



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: March 19, 2010
SUBJECT: March 24th Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, March 24th at 4pm. The meeting will be held in the City Council Chambers at Wilmington City Hall.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
 - a. 2/24/10
- 3) Public Comment Period
- 4) Old Business
- 5) Public Hearing
 - a. Resolution supporting MTIP and STIP Amendments for Public Transportation Projects
- 6) New Business
 - a. Resolution Adopting the 2010 Wilmington MPO Legislative Agenda
 - b. Resolution Amending the 2009-2010 Unified Planning Work Program
 - c. Resolution Adopting the 2010-2011 Unified Planning Work Program
 - d. Resolution Confirming the Transportation Planning Process
- 7) Discussion-
 - a. Cape Fear Skyway resolutions
- 8) Joint TAC/CAC Workshop-
 - a. Cape Fear Commutes 2035 Long Range Transportation Plan
- 9) Updates
 - a. City of Wilmington/Wilmington MPO
 - b. Cape Fear Public Transportation Authority
 - c. NCDOT
- 10) Announcements
 - a. Citizen Advisory Committee meeting- March 24th at 4 pm
 - b. Bike/Pedestrian Committee meeting- April 8th at 4:15pm
- 11) Next meeting –April 28, 2010

Attachments:

- Minutes 2/24 meeting
- MTIP/STIP Amendments for Public Transportation
- Resolution Adopting STIP/MTIP Amendments for Public Transportation
- 2010 Wilmington MPO Legislative Agenda
- Resolution Adopting the 2010 Wilmington MPO Legislative Agenda
- Amended 2009-2010 Unified Planning Work Program
- Resolution Amending the 2009-2010 Unified Planning Work Program
- 2010-2011 Unified Planning Work Program
- Resolution Adopting 2010-2011 Unified Planning Work Program
- Resolution Certifying the Transportation Planning Process
- Cape Fear Skyway Resolutions
- DRAFT Cape Fear Commutes 2035 Long Range Transportation Plan
- Wilmington MPO/City of Wilmington Project Update (February)
- NCDOT Project Update

Meeting Notes

Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee

Date: February 24, 2010

Members Present:

Jonathon Barfield, Chairman, Cape Fear Public Transportation Authority
Laura Padgett, City of Wilmington
Mike Ballard, Town of Navassa
Bill Sue, Brunswick County
Jack Batson, Town of Belville
David Williams, Pender County
Walter Futch, Town of Leland
Mike Alford, NC Board of Transportation

Staff Present:

Mike Kozlosky, Executive Director

1. Call to Order

Mr. Barfield called the meeting to order at 4:03 PM. He introduced Mr. Jim Trogdon, Chief Operation Officer for NCDOT and Mr. Mike Alford, NC Board of Transportation appointee and asked both to say a few words.

Mr. Trogdon told member that the Department is working on delivering the stimulus projects (ARRA). They have been extremely successful in making sure all projects (393 projects for \$735 million) were obligated within the timeline required by the federal government. Out of the 393 projects obligated, 309 are either under contract or have already been completed. With the money given to North Carolina, we were able to put 33,000 North Carolina transportation workers to work that we couldn't have done otherwise. That's about 1.7 million worker hours over the last year.

Mr. Trogdon also updated members on the TIGER grant submittal for the Yadkin River bridge/I-85 Corridor improvements. He said he felt it was important for all MPOs to be aware of the project. Although they weren't successful in getting what they asked, the project will be using design/build financing where the Department is partnering with the contracting industry to provide some financing for the project. That will allow projects that aren't fully funded to move forward more rapidly. Right now the economic environment has provided the Department with a narrow window of opportunity because of the hunger of the market with the contracting industry. We are generally seeing a 20% reduction in price. Section "A" of the Wilmington Bypass that was just awarded came in less than the engineers estimates. The project was estimated at \$100 million and the low bid came in at \$81 million.

Mr. Trogdon said he also wanted to mention the announcement of the initial results of the Project Prioritization Process. The prioritization process is important because the Governor directed the Department to be more transparent and accountable. The only way to do that was to work with all the MPOs and RPOs to develop a system to rank the projects to be considered in the Transportation Improvement Program. It had to be something that made senses to everyone across the state. The Department has \$45 billion in highway and bridge projects submitted but anticipate only \$9 billion in revenue. We must make sure we are using every dollar as wisely as we can. That is why we need the Project Prioritization Process. Now that we see what we can't do due to lack of revenue, the second step must be to convince our legislature and members of the community to look at innovative financing options in order to get those projects done.

Mr. Mike Alford said his background is in business and any time we can employ capital at a 20% discount or better, it's good for everyone living in North Carolina. He told members that the role of the Board of Transportation has changed. It is now to be an advocate for a data-driven process. He promised members that he will work together with them in making certain that the data, in terms of the

prioritization, is data that we agree with and makes sense. He said he looks forward to working with the TAC members.

Mr. Barfield told members he would like everyone to take a moment to look at the mission statement at the top of the agenda before moving forward with the meeting. He said it's a good reminder of why we're all here and the focus of what the organization is trying to accomplish.

2. Approval of Minutes:

Minutes for the meetings on January 27th were approved unanimously.

3. Public Comment Period

No one wished to address the Committee.

4. Presentations

a. Transportation Intergovernmental Policy Advisory Group (TIPAG)

Mr. Kozlosky told members the Transportation Intergovernmental Policy Advisory Group was organized in an effort enhance relationships through collaboration and partnerships with local governments, other groups and NCDOT to make the Department a great place to work, to make a network that efficiently moves goods and people, to make the infrastructure last longer and make a safer environment for transportation throughout the state. The objectives are to design and manage a collaborative process to identify policies that result in NCDOT and local governments/transportation partners working more effectively together to establish and direct expert workgroups to explore opportunities for improved policies and practices.

The committee developed three work groups: Communication and Education; Future Transportation Funding Strategy (Reauthorization); and Reduce the Land Use and Transportation Disconnect. He told members that they are also considering forming additional work groups. Two areas being discussed are the evaluation of various organizational boundaries and effective communications with NCDOT and FHWA.

Mr. Kozlosky said one work group is asking the Department to purchase software that will allow efficient communication in tracking where money is going and how it's being spent throughout the state.

5. Old Business

none

6. Public Hearing

a. Resolution supporting the MTIP/STIP Amendments for EB-5118, ER-5100 and U-5200

Mr. Kozlosky told members staff conducted the required 30-day public comment period for the amendments in case a funding source were to come available that we could use for these improvements.

Ms. Jill Stark, with Federal Highway Administration suggested changing the title of the resolution to MTIP/STIP Administrative Modifications, not MTIP/STIP Amendments. She told Mr. Kozlosky until we have an updated LRTP in place, these changes will be administrative modifications, not actual amendments.

Mr. Barfield opened the public hearing. With no one wishing to speak, Mr. Barfield closed the public hearing. Ms Padgett made the motion to support the resolution with the suggested change in wording. Mr. Ballard seconded the motion and it carried unanimously.

7. New Business

a. Resolution adopting the Kure Beach Parking Study

Mr. Kozlosky told members the Town of Kure Beach adopted the study at their January meeting. Mr. Futch made the motion adopt the Kure Beach Parking Study. Mr. Ballard seconded the motion and it carried unanimously.

b. Opening of 30-day Public Comment Period for the 2010-2011 Unified Planning Work Program

Mr. Kozlosky told member the Unified Planning Work Program is the budget for the Wilmington MPO. The public comment period was opened on February 22nd and will close on March 23rd. The program includes \$316,250 in PL funds. That includes the state allocation of \$253,000, as well as \$63,250 in local match. As part of the work program, staff is proposing to conduct a city-wide collector street plan for the City of Wilmington. Staff is also proposing \$10,000 to conduct an organizational analysis of the MPO to see if it can be more effectively and efficiently operated.

Mr. Williams made the motion to open the Public Comment Period for the 2010-2011 Unified Planning Work Program. Mr. Ballard seconded the motion and it carried unanimously.

c. Opening of 30-day Public Comment Period for MTIP and STIP Amendments for Public Transportation Projects

Mr. Kozlosky requested the board open the 30- day Public Comment Period for MTIP and STIP amendments for public transportation projects to utilize funds for stimulus projects and to accurately reflect funds being spent within the MPO boundary by the Cape Fear Public Transportation Authority. Mr. Williams made the motion to open the public comment period. Ms. Padgett seconded the motion and it carried unanimously.

d. Change of March Meeting Date

Mr. Barfield told members he would like to request changing the March TAC meeting date from March 31st to March 24th due to a conflict for the NHC Commission Agenda Briefing Meeting. Mr. Futch made the motion to change the meeting date. Mr. Williams seconded the motion and it carried unanimously

9. Updates (moved ahead)

a. Cape Fear Commutes 2035 Committee

Mr. Howard Loving, Co-chair of the Citizens Advisory Committee (CAC) provided an update on the *Cape Fear Commutes 2035 Transportation Plan*. He told members that it has been a 2-year long process creating the federally mandated assessment of transportation projects and programs looking out 25 years. A final plan will be present to the TAC for approval in late June. Mr. Barfield thanked the members of the CAC for the commitment and dedication to the project.

Mr. Kozlosky told members it's important to update members on the draft plan. He proposed holding a joint work session with the Cape Fear Commutes 2035 Committee so they may present the plan at the March meeting.

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

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. Staff wanted to present the information to this committee for comment. He said following today's discussions, staff will bring the revised legislative agenda back to the next meeting for action. Mr. Kozlosky stated that the financing options in the document are the recommendations that were developed by the 21st Century Committee.

Mr. Futch said he felt that the list should be in priority-order with the "B" Section of the Wilmington Bypass as the number-1 project.

Mr. Sue asked Mr. Trogon asked where the funding stands on the "B" Section. Mr. Trogon said because it is a loop project, the department is completing a prioritization on all the loops, which was separate than the other prioritization process that was briefed today. Based on the feedback the Department received, we're including a lot of other things like economic impacts, and are working with the Commerce Department using their IM planning model in order to estimate economic impact. We have gone out for an additional commenting process with the MPOs and RPOs and the deadline is the 26th. Then we will take the final comments and within the next four weeks we'll be applying all the projects and getting some estimates on where they all stand. You will probably hear around the end of March or the first of April on the results. Those would be draft because that's financially constrained based on the pay-as-you-go plan. He said in the mean time, he is working with some other financing options out there that we can also consider.

Mr. Sue told Mr. Trogon that 10 years ago the elected officials from the entire region established the Wilmington Bypass as the number-1 priority and it has been the number-1 priority for all those years. Here we are, more than 10 years down the road and we still don't have the outer loop. When the former Chairman of the Department came down during the celebration of 50-years of the interstate highway system we spoke to him about how eastern North Carolina has been on the short end of the stick for a long time on transportation. At that gathering, one of the associate secretaries told the audience that the last segment of I-40 all the way across the county was the one coming into Wilmington. It's time we got a little attention down here. He told Mr. Trogon he would appreciate any help he could give us on getting the loop finished. You would really jump to the gun if you started across that causeway and somebody dropped a box of tacks. You would be backed up all the way to 17th Street and all the way to past Lanvale Road.

Ms. Padgett said she would like to make a suggestion for consideration. Both the "B" Section and the Cape Fear Skyway are critical pieces to the loop. Rather than discuss which one should be first, we want the loop finished and we need both pieces.

Mr. Pope told members he would like to make a comment about the "B" section. We do know that the Federal Highway Administration has opened the case that was presented by the Town of Navassa and they began reviewing that claim. The Department has not heard one way or the other.

Mr. Kozlosky distributed copies of the draft letter regarding the Urban Loop Prioritization Process addressed to Mr. Don Volker. At the November TAC meeting members recommended that the Wilmington Bypass, specifically the "B" Section not be considered as part of the this analysis because it was funded, it has an environmental document and the right-of-way had been appropriated and this letter reiterates those comments. We have reviewed the proposal and we are providing some additional comments based on the criteria that were outlined. He stated that he wanted this committee to know the letter will be mailed Friday to the Department.

He asked that members forward questions or comments to him regarding the letter before noon of Friday.

Mr. Barfield told member he had one more topic to discuss with the committee. At the last meeting he talked about being as inclusive as we can in terms of all the different groups that are represented here at the TAC meetings. One of the options discussed in the past was the name for the committee. He said he was wondering if changing the name of the Wilmington MPO to something that is more inclusive to all that are here. Some suggestions were the Southeastern Region MPO or perhaps the Tri-county MPO. He told members he just wanted to open discussion as we move forward in making it a more regional type of name.

Ms. Padgett told members she would have some problems with a name change. The City of Wilmington is the largest city on this board, as well as the fact that the City pays the largest part of the bill in keeping the Metropolitan Planning Organization active. It is a Federal designation for the Wilmington Area. She stated that she felt until other cities exceeded the City of Wilmington in size, the name should continue to be the Wilmington MPO. Mr. Futch said he agreed. As long as the City of Wilmington is providing the funding, it is the appropriate name. Mr. Williams said he agrees with Ms. Padgett. As long as they are providing the funding, the name should remain as it is. Mr. Batson told members it is not a big issue for him.

Mr. Barfield told members he and Mr. Kozlosky attended the prioritization process unveiling meeting in Kinston today. In listening to the strategic prioritization results and looking at the top 25 projects from the state, there were very few projects that were centered toward Division 3. Mr. Pope told members to remember there are laws today that require certain dollars to come to Division 3, primarily through the equity formula. Even though our number 25 project may be 200th in the state, it may still be a funded project within our division because of funding and dollar constraints. Our projects may have not ranked very high state-wide, but in some pots that won't make a difference. We will still get our fair share of the funding sources.

Mr. Barfield said another of the main points that came out of this meeting again is transparency and taking politics out of the decision ranking process. As we go forward in looking at these projects, the need will be data-driven, versus an elected official saying we need this in our region. The Department will be looking at data to support the decisions being made.

Mr. Alford told members he would like to urge everyone to look at the list and the ones that resonate in such a way that either yes this makes sense, or even more importantly, this does not make sense. It's critical that we all come together on this in a timely fashion. We have until June of 2011 before the projects are firm and we have lot of time to come together. It's important we speak cohesively to which of these projects make sense. He promised that he would do everything he can and will be spending some time on the equity piece.

10. Announcements

11. Adjournment

With no further business, the meeting was adjourned at 5:20 PM

Respectfully submitted

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

**Metropolitan and Statewide Transportation Improvement Program
Amendments for Public Transportation Projects**

March 2010

**PUBLIC TRANSPORTATION PROGRAM
STIP ADDITIONS**

TD-5115	3	New Hanover	Cape Fear Public Transportation Authority	Facility: Independence Station - acquisition, design and construction	FUZJA	\$100		
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**PUBLIC TRANSPORTATION PROGRAM
STIP MODIFICATIONS**

TA-4907	3	New Hanover	Cape Fear Public Transportation Authority	Replacement buses 35' hybrid	FUZST	\$1,100		
					FUZJA	\$110		
				unfunded	FEDU	\$722		\$72
				FY12= \$144, FY14= \$4,696				
				FY12 = \$18, FY14 = \$587	STATU	\$90		\$9
				FY12 = \$18, FY14 = \$587	LU	\$90		\$9
TD-4721	3	New Hanover	Cape Fear Public Transportation Authority	Facility: Intermodal Center	FUZJA	\$635		
				unfunded	STATU			\$7,200
					LU			\$800
TD-4917	3	New Hanover	Cape Fear Public Transportation Authority	Facility - Transfer/Admin - Cando St. Ext.	FUZJA	\$860		
					FUZST	\$650		
TD-4942	3	New Hanover	Cape Fear Public Transportation Authority	Facility - new operations center - design and construction	FUZJA	\$500		
					FUZST	\$409		
				unfunded	FEDU	\$6,000		
					STATU	\$750		
					LU	\$750		
TD-4942	3	New Hanover	Cape Fear Public Transportation Authority	Routine Capital: automated fuel system, radio system upgrade, shelter and bus stop improvements, computer replacements	FUZJA	\$30		

					FUZST	\$144		
				FY13-15 = \$32	FUZ	\$32	\$32	\$32
				FY13-15 = \$8	L	\$8	\$8	\$8
TO-4751	3	New Hanover	Cape Fear Public Transportation Authority	Operating Assistance	FUZJA		\$250	
					FUZST	\$139		
				FY13-15 = \$1,500	FUZ	\$1,500	\$1,500	\$1,500
				FY13-15 = \$1,180	SMAP	\$1,180	\$1,180	\$1,180
				FY13-15 = \$1,623	L	\$1,623	\$1,623	\$1,623

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

**RESOLUTION SUPPORTING AMENDMENTS AND/OR ADMINISTRATIVE MODIFICATION
TO THE 2009-2015 STATE TRANSPORTATION IMPROVEMENT PROGRAM FOR PUBLIC
TRANSPORTATION PROGRAMS**

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

WHEREAS, the 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, since the adoption of the 2009-2015, the United States Congress has passed the 2009 American Reinvestment and Recovery Act and is considering the Jobs for Main Street Act that could provide another funding source for investments in transportation infrastructure; and

WHEREAS, projects selected for funding under this Act will require a State Transportation Improvement Program project identification number and amendments/administrative modifications to the State Transportation Improvement Program and Metropolitan Transportation Improvement Program; and

WHEREAS, the Wilmington Metropolitan Planning Organization, Cape Fear Public Transportation Authority and North Carolina Department of Transportation have identified several public transportation projects that meet the requirements of the American Recovery and Reinvestment Act and/or Jobs for Main Street Act; and

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 an amendment and/or administrative modification of the 2009-2015 State Transportation Improvement Program for Public Transportation projects.

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

Jonathan Barfield, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

Wilmington MPO Legislative Agenda 2010

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.

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. The 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.

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.

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

RESOLUTION ADOPTING THE 2010 WILMINGTON MPO LEGISLATIVE AGENDA

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 an effort to maintain and enhance the quality of life enjoyed by the citizens and visitors of the Wilmington Metropolitan Planning Area, the Wilmington MPO's Transportation Advisory Committee is committed to working in partnership with our colleagues, other governmental entities and local and state delegation; and

WHEREAS, the North Carolina General Assembly and the United States Congress both play essential roles in helping the region provide efficient transportation systems; and

WHEREAS, to facilitate these productive relationships with our federal and state partners, the Wilmington Metropolitan Planning Organization established a legislative agenda to share with our delegation in the North Carolina General Assembly and Congress; and

WHEREAS, the North Carolina General Assembly is scheduled to reconvene on May 12, 2010 and Congress is already considering several items that are of significant importance to our community.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby endorses the 2010 Wilmington MPO Legislative Agenda.

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

Jonathan Barfield, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

2009-2010 Unified Planning Work Program Amendments

March 24, 2010

II-A4 Traffic Accidents-Currently MPO staff conducts an ongoing effort to summarize traffic accident data for specific projects, the annual Traffic count and Accident report, and for the public. MPO staff also utilizes accident data for specific inquiries. *Line item reduced by \$1,000*

II-A5 Transit System Data- Update of transit system database as needed. *Line item reduced by \$500.*

II-B3 Travel Model Updates- Update the Travel Demand Model for the Wilmington Urban Area. *Line item increased by \$200.*

II-B6 Community Goals and Objectives- Monitor public input as it pertains to goals and objectives set forth in the update of the Long Range Transportation Plan. Staff the Citizen Advisory Committee (CAC). *Line item reduced by \$500.*

II-B7 Forecast of Future Year Travel Patterns- Test alternative roadway network improvements for system benefit. *Line item reduced by \$4,000.*

II-B10 Transit Element of Long Range Transportation Plan- Identify public transportation deficiencies, priorities, and proposed transit improvement solutions and strategies from the completed Transit Master Service Plan for inclusion in the update of the LRTP. Provide documentation of process and recommendations. *Line item reduced by \$3,000.*

II-B12 Airport/Air Travel Element of the Long Range Transportation Plan - Identify airport and air service deficiencies, priorities, and proposed airport and air service improvement solutions and strategies. Provide documentation of process and recommendations in the update of the LRTP. *Line item reduced by \$1,000.*

II-B13 Collector Street Element of Long Range Transportation Plan- Develop regionally acceptable collector street policies and program recommendations for inclusion in the update of the LRTP. *Line item reduced by \$4,000.*

II-B14 Rail, Waterway and Other Elements of Long Range Transportation Plan - Identify rail and waterway deficiencies, priorities, and proposed rail and waterway improvement solutions and strategies. Provide documentation of process and recommendations in the update of the LRTP. *Line item reduced by \$2,500.*

II-B15 Freight Movement/Mobility Planning- Identification of freight movement deficiencies, priorities, and proposed improvement solutions and strategies. Provide documentation of process and recommendations in the update of the LRTP. *Line item reduced by \$1,500.*

II-B16 Financial Planning- Develop realistic, best estimates of funding sources available and project cost estimates throughout the forecast years for the LRTP. Ensure fiscal constraint in the update of the LRTP. *Line item reduced by \$5,500.*

II-B17 Congestion Management Strategies- Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions, and transportation system management strategies. Document process and solutions in the update of the LRTP. *Line item reduced by \$2,000.*

III-C2 Environmental Justice- Analysis and outreach to insure that transportation plans and projects comply with Environmental Justice policies. *Line item reduced by \$500.*

III-D1 Transportation Enhancement Planning- Prepare and submit applications for potential transportation enhancement funding in the Wilmington Urban Area. *Line item reduced by \$7,000.*

III-D3 Special Studies- A consultant will be contracted to assist in the completion of the Transit and Financial chapters of the 2035 Long Range Transportation Plan. *Line item increased by \$34,800.*

**FY 2009-10
Planning Work Program: Funding Sources Table**

MPO: Wilmington MPO

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			400	1,600											400	0	1,600	2,000
II-A-5	Transit System Data			0	0											0	0	0	0
II-A-6	Dwelling Unit, Pop. & Emp. Change			1,000	4,000											1,000	0	4,000	5,000
II-A-7	Air Travel			50	200											50	0	200	250
II-A-8	Vehicle Occupancy Rates			50	200											50	0	200	250
II-A-9	Travel Time Studies			400	1,600											400	0	1,600	2,000
II-A-10	Mapping			1,600	6,400											1,600	0	6,400	8,000
II-A-11	Central Area Parking Inventory			0	0											0	0	0	0
II-A-12	Bike & Ped. Facilities Inventory			50	200											50	0	200	250
II-B	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			240	960											240	0	960	1,200
II-B-4	Travel Surveys			0	0											0	0	0	0
II-B-5	Forecast of Data to Horizon year			50	200											50	0	200	250
II-B-6	Community Goals & Objectives			400	1,600											400	0	1,600	2,000
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			1,200	4,800											1,200	0	4,800	6,000
II-B-10	Transit Element of the LRTP			200	800											200	0	800	1,000
II-B-11	Bicycle & Ped. Element of the LRTP			1,200	4,800											1,200	0	4,800	6,000
II-B-12	Airport/Air Travel Element of LRTP			0	0											0	0	0	0
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			0	0											0	0	0	0
II-B-15	Freight Movement/Mobility Planning			200	800											200	0	800	1,000
II-B-16	Financial Planning			300	1,200											300	0	1,200	1,500
II-B-17	Congestion Management Strategies			400	1,600											400	0	1,600	2,000
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. Rqs.															0	0	0	0
III-C-1	Title VI			100	400											100	0	400	500
III-C-2	Environmental Justice			100	400											100	0	400	500
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 Plng./Project Dev.															0	0	0	0
III-D-1	Transportation Enhancement Plng.			0	0											0	0	0	0
III-D-2	Enviro. Analysis & Pre-TIP Plng.			50	200											50	0	200	250
III-D-3	*Special Studies			18,960	75,840											18,960	0	75,840	94,800
III-D-4	Regional or Statewide Planning			50	200											50	0	200	250
III-E	Management & Operations			18,000	72,000	7,298	7,298	58,384								25,298	7,298	130,384	162,980
TOTALS		0	0	62,900	251,600	7,298	7,298	58,384								70,198	7,298	309,984	387,480

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

**RESOLUTION AMENDING THE FISCAL YEAR 2009-2010 UNIFIED PLANNING WORK PROGRAM
OF THE WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

WHEREAS, the fiscal year 2009-2010 Unified Planning Work Program documenting the comprehensive and continuing transportation planning program in the Wilmington Urban Area was adopted by the Transportation Advisory Committee on March 26, 2009 and amended on May 27, 2009; and

WHEREAS, the need for amendment of the fiscal year 2009-2010 Unified Planning Work Program has subsequently been evaluated and justified in order to effectively advance transportation planning for fiscal year 2009-2010; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the fiscal year 2009-2010 Unified Planning Work Program until March 31, 2010 to cover any anticipated expenditures for the fiscal year.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby approves the amendments to the fiscal year 2009-2010 Unified Planning Work Program.

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

Jonathan Barfield, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary
Transportation Advisory Committee

*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 2010 PWP and development of FY 2011 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.

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

Jonathan Barfield, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE WILMINGTON METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2010

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

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

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

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

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

NOW THEREFORE, be it resolved that the Wilmington Urban Area Transportation Advisory Committee certifies the transportation planning process for the Wilmington Metropolitan Planning Organization on this the 24 day of March, 2010.

Jonathan Barfield
Chair, Transportation Advisory Committee

Mike Kozlosky
Secretary, Wilmington Metropolitan Planning Organization

RESOLUTION SUPPORTING THE“GAP” FUNDING FOR THE CAPE FEAR SKYWAY

WHEREAS, the Cape Fear Skyway is a proposed 9.5-mile facility crossing the Cape Fear River that will provide a future connection from in the vicinity of US 17/I-140 in Brunswick County to US 421 in New Hanover County; and

WHEREAS, the proposed Cape Fear Skyway is a regional transportation project that will provide increased benefits to the community that include: 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; and

WHEREAS, the proposed Cape Fear Skyway is included in the North Carolina Board of Transportation’s Strategic Highway Corridor Initiative and is part of the NC Intrastate System; and

WHEREAS, the proposed Cape Fear Skyway is important to the quality of life, economic vitality and sustainability of the region; and

WHEREAS, a 2007 traffic and revenue forecast for the Cape Fear Skyway indicated a cost of approximately \$971 million with tolls covering approximately 55% (or \$550 million); and

WHEREAS, the current estimated cost has increased to \$1.1 billion and an estimated \$49 million in “gap” funding annually from the North Carolina General Assembly would be required to construct this important transportation project; and

WHEREAS, the North Carolina General Assembly has set a precedent and provided “gap” funding from the transfer of the highway trust fund to the general fund for the Triangle Expressway, Garden Parkway, Monroe Connector/Bypass and Mid-Currituck Bridge.

NOW THEREFORE ALSO, be it resolved that the _____ requests the North Carolina General Assembly provide the “gap” funding necessary to construct the Cape Fear Skyway.

ADOPTED at a regular meeting of the _____ on _____.

**RESOLUTION SUPPORTING THE PRESERVATION OF A FUTURE CORRIDOR FOR THE
CAPE FEAR SKYWAY**

WHEREAS, the Cape Fear Skyway is a proposed 9.5-mile facility crossing the Cape Fear River that will provide a future connection from in the vicinity of US 17/I-140 in Brunswick County to US 421 in New Hanover County; and

WHEREAS, the proposed Cape Fear Skyway is a regional transportation project that will provide increased benefits to the community that include: 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; and

WHEREAS, the proposed Cape Fear Skyway is included in the North Carolina Board of Transportation's Strategic Highway Corridor Initiative and is part of the NC Intrastate System; and

WHEREAS, the proposed Cape Fear Skyway is important to the quality of life, economic vitality and sustainability of the region; and

WHEREAS, the North Carolina Turnpike Authority is working to prepare the environmental documents and study alternatives and have developed a possible northern alignment that would terminate at I-140 in Brunswick County; and

WHEREAS, due to the possibility of encroaching developments within the potential corridors, the need has become apparent to utilize NC General Statute 136-44.50 to file a Transportation Corridor Official Map Act in order to preserve a corridor; and

NOW THEREFORE, be it resolved that the _____ support the proposed Cape Fear Skyway's northern alignment and supports preserving the northern alignment from encroaching development.

ADOPTED at a regular meeting of the _____ on _____.

**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

March 19, 2010

TIP Projects:

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 Summer/Fall 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

Currently, Contractor is ahead of schedule for all three projects

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.

Availability Date March 1, 2010

Estimated Contract Completion Date 7/1/2012

Memorial Bridge – painting of the Memorial Bridge.

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

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

Contractor will be allowed to completely close the bridge for the following times:

April 13, 2010 to June 11, 2010 from 7:00 PM to 5:00 AM.

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. **Anticipated Letting Date April 2010 (utility issues)**

B-5217 – SR 1115 (Stone Chimney Road) replace bridge #59 over branch of Lockwood Folly River. **Anticipated Letting Date April 2010 (utility issues)**

B-5216 – SR 1115 (Stone Chimney Road) replace bridge #58 over branch of Lockwood Folly River. **Anticipated Letting Date April 2010 (utility issues)**

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.

Availability Date March 29, 2010

Estimated Contract Completion Date July 3, 2013

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

R-3601 US 17/74/76: Widening across the “causeway”, between Leland and Wilmington. AT the beginning the planning process. We will move into the merger process afterwards and then to design. A scoping meeting will be held in the next couple of months.
Start Date July 2013

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

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 Spring 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's 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

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 March 9, 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 March 9, 2010

SR 1492 (Pine Grove Road): redesign intersection at SR 1492 (Pine Grove Rd) and Masonboro Loop Road. (City is responsible for design & construct)

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

Resurfacing Projects:

Brunswick County contract (C202142):

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

Pender County contract (C202184):

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

New Hanover County contract (C202188):

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

Brunswick & New Hanover Counties contract (C202476):

Brunswick County:

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

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

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

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

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

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

New Hanover County:

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

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

Estimated Contract Completion Date November 12, 2010

Pender County contract (C202475):

NC 11 resurface from US 421 to US 117, including spiral widening at various locations.

Estimated Contract Completion Date November 2010

Brunswick County contract (C202562):

US 17 mill & resurface from US 17 Business (southside of Bolivia) to US 17 Business (northside of Shallotte).

Estimated Contract Completion Date December 2010

Pender County contract:

SR 1002 (Island Creek Road) resurface from NC 210 to New Hanover County line.

SR 1209 (Shiloh Road) mill patch from US 421 to Sampson County line.

SR 1216 (Piney Woods Road) mill patch from US 421 to SR 1336(Mary Slocum Road)

SR 1332 (Penderlea Highway) mill patch from SR 1328 (Raccoon Road) to SR 1209

SR 1333 (Lamb Road) mill patch from NC 11 to SR 1332

SR 1340 (New Savannah Rd) mill patch from SR 1345 (Coras Grove Road) to SR1332

SR 1345A mill patch from SR 1347 to SR 1344 (East Wallace Street)

SR 1347 (Old Savannah Road) mill patch from SR 1345 to US 117

SR 1509 (Stag Park Road) mill patch from I-40 to NC 53

SR 1701 (McKoy Road) mill patch from end of system to SR 1509

SR 1569 (Hoover Road) overlay from US 17 to end of system

Estimated Contract Completion Date June 2010