



WILMINGTON URBAN AREA Metropolitan Planning Organization

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Members:

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR
Public Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

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

Meeting Agenda

Wilmington Urban Area MPO
Transportation Advisory Committee

TO: Transportation Advisory Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: May 22, 2014
SUBJECT: May 28th Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, May 28th at 4 pm. The meeting will be held in the Lord Spencer Compton Conference Room at City Hall in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Conflict of Interest Reminder
- 3) Approval of Minutes:
 - a. 4/30/14
- 4) Public Comment Period
- 5) Consent Agenda
 - a. Opening of the 30-day public comment period for STIP/MTIP Amendments
 - b. Resolution adopting STP-DA Project Submittal Guide
 - c. Resolution adopting TAP-DA Project Submittal Guide
 - d. Resolution adopting an amendment to the 2014-2015 UPWP
- 6) New Business
 - a. Resolution rescinding the request for the Wilmington MPO to the federal designated recipient of Section 5310 funds
 - b. Resolution supporting the Cape Fear Public Transportation Authority be the federal designated recipient of Section 5310 funds
 - c. Re-schedule September 24th TAC Meeting Date
- 7) Discussion
 - a. NCDOT response regarding the removal of certain routes within the Wilmington region from the North Carolina truck network with reasonable access routes designation
 - b. Strategic Transportation Investment Formula
 - c. Strategic Highway Corridors
 - d. Statewide Rail Plan
 - e. Shipyard Boulevard Sidewalk Project

- 8) Updates
 - a. Crossing over the Cape Fear River Work Group
 - b. Wilmington MPO
 - c. Cape Fear Public Transportation Authority
 - d. NCDOT Division
 - e. NCDOT Transportation Planning Branch
- 9) Announcements
 - a. Wilmington MPO Bike/Ped Committee meeting- June 19th
- 9) Next Meeting –June 25, 2014

Attachments:

- Minutes 4/30/14 meeting
- STIP/MTIP Amendments (May)
- STP-DA Project Submittal Guide
- Resolution adopting STP-DA Project Submittal Guide
- TAP-DA Project Submittal Guide
- Resolution adopting TAP-DA Project Submittal Guide
- Revised 2014-2015 Unified Planning Work Program
- Resolution adopting an amendment to the 2014-2015 Unified Planning Work Program
- Resolution rescinding the request for the Wilmington MPO to the federal designated recipient of Section 5310 funds
- Resolution supporting the Cape Fear Public Transportation Authority be the federal designated recipient of Section 5310 funds
- Previously adopted resolution requesting removal of certain routes with the Wilmington region from the North Carolina Truck Network with Reasonable Access Routes Designation
- Response letter from NCDOT regarding the request for removal of certain routes with the Wilmington region from the North Carolina Truck Network with Reasonable Access Routes Designation
- Wilmington MPO's adopted Local Input Methodology
- Strategic Highway Corridors Information
- NCDOT Rail Plan Survey
- NCDOT Rail Plan Project Submission Form
- City of Wilmington/Wilmington MPO Project Update (May)
- Cape Fear Public Transportation Authority Update (May)
- NCDOT Project Update

Meeting Minutes
Wilmington Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Date: April 30, 2014

Members Present:

Laura Padgett, Chair, City of Wilmington
Pat Batleman, Vice-chair, Town of Leland
Dean Lambeth, Town of Kure Beach
Gary Doetsch, Town of Carolina Beach
Frank Williams, Brunswick County
Hank Miller, Town of Wrightsville Beach
Joe Breault, Town of Belville
David Williams, Pender County
Earl Sheridan, City of Wilmington
Jonathan Barfield, Cape Fear Public Transportation Authority

Staff Present:

Mike Kozlosky, Executive Director

1. Call to Order

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

2. Conflict of Interest Reminder

Ms. Padgett asked if any members had a conflict of interest with any items on the meeting agenda. No members reported having a conflict of interest.

3. Approval of Minutes

The minutes for the March 26th meeting were approved unanimously.

4. Public Comment Period

Mr. Andy Koeppel addressed members regarding the minimum problem statement for the I-74 Alternate. He told members the project was originally planned to follow NC 211 through the Green Swamp. He noted that due to the environmental issues created with the route, the project was tabled. Mr. Koeppel stated that he was concerned that if TAC members passed the resolution that included a purpose and need statement for the I-74 Alternate, it would detract from our ability to get the funding for I-74 going between Whiteville and Wilmington. He noted that Mr. Kozlosky assured him that would not be the case. Mr. Koeppel told members that the I-74 Alternate is not a highway that deserves attention.

5. Presentation

a. Independence Boulevard Extension

Mr. Ted Devens, with NCDOT gave a presentation on the Independence Boulevard Extension project. He noted that the project is still in the alternatives analysis screening process and the Department is accepting feedback from local officials to get initial thoughts on what they would like to see for the project. Mr. Devens presented a draft video that included a review of the purpose and need for the project, as well as the constraints involved and the impact to the area.

Following the video, Ms. Padgett questioned the need to construct the entire facility as a raised or depressed roadway when there are only conflict points at four locations. She suggested that it be built as a boulevard facility. Mr. Devens told members that if the project is built at grade, traffic volumes at key intersections would cause those intersections to fail. He said because the entire project is only 1.7 miles in length, the real constrain will be the distance needed to bridge the intersections.

Based on the alternatives presented, Ms. Padgett asked why the Department would consider raising the rail for the entire project. Mr. Gary Lovering, project engineer for NCDOT told members with crossing at 36 feet high and at a 1% grade, it would be best to keep the rail elevated. Ms. Padgett told member she is concerned that if the rail is built on a continuous berm it would block streets in the future. She suggested that it be bridged. Mr. Devens said bridging the facility is an option; however, it would be very expensive to build and maintain.

Mr. Barfield told member he understands the need for the project but his main concern is the impact on the surrounding community and he cannot support the project. Dr. Sheridan said he too was concerned about the impact on the neighborhood as far as displacing people and having an expressway splitting the neighborhood area.

Mr. Devens noted that the engineering team working on the project is aware of the impacts to the surrounding community and that's why they are seeking feedback from TAC members. Ms. Padgett suggested that the purpose and need statement may need to be rewritten. Do we want people to go 55mph through the City of Wilmington? Mr. Frank Williams told members it's important to keep in mind the character you want to maintain for your community.

Mr. David Williams asked if TAC members were being asked to take action on the project. Mr. Kozlosky said no. The Department's engineering team is here because at the last meeting staff was asked to provide an update on the project. Ms. Padgett told members that there needs to be more conversation with the City of Wilmington as the project moves forward.

b. Wilmington MPO Travel Demand Model

Mr. Roberto Miquel, with CDM Smith gave a presentation on the Wilmington Travel Demand Model. He reviewed the key features offered with the new update of the model. Mr. Miquel told members that the travel demand model will be completed by May 31st.

6. Consent Agenda

a. Resolution approving the STIP/MTIP Amendments

Mr. Frank Williams made the motion to approve the STIP/MTIP Amendments. Mr. David Williams seconded the motion and it carried unanimously.

7. New Business

a. Resolution adopting the Purpose and Need/Minimum Problem Statements

Mr. Kozlosky told members that a few of the projects in Prioritization 3.0 do not have minimum problem statements because they were previously either loop or toll eligible projects. He noted that minimum problem statements were also needed for some of the projects that are now within the WMPO's planning area boundary that had previously been submitted by the RPO. The minimum problem statements are used as a guide when we prioritize the local input points.

Dr. Sheridan asked for clarification on the purpose of the Minimum Problem Statement. Mr. Kozlosky told member they will be identifying that there is a problem that exists. Mr. Kozlosky said staff is using the minimum problem statement as a guide in assigning the local points.

Ms. Padgett noted that the TAC is not approving a particular project. She told members that she would like to add the wording to the minimum problem statement for the Independence Boulevard extension project. She would like to include that this issue may not be necessarily fixed by one road and that it may take more than one effort to fix the problem of getting people north/south across Wilmington.

Ms. Batleman asked to amend the minimum problem statement for the Crossing over the Cape Fear River to include how important the project is to the Port of Wilmington. Ms. Padgett noted that it might help with funding. Ms. Batleman said getting the traffic into the State Port was one of the key elements in the project.

Ms. Padgett told member she was concerned about the wording for the I-74 Alternate minimum problem statement. She asked if this was requesting to build an alternate to I-74. Mr. Kozlosky said the minimum problem statement is speaking about taking I-74 and carrying it down through the Green Swamp toward Myrtle Beach. Since that time, the TAC representatives and local community leaders expressed a desire to bring the alignment to Wilmington and connect to the Wilmington Bypass. He noted that the Myrtle Beach MPO does not desire to remove that connection down to Myrtle Beach.

Mr. Kozlosky told members that the minimum problem statement was crafted to meet the requirements for the process of assigning local input points. When the process of ranking project begins, TAC members will make the decision to assign points to the project or not.

Mr. Frank Williams told members as a member of the RPO, one of their goals is to get the path through the Green Swamp off the maps. He noted that if the way it's written is to emphasize going through the Green Swamp, he would rather leave it off.

Ms. Padgett told members she would take a motion to remove I-74 Alternate minimum problem statement from consideration in the ranking process. Mr. Doetsch said he would make that motion. Mr. David Williams seconded the motion and it carried unanimously.

Mr. David Williams made the motion to adopt the Purpose and Need/Minimum Problem Statements with the modifications from Ms. Padgett and Ms. Batleman. Mr. Frank Williams seconded the motion and it carried unanimously.

8. Discussion

a. Surface Transportation Program-Direct Attributable and Transportation Alternatives Program-Direct attributable Selection Criteria

Mr. Kozlosky told members that at the last TCC meeting, members suggested assigning of points for projects as to where they are at in the process. He said staff will bring their request to the board at the May meeting.

8. Updates

Project updates for the Wilmington MPO, CFPTA and NCDOT Division and Planning Branch are included in the agenda packet.

Ms Padgett told members she would like to request moving the September TAC meeting to another date. She asked staff to add that item to the agenda for the May meeting. Mr. Frank Williams told members that he will not be able to attend the meeting in May. Ms. Padgett asked staff to poll members to determine if we will have a quorum for the meeting in May.

Ms. Padgett told members she had a request to discuss starting the TAC meeting at 3:30 rather the 4:00. The consensus of the members was that meeting will begin at 3:30 beginning with the May meeting.

10. Adjournment

With no further business, the meeting was adjourned at 5:38 PM

Respectfully submitted

Mike Kozlosky

Executive Director

Wilmington Urban Area Metropolitan Planning Organization

**THE ABOVE MINUTES ARE NOT A VERBATIM RECORD OF THE PROCEEDINGS.
THE ENTIRE PROCEEDINGS ARE RECORDED ON A COMPACT DISC AS PART OF THIS RECORD.**

**PROPOSED REVISIONS TO 2012-2020 STIP
PROGRAM**

**STIP/MTIP Additions
(May)**

U-5527	VARIOUS, WILMINGTON URBAN AREA MPO TRANSPORTATION ALTERNATIVES PROGRAM. <i>ADD RIGHT-OF-WAY IN FY 15 AND CONSTRUCTION IN FY 15 NOT PREVIOUSLY PROGRAMMED.</i>	RIGHT-OF-WAY	FY 2015 - \$25,000 (TA) FY 2015 - \$6,000 (C)	
		CONSTRUCTION	FY 2015 - \$200,000 (TA) FY 2015 - <u>\$50,000</u> (C)	\$281,000
U-5534	VARIOUS, WILMINGTON URBAN AREA MPO STP- DA PROGRAM. <i>ADD RIGHT-OF-WAY IN FY 15 AND CONSTRUCTION IN FY 15 NOT PREVIOUSLY PROGRAMMED.</i>	RIGHT-OF-WAY	FY 2015 - \$500,000 (STPDA) FY 2015 - \$125,000 (C)	
		CONSTRUCTION	FY 2015 - \$1,525,000 (STPDA) FY 2015 - <u>\$381,000</u> (C)	\$2,531,000



Wilmington Urban Area Metropolitan Planning Organization Surface Transportation Program-Direct Attributable Project Submittal Guide Fiscal Year 2015

Date of Release: September 15, 2014

Optional Pre-application Review: October 13, 2014

Electronic Application Submittal Deadline: 5 pm November 17, 2014

Submit one CD to:
WMPO
305 Chestnut Street, Fourth Floor
Wilmington, NC 28401

CD should be labeled with the following:
Project Name
Name of Government Agency
Requested Funding Source
Date

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Introduction

In addition to apportioning Surface Transportation Program (STP) funds to each state for the state's entire Federal-aid system; Moving Ahead for Progress in the 21st Century (MAP-21) allocates STP Direct Attributable (STP-DA) funds directly to any Metropolitan Planning Organization (MPO) that is designated as a Transportation Management Area (TMA). STP funds have broad latitude for use on metropolitan transportation planning and projects along and in support of the Federal-aid system per 23 U.S. C. 133. Specific eligibility criteria and guidance can be found through the Federal Highways Administration (FHWA www.fhwa.dot.gov).

As a Transportation Management Area (TMA), the Wilmington Urban Area Metropolitan Planning Organization (WMPO) will receive a direct allocation of \$2,762,416 in STP-DA funding annually. This direct allocation is referred to by the WMPO as Surface Transportation Program Direct Attributable (STP-DA). The WMPO Transportation Advisory Committee (TAC) supported transferring an initial 15% annually from this direct allocation to supplement the Unified Planning Work Program (UPWP). The TAC adopted modal investment targets as follows for the remaining STP-DA funds: 20% to Public Transportation, 15% to Intersection improvements, 15% to Roadway Improvements, and 50% to Bicycle and Pedestrian Improvements. A competitive process has been adopted to determine which projects are funded. Each jurisdiction is able to submit one project of not less than \$125,000 for possible award.

If desired by the applicant, the WMPO will provide an initial screening for completeness of application. This is an optional step for the application but if desired the draft application must be submitted by October 15, 2013.

Eligibility Criteria

In order to be eligible for Surface Transportation Program – Direct Attributable (STP-DA) funding, a project must meet the minimum criteria outlined in this section. Also, a completed application must be submitted by the applicant(s). Co-applications can be submitted by a combination of municipalities in a primary applicant and secondary applicant format. Incomplete applications will not be considered. These criteria meet federal and state funding requirements, as well as the goals of the WMPO for STP-DA dollars as adopted by the Transportation Advisory Committee (TAC). Projects that do not meet these criteria will not be considered for funding.

1) Federal Aid Eligible Projects

The federal eligibility requirements associated with Transportation Alternative Program funding can be found in 23 USC §133
(<http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>)

2) Locally Administered

By submitting a project for STP-DA funding, the municipality(ies) or local government entity(ies) are committing funds to sponsor said project. The applicants (if awarded) shall be responsible for all federal and state reporting requirements associated with STP-DA funding. The local government entities are also expected to make progress reports to the TAC upon request. An inter-local agreement between the North Carolina Department of Transportation (NCDOT) and the designated recipients will outline a reimbursement schedule; local sponsors will be required to front all project costs, invoice NCDOT, and then get reimbursed for the federal percentage dedicated to the project. The WMPO may assist in coordination between NCDOT and the local government entities, however, the ultimate responsibility and the signatories on the NCDOT agreements will be the local government entities.

3) Compliant with the adopted MTP/LRTP

Projects must be identified in the WMPO's current and adopted Metropolitan Transportation Plan/Long-Range Transportation Plan (MTP/LRTP). If desired projects are not identified in the adopted MTP/LRTP at the submittal stage, the MTP/LRTP must be revised before projects are prioritized. In accordance with federal guidelines, the MTP/LRTP must remain fiscally constrained. The TAC must approve any modifications. A copy of the current LRTP can be found here: <http://wmpo.org/plans.html>

4) Locally funded with funding commitment

All funds programmed with STP-DA dollars require a minimum 20% local cash match. The funding application must include a resolution supporting this financial commitment. If an application is a primary/secondary applicant format, a resolution by all parties involved must be submitted with the application.

In addition to the provision of the match commitment submitted as part of the STP-DA application, local government entities are responsible for funding cost overruns on projects in excess of the final programmed cost estimate. This provision may only be waived through the approval for additional funding from TAC and through additional Surface Transportation Improvement Program (STIP) amendments by the Board of Transportation if needed.

- 5) **Transportation Improvement Program (TIP)**
Projects not in compliance with an existing TIP category will require a TIP amendment. Applicants should consider that the TIP amendment process could delay the funding obligation timeline.
- 6) **Project Design Intent**
Project design intent must meet Federal and State guidelines.
- 7) **Project Cost**
Minimum amount requested will be \$125,000.

Total Cost of Project = Total STP-DA funding requested from TAC + Total Local Match

For example, if \$125,000 is requested, the minimum local match will be \$31,250 for a minimum total project cost of \$156,250.

Program Administrative Details

- 1) **Project Scope**
The target modal mix that has been adopted for fiscal year 2014 is as follows:
Transit=20%
Bicycle and Pedestrian=50%
Intersections=15%
Roadways=15%

The modal mix may be revisited on an annual basis at the discretion of the TAC. Due to the high administrative burden associated with projects funded with STP-DA dollars, the minimum estimated project cost shall be \$125,000.
- 2) **Project Submittal Limits**
For FY 2014, the maximum number of project submittals allowed per jurisdiction is four. Each jurisdiction may submit 0, 1, 2, 3, or 4 projects under any one category as long as the total number of projects submitted by any jurisdiction is no more than four.

3) No Unfunded Project Carry-Over

Projects submitted in FY 2014 that are not prioritized for STP-DA funding are not automatically considered for funding in subsequent years. Any unfunded project may be resubmitted in subsequent years for funding.

4) Construction Requirement within 10 years

As a federal funding source, the use of STP-DA funds must result in achieving Construction Authorization of the project within 10 years of the fiscal year when Preliminary Engineering was authorized. As a result, projects that have cost overruns must be accounted for through a commitment of local funds through the construction phase. This provision may only be waived by the approval for additional funding from TAC and through additional STIP amendments by the Board of Transportation if needed.

Application Materials

Applicants are required to submit the following materials with their application:

- 1) Map of proposed project (See Exhibit A for an example)
- 2) GIS file of project
- 3) Funding Request Submittal Form – Background Information
- 4) Funding Request Submittal Form – Bicycle and Pedestrian Improvements
- 5) Resolutions of support from local government agency to apply for STP-DA funding AND committing a minimum 20% cans match. Signature must be provided. (See Exhibit B for an example)
- 6) Supporting documents – Pictures with labels, additional maps, resolutions adopting plans that specify a need for the project, etc. (Resolutions supporting plan must have been adopted prior to call for projects)

Details and descriptions of these required materials are supplied in the sections to follow.

1) Map of Proposed Project – See Exhibit A

This map is required with all applications. On an 8.5 x 11 or 11 x 17 sheet of paper include the following:

- a. Full extent of proposed project
- b. Inset vicinity map – use your jurisdictions boundary
- c. ½ mile buffer around proposed project drawn in **BLACK**
- d. Existing roadways drawn in **GREY**
- e. Proposed project drawn in **RED DOTTED LINE** (linear projects) or **RED CIRCLE** (intersection or point projects)
- f. Existing sidewalk drawn in **BLUE**
- g. Existing bike lanes drawn in **YELLOW**
- h. Existing greenway/multi-use path drawn in **GREEN**
- i. Existing bus stop drawn as **PURPLE STAR**
- j. Existing crosswalks (improved intersections) drawn as **ORANGE CIRCLE**
- k. Major obstacle drawn in **BROWN** (refer to #2 in bike/ped application)
- l. Title
- m. Legend
- n. North Arrow
- o. Scale
- p. Length of project (if applicable)

Note: if you are suggesting the proposed project should receive points for providing a new connection over a major obstacle (#2 in bike/ped application) or connecting to transit (#10 in bike/ped application), be sure to illustrate this on this map.

2) **GIS File of Project**

Submit a GIS file geodatabase for your project that meets the following specifications:

- Projection= NAD_198_StatePlane_North_Carolina_FIPS_3200_Feet
- File Geodatabase for submittal of multiple files for a single project to include .mxd files and associated data
- Reasonable and concise metadata must be documented for all files submitted to include:
 - Date of data creation
 - Entity that created data
 - Length of data validity (expiration date)
 - Process for deriving data

Metadata should be documented in the file's metadata tab

3) **Funding Request Submittal Form – Background Information**

The following descriptions of items are to help describe how you should complete this form:

Type of Project – Indicate here what type of project you are submitting. Keep in mind that all projects must comply with eligibility criteria as defined on page 4.

Project Phase – Choose the phases of the project that you are applying to complete.

Project Name – A descriptive name of your project.

Project Location – The physical location of the proposed project (typically the jurisdiction or area name).

TIP ID# - In the case that your project is for work on a project that is already in the TIP, the TIP number here.

Total Project Cost – An estimate of the total cost of the project for all phases needing completion (Design/NEPA, Right-of-Way, Construction). Note that local jurisdictions are responsible for 100% of actual project costs exceeding the estimations programmed through this process into the STIP (unless otherwise approved by the TAC). Local match and requested funding should be broken out.

Total STP-DA funding requested from TAC = Total Cost of Project – Total Local Match

Primary Applicant/Secondary Applicant – The name of your agency.

Managing Agency – The managing agency will typically be the Primary/Secondary Applicant; in some cases, however, local governments could partner with NCDOT or the WMPO to have the Division office or the WMPO staff administer a project. Coordination would be required in advance of project submittal in cases where the local jurisdiction requests assistance from NCDOT or the WMPO.

Contact Person – This is the person WMPO staff will contact with questions regarding the application.

Project Description – A specific description of your project, including beginning and end points of the project and specific facility type.

Problem Statement – This can be thought of as a preliminary Purpose & Need Statement used to justify expenditure of funds to address a problem in a WMPO member jurisdiction. The problem statement should state the transportation problem to be solved as well as a minimal amount of data needed to support the problem statement.

LRTP Status – Insert the applicable appendix and page number where the project is referenced in the current LRTP. If the project is not in the current LRTP, check the corresponding box.

4) **Funding Request Submittal Form – Mode-Specific Information**

The form submitted for your project will be specific to the type of project for which you are submitting. Local government entities may submit for a project in any of the following categories (no more than 4 projects):

- A) Bicycle and Pedestrian Improvements
- B) Intersection Improvements
- C) Roadway Improvements

Local government entities should coordinate directly with the Cape Fear Public Transit Authority if they intend to submit a transit project.

A. Bicycle and Pedestrian Improvements

The following descriptions of items are to help describe how you should complete this form.

Who will maintain this project after completion? – Identify the entity that will be responsible for maintenance of a project after construction is completed. The responsible party is most likely the Primary/Secondary Applicant and may, in a few cases, be the managing agency.

Project Readiness – Is the project in following stage of completion:

Environmental Investigation/Permitting – Project is in the stages of Environmental documentation and/or permitting stage.

Design/Survey/Construction Documents – Project has or is in the process of surveying or construction document preparations.

ROW acquisition – Project is in the stages of Right-Of-Way acquisition.

Bid Phase – Project has been/or is in the process of obtaining construction bids.

Partial Construction – Project has started construction or has been awarded and initial contract has been executed.

Closing a gap – Choose one of the following choices on the sheet:

Closing an internal gap in total facility length > 2 miles - Select if project “fills in a gap” between two networks or parts of the same network that, should the project be completed, would form a network of over 2 miles in continuous length.

Closing an internal gap in total facility length > 0.5 miles - Select if project “fills in a gap” between two networks or parts of the same network that, should the project be completed, would form a network of over 1/2 mile in continuous length.

Providing an extension making total facility length > 2 miles - Select if project is an addition to an endpoint of an existing facility to create, upon completion of the project, a total continuous facility length of over 2 miles.

No gap and proposed total facility length < 2 miles - Select if project will not share an endpoint with an existing bicycle or pedestrian facility.

Link Explanation – If the project is considered a missing link, as described above, use this space to detail the beginning and end points of the total facility created by the project. (Include this on the map).

MAP: If you are suggesting the proposed project should receive points for closing a gap, a separate map is required. On an 8.5 x 11 or 11 x 17 sheet of paper include the following:

- a. Full extent of proposed project
- b. Inset vicinity map – use your jurisdictions' boundary
- c. ½ mile – 2 mile buffer around proposed project drawn in **BLACK**
- d. Existing roadways drawn in **GREY**
- e. Proposed project drawn in **RED DOTTED LINE** (linear projects) or **RED CIRCLE** (intersection or point projects)
- f. Only include the existing facility that your project will be closing a gap:
 - a. Existing sidewalk drawn in **BLUE**
 - b. Existing bike lanes drawn in **YELLOW**
 - c. Existing greenway/multi-use path drawn in **GREEN**
 - d. Existing crosswalks (improved intersections) drawn as **ORANGE CIRCLE**
- g. Title
- h. Legend
- i. North Arrow
- j. Scale
- k. Length of project (if applicable)

See Exhibit C for an example of a 'Closing a Gap' Map.

Major Obstacle – Choose one of the following choices on the sheet:

High – Select if the project creates a new connection across a river, railroad or limited-access multi-lane freeway.

Medium - Select if the project creates a new connection across a roadway containing four or more lanes.

None - Select if neither of the above applies to this project.

NOTE: If a major obstacle is present it should be shown on the Map of Proposed Project – see Exhibit A for an example.

Safety Concern – If there are any, report the number of documented bicycle and pedestrian crashes within the past 5 years. This must be a TEAAS report requested from the WMPO. Please email WMPO staff with a specific project description and location. This data must be requested one month before application due date.

Goat Path – Choose “Yes” where existing use can be demonstrated in the absence of a facility through documented evidence such as a clearly worn path.

Adopted in Plan – Choose “Yes” where the specific project has been adopted in a plan by resolution. If yes, list the name of the plan in the space provided and attach a copy of the resolution signed by your jurisdiction.

Local Match – The minimum local match required on all STP-DA projects is 20%. Projects will receive additional points during prioritization for having 30% or more of total project cost provided in local match. Note that, while cost estimates may change throughout the life of a project, the percentage of the local match determined for the purposes of these criteria is based on the cost estimated at the time prioritization is complete for the fiscal year. Provide the amount of local match as well as the requested amount of funds. A signed resolution on letterhead must be included for your application to be complete. Resolution must specifically include the financial commitment. See Exhibit C for an example of a resolution.

Cost of NEPA/Design Phase – Provide an estimate of the total cost of the NEPA/Design Phase. This estimate should include the cost for environmental documentation, permitting, and preliminary engineering. Note that the sum of the three phase-specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the “Total Estimated Cost of Project”.

Cost of Right-of-Way Phase – Provide an estimate of the total cost of the Right-of-Way Phase. This estimate should include the cost for acquisition of right-of-way and utility relocation. Note that the sum of the three phase-specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the “Total Estimated Cost of Project”.

Cost of Construction Phase – Provide an estimate of the total cost of the Construction Phase. This estimate should include the cost for materials, construction and inspections of the project. Note that the sum of the three phase-specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the “Total Cost of Project”.

Total Cost of Project – Provide the estimate that was provided on the Background Information form.

Total Cost of Project = Total STP-DA funding requested from TAC + Total Local Match

Proximity of a School – Indicate if a project is within ½ mile, 1 mile or 1.5 miles of each school type. If you are suggesting the proposed project should receive points for proximity of a school, a separate map is required. On an 8.5 x 11 or 11 x 17 sheet of paper include the following:

- a. Full extent of proposed project
- b. Inset vicinity map – use your jurisdictions boundary
- c. ½ mile – 1.5 mile buffer around proposed project drawn in **BLACK**
- d. Existing roadways drawn in **GREY**
- e. Proposed project drawn in **RED DOTTED LINE** (linear projects) or **RED CIRCLE** (intersection or point projects)
- f. Schools located within the ½ mile, 1 mile and 1.5 mile buffer in **PURPLE**.
- g. Title
- h. Legend
- i. North Arrow
- j. Scale
- k. Length of project (if applicable)

See Exhibit D for an example of a 'Proximity of a School' Map.

Bicycle/Pedestrian Generators – Indicate if projects are within ½ mile of each of the following facility types as determined by their current tax assessment-based land use code: residential, public park/playground/recreation center, shopping/retail & services, public library, or business park/office/hospital.

If you are suggesting the proposed project should receive points for closing a gap, a separate map is required. On an 8.5 x 11 or 11 x 17 sheet of paper include the following:

- a. Full extent of proposed project
- b. Inset vicinity map – use your jurisdictions boundary
- c. ½ mile buffer around proposed project drawn in **BLACK**
- d. Existing roadways drawn in **GREY**
- e. Proposed project drawn in **RED DOTTED LINE** (linear projects) or **RED CIRCLE** (intersection or point projects)
- f. Only include the bicycle/pedestrian generators within ½ mile of the proposed facility:
 - a. Public Park/Public Playground/Recreational Area drawn in **GREEN**
 - b. Residential Areas drawn in **BLUE**
 - c. Shopping/Retail Areas drawn in **YELLOW**
 - d. Library drawn in **PINK**
 - e. Business Park/Office/Hospital drawn in **ORANGE**
- g. Title
- h. Legend

-
- i. North Arrow
 - j. Scale
 - k. Length of project (if applicable)

See Exhibit E for an example of a 'Bicycle and Pedestrian Generator' Map

Connection to Transit – Indicate if the project provides a direct bicycle or pedestrian connection to an adopted Cape Fear Public Transit Authority bus stop or a park & ride lot. This should be shown on the Map of Proposed Project (see Exhibit A).

Note: To receive points, the proposed project must directly connect to a bus stop or a park and ride lot. This should be indicated on the map. A project will not receive points for being within a ½ mile of a bus stop or a park and ride lot.

WMPO Parallel Functional Classification – Indicate the associated functional classification of the parallel roadway as adopted by the WMPO.
(<http://www.ncdot.gov/doh/preconstruct/tpb/FCS/>)

Right-of-Way/Easement Dedication and Utility Relocation - Choose one of the following choices on the sheet:

No additional right-of-way and no major utility relocations needed – Select if no additional right-of-way or major utility relocations are required.

Minimal additional right-of-way and no major utility relocations needed – Select if right-of-way is required from 2 or fewer property owners and major utility relocations are not required.

Significant additional right-of-way needed – Select if right-of way is required from 3 or more property owners.

Major utility relocations needed – Select if major utility relocations will be needed for project.

Bicycle/Pedestrian Competitive Process:

Project Readiness	/5
Missing Link	/5
Major Obstacle	/5
Safety Concerns	/10
Goat Path	/5
Adopted in Plan/Policy	/5
Local Match	/15
Proximity of a School	/23
Bicycle and Pedestrian Generators	/25
Connection to Transit	/10
WMPO Parallel Functional Classification	/7
Right-of-Way/Easement Dedication	/5
TOTAL	/120

B) Intersection Improvements

Who will maintain this project after completion? – Identify the entity that will be responsible for maintenance of a project after construction is completed. The responsible party is most likely the Primary/Secondary Applicant and may, in a few cases, be the managing agency

Project Readiness – Is the project in following stage of completion:

Environmental Investigation/Permitting – Project is in the stages of Environmental documentation and/or permitting stage.

Design/Survey/Construction Documents – Project has or is in the process of surveying or construction document preparations.

ROW acquisition – Project is in the stages of Right-Of-Way acquisition.

Bid Phase – Project has been/or is in the process of obtaining construction bids.

Partial Construction – Project has started construction or has been awarded and initial contract has been executed.

Safety – Choose one of the following choices on the sheet based on the 5-year TEAAS traffic data: No accidents, less than 5 accidents, 5-14 accidents, more than 14 accidents, or 1 or more fatalities. This number will be verified by WMPO staff through a TEAAS report during project evaluation

Right-of-way/Easement Dedication – Choose one of the following choices on the sheet:

No additional right-of-way needed – Select if no additional right-of-way is needed

Minimal additional right-of-way needed – Select if right-of-way is required from 2 or fewer property owners

Significant additional right-of-way needed – Select if right-of way is required from 3 or more property owners

Constructability – Choose one of the following choices on the sheet:

No significant impacts – Select if no additional permitting is required, if there are no historical properties involved, if all work can be completed without significant utility relocation, and if all geometric/traffic engineering changes can be accomplished within existing extent of pavement

Widening of pavement/minimal utility relocation – Select if widening of the pavement is required, no historical properties are involved, and if all work can be completed without significant utility relocation

Total rebuild of existing conditions/substantial utility relocation – Select if substantial utility

relocation is required and/or if significant realignment of the pavement/intersection is required, and no historical properties are involved

Significant impacts involved – Select if additional permitting is required, if historical properties are involved, and if there is a significant need to relocate utilities

Supplemental Funding Sources – Select “Yes” where the project can be tied-in with an existing project or an entity other than the Primary/Secondary Applicant has committed funds toward the project

Local Match – The minimal local match required on all STP-DA projects is 20%. Projects will receive additional points during prioritization for having 30% or more of total project cost provided in local match. Note that, while cost estimates may change throughout the life of a project, the percentage of the local match determined for the purposes of this criteria is based on the cost estimate at the time prioritization is complete for that fiscal year. A signed resolution must be included for your application to be complete. Resolution must specifically include the financial commitment. See Exhibit C for an example of a resolution. It must be signed and on letterhead.

Cost of NEPA/Design Phase – Provide an estimate of the total cost of the NEPA/Design Phase. This estimate should include the cost for environmental documentation, permitting, and preliminary engineering. Note that the sum of the three phase-specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the “Total Cost of Project”

Cost of Right-of-Way Phase – Provide an estimate of the total cost of the Right-of-Way Phase. This estimate should include the cost for acquisition of right-of-way and utility relocation. Note that the sum of the three phase-specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the “Total Cost of Project”

Cost of Construction Phase – Provide an estimate of the total cost of the Construction Phase. This estimate should include the cost for materials, construction and inspections of the project. Note that the sum of the three phase-specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the “Total Cost of Project”

Total Cost of Project – Provide the estimate that was provided on the Background Information form

$$\text{Total Cost of Project} = \text{Total STP-DA funding requested from TAC} + \text{Total Local Match}$$

Volume to Capacity Ratio (VCR) – This is evaluated based on volumes and capacities estimated every other year by NCDOT or the WMPO Traffic Count Program. The most recent years’ volumes will be used to calculate this ratio. This number will be verified by WMPO staff during project evaluation. In the event that there is no existing applicable data for a VCR, a request can be made for assistance from the WMPO Traffic Count Program for a special count. If assistance is needed from the WMPO Traffic Count Program, an agreement must be secured in advance of project submittal and a copy of the agreement shall be submitted as an attachment to the application

Intersection Competitive Process:

Project Readiness	/5
Safety	/10
Right-of-Way/Easement Dedication	/5
Constructability	/5
Supplemental Funding Source	/3
Local Match	/15
Volume to Capacity Ratio	/10
TOTAL	/53

C) Roadway Improvements

Who will maintain this project after completion? – Identify the entity that will be responsible for maintenance of a project after construction is completed. The responsible party is most likely the Primary/Secondary Applicant and may, in a few cases, be the managing agency

Project Readiness – Is the project in following stage of completion:

Environmental Investigation/Permitting – Project is in the stages of Environmental documentation and/or permitting stage.

Design/Survey/Construction Documents – Project has or is in the process of surveying or construction document preparations.

ROW acquisition – Project is in the stages of Right-Of-Way acquisition.

Bid Phase – Project has been/or is in the process of obtaining construction bids.

Partial Construction – Project has started construction or has been awarded and initial contract has been executed.

Volume to Capacity Ratio (VCR) – This is evaluated based on volumes and capacities estimated every other year by NCDOT or the WMPO Traffic Count Program. The most recent years' volumes will be used to calculate this ratio. This number will be verified by WMPO staff during project evaluation. In the event that there is no existing applicable data for a VCR, a request can be made for assistance from the WMPO Traffic Count Program for a special count. If assistance is needed from the WMPO Traffic Count Program, an agreement must be secured in advance of project submittal and a copy of the agreement shall be submitted as an attachment to the application

Crash Reduction Factors – A crash reduction factor (CRF) is the percentage crash reduction that might be expected after implementing a given countermeasure at a specific site. A guide to Federal Highway's CRFs which can be used as part of your project score can be found here : <http://safety.fhwa.dot.gov/tools/crf/resources/fhwasa08011/> This guide should be used to determine the highest CRF associated with your project. Select the appropriate highest CRF associated with your project

LRTP Horizon Year – Note the year the project is listed for construction in the WMPO's adopted and current long-range transportation plan.

Local Match – The minimum local match required on all STP-DA projects is 20%. Projects will receive additional points during prioritization for having 30% or more of total project cost provided in local match. Note that, while cost estimates may change throughout the life of a project, the percentage of the local match determined for the purposes of this criteria is based on the cost estimate at the time prioritization is complete for that fiscal year.

Total Cost of Project = Total STP-DA funding requested from TAC + Total Local Match

Right-of-Way/Easement Dedication – Choose one of the following choices on the sheet

No additional right-of-way and no major utility relocations needed – Select if no additional right-of-way or major utility relocations are required

Minimal additional right-of-way and no major utility relocations needed – Select if right-of-way is required from 2 or fewer property owners and major utility relocations are not required

Significant additional right-of-way needed – Select if right-of way is required from 3 or more property owners

Major utility relocations needed – Select if major utility relocations will be needed for project

Cost of NEPA/Design Phase – Provide an estimate of the total cost of the NEPA/Design Phase. This estimate should include the cost for environmental documentation, permitting, and preliminary engineering. Note that the sum of the three phase-specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the “Total Cost of Project”

Cost of Right-of-Way Phase – Provide an estimate of the total cost of the Right-of-Way Phase. This estimate should include the cost for acquisition of right-of-way and utility relocation. Note that the sum of the three phase-specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the “Total Cost of Project”

Cost of Construction Phase – Provide an estimate of the total cost of the Construction Phase. This estimate should include the cost for materials, construction and inspections of the project. Note that the sum of the three phase-specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the “Total Cost of Project”

Total Cost of Project – Provide the estimate that was provided on the Background Information form

Cost Effectiveness – WMPO staff will use the following formula to calculate the cost-effectiveness score. These points will be scaled based on all candidate projects’ cost effectiveness scores, with the highest project earning 13 points and the lowest project scoring 0 points

(Total Points – Local Match Points)

WMPO STP-DA Local Prioritization Process Cost Share

Roadway Competitive Process:

Project Readiness	/5
Volume to Capacity Ratio	/5
Crash Reduction Factors	/5
LRTP Horizon Year	/5
Local Match	/15
Right-of-Way/Easement Dedication	/5
Cost Effectiveness	/13
TOTAL	/53

5) Resolution of Support

Resolution must be signed and on letterhead. See Exhibit C for an example resolution.

6) Supporting Documents

Ensure all documents are signed and on letterhead. Examples include: pictures with labels, additional maps, resolutions adopting plans that specify a need for the project, etc. (Resolutions supporting plan must have been adopted prior to call for projects)



Date: _____

Type of Project:

☐

Bicycle/Pedestrian

☐

Intersection Improvements

☐

Roadway

☐

Transit

Project Phase:

☐

NEPA/Design

☐

Right of Way

☐

Construction

Project Information:

Project Name: _____

Project Location: _____

TIP ID: _____ Total Project Cost: _____ Requested STP-DA Funding: _____

Primary Applicant: _____

Secondary Applicant: _____

Contact Person: _____

Project Description:

Problem Statement:

LRTP Status:

- a. ☐ Project is referenced on this page of the adopted *Cape Fear Commutes 2035 Transportation Plan*: _____
or
b. ☐ Project is not in the adopted *Cape Fear Commutes 2035 Transportation Plan*

Wilmington Metropolitan Planning Organization
**STP-DA Funding Request Submittal Form for
 Bicycle and Pedestrian Improvements**



Project Name: _____

Primary Applicant: _____

Secondary Applicant: _____

Who will maintain this project after completion? _____

******For Guidance in filling out this application, please refer to Submittal Guide.******

1. Project Readiness: (5 point maximum)

- a. ☐ **Environmental Investigation/Permitting** – Project is in the stages of Environmental documentation and/or permitting
(1 point)
- b. ☐ **Design/Survey/Construction Documents** – Project has or is in the process of surveying or construction Document preparations
(1 point)
- c. ☐ **ROW acquisition** – Project is in stages of Right-of-Way acquisition
(1 point)
- d. ☐ **Bid Phase** – Project has been./or is in the stages of obtaining construction bids
(1 point)
- e. ☐ **Partial Construction** – Project has begun construction or has been awarded and contract has been Executed.
(1 point)

(WMPO INTERNAL USE ONLY) Total Project Readiness Points: / 5

2. Closing a Gap: (5 point maximum) ****Include on a separate 'Closing a Gap' Map – Exhibit C****

- a. ☐ Closing an internal gap in total facility length > 2 miles
(5 points)
- or**
- b. ☐ Closing an internal gap in total facility length > 0.5 miles
(3 points)
- or**
- c. ☐ Providing an extension making total facility length > 2 miles
(3 points)
- or**
- d. ☐ No gap and proposed facility length < 2miles
(0 points)

Link Explanation: _____

(WMPO INTERNAL USE ONLY) Total Missing Link Points: /5

3. Major Obstacle: (5 point maximum) **Include on required 'Map of Proposed Project' – Exhibit A**

- a. ☐ **High** - new connection created across a river, railroad, or limited-access multi-lane freeway (5 points)
- or
- b. ☐ **Medium** - new connection created across a roadway containing four or more lanes (3 points)
- or
- c. ☐ **None** - no connection between any major obstacles listed above (0 points)

(WMPO INTERNAL USE ONLY) Total Major Obstacle Points: / 5

4. Safety Concern: (10 point maximum)

Number of Bicycle/Pedestrian Crashes: _____ (TEAAS 5 year data)

Note: Project will receive 1 point per crash with a max of 10 Points

(WMPO INTERNAL USE ONLY) Total Safety Concern Points: / 10

5. Goat Path: (5 point maximum)

- a. ☐ **Yes** - The project will provide a facility where a documented worn path has been created by users (5 points)
- or
- b. ☐ **No** - The project does not provide a goat path facility (0 points)

(WMPO INTERNAL USE ONLY) Total Goat Path Points: / 5

6. Adopted in Plan/Policy: (5 point maximum)

- a. ☐ **Yes** - The project has been adopted in a plan or policy by resolution (5 points)
Note: Signed resolution must be attached
- or
- b. ☐ **No** - The project has not been adopted in plan or policy (0 points)

List plans/policy: _____

7. Local Match: (15 point maximum)

- a. ☐ The project has the required 20% local funding match (0 points)
- or
- b. ☐ The project has a 30% or more local funding match (5 points)
- or
- c. ☐ The project has a 40% or more local funding match (10 points)
- or
- d. ☐ The project has a 50% or more local funding match (15 points)
- ****Signed resolution on letterhead MUST be included with application and must show financial commitment. See Exhibit C ****

(WMPO INTERNAL USE ONLY) Total Local Match Points: / 15

8. Project Cost Table

Cost of NEPA/Design Phase:

Cost of Right-of-Way Phase:

Cost of Construction Phase:

Total Local Match:
Total TAP-DA Funding Required:
Total Cost of Project:

9. Proximity of a School: (23 point maximum) **Include on a separate 'Proximity of a School' Map – see Exhibit D**

- a. The project is located within ½ mile of: (check all that apply)
- ☐ Elementary School ☐ Middle School ☐ High School ☐ College/University
(5.75 points for each)
- b. The project is located within 1 mile of: (check all that apply)
- ☐ Elementary School ☐ Middle School ☐ High School ☐ College/University

	<p style="text-align: right;">(3 points for each)</p> <p>c. The project is located within 1½ mile of: (check all that apply)</p> <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div><input type="checkbox"/> Elementary School</div> <div><input type="checkbox"/> Middle School</div> <div><input type="checkbox"/> High School</div> <div><input type="checkbox"/> College/University</div> </div> <p style="text-align: right;">(1 point for each)</p> <p>or</p> <p>d. <input type="checkbox"/> The project is located more than 1½ mile from any schools:</p> <p style="text-align: right;">(0 points)</p>	
(WMPO INTERNAL USE ONLY) Total Proximity to School Points:		/ 23

10. Bicycle / Pedestrian Generators: (25 point maximum) **Include on a separate 'Bicycle/Pedestrian Generator Map' – see Exhibit E**		
	<p>a. The project is located within a ½ mile radius of: (check all that apply)</p> <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div><input type="checkbox"/> Residential Areas</div> <div><input type="checkbox"/> Park/Playground/Recreation Center</div> <div><input type="checkbox"/> Library</div> <div><input type="checkbox"/> Shopping/Retail & Services</div> <div><input type="checkbox"/> Business Park/Office/Hospital</div> </div> <p style="text-align: right;">(5 points for each)</p> <p>b. <input type="checkbox"/> The project is not located within a ½ mile radius of any residential areas, park/playground/recreation centers, libraries, shopping/retail and services, and business parks/offices/hospitals</p> <p style="text-align: right;">(0 points)</p>	
(WMPO INTERNAL USE ONLY) Total Bicycle/Pedestrian Generator Points:		/ 25

11. Connection to Transit: (10 point maximum) **Include on required 'Map of Proposed Project' – Exhibit A Map**		
	<p>a. <input type="checkbox"/> The project will connect to a bus stop</p> <p style="text-align: right;">(10 points)</p> <p>or</p> <p>b. <input type="checkbox"/> The project will connect to a park and ride lot</p> <p style="text-align: right;">(5 points)</p> <p>or</p> <p>c. <input type="checkbox"/> The project does not offer any connection to transit locations</p> <p style="text-align: right;">(0 points)</p>	
(WMPO INTERNAL USE ONLY) Total Connection to Transit Points:		/ 10

12. WMPO Parallel Function Class: (7 point maximum)		
	<p>a. <input type="checkbox"/> Primary Arterial</p> <p style="text-align: right;">(7 points)</p> <p>or</p> <p>b. <input type="checkbox"/> Minor Arterial</p> <p style="text-align: right;">(5 points)</p> <p>or</p> <p>c. <input type="checkbox"/> Collector Street</p> <p style="text-align: right;">(3 points)</p> <p>or</p>	

d. <input type="checkbox"/> Local Street	(1 point)
or	
e. <input type="checkbox"/> Cul-de-Sac/Dead-end	(0 points)
(WMPO INTERNAL USE ONLY) Total Points for Associated Parallel Function Class:	
/ 7	

13. Right-of-Way/Easement Dedication: (5 point maximum)	
a. <input type="checkbox"/> No additional right-of-way and no major utility relocations	(5 points)
or	
b. <input type="checkbox"/> Minimal additional right-of-way needed and no major utility relocations	(3 points)
and/or	
c. <input type="checkbox"/> Significant additional right-of-way needed	(1 point)
and/or	
d. <input type="checkbox"/> Major utility relocations needed	(1 point)
(WMPO INTERNAL USE ONLY) Total Right-of-Way/Easement Points:	
/ 5	
(WMPO INTERNAL USE ONLY) Total Points:	
/120	

Wilmington Metropolitan Planning Organization
**STP-DA Funding Request Submittal Form for
 Intersection Improvements**



Project Name: _____

Primary Applicant: _____

Secondary Applicant: _____

Who will maintain this project after completion? _____

******For Guidance in filling out this application, please refer to Submittal Guide.******

1. Project Readiness: (5 point maximum)

- a. ☐ **Environmental Investigation/Permitting** – Project is in the stages of Environmental documentation and/or permitting
(1 point)
- b. ☐ **Design/Survey/Construction Documents** – Project has or is in the process of surveying or construction Document preparations
(1 point)
- c. ☐ **ROW acquisition** – Project is in stages of Right-of-Way acquisition
(1 point)
- d. ☐ **Bid Phase** – Project has been./or is in the stages of obtaining construction bids
(1 point)
- e. ☐ **Partial Construction** – Project has begun construction or has been awarded and contract has been Executed.
(1 point)

(WMPO INTERNAL USE ONLY) Total Project Readiness Points: / 5

2. Safety: (10 point maximum)

- a. ☐ 1 or more fatalities and/or 15 or greater accidents have been recorded at the intersection
(10 points)
- or**
- b. ☐ More than 14 accidents have been recorded at the intersection
(10 points)
- or**
- c. ☐ 5 - 14 accidents have been recorded at the intersection
(5 points)
- or**
- d. ☐ Less than 5 accidents have been recorded at the intersection
(3 points)
- or**
- e. ☐ No accidents have been recorded at the intersection

(0 points)
(WMPO INTERNAL USE ONLY) Total Safety Points: / 10

3. Right-of-Way/Easement Dedication: (5 point maximum)	
a. <input type="checkbox"/> No additional right-of-way needed	(5 points)
or	
b. <input type="checkbox"/> Minimal additional right-of-way needed	(3 points)
or	
c. <input type="checkbox"/> Significant additional right-of-way needed	(1 point)
(WMPO INTERNAL USE ONLY) Total Right-of-Way/Easement Points: / 5	

4. Constructability: (5 point maximum)	
a. <input type="checkbox"/> No significant impacts	(5 points)
or	
b. <input type="checkbox"/> Widening of pavement/minimal utility relocation	(3 points)
or	
c. <input type="checkbox"/> Total rebuild of existing conditions/substantial utility relocation	(1 point)
or	
d. <input type="checkbox"/> Significant impacts involved	(0 points)
(WMPO INTERNAL USE ONLY) Total Safety Points: / 5	

5. Supplemental Funding Source: (3 point maximum)	
a. The project has a supplemental funding source	
<input type="checkbox"/> Yes	(3 points)
<input type="checkbox"/> No	(0 points)
(WMPO INTERNAL USE ONLY) Total Bicycle/Pedestrian Generator Points: / 3	

6. Local Match: (15 point maximum)a. ☐ The project has the required 20% local funding match

(0 points)

orb. ☐ The project has a 30% or more local funding match

(5 points)

orc. ☐ The project has a 40% or more local funding match

(10 points)

ord. ☐ The project has a 50% or more local funding match

(15 points)

****Signed resolution on letterhead MUST be included with application and must show financial commitment. See Exhibit C ****

(WMPO INTERNAL USE ONLY) Total Local Match Points: / 15**7. Project Cost Table**

Cost of NEPA/Design Phase:

Cost of Right-of-Way Phase:

Cost of Construction Phase:

Total Cost of Project:**8. Volume to Capacity Ratio: (10 point maximum)**a. ☐ $V/C > 1$

(10 points)

orb. ☐ $0.5 < V/C < 1$

(5 points)

orc. ☐ $0 < V/C < 0.5$

(3 points)

(WMPO INTERNAL USE ONLY) Total Project Phase Points: / 10**(WMPO INTERNAL USE ONLY) Total Project Points: / 53**

Wilmington Metropolitan Planning Organization
**STP-DA Funding Request Submittal Form for
 Roadway Improvements**



Project Name: _____

Primary Applicant: _____

Secondary Applicant: _____

Who will maintain this project after completion? _____

******For Guidance in filling out this application, please refer to Submittal Guide.******

1. Project Readiness: (5 point maximum)

- a. ☐ **Environmental Investigation/Permitting** – Project is in the stages of Environmental documentation and/or permitting (1 point)
- b. ☐ **Design/Survey/Construction Documents** – Project has or is in the process of surveying or construction Document preparations (1 point)
- c. ☐ **ROW acquisition** – Project is in stages of Right-of-Way acquisition (1 point)
- d. ☐ **Bid Phase** – Project has been./or is in the stages of obtaining construction bids (1 point)
- e. ☐ **Partial Construction** – Project has begun construction or has been awarded and contract has been Executed. (1 point)

(WMPO INTERNAL USE ONLY) Total Project Readiness Points: / 5

2. Volume to Capacity Ratio: (5 point maximum)

- a. ☐ $V/C < 0.2$ (0 points)
- b. ☐ $V/C < 0.4$ (2 points)
- c. ☐ $V/C < 0.6$ (3 points)
- d. ☐ $V/C < 0.8$ (4 points)
- e. ☐ $V/C > 0.8$ (5 points)

(WMPO INTERNAL USE ONLY) Total Volume to Capacity Ratio Points: / 5

3. Crash Reduction Factors: (5 point maximum)

- a. ☐ CRF< 10% (0 points)
- b. ☐ CRF> 10% (1 point)
- c. ☐ CRF> 20% (2 points)
- d. ☐ CRF> 30% (3 points)
- e. ☐ CRF> 40% (4 points)
- f. ☐ CRF> 50% (5 points)

(WMPO INTERNAL USE ONLY) Total Volume to Capacity Ratio Points: / 5

4. LRTP Horizon Year: (5 point maximum)

- a. ☐ Post-Year (0 points)
- b. ☐ 2026-2035 (1.5 points)
- c. ☐ 2016-2025 (2.5 points)
- d. ☐ 2010-2015 (5 points)

(WMPO INTERNAL USE ONLY) Total LRTP Horizon Year Points: / 5

5. Local Match: (15 point maximum)

- a. ☐ The project has the required 20% local funding match (0 points)
- or**
- b. ☐ The project has a 30% or more local funding match (5 points)
- or**
- c. ☐ The project has a 40% or more local funding match (10 points)
- or**
- d. ☐ The project has a 50% or more local funding match (15 points)

****Signed resolution on letterhead MUST be included with application and must show financial commitment. See Exhibit C ****

(WMPO INTERNAL USE ONLY) Total Local Match Points: / 15

6. Right-of-Way/Easement Dedication: (5 point maximum)

- a. ☐ No additional right-of-way and no major utility relocations (5 points)
- or
- b. ☐ Minimal additional right-of-way needed and no major utility relocations (3 points)
- and/or
- c. ☐ Significant additional right-of-way needed (1 point)
- and/or
- d. ☐ Major utility relocations needed (1 point)

(WMPO INTERNAL USE ONLY) Total Right-of-Way/Easement Points:

/ 5

7. Project Cost Table

Cost of NEPA/Design Phase:

Cost of Right-of-way Phase:

Cost of Construction Phase:

Total Cost of Project:**8. Cost Effectiveness: (13 point maximum)**

The following formula will be used to calculate the cost –effectiveness score. These points will be scaled based on all candidate project’s cost effectiveness scores, with the highest project earning 13 points and the lowest project scoring 0 points

$$\frac{(\text{Total Points} - \text{Local Match Points})}{\text{WMPO STP-DA Local Prioritization Process Cost Share}}$$

(WMPO INTERNAL USE ONLY) Total Cost Effectiveness Points:

/13

(WMPO INTERNAL USE ONLY) Total Project Points:

/ 53

STP-DA FUNDING APPLICATION
TOWN OF ANYWHERE, NC

Map of Proposed Project -

Sidewalk along 9th Street
from Oak Street to Lake Avenue
and Intersection Improvements at
Oak Street and Lake Avenue



LEGEND

- Proposed Sidewalk Project (1,330 feet)
- Proposed Crosswalks and Push Button Pedestrian Heads
- Existing Sidewalk
- Existing Bike Lanes
- Existing Greenway/Multi-Use Path
- Existing Bus Stop
- Existing Crosswalks
- Major Obstacle (Rail Road)



1,000 feet

NOTE: This map is not intended to represent a specific project or location in the WMPO. Street names and projects are fictional. Its purpose is to provide an example for STP-DA applicants. This map is required for application to be complete. Not all components in legend are applicable to every proposed project.





STP-DA FUNDING APPLICATION
TOWN OF ANYWHERE, NC

Closing a Gap Map -

Sidewalk along 9th Street
from Oak Street to Lake Avenue
and Intsection Improvements at
Oak Street and Lake Avenue



LEGEND

- Proposed Sidewalk Project (1,330 feet)
- Proposed Crosswalk and Push Button Pedestrian Heads
- Existing Sidewalk

2,000 Feet



NOTE: This map is not intended to represent a specific project or location in the WMPO. Street names and projects are fictional. Its purpose is to provide an example for STP-DA applicants applying for 'Closing a Gap' points. As an example, this project would receive 3 points - the proposed sidewalk project fills a gap where the total facility length is greater than 1/2 mile.

Exhibit C

(sample)

Resolution authorizing (a local government) to submit an application to the Wilmington Metropolitan Planning Organization in the Amount of \$_____ for Surface Transportation Program
- Direct Appointment Funds for Name of Project

LEGISLATIVE INTENT/PURPOSE:

On (date) the Wilmington Metropolitan Planning Organization (WMPO) issued a call for projects to agencies in its jurisdiction for Surface Transportation Program- Direct Appointment Funding (STP-DA). A total of \$_____ is available to award among four transportation modal buckets: bicycle and pedestrian, intersections, roadway, and transit. STP-DA is comprised of a collection of discretionary programs including (short description of what you are applying for – for example: planning, design and construction of on- and off- road bicycle and pedestrian facilities). Each agency may submit no more than four projects of not less than \$125,000 each for possible reward. The funding requires a minimum 20% local cash match.

<Insert description of proposed project, including (if applicable): length, connections to other facilities, and connections to schools, shopping, etc. Include other adopted plans that recommend this project. Include estimated cost, amount of STP-DA funds requesting, and proposed match (percentage and amount).

THEREFORE, BE IT RESOLVED:

That, the (appropriate person) is hereby authorized to submit a STP-DA application in the amount of \$_____ and will commit \$_____ as a cash match for the (name of project)

SIGNATURES REQUIRED

STP-DA FUNDING APPLICATION
TOWN OF ANYWHERE, NC

Proximity of a School Map -

Sidewalk along 9th Street
from Oak Street to Lake Avenue and
Intersection Improvements at
Oak Street and Lake Avenue



LEGEND

- Proposed Sidewalk Project (1,330 feet)
- Proposed Intersection Improvement
- School(s)

2,000 Feet



NOTE: This map is not intended to represent a specific project or location in the WMPO. Street names and projects are fictional. Its purpose is to provide an example for STP-DA applicants applying for 'Proximity of a School' points. As an example, this project would receive 9.75 points - 5.75 points for Central Elementary, 3 points for Southern Middle, and 1 point for Northern University.

STP-DA FUNDING APPLICATION
TOWN OF ANYWHERE, NC

Bicycle and Pedestrian Generator Map -

Sidewalk along 9th Street
from Oak Street to Lake Avenue
and Intersection Improvements at
Oak Street and Lake Avenue



LEGEND

-  Proposed Sidewalk Project (1,330 feet)
-  Proposed Crosswalks and Push Button Pedestrian Heads
-  Public Park/Playground/Recreational Areas
-  Residential Areas
-  Shopping/Retail Areas
-  Library
-  Business Park/Office/Hospital



1,000 feet

NOTE: This map is not intended to represent a specific project or location in the WMPO. Street names and projects are fictional. Its purpose is to provide an example for STP-DA applicants applying for 'Bicycle and Pedestrian Generator' points. As an example, this project would receive 25 points - 5 points for each of the generators listed in the legend.

1/2 MILE BUFFER

Oak Street

9th Street

Lake Avenue



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

**RESOLUTION ADOPTING THE SURFACE TRANSPORTATION PROGRAM-DIRECT
ATTRIBUTABLE FUNDING PROJECT SUBMITTAL GUIDE AND COMPETITIVE PROCESS**

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

WHEREAS, on July 18, 2012 the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) designated the Wilmington Urban Area Metropolitan Planning Organization as a Transportation Management Area (TMA); and

WHEREAS, Surface Transportation Program-Direct Attributable (STP-DA) funds are available for all designated TMAs; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee has the ability to directly program STP-DA funds on eligible projects submitted by eligible entities through a competitive process; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has developed the STP-DA Funding Project Submittal Guide and Competitive Process for the distribution of the STP-DA funds.

NOW, THEREFORE, BE IT RESOLVED, that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts a revised Surface Transportation Program-Direct Attributable Funding Project Submittal Guide and Competitive Process.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on May 28, 2014.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



Wilmington Urban Area Metropolitan Planning Organization Transportation Alternatives Program-Direct Attributable Project Submittal Guide Fiscal Year 2015

Date of Release: September 15, 2014

Optional Pre-application Review: October 13, 2014

Electronic Application Submittal Deadline: 5 pm November 17, 2014

Submit one CD to:
WMPO
305 Chestnut Street, Fourth Floor
Wilmington, NC 28401

CD should be labeled with the following:
Project Name
Name of Government Agency
Requested Funding Source
Date

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Introduction

Moving Ahead for Progress in the 21st Century (MAP-21) created the Transportation Alternatives Program (TAP). Pre Map-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School and several other discretionary programs have been wrapped into this single funding source. TAP now includes the following:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclist, and other nonmotorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Community improvement activities, including
 - Inventory, control, or removal of outdoor advertising;
 - Historic preservation and rehabilitation of historic transportation facilities;
 - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control;
 - Archaeological activities relating to impacts from implementation of transportation project eligible under 23 USC.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to
 - Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff;
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- Recreations trails program under 23 USC 206.
- Safe Routes to School program under § 1404 of SAFETEA-LU.
- Planning, designing, or constructing boulevards and other roadways largely in right-of-way of former Interstate System routes or other divided highways.

As a Transportation Management Area (TMA), the Wilmington Urban Area Metropolitan Planning Organization (WMPO) will receive a direct allocation of \$222,151.50 in TAP funding annually. This direct allocation is referred to by the WMPO as Transportation Alternative Program Direct Attributable (TAP-DA). A competitive process has been adopted to determine which projects are funded. Due to the variety of projects and the small amount of money, the Transportation Advisory Committee (TAC) gave direction to use the funding for bike/ped projects using the existing Surface Transportation Program – Direct Attributable (STP-DA) bike/ped process for determining fiscal year 2014 (FY 2014) projects. Each jurisdiction is able to submit one project of not less than \$50,000 for possible award.

If desired by the applicant, the WMPO will provide an initial screening for completeness of application. This is an optional step for the applicant but if desired the draft application must be submitted by October 15, 2013.

Eligibility Criteria

In order to be eligible for Transportation Alternatives Program – Direct Attributable (TAP-DA) funding, a project must meet the minimum criteria outlined in this section. Also, a completed application must be submitted by the applicant(s). Co-applications can be submitted by a combination of municipalities in a primary applicant and secondary applicant format. Incomplete applications will not be considered. These criteria meet federal and state funding requirements, as well as the goals of the WMPO for TAP-DA dollars as adopted by the Transportation Advisory Committee (TAC). Projects that do not meet these criteria will not be considered for funding.

1) Federal Aid Eligible Projects

The federal eligibility requirements associated with Transportation Alternative Program funding can be found in 23 USC §213
(<http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>)

2) Locally Administered

By submitting a project for TAP-DA funding, the municipality(ies) or local government entity(ies) are committing funds to sponsor said project. The applicants (if awarded) shall be responsible for all federal and state reporting requirements associated with TAP-DA funding. The local government entities are also expected to make progress reports to the TAC upon request. An inter-local agreement between the North Carolina Department of Transportation (NCDOT) and the designated recipients will outline a reimbursement schedule; local sponsors will be required to front all project costs, invoice NCDOT, and then get reimbursed for the federal percentage dedicated to the project. The WMPO may assist in coordination between NCDOT and the local government entities, however, the ultimate responsibility and the signatories on the NCDOT agreements will be the local government entities.

3) Compliant with the adopted MTP/LRTP

Projects must be identified in the WMPO's current and adopted Metropolitan Transportation Plan/Long-Range Transportation Plan (MTP/LRTP). If desired projects are not identified in the adopted MTP/LRTP at the submittal stage, the MTP/LRTP must be revised before projects are prioritized. In accordance with federal guidelines, the MTP/LRTP must remain fiscally constrained. The TAC must approve any modifications.

4) Locally funded with funding commitment

All funds programmed with TAP-DA dollars require a minimum 20% local cash match. This must be demonstrated by attaching a signed copy of the resolution of support authorizing the local government to apply and provide financial support for the project. If an application is a primary/secondary applicant

format, a resolution by all parties involved must be submitted with the application. Applications will be considered incomplete without a signed resolution committing financial support.

In addition to the provision of the match commitment submitted as part of the TAP-DA application, local government entities are responsible for funding cost overruns on projects in excess of the final programmed cost estimate. This provision may only be waived through the approval for additional funding from TAC and through additional Surface Transportation Improvement Program (STIP) amendments by the Board of Transportation if needed.

5) Transportation Improvement Program (TIP)

Projects not in compliance with an existing TIP category will require a TIP amendment. Applicants should consider that the TIP amendment process could delay the funding obligation timeline.

6) Project Design Intent

Project design intent must meet Federal and State guidelines.

7) Project Cost

Minimum amount requested will be \$50,000.

Total Cost of Project = Total STP-DA funding requested from TAC + Total Local Match

For example, if \$50,000 is requested, the minimum local match will be \$10,000 for a minimum total project cost of \$60,000.

Program Administrative Details

1) Project Submittal Limits

For FY 2014, the maximum number of project submittals allowed per jurisdiction is one.

2) No Unfunded Project Carry-Over

Projects submitted in FY 2014 that are not prioritized for TAP-DA funding are not automatically considered for funding in subsequent years. Any unfunded project may be resubmitted in subsequent years for funding.

3) Construction Requirement within 10 years

As a federal funding source, the use of TAP-DA funds must result in achieving Construction Authorization of the project within 10 years of the fiscal year when Preliminary Engineering was authorized. As a result, projects that have cost

overruns must be accounted for through a commitment of local funds through the construction phase. This provision may only be waived by the approval for additional funding from TAC and through additional STIP amendments by the Board of Transportation if needed.

Application Materials

Applicants are required to submit the following materials with their application:

- 1) Map of project (See Exhibit A for an example)
- 2) GIS file of project
- 3) Funding Request Submittal Form – Background Information
- 4) Funding Request Submittal Form – Bicycle and Pedestrian Improvements
- 5) Signed resolutions of support from local government to apply and provide financial commitment (See Exhibit B for an example)
- 6) Supporting documents – Pictures with labels, additional maps, resolutions adopting plans that specify a need for the project, etc. (Resolutions supporting plan must have been adopted prior to call for projects)

Details and descriptions of these required materials are supplied in the sections to follow.

1) Map of Proposed Project – See Exhibit A

This map is required with all applications. On an 8.5 x 11 or 11 x 17 sheet of paper include the following:

- a. Full extent of proposed project
- b. Inset vicinity map – use your jurisdictions boundary
- c. ½ mile buffer around proposed project drawn in **BLACK**
- d. Existing roadways drawn in **GREY**
- e. Proposed project drawn in **RED DOTTED LINE** (linear projects) or **RED CIRCLE** (intersection or point projects)
- f. Existing sidewalk drawn in **BLUE**
- g. Existing bike lanes drawn in **YELLOW**
- h. Existing greenway/multi-use path drawn in **GREEN**
- i. Existing bus stop drawn as **PURPLE STAR**
- j. Existing crosswalks (improved intersections) drawn as **ORANGE CIRCLE**
- k. Major obstacle drawn in **BROWN** (refer to #2 in application)
- l. Title
- m. Legend
- n. North Arrow
- o. Scale

-
- p. Length of project (if applicable)

Note: if you are suggesting the proposed project should receive points for providing a new connection over a major obstacle (#2 in application) or connecting to transit (#10 in application), be sure to illustrate this on this map.

2) GIS File of Project

Submit a GIS file geodatabase for your project that meets the following specifications:

- Projection= NAD_198_StatePlane_North_Carolina_FIPS_3200_Feet
- File Geodatabase for submittal of multiple files for a single project to include .mxd files and associated data
- Reasonable and concise metadata must be documented for all files submitted to include:
 - Date of data creation
 - Entity that created data
 - Length of data validity (expiration date)
 - Process for deriving data

Metadata should be documented in the file's metadata tab

3) Funding Request Submittal Form – Background Information

The following descriptions of items are to help describe how you should complete this form:

Project Phase – Choose the phase of the project that is to be completed next.

Project Name – A descriptive name of your project.

Project Location – The physical location of the proposed project (typically the jurisdiction or area name).

TIP ID# - In the case that your project is for work on a project that is already in the TIP, include the TIP number here.

Total Project Cost – An estimate of the total cost of the project for all phases needing completion (Design/NEPA, Right-of-Way, Construction). Note that local jurisdictions are responsible for 100% of actual project costs exceeding the estimations programmed through this process into the STIP (unless otherwise approved by the TAC). Local match and requested funding should be broken out.

Total TAP-DA funding requested from TAC = Total Cost of Project – Total Local Match

Sponsoring Agency – The name of your agency.

Managing Agency – The managing agency will typically be the sponsoring agency; in some cases, however, local governments could partner with NCDOT or the WMPO to have the Division office or the WMPO staff administer a project. Coordination would be required in advance of project submittal in cases where the local jurisdiction requests assistance from NCDOT or the WMPO.

Contact Person – This is the person WMPO staff will contact with questions regarding the application.

Project Description – A specific description of your project, including beginning and end points of the project and specific facility type.

Problem Statement – This can be thought of as a preliminary Purpose & Need Statement used to justify expenditure of funds to address a problem in a WMPO member jurisdiction. The problem statement should state the transportation problem to be solved as well as a minimal amount of data needed to support the problem statement.

L RTP Status – Insert the page number where the project is referenced in the current L RTP. If the project is not in the current L RTP, check the corresponding box.

4) **Funding Request Submittal Form – Bicycle and Pedestrian Improvements**

The following descriptions of items are to help describe how you should complete this form.

Who will maintain this project after completion? – Identify the entity that will be responsible for maintenance of a project after construction is completed. The responsible party is most likely the sponsoring agency and may, in a few cases, be the managing agency.

Project Readiness – Is the project in following stage of completion:

Environmental Investigation/Permitting – Project is in the stages of Environmental documentation and/or permitting stage.

Design/Survey/Construction Documents – Project has or is in the process of surveying or construction document preparations.

ROW acquisition – Project is in the stages of Right-Of-Way acquisition.

Bid Phase – Project has been/or is in the process of obtaining construction bids.

Partial Construction – Project has started construction or has been awarded and initial contract has been executed.

Closing a gap – Choose one of the following choices on the sheet:

Closing a gap in total facility length > 2 miles - Select if project “fills in a gap” between two net-works or parts of the same network that, should the project be completed, would form a network of over 2 miles in continuous length.

Closing a gap in total facility length > 0.5 miles - Select if project “fills in a gap” between two networks or parts of the same network that, should the project be completed, would form a network of over 1/2 mile in continuous length.

Providing an extension making total facility length > 2 miles - Select if project is an addition to an endpoint of an existing facility to create, upon completion of the project, a total continuous facility length of over 2 miles.

No gap and proposed total facility length < 2 miles - Select if project will not share an endpoint with an existing bicycle or pedestrian facility.

Link Explanation – If the project is considered a missing link, as described above, use this space to detail the beginning and end points of the total facility created by the project

MAP: If you are suggesting the proposed project should receive points for closing a gap, a separate map is required. On an 8.5 x 11 or 11 x 17 sheet of paper include the following:

- a. Full extent of proposed project
- b. Inset vicinity map – use your jurisdictions boundary
- c. ½ mile – 2 mile buffer around proposed project drawn in **BLACK**
- d. Existing roadways drawn in **GREY**
- e. Proposed project drawn in **RED DOTTED LINE** (linear projects) or **RED CIRCLE** (intersection or point projects)
- f. Only include the existing facility that your project will be closing a gap:
 - a. Existing sidewalk drawn in **BLUE**
 - b. Existing bike lanes drawn in **YELLOW**
 - c. Existing greenway/multi-use path drawn in **GREEN**
 - d. Existing crosswalks (improved intersections) drawn as **ORANGE CIRCLE**
- g. Title
- h. Legend
- i. North Arrow
- j. Scale

k. Length of project (if applicable)

See Exhibit C for an example of a 'Closing a Gap' Map.

Major Obstacle – Choose one of the following choices on the sheet:

High – Select if the project creates a new connection across a river, railroad or limited-access multi-lane freeway.

Medium - Select if the project creates a new connection across a roadway containing four or more lanes.

None - Select if neither of the above apply to this project.

NOTE: If a major obstacle is present it should be shown on the Map of Proposed Project – see Exhibit A for an example.

Safety Concern – If there are any, report the number of documented bicycle and pedestrian crashes within the past 5 years. This must be a TEAAS report and within approximately ½ mile of the proposed facility.

Goat Path – Choose “Yes” where existing use can be demonstrated in the absence of a facility through documented evidence such as a clearly worn path.

Adopted in Plan – Choose “Yes” where the specific project has been adopted in a plan by resolution. If yes, list the name of the plan in the space provided and attach a copy of the signed resolution. Plan must have been adopted prior to September 16, 2013.

Local Match – The minimum local match required on all TAP-DA projects is 20%. Projects will receive additional points during prioritization for having 30% or more of total project cost provided in local match. Note that, while cost estimates may change throughout the life of a project, the percentage of the local match determined for the purposes of this criteria is based on the cost estimated at the time prioritization is complete for the fiscal year. Provide the amount of local match as well as the requested amount of funds. A signed resolution on letterhead including a commitment of funds is required for the application to be complete. Resolution must specifically include the financial commitment. See Exhibit C for an example of a resolution.

Cost of NEPA/Design Phase – Provide an estimate of the total cost of the NEPA/Design Phase. This estimate should include the cost for environmental documentation, permitting, and preliminary engineering. Note that the sum of the three phase-specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the “Total Cost of Project”.

Cost of Right-of-Way Phase – Provide an estimate of the total cost of the Right-of-Way Phase. This estimate should include the cost for acquisition of right-of-way and utility relocation. Note that the sum of the three phase-specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the “Total Cost of Project”.

Cost of Construction Phase – Provide an estimate of the total cost of the Construction Phase. This estimate should include the cost for materials, construction and inspections of the project. Note that the sum of the three phase-specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the “Total Cost of Project”.

Total Cost of Project – Provide the estimate that was provided on the Background Information form.

Total Cost of Project = Total TAP-DA funding requested from TAC + Total Local Match

Proximity of a School – Indicate if a project is within ½ mile, 1 mile or 1.5 miles of each school type. If you are suggesting the proposed project should receive points for proximity of a school, a separate map is required. On an 8.5 x 11 or 11 x 17 sheet of paper include the following:

- a. Full extent of proposed project
- b. Inset vicinity map – use your jurisdictions’ boundary
- c. ½ mile – 1.5 mile buffer around proposed project drawn in **BLACK**
- d. Existing roadways drawn in **GREY**
- e. Proposed project drawn in **RED DOTTED LINE** (linear projects) or **RED CIRCLE** (intersection or point projects)
- f. Schools located within the ½ mile, 1 mile and 1.5 mile buffer in **PURPLE**.
- g. Title
- h. Legend
- i. North Arrow
- j. Scale
- k. Length of project (if applicable)

See Exhibit D for an example of a ‘Proximity of a School’ Map.

Bicycle/Pedestrian Generators – Indicate if projects are within ½ mile of each of the following facility types as determined by their current tax assessment-based land use code: residential, public park/playground/recreation center, shopping/retail & services, public library, or business park/office/hospital.

If you are suggesting the proposed project should receive points for closing a gap, a separate map is required. On an 8.5 x 11 or 11 x 17 sheet of paper include the following:

-
- a. Full extent of proposed project
 - b. Inset vicinity map – use your jurisdictions boundary
 - c. ½ mile buffer around proposed project drawn in **BLACK**
 - d. Existing roadways drawn in **GREY**
 - e. Proposed project drawn in **RED DOTTED LINE** (linear projects) or **RED CIRCLE** (intersection or point projects)
 - f. Only include the bicycle/pedestrian generators within ½ mile of the proposed facility:
 - a. Public Park/Public Playground/Recreational Area drawn in **GREEN**
 - b. Residential Areas drawn in **BLUE**
 - c. Shopping/Retail Areas drawn in **YELLOW**
 - d. Library drawn in **PINK**
 - e. Business Park/Office/Hospital drawn in **ORANGE**
 - g. Title
 - h. Legend
 - i. North Arrow
 - j. Scale
 - k. Length of project (if applicable)

See Exhibit E for an example of a ‘Bicycle and Pedestrian Generator’ Map

Connection to Transit – Indicate if the project provides a direct bicycle or pedestrian connection to an adopted Cape Fear Public Transit Authority bus stop or a park & ride lot. This should be shown on the Map of Proposed Project (see Exhibit A).

Note: To receive points, the proposed project must directly connect to a bus stop or a park and ride lot. A project will not receive points for being within a ½ mile of a bus stop or a park and ride lot.

WMPO Parallel Functional Classification – Indicate the associated functional classification of the parallel roadway as adopted by the WMPO.
(<http://www.ncdot.gov/doh/preconstruct/tpb/FCS/>)

Right-of-Way/Easement Dedication and Utility Relocation - Choose one of the following choices on the sheet:

No additional right-of-way and no major utility relocations needed – Select if no additional right-of-way or major utility relocations are required.

Minimal additional right-of-way and no major utility relocations needed – Select if right-of-way is required from 2 or fewer property owners and major utility relocations are not required.

Significant additional right-of-way needed – Select if right-of way is required from 3 or more property owners.

Major utility relocations needed – Select if major utility relocations will be needed for project.

Competitive Process

Project Readiness	/5
Closing A Gap	/5
Major Obstacle	/5
Safety Concern	/10
Goat Path	/5
Adopted in Plan	/15
Local Match	/15
Proximity of a School	/23
Bicycle/Pedestrian Generators	/25
Connection to Transit	/10
WMPO Parallel Function Class	/7
Right-of-Way/Easement Dedication and Utility Relocation	/10
TOTAL	/135

5) Resolution of Support

Resolution must be on letterhead and signed for application to be considered to be complete. Resolution must include a specific amount of committed matching funds. See Exhibit C for an example resolution.

6) Supporting Documents

Pictures with labels, additional maps, resolutions adopting plans that specify a need for the project, etc. (Resolutions supporting plan must have been adopted prior to call for projects)



Wilmington Metropolitan Planning Organization
TAP-DA Funding Request Submittal Form – Background Information

Date: _____

Type of Project:

☐ Bicycle/Pedestrian

Project Phase:

☐ NEPA/Design

☐ Right of Way

☐ Construction

Project Information:

Project Name: _____

Project Location: _____

TIP ID: _____ Total Project Cost: _____ Requested TAP-DA Funding _____

Primary Applicant: _____

Secondary Applicant: _____

Managing Agency: _____

Contact Person: _____

Project Description:

Problem Statement:

LRTP Status:

- a. ☐ Project is referenced in this appendix on this page of the adopted *Cape Fear Commutes 2035 Transportation Plan*: _____

or

b. ☐ Project is not in the adopted *Cape Fear Commutes 2035 Transportation Plan*

Wilmington Metropolitan Planning Organization
TAP-DA Funding Request Submittal Form for
Bicycle and Pedestrian Improvements



Project Name: _____

Primary Applicant: _____

Secondary Applicant: _____

Who will maintain this project after completion? _____

****For Guidance in filling out this application, please refer to Submittal Guide.****

1. Project Readiness: (5 point maximum)

- a. ☐ **Environmental Investigation/Permitting** – Project is in the stages of Environmental documentation and/or permitting (1 point)
- b. ☐ **Design/Survey/Construction Documents** – Project has or is in the process of surveying or construction Document preparations (1 point)
- c. ☐ **ROW acquisition** – Project is in stages of Right-of-Way acquisition (1 point)
- d. ☐ **Bid Phase** – Project has been./or is in the stages of obtaining construction bids (1 point)
- e. ☐ **Partial Construction** – Project has begun construction or has been awarded and contract has been Executed. (1 point)

(WMPO INTERNAL USE ONLY) Total Project Readiness Points: / 5

2. Closing a Gap: (5 point maximum) ** Include on a separate 'Closing a Gap' Map – Exhibit C ******

- a. ☐ Closing an internal gap in total facility length > 2 miles (5 points)
- or
- b. ☐ Closing an internal gap in total facility length > 0.5 miles (3 points)
- or
- c. ☐ Providing an extension making total facility length > 2 miles (3 points)
- or
- d. ☐ No gap and proposed total facility length < 2 miles (0 points)

(WMPO INTERNAL USE ONLY) Total Missing Link Points: / 5

Link Explanation: _____

3. Major Obstacle: (5 point maximum) ****Include on required 'Map of Proposed Project' – Exhibit A****

- a. ☐ **High** - new connection created across a river, railroad, or limited-access multi-lane freeway (5 points)
- or
- b. ☐ **Medium** - new connection created across a roadway containing four or more lanes (3 points)
- or
- c. ☐ **None** - no connection between any major obstacles listed above (0 points)

(WMPO INTERNAL USE ONLY) Total Major Obstacle Points: / 5

4. Safety Concern: (10 point maximum)

Number of Bicycle/Pedestrian Crashes: _____ (TEASS 5 yr data)

1 point per crash with a max of 10 points

(WMPO INTERNAL USE ONLY) Total Safety Concern Points: / 10

5. Goat Path: (5 point maximum)

- a. ☐ **Yes** - The project will provide a facility where a documented worn path has been created by users (5 points)
- or
- b. ☐ **No** - The project does not provide a goat path facility (0 points)

(WMPO INTERNAL USE ONLY) Total Goat Path Points: / 5

6. Adopted in Plan: (15 point maximum)

- a. ☐ **Yes** – The project has been adopted in Cape Fear Commutes 2035 (10 points)
- or
- b. ☐ **Yes** - The project has been adopted in a plan or policy by resolution (5 points)
- or
- c. ☐ **No** - The project has not been adopted in plan or policy (0 points)

(WMPO INTERNAL USE ONLY) Total Plan Adoption Points: / 15

List plans: _____

7. Local Match: (15 point maximum)

- a. ☐ The project has the required 20% local funding match (0 points)
- or**
- b. ☐ The project has a 30% or more local funding match (5 points)
- or**
- c. ☐ The project has a 40% or more local funding match (10 points)
- or**
- d. ☐ The project has a 50% or more local funding match (15 points)

(WMPO INTERNAL USE ONLY) Total Local Match Points: / 15

8. Project Cost Table

Cost of NEPA/Design Phase:

Cost of Right-of-Way Phase:

Cost of Construction Phase:

Total Estimated Cost of Project:

Total Local Match:

Total TAP-DA Funding Requested:

9. Proximity of a School: (23 point maximum) **Include on a separate 'Proximity of a School' Map – See Exhibit D**

- a. The project is located within ½ mile of: (check all that apply)
- ☐ Elementary School ☐ Middle School ☐ High School ☐ College/University
(5.75 points for each)
- b. The project is located within 1 mile of: (check all that apply)
- ☐ Elementary School ☐ Middle School ☐ High School ☐ College/University
(3 points for each)
- c. The project is located within 1½ mile of: (check all that apply)
- ☐ Elementary School ☐ Middle School ☐ High School ☐ College/University

or		(1 point for each)
d.	<input type="checkbox"/> The project is located more than 1½ mile from any schools:	(0 points)
(WMPO INTERNAL USE ONLY) Total Proximity to School Points:		/ 23

10. Bicycle / Pedestrian Generators: (25 point maximum) **Include on a separate 'Bicycle/Pedestrian Generator Map' – See Exhibit E**		
a.	The project is located within a ½ mile radius of: (check all that apply)	
	<input type="checkbox"/> Residential Areas <input type="checkbox"/> Public Park/Playground/Recreation Center <input type="checkbox"/> Public Library <input type="checkbox"/> Shopping/Retail & Services <input type="checkbox"/> Business Park/Office/Hospital	(5 points for each)
b.	<input type="checkbox"/> The project is not located within a ½ mile radius of any residential areas, park/playground/recreation centers, libraries, shopping/retail and services, and business parks/offices/hospitals	(0 points)
(WMPO INTERNAL USE ONLY) Total Bicycle/Pedestrian Generator Points:		/ 25

11. Connection to Transit: (10 point maximum) **Include on required 'Map of Proposed Project' – See Exhibit A**		
a.	<input type="checkbox"/> The project will connect to a bus stop <input type="checkbox"/> The project will connect to a park and ride lot	(10 points)
or		
b.	<input type="checkbox"/> The project does not offer any connection to transit locations	(5 points)
or		
c.	<input type="checkbox"/> The project does not offer any connection to transit locations	(0 points)
(WMPO INTERNAL USE ONLY) Total Connection to Transit Points:		/ 10

12. WMPO Parallel Function Class: (7 point maximum)		
a.	<input type="checkbox"/> Primary Arterial <input type="checkbox"/> Minor Arterial	(7 points)
or		
b.	<input type="checkbox"/> Collector Street	(5 points)
or		
c.	<input type="checkbox"/> Local Street	(3 points)
or		
d.	<input type="checkbox"/> Cul-de-Sac/Dead-end	(1 point)
or		
e.		

(0 points)	
(WMPO INTERNAL USE ONLY) Total Points for Associated Parallel Function Class:	/ 7

13. Right-of-Way/Easement Dedication and Utility Relocation: (10 point maximum)	
a. <input type="checkbox"/> No additional right-of-way and/or easement	(5 points)
or	
b. <input type="checkbox"/> No major utility relocation	(5 points)
or	
c. <input type="checkbox"/> Minimal additional right-of-way and/or easements needed	(3 points)
or	
d. <input type="checkbox"/> Minimal utility relocation	(3 points)
or	
e. <input type="checkbox"/> Significant additional right-of-way needed	(1 point)
or	
f. <input type="checkbox"/> Major utility relocations needed	(1 point)
(WMPO INTERNAL USE ONLY) Total Right-of-Way/Easement Points:	/10

(WMPO INTERNAL USE ONLY) Total Project Points:	/ 135
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TAP-DA FUNDING APPLICATION
TOWN OF ANYWHERE, NC

Map of Proposed Project -

Sidewalk along 9th Street
from Oak Street to Lake Avenue
and Intersection Improvements at
Oak Street and Lake Avenue



LEGEND

- Proposed Sidewalk Project (1,330 feet)
- Proposed Crosswalks and Push Button Pedestrian Heads
- Existing Sidewalk
- Existing Bike Lanes
- Existing Greenway/Multi-Use Path
- ★ Existing Bus Stop
- Existing Crosswalks
- Major Obstacle (Rail Road)



1,000 feet

NOTE: This map is not intended to represent a specific project or location in the WMPO. Street names and projects are fictional. Its purpose is to provide an example for TAP-DA applicants. This map is required for application to be complete. Not all components in legend are applicable to every proposed project.



TAP-DA FUNDING APPLICATION
TOWN OF ANYWHERE, NC

Closing a Gap Map -

Sidewalk along 9th Street
from Oak Street to Lake Avenue
and Intersection Improvements at
Oak Street and Lake Avenue



LEGEND

Proposed Sidewalk Project (1,330 feet)

●

Proposed Crosswalk and Push Button
Pedestrian Heads

—

Existing Sidewalk

2,000 Feet

NOTE: This map is not intended to represent a specific project or location in the WMPO. Street names and projects are fictional. Its purpose is to provide an example for TAP-DA applicants applying for 'Closing a Gap' points. As an example, this project would receive 3 points - the proposed sidewalk project fills a gap where the total facility length is greater than 1/2 mile.

(sample)

Resolution authorizing (a local government) to submit an application to the Wilmington Metropolitan Planning Organization in the Amount of \$_____ for Transportation Alternatives Program - Direct Attributable Funds for Name of Project

LEGISLATIVE INTENT/PURPOSE:

On (date) the Wilmington Metropolitan Planning Organization (WMPO) issued a call for projects to agencies in its jurisdiction for Transportation Alternatives Program - Direct Attributable Funding (TAP-DA). A total of \$_____ is available to award. TAP-DA is comprised of a collection of discretionary programs including (short description of what you are applying for – for example: planning, design and construction of on- and off- road bicycle and pedestrian facilities). Each agency may submit one application of not less than \$50,000 for possible reward. The funding requires a minimum 20% local cash match.

>Insert description of proposed project, including (if applicable): length, connections to other facilities, and connections to schools, shopping, etc. Include other adopted plans that recommend this project. Include estimated cost, amount of TAP-DA funds requesting, and proposed match (percentage and amount).>

THEREFORE, BE IT RESOLVED:

That, the (appropriate person) is hereby authorized to submit a TAP-DA application in the amount of \$_____ and will commit \$_____ as a cash match for the (name of project)

SIGNATURE REQUIRED

TAP-DA FUNDING APPLICATION
TOWN OF ANYWHERE, NC

Proximity of a School Map -

Sidewalk along 9th Street
from Oak Street to Lake Avenue and
Intersection Improvements at
Oak Street and Lake Avenue



LEGEND

- Proposed Sidewalk Project (1,330 feet)
- Proposed Intersection Improvement
- School(s)

2,000 Feet



NOTE: This map is not intended to represent a specific project or location in the WMPO. Street names and projects are fictional. Its purpose is to provide an example for TAP-DA applicants applying for 'Proximity of a School' points. As an example, this project would receive 9.75 points - 5.75 points for Central Elementary, 3 points for Southern Middle, and 1 point for Northern University.

TAP-DA FUNDING APPLICATION
TOWN OF ANYWHERE, NC

Bicycle and Pedestrian Generator Map -

Sidewalk along 9th Street
from Oak Street to Lake Avenue
and Intersection Improvements at
Oak Street and Lake Avenue



LEGEND

- Proposed Sidewalk Project (1,330 feet)
- Proposed Crosswalks and Push Button Pedestrian Heads
- Public Park/Playground/Recreational Areas
- Residential Areas
- Shopping/Retail Areas
- Library
- Business Park/Office/Hospital



1,000 feet

NOTE: This map is not intended to represent a specific project or location in the WMPO. Street names and projects are fictional. Its purpose is to provide an example for TAP-DA applicants applying for 'Bicycle and Pedestrian Generator' points. As an example, this project would receive 25 points - 5 points for each of the generators listed in the legend.

1/2 MILE BUFFER

Oak Street

9th Street

Lake Avenue



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

**RESOLUTION ADOPTING THE TRANSPORTATION ALTERNATIVES PROGRAM-DIRECT
ATTRIBUTABLE FUNDING PROJECT SUBMITTAL GUIDE AND COMPETITIVE PROCESS**

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

WHEREAS, on July 18, 2012 the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) designated the Wilmington Urban Area Metropolitan Planning Organization as a Transportation Management Area (TMA); and

WHEREAS, Transportation Alternatives Program-Direct Attributable (TAP-DA) funds are available for all designated TMAs; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee has the ability to directly program TAP-DA funds on eligible projects submitted by eligible entities through a competitive process; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has developed the TAP-DA Funding Project Submittal Guide and Competitive Process for the distribution of the TAP-DA funds.

NOW, THEREFORE, BE IT RESOLVED, that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts the Transportation Alternatives Program-Direct Attributable Funding Project Submittal Guide and Competitive Process.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on May 28, 2014.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

Wilmington Urban Area Transportation Planning Work Program

Fiscal Year 2014-2015



Adopted

**FY 2014-2015 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 2014-2015. 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 four 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.
- Surface Transportation Program-Direct Attributable Funds- These funds are dedicated to Transportation Management Areas and these funds can be used to perform transportation planning. They require a 20% 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 2014-2015

(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 and uploaded to the WMPO website.

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. MPO staff also utilizes accident data for specific inquiries.

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

II-A6 Dwelling Unit, Population, Employment Changes- Will measure land use changes by Transportation Analysis Zone between 2010 Census and travel demand model base year. Staff will provide capacity analysis for proposed developments within the Wilmington planning area boundary.

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

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

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

II-A10 Mapping- Keep Geographic Information System files current and produce maps to support the TCC and TAC, 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. Staff the Citizen Advisory Committee (CAC).

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

II-B-8 Capacity Deficiency Analysis- Identify areas of deficient capacity through use of travel demand model for further analysis as potential long range transportation improvement projects.

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

II-B10 Transit Element of Metropolitan Transportation Plan- Identify public transportation deficiencies, priorities, and proposed transit improvement solutions for inclusion in the update of the MTP. Provide documentation of process and recommendations in the update of the MTP.

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

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

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

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

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

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

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. Evaluate strategies developed for the Congestion Management Process. Document process and solutions in the update of the MTP.

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

III-A Planning Work Program- Evaluation of FY 2014 PWP and development of FY 2015 PWP.

III-B Transportation Improvement Program-Review and amend the 2012-2020 Transportation Improvement Program on an as needed basis.

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

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

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

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

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

III-C6 Public Involvement- Extensive Public Participation effort will be carried out to solicit input and reaction to the completion of planning studies within the Wilmington MPO's 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.

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

III-D3 Special Studies- Consultant will be contracted to assist in the completion of the Metropolitan Transportation Plan and other studies completed by the 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	442100-
Task Code	II-A-5
Title	Transit System Data
Task Objective	Collect and analyze data for route planning and submission to NTD
Tangible Product Expected	Accurate data from multiple data collection devices onboard Wave Transit vehicles and other sources to ensure compliance with National Transit Database requirements
Expected Completion Date of Products	June 2015
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	1,768
Section 5303 NCDOT 10%	1,768
Section 5303 FTA 80%	14,138
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100-
Task Code	II-B-6
Title	Community Goals & Objectives
Task Objective	Interpret and communicate with members of the Authority and WMPO TCC and TAC adopted planning documents defining community goals and objectives
Tangible Product Expected	Service offerings that are compliant with adopted plans that outlined the goals of the community for public transportation in the region
Expected Completion Date of Products	June 2015
Previous Work	Communication of goals and objectives to decision makers and the public
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	455
Section 5303 NCDOT 10%	455
Section 5303 FTA 80%	3,632
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100-
Task Code	II-B-10
Title	Transit Element of the LRTP
Task Objective	Provide input to CAC, TCC and TAC regarding long range transit plans for the region
Tangible Product Expected	Informed decisions regarding long range public transportation plans leading to a realistic planning document for the region
Expected Completion Date of Products	June 2015
Previous Work	Provided input and educated decision makers regarding the federal and state public transportation program
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	455
Section 5303 NCDOT 10%	455
Section 5303 FTA 80%	3,632
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100-
Task Code	II-B-16
Title	Financial Planning
Task Objective	Plan capital and operating cost estimates to ensure fiscal compliance and maintain the adopted level of transit service
Tangible Product Expected	Short range financial plans based on current federal and state legislation to ensure that transit services are provided in a consistent manner utilizing the most economical and efficient methods
Expected Completion Date of Products	June 2015
Previous Work	Financial planning of the public transportation program
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	950
Section 5303 NCDOT 10%	950
Section 5303 FTA 80%	7,601
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100-
Task Code	II-C-1
Title	Title VI
Task Objective	Interpret and prepare Title VI documents and monitor Title VI efforts to ensure compliance with FTA approved Title VI program
Tangible Product Expected	Compliance with the Title VI circular and adopted Title VI program
Expected Completion Date of Products	June 2015
Previous Work	Title VI program development and compliance efforts
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	1,189
Section 5303 NCDOT 10%	1,189
Section 5303 FTA 80%	9,516
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100-
Task Code	II-C-3
Title	Minority Business Enterprise
Task Objective	Implement and monitor the MBE program to be compliant with adopted MBE program, update MBE goals as required, and undertake MBE outreach
Tangible Product Expected	MBE participation that is equal to or greater than the adopted and approved MBE goal
Expected Completion Date of Products	June 2015
Previous Work	MBE program oversight
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	1,188
Section 5303 NCDOT 10%	1,188
Section 5303 FTA 80%	9,502
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100-
Task Code	II-C-6
Title	Public Involvement
Task Objective	Hear and analyze public comment from monthly meetings of the Authority, email comments, written comments and other comments outlined in the Authority Public Involvement Program. Work with public to update LCP, LRTP, SRTP and other planning documents.
Tangible Product Expected	Make recommendations to appropriate parties from comments made to the Authority by members of the community
Expected Completion Date of Products	June 2015
Previous Work	Public comment
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	1,190
Section 5303 NCDOT 10%	1,190
Section 5303 FTA 80%	9,514
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100-
Task Code	III-E
Title	Management & Operations
Task Objective	MPO and CFPTA staff will conduct required administrative and operational tasks to support Wave Transit. Periodical reviews of administrative agreements and procedures. Staff will perform daily operations to disseminate planning information to the TAC/TCC committee members, the public and/or other agencies.
Tangible Product Expected	Compliance with FTA and NCDOT requirements, well informed community and elected officials about the public transit program, and functional system that meets the needs of the community
Expected Completion Date of Products	June 2015
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	2,712
Section 5303 NCDOT 10%	2,719
Section 5303 FTA 80%	21,777
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

FY 2014-2015 Revised Unified Planning Work Program Budget

Wilmington MPO		SPR		SEC. 104 (f) PL		SECTION 5303			SECTION 5307			ADDITIONAL FUNDS		TASK FUNDING SUMMARY			
TASK CODE	TASK DESCRIPTION	Highway							Transit			STP-DA			STATE	FEDERAL	TOTAL
		NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	FHWA	LOCAL			
												20%	80%				
II-A	Surveillance of Change																
II-A-1	Traffic Volume Counts			6,400	25,600									6,400	0	25,600	32,000
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	1,768	1,768	14,138						1,868	1,768	14,538	18,174
II-A-6	Dwelling Unit, Pop. & Emp. Change			3,000	12,000									3,000	0	12,000	15,000
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			1,000	4,000	445	445	3,632						1,445	445	7,632	9,522
II-B-7	Forecast of Future Travel Patterns			0	0									0	0	0	0
II-B-8	Capacity Deficiency Analysis			1,000	4,000									1,000	0	4,000	5,000
II-B-9	Highway Element of the LRTP			2,000	8,000									2,000	0	8,000	10,000
II-B-10	Transit Element of the LRTP			400	1,600	455	455	3,632						855	455	5,232	6,542
II-B-11	Bicycle & Ped. Element of the LRTP			2,000	8,000									2,000	0	8,000	10,000
II-B-12	Airport/Air Travel Element of LRTP			50	200									50	0	200	250
II-B-13	Collector Street Element of LRTP			600	2,400									600	0	2,400	3,000
II-B-14	Rail, Water or other mode of LRTP			2,000	8,000									2,000	0	8,000	10,000
II-B-15	Freight Movement/Mobility Planning			2,000	8,000									2,000	0	8,000	10,000
II-B-16	Financial Planning			200	800	950	950	7,601						1,150	950	8,401	10,501
II-B-17	Congestion Management Strategies			2,000	8,000									2,000	0	8,000	10,000
II-B-18	Air Qual. Planning/Conformity Anal.			0	0									0	0	0	0
III-A	Planning Work Program			200	800									200	0	800	1,000
III-B	Transp. Improvement Plan			200	800									200	0	800	1,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.													0	0	0	0
III-C-1	Title VI			200	800	1,189	1,189	9,516						1,389	1,189	10,316	12,894
III-C-2	Environmental Justice			200	800									200	0	800	1,000
III-C-3	Minority Business Enterprise			100	400	1,188	1,188	9,502						1,288	1,188	9,902	12,378
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	1,190	1,190	9,514						2,390	1,190	14,314	17,894
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.			600	2,400									600	0	2,400	3,000
III-D-2	Enviro. Analysis & Pre-TIP Plng.			50	200									50	0	200	250
III-D-3	*Special Studies			14,000	56,000									14,000	0	56,000	70,000
III-D-4	Regional or Statewide Planning			50	200									50	0	200	250
III-E	Management & Operations			23,000	92,000	2,712	2,712	21,777				50,000	200,000	75,712	2,712	313,777	392,201
TOTALS		0	0	65,150	260,600	9,897	9,897	79,312				50,000	200,000	125,047	9,897	539,912	674,856

Anticipated DBE Contracting Opportunities for FY 2014-2015

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	\$56,000	\$70,000

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

**RESOLUTION AMENDING THE FISCAL YEAR 2014-2015 UNIFIED PLANNING WORK
PROGRAM OF THE WILMINGTON URBAN AREA METROPOLITAN PLANNING
ORGANIZATION**

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

WHEREAS, the fiscal year 2014-2015 Unified Planning Work Program documenting the comprehensive and continuing transportation planning program in the Wilmington Urban Area was adopted by the Wilmington MPO's Transportation Advisory Committee; and

WHEREAS, the need for amendments of the fiscal year 2014-2015 Unified Planning Work Program has subsequently been evaluated and justified in order to effectively advance transportation planning for fiscal year 2014-2015; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the fiscal year 2014-2015 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

WHEREAS, the Wilmington MPO proposes amendments to the 2014-2015 Unified Planning Work Program to reflect updated information for Section 5303 funding.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby approves the amendments to the fiscal year 2014-2015 Unified Planning Work Program.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on May 28, 2014.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary
Transportation Advisory Committee

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

**RESOLUTION RESCINDING THE REQUEST FOR THE WILMINGTON MPO TO BE
DESIGNATED THE RECIPIENT FOR ELDERLY PERSONS AND PERSONS WITH
DISABILITIES PROGRAM (SECTION 5310) FUNDING**

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, at a regular meeting on March 26, 2014 the Wilmington MPO Transportation Advisory Committee supported the designation of the Wilmington MPO as the designated recipient funding under the federal Elderly Persons and Persons with Disabilities Funding Program (Section 5310); and

WHEREAS, subsequent consultation with the Cape Fear Public Transportation Authority (CFPTA), the Federal Transit Administration (FTA), and the North Carolina Department of Transportation have revealed the opportunity for partnership in the local administration of these funds as more advantageous for the region.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby rescinds the request to be the designated recipient under the federal Elderly Persons and Persons with Disabilities Funding Program (Section 5310).

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on May 28, 2014.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION APPROVING THE CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY AS THE
DESIGNATED RECIPIENT FOR ELDERLY PERSONS AND PERSONS WITH DISABILITIES
PROGRAM (SECTION 5310) FUNDING**

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 accordance with 23 CFR § 450.306 the Wilmington MPO was designated as the public body for cooperative decision making in the Wilmington Urbanized Area (UZA); and

WHEREAS, the Cape Fear Public Transportation Authority (CFPTA) is the provider of public transportation services in the Wilmington MPO UZA; and

WHEREAS, in order for the Wilmington Urban Area to receive federal funds for the Elderly Persons and Persons with Disabilities Federal Transit Administration (FTA) 49 CFR § 5310 programs, the administrative recipient of funds allocated to the urbanized area must be designated by the Governor of North Carolina; and

WHEREAS, local utilization of FTA 49 CFR § 5310 program funds requires significant coordinated administration including certified allocation of funds on a fair and equitable basis, management of all aspects of grant distribution and oversight for subrecipients receiving funds under this program, and submitting reports as required by FTA; and

WHEREAS, the Wilmington MPO has consulted with the CFPTA and recognizes that there is an opportunity to form a partnership for the local administration of these funds for the benefit of the region as a whole; and

WHEREAS, the CFPTA already serves as the designated recipient for other FTA programs and has the administrative and financial capacity to administer these funds; and

WHEREAS, the Wilmington MPO serves as the direct recipient for other direct attributable funds for which it has developed methods for allocation of funds on a fair and equitable basis; and

WHEREAS, the Wilmington MPO has consulted with the CFPTA and they concur in recommending the Authority as the designated recipient of 49 CFR § 5310 funds while the Wilmington MPO will serve as the lead agency for the project selection process.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby supports the Cape Fear Public Transportation Authority as the designated recipient within the Wilmington UZA for funding under the federal Elderly Persons and Persons with Disabilities Funding Program (Section 5310).

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on May 28, 2014.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION REQUESTING THE REMOVAL OF CERTAIN ROUTES WITHIN THE
WILMINGTON REGION FROM THE NORTH CAROLINA TRUCK NETWORK WITH
REASONABLE ACCESS ROUTES DESIGNATION**

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

WHEREAS, the North Carolina Department of Transportation and Federal Highway Administration have defined North Carolina Truck Network with Reasonable Access Routes; and

WHEREAS, this North Carolina Truck Network with Reasonable Access Routes includes “Reasonable access for twins and/or 53-foot trailers with NCDOT approval letter and valid origination/destination along route” and “Designation for STAA dimensioned vehicles (includes twins and 53-foot trailers)(three miles reasonable access allowed off these routes unless otherwise posted or restricted)” and “Truck Restricted Route”; and

WHEREAS, the Wilmington MPO’s mission includes improving the quality of life for the citizens of the community and providing for the safe and efficient mobility throughout the region; and

WHEREAS, the Wilmington MPO has concerns regarding traffic volumes, access management and crash rates along corridors on certain streets where the Reasonable Access Routes have been defined; and

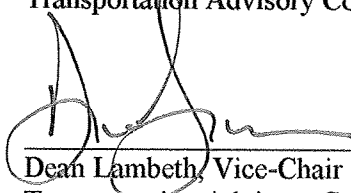
WHEREAS, the Wilmington MPO desires for the North Carolina Department of Transportation and Federal Highway Administration to remove certain streets from the North Carolina Truck Network with Reasonable Access Routes.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization’s Transportation Advisory Committee hereby requests the North Carolina Department of Transportation and Federal Highway Administration amend the North Carolina Truck Network with Reasonable Access Routes to remove reasonable access for twins and/or 53-foot trailers and/or STAA dimensioned vehicles from the following routes from the North Carolina Truck Network:

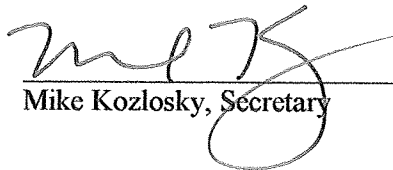
- US 421/74/76/17 BUS – Cape Fear Memorial Bridge
- US 421 – 3rd Street from Dawson Street to Burnett Boulevard
- US 421 – Carolina Beach Road from Burnett Boulevard to Spencer-Farlow Drive
- US 421 – Lake Avenue from Spencer Farlow Drive to Goldsboro Avenue
- US 76 - Dawson Street from Cape Fear Memorial Bridge to Oleander Drive
- US 76 - Oleander Drive from Dawson Street to Military Cutoff Road
- SR 1409 - Military Cutoff Road from Oleander Drive to Market Street
- US 74/NC 133 - Isabel Holmes Bridge
- US 74 - MLK Parkway from Isabel Holmes Bridge to College Road
- SR 1175 - Kerr Avenue from MLK Parkway to Randall Parkway

- US 177 - College Road from MLK Parkway to Randall Parkway
- SR 1302 - N 23rd Street from Castle Hayne Road to Blue Clay Road
- NC 133 - Castle Hayne Road from MLK Parkway to Heritage Road
- SR 1333 - Hermitage Road from Castle Hayne Road to Crowatan Road
- SR 2157 - Crowatan Road from Heritage Road to Castle Hayne Road
- NC 133 - Castle Hayne Road from Crowatan Road to Holly Shelter Road
- SR 1002 - Holly Shelter Road from Castle Hayne Road to I-40

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 28, 2013.



Dean Lambeth, Vice-Chair
Transportation Advisory Committee



Mike Kozlosky, Secretary



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

April 23, 2014

Mr. Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization
305 Chestnut Street, Floor 4
Wilmington, NC 28401

Dear Mr. Kozlosky:

Per previous discussion we have received the MPO's resolution on eliminating Surface Transportation Assistance Act (STAA) routes in and around the City of Wilmington. We have researched the process for removing these routes from the federal national truck network (NN). All of the routes with the exception of the reasonable access routes that you requested to be removed were approved in the early 1980s, and will require federal action to remove from the national truck network.

I have considered your request and have reviewed various alternatives. However, after discussing the issue with staff and industry, considering the potential impacts to the Port of Wilmington, and the difficulty to correct any unintended consequences, I am denying the request in its entirety to remove the national truck network. If the MPO wishes to appeal this decision, they can do so by appealing to Secretary Tata at 1 South Wilmington Street, Raleigh North Carolina.

If the MPO wishes to discuss individual segments and the potential for pursuing those, the Department will be glad to meet and go over the specific actions, and the implications of those actions.

I know you have discussed the use of trucks with twin trailers coming from the port with the North Carolina Port Authority and they stated that very few twins utilize these routes. The STAA laws cover a wide variety of other vehicles that are not twin trailers or 53' trailers. I believe it would be a mistake to remove these routes that directly serve the port because it would limit the types of vehicles that have access to our port and is counterintuitive to leveraging our transportation system to improve the economy of North Carolina.

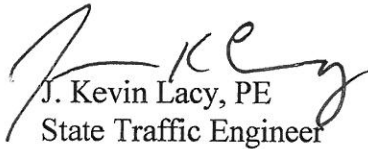
Mr. Mike Kozlosky

April 23, 2014

Page 2

With regards to the reasonable access routes, we are not agreeing to pursue removing these because they affect a very specific terminal and vehicles are not permitted to travel outside of those routes. Legally, they are allowed to travel from a STAA designated route (the national truck network) to the designated terminal and return without stopping for any other reason. With these restrictions there should be very few STAA vehicles utilizing these routes.

Sincerely,



J. Kevin Lacy, PE
State Traffic Engineer

cc: Anthony J. Tata, Secretary of Transportation
Michael Lee, Board of Transportation
John D. Lennon, Board of Transportation
Mike Holder, PE, Chief Engineer
Karen Fussell, PE, Division Engineer

Mr. Mike Kozlosky

April 23, 2014

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bc: Jon Nance, PE, Deputy Chief Engineer
Chad Kimes, Division Operations Engineer
Terry Hopkins, PE, State Traffic Safety Engineer
A.D. (Tony) Wyatt, PE, Mobility and Safety Field Operations Engineer
P. Haywood Daughtry, III, PE, Mobility and Safety Field Operations Engineer
Coke Gray, PE, Regional Traffic Engineer
Katie Hite, PE, Division Traffic Engineer
R.J. (Jeff) Jaeger, PE, Mobility and Safety Information Engineer
Lisa Avery, STAA Program Coordinator



WILMINGTON URBAN AREA Metropolitan Planning Organization

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

MEMORANDUM

TO: TAC Members

FROM: Mike Kozlosky, Executive Director

DATE: January 23, 2014

SUBJECT: **Wilmington MPO Local Input Methodology Process**

Members:

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR
Public Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

The Strategic Transportation Investments is a new formula to determine how the North Carolina Department of Transportation (NCDOT), in partnership with local governments, will fund and prioritize transportation projects in the state of North Carolina. Under this new formula, all modes will compete for the same funding. This means that roadway projects will compete with ferry projects which will compete with public transportation projects, etc. The Strategic Transportation Investments places projects into three categories: Statewide, Regional and Division levels. Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs) and Division Engineers will assign local input points to projects in the Regional and Division levels. MPOs and RPOs are required to develop methodology for the assignment of local input points and NCDOT must approve this methodology.

The following methodology has been developed by the Wilmington MPO for the purposes of determining transportation funding priorities for Prioritization 3.0. This methodology is intended to ensure a process that is both data-driven and responsive to local needs. The methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process including both quantitative and qualitative elements for determining project prioritization.

The MPO's participation in the Strategic Transportation Investments consists of the following steps: (1) selection of projects for consideration in the Statewide, Regional and Division levels; (2) quantitative scoring of submitted projects by SPOT; (3) develop draft qualitative scoring of projects and ranking; (4) public involvement process and (5) finalize project scoring and ranking.

Each of the three categories identified under the new Strategic Transportation Investments have their own criteria:

Statewide Level

- Projects of statewide significance will receive 40% of the available revenue
- The project selection process will be 100% data-driven/quantitative scoring

Regional Level

- Projects of regional significance will receive 30% of the available revenue based on regional population. Projects on this level compete within specific regions made up of two NCDOT Divisions. The Wilmington MPO is located in Region B.
- Data/ quantitative scoring will comprise 70% of the decision-making process and local rankings will comprise of the remaining 30%

Division Level

- Projects that address local concerns such as safety, congestion and connectivity will receive 30% of the available revenue shared equally over NCDOT's 14 Transportation Divisions. The Wilmington MPO is located in NCDOT Division 3.
- The department will choose projects based 50% on data and 50% on local rankings.

The Strategic Prioritization Office of Transportation "SPOT" will be developing quantitative scores for all projects based on the adopted methodology. Default criteria were recommended by the Prioritization 3.0 work group and agreed to by NCDOT to quantitatively score projects across all modes. However, the MPOs, RPOs and the NCDOT's Division Engineers were given flexibility to develop their own highway criteria and formulas for the quantitative evaluation and project scoring in the Regional Projects and Division Projects. SPOT required that any deviation from the adopted criteria had to be unanimously approved by each MPO and RPO in the region and/or division by July 1, 2013. A revised set of criteria was approved unanimously by the members of Region B and Division 3. Below please find these revised criteria:

Regional Projects Evaluation Criteria:

Multi-modal 25%

Safety 25%

Benefit-Cost- 20%

Local Input- 30%

Division Projects Evaluation Criteria

Safety 20%

Congestion 20%

Multi-modal 10%

Local Input- 50%

The aforementioned percentages and weights are used for the roadway mode only and all non-roadway projects will utilize the same criteria statewide.

Wilmington MPO Local Input Methodology Process

While developing the adopted Cape Fear Commutes 2035 Long Range Transportation Plan, the Wilmington MPO's TAC adopted a prioritization process for evaluating projects identified in the plan. Projects were evaluated and scored based on their performance on different evaluating criteria. *Roadway projects* had different evaluating criteria based on the type of problem they addressed (congestion mitigation, quality of life, and safety). The *Congestion Management projects* were evaluated based on specific factors that included Efficient, Safe, Multi-modal, Appropriate, Integrated and Responsible factors. The *Quality of Life projects* were scored based on the average daily traffic (ADT), an ugly factor, existing or planned transit service, gateway to the region, identified in an adopted plan and if the project was within an incorporated municipality. *Safety projects* were scored based on the crash rate from 2005-2009. The prioritization process for the Cape Fear Commutes 2035 Transportation Plan was used as a

starting point for guiding the developed of the Wilmington MPO's local methodology for Prioritization 3.0.

The MPO has developed an objective, matrix-based prioritization process for the review of projects submitted to SPOT for consideration in Prioritization 3.0. The MPO proposes to utilize a Local Preference, SPOT Scoring, Consistency with Plans and Status of the Project in the Development as evaluating criteria in assigning these local input points. The WMPO will use the quantitative scores from the SPOT office as part of the prioritization process as well as to guide the TAC in the assignment of local preference points.

Local Preference- The Local Preference is the priority of the project as ranked by the TCC and TAC. The TAC will review and approve a final prioritized list of projects for submission to SPOT assigned by level. These projects will be grouped into High, Medium and Low categories based on approval by the TAC. There are approximately 100 projects to be considered during the evaluation process. A matrix will be used to develop the draft Local Preference points. Below please find an example of this matrix:

		Reduces Mean Travel Time	Reduces Conflict Points	Includes Multi-modal Accommodations	Adopted Local Support	Prioritization 2.0 Points	Total
		Data	(Yes/No)	(Yes/No)	(Yes/No)	Points	Points
Project X							

*Yes= 100 points

*No = 0 points

Reduce Mean Travel Time- is the output data from SPOT's congestion score for each project.

Reduces Conflict Points- the project reduces the number of conflict points or implements access management strategies. This information will be derived from the TAC's adopted Problem Statement for the project and/or adopted Long Range Transportation Plan.

Includes Multi-modal Accommodations- the project also includes a bicycle, pedestrian or public transportation component. This information will be derived from the TAC's adopted Problem Statement for the project and/or adopted Long Range Transportation Plan.

Adopted Local Support- the local municipality and/or county has adopted a resolution supporting the project. The resolution should specify facts / figures which justify the need for the project.

Prioritization 2.0 Points- the amount of local input points the project received during the Prioritization 2.0

The High priority projects will be the Top 20 projects as prioritized by the TAC, the Medium priority projects will be projects 21-50 and the Low priority projects will be projects 51 through the remainder of the list. Each project will be evaluated on a sliding scale.

- High priority projects receiving- 50 points
- Medium priority projects receiving- 30 points
- Low priority projects receiving- 10 points

SPOT 3.0 Score- The SPOT 3.0 score is the score provided by SPOT for each project. Each project will be scored by the MPO on a sliding scale from 20 to 1 based on the SPOT score.

Consistency with Plans- This criterion is used to determine if the proposed project is in an adopted plan. Each project will be evaluated on a sliding scale with the points assigned as follows:

- Projects included in the adopted Long Range Transportation Plan- 20 points
- Projects included in Plans adopted by the MPO- 10 points
- Projects that are adopted in plans by the member jurisdictions but not adopted by the MPO- 5 points

Status of the Project in Development- This criterion will identify which phase the project is in the development of the project. Each project will be evaluated on a sliding scale with the criteria as outlined below:

- Projects that are in the right-of way acquisition or property already acquired by the State of North Carolina- 10 points
- Projects that are in the Design phase- 5 points
- Projects that are in the Planning phase- 3 points

Under this new formula, all modes will compete against each other for funding. Evaluation criteria needed to be developed for roadway, public transportation, aviation, ferry, rail, bicycle and pedestrian projects. Wilmington MPO staff recommends the following criteria and percentages for the evaluation of projects at the Regional and Division levels in Prioritization 3.0: These proposed criteria will be utilized across all modes of transportation with each project able to achieve up to 100 points per each subcriteria in an effort to normalize the project rankings and scores.

Roadway Projects (100 points)

Local Preference (50%)

SPOT Score (20%)

Consistency with Plans (20%)

Status of the Project in Development (10%)

Bicycle and Pedestrian Projects (100 points)

Local Preference (50%)
 SPOT Score (20%)
 Consistency with Plans (20%)
 Status of the Project in Development (10%)

Public Transportation (100 points)

Local Preference (50%)
 SPOT Score (20%)
 Consistency with Plans (20%)
 Status of the Project in Development (10%)

Aviation Projects (100 points)

Local Preference (50%)
 SPOT Score (20%)
 Consistency with Plans (20%)
 Status of the Project in Development (10%)

Ferry Projects (100 points)

Local Preference (50%)
 SPOT Score (20%)
 Consistency with Plans (20%)
 Status of the Project in Development (10%)

Rail Projects (100 points)

Local Preference (50%)
 SPOT Score (20%)
 Consistency with Plans (20%)
 Status of the Project in Development (10%)

Each MPO, RPO and NCDOT Division Engineer is allowed to assign local input points that will be used by NCDOT in ranking and scoring each project. The Wilmington MPO will be able to assign up to 1,500 local input points for each (**1500 for Regional Impact and 1500 for Division Needs categories**). The maximum number of points that can be assigned to a project is 100 points. The assignment of local input points will be based on a mathematical sum of the points assigned during the Local Input Methodology Process.

Example:

Project: Project X

Local Preference- Project scores in the Top 20=	50 points
SPOT Score Translated=	20 points
Project Consistency with Plans- Project is in LRTP=	20 points
Status of Project in Development- Project right of way acquisition is complete=	<u>10 points</u>
Total	100 points

The top scoring projects will receive the highest number of points from the Wilmington MPO. The Local Input Methodology shall serve as a guide for the TAC to assign points to projects located within the Wilmington MPO's planning jurisdiction and the TAC will have the flexibility to assign points as the Committee desires. However deviation from the Local Input Methodology shall require the

justification/rationale to be made during a public meeting of the TAC as advertised by the open meetings laws and included with the sharing of the points with the public through the public outreach effort.

The Wilmington MPO's TCC and TAC will develop a "draft" project ranking and scoring to assign points based on the aforementioned criteria. The Wilmington MPO will then conduct a public outreach effort. Following the public outreach effort, the MPO will review with the TCC and TAC any comments received during the public participation process. No additional projects will be submitted based on the public participation effort. The TAC will then adopt a Final Project Ranking and Scoring for the Wilmington MPO. This information will then be submitted to the SPOT office.

Public Involvement Process

The Wilmington MPO adopted the most recent Public Involvement Policy on September 9, 2009. The Public Involvement Policy is an umbrella policy encompassing the plans and programs of the Wilmington MPO's transportation planning process. This policy serves as an integral part of the MPO's planning efforts. The Wilmington MPO will utilize this adopted policy to solicit comments on the "draft" Project Ranking and Scoring. These outreach efforts will include regular public input opportunities at TAC meetings, the draft project ranking and scoring will also be posted on the MPO's website and the MPO will solicit public comments. Following the closing of the public participation process, staff will review any comments received with the TCC and TAC. All public comments received and all final point assignments and any justification/rationale for point assignment which deviates from this Local Methodology will be placed on the Wilmington MPO's website at www.wmpo.org.

Prioritization Process Timeline: 2013-2014

- | | |
|--|---------------|
| • TAC Approves all projects for submittal | December 2013 |
| • TAC Reviews "DRAFT" Local Input Methodology | January 2014 |
| • Submit Projects to NCDOT | February 2014 |
| • TAC Adopts Local Input Methodology | February 2014 |
| • NCDOT Scores for New and Existing Projects | May 2014 |
| • TAC Approves "DRAFT" Project Ranking and Scoring | May 2014 |
| • Conduct MPO Public Input Process | May 2014 |
| • TAC Approves Final Project Ranking and Scoring | June 2014 |
| • Submit Scored Projects to NCDOT | July 2014 |



Why Strategic Transportation Corridors?

In defining a network of Strategic Transportation Corridors, NCDOT seeks to identify a critical network of multimodal transportation corridors that form the backbone of the state's transportation system. These high-priority corridors move most of our freight and intercity travel, link critical centers of economic activity and international air and sea ports, and support interstate commerce. We believe that they must operate well if our goals for a thriving economy are to be achieved.

These strategic corridors will support NCDOT's implementation of:

- The Strategic Transportation Investments (STI) and the Prioritization 3.0 project rating process
- NCDOT's 25 year implementing vision, a long range vision for STI.

Strategic Transportation Corridors Vision and Goals

The proposed Strategic Transportation Corridors presented today for comment are based on the Strategic Corridors Vision, Goals, and Objectives shown below. Do you agree with these?

Strategic Corridors Vision: *to provide North Carolina with a network of high-priority, multimodal transportation corridors and facilities that connect statewide and regional activity centers, to enhance economic development, promote highly-reliable, efficient mobility and connectivity, and support good decision-making.*

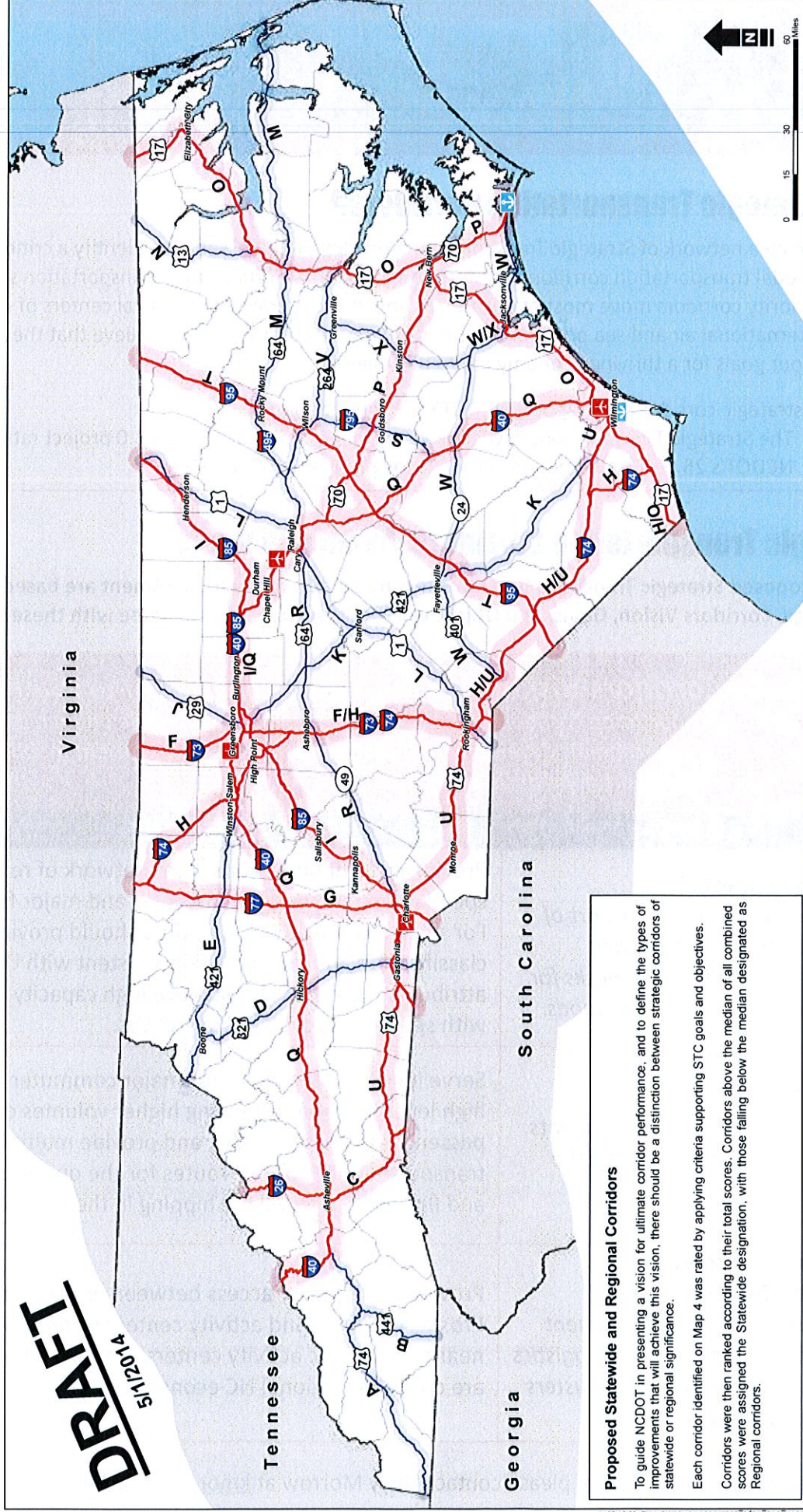
GOALS	OBJECTIVES
System Connectivity <i>Provide essential links as part of defined Interstate highway, defence, and freight networks for movement of people and goods.</i>	Provide a continuous, consistent network of reliable, higher speed interstate, national defense, and major freight routes. For system connectivity, corridors should provide functional classification and facility type consistent with those attributes; corridors should have high capacity consistent with speed and reliability objectives.
Mobility <i>Facilitates significant movements of people and goods across the state.</i>	Serve longer-distance and/or major commuter travel with high levels of service, moving higher volumes of existing passenger or freight traffic, and provide multiple transportation modes or routes for the opportunity of choice and flexibility in travel or shipping in the corridor.
Economic Prosperity (Activity Center Access) <i>Support economic development and efficiency of transport logistics for economic regions and clusters of activity centers.</i>	Provide high-quality access between and within the state's Prosperity Zones and activity center clusters, and from nearby economic activity centers in surrounding states that are critical to regional NC economic health.

For additional information, please contact Kerry Morrow at kmorrow@ncdot.gov.



Stratified Strategic Transportation Corridors

DRAFT
5/1/2014



Proposed Statewide and Regional Corridors

To guide NCDOT in presenting a vision for ultimate corridor performance, and to define the types of improvements that will achieve this vision, there should be a distinction between strategic corridors of statewide or regional significance.

Each corridor identified on Map 4 was rated by applying criteria supporting STC goals and objectives. Corridors were then ranked according to their total scores. Corridors above the median of all combined scores were assigned the Statewide designation, with those falling below the median designated as Regional corridors.



**NORTH CAROLINA
TRANSPORTATION
NETWORK**

Source: NCDOT, NCDOT GIS, ESRI

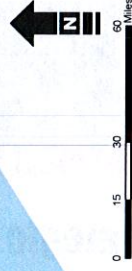
Legend

- Statewide Proposed STCs
- Regional Proposed STCs

- NC Seaports
- NC Int'l or Major Freight Airports

**STRATEGIC TRANSPORTATION
CORRIDORS**

STRATIFIED CORRIDORS
MAP 5



STC Corridor Rating and Ranking

CORRIDORS					CORRIDOR SCORING			TOTAL CORRIDOR SCORE
ID	Name	Begin Point	End Point		System Connectivity	Mobility	Economic Prosperity	
I	I-85	SC State Line	VA State Line		10	8	8	26
Q	I-40	TN State Line	Wilmington		7	9	10	26
T	I-95	SC State Line	VA State Line		9	9	7	25
U	US 74 W/US 74 E/Future I-74	I-26	Wilmington		7	6	7	20
G	I-77	SC State Line	VA State Line		4	7	7	18
H	I-74/Future I-74	I-77	SC State Line (Brunswick Co.)		4	6	8	18
C	I-26/US 23	GA State Line	TN State Line		4	6	7	17
P	US 70	I-40 (Raleigh)	Morehead City Port		3	3	9	15
O	US 17	SC State Line	VA State Line		4	2	8	14
F	I-73/Future I-73	SC State Line	VA State Line		4	4	6	14
M	I-495/US 64	I-40 (Raleigh)	Outer Banks		4	3	6	13
K	US 421/NC 87	I-85 (Greensboro)	US 74		5	3	5	13
L	US 1	SC State Line	VA State Line		3	3	6	12
W	US 401/NC 24/US 258	I-74	US 70 (Morehead City)		4	2	6	12
J	US 29 N	VA State Line	Greensboro		6	4	2	12
S	I-795/US 117	I-95 (Wilson)	I-40		3	4	4	11
V	US 264	US 64	US 17 (Washington)		1	3	7	11
D	US 321	SC State Line	TN State Line		2	3	6	11
A	US 74	TN State Line	I-26 (Asheville)		4	1	6	11
R	US 64/NC 49	I-40 (Raleigh)	I-85 (Charlotte)		4	1	5	10
X	US 258/NC 11	US 17 (Jacksonville)	US 264 (Greenville)		2	1	5	8
E	US 421 W	TN State Line	I-40 (Winston-Salem)		2	1	5	8
B	US 441	GA State Line	US 74		2	1	4	7
N	US 13	US 17	VA State Line		4	1	2	7

05.05.14 Atkins

Statewide STC

Regional STC



STC Corridor Rating and Ranking Criteria



Goals	System Connectivity	Mobility	Economic Prosperity (Activity Center Access)
	<i>Provide essential links as part of defined Interstate highway, defense, and freight networks for movement of people and goods.</i>	<i>Facilitate significant movements of people and goods across the state.</i>	<i>Support economic development and efficiency of transport logistics for economic regions and clusters of activity centers.</i>
Objectives	Provide a continuous, consistent network of reliable, higher speed interstate, national defense, and major freight routes. For system connectivity, corridors should provide functional classification and facility type consistent with those attributes; corridors should have high capacity consistent with speed and reliability objectives.	Serve longer-distance and/or major commuter travel with high levels of service, moving higher volumes of existing passenger or freight traffic, and provide multiple transportation modes or routes for the opportunity of choice and flexibility in travel or shipping in the corridor.	Provide high-quality access between and within the state's Prosperity Zones and activity center clusters, and from nearby economic activity centers in surrounding states that are critical to regional NC economic health.
Criteria	Functions as part of the Interstate Highway network, a STRAHNET route, a STRACNET route, the FHWA Comprehensive Primary Freight Network (in draft form presently), significant rail freight and passenger service alignments, and accesses state seaports and/or international airports.	Relative level of traffic volumes and freight movements accommodated, and presence of multiple modes and/or routes in the corridor.	Extent to which major highways or rail lines link or provide regional access to activity centers across multiple Prosperity Zones or within prosperity zones, to facilitate growing commerce or human services. Priority corridors are those linking multiple regions with Activity Center groupings.
Measures	Inclusion in one or more of the specified route/alignment elements; accesses state seaports and/or international airports; connects to bordering state strategic corridor. Score as follows: 6-7 points: Corridor includes 4-5 of the specified networks. 4-5 points: Corridor includes 2-3 of the specified network. 3 points: Corridor includes 1 of the specified networks. 1 point: Corridor includes none of the specified networks. BONUS POINTS 1-2 points: Connects to bordering state strategic corridor (based on 1 or 2 connections). 1 point: Seaport or airport which served by the corridor. [Maximum of 10 points]	Serves high volume general or freight traffic over distance of more than 20 miles. Score as follows: 5-6 points: Daily traffic volumes for general traffic or truck traffic are in the High range, depending on the extent of intensity. 3-4 points: Daily traffic volumes for general traffic or truck traffic are in the medium range. 1-2 points: Daily traffic volumes for general traffic or truck traffic are below the medium range. BONUS POINTS 1-2 points: Combination of High or Medium general and truck traffic, points depending on the extent and intensity of the mix. 1-2 points: Freight rail facility exists in all or part of the corridor. [Maximum of 10 points]	Score as follows: 8-10 points: Corridor facilitates connections between and within regions and their activity center clusters very well by clusters served and quality of the connection. 5-7 points: Same as above except only to a more moderate extent. 1-4 points: Same as above except only to a lesser extent. [Maximum of 10 points]



**North Carolina Transportation Network
Strategic Transportation Corridors Regional Meetings
Comment Form**

Your comments are important to the N.C. Department of Transportation, and to the finalization of Strategic Transportation Corridors that will best serve our citizens and economy. Please provide any comments you would like to make about the information presented today.

Blank lined paper for writing.

Please leave your completed form with us today by placing in the comment box provided. You also may take the form with you, and fold and tape as indicated on reverse, place postage where indicated and mail the form, or email your comments or questions to Kerry Morrow at kmorrow@ncdot.gov. You may also call her at 919-707-0924. If you would like to be contacted to discuss your comments or questions, please provide your name and preferred contact information.

Name: _____

Contact Information:

Fold This Part to the Back First.

NC Department of Transportation
Transportation Planning Branch
NCMIN/STC
1554 Mail Service Center
Raleigh, NC 27699-1554

Place
First Class
Postage
Stamp Here

NC Department of Transportation
Transportation Planning Branch
NCMIN/STC
1554 Mail Service Center
Raleigh, NC 27699-1554

Fold This Part Under Second and Secure With Tape at the Top.



MPO / RPO Statewide Rail Plan Survey

Under requirements outlined in the Passenger Rail Investment and Improvement Act (PRIIA) of 2008, the North Carolina Department of Transportation has initiated the development of a Comprehensive State Rail Plan (CSRP). Section 303 of this Act requires states to develop comprehensive plans accepted by the Federal Railroad Administration (FRA) in order to be eligible for certain capital grants. Once completed, the CSRP will serve as a blueprint for improvements over the next twenty years to freight and passenger rail service in North Carolina. The Plan will also provide an overview of potential funding opportunities, costs, and economic benefits associated with an enhanced rail system.

AECOM, in partnership with NCDOT, has begun the process of creating a rail plan that will establish a vision for the future of rail in NC and outline a blueprint to achieve this vision. A key part of this effort is to engage a broad spectrum of stakeholders that can provide input, vet assumptions, participate in a cooperative dialogue, identify emerging markets and issues, and identify potential infrastructure needs and projects to be considered in the plan. The plan will identify near-term (5-year), mid-term (10-year), and long-range (20-year) systems of projects. The projects provided will be considered for inclusion in the plan. Methods for evaluating corridors are being developed concurrent to this request effort.

This survey has been developed to solicit input from your MPO / RPO on rail and freight related needs and issues. Please submit this form by **June 15** to ensure the input can be incorporated into the development of the plan. Additional information regarding the schedule and scope of the Statewide Rail Plan will be available at <http://www.ncbytrain.org/projects/rail-plan.html>. **Specific projects should be submitted on the State Rail Plan Project Submission Form available at the AECOM booth at the MPO conference.**

The survey will take approximately 10 to 25 minutes to complete. You may send completed forms by mail or email to the contact below. In addition, if you have additional comments beyond those solicited by the survey, you may submit them as well. Thank you in advance for your time and input into the Statewide Rail Plan.

Eddie McFalls, P.E.

Project Manager

AECOM – Transportation Planning Group

Email: eddie.mcfalls@aecom.com

Phone: (919) 854-6211

NC Statewide Rail Plan – MPO/ RPO Survey

MPO/ RPO Statewide Rail Plan Survey

General Questions

1. Your response to this survey may generate follow-up questions. If you are willing to be contacted, please provide your name, title, email, and phone number.
2. What MPO or RPO do you represent?

Existing Conditions

3. What are the key rail corridors in your region?
4. How is rail currently used in your region?
5. What are the main rail-dependent industries in your region?
6. What are the main freight-traffic generators in your region?
7. Please describe any current transportation problems in your region that rail might address.
8. What are the primary obstacles to economic development in your region that could be overcome with investments in rail?

9. What rail improvements are needed in your region now, if any? (Please use the Project Submission Form for specific projects)

Future Needs

10. How are rail needs identified in your region?
11. What trends do you see in the demand for rail services in your region?
12. What economic development opportunities exist in your area that may be supported by rail?
13. What improvements to rail services in North Carolina are of greatest interest to your region?
14. Are there any transportation or land use planning obstacles your MPO/RPO encounters that relate to railroads and/or railroad policies? If so, please describe.
15. How is freight rail addressed in your regional short- and long-term planning documents?
16. How is passenger rail addressed in your regional short- and long-term planning documents?

17. Does your MPO/RPO have any current freight or passenger rail improvement plans or feasibility studies, including commuter rail? If yes, please describe.

Funding

18. What funding, if any, has your MPO/RPO applied towards rail or station projects?

Additional Considerations

19. How can NCDOT best support MPOs and RPOs in planning for rail?
20. How can the comprehensive statewide rail plan benefit your MPO or RPO?
21. Do you have any suggestions for a long-term vision for rail in North Carolina?
22. Please provide any further comments or suggestions. If there are links to studies or documents we should review, please provide them here.

Thank you for your responses. If you have any supporting studies or documents that may be provided, please send them along with this form to the following mailing or email address. Also, if you have specific project requests, please use the NC Statewide Rail Plan – Project Submission Form.

Eddie McFalls, P.E.

Project Manager
AECOM – Transportation Planning Group
701 Corporate Center Drive, Suite 475
Raleigh, NC 27607

Email: eddie.mcfalls@aecom.com
Phone: (919) 854-6211



NC Statewide Rail Plan - Project Submission Form

Under requirements outlined in the Passenger Rail Investment and Improvement Act (PRIIA) of 2008, the North Carolina Department of Transportation has initiated the development of a Comprehensive State Rail Plan (CSRP). Section 303 of this Act requires states to develop comprehensive plans accepted by the Federal Railroad Administration (FRA) in order to be eligible for certain capital grants. Once completed, the CSRP will serve as a blueprint for improvements over the next twenty years to freight and passenger rail service in North Carolina. The Plan will also provide an overview of potential funding opportunities, costs, and economic benefits associated with an enhanced rail system.

AECOM, in partnership with NCDOT, has begun the process of creating a rail plan that will establish a vision for the future of rail in NC and outline a blueprint to achieve this vision. A key part of this effort is to engage a broad spectrum of stakeholders that can provide input, vet assumptions, participate in a cooperative dialogue, and identify potential infrastructure needs and projects to be considered in the plan. The plan will identify near-term (5-year), mid-term (10-year), and long-range (20-year) systems of projects. The projects provided will be considered for inclusion in the plan. Methods for evaluating corridors are being developed concurrent to this request effort. The plan will help identify subsequent studies and information needed to advance these projects. It is recognized that the level of information available for longer range projects may be less than that of near-term projects. If you envision your project as a near-term project, most of the requested information should be available. Please note this planning process is different than the recent Strategic Transportation Investments (STI) effort. Ideally, it is anticipated that projects' inclusion in the rail plan, and subsequent studies recommended will help to generate data needed for funding / grant prioritization processes such as STI and / or Freight Rail and Rail Crossing Safety Improvement Fund (FR&RCSI).

If there are freight and / or passenger rail, intermodal, transload, or other associated infrastructure projects that you would like to be considered in the rail plan, please complete the form on the back of this page for each project.

Please submit this form by **June 15** to ensure this project is considered in the statewide plan. Additional information regarding the schedule and scope of the Statewide Rail Plan will be available at <http://www.ncbytrain.org/projects/rail-plan.html>. The accompanying form will take approximately 10 to 25 minutes to complete. The information provided will help to initiate a prioritization process. If additional data is needed for submitted projects, the State Rail Plan team will contact you. You may send completed forms by mail or email to the contact below:

Eddie McFalls, P.E.

Project Manager
AECOM – Transportation Planning Group
701 Corporate Center Drive, Suite 475
Raleigh, NC 27607

Email: eddie.mcfalls@aecom.com
Phone: (919) 854-6211

NC Statewide Rail Plan – Project Submission Form

Project Submission Form – NC Statewide Rail Plan

<i>Required for all projects</i>			
Name of Person Submitting Project (Project Contact)			
Railroad, MPO, RPO, or Other Entity Submitting Project			
Email Address of Project Contact			
Telephone Number of Project Contact			
Project County			
Project City (if applicable)			
Nearest Projected Rail / Transload / Freight Service Company			
Project Description			
General Project Type (Freight, Passenger, Joint Use)			
Project Purpose and Need			
Project Categories (Check all that apply)			
<input type="checkbox"/>	Track Repair and Rehabilitation	<input type="checkbox"/>	Grade Crossing
<input type="checkbox"/>	Rail Signaling Upgrade	<input type="checkbox"/>	Grade Separation
<input type="checkbox"/>	New Main Line	<input type="checkbox"/>	Intermodal Terminal / Transload
<input type="checkbox"/>	Siding or Double Track	<input type="checkbox"/>	Passenger Station Improvements
<input type="checkbox"/>	Track Relocation	<input type="checkbox"/>	Other
Provide Any "Other" or Additional Project Features			
Project Timeframe			
Expected Economic and Societal Benefit Categories (Check all that apply)			
<input type="checkbox"/>	Reduction in Crashes	<input type="checkbox"/>	Shipper Cost Savings
<input type="checkbox"/>	Reduction in Travel Time	<input type="checkbox"/>	Access to New Industries / Sites
<input type="checkbox"/>	Reduction in Delay Minutes / Increase in Reliability	<input type="checkbox"/>	Access to Intermodal Network
<input type="checkbox"/>	Diversion of Trucks to Rail	<input type="checkbox"/>	Access to Passenger Rail Services
<input type="checkbox"/>	Environmental Benefits	<input type="checkbox"/>	Other
Explain Any "Other" Benefits			
If available, list specific benefits for those items checked (carloads served, jobs created, travel time savings, shipper savings, etc) or studies detailing anticipated project benefits.			
Is this project included in other capital or long range public plans? If yes, please describe.			
Describe any previous studies or plans completed for the project			
<i>Required for mid-term and short-term projects; provide for long-term projects if available</i>			
Describe any environmental documents (e.g., NEPA) / studies completed for the project			
Describe any planning or environmental studies currently underway for the project			
RR Track / Branch Name			
RR Milepost start (if known)			

RR Milepost end (if known)	
If RR crossing, include crossing number (CrossNo) from NCDOT Rail Crossings shapefile downloadable from https://connect.ncdot.gov/resources/gis/Pages/GIS-Data-Layers.aspx	
If applicable, is the RR crossing public or private?	
Describe any matching funds for the project	
Are there any partnerships or joint ventures with other private or public parties for this project? If yes, please describe.	
<i>Required for short-term projects; provide for long-term and mid-term projects if available</i>	
Was this project submitted as a candidate improvement for NCDOT's Strategic Transportation Investments (STI) program?	
Right-of-Way Cost (\$)	
Cost provided in dollars of what year?	
Cost Based on what level of engineering?	
Construction Cost (\$)	
Cost provided in dollars of what year?	
Cost Based on what level of engineering	
Does Construction Cost include any soft costs such as preliminary engineering, environmental, contingencies, and agency overhead? Please list.	
Project Construction Start Date	
Project Construction End Date	

Thank you in advance for your project submission. If you have any supporting studies or documents that may be provided, please send them along with this form to the following mailing or email address:

Eddie McFalls, P.E.

Project Manager
AECOM – Transportation Planning Group
701 Corporate Center Drive, Suite 475
Raleigh, NC 27607

Email: eddie.mcfalls@aecom.com

Phone: (919) 854-6211

WILMINGTON MPO
TRANSPORTATION PLANNING
MAY 2014

CROSSING OVER THE CAPE FEAR RIVER

Project Description/Scope: Construct a new crossing over the Cape Fear River that will link from in the vicinity of US 17 to Independence Boulevard and Carolina Beach Road. On January 30, 2013 the Wilmington MPO's TAC formally created a work group to assist in the development of the project.

Next Steps:

- The next work group meeting will be held on May 29th to update the work group on the progress of the project.
- The NCDOT released Newsletter #2 that describes where the Department is with project development.
- The NCDOT continues to work through the environmental review process.

CONGESTION MANAGEMENT PROCESS

Project Description/Scope: Comply with a Federal mandate to create and adopt a process to evaluate the region's most congested corridors through locally-defined multi-modal performance measures in an effort to suggest improvements that would alleviate traffic congestion in the region. The CMP was adopted by the TAC on December 11, 2013. Data collection procedures and logistics continue to be developed.

Next Steps:

- Begin data collection and monitoring of congestion

METROPOLITAN TRANSPORTATION PLAN

Project Description/Scope: Update the Federally-mandated Metropolitan Transportation Plan/Long-Range Transportation Plan for the Wilmington Urban Area Metropolitan Planning Organization. Project data was gathered and processed in March 2014. Fiscal analysis data collection commenced in March 2014. Modal subcommittees initiated project recommendations in April 2014.

Next Steps:

- WMPO Travel Demand Model continues development through June 2014
- Modal Subcommittees to develop initial project recommendations through July 2014

17TH STREET STREETScape

Project Descriptions/Scope: The 17th Street streetscape project will include upgrades to 17th Street between Wrightsville Avenue and Princess Place Drive. The project will provide for a more efficient transportation system by reduced travel speeds, removal of the lateral shift, improved pedestrian crossings, improved safety and enhance the aesthetics of the area. The project may also include aesthetic improvements that will enhance the entryway into Carolina Heights and provide a pocket park.

Next Steps:

- The City Engineering Department is continuing to work through the design and coordination with NCDOT. The City continues to develop the design plans.

- NCDOT is currently reviewing the under-drain design. NCDOT review is anticipated to be complete by the end of May. Once review is complete, the City will prepare the final bid documents.
- Once the plan sheets are assembled, staff will host a public meeting to receive feedback from the community. A public meeting is anticipated to be conducted in the second quarter of 2014.

SITE DEVELOPMENT REVIEW

Project Descriptions/Scope: The Wilmington MPO assists with site development and transportation impact analysis review for the MPO's member jurisdictions. During the last month, staff has reviewed the following development proposals:

SITE DEVELOPMENT REVIEW

Project Descriptions/Scope: The Wilmington MPO assists with site development and transportation impact analysis review for the MPO's member jurisdictions. During the last month, staff has reviewed the following development proposals:

- New Hanover County Development Plan Reviews: 4 reviews
- New Hanover County Informal Plan Reviews: 4 reviews
- New Hanover Concept Reviews: 0 review
- Brunswick County Informal Plan Reviews _1 reviews
- TIA Reviews: 14 total (New Hanover County -5, City of Wilmington -7, and Brunswick County-1 and Carolina Beach- 1) new 3 and ongoing - 11
- Pender County Development Plan Reviews: 7 reviews
- Pender County Informal Plan Reviews: 3 reviews
- City of Wilmington Formal Reviews: 19, (4 new, 15 on-going)
- City of Wilmington Informal Reviews: 20 (0 new, 20 on-going)
- City of Wilmington Concept Reviews: 4 new concept reviews- 1 on-going concept
- COW Project Releases: 3 Full releases

STP-DA/TAP-DA FY 2013 Project Status

STP-DA

U-5534A - TOWN OF NAVASSA – MAIN STREET BICYCLE LANES –This project will include planning, design, and construction of an additional 4 feet on either side of Main Street for bike lanes starting at the existing Navassa bike path east of Brooklyn Street to Old Mill Road. The Letter of Interest (LOI) has been advertised.

Next Steps:

- Ramey Kemp Selected as Consultant – Man-day estimate is in progress.
- Design work is anticipated to begin June 2014
- Letting date anticipated in February 2015

U-5534B - CITY OF WILMINGTON- HEIDI TRASK DRAWBRIDGE – This project consists of construction of a public walkway/pier underneath the Heidi Trask Drawbridge to provide for a safe crossing for cyclists and pedestrians across US 74 (Wrightsville Avenue) on the mainland side of the drawbridge in Wilmington.

Next Steps:

- Kimley-Horn is in process of checking on alternate material for bridge construction. The City should have a response by week of May 12th.
- Staff is meeting with FHWA/SHPO/City and Kimley-Horn on 4/14/14 to discuss permitting.
- Design work is anticipated to be complete September 2014
- Letting date anticipated January 2015

U-5534C - WRIGHTSVILLE AVENUE/GREENVILLE AVENUE TO HINTON AVENUE – The project is for construction of intersection re-alignment improvements at the intersection of Wrightsville Avenue/Greenville Avenue and bike lanes and sidewalks along Greenville Avenue from Wrightsville Avenue to Hinton Avenue.

Next Steps:

- Contract went on City's PO memo May 7th.
- Survey work is anticipated to begin in May 2014
- Right-of-way acquisition is anticipated to begin in August 2014
- Letting date anticipated March 2015

U-5534D - TOWN OF LELAND - OLD FAYETTEVILLE ROAD MUP – This project is for design and construction of a ten foot (10') wide multi use path, separate but adjacent to Old Fayetteville Road, beginning at or around the corner of the Leland Town Hall Campus and ending at the driveway of the North Brunswick High School.

Next Steps:

- The surveyor contract was approved by the Leland Town Council on March 20, 2014
- URS Man-Hour estimate is being reviewed by NCDOT contractual services.
- URS will begin design work and is anticipated to be complete August 2014
- Letting date is anticipated November 2014

U-5534E - TOWN OF CAROLINA BEACH - ISLAND GREENWAY AND HARPER AVENUE – This project is for the design and construction of an off-road multi-use path that begins at Mike Chappell Park and winds along the existing cleared fire path and terminates at Greenville Avenue and the Harper Avenue bike lanes will consist of a bicycle boulevard on existing pavement on each side of Harper Avenue from Dow Road to Lake Park Boulevard. The Town desires to combine the project with the awarded 2014 STP-DA project.

Next Steps:

- The Town desires to combine this project with the project awarded for 2014 STP-DA funding
- LOI was drafted and awaiting fully executed grant to advertise. This should be completed by end of May.
- Design work is anticipated to begin July 2014

TAP-DA

CITY OF WILMINGTON – MILITARY CUTOFF ROAD MULTI-USE PATH – This project is for the design and construction of a 10-foot wide, asphalt multi-use path on Military Cutoff Road from Gordon Road to Eastwood Road.

Next Steps:

- Right-of-way is needed from 7 parcels
- ROW acquisition is anticipated to start May 15
- Letting for construction is anticipated July 15

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Project Description/Scope: UNCW is taking the role as lead employer for the Cape Fear region. The WMPO will coordinate with UNCW to work with other major employers in the region to identify opportunities for public outreach, marketing, carpooling, vanpooling, alternative/compressed work schedules, Guaranteed Ride Home, park and ride lots, etc.

Next Steps:

- Prioritization TDM initiatives for the 5-year (short-term) and 25-year (long-term) TDM plans
- Analyze MTP survey results that specifically relate to TDM initiatives based on age, gender, and zip codes
- Finalize Park & Ride Lot locations for MTP
- Coordinate TDM initiatives and recommendations with other MTP modal chapters
- Begin writing 5-year and 25-year TDM plans



Cape Fear Public Transportation Authority

Project Update

May 2014

1. **Operations center** - (no significant change) construction of 37,621 square foot maintenance and operations facility located on Castle Hayne Road which will serve as operation center for all Wave Transit fixed route and Paratransit operations. Will include compressed natural gas fueling station. Estimated completion, fall 2014. Project awarded to Clancy & Theys Construction of Wilmington. Steel and masonry nearing completion. Slab on grade complete. North parking lot complete.
2. **Wavepool program** - (no significant change) vanpool program currently serving Elizabethtown and Jacksonville. Two additional vanpools requested in Elizabethtown. Additional van for Elizabethtown has been ordered and delivery is expected in June.
3. **Fleet replacement & conversion to CNG** - (no significant change) identifying state and federal funding opportunities to replace 17 thirty-five foot buses. FTA funding for 80% of two CNG buses has been identified under FTA §5316 and §5316 program. Local funding process underway. New buses to be fueled by compressed natural gas. Fleet replacement programmed at a cost of \$8,100,000. Bids have been submitted and evaluation process underway. Estimated completion fall 2014.
4. **Seahawk Station (Fisher University Union Transportation Hub Project)** - hardware installed. Programming currently underway. Estimated completion summer 2014.
5. **Interlocal Agreement** - The Authority is working with funding partners to develop an Interlocal agreement for public transportation services in the region. Wilmington City Attorney and New Hanover County Attorney have been tasked with drafting the Interlocal.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

May 14, 2014

TIP Projects:

R-2633 AA & AB: (Wilmington Bypass) construct a 4-lane divided highway from US 17 (near Town Creek) to US 74/76 (near Malmo).

Revised Completion Date June 2014

R-3324 – Long Beach Road Extension construct a 2-lane, 2-way roadway from NC 133 (near Jump & Run Creek) to NC 87. Most of this roadway will be on new location.

Estimated Contract Completion Date May 13, 2016

R-2633 BB – (Wilmington Bypass) construct a 4-lane divided highway from SR 1430 (Cedar Hill Road) to US 421 (where I-140 currently ends in New Hanover County...this includes the large bridge over the Cape Fear River).

Estimated Contract Completion Date April 30, 2018

Open to traffic on November 1, 2017

R-2633 BA – (Wilmington Bypass) construct a 4-lane divided highway from US 74/76 (near Malmo) to SR 1430 (Cedar Hill Road).

Estimated Contract Completion Date April 30, 2018

Open to traffic on November 1, 2017

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

Estimated Contract Completion Date May 13, 2016

R-3601 (US 17/74/76): Widening across the “causeway”, between Leland/Belville and the Cape Fear River. Replacing the bridges over the Brunswick River and one of the bridges over the Alligator Creek.

Stantec has begun surveying operations

Estimated Contract Completion Date November 2016

U-3338 B: Widening of Kerr Ave. from Randall Parkway to Martin Luther King, Jr. Parkway.

Let Date November 2014

B-5103: replace bridge #35 over the abandoned railroad on SR 1627 (3rd Street), in Wilmington.

Let Date February 2015

Military Cutoff Road Extension (U-4751): extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass.

Right of Way November 2014

R-5021 (NC 211): widening to a 4-lane divided highway from NC 87 (near Southport) to SR 1500 (Midway Road).

Right of Way is scheduled for October 17, 2014

Post Year

B-4929: Bridge @ Surf City NC 50/210 - replace bridge #16 over the inter-coastal waterway with a fixed span high rise structure.

Right of Way is scheduled for February 20, 2015

Post Year

U-4434: Independence Blvd. Extension from Randall Parkway to MLK Parkway.

Post Year

R-3434 – SR 1500 (Midway Road) and SR 1401 (Galloway Road) widening Midway Road from NC 211 to US 17 Bypass.

Post Year

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

Post Year

R-3300 Hampstead Bypass: extending from Wilmington Bypass to US 17 north of Hampstead.

Post Year

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

Division Projects & Maintenance Projects:

Wrightsville Beach Draw Bridge: Replace grates & bridge tender's house. Upgrade internal mechanical and electrical items.

March 15, 2012 to October 1, 2012 no lane closures during the following times:

7:00 AM to 9:00 AM

3:00 PM to 6:00 PM

7:00 AM Friday to 6:00 PM Sunday

October 2012 to March 2013 no lane closures during the following times:

7:00 AM to 9:00 AM

3:00 PM to 6:00 PM

7:00 AM Friday to 6:00 PM Sunday

Currently, 4-lane pattern

Estimated Contract Completion Date Spring 2014

Thomas Rhodes Bridge: US 421 - this is the high rise fixed span bridge over the Cape Fear River, contractor will rehab the bridge deck & structure.
US 421 **northbound** contractor will not be able to close a lane of traffic from 6:00 AM to 6:00 PM.
US 421 **southbound** contractor will not be able to close a lane of traffic from 7:00 AM to 7:00 PM.

Estimated Contract Completion Date October 2014

G.V. Barbee Bridge: bridge over ICWW, contractor to rehab bridge deck and structure, at Oak Island.

Estimated Contract Completion Date October 2014

W-5306 Castle Hayne Roundabout: construct a roundabout at the intersection of US 117, NC 132 & NC 133.

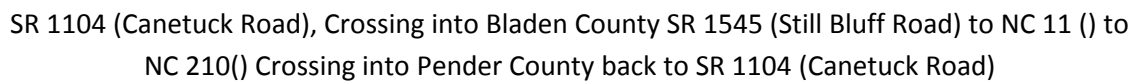
Let Date May 2014

Greenfield Lake Culvert: replace the large culvert under 3rd Street and US 421 Truck/Front Street...Utility relocation work will begin late 2013 and finish prior to let date

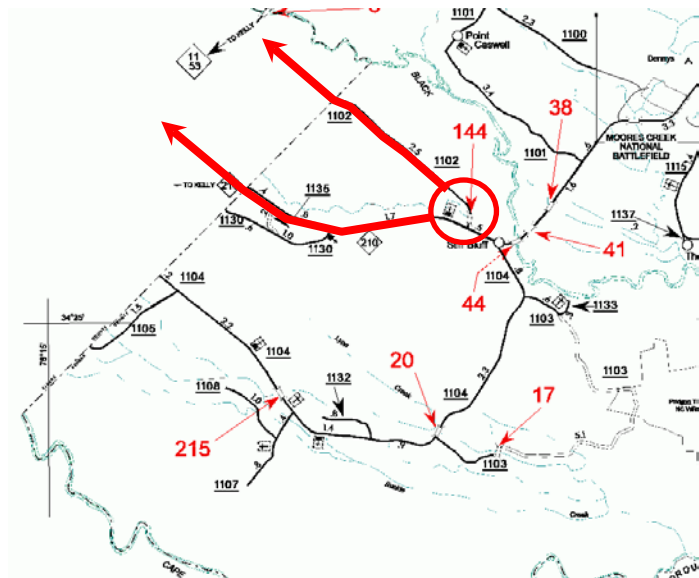
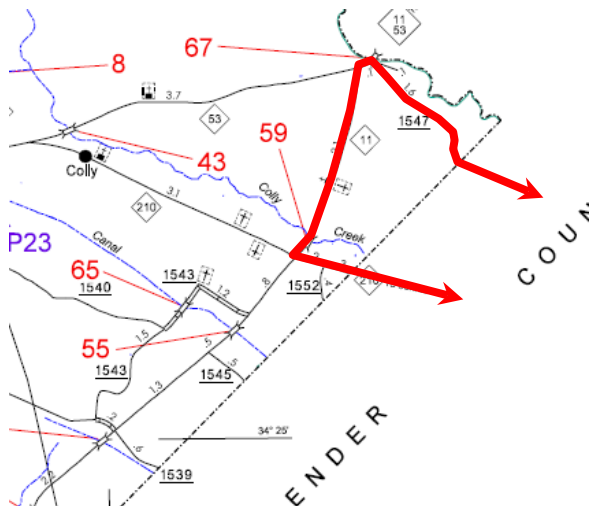
Let Date August 2014

**Design/Build contract to replace 9 bridges in Brunswick & Pender Counties:
Estimated Contract Completion Date November 1, 2015 (for all 9 bridge
replacements)**

Pender Bridge 215



Pender Bridge 144
Detour Route



SR 1102 (Morgan Road) to NC 210, crossing into Bladen County to NC 11 to NC 11 / 53
to SR 1547 (Kelly Road), crossing into Pender County SR 1102 (Morgan Road)

Resurfacing Contracts:

Contract C-203192

New Hanover County 3CR.10651.138 & 3CR.201651.138

US 117/NC 132 (North College Road) Mill & resurface from SR 2048 (Gordon Road) to 0.18 mile south of SR 1322 (Murrayville Road)

US 74 (Eastwood Road) Mill & resurface from 0.17 mile west of SR 1409 (Military Cutoff Road) to 0.27 mile east of ICWW Bridge (Heidi Trask Bridge)

US 76 (Oleander Drive) Mill & resurface from 0.05 mile west of Hawthorne (non-system) to 0.15 mile south of US 74 (Eastwood Road)

US 117 (Shipyard Blvd) NBL & SBL lanes mill, widen, & resurface from 0.06 mile north of US 421 to NC 132

US 117/NC 132 (South College Road) mill & resurface from US 117 (Shipyard Blvd) to 0.07 mile south of SR 2313 (Wilshire Blvd)

SR 1175 (North Kerr Ave) resurface from 0.03 mile north of Green Tree Road (non-system) to SR 1322 (Bavarian Road)

SR 1302 (23rd Street) resurface from end of C&G (near waste water treatment facility) to NC 133 (Castle Hayne Road)

SR 1327 (Farley Road) resurface from SR 1322 (N. Kerr Ave.) to SR 1175 (Bavarian Road)

SR 1518 (Whipporwill Lane) resurface from SR 1492 (Masonboro Loop Road) to end of system

SR 1620 (Channel Haven Drive) resurface from SR 1492 (Masonboro Loop Road) to SR 1621 (Channel Haven)

SR 1621 (Channel Haven) resurface from SR 1622 (Aqua Drive) to SR 1623 (Marsh Hen Drive)

SR 1622 (Aqua Drive) resurface from SR 1621 to end of system

SR 1623 (Marsh Hen Drive) resurface from end of system to end of system

SR 1706 (Brighton Road) resurface from SR 1643 (Horndale Drive) to end of system

SR 1707 (Cornwell Court) resurface from SR 1706 to end of system

SR 2009 (Shelley Drive) resurface from SR 2006 (Browning Road) to SR 2016 (Lord Thomas Road)

SR 2217 (Golden Rod Drive) resurface from SR 2269 (Bird's Nest Court) to SR 2218 (Silkwood Court)

SR 2048 (Gordon Road) resurface from SR 1175 (Kerr Avenue) to US 117/NC 132 (N. College Road).

SR 2048 (Gordon Road) widen & resurface from US 117/NC 132 (N. College Rd.) to SR 2698 (Netherlands Drive).

US 76 (Oleander Drive) in west bound direction, install right turn lane onto northbound US 117/NC 132 (College Road).

Contract C-203192 (Continued)

Brunswick County 3CR.10101.138 & 3CR.20101.138

NC 133 widen & resurface from SR 1518 (Daws Creek Road) to 0.28 mile south of SR 1554 (Old River Road).

SR 1340 (Exum Road) mill patch from SR 1335 (Big Neck Road) to SR 1342 (Camp Branch Road)

SR 1119 (Stanley Road) widen & resurface from SR 1130 (Mt. Pisgah Road) to Cedar Grove Middle School.

SR 1132 (Civietown Road) widen & resurface from NC 130 to SR 1130 (Mt. Pisgah Road).

SR 1184 (Ocean Isle Beach Road) mill patch from US 17 to 0.27 mile from NC 179.

New Hanover & Pender County 46280.3.3

Interstate 40 mill & resurface all of the ramps & loops in New Hanover (excluding I-140 interchange) and Pender County.

Estimated Contract Completion Date June 2014

Resurfacing Contract: C-203480 3CR.10101.150, 3CR.20101.150, 3CR.10651.150, 3CR.20651.150 & 3CR.10711.150

Brunswick County primary routes:

US 17 Business – mill & resurface from US 17 (south end of US 17 Bus.) to US 17 (@ nose of concrete island)...Bolivia area

US 17 Bypass (Southbound lanes) – patch, mill & resurface from 0.17 miles north of SR 1401 (Galloway Road) to 0.09 miles south of SR 1401

Brunswick County secondary routes:

SR 1104 (Beach Drive) – patching, milling, resurface & leveling from beginning of curb & gutter section to end of SR 1104

SR 1828 (Kings Lynn Drive) – patching, mill & resurface from SR 1104 (West Beach Drive) to SR 1828

SR 1401 (Galloway Road) – resurface from US 17 to SR 1402 (Randolphville Road)

SR 1435 (North Navassa Road) – patching, mill & resurface from SR 1472 (Village Road Northeast) to SR 1432 (Old Mill Road Northeast)

SR 1430 (Cedar Hill Road) – patching, mill & resurface from SR 1435 (North Navassa Road) to 0.58 miles south of SR 1431 (Royster Road Northeast)

SR 1430 (Cedar Hill Road) – patching, mill & resurface from 0.54 miles north of SR 1431 (Royster Road Northeast) to SR 1426 (Mount Misery Road)

Mill & resurface the following primary routes in New Hanover County:

US 421 (Carolina Beach Road) – from 0.26 miles south of Independence Blvd. (non-system portion) to west of Lake Shore Drive (non-system)

US 117 Northbound Lanes (Shipyard Blvd) – from US 421 to 0.05 miles east of US 421 (Carolina Beach Road)

US 117 Southbound Lanes (Shipyard Blvd) – from 0.20 miles east of US 421 to US 421 (Carolina Beach Road)

US 421 Southbound Lanes (South 3rd Street) – from US 76 (Dawson Street) to Greenfield Street (non-system)

US 421 Northbound Lanes (South 3rd Street) – from Greenfield Street (non-system) to US 76 (Dawson Street)

US 17 Business (South 3rd Street) – from US 76 eastbound lanes to US 76 westbound lanes

Mill & resurface the following secondary routes in New Hanover County:

SR 1218 (16th Street) – from US 76 westbound lanes (Wooster Street) to US 76 eastbound lanes (Dawson Street)

SR 1371 (16th St.) - from Grace Street (non-system) to US 17 Business (Market Street)

SR 2816 (16th St.) - from US 17 Business (Market Street) to US 76 westbound lanes (Wooster Street)

SR 1301 (17th Street) - from US 17 Business (Market Street) to Grace Street (non-system)

SR 2817 (17th Street) - from US 76 eastbound lanes (Dawson Street) to US 17 Business (Market Street)

SR 1411 (Wrightsville Avenue) - from Dawson Street Extension (non-system) to SR 1209 (Independence Blvd.)

Resurface the following secondary routes in New Hanover County:

SR 2699 (Amsterdam Way) - from SR 2700 (Old Dairy Rd.) to SR 2048 (Gordon Rd.)

SR 2701 (Antilles Ct.) - from SR 2698 (Netherlands Dr.) to end maintenance

SR 2698 (Netherlands Dr.) - from SR 2048 (Gordon Rd.) to SR 2700 (Old Dairy Rd.)

SR 2700 (Old Dairy Rd.) - from US 17 Bus. (Market St.) to SR 2699 (Amsterdam Way)

SR 2220 (Windmill Way) - from SR 2219 (N. Green Meadows Dr.) to SR 2700 (Old Dairy Rd)

SR 2183 (Spring Rd) - from NC 133 (Castle Hayne Rd.) to SR 2184 (Fairfield Rd.)

SR 2184 (Fairfield Rd.) - from SR 2183 (Spring Rd) to SR 1318 (Blue Clay Rd)

Widen & resurface following routes in New Hanover County:

SR 1940 (Covil Farm Rd) - from SR 1409 (Military Cut-Off Rd) to SR 1916 (Red Cedar Rd)

SR 2717 (Torchwood Blvd.) - from US 17 Bus. (Market St.) to SR 2718 (Beacon Dr.)

Mill & resurface a section & just resurface another section of SR 1363 (Bayshore Dr.) from US 17 Bus. (Market St.) to SR 1393 (Biscayne Dr.)

Pender County primary routes:

US 117 - mill & resurface from 0.30 miles north of NC 210 to 0.026 miles north of US 117 Business

NC 11/53 - mill & resurface from begin curb & gutter @ western city limits of Town of Atkinson to end curb & gutter @ the eastern city limits of Town of Atkinson.

NC 53 - Patch ONLY from I-40 to US 117 (Town of Burgaw).

Estimated Contract Completion Date May 2015

If you have any questions, please contact Patrick Riddle at the Division 3 Office:

priddle@ncdot.gov