



WILMINGTON URBAN AREA Metropolitan Planning Organization

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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.

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

Meeting Agenda

Wilmington Urban Area MPO
Transportation Advisory Committee

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

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

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
 - a. 1/27/10
- 3) Public Comment Period
- 4) Presentations
 - a. Transportation Intergovernmental Policy Advisory Group (TIPAG)
- 5) Old Business
- 6) Public Hearing
 - a. Resolution supporting MTIP and STIP Amendments for EB-5118, ER-5100 and U-5200
- 7) New Business
 - a. Resolution adopting the Kure Beach Parking Study
 - b. Opening of 30-day Public Comment Period for the 2010-2011 Unified Planning Work Program
 - c. Opening of 30 day Public Comment Period for MTIP and STIP Amendments for Public Transportation Projects
 - d. Change of March Meeting Date
- 8) Discussion
 - a. Wilmington MPO Legislative Agenda
- 9) Updates
 - a. Cape Fear Commutes
 - b. City of Wilmington/Wilmington MPO
 - c. Cape Fear Public Transportation Authority
 - d. NCDOT
- 10) Announcements
 - a. Citizen Advisory Committee meeting March 3rd at 3 pm
 - b. Bike/Pedestrian Committee meeting- March 11th at 4:15pm
- 11) Next meeting –March 24, 2010

Attachments:

- Minutes 1/27 meeting
- TIPAG Presentation
- MTIP/STIP Amendments for EB-5118, ER-5100 and U-5200
- Resolution approving MTIP/STIP Amendments for EB-5118, ER-5100 and U-5200
- Kure Beach Parking Study (located on Wilmington MPO website)
- Resolution Adopting the Kure Beach Parking Study
- Proposed 2010-2011 Unified Planning Work Program
- MTIP and STIP Amendments for Public Transportation Projects
- Wilmington MPO 2010 Legislative Agenda
- City of Wilmington Project Update (February)
- NCDOT Project Update

Meeting Notes
Wilmington Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Date: January 27, 2010

Members Present:

Laura Padgett, Vice Chairman, City of Wilmington
Bob Lewis, Town of Carolina Beach
Jim Dugan, Town of Kure Beach
Mike Ballard, Town of Navassa
Bill Saffo, City of Wilmington
Jason Thompson, New Hanover County
Jonathon Barfield, Cape Fear Public Transportation Authority
Bill Sue, Brunswick County
Jack Batson, Town of Belville
David Williams, Pender County
Walter Futch, Town of Leland

Staff Present:

Mike Kozlosky, Executive Director

1. Call to Order

Ms. Padgett called the meeting to order at 4:00 PM.

2. Approval of Minutes:

Minutes for the meetings on December 16th were approved unanimously. Following the approval of the minutes Mr. Kozlosky told member staff had a purchased a plaque to honor Mr. Lanny Wilson for his years of dedicated services while serving as Chairman of the TAC since 2003. Ms. Padgett said she would like to suggest a letter be drafted of behalf of the TAC be sent to Mr. Wilson to thank him. She told members that he has worked over the years and we wouldn't have some of the roads that we have today without him.

3. Public Comment Period

No one wished to address the Committee.

7.d. Election of Officers (moved ahead)

Ms. Padgett opened the floor for nominations for the Chairman of the TAC. Mr. Sue nominated Ms. Padgett. Mr. Saffo seconded the nomination. Mr. Futch nominated Mr. Batson for chairman. There was not a second. Mr. Thompson nominated Mr. Barfield. Mr. Williams seconded the nomination. Mr. Ballard made the motion to close the nominations. Mr. Thompson seconded his motion.

Mr. Futch asked if discussion could be opened before the voting took place. Ms. Padgett opened the floor for discussion.

Mr. Futch told members that it seems to him that a lot of phone calls and backyard dealings were made and he doesn't understand why we can't come to a meeting and do our business here. He stated that he got a phone call from someone and he said he thinks we have enough problems in this country with hidden meetings and hidden agendas. We need to bring all this stuff more out in the open.

Mr. Barfield told members he called almost everyone to ask for their support of his nomination for chairman because he knew it was something he wanted to do. All he asked was to support his nomination and there was nothing about trying to do things in secret. The calls were about his

letting the membership know of his interest in the chairmanship and would like to request their support.

Mr. Saffo told members Ms. Padgett has served on this board since before 2003 and she is serving on the National Transportation Board with the National League of Municipalities and she is also involved at the state level. She is very knowledgeable regarding transportation matters and she is well versed on transportation projects and initiatives throughout the state.

Ms Padgett thanked Mr. Saffo for his statement and she said she called members to request support of her election to chairman. She told members the only way to let people know you want to be chairman is to call and ask. There was certainly was nothing done behind the scenes and there has been no agreements made behind the scenes. Everyone is free to vote their conscious. She said on her behalf that she has spent a lot of time on transportation issues, work on issues that affect both Brunswick County, Pender County, as well New Hanover County and the City Wilmington. She told members she has been involved in regional activities for many years and she has taken a regional view of all things. With that in mind, she expressed her interest in being chairman of the TAC.

Mr. Thompson told members he served with Ms. Padgett for years on the Wilmington City Council and there is probably no one more passionate about transportation matters than her. She knows a lot and serves on many national boards. However, the City may not need to take the lead because everyone feels that Wilmington drives the show and drives the dollars. Wilmington, as large as it is, is still part of New Hanover County and it might be good to have the leadership of this board to have a county prospective with all municipalities. Even if it is not true that Wilmington gets the lion-share of the dollars, that's the perception. He said he felt the combination of Mr. Barfield and Ms. Padgett would be a good way to bridge that relationship. There is a need for balance and there is a need for the perception to change and that is what he would like to see.

Ms. Padgett said she feels that one of the reasons that some of those perceptions exists is because the Federal designation is the Wilmington Urban Metropolitan Planning Organization. That is true of MPOs across the country and that is also true that when the budget is divided and the various municipalities are asked to contribute. The City of Wilmington contributes the lion-share for the running of this organization monetarily.

Mr. Barfield told members in looking at the times we are dealing in and everything that is happening across the State, he believes we need strong leadership to take this organization to the next level. The State is watching what is done here on many different fronts and the one talent he has, among many, is the ability to build consensus. He said he knows how to be a team player and his goal is to bring Brunswick, Pender and New Hanover counties together with every municipality to find ways to work together. This has to be a regional team and have a strong message going to Raleigh.

Mr. Dugan told member in looking at Brunswick County, New Hanover County and Wilmington, he does not know that there is a "right choice" or a "wrong choice" for him to make. He said he appreciates being able to get as much information as he can from all the candidates.

Ms. Padgett called for the vote on the office of chairman. Mr. Barfield was elected chairman in a six to five vote.

Ms. Padgett opened the nominations for vice-chairman. Mr. Thompson nominated Ms. Padgett. Mr. Williams seconded the nomination. Mr. Ballard made the motion to close the nominations for Vice-chairman. Mr. Thompson seconded the motion. Ms. Padgett was elected vice-chairman by unanimous vote.

4. Presentations

a. College Road Upgrade Feasibility Study

Mr. Kozlosky told member the Department of Transportation recently completed a feasibility study on the upgrade of College Road from New Center Drive to Gordon Road. At the last TAC meeting, Mr. Wilson requested a presentation on this item. Mr. Kozlosky introduced Mr. Chris Warner with URS who gave the presentation.

Mr. Warner told members that the feasibility study was done to look at making improvements for NC 132 (College Road) from SR 1272 (New Centre Drive) to the SR 2048 (Gordon Road) interchange. The study is the initial step in the planning and design process for the project and the study areas were evaluated based on the ability to improve north-south mobility along the College Road corridor between the Gordon Road interchange and New Centre Drive. The study looked at:

- improving College Road to a six-lane facility, from New Centre Drive to Martin Luther King Jr. Parkway (MLK) and to an eight-lane facility from MLK to Gordon Road
- improving the US 17 Business (Market Street) interchange with College Road
- improving the MLK at-grade intersection with College Road
- managing access along College Road from New Centre Drive to the Gordon Road interchange
- improving the Gordon Road interchange

Following the presentation, Mr. Kozlosky told member they can contact him if they would like a copy of the presentation and the feasibility study report.

b. Wake County Corridor Preservation

Mr. Kozlosky gave a presentation on the efforts made to preserve the corridor for the south eastern expressway in Wake County.

5. Old Business

none

6. Public Hearing

a. Resolution supporting the MTIP/STIP Amendment for Public Transportation Program

Mr. Kozlosky told members based on the public involvement policy we are required to conduct a 30-day public comment period and hold a public hearing on any amendments to the Metropolitan and State Transportation Improvement Program. He stated that staff conducted the required 30-day public comment period. The item identifies several improvements associated with the Cape Fear Public Transportation Authority and the funding for the projects is coming from the Federal Stimulus Program (ARRA).

Ms. Padgett opened the public hearing. With no one wishing to speak, Ms. Padgett closed the public hearing. Mr. Williams made the motion to support the MTIP/STIP amendments. Mr. Thompson seconded the motion and it carried unanimously.

7. New Business

a. Opening of 30-day Public Comment Period for EB-5118, ER-5100 and U-5200

Mr. Kozlosky told members staff took the liberty to place the legal ad to open the 30-day public comment period on January 21st in order to meet the 30-day requirement with the month of

February only having 28 days. The period will end February 22nd and staff will bring the item to the February meeting for consideration.

Ms. Padgett asked if the \$650,000 in U-5200 was for paving of N. 3rd Street or just the bridge paving. Mr. Kozlosky said if any additional Federal Stimulus funds were available, the amendment to the Statewide and Metropolitan Transportation Improvement Program for the resurfacing in the amount of \$650,000 required will be used to pay for a portion of the cost to resurface N. 3rd Street from south of the bridge to Market Street. It will be in conjunction with the City of Wilmington's N. 3rd Street Streetscape Enhancement project. Ms. Padgett said that it was her understanding that they would receive about \$900,000. Mr. Kozlosky said that is part of an agreement staff is working on, and is only a portion of those funds. The remainder of those funds would come from the Division's resurfacing program.

Mr. Ballard made the motion to support opening the 30-day comment period for the MPIP/STIP amendments. Mr. Thompson seconded the motion and it carried unanimously.

b. Resolution Supporting an Administrative Modification for TO-4751

Mr. Kozlosky told member the City of Concord un-allocated a portion of their economic stimulus funding for operation assistance. The Cape Fear Transportation Authority was able to secure \$139,000 of those operating assistance funds. In order to meet the stimulus time frame, staff is asking this board to approve an Administrative Modification to the Statewide and Metropolitan Transportation Improvement Program to allow those funds to be utilized by WAVE Transit. Mr. Thompson made the motion to support an Administrative Modification for TO-4751. Mr. Barfield seconded the motion and it carried unanimously.

c. Resolution Supporting Painting of the Cape Fear Memorial Bridge FS 34670 and FS 34325

Mr. Thompson told members the color selected was two different shades a green. The lighter green color will match the color already in place on the support structure, with darker green accent color bands around to top of the towers and along top and bottom rail of the lift span. Mr. Futch made the motion to support the color selection for the Cape Fear Memorial Bridge. Mr. Thompson seconded the motion and it carried unanimously.

8. Discussion

a. Wilmington MPO Legislative Agenda

Mr. Kozlosky told members staff has been working on developing a legislative agenda to submit to our elected representatives. This is the first time staff has put together a specific agenda for presentation. Items suggested for consideration include gap-funding for the Cape Fear Skyway, transportation financing in general, and exploration of corridor preservation tools. Mr. Kozlosky explained that WMPO currently has the authority to file a corridor preservation maps for projects identified in NC General Statute 136-179, but would like to request that the WMPO be authorized to file these maps for any projects throughout the MPO planning area boundary.

Mr. Kozlosky asked the group to provide a list of any additional legislative agenda items to have by February 3rd and staff will present the finalized list to this board at the February meeting.

9. Updates

a. Cape Fear Commutes

Mr. Mello provided the update on the committee's activities

b. City of Wilmington/Wilmington MPO

Mr. Kozlosky provided the update on transportation projects in the City of Wilmington

c. Cape Fear Public Transportation Authority

Mr. Eby provided the update for the Cape Fear Public Transportation Authority

d. NCDOT

Mr. Pope provided the update on the department's projects

10. Announcements

Ms. Padgett asked members if they had anything they wished to address before the meeting is adjourned.

Mr. Batson said he has a concern about the College Road study. He told members that somehow he gets the impression that we have this room of people that are working on the College Road study. We have another room of people over here that are working on the Market Street Corridor study. They are all trying to make budgets of \$40 million or \$60 million and he didn't get a good feeling that there are good coordination efforts between those to see a good integration. It should be early integration in the process, before things get fixed in stone. He said that he understands that you may be trying to work within the budget, but if you can combine them, it may be less expensive than working on separate projects. After you're done you have to figure out how to patch them in together. To combine things may be smoother and cheaper. He said he hopes some coordination goes on early on in the process before you get locked in particular routes, maps and interchanges.

Mr. Pope told members when it gets down to saying this is a need and this is our priority for this urbanized area, then we need sit down and make sure it all fits together. Don't lose sight that a feasibility study is a very high-elevation look at a problem that will identify some show-stoppers, problems and impacts. It gives you the general idea of what kind of volumes you are talking about and will also give you a generalized view of where we need the improvements.

Mr. Batson said it seems to him that if you just focus on College Road without looking at anything else, you are not getting the best use of dollars. You can't say look at this and nothing else. There needs to be some combination.

Ms. Padgett thanked Mr. Batson for his comments. She stated that hopefully as members serve on the committee longer, they'll see that is actually part of the process.

Mr. Futch told members his town is being pressured to preserve a corridor that was drawn up some time around October 14th without their participation. He said he did not appreciate that. He doesn't know who, if anyone, around this table participated, but he doesn't think anyone would like somebody picking a corridor through your town or jurisdiction without asking and then trying to pressure you in every way possible to adopt the corridor. He said he is just speaking out to let you know that if this is the right corridor, they'll study it. They have got to have answers to a lot of questions. He told members they had a meeting about the Skyway last Friday. It was a good meeting but only answered very few of their questions. He said he got a letter from Mr. Joyner and the way he read it, basically the Turnpike Authority is not going to answer his questions. If that is going to be the case, then I think we have serious problem with this group. It seems we are going to get stonewalled when we need to know answers about our territory. We just want to bring that to your attention. It's going to happen to every one of you sooner than later. I can tell you that's what happened, and not a single representative from Leland helped draw the map that put the corridor through Leland.

Mr. Thompson pointed out that Leland had representation on this board when it was approved.

Mr. Futch said in 2007, Leland passed a resolution and sent it to this board that said not toll the I-140 bypass and you ignored it. You didn't care what we said. In 2006, I went before the TIP and

offered to swap a project to get the causeway widened because it is the number-one project for traffic in this area. He stated that he doesn't care what anybody says, it will do more good for the Cape Fear Memorial Bridge than anything that you'll see. We were told outside of normal funding mechanism that it would be done immediately. The next thing you know, it's in the TIP and it's in 2013. They haven't even started it. They fast-tracked the Cape Fear Skyway but haven't done a thing about the causeway. He said he was lied to and he doesn't know who here lied to him, but somebody lied to him and he doesn't appreciate that. He said he also believes that some of these projects, like not completing section "B" and not widening the causeway, are to make the traffic look worse than it really is so we'll buy into this \$4 billion boondoggle. He said that he hasn't gotten answers to his questions so that is the only thing he can believe.

Ms. Padgett pointed out that this is a regional board and some projects are regional and some are local and we have to deal with all of them.

Mr. Thompson said he was glad to hear Mr. Futch's comments and concerns but there are a lot of things that we as individual cities or counties say we don't want you to do, but we are out-voted all the time. Your district or municipality doesn't get to determine if there is going to be tolls on a road. All members of the board make the decisions. The toll on the I-140 bypass was one of the options. That's what it boils down to.

Mr. Futch said it wasn't to pay for the I-140 bypass, but to pay for the bridge.

Ms. Padgett said we have had this discussion. She wanted to know if anyone has anything to bring from their particular municipality or area.

Mr. Lewis told members he feels everybody is going to have a voice here. If we are going to have a regional committee, each voice will be heard. He said he is sure that representation from Leland was heard. In the 2035 strategic plan, these other types of projects are just tactics within that plan. They are executable as you go. He said he will just look at the things presented today, especially the corridor and bike route, as being just one tactic in a multiple-tactic solution. If we don't take that approach, we are going to be wasting money.

Ms. Padgett told members that through the years, as long as the representatives from the municipalities came to the meetings, they had a voice. Anything that is done by this board is voted on and like any other board, the majority rules. She said we have a regional goal and we have to provide transportation facilities for the region. There have been many times when a representative from the municipalities has not come to the meetings. As long as they were here, they had a voice and a vote.

Mr. Barfield thanked everyone for their support.

11. Adjournment

With no further business, the meeting was adjourned at 5:40 PM

Respectfully submitted

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization



Intergovernmental Advisory Group Overview

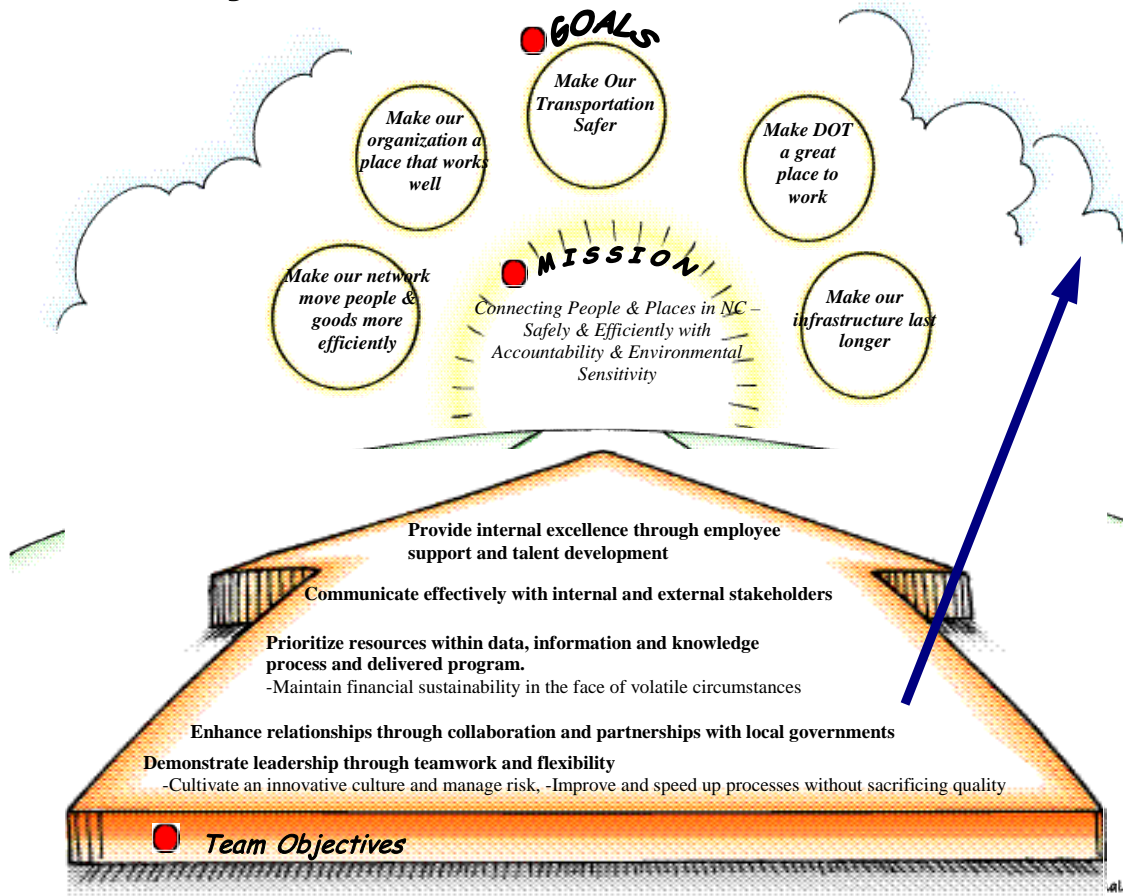
Outline

- **Background / Group Formation**
- **Members**
- **Objectives / Success Factors**
- **Initial Work Groups**



NCDOT Leadership Objectives

NCDOT Management Plan '09-'10



Enhance Relationships
through collaboration
and partnerships with
local governments

Intergovernmental Advisory Group

Members:

- Paul Meyer (NC League of Municipalities)
- Julie White (Metro Mayors Coalition)
- Kevin Leonard (NC Assoc. of County Commissioners)
- Mike Kozlosky (NC MPO Association)
- Hannah Cockburn (NC RPO Association)
- Betty Huskins (NC Regional Councils of Governments)
- Mike Horn (Industry Representative)
- John Sullivan (USDOT/FHWA)
- Jim Trogdon, Jim Westmoreland, Susan Coward, Mark Foster, Terry Gibson, Ted Vaden, Mark Tyler (NCDOT Management Team Representatives)

Intergovernmental Advisory Group

Objectives:

- **Design & manage a collaborative process to identify policies that result in NCDOT and local governments/transportation partners working more effectively together.**
- **Establish and direct expert workgroups to explore opportunities for improved policies and practices.**

Intergovernmental Advisory Group

Policy Advisory Group - Steering Committee GAMEPLAN June 22 Kickoff Meeting Summary

TEAM/RESOURCES



STAGES/TASKS - Draft from 6/22 mtg

1 st Meeting June 22	2 nd Meeting July 20	3 rd Meeting August 24	4 th Meeting Sept 21
<ul style="list-style-type: none"> Introduce members Identify success factors Clarified Goal(s) Plans 	<ul style="list-style-type: none"> Share internal policy processes (one-pagers) Brainstorm on specific methods/tools to build successful partnership Brainstorm for "Partners Communications strategy" 	<ul style="list-style-type: none"> Finalize strategies for Steering Committee Draft plans for Workgroups <p><i>*Fountainworks will conduct "check-in" contact with Partners between meetings</i></p>	<ul style="list-style-type: none"> Confirm Workgroup (s) Finalize workgroup plans & timelines

TARGET

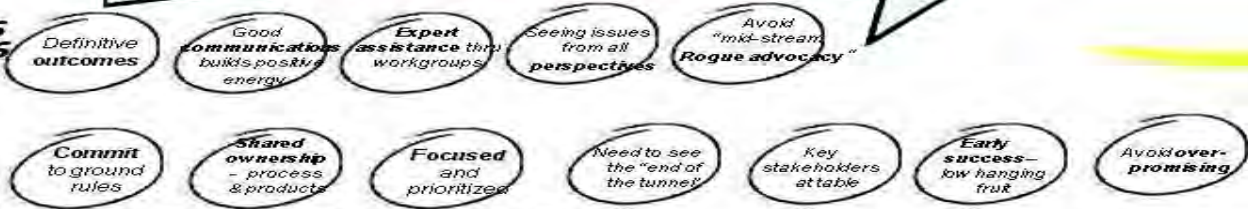
Top Priority – consistent and transparent communication that demonstrates advisory group is working to overcome past adversarial tone

Steering Comm Goal

Design & Manage a collaborative process to identify policies that result in NCDOT and local govts work together more effectively

1st Project – make progress to reduce land use & transportation disconnect

SUCCESS FACTORS



What do you need from this Committee now?

Explain policy process – "One pager" from each Partner

Clear understanding of transportation trends

Need strong signal that relations are shifting Partner – not adversaries

Steering Cmte Communications plan – for Partners

Intergovernmental Advisory Group

Work Groups:

- Communication and Education (with Local Elected Officials) – Julie White / Ted Vaden**
- Future Transportation Funding Strategy (Reauthorization) – Mike Kozlosky / Susan Coward**
- Reduce land use and transportation disconnect (School Impacts) – Mike Horn / Terry Gibson**

QUESTIONS?

STIP/MTIP Amendments- February 2010

STATEWIDE

- EB-5118 Various Routes, Statewide Bike and Pedestrian Construction FFY 10 \$2,000,000 (STE)
facility development. Added construction in
FFY 10 not previously programmed.
- ER-5100 Various Locations. Landscaping and tree Construction FFY 10 -\$5,500,000 (ST)
planting. Added construction in FFY 10 not
previously programmed.
- U-5200 Wilmington, 3rd Street, south of Bridge Construction FFY 10 - \$650,000 (ST)
No. 35 over abandon Railroad to US 17
Business (Market Street), New Hanover County.
Resurface roadway.

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

**RESOLUTION SUPPORTING THE AMENDMENT OF THE
2009-2015 METROPOLITAN AND STATE TRANSPORTATION IMPROVEMENT
PROGRAMS- FOR EB-5118, ER-5100 AND U-5200**

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

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

WHEREAS, the North Carolina Board of Transportation adopted the 2009-2015 State Transportation Improvement Program on June 5, 2008; and

WHEREAS, the North Carolina Department of Transportation and Wilmington MPO propose to utilize Statewide Bicycle/Pedestrian Facility Development (EB-5118), Landscaping and Tree Planting (ER 5100) and 3rd Street south of Bridge 35 (U-5200).

WHEREAS, the Wilmington Metropolitan Planning Organization has conducted a 30-day public comment period to receive citizen input on these transportation projects.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee supports amending the 2009-2015 Metropolitan and State Transportation Improvement Programs to include EB 5118, ER, 5100 and U-5200 in Fiscal Year 2010.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on February 24, 2010.

Jonathan Barfield, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

RESOLUTION ADOPTING THE KURE BEACH PARKING STUDY

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, in April 2009 the Town of Kure Beach requested the Wilmington MPO complete a parking study because the town was concerned about “the best utilization of existing parking, planning for future parking needs and the optimal use of [its] limited resources”; and

WHEREAS, the parking analysis was completed between July 1- July 8, 2009 to determine utilization of existing parking lots, layout of parking facilities and driver habits observed during the study period; and

WHEREAS, the Kure Beach Parking Study completes the analysis and provides recommendations to improve parking within the Town of Kure Beach.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization’s Transportation Advisory Committee hereby adopts the Kure Beach Parking Study.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on February 24, 2010.

Jonathan Barfield, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

*Wilmington Urban Area Transportation Planning Work
Program*

Fiscal Year 2010-2011



**FY 2010-2011 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 2010-2011. 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 2010-2011

(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- Test alternative roadway network improvements for system benefit.

II-B-8 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 201 UPWP.

III-B Transportation Improvement Program-Review and amend the 2009-2015 Transportation Improvement Program on an as needed basis. Assist NCDOT with the 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 the City of Wilmington Collector Street Plan and Organization Analysis for the Wilmington MPO.

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%	7,298
Section 5303 NCDOT 10%	7,298
Section 5303 FTA 80%	58,384
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

TASK CODE	TASK DESCRIPTION	SPR		SEC. 104 (f) PL		SECTION 5303			SECTION 5307			ADDITIONAL FUNDS			TASK FUNDING SUMMARY				
		Highway		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
II-B	Long Range Transp. Plan															0	0	0	0
II-B-1	Collection of Base Year Data			0	0											0	0	0	0
II-B-2	Collection of Network Data			0	0											0	0	0	0
II-B-3	Travel Model Updates			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			200	800											200	0	800	1,000
II-B-8	Capacity Deficiency Analysis			1,000	4,000											1,000	0	4,000	5,000
II-B-9	Highway Element of th LRTP			1,000	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			400	1,600											400	0	1,600	2,000
II-B-14	Rail, Water or other mode of LRTP			200	800											200	0	800	1,000
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			500	2,000											500	0	2,000	2,500
II-B-18	Air Qual. Planning/Conformity Anal.			0	0											0	0	0	0
III-A	Planning Work Program			200	800											200	0	800	1,000
III-B	Transp. Improvement Plan			200	800											200	0	800	1,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															0	0	0	0
III-C-1	Title VI			100	400											100	0	400	500
III-C-2	Environmental Justice			200	800											200	0	800	1,000
III-C-3	Minority Business Enterprise			100	400											100	0	400	500
III-C-4	Planning for the Elderly & Disabled			50	200											50	0	200	250
III-C-5	Safety/Drug Control Planning			0	0											0	0	0	0
III-C-6	Public Involvement			1,200	4,800											1,200	0	4,800	6,000
III-C-7	Private Sector Participation			50	200											50	0	200	250
III-D	Incidental Png./Project Dev.															0	0	0	0
III-D-1	Transportation Enhancement Png.			400	1,600											400	0	1,600	2,000
III-D-2	Enviro. Analysis & Pre-TIP Png.			50	200											50	0	200	250
III-D-3	*Special Studies			17,000	68,000											17,000	0	68,000	85,000
III-D-4	Regional or Statewide Planning			50	200											50	0	200	250
III-E	Management & Operations			20,000	80,000	7,298	7,298	58,384								27,298	7,298	138,384	172,980
TOTALS		0	0	63,250	253,000	7,298	7,298	58,384								70,548	7,298	311,384	389,230

Anticipated DBE Contracting Opportunities for FY 2010-2011

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	\$60,000	\$75,000

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

**RESOLUTION ADOPTING THE FY 2010-2011 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 2010-2011.

NOW THEREFORE, be it resolved that the Transportation Advisory Committee hereby adopts the FY 2010-2011 Planning Work Program for the Wilmington Urban Area.

Jonathan Barfield, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

Metropolitan and Statewide Transportation Improvement Program
Amendments for Public Transportation Projects

March 2010

STIP #	div	Municipality/ Transit System	DESCRIPTION	fund	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
TA-4907	3	Cape Fear Public Transportation Authority	Replacement buses (2) 35' hybrid	FUZST			\$1,100	\$110				
TA-4907	3	Cape Fear Public Transportation Authority	Replacement buses - unfunded	FEDU				\$722	\$72	\$144		\$4,696
TA-4907	3	Cape Fear Public Transportation Authority	Replacement buses - unfunded	STATU				\$90	\$9	\$18		\$587
TA-4907	3	Cape Fear Public Transportation Authority	Replacement buses - unfunded	LU				\$90	\$9	\$18		\$587
TD-4721	3	Cape Fear Public Transportation Authority	Facility: Intermodal Center	FUZST				\$635				
TD-4721	3	Cape Fear Public Transportation Authority	Facility: Intermodal Center	STATU		\$252			\$7,200			
TD-4721	3	Cape Fear Public Transportation Authority	Facility: Intermodal Center	LU		\$28			\$800			
TD-4917	3	Cape Fear Public Transportation Authority	Facility - Transfer/Admin - Cando St. Ext.	FUZST			\$650	\$860				

TD-4917	3	Cape Fear Public Transportation Authority	Facility - Transfer/Admin - Cando St. Ext.	FBUS	\$4,010		
TD-4917	3	Cape Fear Public Transportation Authority	Facility - Transfer/Admin - Cando St. Ext.	STAT	\$238		
TD-4917	3	Cape Fear Public Transportation Authority	Facility - Transfer/Admin - Cando St. Ext.	L	\$238		
TD-4942	3	Cape Fear Public Transportation Authority	Facility - new operations center - design and construction	FUZST		\$409	\$500
TD-4942	3	Cape Fear Public Transportation Authority	Facility - new operations center - design and construction	FEDU			\$6,000
TD-4942	3	Cape Fear Public Transportation Authority	Facility - new operations center - design and construction	STATU			\$750
TD-4942	3	Cape Fear Public Transportation Authority	Facility - new operations center - design and construction	LU			\$750
TG-4796	3	Cape Fear Public Transportation Authority	Routine Capital: automated fuel system, radio system upgrade, shelter and bus stop improvements, computer replacements	FUZST		\$144	\$30

TD 5115	3	Cape Fear Public Transportation Authority	Facility: Independence Station - acquisition, design and construction	STATU
TD 5115	3	Cape Fear Public Transportation Authority	Facility: Independence Station - acquisition, design and construction	LU

Wilmington MPO Legislative Agenda 2010

Secure Gap Funding for the Cape Fear Skyway

The Wilmington MPO requests the North Carolina General Assembly provide the gap funding for the Cape Fear Skyway.

The Cape Fear Skyway is a proposed 9-5 mile facility crossing the Cape Fear River that will provide a future connection from US 17 in Brunswick County to US 421 in New Hanover County. The proposed Cape Fear Skyway is a regional transportation project that will provide increased benefits to the community that include: an additional access to the Port for commercial deployments, direct access to the west side of the Cape Fear River, reduction of future traffic demand on the Cape Fear Memorial Bridge, allow for uninterrupted travel across the Cape Fear River, allow for emergency response vehicles to travel across the Cape Fear River without the possibility of delay, decrease evacuation times during natural disasters, improve access to the Military Ocean Terminal at Sunny Point and provide for improved access to the Port facilities for military deployments. The estimated cost of the project is \$1.1 Billion. A Traffic and Revenue Forecast indicates that tolls would support roughly half of the project cost and an annual gap of funding in the amount of \$49 million would be required for 40 years to construct this project.

Corridor Preservation

The Wilmington MPO requests the General Assembly modify NCGS 136-44.50 to permit the Wilmington MPO to file Transportation Corridor Official Maps for any project within the Wilmington MPO planning area boundary.

North Carolina General Statute 136-44.50 (Transportation Corridor Official Map Act) permits municipalities, counties, North Carolina Board of Transportation, regional transportation authorities, the North Carolina Turnpike Authority and the Wilmington MPO to file Transportation Corridor Official Maps to preserve corridors from encroaching developments for any project within the urbanized boundary and identified in NCGS 136-179. NCGS 136-179 limits this ability to only the Hampstead Bypass. The Wilmington MPO is considering policy changes to protect and preserve other corridors within the Wilmington MPO's planning jurisdiction.

Transportation Financing

The Wilmington MPO supports the recommendations outlined by the 21st Century Transportation Committee and encourages the North Carolina General Assembly to implement the necessary recommendations to address the numerous transportation challenges and improve the network in North Carolina for years to come.

The 21st Century Transportation Committee was established by the President Pro Tempore of the Senate and the Speaker of the House of Representatives. In accordance with the charge, the committee studied the following: (1) Ways to improve the transportation systems of the State in order to promote economic growth and ensure that the State can compete and participate in the global economy, (2) Innovative methods to fund the transportation needs of the State, including an examination of traditional and nontraditional methods of financing transportation infrastructure, (3) Priorities of the Department of Transportation, including methods to ensure adequate funding for corridors and projects of statewide significance, (4) Methods to use new and innovative technology to improve the transportation system, (5) Local funding options for transportation, (6) Ways to adequately fund road construction to address

urban congestion and to improve mobility, (7) Methods to spend transportation funds in the most effective and cost efficient manner, including ways to use recycled materials, and reuse and recycle road materials, (8) Ways to maintain the continued safety of the current transportation system, including an analysis of the safety and reliability of bridges in the State, (9) The appropriate division of responsibility for transportation infrastructure between State and local government and any federal role in providing transportation infrastructure needs, (10) An examination of the role of ports, airports, mass transit, rail, and pedestrian and cycling access in providing the transportation needs of the State, (11) A review of public transportation needs in urban areas and (12) Methods to encourage fuel conservation and energy conservation in North Carolina.

The goals of the Committee are to improve North Carolina's road transportation system from a "D" rating to a "B" rating over the next 10 years and to establish an effective multimodal transportation system that will reduce congestion, improve efficiency and productivity, increase safety, improve the environment, and support economic development throughout the state. Reaching these goals will require a new investment of \$1 billion per year for the next 10 years, tolling of interstate highways, the creation of dedicated funding source for intermodal solutions, additional local options to implement the right solutions for each area, improved long-term planning, and improved management and execution by the NCDOT and other involved agencies.

The 21st Century Transportation Committee developed a menu of policy options for new funding for transportation that included:

Eliminate Transfers. The Committee recommends eliminating all remaining transfers of funds from the Highway Trust Fund and the Highway Fund to the General Fund.

Highway Use Tax. The Committee recommends increasing the Highway Use Tax from 3% to 4% over two years. Several other Southeastern states already have taxes at this rate or higher.

Vehicle Miles Traveled {VMT} Fee. The Committee recognizes the State needs an alternative or supplement to the motor fuels tax. This fee would be a true user-fee independent of type or amount of fuel consumed. With the VMT fee the consumers would pay taxes proportionately to the number of miles driven.

Vehicle Registration Fees. The Committee recommends increasing the passenger vehicle registration fee (currently \$28) by \$30 over three years. This would provide additional revenues of \$195 million annually. In Committee also recommends increasing other staggered registration fees by 25%. This would provide additional revenues of \$50 million annually.

Vehicle Registration Fees based on weight. The Committee recommends the General Assembly consider charging registration fees based on vehicle weight for passenger vehicles.

Bonds. The Committee recommends that the General Assembly authorize a referendum for general obligation bonds to accelerate construction on high traffic, high congestion roadways.

Special Federal Funding. The Committee recommends that the State seek special federal funding for the Yadkin River Bridge Project and that NCDOT take needed actions to clear regulatory hurdles and prepare for letting to construction of this project.

Local Option Sales Tax. The Committee recommends that the General Assembly authorize a local option sales tax of up to 1% for transportation for counties, cities, and metropolitan regions. The

Committee recommends requiring voter approval for the local option tax and granting the taxing entity the ability to set priorities between roads, transit, and other transportation modes.

Indexing Fees. The Committee recommends that the General Assembly index all fixed fees (such as registration, title, drivers license, etc.) to the consumer price index so that the fees would automatically change without legislative action. Based on an inflation rate of 3%, this would yield an additional \$20 million annually in the first year alone.

Tolls. The Committee recommends increasing the use of toll roads. Specifically, the Committee recommends tolling I-95 border to border to support 180 miles of widening by an additional two lanes in each direction, tolling I-77 from the South Carolina border to I-40 (Statesville) to increase capacity a minimum of two lanes in each direction, and seeking federal approval to toll all interstates at the borders.

Differential Fuel Tax Rates. The Committee recommends that the General Assembly consider adopting differential fuel tax rates for diesel and gasoline.

Intermodal Recommendations. The Committee recommends dedicating \$ 170 million per year to fund the Intermodal Initiative recommended in the Interim Report of the 21st Century Transportation Committee.

Other policy objectives

Mobility and Connectivity

- Create a *Congestion Reduction* program focused on the Strategic Highway Corridors and the 7% of the highway system miles that carries 45% of the traffic.
- Maximize capacity and utilization of rail freight movement consistent with the recommendations of Intermodal Committee and the North Carolina Railroad long range plans.
- Enhance mobility within all areas of the state by continued investment and the completion of Intrastate System Projects and the Strategic Highway Corridors and by allowing regions to re-prioritize and re-program existing funding consistent with changing transportation demands and economic growth patterns within each region.
- Enhance mobility and reduce congestion by accelerated investment and completion of all planned urban loops with priorities established based on measurable transparent criteria.
- Expand use of tolling and congestion pricing to include High Occupancy Tolls (HOT) lanes consistent and complimentary with current North Carolina Turnpike Authority projects and any newly authorized tolling projects.

Preservation

Well-maintained roads are essential for safe, efficient transportation, for both automobiles and public transit. Potholes, cracks in the roads, and age related deterioration all contribute to less safe driving conditions and exact a significant financial toll on auto-users.

- Recommend adoption of a *Fix-it-First* policy within NCDOT. A *Fix-it-First* transportation policy would ensure that we protect past investments in transportation systems and would also help reduce the long-term costs of repair by slowing the deterioration of existing roads, bridges and other infrastructure. A *Fix-it-First* strategy is not a *Fix-it-Only* strategy. A *Fix-it-First* strategy is fiscally responsible with respect to maximizing investment dollars and in regards to support of our economy; will result in a balanced state transportation program; and will result in increased confidence regarding how state transportation dollars are spent.
- Fully fund existing bridge replacement needs in North Carolina

- Create an effective Bridge Maintenance and Rehabilitation Program within existing maintenance funds.
- Create an annual Interstate Resurfacing Program from federal interstate maintenance funds within each Highway Division with interstates and remove interstate maintenance expenditures from equity calculations.
- Implement a measurable system preservation and maintenance program with quantitative measures of performance and measures of effectiveness

Safety

- Focus external safety and enforcement programs with adequate metrics to reduce fatal accidents and serious injuries on transportation facilities.
- Fully fund spot safety programs but hold program accountable for accident and injury reduction.
- Focus collaborative enforcement efforts within all enforcement agencies on top priority locations for accident and injury reduction based on frequency and severity of occurrence. Of particular interest are coordinated efforts focused on rural secondary roads which account for 34% of all fatal accidents.

Performance and Accountability

- Increase the policy, strategic planning, and governmental coordination focus of the Secretary and Board of Transportation with any safeguards and ethics reforms required to restore public trust and confidence in the delivery of transportation services.
- Reduce transportation administrative costs that do not directly improve road, bridge, or other key infrastructure within the State.
- Examine existing and recently proposed Department of Transportation organizational structure for opportunities to consolidate policy and programming responsibilities, decentralize project delivery to the greatest extent feasible to Highway Divisions, and reduce redundancy.
- Complete the implementation of planned measured performance objectives across the Department of Transportation for all key personnel and offices

Increased Cooperation and Collaboration at all levels of Government.

The Department of Transportation should work to develop a closer relationship with local government to leverage state/local resources and better coordinate land use with transportation planning through empowerment of decision making responsibilities and accountability to Division Engineers working closely with Board of Transportation Members and Municipalities. The Department of Transportation should assist local governments in coordination of land-use and transportation planning while integrating pedestrian, bicycle, and transit improvements as appropriate. The General Assembly and NCDOT should work with the League of Municipalities, the Metropolitan Coalition, and the Association of County Commissioners to explore opportunities for improved delivery and efficiency of existing transportation services and, adequate and secure revenue sources for those current responsibilities, including increased Powell Bill funding to better address the increased cost of road construction and maintenance.

Other Policy Considerations

As the State moves forward with improving our transportation system, all affected parties should seek to incorporate the following considerations in their actions:

- 1) The provision of sustainable source of funding for transportation using a new 21st century economic model not tied primarily to petroleum use.
- 2) The provision of incentives to reduce dependence on petroleum based motor fuel.
- 3) The provision of new markets for alternative energy sources which support the development of a new energy economy in North Carolina.
- 4) The provision of incentives for a reduction in vehicle miles traveled.

- 5) The positioning of the State positively as a recipient of federal infrastructure/economic stimulus funds.
- 6) The reduction of congestion in urban areas and the promotion mobility with improved land use planning.
- 7) Enhance mobility and connectivity through the implementation of the intermodal recommendations.
- 8) Enhance mobility through integrating the inclusion of pedestrian, bicycle and transit improvements in all transportation projects as appropriate.

Local Option Sales Tax

The Wilmington MPO supports Senate Bill 222 authorizing the City of Wilmington to levy a one-half cent local sales and use tax for automotive congestion relief if approved by the voters in the City of Wilmington; and recommends the language in Senate Bill 222 be changed to ensure that there shall be no State Transportation Improvement Program disadvantage if the City of Wilmington participates in the transportation improvement projects; the Department of Transportation shall ensure that the city's participation does not cause any disruption or delay to any of the projects that are in the State Transportation Improvement Program; the funds can be used for public transportation; the referendum on the ballot be project specific and also allow the Towns of Carolina Beach, Kure Beach, Wrightsville Beach and New Hanover County to participate if desired. The Wilmington Urban Area Metropolitan Planning Organization also recommends that any projects completed under this local sales and use tax for automotive congestion mitigation purposes be included in the adopted Wilmington Urban Area Metropolitan Planning Organization's Long Range Transportation Plan.

State Senator Julia Boseman introduced Senate Bill 222 that would authorize the City of Wilmington to levy a one-half cent local sales and use tax for congestion relief, if approved by the voters in the City of Wilmington. A tax levied under this Article would expire upon the earlier of seven years after the effective date of its levy or the first day of the calendar quarter following the month in which the indebtedness for each program identified pursuant G.S. 105-542(b) is retired. A municipality's authorization to levy a tax under this Article would expire seven years after the effective date of the first tax the municipality levies under this Article, even if the tax does not remain in effect for the entire seven-year period.

Opposition to Transfer of State Road Maintenance

The Wilmington MPO respectfully and urgently requests the North Carolina General Assembly reject proposals such as those in Senate Bill 1001, House Bill 881, and Senate Bill 758 which would transfer responsibility for large portions of the state's road system to local governments, and weaken or dismantle municipal Powell Bill street maintenance funding.

Senate Bill 1001, House Bill 881, and Senate Bill 758 are pending in the North Carolina General Assembly. These bills are an attempt to shift the financial responsibility for thousands of miles of state roads from the State of North Carolina to local governments, reversing the state policy adopted by the General Assembly in the 1930s under which the State assumed control of the state highway system from local governments. This would merely shift the state's responsibility back to local governments which lack the capacity to maintain the system.

Opposition to Evaluating and Revising the Transportation Equity Formula

The Wilmington MPO opposes to re-evaluate, revise, and modify the North Carolina Transportation Equity Formula.

The North Carolina legislature implemented its Transportation Equity Formula twenty years ago as a result of the 1989 Highway Trust Fund Law. The North Carolina Metropolitan Mayors Coalition is advocating for the North Carolina General Assembly to evaluate and revise the North Carolina Transportation Equity Formula.

Transportation Re-Authorization

The Wilmington MPO requests Congress consider Metropolitan Planning Organization and Transportation Management Area thresholds, direct allocation to Metropolitan Planning Organizations and develop additional revenue sources to construct important transportation projects and further important transportation initiatives.

The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) expired on September 30, 2009. Congress is currently operating on an extension of the expired authorization and will be considering a new Transportation Re-authorization Bill.

Secure Earmark for the Wilmington Multi-modal Transportation Center

The Wilmington MPO requests Congress consider providing an earmark in the next transportation re-authorization for the construction of the Wilmington Multi-modal Transportation Center.

The Wilmington Multi-modal Transportation Center is planned to be constructed between N. 3rd, N. 4th, Hanover and Red Cross Streets. This facility is planned to include local bus service (WAVE Transit), paratransit and other transit services operated by human service agencies, regional/other county transit services, rural transit, inter-city bus service (Greyhound), taxis, offices and the future passenger rail station for the City of Wilmington. The North Carolina Department of Transportation and City of Wilmington are in the process of completing the purchase of the final properties necessary to construct the center. The next steps are to complete the environmental document and design of the facility.

Accelerate funding for B Section of Bypass

The Wilmington MPO requests the North Carolina Department of Transportation and local delegation provide funding to accelerate the completion of the Wilmington Bypass (Section B) from US 74/76 in Brunswick County to US 421 in New Hanover County.

The Wilmington Bypass begins at US 17 near Scotts Hill in New Hanover County and when complete will terminate at US 17 near Town Creek in Brunswick County. Approximately 12-miles from US 17 in New Hanover County to US 421 in New Hanover County has been completed and is open to traffic. The Wilmington Bypass from US 17 to US 74/76 (Section A) is funded by ARRA, GARVEE and traditional state funds and has been bid.

Increase NCDOT Operations/Maintenance Budgets

The Wilmington MPO requests the North Carolina Department of Transportation and local delegation provide additional funding for operations and maintenance .

Counties have experienced issues with standing water on state-maintained roadways. Increased standing water on our state-maintained roadways during periods of heavy rainfall amplifies the need to improve ditch and drainage maintenance. This increases the need for additional funding to be allocated to NCDOT for operations and maintenance of these existing facilities.

Provide Dedicated Funding to NCDOT Divisions for Bicycle and/or Pedestrian Improvements

The Wilmington MPO requests the North Carolina Department of Transportation provide a dedicated funding source to NCDOT Division 3 for the construction of bicycle/pedestrian improvements.

The Wilmington MPO supports all modes of transportation within the planning area boundary. The construction of bicycle and pedestrian improvements provides an alternative means of transportation and helps to reduce congestion on our already busy streets. However, there is not a sufficient amount of funding available within the Division to construct the necessary bicycle and pedestrian improvements within the Wilmington MPO.

Enact a Law to Provide a Safe Distance for Passing Bicyclists and other Non-motorized Vehicles

The Wilmington MPO requests the North Carolina General Assembly consider enacting a law that provides a safe distance of not less than 3 feet when the driver of a vehicle is overtaking a bicyclist or other non-motorized vehicles.

Traveling by bicycle and/or other non-motorized vehicle can be dangerous. There are currently no laws in the state of North Carolina that requires a vehicle to provide a safe distance when overtaking a bicyclist or other non-motorized vehicles.

Change Stormwater Correctional Standards

The Wilmington MPO requests the NC Department of Environmental and Natural Resources Division of Water Quality (NCDWQ) amend the Coastal Stormwater Regulations to require the "other permit" for the construction of sidewalks, trails and greenways.

The Coastal Stormwater Regulations are the method used to implement the law passed by the state legislature. These regulations developed by the NC Department of Environmental and Natural Resources Division of Water Quality (NCDWQ) became effective in October 2008. The new regulations have made the development of sidewalks, greenways and trail much more difficult for the City of Wilmington and other coastal communities. NCDWQ's policy is that any project disturbing more than one acre of land or creating >10,000SF of impervious surface requires a stormwater permit. Their interpretation of "public road" excludes sidewalks, trails and greenways, thus requiring a "low-density permit" and/or "high-density permit" in lieu of the much more favored "other permit" (used for public roads). This interpretation dramatically increases the cost of sidewalks, trails and greenway projects.

**CITY OF WILMINGTON/WILMINGTON MPO
TRANSPORTATION UPDATE
FEBRUARY 2010**

American Recovery and Reinvestment Act

Project Description/Scope: The United States Congress approved the American Recovery and Reinvestment Act of 2009 that provides funding for infrastructure improvements throughout the country.

Current Status: The University of North Carolina-Wilmington, City of Wilmington, New Hanover County and Town of Wrightsville Beach submitted a joint TIGER grant application in the amount of approximately \$15 million for completion of the Cross-City Trail and major improvements to the River-to-the Sea Bikeway (Historic Beach Car Line) on September 15th.

Next Step: Continue to work to secure American Recovery and Reinvestment Act funding for projects in the City of Wilmington. **The City of Wilmington was not awarded a TIGER grant.**

Cape Fear Commutes 2035 Transportation Plan

Project Description/Scope: Cape Fear Commutes is a federally-mandated assessment of the current and future transportation needs of people and goods within the Wilmington MPO area. Cape Fear Commutes will create a long range transportation plan with recommendations for how those needs should be addressed over the next 25 years. The plan will establish the goals and objectives for the improvement of mobility within the Wilmington MPO planning area and make specific recommendations for transportation projects and funding sources. The plan will consider all modes of transportation, including automobiles, trucks, buses, trains, airplanes, ferries, bicycles, and even walking.

Current Status: NCDOT has analyzed the congestion mitigation roadway projects. The bicycle, mass transportation, pedestrian and roadway projects under study have been presented to the committee with preliminary scoring and ranking.

Next Step: The committee will review projected funding over the next 25 years at its February and March meetings.

Cross-City Trail

Project Description/Scope: The Cross City Trail will provide a future bicycle and pedestrian connection from Wade Park, Halyburton Park and Empie Park to the Heide-Trask Drawbridge. Portions of this trail will be constructed in conjunction with the Independence Boulevard and Randall Parkway widening projects. Construction of Phase I along South 17th Street between John D. Barry Drive and the Cameron Art Museum will be funded by \$350,000 in ARRA funds from NCDOT. Phase II along Independence Boulevard between Converse Drive and Randall Parkway (which passes through Empie Park and the Devon Park community) is eligible for \$1,650,000 in ARRA funds from NCDOT. Phase IIIA is the section between South College Road and Mallard Street, most of which is located on the UNCW campus.

Current Status: Construction on Phase I began on February 1st and will be completed in 120 days. Construction on Phase II is scheduled to begin on February 22nd and be completed in 180 days. The design contract for Phase IIIA has been awarded to Kimley-Horn Associates, Inc.

Next Step: A groundbreaking ceremony for Phases I and II is schedule for February 18th at 10:30am at Randall Parkway and Brailsford Drive. A public open house for the Phase IIIA preliminary design is scheduled for February 18th from 5:30-7:30pm at Winter Park Elementary School.

Fit Community 2009 Grant (No Significant Changes)

Project Description/Scope: Submit a designation and grant application to the Fit Community 2009 grant program.

Current Status: The City of Wilmington has been awarded \$60,000 in grant funds from the North Carolina Health and Wellness Trust Fund Commission. These funds will be used to complete portions of the proposed bicycle boulevard along Ann Street connecting the Bottom neighborhood to downtown and the riverfront. The promotional efforts will be directed at organizing weekly rides to the Riverfront Farmers Market via the bicycle boulevard.

Next Step: Design and implement bicycle boulevard along Ann Street from south Water Street to South 15th Street by March 31st. Organize bicycle safety and health events at the Martin Luther King Center and bicycle trains from South 15th Street to the Riverfront Farmers Market.

INDEPENDENCE BOULEVARD WIDENING

Project Description/Scope: Widen Independence Boulevard to a 4-lane divided facility between Shipyard Boulevard and Carolina Beach Road

Current Status: . The contractor is working to complete the major improvements on underground utilities and is building the road base between Shipyard and 17th Street. The contractor is still installing curbing and roadbase and continues to encounter utility conflicts. The project is currently 30% complete.

Current Status: Completion is anticipated in August 2010.

KERR AVENUE/MARTIN LUTHER KING JR. PARKWAY CORRIDOR PRESERVATION

Project Description/Scope: NCDOT plans to widen Kerr Avenue to a 4-lane divided facility from Randall Parkway to the Martin Luther King, Jr. Parkway and construct an interchange at the intersection of Kerr Avenue and the Martin Luther King, Jr. Parkway. NCDOT has completed the engineering designs and is currently preparing an Addendum to the Categorical Exclusion which is expected to be complete by January 2011. The construction of the widening project is funded by NCDOT; however the construction of the interchange is currently unfunded.

Smith Creek Land Subdivision, a six-lot subdivision, is planned on the northwest quadrant lying within the interchange location.

Current Status: On December 16, 2009 the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee endorsed a resolution requesting the City of Wilmington file a Transportation Corridor Official Map for the interchange at this location. On January 19, 2010 the Wilmington City Council adopted a resolution to support filing a Transportation Corridor Official Map for the interchange at this location.

Next Step: A draft map has been prepared in accordance with NC General Statute 136-44.50 to be recorded at the New Hanover County Register of deeds. The Wilmington MPO will begin the required process as outlined in the General Statute. The map should be recorded by the end of May. The map will restrict development on the parcels for 3 years from the denial of the building permit.

LANE IMPROVEMENTS – MARKET AT NEW CENTER DRIVE:

Project Description/Scope: Increase capacity and decrease delay exiting Target Shopping Center with the addition of a dedicated right turn lane and conversion of the existing right turn to an additional through lane. Developer contribution will also install a right turn lane on Market entering the Dunkin Donuts/Red Roof Inn. City forces will install signal modifications.

Current Status: Preconstruction meeting held 12/8, Construction begins 2/10 with a 90 day construction window. The contractor is awaiting favorable overnight temperatures to commence construction.

Next Step: Start work, begin demolition of existing curb and start rough grading.

MARKET STREET CORRIDOR PLAN

Project Description/Scope: Develop a corridor plan for Market Street from Colonial Drive to the Pender County line. This project will integrate transportation and land use planning in an effort to improve safety and mobility along the entire corridor. The plan will provide recommendations for access management, inter-connectivity, improved development standards, future collector streets and conceptual designs. On March 6th, the NCDOT approved funding in the amount of \$275,000 for the Wilmington Metropolitan Planning Organization (MPO), City of Wilmington, New Hanover County and NCDOT to develop the Plan.

Current Status: Kimley-Horn & Associates (KHA) was retained by the City to complete the Market Street Corridor Plan. Staff has provided all comments to the consultant regarding the transportation element and the consultant is making the necessary corrections. The consultant is currently preparing the overlay and mixed use zoning districts. Based on the schedule **the consultant will provide the draft land use, mixed use and overlay districts by mid February.**

Next Step: The plan is anticipated to be adopted by the MPO and local municipalities in spring 2010.

MULTI-MODAL TRANSPORTATION CENTER (No Significant Changes)

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.

Current Status: NCDOT has appropriated \$10 million to purchase the properties for the Multi-Modal Transportation Center. The City's local match is \$1 million. NCDOT has reached a settlement with all property owners except U-Haul. NCDOT and the City of Wilmington hired Martin/Alexiou/Bryson to complete a Long Range Transit Needs Analysis and functional design for the future transportation center. The Transit Needs Study for the Wilmington Multi-modal Transportation Center recommends the acquisition of the U-Haul property. At the November Board of Transportation meeting, NCDOT appropriated the additional funds to acquire the U-Haul properties. The Cape Fear Public Transportation Authority is soliciting qualification statements to complete the environmental documents for the Operation/Maintenance facility and Multi-Modal Transportation Center.

Next Step: Begin the acquisition process for the U-Haul properties and hire a consultant to begin the environmental document.

NEIGHBORHOOD TRAFFIC STUDIES (No Significant Changes)

Project Description/Scope: The City of Wilmington operates a neighborhood traffic management program to focus on the installation of neighborhood traffic calming devices that reduce speed and improve safety along neighborhood streets. The City has currently completed neighborhood traffic studies to develop

immediate and long-term solutions in 17 Wilmington neighborhoods. The LPA Group has submitted final construction drawings for long-term improvements in 10 neighborhoods.

Current Status: The City's Engineering Division is working with GS Engineering Services to modify the existing designs in Pine Valley East. Staff is also working to complete new designs for the additional improvements for this neighborhood. The City has collected the topographic data and the designs are underway by the by GS Engineering Services to complete the modifications to the existing designs. These designs are expected to be completed by the end of February. Based on funding, staff has prioritized the locations for installation for installation in Pine Valley East.

Next Steps: Construction in Pine Valley East is anticipated to begin in spring 2010.

N. 3RD STREET CORRIDOR STREETScape IMPROVEMENTS

Project Description/Scope: In May 2006, the residents of the City passed a transportation bond referendum that included \$5 million in improvements to the North 3rd Street corridor. The project includes improvements to traffic flow, utilities, pedestrian safety and streetscape aesthetics. The city has hired Kimley-Horn & Associates (KHA) to complete the engineered design of the corridor.

On December 5th the City Council authorized the City Manager to enter into an agreement with NCDOT for the acceptance of maintenance of N. 3rd Street from Market Street to the Martin Luther King, Jr. Parkway (except between Campbell Street and Hanover Street which include Bridge #35 over the former rail bed). Accepting maintenance of this facility will allow for increased design flexibility and expedite the NCDOT permitting process.

Current Status: The consultant has developed the 90% design plans. Staff will meet to review these 90% design plans on February 25th. The consultant will incorporate the comments from February 25th into the 100% final design plans. Staff is working with NCDOT to develop a municipal agreement that would outline the transfer of maintenance and outline the funding for the resurfacing of the street.

Next Step: Finalize an agreement with NCDOT. Completion of the 100% final design plans in March. The City anticipates beginning construction of the streetscape corridor enhancements in May 2010.

PEDESTRIAN CROSSING: ANN STREET AT SOUTH 3RD STREET

Project Description/Scope: This project will provide a marked crosswalk for pedestrians and bicyclists across South 3rd Street at Ann Street, which is midway between the traffic signals at Castle Street and Market Street. The Residents of Old Wilmington have agreed to contribute \$6,500 toward the project.

Current Status: Project is under construction. The rapid flash pedestrian beacons have been delivered to the operations center.

Next Step: Complete construction by April 15, 2010.

PEDESTRIAN CROSSING: EASTWOOD ROAD AT MILITARY CUTOFF ROAD (NO SIGNIFICANT CHANGES)

Project Description/Scope: This project will provide a signalized crosswalk for pedestrians and bicyclists between existing sections of the Cross-City Trail on Eastwood Road at Military Cutoff Road. The crossings will consist of high-visibility crosswalks on the northern and western legs of the intersection and pedestrian signal heads and push buttons at the northwest, southwest and northeast corners of the intersection. A small

pedestrian refuge island will also be constructed in the northwest corner of the intersection. This crossing is part of the planned Cross-City Trail.

Current Status: City staff is working with a private developer to incorporate the pedestrian crossing into planned traffic improvements required as part of mitigation measures for a proposed development on Military Cutoff Road. An estimate of \$49,332 has been received by staff, and Parks and Greenway Bond funds have been identified to complete the project in cooperation with the developer. NCDOT has approved the design for the crossing.

Next Step: Finalize the agreement with the private developer for the design and construction of the improvements.

PRINCESS PLACE DRIVE AND SOUTH FRONT STREET PAVEMENT MARKING PLANS

Project Description/Scope: Princess Place Drive and South Front Street (US 421 Truck) are part of a resurfacing package that was let by the North Carolina Department of Transportation in late 2009. Princess Place Drive is an important bicycle corridor parallel to Market Street and South Front Street (US 421 Truck) is an important bicycle corridor parallel to South 3rd Street. South Front Street (US 421 Truck) is also currently designated as part of North Carolina Bicycling Highways 3 and 5. With adjustments to the pavement markings, the existing pavement on both Princess Place Drive and South Front Street (US 421 Truck) should accommodate two motor vehicle lanes, two bicycle lanes, and intermittent left-turn lanes. On December 16, 2009 the Wilmington MPOs Transportation Advisory Committee supported a resolution requesting the City of Wilmington and NCDOT work cooperatively to add on-road bicycle lanes to Princess Place Drive and South Front Street (US 421 Truck) as part of the resurfacing project. The TAC also requested the MPO consult with the NC Port Authority on the design.

Current Status: Ramey Kemp & Associates completed the pavement marking plans. Staff presented the plans to NCDOT on February 16th.

Next Step: Implement the pavement marking plans for Princess Place Drive and South Front Street as designed by Ramey Kemp & Associates.

RANDALL PARKWAY WIDENING (No Significant Changes)

Project Description/Scope: Widen Randall Parkway to a 4-lane divided facility from South College Road to Independence Boulevard.

Current Status: The Consultant (WK Dickson) is finalizing design. Property Acquisition continues, with offer letters being sent to parcel owners as appraisals and review of appraisals is complete. Plats showing the existing and proposed ROW acquisition have been recorded. Environmental permitting is commencing.

Next Step: The City expects to solicit bids in late summer of 2010, with construction expected to commence fall of 2010.

SAFE ROUTES TO SCHOOL: BRADLEY CREEK ELEMENTARY

Project Description/Scope: Construct a 3,100-foot-long sidewalk between Bradley Creek Elementary School and Greenville Village mobile home park and promote use of the sidewalk through various bilingual events and materials.

Current Status: On March 6, 2008, the North Carolina Board of Transportation voted to award the City of Wilmington \$211,800 to fund a demonstration Safe Routes to School project at Bradley Creek Elementary

School. On July 1, 2008 the Wilmington City Council endorsed the municipal agreement between the City and NCDOT. Norris, Kuske and Tunstall completed the final design for the sidewalk and pedestrian crossing along Greenville Loop Road. All permits and most temporary construction easements have been secured

Next Step: Let project for bid in late February or early March.

SAFE ROUTES TO SCHOOL: PARK AVENUE AT INDEPENDENCE BOULEVARD (NO SIGNIFICANT CHANGES)

Project Description/Scope: This project will provide a high-visibility, protected location for pedestrians and bicyclists to cross Independence Boulevard at Park Avenue. The crossing will consist of an 8- to 10-foot-wide multi-use path along the north side of Park Avenue between Hawthorne Road and the Empie Park entrance, a striped crosswalk across the northern leg of the intersection, and pedestrian signal heads and push buttons at the northwest and northeast corners of the intersection. This crossing is currently part of the River-to-the-Sea Bikeway and will also be part of the planned Cross-City Trail.

Current Status: Right Angle Engineering, PC has submitted draft plans to City staff for review.

Next Step: Complete design by March 31, 2010

WILMINGTON BYPASS/CAPE FEAR SKYWAY

Project Description/Scope: Construct the Wilmington Bypass and Cape Fear Skyway that will link US 421 to the intersection of Independence Boulevard and Carolina Beach Road.

Current Status: On January 24, 2006 the City of Wilmington filed a Transportation Official Corridor map to preserve the Cape Fear Skyway corridor from the encroaching Madison Place Apartment complex. The 3-year preservation period for the proposed Madison Place Apartment complex is set to expire in October 2009. On December 17, 2008 the Wilmington Urban Area MPO's Transportation Advisory Committee endorsed a resolution strongly encouraging the NC Turnpike Authority, NCDOT, City of Wilmington and/or Wilmington MPO work collaboratively to acquire the property for the proposed Madison Place Apartment complex and work to preserve the future Cape Fear Skyway corridor. The reservation period on the Madison Place Apartment complex expired on October 11, 2009. City staff is negotiating an option and/or offer to purchase the Madison Place Apartment tracts.

On October 28th the Wilmington MPO's Transportation Advisory Committee endorsed a resolution supporting the northern alignment and encouraging New Hanover County, City of Wilmington, Brunswick County and the Town of Leland to utilizing the land use planning tools available to preserve a corridor for the future Cape Fear Skyway. NCDOT, NCTA and Wilmington MPO staffs meet with the Town of Leland on January 22nd to answer questions regarding the Cape Fear Skyway.

Next Step: Work with New Hanover and Brunswick counties, Town of Leland and City of Wilmington to preserve a corridor for the future Cape Fear Skyway from Independence Boulevard/Carolina Beach Road intersection to a location in the vicinity of US 17 and the Wilmington Bypass in Brunswick County. **Receive resolutions of support from the MPO local jurisdictions.** Continue to work towards identifying funds to purchase the Madison Place Apartment properties.

WRIGHTSVILLE AVENUE BICYCLE LANES (No Significant Changes)

Project Description/Scope: The City of Wilmington will provide a pavement marking plan to NCDOT in order to install on-road bicycle lanes on Wrightsville Avenue between Military Cutoff Road and Eastwood Road.

Current Status: The City has completed the pavement marking plan for Wrightsville Avenue.

Next Step: NCDOT will resurface the roadway in winter 2009 and utilize the City's pavement marking plan to stripe the roadway.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

February 19, 2010

TIP Projects:

B-4223: replace Bridge # 21 (Lane's Ferry), over the Northeast Cape Fear River. Under construction, traffic has been shifted to the new alignment and bridge.

Work Complete

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

Open to traffic at the end of September 2010

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

Estimated Contract Completion Date December of 2010

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

Estimated Contract Completion Date Spring/Summer 2010 (delays)

U-5017A: Letting Date 10/21/2008 Wilmington Computerized Signal System

Estimated Contract Completion Date Nov. 2010

U-5017B: Letting Date 11/18/2008 Wilmington Computerized Signal System

Estimated Contract Completion Date June 2011

U-5017C: Letting Date 12/16/2008 Wilmington Computerized Signal System

Estimated Contract Completion Date Jan. 2011

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.

Estimated Contract Completion Date Dec. 2010

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.

Estimated Contract Completion Date 12/31/2010

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

Letting Date January 19, 2010

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.

Letting Date January 19, 2010

Availability Date March 1, 2010

Estimated Contract Completion Date September 30, 2010

B-5215 – SR 1115 (Stone Chimney Road) replace bridge #49 over branch of Lockwood Folly River. **Letting Date February 16, 2010**

B-5217 – SR 1115 (Stone Chimney Road) replace bridge #59 over branch of Lockwood Folly River. **Letting Date February 16, 2010**

B-5216 – SR 1115 (Stone Chimney Road) replace bridge #58 over branch of Lockwood Folly River. **Letting Date March 16, 2010**

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

Letting Date September 14, 2010

R-2633 AA & AB: Construction of I-140 (Wilmington Bypass) from US 17 to US 74/76. Right of Way 2008 (Has begun) and Construction Fall 2010
Design/Build – February 2010 Selection of Design/Build Team

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

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

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

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

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

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.

Feasibility Studies for NC 211 & NC 904: Completion Date Winter 2010

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

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

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

Division Projects:

NC 87 - Boiling Spring Lakes: install two right turn lanes and extend existing left turn lane at the intersection of SR 1539 (East Boiling Spring Lakes Road) and NC 87. Signal materials for this project will be coming from U-4733 (Independence/Wrightsville intersection project), which is delayed due to contractor bankruptcy.

All work complete except pavement markings and signal

SR 1448 (Middle River Road): full depth patching from NC 211 to the paved end of system. Schedule to be under contract in the Spring 2010

US 117 (College Road): extend left turn lane along US 117 (College Road) at Randall Parkway to provide additional storage. **Work Complete**

SR 1345 (Royal Oak Road): mill patch the rutted section of SR 1345 (Royal Oak Road), due to increased truck traffic. Schedule to be under contract in the Spring 2010

SR 1455 (Porter's Neck Road): construct a roundabout at the intersection of SR 1455 (Porter's Neck Road) and SR 1402 (Edgewater Club Road). **Letting Date February 25, 2010**

SR 1403 (Middle Sound Loop Road): redesign the intersection of SR 1403 (Middle Sound Loop Road) and SR 1407 (Darden Road), into a roundabout design. Design is complete and our schedule is to construct the roundabout in the summer of 2010, when school is complete. **Letting Date February 25, 2010**

SR 1492 (Pine Grove Road): redesign intersection at SR 1492 (Pine Grove Rd) and Masonboro Loop Road. Schedule to have permitting complete by August 2009, bid project in September 2009, award in October 2009, construction to begin in December and complete by end of March 2010.

US 421 Carolina Beach: widen Carl Winner Street to allow dual right turn lanes onto US 421 northbound.

NC 132 (College Road): extend the left turn lane northbound on NC 132 and Martin Luther King Parkway. **Work Complete**

Resurfacing Projects:

These roads are in this Brunswick County contract:

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

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

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

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

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

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

Estimated Contract Completion Date May 2010

This is the Pender County contract:

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

Estimated Contract Completion Date May 2010

These are in this New Hanover County contract:

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

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

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

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

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

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

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

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

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

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

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

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

Estimated Contract Completion Date June 2010

This contract was let on November 16, 2009:

Brunswick County:

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

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

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

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

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

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

New Hanover County:

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

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

Estimated Contract Completion Date November 12, 2010