking in existing communities. The project will also develop and present outreach programs to encourage more walking and biking. Promotion of walking and biking in existing communities will do much to preserve the character of walkable/bikeable areas as well as to promote increased walking/biking in those areas.

Promotion of multi-modal transportation choices will ultimately reduce environmental impacts on local communities. Environmental impacts such as energy consumption, air quality degradation, and the destruction of the vulnerable Cape Fear Arch ecosystem will all be mitigated through the reduction of vehicle miles traveled associated with increased multi-modal transportation choices.

Finally - the project will also involve increasing collaboration between Consortium members on capital improvement projects so as to coordinate efforts, improve physical installations, and reduce the disturbance associated with construction projects to existing communities and neighborhoods. For example, burying of utility lines can be coordinated with roadway projects so as to minimize disturbance of community right-of-ways.

Factor 4 – Project Effectiveness

Once completed, this project will have significant effects on the Wilmington MSA's Community Practices Assessment score. Reassessing the attached Community Practices Assessment Answer Sheet in light of the completion of this project, the MSA's score has the opportunity to move from 3 yes/ 15 no to 8 yes/ 10 no. Appropriately, different metrics will be used to measure success with each criterion. The metrics used to measure the changes to the effected criteria are detailed below. The Consortium would like to note that, while being a holistic and very informative survey, the survey is not comprehensive. For example, the score for Principle 2 was not improved through the project although significant improvements were made to the region's equitable and affordable housing as is demonstrated in the above section for Factor 3, Principle 2. The Consortium *did* find the survey to be a great benchmark/tool for comparison and source of ideas for improving regional sustainability.

Principle 1 (Better Transportation Choices) will be most heavily impacted by the completion of this project. The regional criterion R5 asks if there is a regional trail or bicycle route plan for linking residential areas, commercial areas, civic and recreational facilities. Part of the distribution materials of this project will include a regional bicycle map and the aim of the program is to link different areas in a fashion so as to tailor linkages to those that are most needed by employees/members of organizations that have buy-in to sustainable transportation alternatives. This criterion will not only be satisfied, but will be improved to provide a plan that looks holistically at identifying necessary linkages and at linkages that are needed/will be utilized by engaged user groups.

Principle 3 (Enhanced Economic Competitiveness) will be impacted by this project through the (L24) provision of technical assistance to businesses towards increasing sustainable economic development. The heart of this project is collaboration with/support of employers (and other large trip generators) to identify needs and opportunities for promotion and utilization of multi-modal options. This technical assistance allows R9 to transform from a "no" to a "yes".

The score for Principle 4 (Support of Existing Communities) improves through this project through the production of model transit-oriented development policies (L30). The completion of this identified project task will transform R13 from a "no" to a "yes".

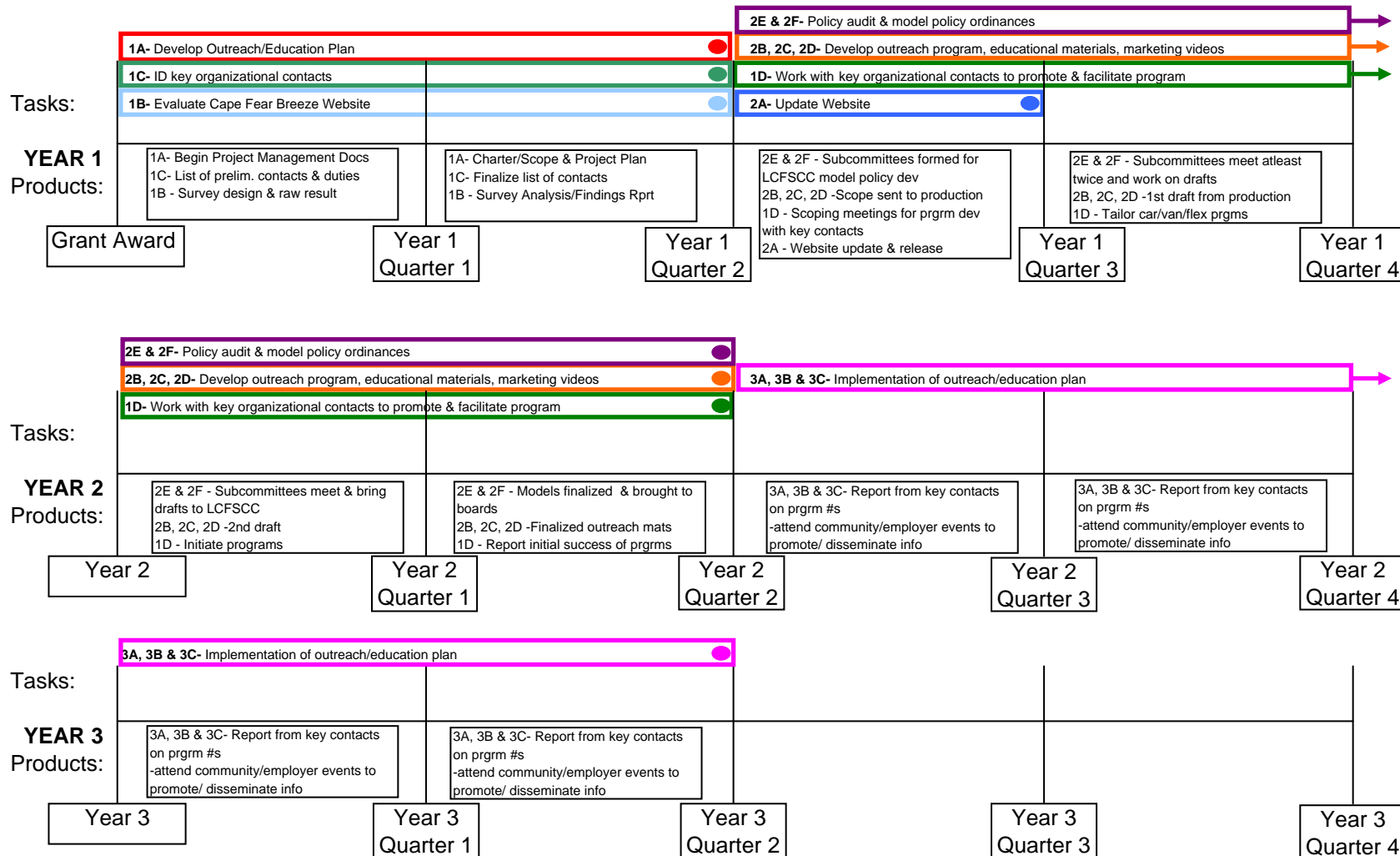
Finally, Principle 6 (Recognize and Support Communities and Neighborhoods) is impacted through the project in two ways. Complying with L43, this project is based on engaging residents and businesses to guide the creation of alternative transportation solutions. Additionally, the explicit coordination required for several of the tasks (development of model policy ordinances, etc.) will foster sustainable development capacity among local staff in all member organizations (L44). This will improve the scores for both R18 & R19 and will utilize regional collaborative planning to provide direction to local governments seeking sustainability solutions.

APPENDIX A

Lower Cape Fear Sustainable Communities Consortium Transportation User Program 2011 North Carolina Sustainable Communities Grant Fund Application

● = Task completion
→ = Task continuation

March 21st, 2011



Appendix B

Consortium Members: General Information and Relevant Experience

- 1. Cape Fear CDC:** The Cape Fear Regional Community Development Corporation is a non-profit 501(c)(3) community-based organization whose mission is providing information, education and counseling related to homeownership and entrepreneurship to low and moderate income residents of the greater Cape Fear region and facilitating and administering community and economic development programs in cooperation with other community organizations and local units of government. The main areas of expertise that the Cape Fear CDC will bring to the planning process will be economic development, community development and housing. The Cape Fear CDC is also the lead applicant.

In 1995 the CDC completed construction of the 12,000 square foot Wilmington Business Center, a small business incubator designed to foster the growth of small businesses by providing affordable office, laboratory and industrial space linked with essential support services. Business counseling services are offered which include assistance in formulating a business plan, identifying and securing necessary financing, incorporating proven management practices, managing inventory and payroll, adopting an effective marketing strategy and acquiring other essential business skills. In the area of housing, the CDC has been an active affordable housing developer in the Wilmington area since 1996. Designated as a CHDO (Community Housing Development Organization) by the City of Wilmington, the CDC has received funding through the HUD CDBG and HOME programs. To date, the CDC has constructed 25 new single-family homes in the City, which have been sold to HUD income eligible families.

The organization is also a HUD certified Housing Counseling Agency. CF CDC is certified to provide counseling in the following areas: Pre-Purchase, Pre-Rental, Homebuyer Education, Post Occupancy, Home Equity Conversion Mortgage (HECM) and Mortgage Default Counseling and Foreclosure Mitigation. The CDC has received three grants from NCHFA under the National Foreclosure Mitigation Counseling program. The CDC owns a 25-acre tract of land in the City of Northwest in Brunswick County. A comprehensive site development plan has been completed that will include single and multi-family housing for lower income families and elderly citizens, a community center and commercial space. Two grant applications have been submitted to fund the construction of infrastructure improvements and home construction technical assistance for families seeking to build new homes through the self-help method. In April 2008 the CDC was awarded an Urgent Repair Program (URP08) grant of \$75,000 by the North Carolina Housing Finance Agency (NCHFA). Program funds were utilized to assist 19 elderly and other low-income homeowners in New Hanover and Brunswick Counties to obtain repairs to their homes to alleviate conditions

that posed an immediate threat to their health and safety. In 2008 the CDC entered into a contract with a consultant to manage the disbursement of funds for the Columbus County Crisis Housing Assistance Fund (CHAF) program, a \$1,400,000 project to construct 19 new homes and rehab 3 homes. In 2009 the CDC was awarded an NCHFA Single Family Rehab (SFR09) grant of \$400,000 to assist elderly and other low-income homeowners in Bladen County to obtain comprehensive home repairs. In 2010 the CDC was awarded another NCHFA Single Family Rehab (SFR10) grant of \$200,000 to assist elderly and other low-income homeowners in New Hanover County to obtain comprehensive home repairs.

In 2009, Cape Fear Regional CDC completed five (5) urgent repair projects for very low-income elderly homeowners with a \$75,000 grant from the North Carolina Housing Finance Agency (NCHFA) for New Hanover and Brunswick Counties. In April 2010 the CDC was awarded a \$200,000 grant from NCHFA to provide comprehensive housing rehabilitation for four (4) elderly, low-income homeowners. After completion of two units the CDC may draw funds from a \$1.6 million pool to do additional projects.

With HOME funding from the City, Cape Fear Regional CDC, has completed 25 new homes and one rehabilitated single family home, which have been sold to lower income residents. In 2009 the CDC completed five (5) urgent repair projects for very low-income elderly homeowners with the aforementioned \$75,000 grant from NCHFA. The grant completed thirteen (13) urgent repair projects for very low-income elderly homeowners from 2008-2009. The CDC has acquired a 25-acre parcel in the City of Northwest located within 1 mile of the planned extension of Route I-140, to develop 38 single-family units under USDA's Self-Help Housing program, elderly housing units and 45 multi-family units for lower income families. Engineering for project infrastructure is approximately 80% complete and permit applications have been submitted.

- 2. City of Wilmington, N.C.** - The Community Development & Housing Planner, is responsible for CDBG, HOME and other grant administration, Consolidated Plan, Annual Action Plan, Comprehensive Annual Performance and Evaluation Report (CAPER) as required by HUD. This staff person oversees program compliance and implementation for the city's community development programs including, but not limited to, public services, public facilities, housing rehabilitation, housing development, and homeownership financing and supervises six staff members assigned to the City of Wilmington Community Development Administration and Housing Section.

The City of Wilmington is the only HUD entitlement jurisdiction within the region. As an entitlement city, Wilmington prepares a five-year Consolidated Plan, which identifies the needs and priorities for community development activities including, but not limited to, housing, public facilities and public service programs and projects to benefit low-to-

moderate income individuals. The city's highest priority is for more affordable rental housing, especially for special populations, elder, disabled, homeless, e-offenders, etc. In accordance with the consolidated plan the city has allocated in the period 2007-2010, CDBG and HOME funds to support the affordable housing initiatives for households with income less than 80 percent AMI as follows: 40 home ownership loans; 40 housing rehabilitation loans; 25 TBRA vouchers; 6 houses constructed/rehabilitated by CHDO's; 32 unit single family Habitat for Humanity development; 319 units multi-family rental housing. The City of Wilmington has also completed a 2009 Analysis of Impediments to Fair Housing and has adopted a plan to address and mitigate the identified impediments. Furthermore, the city works to affirmatively promote fair housing in the implementation and administration of all its programs.

The environmental planner for the City of Wilmington has completed several collaborative projects with New Hanover County, Pender County and Brunswick County including the City of Wilmington/New Hanover County Joint Low Impact Development Manual, the New Hanover County Multi-Jurisdictional Hazard Mitigation Plan, the City of Wilmington-New Hanover County Joint Coastal Area Management Act Land Use Plan, the Lower Cape Fear Stewardship Development Award Program, and the Smith Creek Watershed Planning Initiative.

- 3. New Hanover County, N.C.:** Within the community development department, New Hanover County completed a 2006 Analysis of Impediments to Fair Housing, worked on the City of Wilmington's 2009 Analysis, and plans to complete a new analysis in the unincorporated areas in 2011. The County has a Fair Housing Plan for 2010 and receives funds from the North Carolina Department of Commerce's CDBG Scattered Site program to assist low to moderate-income homeowners with needed repairs or replacement of homes. For the 2007 to 2010 Scattered Site cycle, two replacement homes, one substantial rehabilitation project, and one rehabilitation was completed. The county has applied for the state's 2009 CDBG Community Revitalization grant, and is awaiting a decision on funding to replace six homes, substantially rehabilitate two homes, provide public water to 10 homes within a neighborhood of failing wells (public sewer was provided through a HUD grant in 1999), and aid with residential drainage problems through the installation of gutters and implementation of a cistern system for 10 adjacent residences. Phase II of this same Revitalization Plan will attempt to secure 25 acres of adjacent land to build a quality, mixed income rental (120) and ownership (30) development with a shared green space, on-site child care and medical services, and housing units dedicated for use by the elderly and disabled. The County is also awaiting application on annual Weatherization funding from the state, to assist low to moderate-income renters and homeowners with energy efficient modifications to their homes.

The environmental planner for New Hanover County has completed several collaborative projects with the City of Wilmington, Pender County and Brunswick County including the City of Wilmington/New Hanover County Joint Low Impact Development Manual, the New Hanover County Multi-Jurisdictional Hazard Mitigation Plan, the City of Wilmington-New Hanover County Joint Coastal Area Management Act Land Use Plan, the Lower Cape Fear Stewardship Development Award Program, and the Smith Creek Watershed Planning Initiative. In addition, staff from the long range/environmental planning section bring expertise in small area and long range planning efforts.

- 4. Pender County, N.C.:** The main areas of expertise that the staff from Pender will bring to the planning process will be long range and environmental planning, community development, housing, and water and sewer infrastructure. From the Department of Planning and Community Development, a Planner will serve on the consortium that will bring demonstrated experience in preparing a variety of regional transportation land use plans and policies. Staff from the Pender County Planning Department has completed collaborative projects with New Hanover County, the City of Wilmington and Brunswick County including the Lower Cape Fear Stewardship Development Award Program. An engineer from Public Utilities will bring experience to the consortium in preparing regional infrastructure plans.

A staff member from the Housing Authority will serve on the consortium that will bring experience in preparing and coordinating regional housing plans. Pender County Housing is administering the Homeless Prevention and Rapid Re-housing Grant to assist families who are homeless or at imminent risk of becoming homeless. In addition, they are working with Cape Fear Habitat and the Cape Fear Land Trust to develop a partnership for surplus land donations that will be used to construct affordable housing for Pender County citizens on Habitat's waiting list. The County has set as a goal the implementation of density bonuses for developers who will develop and or include affordable housing in their projects.

- 5. Cape Fear Public Utility Authority** - The Cape Fear Public Utility Authority (CFPUA), providing and managing the region's water and wastewater services as a consolidated Authority since July 1, 2008, has worked at addressing infrastructure needs previously identified in the County and City systems. In 2008, the CFPUA issued approximately \$187 million in bonds to cover projects of critical regional significance; projects to include the expansion of a drinking water treatment facility, the construction of a second drinking water facility to serve approximately 15,000 accounts with improved water quality, and the completion of a wastewater treatment facility upgrade and expansion to allow for improved environmental compliance and regional growth.

CFPUA's core principles are stewardship, sustainability and service, with a mission to provide high-quality service in an environmentally responsible manner while maintaining the lowest practicable cost, and as evident in the goals and strategies in CFPUA's strategic planning and asset management programs. Projects in approaching bond sales or as part of the consideration for long range planning uphold and are consistent with these principles and mission. Strategic planning establishes that CFPUA will hold paramount a regional responsibility to protect the environment, ensure public health and safety, and to respond effectively to the needs of our customers. That CFPUA will maintain a stable financial position that balances rates, the environment, and the organization's long-term capital and operating needs, and build, maintain and operate the enterprise, and all of its human and physical assets, in a manner that provides both new and existing customers with consistently high quality services.

- 6. WAVE Transit** - The Cape Fear Public Transportation Authority, operating as Wave Transit provides a variety of public transportation options to the citizens of the Cape Fear region, including fixed bus routes, shuttles, and a free downtown trolley. Staff from WAVE transit will bring expertise in transportation planning.

In 2004, a Local Coordinated Plan was adopted and a permanent Coordination Working Group was charged with coordinating the efforts of providers and users of specialized transportation. The scope of the group's activities included working with human service providers (i.e. medical services, social services, assisted living centers, etc.) to coordinate demands for transportation. Wave Transit formed the Coordination Working Group consisting of representatives from the following: Specialized transportation providers, human services agencies with special needs clients, advocates for people with special transportation disadvantages, colleges with special programs.

- 7. Brunswick Housing Opportunities (BHO):** BHO provides Housing Counseling and Financial Fitness support to residents in obtaining housing. BHO has been donated 11 (eleven) lots in the ETJ of Carolina Shores, NC to build 15 moderate to low income homes and rehabilitate seven homes in the community. The county has provided water connection for all the lots. Through a community process the neighborhood has been assessed and BHO will break ground on the Community Garden September 2010. BHO will provide financial fitness education and support to two fledgling businesses in the community. BHO has built a collaboration of 10 (ten) local agencies, faith-based organizations and churches Home Preservation Committee to address the list of over 160 request for assistance in addition to those listed above for urgent for health and safety repairs from the elderly and disabled. The Home Preservation Committee in 2010 with donated materials and volunteer labor have addressed 9 (nine) elderly and disabled homeowner's needs.

8. Wilmington Urban Area Metropolitan Planning Organization (MPO): The MPO is the regional transportation planning organization comprised of elected officials from each of the Wilmington Urbanized Area's local governments within the planning area boundary, the Cape Fear Public Transportation Authority and the North Carolina Department of Transportation (NCDOT). The MPO consists of representatives from the City of Wilmington (lead planning agency), Town of Wrightsville Beach, Town of Carolina Beach, Town of Kure Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, the Cape Fear Public Transportation Authority and North Carolina Department of Transportation. The current MPO planning area boundary encompasses 408.1 square miles.

The MPO is tasked with providing a regional, cooperative planning process that serves as the basis for the expenditure of all federal transportation funds in the area for streets and highways, bridges, public transit, and bicycle and pedestrian paths. Under Section 134 of the Federal Highway Act of 1973, MPOs are required to prepare long range transportation plans for the planning area with a minimum of a 20-year planning horizon.

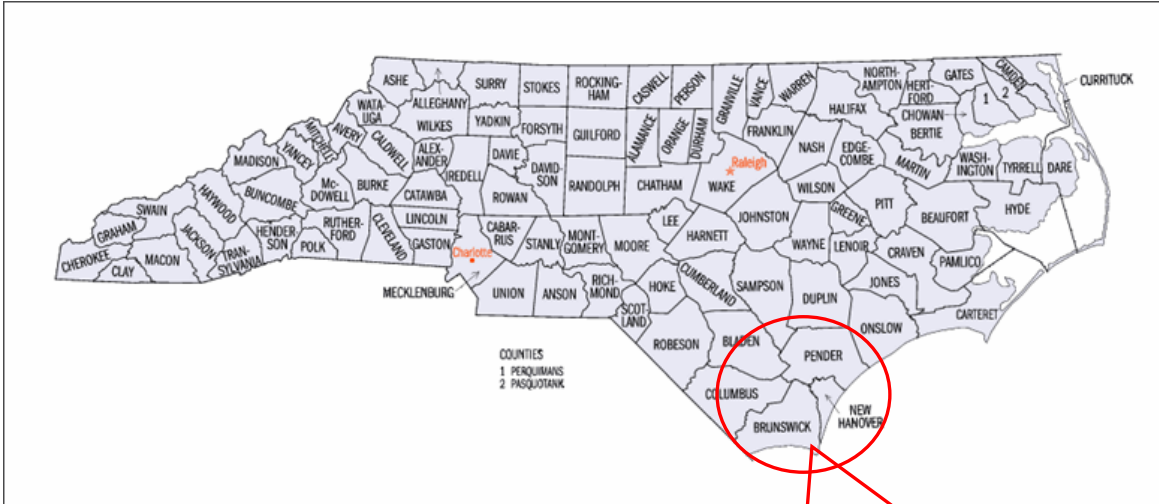
The MPO is required to complete the transportation planning process in a continuing, cooperative and comprehensive manner. In order to accomplish these goals, the MPO staff has the responsibility of coordinating Technical Coordinating Committee and Transportation Advisory Committee activities, completing a Planning Work Program (PWP), reviewing and approving the Metropolitan Transportation Improvement Program (MTIP), adopting a Long Range Transportation Plan and Comprehensive Transportation Plan, approving changes to the Federal-Aid Functional Classification System, and establishing goals and objectives for the Transportation Planning Process.

9. Cape Fear Council of Governments/Rural Planning Organization: Working under the direction of a delegation of locally elected officials representing member governments in New Hanover, Columbus, Pender and Brunswick Counties, the Cape Fear Council of Governments (CFCOG) plans and administers a variety of federal, state, and local programs. These include Workforce Development, Aging and regional transportation planning (through the RPO). We also provide land use planning technical assistance and local government management services to local governments.

10. The Cape Fear Economic Development Council, Inc. (CFEDC): CFEDC is a North Carolina nonprofit corporation whose mission is to promote growth in economic activity for the Cape Fear Region around businesses who embrace the limitless potential of innovation, creativity, technology, and entrepreneurship. The organization has gradually assumed a valuable role in the revitalization and competitiveness of the region's economic development strategy, which is increasingly important to the overall vitality of North

Carolina's business identity and economic viability. The organization's all-volunteer board comes from a wide variety of business & educational backgrounds bringing to the table a wealth of experience in business and project management. The CFEDC has been engaged with the regional business community through public meetings, focus groups, presentations/workshops, and social media since January 2009. The group's first major initiative will be launching a Green Business Innovation Center (GBIC) to foster the growth of green business in the region. CFEDC has realized that the Cape Fear Region needs a "hub" to attract, support and promote sustainable economic development in the area by fostering the growth of the burgeoning green business sector in this increasingly sophisticated and strategic region of North Carolina.

Appendix C: Lower Cape Fear Consortium Area



Community Practices Assessment Answer Sheet

REGIONAL BODIES

It should be noted that the **CURRENT** Community Practices Assessment Score **WILL NOT** be used to choose grant application winners.

Separate scorecard criteria apply to regional bodies. **These bodies must answer ONLY those questions listed under the regional body (RB 1 through RB19) subcategory in each principle.**

Each section of the scorecard begins with a statement of the relevant sustainable development principle as set out in G.S. § 143B-344.34(b)

Better Transportation Choices (Principle 1)

"Offering safe, reliable, and economical motorized and nonmotorized transportation options to decrease household transportation costs, reduce dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health."

Local governments:

- L1 Does your community have a plan or program to improve pedestrian and bicycle mobility and active living, such as a Safe Routes to School program or greenway system?
- L2 Does your community require that new subdivision streets and pathways be connected to the existing transportation network, or have other requirements for connectivity of new development to the existing transportation network?
- L3 Does your community have a "complete streets" policy or guidelines?
- L4 Does your community provide funding for sidewalks, crosswalks, bicycle lanes, and/or walking and bicycling paths?
- L5 Does your community provide funding or other support for regional or local public transit service? (If "other," please specify.)
- L6 Does your community provide funding or other support for a ridesharing program? (If "other," please specify.)
- L7 Does your community have a transportation plan that addresses the mobility and active living needs of an aging population?
- L8 Has your community adopted a Comprehensive Transportation Plan that is multi-modal and includes a land development plan?

Regional Bodies:

		YES	NO
R1	Do you provide technical assistance to local governments on any of the above matters?	✓	
R2	Have the MPOs in your region adopted coordinated long-range transportation plans?	✓	
R3	Have the MPOs in your region adopted a common prioritization of projects that span their boundaries.	✓	
R4	Does your region have a regional transit, rail or freight plan?		✓
R5	Does your region have a regional trail or bicycle route plan for linking residential areas, commercial areas, and civic and recreational facilities		✓
R6	Does your region have a current sidewalk inventory?		✓

Equitable, Affordable Housing (Principle 2)

"Encouraging the provision to North Carolina citizens of all ages, incomes, races, and ethnicities expanded location-, water-, and energy-efficient housing choices that increase mobility, decrease the impact on existing water and energy infrastructure, and lower the combined cost of housing and transportation."

Local governments:

- L9 Do you have policies that encourage the establishment of units of affordable housing near major employment centers, schools, public transportation and shopping?

- L10 Does your community allow construction of multifamily housing at a range of densities?

- L11 Does your community have incentives for the production of a range of housing options, including development within residential districts of different housing sizes and types, rental housing, and housing affordable to different income levels; housing that enables older residents to remain in the community as they age and their housing needs change; and/or arrangements for meeting special housing needs with single-room occupancy (SRO) housing, shelters and/or transitional housing?

- L12 Does your community provide financial or other support for affordable housing development, including redevelopment of existing properties for affordable housing?

L13 Does your community provide incentives or have standards for energy and water efficiency in new, renovated or existing housing (for example Energy Star, National Association of Home Builders National Green Building Standard, or Leadership in Energy and Environmental Design (LEED))?

L14 Has your community adopted a comprehensive community development plan that addresses housing affordability?

L15 Does your community have minimum housing standards and code enforcement practices to ensure healthy housing, or has your community provided funding for lead abatement or other measures to expand the availability of healthy housing?

Regional bodies:

R7 Do you provide technical assistance to local governments on any of the above matters?

YES	NO
	✓

R8 Do you have a regional affordable housing plan that has been adopted by a majority of local governments?

	✓
--	---

Enhanced Economic Competitiveness (Principle 3)

"Expanding business access to markets and improving North Carolina's economic competitiveness through reliable and timely access to employment centers, educational opportunities, services, and other basic needs by workers."

Local governments:

L16 Has your community designated priority mixed-use redevelopment and infill development sites in locations served by infrastructure and in close proximity to existing development? (Such designations may include but are not limited to land banking of sites.)

L17 Does your community have a redevelopment program for vacant or underutilized Brownfield sites, former mill buildings, and other former commercial and industrial properties?

L18 Has your community adopted streamlined permitting, waived or reduced permit thresholds, or provided funding, tax, or other incentives for redevelopment in or adjacent to downtowns, on infill sites, or in other locations served by existing infrastructure and in close proximity to existing development?

L19 Does your community have a downtown revitalization program or strategy?

L20 Does your community have a Brownfield inventory or re-use strategy or has it undertaken Brownfield site planning?

L21 Does your community have a comprehensive economic development strategy that reflects consideration of the sustainability principles set out in G.S. § 143B-344.34? (See appendix A)

L22 Does your community have programs to support the local agricultural economy, including but not limited to support for processing, distribution or marketing facilities serving local farms, a publicly supported farmers' market, a farm-to-school program, or a right-to-farm by-law?

L23 Has your community undertaken an inventory of natural or cultural heritage assets for economic development or adopted a place-based economic development strategy?

L24 Does your community have a public-private workforce or sustainable business development partnership; provide technical assistance in sustainable economic development to small businesses and/or nonprofit organizations; or have programs to support sustainable business and industry development, retention and expansion?

Regional bodies:

R9 Do you provide technical assistance to local governments on any of the above matters?

YES	NO
	✓

R10 Has your region adopted a comprehensive economic development strategy that reflects consideration of sustainability principles?

	✓
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R11 Have you conducted a region wide inventory of redevelopment sites?

	✓
--	---

R12 Have you adopted a regional strategy for creating housing in proximity to major redevelopment sites?

	✓
--	---

Support of Existing Communities (Principle 4)

"Targeting public funds toward existing communities that are using strategies such as transit-oriented, mixed-use development, and land recycling to increase community revitalization, enhance the efficiency and cost-effectiveness of public works investments, and protect rural landscapes."

Local governments:

L25 Has your community taken measures to target growth to areas served by existing infrastructure, such as designation of an urban service area?

L26 Does your community have a program to protect agricultural land or other working lands or strategically important open space?

L27 Does your community have a voluntary agricultural district under G.S. §§ 106-735 through -743 or protect agricultural uses through zoning or other requirements?

L28 Does your community allow mixed uses, including residential uses in downtown areas?

L29 Does your community promote infill development, such as by allowing small multifamily buildings, manufactured housing or retail uses on lots in existing neighborhoods?

L30 Does your community provide for transit-oriented development, such as by allowing increasing density or reduced off-site parking requirements around transit stations?

L31 Does your community provide for conservation subdivisions?

Regional bodies:

R13 Do you provide technical assistance to local governments on any of the above matters?

YES	NO
	✓

R14 Do you have a regional land use plan that emphasizes strengthening existing communities?

	✓
--	---

Coordination and Leverage of State Policies and Investment (Principle 5)

"Aligning State and local government policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of government in planning for future growth."

Local governments:

- L32** Does your community have a current sustainable water supply plan, water supply protection program, or water conservation plan?

- L33** Does your community's capital funding plans give priority to the maintenance and repair needs of existing water/sewer, transportation and other infrastructure?

- L34** Does your community's capital funding plans target new or expanded infrastructure to areas within or adjacent to existing development?

- L35** Does your community have a capital improvement plan and a comprehensive plan that are linked?

- L36** Does your community have a land use development plan reflecting consideration of sustainable development principles?

- L37** Does your community undertake land use planning for new or expanded transportation corridors, or other integrated transportation/land use planning to maximize return on infrastructure investment?

Regional bodies:

- R15** Do you provide technical assistance to local governments on any of the above matters?

- R16** Does your region have a regional water supply or conservation plan that has been adopted by a majority of local governments?

- R17** Does your region have a regional infrastructure investment plan (other than a transportation or water supply or conservation plan) that has been adopted by a majority of local governments?

	YES	NO
		✓
		✓
		✓

Recognize and Support Communities and Neighborhoods (Principle 6)

"Preserving and enhancing the unique characteristics of rural, urban, and suburban communities by investing in healthy, safe, and walkable neighborhoods."

Local governments:

- L38 Does your community's school construction plans call for rebuilding or renovating existing schools, or for siting new schools in locations that are already served by infrastructure and have pedestrian access to housing, downtown, and civic and recreational facilities?

- L39 Does your community's plans for new civic facilities and public buildings call for siting them in locations that are already served by infrastructure and that have pedestrian access (including access for the elderly and children) to housing, retail or employment centers, and other destinations?

- L40 Does your community provide for the needs of an aging population by ensuring that housing, medical facilities and other essential services can be cited in locations with pedestrian access to downtown, civic and recreational facilities, and existing neighborhoods?

- L41 Does your community have design standards to guide development so that it contributes to local character and sense of place?

- L42 Has your community identified its historic and cultural resources and adopted a plan or specific measures for protecting them?

- L43 Does your community engage residents and businesses in visioning or planning initiatives?

- L44 Does your community have arrangements to build sustainable development capacity among local officials and staff?

Regional Bodies:

- R18 Do you provide technical assistance to local governments on any of the above matters?

- R19 Do you have a regional or interlocal plan or program addressing any of the areas covered by local government factors (LG38 – LG44) above?

YES	NO
	✓

	✓
--	---

	YES	NO
TOTAL	3	15

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

**RESOLUTION AUTHORIZING THE WILMINGTON METROPOLITAN PLANNING
ORGANIZATION TO SUBMIT AN APPLICATION FOR NORTH CAROLINA SUSTAINABLE
COMMUNITIES GRANT FUNDS**

WHEREAS, the North Carolina House Bill 1701, 2010, provided a total of \$500,000 for the 2010-2011 fiscal year to the Department of Environment and Natural Resources for a North Carolina Sustainable Communities Task Force; and

WHEREAS, a request for proposals was released March 7th, 2010 announcing that of that total, \$250,000 is available for the 2011 North Carolina Sustainable Communities Grant Program. The grant announcement specified that registering an intent to apply for the grant was due March 17th, 2010 and the grant application itself was due March 21st, 2010; and

WHEREAS, the North Carolina Sustainable Communities Grant Program aims to support metropolitan and multijurisdictional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments; and

WHEREAS, the Wilmington MPO is heavily involved in transportation planning activities that include education & outreach associated with bicycle, pedestrian and transit activities; and

WHEREAS, the participating organizations of the Lower Cape Fear Consortium (consortium) include: Cape Fear Regional Community Development Corporation, City of Wilmington, New Hanover County, Pender County, Cape Fear Public Utility Authority, WAVE Transit, Brunswick Housing Opportunities, Wilmington Metropolitan Planning Organization, Cape Fear Council of Governments, and Cape Fear Economic Development Council all dedicated to planning for enhanced sustainability focusing on housing opportunities, transportation alternatives, environmental stewardship, and economic development; and

WHEREAS, the consortium intends to leverage the combined resources of the partners to attempt to secure 2011 North Carolina Sustainable Communities Grant Program funding for transportation planning activities that include education & outreach associated with bicycle, pedestrian and transit activities to benefit all member organizations of the consortium.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby authorizes the MPO's submittal of a North Carolina Sustainable Communities Grant proposal to support and enhance transportation planning education & outreach activities and authorizes the Executive Director to direct staff resources to manage funds and compliance with North Carolina Sustainable Communities Task Force requirements upon awarding of the grant.

ADOPTED at a regular meeting of the Transportation Advisory Committee on March 30, 2011.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 7A: POLICY TO ADD ITEMS BY A TCC/TAC BOARD MEMBER

ATTACHMENTS: DRAFT POLICY TO ADD ITEMS BY A TCC/TAC BOARD MEMBER



WILMINGTON URBAN AREA Metropolitan Planning Organization

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

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

Policy for Transportation Advisory Committee members to add items to the Metropolitan Planning Organization's Technical Coordinating Committee and Transportation Advisory Committee

The Wilmington Metropolitan Planning Organization is required to hold regularly scheduled Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC) meetings each calendar year. TCC and TAC members may submit an item(s) to their respective TCC and TAC agendas. In order for a Board member to submit an item(s) to the TCC or TAC the item(s) must be submitted no later than 5:00 p.m. the first business day of the calendar month in which the item is requested to be considered. The item must include all pertinent background materials (resolution, maps, etc.). An item may also be placed on the agenda for consideration at the end of the meeting by a unanimous vote of the voting members present.



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 7B: STRATEGIC PRIORITIZATION RESULTS

ATTACHMENTS: STRATEGIC PRIORITIZATION RESULTS

Voting & Ranking on Cape Fear Commutes 2035 Policies							
Mode	Policy Number	Ranking	# of votes	# of TCC votes	# of CAC votes	# of TAC votes	Policy Language (Goals)
Roadway	1	1	17	5	5	7	To promote roadway projects included in <i>Cape Fear Commutes 2035</i>
Roadway	3	1	17	6	10	1	To ensure all new roadways and bridges within the Wilmington Urban Area include bicycle, mass transportation, and pedestrian accommodations and facilities (as per complete streets policies adopted by the WMPO and the North Carolina Board of Transportation); <i>and</i> that they are designed and constructed in a context sensitive manner with design speeds based on the context zones included in Appendix 10 of <i>Cape Fear Commutes 2035</i>
Roadway	2	3	15	4	0	11	To develop a policy to preserve transportation corridors as designs for transportation projects are finalized by the North Carolina Department of Transportation and other agencies
Mass Transit	4	4	11	1	10	0	To work to support transit oriented development by ensuring land use plans in all member counties and municipalities support mass transportation projects identified in <i>Cape Fear Commutes 2035 Transportation Plan</i>
TDM/TSM	1	5	10	N/A	9	1	To establish a Transportation Demand Management (TDM) Program and implement recommended strategies outlined in <i>Cape Fear Commutes 2035 Transportation Plan</i>
Bicycle	7	5	10	3	2	5	To support the coordination and linkage of the bicycle transportation and mass transportation systems within the Wilmington Urban Area
Bicycle	5	7	9	8	0	1	To assist counties and municipalities in seeking planning and infrastructure grants to improve the bicycle transportation system within the Wilmington Urban Area
Mass Transit	1	7	9	2	6	1	To promote mass transportation as a viable and safe mode of transportation throughout the Wilmington Urban Area (Education)
Mass Transit	8	9	8	2	5	0	To support the restoration of the rail line between Castle Hayne and Wallace for passenger service between the Wilmington Urban Area and Raleigh and the Northeast
Freight	3	10	6	0	0	6	To support the upgrade of the rail junction in Pembroke to provide for improved connectivity between the Wilmington Urban Area and Fort Bragg
Bicycle	3	11	5	4	1	0	To develop comprehensive bicycle plans for municipalities within the Wilmington Urban Area to identify additional bicycle projects for funding
Mass Transit	2	11	5	4	0	1	To coordinate Cape Fear Public Transportation with local agencies, organizations and all member counties and municipalities to improve mass transportation access to all public facilities (i.e. courthouses, offices, parks, police stations, etc.)
Pedestrian	5	11	5	5	0	0	To assist counties and municipalities in seeking planning and infrastructure grants to improve the bicycle pedestrian transportation system within the Wilmington Urban Area
Freight	4	14	4	3	1	0	To support the upgrade of US 74 between the Wilmington Urban Area and Charlotte to interstate standards
Aviation	2	15	3	1	0	2	To promote improved access from the Wilmington Urban Area to Raleigh-Durham International Airport (RDU) via mass transportation

Bicycle	6	15	3	0	2	1	To encourage all member counties and municipalities to require the construction of bicycle facilities as part of subdivision and/or site development
Pedestrian	1	15	3	2	0	1	To promote walking as a viable and safe mode of transportation throughout the Wilmington Urban Area (Education)
Pedestrian	3	15	3	2	1	0	To support and develop comprehensive pedestrian plans for municipalities within the Wilmington Urban Area to identify additional pedestrian projects for funding
Aviation	1	19	2	2	0	0	To promote improved access to Wilmington International Airport (ILM) and business park via all modes of transportation
Bicycle	1	19	2	0	0	2	To promote bicycling as a viable and safe mode of transportation throughout the Wilmington Urban Area (Education)
Freight	1	19	2	1	1	0	To support circulation improvements in the area surrounding the Port of Wilmington, particularly on Carolina Beach Road (US 421), River Road and Shipyard Boulevard (US 117)
Mass Transit	7	19	2	0	0	2	To continue development of the Wilmington Multimodal Center and the Cape Fear Public Transportation Authority Maintenance and Operations Center
Pedestrian	6	19	2	0	1	1	To encourage the construction of pedestrian facilities as part of subdivision and/or site development
Bicycle	2	24	1	0	0	1	To coordinate with local agencies, organizations and all member counties and municipalities to improve bicycle access to all public facilities (i.e. courthouses, offices, parks, police stations, etc.)
Bicycle	8	24	1	1	0	0	To ensure transportation projects within the Wilmington Urban Area do not disrupt existing or planned bicycle routes or facilities
Freight	2	24	1	1	0	0	To support the restoration of the rail line between Castle Hayne and Wallace for freight service between the Wilmington Urban Area and Raleigh and the Northeast
Mass Transit	3	24	1	0	1	0	To encourage all member counties and municipalities to require the construction of mass transportation facilities as part of subdivision and/or site development
Mass Transit	5	24	1	1	0	0	To work with the North Carolina Department of Transportation to improve mass transportation facilities on existing state-maintained roadways
Pedestrian	4	24	1	0	1	0	To collaborate with Brunswick County Public Schools, New Hanover County Public Schools, Pender County Public Schools and all member counties and municipalities to improve school siting, pedestrian connections to existing schools and encouragement of walk to school programs

(Unranked Projects)

Aviation	3	Unranked	0	0	0	0	To work to implement mass transportation service between downtown Wilmington and Wilmington International Airport (ILM)
Bicycle	4	Unranked	0	0	0	0	To collaborate with Brunswick County Public Schools, New Hanover County Public Schools, Pender County Public Schools and all member counties and municipalities to improve school siting, bicycle connections to existing schools and encouragement of bicycle to school programs
Freight	5	Unranked	0	0	0	0	To work with regional partners to upgrade the rail line between Fayetteville and Wilmington to improve military deployments
Mass Transit	6	Unranked	0	0	0	0	To improve mass transportation connections between the Wilmington Urban Area and adjacent urban areas (i.e. Jacksonville, Myrtle Beach, Raleigh, etc.)
Pedestrian	2	Unranked	0	0	0	0	To coordinate with local agencies, organizations and all member counties and municipalities to improve pedestrian access to all public facilities (i.e. courthouses, offices, parks, police stations, etc.)
TDM/TSM	2	Unranked	0	0	0	0	To implement Transportation System Management (TSM) Strategies as recommended in Cape Fear Commutes 2035 Transportation Plan

TAC Voting & Ranking of Cape Fear Commutes 2035 Policies					
Mode	Policy Number	TAC Ranking	Overall Ranking	# of TAC votes	Policy Language (Goals)
Roadway	2	1	3	11	To develop a policy to preserve transportation corridors as designs for transportation projects are finalized by the North Carolina Department of Transportation and other agencies
Roadway	1	2	1	7	To promote roadway projects included in <i>Cape Fear Commutes 2035</i>
Freight	3	3	10	6	To support the upgrade of the rail junction in Pembroke to provide for improved connectivity between the Wilmington Urban Area and Fort Bragg
Bicycle	7	4	5	5	To support the coordination and linkage of the bicycle transportation and mass transportation systems within the Wilmington Urban Area
Mass Transi	7	5	19	2	To continue development of the Wilmington Multimodal Center and the Cape Fear Public Transportation Authority Maintenance and Operations Center
Bicycle	1	5	19	2	To promote bicycling as a viable and safe mode of transportation throughout the Wilmington Urban Area (Education)
Aviation	2	5	15	2	To promote improved access from the Wilmington Urban Area to Raleigh-Durham International Airport (RDU) via mass transportation
Roadway	3	8	1	1	To ensure all new roadways and bridges within the Wilmington Urban Area include bicycle, mass transportation, and pedestrian accommodations and facilities (as per complete streets policies adopted by the WMPO and the North Carolina Board of Transportation); <i>and</i> that they are designed and constructed in a context sensitive manner with design speeds based on the context zones included in Appendix 10 of <i>Cape Fear Commutes 2035</i>
TDM/TSM	1	8	5	1	To establish a Transportation Demand Management (TDM) Program and implement recommended strategies outlined in <i>Cape Fear Commutes 2035 Transportation Plan</i>
Bicycle	5	8	7	1	To assist counties and municipalities in seeking planning and infrastructure grants to improve the bicycle transportation system within the Wilmington Urban Area
Mass Transi	1	8	7	1	To promote mass transportation as a viable and safe mode of transportation throughout the Wilmington Urban Area (Education)
Mass Transi	2	8	11	1	To coordinate Cape Fear Public Transportation with local agencies, organizations and all member counties and municipalities to improve mass transportation access to all public facilities (i.e. courthouses, offices, parks, police stations, etc.)
Bicycle	6	8	15	1	To encourage all member counties and municipalities to require the construction of bicycle facilities as part of subdivision and/or site development
Pedestrian	1	8	15	1	To promote walking as a viable and safe mode of transportation throughout the Wilmington Urban Area (Education)
Pedestrian	6	8	19	1	To encourage the construction of pedestrian facilities as part of subdivision and/or site development
Bicycle	2	8	24	1	To coordinate with local agencies, organizations and all member counties and municipalities to improve bicycle access to all public facilities (i.e. courthouses, offices, parks, police stations, etc.)

TCC Voting & Ranking of Cape Fear Commutes 2035 Policies					
Mode	Policy Number	TCC Ranking	Overall Ranking	# of TCC votes	Policy Language (Goals)
Bicycle	5	1	7	8	To assist counties and municipalities in seeking planning and infrastructure grants to improve the bicycle transportation system within the Wilmington Urban Area
Roadway	3	2	1	6	To ensure all new roadways and bridges within the Wilmington Urban Area include bicycle, mass transportation, and pedestrian accommodations and facilities (as per complete streets policies adopted by the WMPO and the North Carolina Board of Transportation); <i>and</i> that they are designed and constructed in a context sensitive manner with design speeds based on the context zones included in Appendix 10 of <i>Cape Fear Commutes 2035</i>
Roadway	1	3	1	5	To promote roadway projects included in <i>Cape Fear Commutes 2035</i>
Pedestrian	5	3	11	5	To assist counties and municipalities in seeking planning and infrastructure grants to improve the bicycle pedestrian transportation system within the Wilmington Urban Area
Mass Transit	2	5	11	4	To coordinate Cape Fear Public Transportation with local agencies, organizations and all member counties and municipalities to improve mass transportation access to all public facilities (i.e. courthouses, offices, parks, police stations, etc.)
Roadway	2	5	3	4	To develop a policy to preserve transportation corridors as designs for transportation projects are finalized by the North Carolina Department of Transportation and other agencies
Bicycle	3	5	11	4	To develop comprehensive bicycle plans for municipalities within the Wilmington Urban Area to identify additional bicycle projects for funding
Bicycle	7	9	5	3	To support the coordination and linkage of the bicycle transportation and mass transportation systems within the Wilmington Urban Area
Freight	4	9	14	3	To support the upgrade of US 74 between the Wilmington Urban Area and Charlotte to interstate standards
Mass Transit	1	11	7	2	To promote mass transportation as a viable and safe mode of transportation throughout the Wilmington Urban Area (Education)
Mass Transit	8	11	9	2	To support the restoration of the rail line between Castle Hayne and Wallace for passenger service between the Wilmington Urban Area and Raleigh and the Northeast
Pedestrian	1	11	15	2	To promote walking as a viable and safe mode of transportation throughout the Wilmington Urban Area (Education)
Pedestrian	3	11	15	2	To support and develop comprehensive pedestrian plans for municipalities within the Wilmington Urban Area to identify additional pedestrian projects for funding
Aviation	1	11	19	2	To promote improved access to Wilmington International Airport (ILM) and business park via all modes of transportation
Mass Transit	4	16	4	1	To work to support transit oriented development by ensuring land use plans in all member counties and municipalities support mass transportation projects identified in <i>Cape Fear Commutes 2035 Transportation Plan</i>
Aviation	2	16	15	1	To promote improved access from the Wilmington Urban Area to Raleigh-Durham International Airport (RDU) via mass transportation
Freight	1	16	19	1	To support circulation improvements in the area surrounding the Port of Wilmington, particularly on Carolina Beach Road (US 421), River Road and Shipyard Boulevard (US 117)
Bicycle	8	16	24	1	To ensure transportation projects within the Wilmington Urban Area do not disrupt existing or planned bicycle routes or facilities
Freight	2	16	24	1	To support the restoration of the rail line between Castle Hayne and Wallace for freight service between the Wilmington Urban Area and Raleigh and the Northeast
Mass Transit	5	16	24	1	To work with the North Carolina Department of Transportation to improve mass transportation facilities on existing state-maintained roadways

CAC Voting & Ranking of Cape Fear Commutes 2035 Policies					
Mode	Policy Number	CAC Ranking	Overall Ranking	# of CAC votes	Policy Language (Goals)
Roadway	3	1	1	10	To ensure all new roadways and bridges within the Wilmington Urban Area include bicycle, mass transportation, and pedestrian accommodations and facilities (as per complete streets policies adopted by the WMPO and the North Carolina Board of Transportation); <i>and</i> that they are designed and constructed in a context sensitive manner with design speeds based on the context zones included in Appendix 10 of <i>Cape Fear Commutes 2035</i>
Mass Transit	4	1	4	10	To work to support transit oriented development by ensuring land use plans in all member counties and municipalities support mass transportation projects identified in <i>Cape Fear Commutes 2035 Transportation Plan</i>
TDM/TSM	1	3	5	9	To establish a Transportation Demand Management (TDM) Program and implement recommended strategies outlined in <i>Cape Fear Commutes 2035 Transportation Plan</i>
Mass Transit	1	4	7	6	To promote mass transportation as a viable and safe mode of transportation throughout the Wilmington Urban Area (Education)
Mass Transit	8	5	9	5	To support the restoration of the rail line between Castle Hayne and Wallace for passenger service between the Wilmington Urban Area and Raleigh and the Northeast
Roadway	1	5	1	5	To promote roadway projects included in <i>Cape Fear Commutes 2035</i>
Bicycle	6	7	15	2	To encourage all member counties and municipalities to require the construction of bicycle facilities as part of subdivision and/or site development
Bicycle	7	7	5	2	To support the coordination and linkage of the bicycle transportation and mass transportation systems within the Wilmington Urban Area
Bicycle	3	9	11	1	To develop comprehensive bicycle plans for municipalities within the Wilmington Urban Area to identify additional bicycle projects for funding
Freight	4	9	14	1	To support the upgrade of US 74 between the Wilmington Urban Area and Charlotte to interstate standards
Pedestrian	3	9	15	1	To support and develop comprehensive pedestrian plans for municipalities within the Wilmington Urban Area to identify additional pedestrian projects for funding
Freight	1	9	19	1	To support circulation improvements in the area surrounding the Port of Wilmington, particularly on Carolina Beach Road (US 421), River Road and Shipyard Boulevard (US 117)
Pedestrian	6	9	19	1	To encourage the construction of pedestrian facilities as part of subdivision and/or site development
Mass Transit	3	9	24	1	To encourage all member counties and municipalities to require the construction of mass transportation facilities as part of subdivision and/or site development
Pedestrian	4	9	24	1	To collaborate with Brunswick County Public Schools, New Hanover County Public Schools, Pender County Public Schools and all member counties and municipalities to improve school siting, pedestrian connections to existing schools and encouragement of walk to school programs



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 8A: CITY OF WILMINGTON/WILMINGTON MPO

ATTACHMENTS: CITY OF WILMINGTON/WILMINGTON MPO PROJECT UPDATE
(MARCH)

**STATUS REPORT
WILMINGTON MPO/CITY OF WILMINGTON
DEVELOPMENT SERVICES DEPARTMENT
MARCH 2011**

WILMINGTON BYPASS

Project Description/Scope: Construct the Wilmington Bypass from US 421 in New Hanover County to US 17 in Brunswick County.

Current Status: NCDOT has let the design and construction of the Wilmington Bypass Section “A” from US 17 to US 74/76 as a “design-build” project. They anticipate completing this section of the Bypass in 2013. The Wilmington Bypass “Section B” is funded from FY 2013 through 2020. On December 15th, the Wilmington MPO’s Transportation Advisory Committee adopted a resolution encouraging the North Carolina Department of Transportation to explore funding options to accelerate construction of the Wilmington Bypass (R-2633B) from US 17 in Brunswick County to US 421 in New Hanover County.

All of the municipalities and counties within the Wilmington MPO adopted resolutions encouraging NCDOT to explore funding options to accelerate the “B” section of the Wilmington Bypass. NCDOT has announced the acceleration of the Bypass and a new expected completion date of 2018.

ARTERIAL SIGNAL RETIMING:

Project Description/Scope: Per NCDOT agreement all signals in the system must have timing evaluated on an 18-month cycle.

Current Status: All existing signal timing plans verified and updated. Final migration of back-up time-of-day programming is nearing completion.

Next Steps: Begin GPS timing evaluation on existing timing plans to establish baseline performance. Identify critical signals and begin timing plan development.

CAPE FEAR COMMUTES 2035 TRANSPORTATION PLAN

Project Description/Scope: Cape Fear Commutes 2035 is a federally-mandated assessment of the current and future transportation needs of people and goods within the Wilmington MPO area. The *Cape Fear Commutes 2035 Transportation Plan* will create a long range transportation plan with recommendations for how those needs should be addressed over the next 25 years.

Current Status: The MPO committee charged with crafting the *Cape Fear Commutes 2035 Transportation Plan* has finalized the draft plan. The TCC recommended approval on October 13th.

Next Step: The MPO's Transportation Advisory Committee adopted *Cape Fear Commutes 2035 Transportation Plan* on December 15th. All municipalities and counties have now adopted the plan.

CAPE FEAR SKYWAY

Project Description/Scope: Construct the Cape Fear Skyway that will link from in the vicinity of US 17 to Independence Boulevard and Carolina Beach Road.

Current Status: The NHC Board of Commissioners, Brunswick County Board of Commissioners and Wilmington City Council passed resolutions supporting the preservation of the potential northern route and directed staff to work with the MPO to file a map for the potential northern alignment. The Leland Town Council held a public hearing on October 30th. On November 18th, the Town of Leland voted to decline to approve a transportation official corridor map for the Cape Fear Skyway within the Town of Leland. **The North Carolina Turnpike Authority continues to work through the environmental review process. A presentation was provided to the TCC and TAC in February. Public workshops will be held in March.**

Next Step: Work with the City of Wilmington, New Hanover County and Brunswick County to file a transportation corridor official map for the proposed Cape Fear Skyway's potential northern alignment. Work with North Carolina delegation to provide the necessary "gap" funding for the construction of the Cape Fear Skyway.

CITY OF WILMINGTON COLLECTOR STREET PLAN

Project Description/Scope: Complete a city-wide area collector street plan including Monkey Junction.

Current Status: The Wilmington MPO has selected Stantec to complete the City of Wilmington Collector Street Plan. The Wilmington MPO held a kick-off meeting in November and conducted focus groups meetings in January. **Staff conducted additional focus group meetings in February. The plan is expected to be completed in July.**

MARKET STREET CORRIDOR PLAN

Project Description/Scope: Develop a corridor plan for Market Street from Colonial Drive to the Pender County line.

Current Status: The City of Wilmington Planning Commission and New Hanover County Planning Board have recommended approval of the Market Street Corridor Plan. **The MPO presented the corridor plan to the County Commissioners in February and City Council in February/March.**

MULTI-MODAL TRANSPORTATION CENTER (No significant change)

Project Description/Scope: Purchase right-of-way, develop design plans and construct the Wilmington Multi-modal Transportation Center between N. 3rd, N. 4th, Hanover and Red Cross streets.

NCDOT hired Moffit & Nichol Associates and Ko & Associates to complete the Environmental Assessment (EA) for the Wilmington Multi-modal Transportation Center. NCDOT is continuing the development of the EA. This document is expected to be complete by June 2011. NCDOT is pursuing securing an option on the U-Haul property until completion of the EA.

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM – PINE VALLEY EAST (NO SIGNIFICANT CHANGES)

Project Description/Scope: Construction of long-term neighborhood traffic management in the Pine Valley East neighborhood.

Current Status: The improvements will be made at eight locations and will help improve safety and reduce speeds in the neighborhood. In October, the City began construction of the long-term devices in Pine Valley East. Several neighbors voiced concerns regarding the designs. Staff provided a presentation to the Wilmington City Council on January 11, 2011 regarding the neighborhood traffic management program and multi-way stops. Staff is proceeding with the installation of the long-term devices in Pine Valley East.

N. 3RD STREET CORRIDOR STREETScape IMPROVEMENTS(No significant change)

Project Description/Scope: In May 2006, a transportation bond referendum was approved that included \$5 million in improvements to the North 3rd Street corridor.

Current Status: The City has received the 100% final design plans and the 100% opinion of probable costs.

Next Step: Bid the construction of the North 3rd Street improvements in April 2011.

SAFELIGHT

Current Status: All sites have been upgraded and are fully operational. From 1/3 -1/31/2011 two Traffic Engineering staff reviewed 4612 incidents that resulted in 2984 citations. The most frequent reason for rejection was that a vehicle committed a slow rolling right turn on red.

Next Step: Resolve invoicing issues. All cameras have been adjusted to reduce false triggers.

TRAFFIC SIGNAL SYSTEM UPGRADE/EXPANSION 08TS10

Current Status: Final connections complete. All intersections except the 5 associated with the NCDOT Wrightsville/Independence project are connected. Fiber work is required to bring Eastwood/Cavalier camera and Wrightsville/Independence signals on line. Staff is in ongoing negotiations with Econolite to upgrade central control software.

Next Steps: Install and rework fiber to bring remaining locations on line. Complete negotiations and begin migration to Centracs control software.



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 8C: NCDOT

ATTACHMENTS: NCDOT PROJECT UPDATE



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

March 23, 2011

TIP Projects:

R-2245: Second bridge to Oak Island over the intercoastal waterway.
Under construction

Work Complete

B-0682: Bridge to Sunset Beach over the intercoastal waterway.
Under construction

Completion Date April 2011

U-4733: intersection improvements SR 1411 (Wrightsville Avenue), from Forest Hills Drive to SR 2313 (Wilshire Boulevard).

Work Complete

U-3462: Town of Shallotte, SR 1357 (Smith Avenue) extension from West of US 17 Business to NC 130. Under construction and funded by stimulus.

Completion Date July 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.

Estimated Contract Completion Date June 2011

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

Work Complete

W-5103 – US 421 (Carolina Beach Road) from George Anderson Road to SR 1100 (River Road) construct various safety improvements at 20+ intersections.

Estimated Contract Completion Date July 1, 2012

Memorial Bridge – painting of the Memorial Bridge.

Lane closures are not allowed from Memorial Day to Labor Day (fall/winter time) for the following times: 5:00 AM to 7:00 PM

Lane closures are not allowed from Memorial Day to Labor Day (spring/summer time) for the following times: 6:00 AM to 7:00 PM Monday thru Thursday

Contractor will be allowed to completely close the bridge for the following times:
April 13, 2010 to June 11, 2010 from 7:00 PM to 5:00 AM.

Estimated Contract Completion Date Summer 2011

B-5215 – SR 1115 (Stone Chimney Road) replace bridge #49 over branch of Lockwood Folly River. **Completion Date Mid-March 2011**

B-5217 – SR 1115 (Stone Chimney Road) replace bridge #59 over branch of Lockwood Folly River. **Completion Date Mid-March 2011**

B-5216 – SR 1115 (Stone Chimney Road) replace bridge #58 over branch of Lockwood Folly River. **Work Complete**

W-5104 – NC 132 (College Road) from US 421 (Carolina Beach Road) to US 117 (Shipyard Blvd.) construct various safety improvements at 10+ intersections.

Estimated Contract Completion Date December 2011

R-2633 AA & AB: Construction of I-140 (Wilmington Bypass) from US 17 to US 74/76.

Availability Date March 29, 2010

Estimated Contract Completion Date July 3, 2013

U-3338 B: Widening of Kerr Ave. from Randell Parkway to Martin Luther King, Jr. Parkway.
Start Date May 2013

R-3601 US 17/74/76: Widening across the “causeway”, between Leland and Wilmington. AT the 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.

Start Date July 2013

R-3432 – SR 1163 (Georgetown Road) extend from SR 1184 (Ocean Isle Beach Road) to NC 179. Start Date June 2013

R-3324 – Long Beach Road Extension construct a 2-lane, 2-way roadway on new location from NC 211 to NC 87.

Let Date of February 2013

R-2633 B: Construction of I-140 (Wilmington Bypass) from US 74/76 to US 421.

R-2633 BA scope is construct structures and rough grading from US 74/76 to SR 1430 (Cedar Hill Road).

R-2633 BB scope is construct structure over Cape Fear River and rough grade the approaches.

R-2633 BC scope is to pave the entire length from US 421 to US 74/76.

R-5021: NC 211 widening, from NC 87 to SR 1500 (Midway Road). Public Info. Mtg.

April/May 2011

Let in 2019

R-4063: widen SR 1472 (Village Road) from SR 1435 (South Navassa Road) to SR 1438 (Lanvale Road).

Let in 2015

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 Winter 2009/2010 and complete the final environmental impact statement by Summer 2010.

U-5300: NC 132 (College Road) from SR 1272 (New Center Drive) to SR 2048 (Gordon Road) widen to multi-lanes.

Division Projects:

SR 1448 (Middle River Road): full depth patching from NC 211 to the paved end of system.

Under construction

SR 1345 (Royal Oak Road): mill patch the rutted section of SR 1345 (Royal Oak Road), due to increased truck traffic. **Under construction**

SR 1513 (Danford Road): patch and widen from NC 87 to city limits of Bolivia.

Under construction

Resurfacing Projects:

Brunswick & New Hanover Counties contract (C202476):

Brunswick County:

NC 87 resurface from NCL of Boiling Springs to US 17, including spiral widening at various locations.

NC 211 resurface from 0.24 mile west of the Town of St. James to 0.18 mile east of SR 1500 (Midway Road).

SR 1300 (Calabash Road NW) resurface from SR 1308 (Etheridge Road NW) to NC 904,

SR 1132 (Shell Point Road) resurface from NC 130 to SR 1130 (Mt. Pisgah Road),

SR 1417 (Malmo Loop Road) resurface from NC 87 to US 74/76,

SR 1426 (Mt. Misery Road) resurface from US 74/76 to SR 1426

New Hanover County:

US 421 Truck resurface from 0.02 mile north of US 421 to 0.01 mile north of Queen Street (non-system).

SR 1301 (Princess Place Road) resurface from US 17 Business to 17th Street.

Estimated Contract Completion Date April 2011

Brunswick County contract (C202562):

US 17 milling the outside lane and resurfacing the full width, from 0.25 mile south of SR 1701 (Zion Church Rd) to US 17 Bus. (south end of Bolivia).

Resurfacing complete lacking pavement markings

Pender County contract:

NC 53 (Burgaw Highway) mill & resurface approaches to Bridge #34 (over the Cape Fear River), Bridge #37 (over Angola Creek just west of NC 50) & Bridge #39 (over Moores Creek just east of NC 50).

Work Complete

Brunswick County contract:

SR 1500 (Midway Road) widen, mill & resurface from NC 211 to US 17 Business.

SR 1401 (Galloway Road) widen, mill & resurface from US 17 Business to US 17 Bypass

Estimated Contract Completion Date August 2011

Brunswick, New Hanover & Pender contract:

NC 904 milling & resurfacing from NC 179 to East/West Second Street at Ocean Isle Beach

SR 1331 (Mill Branch Rd) resurfacing from NC 130 to SR 1335 (Big Neck Rd)

SR 1143 (Brick Landing Rd) resurfacing from NC 179 to end of system

US 17 Business (Market Street) milling & resurfacing from 0.206 miles south of SR 2251 (Barclay Hills Drive) at CSX RR tracks to 0.223 miles north of US 74 (MLK Parkway) intersection at the end of the curb & gutter

US 17/US 421 milling & resurfacing from 0.091 miles south of US 74/NC 133 intersection at new pavement joint to 0.208 miles north of I-140 overpass at "new" pavement joint

Wilmington Bypass leveling courses, at various locations: @ bridge approaches, @ CSX RR fly-over, & @ low areas around interchange of US 17 and US 17 Bus.

SR 1175 (Kerr Ave.) resurfacing from NC 132 to 0.14 mile south of Randall Pkwy

SR 1402 (Edgewater Club Rd) resurfacing from SR 1491 (Porter's Neck Rd) to end of system

SR 2127 (Judges Rd) resurfacing from US 17 Bus. to SR 2213 (Albemarle Rd)

SR 2219 (Green Meadows Rd) resurfacing from US 117 Bus. to SR 2281 (Spicewood St)

SR 1002 (Holly Shelter Rd) mill patch from US 117 to Pender Co. line

US 117 resurfacing from New Hanover County line at Northeast Cape Fear River Bridge to 0.30 mile north of NC 210

NC 53 milling & resurfacing from 0.53 miles west of SR 1400 (North/South Smith Street) to 0.03 miles east of US 117 Business in Burgaw

Estimated Contract Completion Date November 18, 2011

If you have any questions, please contact Mr. Patrick Riddle: priddle@ncdot.gov