



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: April 23, 2010
SUBJECT: April 28th Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, April 28th at 4pm. The meeting will be held in the **Harrell Conference Room (Room 601) at the New Hanover County Government Complex.**

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
 - a. 3/24/10
- 3) Public Comment Period
- 4) Presentation
 - a. NCDOT Transportation Financing- Mark Foster, CFO
- 5) Old Business
 - a. Resolution adopting the Wilmington MPO 2010 Legislative Agenda
- 6) New Business
 - a. Resolution Amending the 2010-2011 Unified Work Program
 - b. Opening of 30-day public comment period for Cape Fear Commutes 2035 Transportation Plan
- 7) Updates
 - a. City of Wilmington/Wilmington MPO
 - b. Cape Fear Public Transportation Authority
 - c. NCDOT
- 8) Announcements
 - a. Citizen Advisory Committee meeting- May 5th at 3 pm
 - b. Bike/Pedestrian Committee meeting- May 13th at 4:15pm
- 9) Next meeting –May 26, 2010

Attachments:

- Minutes 3/24 meeting
- Wilmington MPO 2010 Legislative Agenda
- Resolution adopting the Wilmington MPO 2010 Legislative Agenda
- Amended 2010-2011 Unified Planning Work Program
- Resolution supporting an amendment to the 2010-2011 Unified Planning Work Program
- Wilmington MPO/City of Wilmington Project Update (April)
- NCDOT Project Update

Meeting Notes
Wilmington Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Date: March 24, 2010

Members Present:

Jonathon Barfield, Chairman, Cape Fear Public Transportation Authority
Laura Padgett, Vice-Chair, 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
Bill Blair, Wrightsville Beach
Jim Dugan, Town of Kure Beach
Bill Saffo, City of Wilmington

Citizen Advisory Committee Members Present:

Mr. Howard Caps representing Cape Fear Public Transportation Authority
Scott Cromartie representing the City of Wilmington
Al Freimark representing coastal Pender County
Paul Martinez representing Town of Kure Beach
John Melia representing City of Wilmington
Ryan Rhodenhiser representing Town of Wrightsville Beach
Donald Sellers representing Brunswick County
Stuart Smith representing Town of Belville

Staff Present:

Mike Kozlosky, Executive Director
Joshuah Mello, Transportation Planner

1. Call to Order

Mr. Barfield called the meeting to order at 4:03 PM. He asked everyone to take a moment to review the TAC mission statement at the top of the agenda.

2. Approval of Minutes:

Minutes for the meetings on February 24th were approved unanimously.

3. Public Comment Period

Mr. Ricky Meeks told members he is having problems with overgrown shrubs and trees when walking along College Road at the University and along Racine Drive over by Kohls.

4. Old Business

none

5. Public Hearing

a. Resolution supporting the MTIP and STIP Amendments for Public Transportation Projects

Mr. Kozlosky told members staff conducted the required 30-day public comment period required for the amendments. These amendments are proposed in case a funding source becomes available for these improvements. 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 MTIP/STIP amendments for public transportation projects. Mr. Williams seconded the motion and it carried unanimously.

6. New Business

a. Resolution Adopting the 2010 Wilmington MPO Legislative Agenda

Mr. Kozlosky told members that he did not receive any comments back from TAC member regarding the Legislative Agenda items. He told members at the request by Mr. Futch at last month's meeting, staff has prioritized the items.

Mr. Batson asked for clarification on the Vehicle Miles Traveled (VMT) fee. Mr. Kozlosky said that there are some states proposing to use VMT rather than a gas tax to fund transportation infrastructure. He explained that the recommendation came from the 21st Century Transportation Committee in addressing the numerous transportation challenges faced by the state of North Carolina and this committee passed a resolution supporting those recommendations. Ms. Padgett told members the big issue is that Congress has had to supplement the funding for the Highway Trust Fund twice and it will be depleted again in August. It's getting worse as people are driving vehicles that consume less fuel. They use the same space on the road, but they are not paying the cost of that space. Somehow we must find another way to provide funding to the Federal and States Highway Trust Fund or there will be all these environmentally friendly vehicles and no place for them to go. VMT is just part of an over-all exploration to look at different ways to fund transportation infrastructure. Mr. Williams told members he feels like we are heading down a slippery-slope when we are looking over people's shoulders at how much they're driving. He said he would rather see some kind of flat tax per car every year or something of that nature.

Mr. Futch told members he had a couple of issues regarding the legislative agenda. He said the second item on the agenda is to secure "gap" funding for the Cape Fear Skyway and support the 21st Century Transportation Plan. The first item on the 21st Century Committee recommendations is to eliminate transfers. It seems to be pretty hypocritical if we are asking for a transfer and then to not transfer. He said he thinks there is an inconsistency there if nothing else.

Mr. Futch said the next issue is corridor preservation. He said he thinks we have enough entities out there that can preserve a corridor. Once the corridor is identified, the agencies that can afford to pay for it need to be the ones that reserve the corridor. He said he does not see the need for the Wilmington MPO to preserve any corridors - municipalities, counties, and most importantly, the state DOT can do this preservation. They are the one going to have the money. If they won't preserve the corridor, then why should anybody else. I think those are items that we need to think about taking off the list.

Mr. Kozlosky told Mr. Futch the "gap" funding for the Cape Fear Skyway is approximately \$49 million per year. In the past the 4-other projects funded through tolls in the state of North Carolina were funded out of the Legislature. There was \$172 million that was previously transferred from the Highway Trust Fund to the general fund and that funding has been phased out and eliminated. They are two different subjects. One is the elimination of the transfer, which has been done, and the other is the gap funding.

Mr. Futch told members he went back and looked at the "gap" very carefully. We are saying that the Skyway will pay for 55%. That is not the case at all. The Skyway will only pay about 37% of the cost of the project. The rest of it will come from the loop funding. If we are going to the legislature and ask them for "gap" funding, it behooves us to tell them the truth. The truth is that it's not going to pay 55% of the cost. The truth is it's probably also going to be a lot more than \$1.1 billion. The truth is that they have based the financing of the Skyway, the \$3.9 billion, on a \$971 million cost estimate when they know it's going to be \$1.1 billion or more. On the Turnpike Authority website, they say \$1.1 to \$1.5 billion. The only reason it is being held down now is so that we can artificially put these numbers in place. I think we need to look at that and

I don't think we need to be going to the legislature asking them for something when we know we're lying to them.

Mr. Barfield asked for clarification on the corridor preservation. If the MPO has the ability to preserve a corridor, does that take away the county or the city's right to do that? Mr. Kozlosky said no, it would not take away the opportunity for the county or the municipality to file a corridor map. Mr. Barfield said he does have some issue with that. A case in point was when, as a realtor, he was working on selling a piece of property off Military Cutoff Road. At this point, NCDOT says they may have a plan for the intersection at Market Street and Military Cutoff. The developers buying this property spoke with NCDOT several months ago and there was no mention of anything. The developer spent a lot of money planning, preparing and moving forward. They were getting ready to go to zoning and then a map pops up. One of the people selling land at this location is going to lose the property to foreclosure if they don't sell their land soon. The stance with preserving a corridor means that the person can't do anything with their land until NCDOT says what they are going to do. This project may be five or six years down the road. He asked if we move forward with allowing the MPO this ability, what affect will it have on the owners of the land. In this case, these people are going to face foreclosure and probably lose their land. Whoever buys it will probably get a good deal but at the same time we are harming a citizen. How do we protect people as well as get what the MPO or NCDOT needs.

Mr. Saffo told members the City of Wilmington has protected a corridor for the Cape Fear Skyway. As a city, do we spend the money to purchase this property or not? And, if we do spend the money to buy that property, what is the likely-hood that the state is going to move forward with gap funding? He told members we need some sort of assessment from the state as to when they are going to move forward with these projects. The other issue is that we are the local elected officials and the discussions that we need to have at the state level with our state legislators are not happening. We can sit here and talk all we want; but, are our elected officials in Raleigh going to be supportive of these corridors. Can we go out on a limb and protect corridors which will affect people's property rights? There is a level of frustration that I continue to see on our end because we are continually asked to do some sort of corridor protection and the only thing coming from the state is that they don't know. We need to have concrete evidence that something is going to happen with a project. There has to be some sort of mechanism in place from the state legislature and NCDOT officials.

Mr. Futch told members he feels the problem in this case of corridor preservation is New Hanover County was convinced three or four years ago that this thing was going to happen immediately, but in fact, they jumped the gun. The reason that happens is that there has never been an assessment and there is not to-date an assessment of a preferred corridor. If we allow 10 organizations to pick what they think the preferred corridor is, two things are going to happen. One is you're going to teach-to-the-test. You are going to skew the study to make it look like the corridor that is already preserved is the best corridor. Or, you're going to hold up developer's land for three years with no guarantee that you are going to buy their land. If we hold up another \$200 or \$300 million in land and keep it from being developed for some nebulous project that may or may not be the best corridor, I think we are making a big mistake. The outer loop near Ogden is another example.

Ms. Padgett reminded members that we just read our mission statement. It states that 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 the economic vitality of the Wilmington Urban Area. What we're here for is to have the plan and some ability to support that plan. What we're asking for in terms of corridor preservation is the only way that we will ever have a transportation plan with roads on the ground. We have to make the best-guess at times as to where those roads are going to go and preserve the corridor. If we don't,

as an MPO, begin to preserve those corridors. We are going to be back where we were a number of years ago. We almost had a loop around the City of Wilmington, but because of property that was too developed it was finally taken off the plan. Now, if we really have a mission statement addressing the future mobility needs and economic vitality, then we had better be asking the state to help us preserve the corridors. We should also be asking for "gap" funding for the Skyway, money to accelerate the "B" section of the bypass and some innovative transportation financing ideas. Otherwise, we're going to be stuck in the mud.

Mr. Saffo said he agreed with Ms. Padgett's assessment. Protecting the corridors is a tough thing that we must continue doing and he would like for the process to take a much shorter duration. He would also like to have some sort of response back from our elected officials to determine what they are going to do to help us get the money.

Mr. Futch said he understood Ms. Padgett's idea that the mission statement says what it says, but the mission statement never says, nor is it our mission to guess, where corridors are going to be placed. There is a process, the NEPA process, which every single project has to go through. The reason for that is so we don't have to guess, and; if our mission is going to be to supersede the federal and state government so that we can get ahead of them, then I think we have missed on our mission. We're not here to guess. Another thing that I see with the MPO having the right to preserve corridors is essentially they want to override the sovereignty of local government. If it's coming through my town and it's going to do me some good, then I'm going to want it and if it's not, I'm not. Why should the MPO have the ability to override me because I'm only one vote? Very few of us have more than one vote on this committee and so that would mean the MPO could override any local government and preserve a corridor. It could have some huge impacts. It's not thought out well enough and the NEPA process is designed to do that. It comes out with a preferred corridor.

Mr. Barfield told member he would like to hear input from other members. Mr. Williams spoke regarding corridor preservation but his comments were inaudible. Mr. Blair also spoke but he was also inaudible. Mr. Dugan told members he felt we are backing ourselves into a corner. It seems that it's got to be where it ends up regardless of whether it is the right or wrong place because of all the development decisions have already taking place and there are not other choices because of this development.

Mr. Kozlosky told members the request is not specifically talking about the Cape Fear Skyway. We're talking about all projects within the MPO planning area boundary. The City of Wilmington has already directed staff to file corridor preservation map for the northwest quadrant of Kerr Avenue so that we can preserve that area from six-lots being developed. We have notified the public that the City will hold a public hearing based on the general statute on April 20th for the recordation of that map. We're looking at policies to preserve these corridors from encroaching development. We've talked about Military Cutoff Extension; had the City, on behalf of the County, not filed a corridor map then there would be no corridor for the project and the project would no longer exist. We've seen it in the past and we've been blamed for not having looked into the future and conducted good transportation planning. What staff is trying to do is utilize the powers that are provided through the General Assembly in order to preserve these corridors so that there is a future.

Mr. Saffo told Mr. Kozlosky he makes a very good point. We need to have a very-frank discussion between the cities and counties. If the City is going to be protecting a corridor that will benefit the entire region and the entire community, why isn't everybody participating in the purchase of the property? If it's is good for the entire area, then we should be willing to put up the money to pay for the property and be willing to explain why it's important that we protect it. To sit there and say to the city that we would like for you to complete the corridor protection map, then when the time period expires you purchase it, I think this being unfair to one segment

of our population. If we think we need to preserve a corridor, then it needs to be a regional county/city effort.

Mr. Futch told members it is his understanding that counties cannot purchase corridors and so maybe we ought to go to the legislature and ask for the right for counties to purchase these since they are regional projects. The other side of it is to put it before a referendum of the voters and let the people decide. I think there are plenty of mechanisms to preserve corridors. To allow the MPO to do it will allow a group of thirteen people to supersede all the councils, all the county commissioners and even the state in preserving a corridor when we don't know any more about funding and we don't know any more about the wishes of the people. Maybe we ought to be asking the legislature to give us the right as our three counties, to have a referendum to increase taxes in order to pay for whatever roads we are looking for.

Mr. Ballard suggested tabling the item because we are going to keep running around in circles. We need to research this and determine where we need to go. He told members he believes we have to prepare for the future and if we don't begin now, we'll be left behind once again. I think we should have a system in place as the MPO to preserve corridors. As we begin to move forward, if we are not protecting the land needed now, when the projects come before us, we won't be able to afford to pay anybody for it. I agree with what Mr. Saffo said about having something in place that if we do this, that it be a limited time frame as to how long we can tie up someone's property or we go ahead and purchase that property. Right now we are just spinning this wheel. Let's table this matter and have a meeting among ourselves to find out what we really want to do.

Mr. Ballard made a motion to table the item. Mr. Williams seconded the motion.

Ms. Padgett told members she would like to offer one caution. This is our region and if we are not the ones that decide on where the roads go and what the corridors are, someone else will tell us. It's our region and we should be the ones to decide where corridors are placed.

Mr. Futch told member he felt like there are some things included on the list that should be part of the legislative agenda. The legislature starts back in May and maybe instead of tabling the whole thing indefinitely because there was no timeframe in the motion, we ought to pick the ones that we are in agreement with and come back on the others.

Mr. Williams asked Mr. Ballard if he would be willing to amend his motion to table the Legislative Agenda resolution until the next meeting. Mr. Ballard agreed. Mr. Williams seconded the amended motion. The motion to table carried 10 to 1, with Mr. Futch voting against tabling this item.

b. Resolution Amending the 2009-2010 Unified Planning Work Program

Mr. Kozlosky told member the TAC has the opportunity until March 31st of this year to amend the planning work program for the current fiscal year. Staff evaluated expenditures and identified opportunities to reduce funding in traffic accidents, transit data, transit systems data, community goals and objectives, the forecast for future travel patterns, the transit element of the LRTP, the airport element of the LRTP, the collector street element of the LRTP, the waterway element of the LRTP, the freight element of the LRTP and financial planning of the LRTP, condition management strategies, the environmental justice and the transportation enhancement projects line items. Staff is proposing to increase funds in the travel model updates and the special studies line item. Mr. Kozlosky stated that a consultant will assist with special elements of the LRTP rather than using staff time and this would be done by utilizing the special studies line item.

Mr. Saffo made the motion to amend the 2009-2011 Unified Planning Work Program. Ms Padgett seconded the motion and it carried unanimously.

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

Mr. Kozlosky told members staff conducted the required 30-day public comment period for the 2010-2011 Unified Planning Work Program. The program includes \$75,000 for consultant services to complete a city wide collector street plan, as well as an organizational analysis to see how the MPO can function more efficiently. Mr. Williams made the motion to adopt the 2010-2011 Unified Planning Work Program. Mr. Ballard seconded the motion and it carried unanimously.

d. Resolution Confirming the Transportation Planning Process

Mr. Kozlosky told members the Transportation Planning Process must be in full compliance with the state and federal requirements. Staff has prepared a resolution that certifies that the Wilmington MPO is conducting transportation planning in a continuous, cooperative, and comprehensive manner which meets all the requirements for an adequate Transportation Plan. Mr. Williams made the motion to adopt the resolution. Ms Padgett seconded the motion and it carried unanimously.

8. Joint TAC/CAC Workshop – (moved ahead)

a. Cape Fear Commutes 2035 Long Range Transportation Plan

Mr. Kozlosky told member the purpose of the joint workshop is to identify any concerns on behalf of the TAC regarding Cape Fear Commutes 2035 Transportation Plan. He introduced Mr. Warren Miller with Fountain Works, LLC who facilitated the presentation of the plan. Mr. Kozlosky said presentations of the plan will be made throughout the communities over the next several weeks. Following that the MPO will conduct the 30-day public comment period.

Mr. Kozlosky turned the presentation over to Mr. Howard Loving and Mr. Joshua Mello. Mr. Loving told members the Citizen Advisory Committee (CAC) had been tasked to look out 25-years and address the transportation needs for the region. They approached their task very seriously and at the end of the 2-year process, the committee feels this is truly a regional plan.

Mr. Loving gave a brief history of the Cape Fear Commutes Committee's efforts in preparing the 2035 Long Range Transportation Plan. The process involved massive public outreach that included surveys and six public open houses throughout 2009. He told members this federal-mandated document addresses the comprehensive transportation needs for the region and must be updated on a regular basis. The recommendations in the plan include all modes of transportation. He told members the entire plan can be found at CapeFearCommutes.org.

Mr. Miller facilitated the question and answer portion of the presentation. Ms. Padgett thanked the members of the CAC for the huge amount of work involved in the creation of the Cape Fear Commutes 2035 Transportation Plan.

Following the presentation, Mr. Barfield suggested the TAC have the opportunity to digest the contents of the report. Mr. Williams told members the report will be a valuable tool and he looks forward to receiving input from the area citizens. Mr. Kozlosky said the 30-day public comment period is to open at the end of April and asked that anyone who has questions or comments to get them back to CAC by then.

Ms. Padgett suggested that when presentations are being given, that the committee really get sound feedback from the public on what and how much they are willing to pay to put the plan in

place. We are driving more efficient cars, we are paying less money into the gas tax, the federal government, unfortunately isn't looking beyond five years so we don't want to leave the people attending these meeting assuming that because the population is growing, the money is going to grow too. We are looking at shrinking highway funds and the suggestions of "new-money" sources in the plan are going to be significant. She said she is very interested in what people are really willing to pay to get the improvements outlined in the plan.

Mr. Futch said he did not see anything in this documentation about the Cape Fear Skyway project. Mr. Kozlosky said it is included in the plan as toll-facility. Mr. Mello stated that the Skyway is shown on the maps and it is discussed in the text but it is not a funded project through the surface transportation funds which are identified in the plan. Mr. Futch asked if there was priority associated with that project. Mr. Mello said it was not ranked because this plan only looks at federal and state surface transportation, local bond funding and other transportation sources.

Mr. Cromartie told members the Cape Fear Commutes committee talked a lot about the Cape Fear Skyway. All the members agree that it is essential to the region. The forecasts are dependent on having the Skyway because they feel it is absolutely critical to the future of the area. Mr. Futch asked if it had to be the Skyway or just another bridge. Mr. Mello said the travel demand model only looks at point A and point B and the capacity of the roadway, so there was an additional link considered between New Hanover and Brunswick County in the model. The location is not directly identified in the model.

Chairman Barfield had to leave the meeting and Vice-chair Padgett assumed the Chair.

Ms. Padgett thanked the members of the CAC for the hours devoted to the Cape Fear Commutes 2035 Transportation Plan. She told them they have represented all the TAC members very well. She said the TAC appreciated their taking on this very large task and they have done a great job.

7. Discussion

a. Cape Fear Skyway Resolutions

Mr. Kozlosky said this item was added to the agenda for discussion. He told members the TAC supported and approved resolutions regarding the preservation of the northern corridor in Brunswick County and the request for "gap" funding made to the General Assembly in the past. He would like to request that members of this board take the resolution to their local councils for endorsement. Mr. Futch said don't count on it. Ms. Padgett reminded members we are a regional board and we need to make decisions regionally.

Mr. Futch told members he has come up with a plan to pay for the Skyway. He said he thought it was a very simple plan and it is regional in nature. He told members he has computed how much it will take to build the Skyway and would like to discuss it with members.

Ms. Padgett suggested that Mr. Futch send his information to the members for review and hold discussions on his plan at the next meeting. Mr. Futch said he thought members could discuss it now without having to see the information. Ms. Padgett said the meeting had already run late and members had other commitments. She asked Mr. Futch to send the information to Mr. Kozlosky and he will forward to members for review.

9. Updates

a. City of Wilmington/Wilmington MPO

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

b. Cape Fear Public Transportation Authority

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

c. NCDOT

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

10. Announcements

11. Adjournment

With no further business, the meeting was adjourned at 6:14 PM

Respectfully submitted

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

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 April 28, 2010.

Jonathan Barfield, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

*Wilmington Urban Area Transportation Planning Work
Program*

Fiscal Year 2010-2011



**ADOPTED
March 24, 2010**

**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	44.26.14
Task Code	III-E
Title	Planning for Transit Management & Operations
Task Objective	Administration, operations, and maintenance planning
Tangible Product Expected	Transit system operations and maintenance management
Expected Completion Date of Products	June 2011
Previous Work	Ongoing management of the system
Relationship	This is a collaborative effort of the City of Wilmington and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA, in coordination with the City of Wilmington
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	5,912
Section 5303 NCDOT 10%	5,912
Section 5303 FTA 80%	47,296
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

Wilmington MPO		SPR		SEC. 104 (f) PL		SECTION 5303			SECTION 5307			ADDITIONAL FUNDS			TASK FUNDING SUMMARY			
TASK CODE	TASK DESCRIPTION	Highway		Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Transit			Local 100%	NCDOT		LOCAL	STATE	FEDERAL	TOTAL
		NCDOT 20%	FHWA 80%						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 the LRTP			1,000	4,000										1,000	0	4,000	5,000
II-B-10	Transit Element of the LRTP			400	1,600										400	0	1,600	2,000
II-B-11	Bicycle & Ped. Element of the LRTP			1,000	4,000										1,000	0	4,000	5,000
II-B-12	Airport/Air Travel Element of LRTP			50	200										50	0	200	250
II-B-13	Collector Street Element of LRTP			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 Plng./Project Dev.														0	0	0	0
III-D-1	Transportation Enhancement Plng.			400	1,600										400	0	1,600	2,000
III-D-2	Enviro. Analysis & Pre-TIP Plng.			50	200										50	0	200	250
III-D-3	*Special Studies			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	5,912	5,912	47,296							25,912	5,912	127,296	159,120
TOTALS		0	0	63,250	253,000	5,912	5,912	47,296							69,162	5,912	300,296	375,370

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 AMENDING 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; and

WHEREAS, the Transportation Advisory Committee adopted the FY 2010-2011 Planning Work Program on March 24, 2010.

NOW THEREFORE, be it resolved that the Transportation Advisory Committee hereby amends 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 April 28, 2010.

Jonathan Barfield, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

City of Wilmington/Wilmington MPO
Project Update
April 2010

CAPE FEAR COMMUTES 2035 TRANSPORTATION PLAN

Project Description/Scope: Cape Fear Commutes 2035 is a federally-mandated assessment of the current and future transportation needs of people and goods within the Wilmington MPO area. Cape Fear Commutes 2035 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.

Current Status: The committee charged with crafting the Cape Fear Commutes 2035 Transportation Plan has finalized the draft plan. **The plan was presented to the WMPO Transportation Advisory Committee on March 24th.**

Next Step: The committee has hosted three public open houses and is currently presenting the plan to the governing boards of all WMPO member organizations. The MPO will conduct a 30-day public comment period in May and plans to adopt the plan in June/July.

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 is 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 funded through \$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 from that date. Construction on Phase II began on March 1st and will be completed in 180 days from that date. Kimley-Horn Associates, Inc. submitted 60% design plans for Phase IIIA to the City and UNCW. **Staff has reviewed and commented on the 60% design plans. The City has submitted the Traffic Agreement, Encroachment Agreement and Stormwater applications.**

Next Step: The City is awaiting approval of the Categorical Exclusion for Phase IIIA.

FIT COMMUNITY 2009 GRANT

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

Current Status: The “sharrow” pavement markings and bicycle wayfinding signs have been installed. Council endorsed a resolution supporting the conversion of Ann Street between S. 3rd Street and S. 5th Street to two-way operation. The conversion is complete. The City of Wilmington held a ribbon-cutting ceremony and event on April 17th for the opening the “bicycle boulevard” that is designed to give priority to cyclists.

Next Step: The City is working to design the S. 5th Street/Ann Street improvements. Continue to promote bicycle events scheduled for the Martin Luther King, Jr. Center.

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. 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 19th the Wilmington City Council adopted a resolution to support filing a Transportation Corridor Official Map for the interchange at this location. **Per the Statute, a map has been prepared and is on display at the New Hanover Courthouse. Council approved the corridor map at their public hearing on April 20th.**

Next Step: The map will 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 accessing Dunkin Donuts/Red Roof Inn. City forces will install signal modifications.

Current Status: Contractor has mobilized and completed most of the demolition work. Revised easements are being reviewed by legal.

Next Step: Complete easements, install drainage and base, lay asphalt base, install curbs, lay binder and final asphalt, stripe and open lane.

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 has provided the final draft plan and ordinances for consideration. **Staff is currently reviewing the final draft plan and ordinances.**

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

MULTI-MODAL TRANSPORTATION CENTER (No significant change)

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

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. The Long Range 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

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: Staff has reviewed the draft design plans for Pine Valley East and is awaiting final designs. Staff is currently reviewing the cost estimates. The City plans to bid the project in June.

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: Staff reviewed the 90% plans on February 25th. On April 19th, Council provided staff with direction to remove the median south of the railroad bridge. The consultant will incorporate those comments into the 100% final design plans. The City has approved a municipal agreement that will transfer maintenance and outline the funding for the resurfacing of the street. The agreement has been forwarded to NCDOT for approval. Staff is working with Cape Fear Public Utility Authority (CFPUA) to develop an Inter-local Agreement for the construction of the improvements along North 3rd Street. CFPUA is currently reviewing the draft agreement, which should be presented to Council in May/June.

Next Step: Completion of the 100% final design plans in May. The City anticipates beginning construction of the streetscape corridor enhancements in August/September.

PEDESTRIAN CROSSING: ANN STREET AT SOUTH 3RD STREET

Project Description/Scope: This project will provide a marked crosswalk and median closure 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 were installed on April 22nd.

Next Step: Complete construction by the end of April.

PEDESTRIAN CROSSING: EASTWOOD ROAD AT MILITARY CUTOFF ROAD

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 has been 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: The Agreement has been signed by the developer.

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 NCDOT in late 2009. 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 has finalized the pavement marking plans.

Next Step: Staff will hold a public meeting in May to review the pavement marking plans with the community. Implement the pavement marking plans for Princess Place Drive and South Front Street as designed by Ramey Kemp & Associates.

SAFE ROUTES TO SCHOOL: BRADLEY CREEK ELEMENTARY (No significant change)

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 by May.

SAFE ROUTES TO SCHOOL: PARK AVENUE AT INDEPENDENCE BOULEVARD

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 the 60% design plans. **The City and NCDOT have reviewed the plans and which are being adjusted per comments from NCDOT. The City has submitted the traffic and encroachment agreements.**

Next Step: Complete design by the end of May.

SAFELIGHT

Project Description/Scope: This program of traffic signal violation photo image monitoring and enforcement to improve safety on public streets. This ongoing project has shown to reduce crashes over the 8-year period of the project at the 13 monitored intersections.

Current Status: NCDOT permits in hand. American Traffic Solutions (ATS) has acquired the contract from TraffiPax. Field investigations commenced 4/12/10 and the drawings for the first two sites should be available by April 23rd.

Next Step: Procure agreement confirming closure of the deal to transfer contract. Revise NCDOT encroachment permit to reflect ATS approach to site enforcement. Construct first two sites.

TRAFFIC SIGNAL SYSTEM UPGRADE/EXPANSION

Project Description/Scope: Collaborative effort between NCDOT and the City of Wilmington. This project will replace all signal control cabinets, replace central control computers and software, upgrade copper communications cabling to fiber optic and expand system coverage to encompass all signals that functionally affect traffic flow on major corridors within the City. Final system will have 210+ signals centrally controlled vs. the 160 +/- currently under **distributed** control.

Current Status: All intersection control boxes have been upgraded. All cameras are active and monitored.

Next Steps: Complete Phase 1/2/3 punchlist and begin final acceptance testing.

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 October 28, 2009 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. **On April 5th the Wilmington City Council endorsed resolutions supporting the northern alignment and "gap" funding. Staff is currently meeting with the local delegation in an effort to secure the "gap" funding. Several other local jurisdictions and counties will consider resolutions in April.**

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.

WRIGHTSVILLE AVENUE BICYCLE LANES (No significant change)

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

April 23, 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 21, 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: **Work Complete**

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