



WILMINGTON URBAN AREA Metropolitan Planning Organization

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

Members:

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR
Public Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

Technical Coordinating Committee Meeting Agenda

TO: Technical Coordinating Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: January 9, 2015
SUBJECT: January 14th meeting

A meeting of the WMPO Technical Coordinating Committee will be held on Wednesday, January 14th at 10 am. The meeting will be held in the Traffic Conference Room on the 4th Floor of 305 Chestnut Street in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
 - a. 11/19/14
- 3) Presentation
 - a. Westgate Nature Park Phase II, Neil Brooks, Town of Leland
- 4) Consent Agenda
 - a. Resolution adopting "Work Cape Fear: Expanding Commuter Options in the Cape Fear Region" TDM Short Range Plan
 - b. Resolution of support for the Brunswick Battleship Connector
 - c. Resolution of support for a PARTF Grant for the Westgate Nature Park Phase II
 - d. Resolution encouraging the North Carolina Department of Transportation to install landscaping in areas of New Hanover County to improve the aesthetics for the Wells Fargo Golf Tournament
 - e. Resolution supporting the Wilmington MPO's submission of a NCDOT Transportation Demand Management Grant
 - f. Resolution approving 2015-2016 Unified Planning Work Program
 - g. Resolution Certifying the Planning Process for the Wilmington MPO
 - h. Opening of the 30-day Public Comment Period on the DRAFT 2015-2025 STIP/MTIP
- 5) Regular Agenda
 - a. Resolution approving draft Cape Fear Transportation 2040 mode-specific projects for public review
 - b. Resolution approving draft Cape Fear Transportation 2040 mode-specific policies for public review
 - c. Resolution supporting the retention of Independence Boulevard Extension on the MPO's Long range Transportation Plans and Supporting Alternative North-South Capacity

- d. Resolution supporting the completion of the Draft Environmental Impact Statement, Preservation of the Preferred Corridor, Opposing the Design of an Elevated Facility and Encouraging the MPO, NCDOT and CSXT to Develop an At-Grade Option for Independence Boulevard Extension
- e. Resolution approving 2015 STP-DA Allocation
- f. Resolution adopting 2015Wilmington MPO Legislative Agenda
- g. Election of Officers
- 6) Discussion
 - a. Cape Fear Transportation 2040
 - i. Public Outreach Schedule
 - b. Wilmington MPO Logo
 - c. TAP-DA Funding
 - d. STP-DA and TAP-DA Balance and Eligible Expenses
 - e. Town of Leland's Request to use 2013 STP-DA Reserve Funds
- 7) 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
- 8) Announcements
 - a. WMPO Bike/Ped Committee Meeting- January 15, 2015
- 9) Next meeting –February 11, 2015

Attachments:

- Minutes 11/19/14 meeting
- “Work Cape Fear: Expanding Commuter Options in the Cape Fear Region” TDM Short Range Plan
- Resolution adopting “Work Cape Fear: Expanding Commuter Options in the Cape Fear Region” TDM Short Range Plan
- Resolution of support for the Brunswick Battleship Connector
- Resolution of support for the PARTF Grant for the Westgate Nature Park Phase II
- Resolution encouraging the North Carolina Department of Transportation to install landscaping in areas of New Hanover County to improve the aesthetics for the Wells Fargo Golf Tournament
- Resolution supporting the Wilmington MPO's submission of a NCDOT Transportation Demand Management Grant
- 2015-2016 Unified Planning Work Program
- Resolution approving the 2015-2016 Unified Planning Work Program
- Resolution Certifying the Planning Process for the Wilmington MPO
- DRAFT 2015-2025 STIP/MTIP
- Comparison Table for 2013-2023 STIP/MTIP and Draft 2015-2025 STIP/MTIP
- Cape Fear Transportation 2040 mode-specific projects
- Resolution approving draft Cape Fear Transportation 2040 mode-specific projects for public review
- Draft Cape Fear Transportation 2040 mode-specific policies
- Resolution approving draft Cape Fear Transportation 2040 mode-specific policies for public review
- Resolution supporting the retention of Independence Boulevard Extension on the MPO's Long range Transportation Plans and Supporting Alternative North-South Capacity
- Resolution supporting the completion of the Draft Environmental Impact Statement, Preservation of the Preferred Corridor, Opposing the Design of an Elevated Facility and Encouraging the MPO, NCDOT and CSXT to Develop an At-Grade Option for Independence Boulevard Extension
- Resolution approving 2015 STP-DA Allocation
- 2015 MPO Legislative Agenda
- Resolution adopting 2015Wilmington MPO Legislative Agenda
- Cape Fear Transportation 2040 Public Outreach Schedule
- STP-DA Eligible Expenses
- Town of Leland's Request to use 2013 STP-DA Reserve Funds

- Cape Fear River Crossing Update
- Wilmington MPO Project Update (January)
- Cape Fear Public Transportation Authority Update (January)
- NCDOT Project Update (to be provided at meeting)

**Wilmington Urban Area
Technical Coordinating Committee
Meeting Notes for November 19, 2014**

Members Present:

Mike Kozlosky, City of Wilmington

Adrienne Harrington, TDM Coordinator

Ed Parvin, Town of Carolina Beach

Megan Matheny, WAVE Transit

Helen Bunch, Brunswick County

Stephanie Ayers, NC Ports

Dylan McDonnell, New Hanover County

Patrick Riddle, NCDOT Division 3

Nora McCann, NCDOT Transportation Planning Branch

Whitney Prease, Wilmington International Airport

Robert Waring, Town of Leland

Athina Williams, Town of Belville

Nancy Avery, Town of Kure Beach

Allen Serkin, Cape Fear COG

Kyle Breuer, Pender County

Zach Steffey, Town of Wrightsville Beach

Trey Burke, Town of Navassa

Others Present:

Joe Breault, Town of Belville

1. Call to Order

Mr. Kozlosky called the meeting to order at 10:07am.

2. Approval of Minutes

The minutes for the October 15, 2014 meeting were approved unanimously.

3. Presentations

a. Wilmington MPO Logo Development, Bethany Windle, WMPO

Ms. Windle gave a presentation on the Wilmington MPO logo development. Following the presentation in which Ms. Windle presented several options for the new logo design, members discussed the possibility of a name update for the MPO that would better reflect the organization's purpose. Mr. Kozlosky told members that staff asked the City's legal staff to review the MOU to determine what steps would be necessary to change the name. He said staff will bring the proposed changes to the TAC members for discussion at their next meeting.

4. Consent Agenda

a. Resolution approving the STIP/MTIP Amendment (October)

b. Resolution supporting the Brunswick Battleship Connector

c. Resolution approving WAVE's STP-DA funding allocation

d. Resolution adopting the 2015 TCC/TAC meeting calendar

e. Opening of 30-day public comment period on "Work Cape Fear: Expanding Commuter Options in the Cape Fear Region" TDM Short Range Plan

Mr. Waring requested that Item b on the consent agenda be pulled for discussion.

Mr. McDonnell made the motion to approve items a, c, d and e on the consent agenda and forward it to the TAC for consideration. Mr. Waring seconded the motion and it carried unanimously.

Ms. Ayers requested that she be recused from Item b: Resolution supporting the Brunswick Battleship Connector. Ms. Williams made the motion to recuse Ms. Ayers from voting on Item b. Ms. Bunch seconded the motion and it carried unanimously.

Mr. Warring told members he thought the Brunswick Battleship Connector was an interesting project and it has a lot of positive attributes. He noted that some questions have come up and he would like to see more information about the project. He asked if the Eagle Island Coalition is comfortable that the environmental issues for the project will be addressed. Mr. Warring also asked if this project would impact the route selection process currently underway for the Cape Fear River crossing.

Mr. Breault told members the Brunswick Battleship Connector is a concept and the environmental studies still have yet to be done. He noted that the concept route is not firm and if the Town of Belville does not receive a grant from the NC Ports Authority, the project will not go forward. He told members the Town is looking for people to say they support the concept and that's the purpose of the resolution under consideration.

Mr. Kozlosky told members that Mr. O'Keefe asked if the Bike/Ped Committee has given consideration to supporting the project. Ms. Harrington said the project has not come before the Bike/Ped Committee. Mr. Kozlosky suggested that the concept be considered by them before it comes to the TCC for support. Ms. Harrington said she would include it on the agenda for their December meeting.

Mr. Breuer made the motion to send the resolution of support for the Brunswick Battleship Connector concept plan to the WMPO Bike/Ped Committee for consideration at their next meeting. Ms. McCann seconded the motion and it carried with all voting in favor except Ms. Ayers who was recused from voting.

5. Regular Agenda

a. Resolution encouraging NCDOT to complete a feasibility study to evaluate relocating the rail line across the Cape Fear River

Mr. Kozlosky told members that the CSXT rail line begins at Davis Yard and then travels in a "U" shape through the City of Wilmington and ties in with the NC Port of Wilmington. He said the resolution encourages the City of Wilmington, the MPO, NCDOT and CSXT to complete a feasibility study to evaluate relocating that rail line across the river, thus eliminating thousands of vehicle conflicts with rail on a daily basis. He noted that the move will also create opportunities for redevelopment in the City along that rail line if it were to be abandoned and the resolution would support the initiation of that feasibility study. He told members that at their last meeting, the Wilmington City Council adopted a resolution supporting the feasibility study.

Ms. Ayers made a motion to support the feasibility study. Ms. Williams seconded the motion and it carried unanimously.

6. Discussion

a. Draft 2015 UPWP

Mr. Kozlosky told members that NCDOT requested that the Section 5303 budget be submitted by January 30th. Staff felt it was important to also develop a budget for the Planning Work Program funds and SPT-DA funds. He noted that the next step in the process will be for staff to take the draft 2015 UPWP to the TAC's December meeting and request that they open the 30-day comment period.

b. Cape Fear Transportation 2040

I. MTP Prioritization

II. MTP Alternative Funding Mechanisms

Ms. Rashid told members that staff ran the list of recommended projects submitted by each of the modal sub-committees through the prioritization methodology tool. Ms. Rashid, Ms. Harrington and Ms. Windle reviewed the percentage allocations assigned to each criterion used in each of the modal prioritization tools and the resulting prioritized list of top scoring projects by mode. She reminded members that the list is a starting point for conversations and asked members to review the ranked lists found in the agenda packet for discussion and consideration at the January meeting.

Ms. Rashid told members the MTP for 2040 must be fiscally constrained. The first step in meeting that requirement was for staff to develop funding projections by mode between 2015 and 2040. The next step was to analyze the information and determine exactly what projects could be funded. Ms. Rashid stated that staff also looked for other ways to fund additional projects. She reviewed other possible alternative funding mechanisms for consideration. She said staff will bring that list to the TAC and ask for a final recommendation on what they see as viable options for raising additional revenue to build additional projects.

Mr. Kozlosky told members that staff will be asking the TAC members to provide a recommendation on how proceed and what alternative financing mechanisms they can support at their December meeting. That information will be used in developing the financial element of the MTP.

Ms. Rashid told members the next steps for the MTP 2040 plan is for the TAC to review and approve a draft fiscally-constrained project lists in preparation for holding public input meetings in March or April.

c. Draft STIP/MTIP

Mr. Kozlosky told members the Draft STIP/MTIP will be released on December 4th. Staff will hold discussion with TAC members at their December 10th meeting.

d. County maintenance of sidewalks and multi-use paths

Mr. Kozlosky told members the Mr. Breuer requested that the item be added to the agenda.

Mr. Breuer said when looking at the MTP and local bike and pedestrian plans as a county government, it becomes very evident that there is not a sustainable funding-stream for operation and maintenance of sidewalks and multi-use paths. He noted that Pender County has been able to be creative in looking at grant funds with local matches working with private development, but he can foresee this becoming an issue. He noted that this also seems to be a statewide issue in urbanizing areas. He asked that TCC

members start thinking about how to implement an overall regional strategy to address maintenance of sidewalks and multi-use paths.

e. STP-DA and TAP-DA Balance and Monthly Reporting

Ms. Strait reminded members that STP-DA and TAP-DA funds have a “shelf-life”. It’s the fiscal year they are awarded, plus three years. She told members with STP-DA in fiscal year 2013, the unobligated balance is \$660,924.00. That must be obligated by FY16 or it would expire. For FY14, the balance was \$35,657.00. Ms. Strait told members for the TAP-DA funds, there is only a balance for FY14 in the amount of \$37,164.00.

Mr. Kozlosky told members the problem the WMPO will run into is if we haven’t obligated FY13 funds by FY16, then the funds must be returned. He stated that he would like to get a recommendation from the TCC on what they would propose that we do with the funds in order to get them obligated. Mr. Kozlosky told members staff would like to hold more in-depth discussion on the options available for obligating the funds at the next meeting.

7. Updates

Updates are included in the agenda packet.

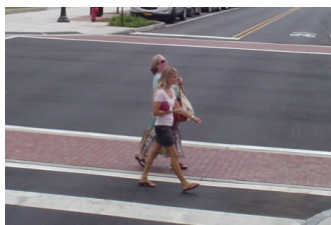
8. Announcements

9. Adjournment

With no further items, the meeting was adjourned at 12:02pm.

**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.**

Work Cape Fear: Expanding Commuter Options in the Cape Fear Region



DRAFT
January 6, 2015



WILMINGTON URBAN AREA
Metropolitan Planning Organization

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Acknowledgements

This plan was made possible by the Transportation Demand Management (TDM) Committee. This committee is comprised of representatives from Brunswick, New Hanover, and Pender Counties including elected officials, planners, major employers, NCDOT, and the local transit agency. This plan reflects the Committee's priorities and dedication towards implementing the plan recommendations.

The TDM Committee includes:

Pat Batleman, Leland Mayor Pro Tem
 David Bellegante, New Hanover Regional Medical Center, Director of Facilities
 Sharon Boyd, UNCW, Associate Vice Chancellor - Business Services
 Kyle Brewer, Pender County, Planning Director
 Adrienne Cox, FOCUS
 Karyn Crichton, New Hanover County, Long Range Planner
 Courtney Devane, New Hanover County Schools, Transportation Supervisor
 Ryan Gillespie, PPD, Inc., Manager of Global Corporate Wellness
 Adrienne Harrington, WMPO, Transportation Planner
 James Lim, NCDOT, Transportation Program Consultant
 Megan Matheny, Wave Transit, Director of Planning & Development
 Lynn Sylvia, Cape Fear Community College, Parking Coordinator

Executive Summary

Since the opening of Interstate 40 connection to Wilmington in 1990, population in Brunswick, New Hanover, and Pender Counties has increased dramatically. In the 1990's, Brunswick County's population increased 39.7%, New Hanover County's population increased 25.4%, and Pender County's population increased 39.6%. These trends have continued for over 20 years. In 2014, according to the Office of State Budget and Management data, Brunswick, New Hanover and Pender Counties ranked among the top four fastest growing counties in North Carolina. This population growth generates an array of demands, including a demand for improved transportation systems. It is met by a need identified by most successful businesses and organizations - a need to attract and retain talented employees. Even though the region is deemed by many as a desirable place to live (as seen in the population increases), there are other regions that offer more diverse employment opportunities, such as the Research Triangle Park (RTP) in the Raleigh, Durham, and Chapel Hill area. RTP is powered by three major universities and many Park companies, ensuring a steady churn of research, discovery, and innovation. Although RTP has also shown dramatic increases in population, it will never have the small city atmosphere, miles of coastal beaches, and the Cape Fear River. While these are qualities that attract potential employees to the Cape Fear Region (Brunswick, New Hanover, and Pender Counties), these primary qualities do not attract potential employers to this region making it difficult for this region to compete with the RTPs of the world. To be competitive, we must develop the infrastructure, programs, and opportunities outlined in this plan.

The purpose of this plan is to provide guidance to various Cape Fear Region businesses and organizations that answers the question: "How do we attract and retain talent through enticing opportunities to get to and from work?" This plan will provide a toolkit for employers to help determine what strategies could benefit their organization regarding attractive transportation options for employees. This plan will also provide guidance for local jurisdictions and other government agencies regarding implementation of strategies that would benefit the employers. Regardless of the specific strategies most beneficial to a particular employer, there will be an ongoing effort to actively engage public, non-profit, private sector, and community partners in the development of a TDM program that has support from our community leaders.

The development of this plan is led by the Wilmington Metropolitan Planning Organization (WMPO), the regional transportation planning agency for the lower Cape Fear Region of southeastern North Carolina. The mission of the WMPO is to develop and implement a comprehensive multi-modal transportation plan that supports the existing and future mobility needs and economic vitality of the lower Cape Fear Region. This plan will explore an array of Transportation Demand Management (TDM) strategies that could provide current and potential employees a variety of attractive transportation options (please see Appendix A for detailed information on the strategies). This is considered a short-term plan in that the TDM strategies chosen for analysis are considered applicable to the Cape Fear Region throughout the next ten years (until 2025).

These TDM strategies have been cross-referenced with seven Employee/Employer Goals that will help attract and retain employees. These goals are transportation-related factors that could attract employees to a new job in this

region. The first goal, mitigate the growth in traffic congestion, is directly related to the WMPO mission statement. Ten objectives have been identified to expand upon this goal. These objectives drive the performance measures in this plan (please see Appendix B). The remaining six goals are specific to employers and could potentially be developed to include objectives beyond transportation. The goals/objectives are:

- Goal: Mitigate the growth in traffic congestion (increase ease of commuting)
 - Objective: Prioritize accommodations of all modes over motorized vehicular travel time along corridors that have potential for heavy multimodal usage
 - Objective: Maintain or reduce travel times on congested corridors
 - Objective: Increase transit on-time performance
 - Objective: Increase vehicle occupancy rates
 - Objective: Ensure the TDM plan is considered in the MTP and other transportation plans
 - Objective: Decrease the number of people commuting during peak commuting hours (8:00 am and 5:00 pm)
 - Objective: Increase opportunities for using shared modes of transportation
 - Objective: Provide opportunities for employees to carpool, vanpool, and use transit through the development of Park & Ride lots
 - Objective: Customize and promote TDM services to employers/employees/clients/the general public based on specific needs of the targeted group
 - Objective: Increase/improve transit amenities
- Goal: Reduce costs to employee and employer
- Goal: Address the needs and desires of employees
- Goal: Increase opportunities for healthy living, recreation, and time outside
- Goal: Increase opportunities for running errands
- Goal: Increase opportunity for time with family
- Goal: Increase flexibility for the employee

Five of the fourteen TDM strategies satisfy all seven employer/employee goals: Alternative Work Schedules, Employee Transportation Coordinator, Bicycle and Pedestrian Infrastructure, Commuter Transit Routes, and Transportation Management Districts. Please see Appendix C for the strategies and goals matrix. The TDM strategies have also been prioritized into high, medium, or low priority based on four factors: ease of implementation, cost/benefit, strategy readiness, and demand/impact. The priorities for this region are as follows. Please see p. 21 for the scoring matrix.

High Priority:

Alternative Work Schedules
 Carpool/Vanpool
 Development Review
 Park & Ride Lots
 Full-Time TDM Coordinator
 Transit Amenities
 Bicycle & Pedestrian Infrastructure

Medium Priority:

Bicycle Sharing Program
 Car Share
 Commuter Transit Routes
 Employer Transportation Coordinator

Low Priority:

Consulting Services for Telecommuting
 Employer Shuttles
 Transportation Management Districts

The employer toolkit identifies four employer functions:

- Campus Style
- Structured Schedule
- Multi-Building/Campus
- Unique Schedule

A ‘campus style’ employer is one who operates like a campus - lots of people coming and going, employees that work various schedules, visitors who frequent the campus, and potentially people who stay overnight for various reasons. Some examples are UNCW and New Hanover Regional Medical Center. A ‘structured schedule’ employer is one who operates on a standard 8:00 am - 5:00 pm schedule, or something similar such as 7:00 am - 4:00 pm or 9:00 am - 6:00 pm. This could also include businesses with employees working in set, predictable shifts. Some examples are City of Wilmington and New Hanover County Government. A ‘multi-building/campus’ employer is one that has many locations, rather than a single location. Some examples include New Hanover County Schools, and Wilmington Health Associates. A ‘unique schedule’ employer is one that already implements alternative work schedules, primarily telecommuting, to accommodate more employees than a typical employer. An example is PPD, Inc.

Employers who function differently could benefit from different TDM Strategies. Figure 1.1 is a table that illustrates the TDM Strategies that best apply to each employer function.

Figure 1.1 - Employer Functions and Appropriate TDM Strategies

Campus Style	Structured Schedule	Multi-Building/Campus	Unique Schedule
Alternative Work Schedules	Alternative Work Schedules	Alternative Work Schedules	Alternative Work Schedules
Bicycle Sharing Program	Carpool/Vanpool	Carpool/Vanpool	Car Share
Carpool/Vanpool	Employer Shuttles	Employer Shuttles	Employer Transportation Coordinator
Bicycle and Pedestrian Infrastructure	Bicycle and Pedestrian Infrastructure	Bicycle and Pedestrian Infrastructure	Bicycle and Pedestrian Infrastructure
Car Share Program	Employer Transportation Coordinator	Employer Transportation Coordinator	
Carpool/Vanpool	Park & Ride Lots	Park & Ride Lots	
Employer Shuttles	Transportation Management Districts	Transportation Management Districts	
Employer Transportation Coordinator			
Park & Ride Lots			
Transportation Management Districts			

Note: The following strategies are not identified in this table: Development Review, Transit Amenities, Commuter Transit Routes, Full Time TDM Coordinator, and Consulting Services for Telecommuting. These strategies function primarily off-site of the employer and therefore do not specifically apply or impact one employer function over another.

Another important element in implementing TDM strategies is the development of a marketing plan. A general marketing plan will be developed for the purpose of this plan. With the development of the marketing plan, target markets and opportunities will be identified. TDM Strategy development and implementation will be planned. Performance measures will also be cross-referenced with this plan (see Appendix B) and identified as part of the marketing plan. It will include an employer and employee survey, establishing employer profiles, promoting TDM in the community through the local Chambers of Commerce and Economic Development Commissions, promoting TDM through connecting with other significant organizations in the community, and a list of the largest employers in our region. This marketing plan will be a separate document from the TDM plan.

Introduction

The Cape Fear Region has the opportunity to complete a regional economic development and technology “triangle” between the technology powerhouse of the Research Triangle Park (RTP) and Charlotte’s vast banking industry. Raleigh/Durham/Chapel Hill and Charlotte are consistently ranked in the top places in the U.S. for job opportunity. Richard Florida, American urban studies theorist, ranks Raleigh #9 and Charlotte #19 in The 20 Best Places for Jobs Requiring Post-Secondary Education. Florida’s theory asserts that metropolitan regions with high concentrations of knowledge sector workers (entrepreneurs, scientists, tech workers, nurses, teachers, etc.) exhibit a higher level of economic development. The development of the Cape Fear Region’s knowledge sector economy to promote economic development and ensure the prosperity of the region would be a strong step towards developing this “triangle” and our ability to compete with and complement Raleigh and Charlotte’s industries. In an effort to attract and retain the right talent, existing assets could be leveraged to build a community where knowledge sector workers would want to live. The knowledge sector will continue to be the fuel for economic growth through their development of new businesses, business models, and technological innovation. If the Cape Fear Region is going to attract the next generation workforce and the businesses that employ them, there needs to be enticing and diverse transportation options to accommodate them. The purpose of this plan is to identify how this region can attract and retain this talent through enticing opportunities to get to and from work. First, we must identify what these enticing transportation opportunities are.

National Profile

During the past 60 years of consistent suburban growth in the United States, traffic congestion has played an increasingly greater role in people’s daily lives, compounding the stress of the commute and time away from home. To ease these concerns, we attempted to build our way out of perpetual gridlock. Infrastructure projects have traditionally focused on increasing capacity. And now, after decades of steady growth, studies show that vehicle miles traveled per capita peaked in 2004. We are now seeing a shift in societal behaviors and increased demand for sustainable transportation options. A few facts to consider:

- The rate of suburban population growth has outpaced that of urban centers in every decade since the invention of the automobile, but in 2011, for the first time in 100 years, that trend reversed
- During nearly every recession in history, urban home prices have suffered the most, but in this latest downturn, real estate in the urban cores predominately retained its value at a higher percentage than surrounding suburbs
- In 1990, 7% of building permits in New York City were in the urban center and 70% were on the suburban fringe; in 2008, 9% of the building permits were in the suburban fringe and 70% were in the urban core
- In 1980, 66% of 17 year olds had a driver’s license; in 2010, that was reduced to 47% (1)

A survey released from The Rockefeller Foundation and Transportation for America finds that the majority of Millennials (born early 1980s- early 2000’s) want to be less reliant on cars. It found that Millennials want low cost transit and multiple

transportation options for getting around a city. More than half of respondents said they would consider moving to another city if it had better access to public transportation, and 66% listed high quality transportation as a top factor in deciding where to live. Almost half (46%) of current Millennial vehicle owners surveyed agreed they would seriously consider giving up their car if they could count on a range of transportation options. "Young people are the key to advancing innovation and economic competitiveness in our urban areas, and this survey reinforces that cities that don't invest in effective transportation options stand to lose out in the long-run," says Michael Myers, a managing director at The Rockefeller Foundation. "As we move from a car-centric model of mobility to a nation that embraces more equitable and sustainable transportation options, Millennials are leading the way." (2)

Another shared perception of Millennials: Cars are a hassle. In 2008, only 31% of 16-year-olds and 77% of 19-year-olds in the United States had a driver's license — numbers dramatically lower than the 1978 numbers of 50% and 92%, respectively, according to the U.S. Department of Transportation. In 2011, the percentage of 16-24 year olds with a driver's license was the lowest since 1963. Even as Millennials age, they're driving less than prior generations. In 1995, 20.8% of autos were driven by 21-to-30-year-olds, according to the Federal Highway Administration's 2010 Household Travel Survey. By 2009, that number had dropped to 13.7%. (3) Automobile companies are working harder to attract potential drivers in their late teens and early 20's. The New York Times reported that General Motors has hired MTV's marketing arm to help combat the Millennials' lack of interest in cars.

According to a 2011 survey by the National Association of Realtors, 59% of respondents would choose a smaller home and lot if it gave them a commute time under 20 minutes. 66% of respondents see an easy walk from places in their community as an important factor in deciding where to live. The survey shows that single-family homes are still popular, but a significant share of people want attached housing options.

Regional Profile

Survey Results

In 2013, Wilmington Metropolitan Planning Organization (WMPO) Staff released a survey to determine the public's needs and desires regarding transportation in the Cape Fear Region. Over 4,100 individual responses were received. Some of the highlights from the survey results are:

To get to work and school

- 55% of respondents would prefer to bicycle more often
- 46% of respondents would prefer to take public transportation more often
- 44% of respondents would prefer to walk more often

To run errands

- 61% of respondents would prefer to bicycle more often
- 55% of respondents would prefer to walk more often
- 43% of respondents would prefer to take public transportation more often

As noted in the survey results, the regional transportation preferences are in line with the national transportation preferences. Regional data has not been released regarding the number of young adults with drivers' licenses, however the survey results show that respondents desire to be less reliant on cars and want multiple options for getting around.

Geographic Profile

The WMPO Planning Area is 494 square miles which includes New Hanover County and portions of Brunswick and Pender County. It serves a population of 253,738. The geography contains miles of coastal beaches, the Cape Fear River, and several of its tributary creeks and streams. The development of the transportation network has been both driven and constrained by the geography of the region. The geography of the region - shaped by the location of its ocean, rivers, creeks, and wetlands - has constrained where and how the transportation network can develop; the history and economic climate in the region is largely driven by its proximity and relationship to these water bodies.

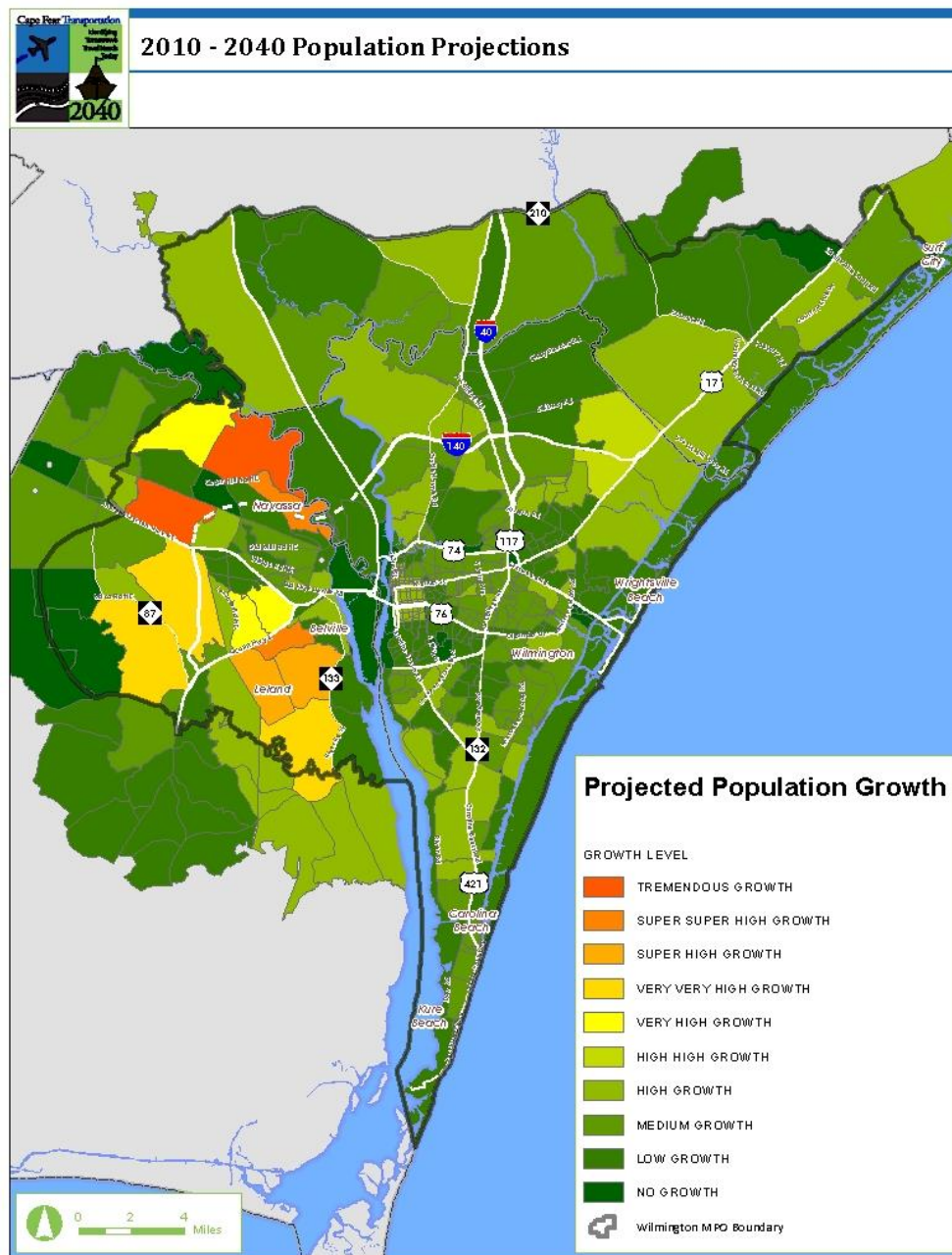
The WMPO planning area contains one of two major North Carolina Ports (the Port of Wilmington) which is supported by a rail network as well as a network of arterials, expressways, and interstates. The geography of the area also drives the economic development of the region as a recreation tourism destination and as a retirement community. The region's oceanfront beaches and rivers, creeks and streams invite tourism and recreational exploration.

Demographic Profile

Population

The 2010 population within the WMPO was 253,738. It is projected to be 365,927 by 2040 (4). This yields a population increase of 44% in 30 years, or an average of 1.47% per year. According to Census data, the U.S. is currently growing at about 0.90% per year.

Figure 2.1 illustrates the projected population density change in the WMPO region from 2010 - 2040

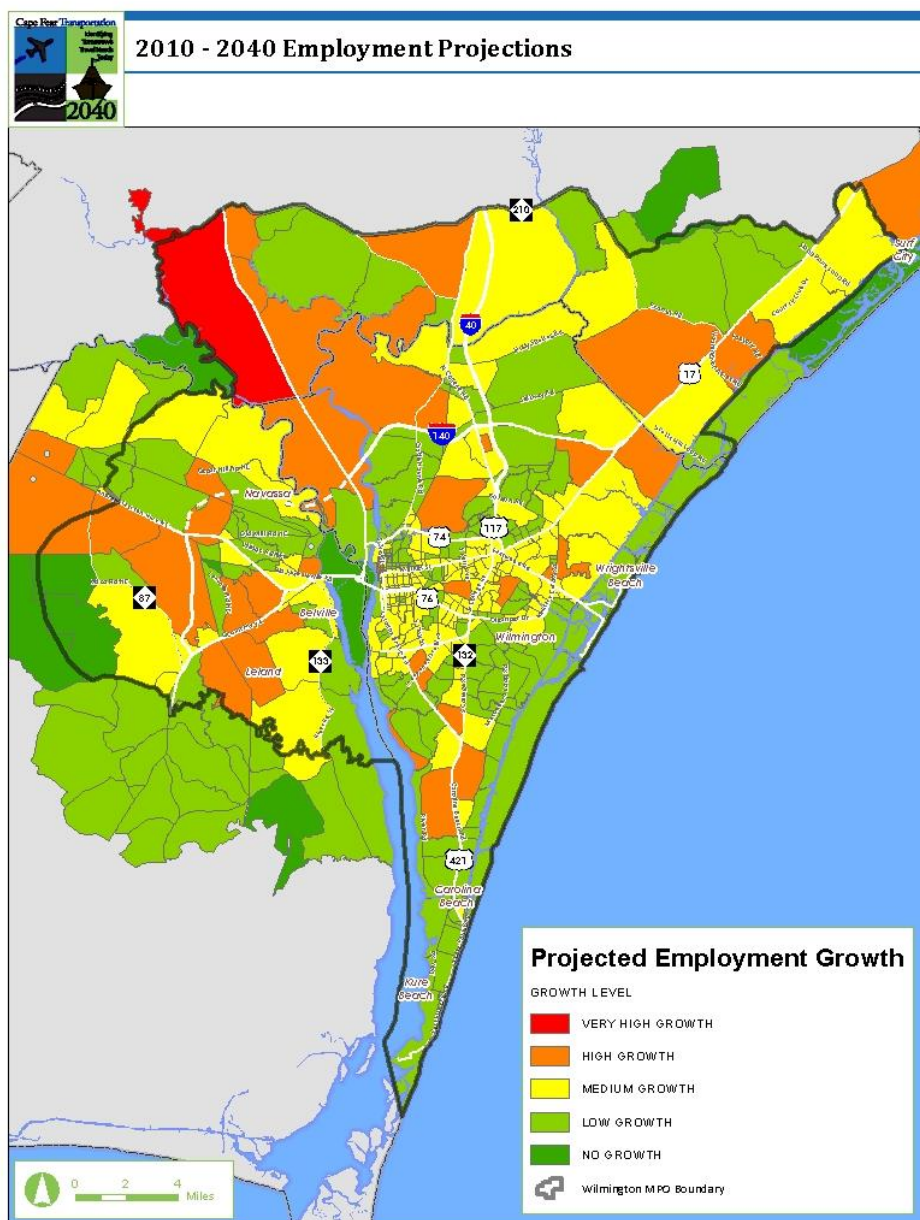


As seen in Figure 2.1, the Brunswick County portion of the WMPO is expected to see the highest population increases. Pender County is also expected to see high population increases. Wilmington should expect to see moderate population increases. The beach communities (Wrightsville Beach, Carolina Beach, and Kure Beach) should expect to see smaller population increases in comparison to the other WMPO jurisdictions, respectively. Of the three counties in the Cape Fear Region (Brunswick, New Hanover, and Pender), New Hanover County is considered the most built out. It is the most densely populated and also the smallest in geographical area. This factor also drives the projected population growths.

Employment

In 2010 there were 109,323 jobs in the WMPO. The region is expected to add approximately 40,000 more jobs by 2040 (4). This is an increase of approximately 37% in 30 years, or an average of 1.2% per year.

Figure 2.2 illustrates the projected employment growth in the WMPO region 2010 - 2040



As seen in Figure 2.2, the Brunswick County and northern New Hanover County portions of the WMPO are expected to see the highest employment growth. Coastal Pender, Wilmington, and southern New Hanover County are expected to see some employment growth. The beach communities (Wrightsville Beach, Carolina Beach, and Kure Beach) should expect to see less employment growth in comparison to other WMPO jurisdictions, respectively.

Transportation

The following Service Area Profile Maps illustrate the regional attributes and transportation facilities. Figure 2.3 illustrates the key locations regional residents are likely to be traveling to and from. This map includes colleges/universities such as UNCW and community colleges, cultural centers and tourist destinations such as museums, medical centers, and major employment centers. As you can see, a majority of these regional attributes are located within the central portion of New Hanover County.

Figure 2.3 represents the Service Area Profile Map for the WMPO region, highlighting regional attributes

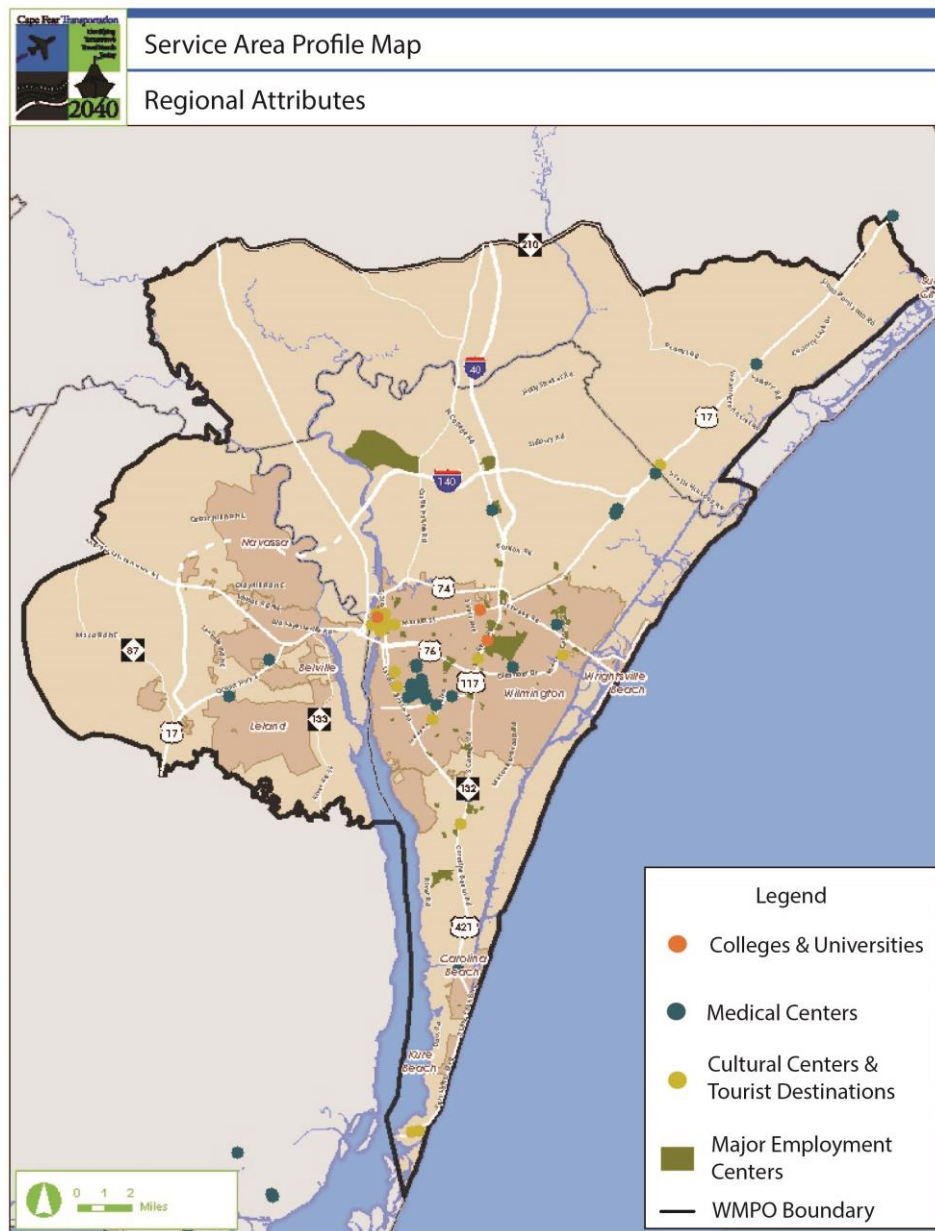
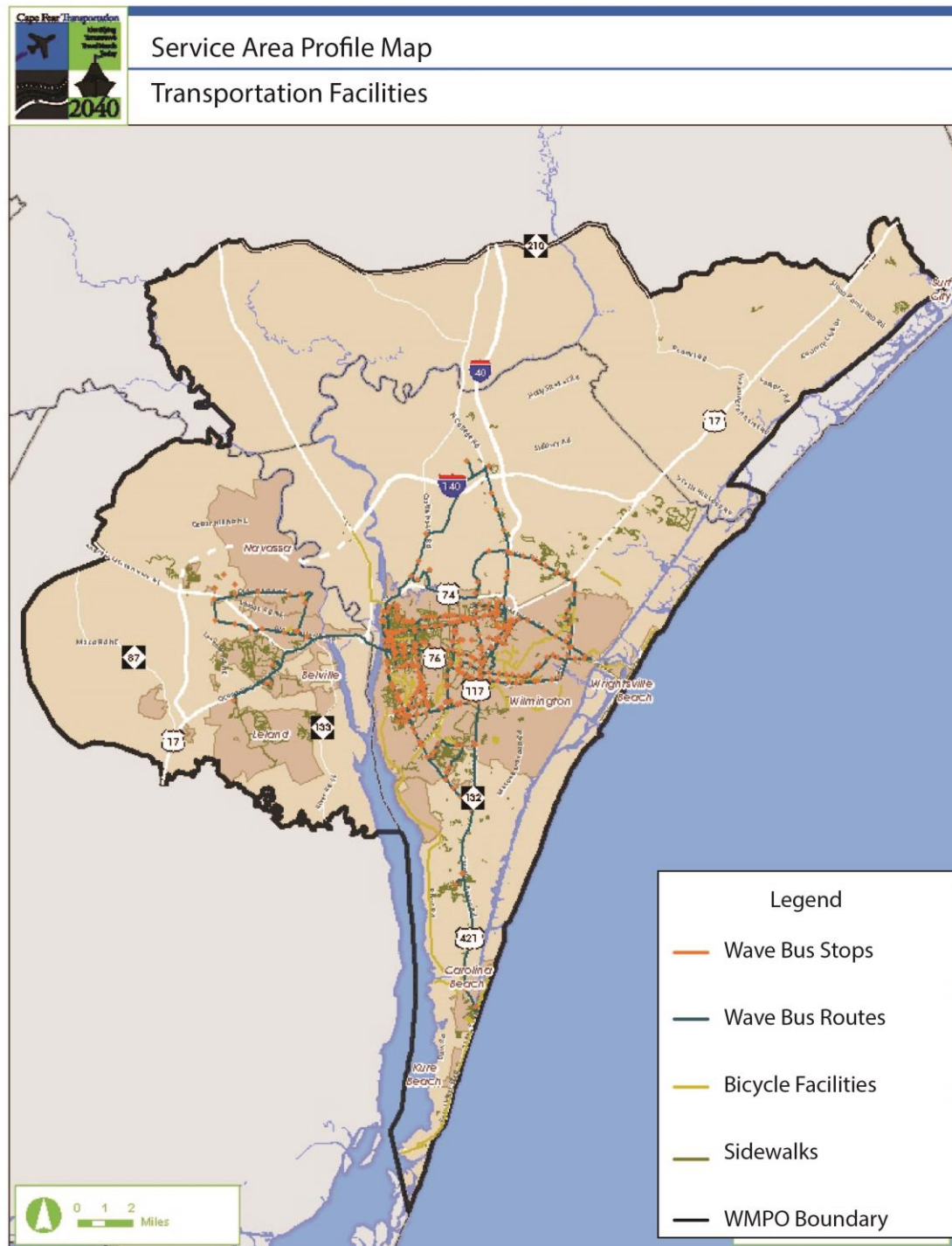


Figure 2.4 illustrates the primary transportation facilities regional residents are likely to use. This map includes the major roadways, Wave Transit bus routes, Wave bus stops, bicycle facilities, and sidewalks.

Figure 2.4 represents the Service Area Profile Map for the WMPO region, highlighting transportation facilities



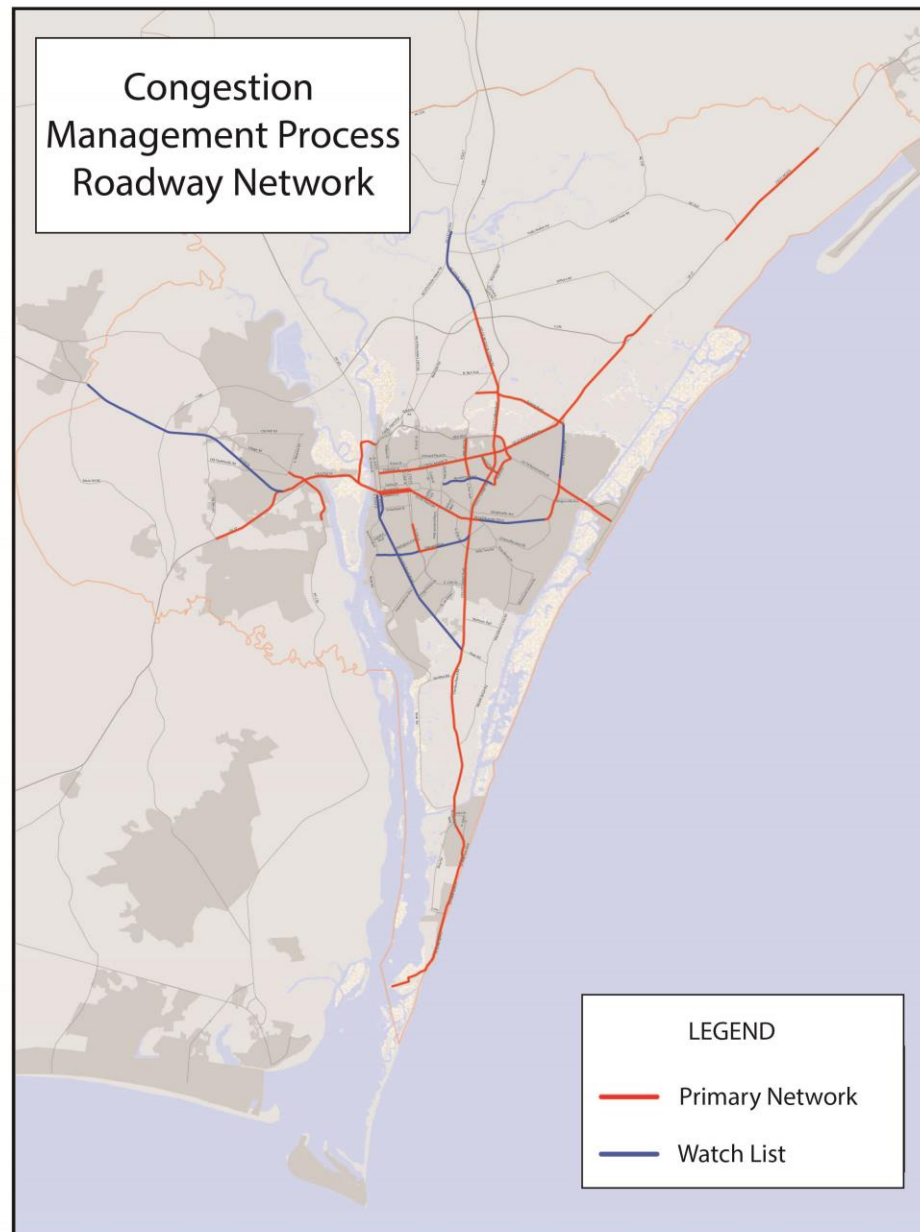
As illustrated in the Service Area Profile Maps, a very small portion of the road network follows a grid pattern where streets run at right angles to each other forming a grid. Instead, major roadways are used to move traffic while a grid pattern would better distribute traffic across the region and provide grid-style interconnectivity. This non-grid development increasingly relies on a few primary routes and precludes the utilization of alternative routes when incidents or other types of congestion occur. Therefore, the major regional travel corridors also serve as a major obstacle to travel when they become congested. NC132/US117/US421 (College Road) serves as the only major continuous north-south corridor in New Hanover County. US 17, US 421, NC 133/US 117 and I-40 carry the majority of the traffic on the unincorporated Pender County area inside the WMPO's Planning Area. US 74/76 and US 17 and a few other collectors/arterials serve the Brunswick County portion of the WMPO Planning Area. As it may appear Brunswick County has few traffic-carrying collectors/arterials, this is not, however, Brunswick County's greatest challenge. There are only two bridges connecting Brunswick County to New Hanover County. Although there is minimal transportation connectivity between Brunswick and New Hanover Counties, these two counties are very closely tied in terms of economic and community activities. According to the American Community Survey, about 10,000 residents commute daily from Brunswick County to New Hanover County. The Cape Fear Memorial Bridge and the Isabelle Holmes Bridge allow tens of thousands of people to access their jobs in New Hanover County daily. They also provide access to medical facilities and shopping, and access for tourists from the west. About 9,000 commute daily from Pender County to New Hanover County. These commuters typically follow US 17, US 421, NC 133/US 117 and I-40 to access their jobs in New Hanover County. Most tourists follow I-40 into New Hanover County.

Congestion Management

The WMPO was recognized by the Federal Highways Administration (FHWA) on July 18, 2012 as a Transportation Management Area (TMA). As a newly designated TMA, the WMPO is required to initiate and maintain a Congestion Management Process (CMP). A CMP, developed by the WMPO, is an on-going data collection and evaluation process that identifies congested corridors, determines the cause of congestion, ranks the most congested segments, and develops transportation strategies to mitigate the growth in traffic congestion while enhancing safety and multi-modal mobility region-wide. In developing a TDM plan, it is important to identify issues for commuters on the transportation network. By developing a CMP, the WMPO can identify where TDM efforts need to be focused.

The WMPO adopted two types of CMP corridors: Primary Network and Watch List corridors. Primary Network corridors require immediate monitoring through data collection and systems analysis. Watch List corridors are important for the WMPO to do cursory examinations because they either play an important role in relieving congestion on congested corridors or it is anticipated that they may see congestion in the near future.

Figure 2.5 illustrates the primary network and watch list corridors in the WMPO's Congestion Management Process



As illustrated in Figure 2.5, primary network corridors are also the primary connections from Brunswick County, Pender County, and Pleasure Island (Carolina Beach, Kure Beach) to New Hanover County/City of Wilmington where most of the current jobs are concentrated.

The WMPO's corridors are congested for different reasons, by different users, and adjacent to different land uses. Therefore, the CMP defines and applies five functional types to identify how congested corridors are currently being used, what performance measures should be used to evaluate them, and what solutions are best targeted for each corridor type. Please see Appendix D for maps illustrating the five functional types. The five functional types of corridors are:

- Commercial Corridors - Volume along corridor sees multiple commercial/errand trips with trips generated by destinations along corridor
- Commuting Corridors - Volume seeking to pass through corridor from an origin outside corridor to a destination outside corridor
- Destination Corridor - Volume along corridor consists of trips generated by major destinations along corridor
- Freight Corridor - Large volume of truck/freight traffic looking to travel along corridor
- Tourist Routes - Volume seeking to pass through corridor from an origin outside corridor to a destination for the purpose of tourism. Volume has a higher percentage of users who are unfamiliar with the transportation network.

The CMP Network will be monitored in part by multiple partner agencies to include the City of Wilmington Traffic Engineering Division, NCDOT, the Cape Fear Public Transportation Authority, and the WMPO. A report will be created every other year to evaluate the CMP corridors based on this data collected from multiple partner agencies. Eight data collection techniques have been identified: traffic counts, travel time data, hot spot identification, TEAAS data, truck counts, bicycle counts, pedestrian counts, and transit data. Seven data collection techniques specifically target the three corridors types (commercial, commuting, and destination) that most specifically apply to the TDM Plan: traffic counts, travel time data, hot spot identification, TEAAS data, bicycle counts, pedestrian counts, and transit data. Baseline data collection began in 2014 and is expected to be ongoing. This data will be used to evaluate the congestion along the commercial, commuting, and destination corridors and will also be used as performance measures in this TDM Plan. Additional performance measures for the purpose of this plan have been identified. A complete listing of the performance measures can be found in Appendix B.

Process

The first step in our process was to convene a TDM Committee. WMPO staff have taken the lead on the development of the TDM short-range plan. Through previous partnerships and new connections, a TDM Committee was developed with representatives from the Town of Leland, New Hanover Regional Medical Center, UNCW, Pender County, FOCUS, New Hanover County, New Hanover County Schools, PPD, Inc., NCDOT, Wave Transit, and Cape Fear Community College. Please see acknowledgements on page 2.

To determine how to attract and retain talent through enticing opportunities to get to and from work, the TDM Committee followed a process. A broad list of 23 TDM strategies were identified. The 23 strategies were evaluated to determine if they were applicable to the Cape Fear Region in the next 25 years. If the strategy was not applicable, it was discarded. Two strategies were removed. The Parking Management and Transit Planning strategies were removed as single strategies and infiltrated through the other TDM strategies. Then, the committee went through each of the 21 strategies to determine if they were applicable in the next 10 years, or the next 10-25 years. The strategies that are applicable in the next 10 years moved forward in this short-range TDM plan and will also serve as recommendations in *Cape Fear Transportation 2040*, the WMPO's long-range transportation plan update also known as the Metropolitan Transportation Plan (MTP). The strategies that are applicable in the next 10-25 years will be detailed in *Cape Fear Transportation 2040* only.

Of the 23 strategies, the committee identified 14 strategies that are applicable to the Cape Fear Region in the next 10 years. These strategies are detailed in Appendix A. The committee cross-referenced these strategies with the employee/employer goals to attract and retain employees. This ensures the strategies would be applicable to attract and retain talent through enticing opportunities to get to and from work. Using four indicators (ease of implementation, cost/benefit, initiative already started, and demand/impact) the 14 TDM Strategies were prioritized using a point system with a maximum of 12 points. This process resulted in seven high-priority strategies, four medium-priority strategies, and three low-priority strategies.

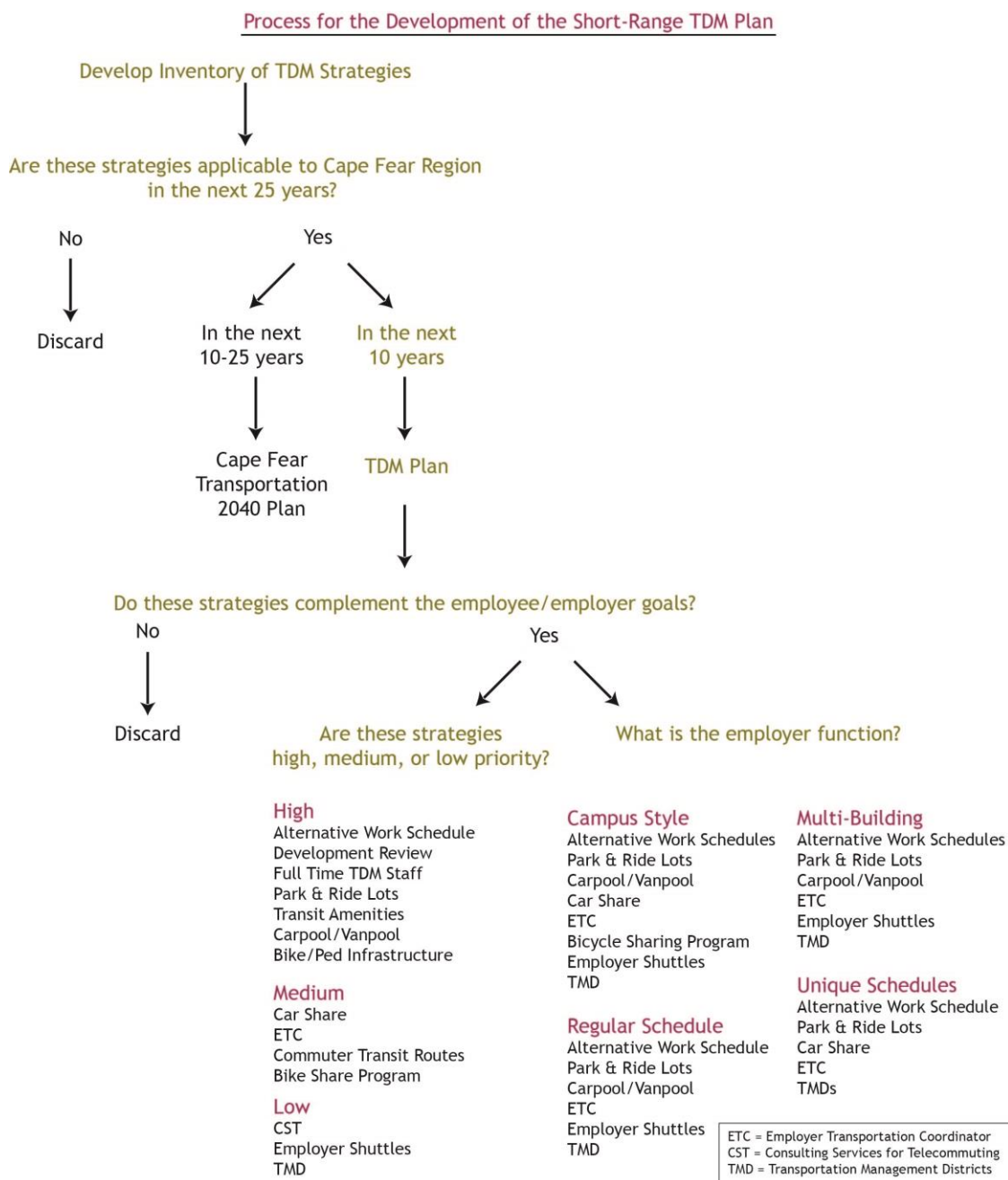
In this plan it is beneficial to provide employers direction regarding which TDM Strategy(s) would best suit their company/organization. In an effort to develop this toolkit, four employer functions were identified:

- Campus Style - one that operates like a campus - lots of people coming and going, employees that work various schedules, visitors who frequent the campus, and potentially people who stay overnight for various reasons. Some examples are UNCW and New Hanover Regional Medical Center
- Structured Schedule - one that operates on a standard 8:00 am - 5:00 pm schedule, or something similar such as 7:00 am - 4:00 pm or 9:00 am - 6:00 pm. This could also include businesses with set, predictable shifts. Some examples are City of Wilmington and New Hanover County Government
- Multi-Building/Campus - one that has many locations, not one centralized location. Some examples include New Hanover County Schools, and Wilmington Health Associates

- Unique Schedule - one that already implements alternative work schedules, primarily telecommuting, with more employees than a typical employer. An example is PPD, Inc.

Understanding that employers who function differently could benefit from different strategies, the employer functions were cross-referenced with the priority list. This allows an employer who, for example, functions in a campus-style to easily identify the high-priority TDM Strategies that would be most applicable to them.

Figure 3.1 depicts the process for the development of this plan



Implementation

TDM Strategy Prioritization

To determine the best strategy for implementing this plan, the 14 TDM Strategies were placed in high, medium, and low priority. Each TDM Strategy was scored by the TDM Committee based on four factors:

- Ease of implementation - requires minimum coordination and no major infrastructure additions (or funding is secured); 1 = difficult, 3 = easy
- Cost/Benefit - compares perceived costs to perceived benefits; 1 = high cost and low benefit, 3 = low cost and high benefit
- Initiative already in place - efforts already in place and/or preliminary work already completed; 1 = no work done, 3 = already in place
- Demand/Impact - references made in survey responses, comments, conversations, etc.; 1 = unknown community desire/impact, 3 = known community desire/impact

The results of the TDM Strategy prioritization activity are listed in the next table, categorized into high, medium, and low priority.

Figure 4.1 illustrates the high, medium, and low priority TDM Strategies

Strategy	Ease of Implemen- tation	Cost/ Benefit	Initiative Already Started	Demand/ Impact	Total Score /12	Priority
Alternative Work Schedule	3	3	3	3	12	HIGH
Development Review	2	3	3	3	11	HIGH
Full Time TDM Staff	2	3	3	3	11	HIGH
Park & Ride Lots	3	2	3	3	11	HIGH
Transit Amenities	2	3	3	3	11	HIGH
Carpool/ Vanpool	3	2	3	2	10	HIGH
Bike/Ped Infrastructure	2	2	3	3	10	HIGH
Car Share	3	2	3	1	9	MEDIUM
Employer Transportation Coordinator	2	3	2	2	9	MEDIUM
Commuter Transit Routes	2	2	2	3	9	MEDIUM
Bike Share Program	2	2	2	2	8	MEDIUM
Consulting Services for Telecommuting	2	2	1	1	6	LOW
Employer Shuttles	1	2	1	1	5	LOW
Transportation Management Districts	1	2	1	1	5	LOW

High

Medium

Low

10-12 pts

7-9 pts

0-6 pts

Entity Responsible for Implementation

However, implementation is not as simple as starting with the strategy with the highest priority score and working down the list. The success of a TDM program relies on partnerships, coordination, and communication between a variety of entities. The TDM Strategies require coordination between a variety of organizations for implementation. Some of these organizations take on a primary lead; others take on a secondary or promotional role. Please see the table below indicating the organizations responsible (regardless of the capacity) for implementing the 14 TDM Strategies. The organizations responsible for implementation have been identified and cross-referenced with the TDM Strategy list. This creates a quick reference for all entities responsible for implementation.

The TDM Committee has identified the following entities, who are also subject matter experts, as crucial to the success of this TDM plan and implementing the TDM Strategies as outlined in Appendix A:

TDM Coordinator NCDOT Vendors	Regional Employers Local Jurisdictions	Wave Transit WMPO Staff
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Figure 4.2 illustrates the entities responsible for implementation

Strategy	TDM Coordinator	Regional Employers	Wave Transit	NCDOT	Local Jurisdictions	WMPO Staff	Vendors
Alternative Work Schedule	X	X					
Development Review	X			X	X	X	
Full Time TDM Staff	X					X	
Park & Ride Lots	X	X	X				
Transit Amenities	X		X				
Carpool/ Vanpool	X	X	X				
Bike/Ped Infrastructure	X	X		X	X	X	
Car Share	X	X					X
Employer Transportation Coordinator	X	X					
Commuter Transit Routes	X		X				
Bike Share Program	X	X					X
Consulting Services for Telecommuting	X			X			
Employer Shuttles	X	X	X				
Transportation Management Districts	X	X			X		

Responsibilities

TDM Coordinator Responsibilities

As illustrated in Figure 4.2, the TDM Coordinator is responsible (in some capacity) for the implementation of all 14 TDM Strategies. Please note that the TDM Coordinator identified is the Full-Time TDM Coordinator strategy. The TDM Coordinator's responsibilities can be further described as primary, secondary, and initiating responsibilities. Primary responsibilities are those that depend heavily on the TDM Coordinator for implementation. Secondary responsibilities are those that occur without the assistance of the TDM Coordinator, but would benefit greatly from the involvement of the TDM Coordinator. Initiating responsibilities are those that call for the TDM Coordinator to begin conversations, but the implementation and maintenance of the strategy primarily depends upon a separate entity.

Primary Responsibilities for Implementation

- Alternative Work Schedules
- Carpool/Vanpool
- Full - Time TDM Coordinator
- Park & Ride Lots
- Transportation Management Districts

Secondary Responsibilities for Implementation

- Bicycle Sharing Program
- Car Share Program
- Development Review
- Employer Transportation Coordinator
- Bicycle and Pedestrian Infrastructure
- Transit Amenities
- Commuter Transit Routes
- Employer Shuttles

Responsible for Initiating the Strategy

- Consulting Services for Telecommuting Opportunities

Employer Responsibilities

Further detail regarding regional employers was needed, as some TDM Strategies may benefit some employers, but not all. Four employer functions were identified: Campus Style, Structured Schedule, Multi-Building/Campus, and Unique Schedule. Please see page 5 for descriptions.

Figure 4.3 cross-references the prioritized TDM Strategies with the four employer functions

Strategy	Priority	Campus Style	Structured Schedule	Multi-Building/ Campus	Unique Schedule
Alternative Work Schedule	HIGH	X	X	X	X
Development Review	HIGH				
Full Time TDM Staff	HIGH				
Park & Ride Lots	HIGH	X	X	X	X
Transit Amenities	HIGH				
Carpool/ Vanpool	HIGH	X	X	X	
Bike/Ped Infrastructure	HIGH				
Car Share	MEDIUM	X			X
Employer Transportation Coordinator	MEDIUM	X	X	X	X
Commuter Transit Routes	MEDIUM				
Bike Share Program	MEDIUM	X			
Consulting Services for Telecommuting	LOW				
Employer Shuttles	LOW	X	X	X	
Transportation Management Districts	LOW	X	X	X	X

Note: If the TDM Strategy is not marked as a Campus Style, Structured Schedule, Multi-building/Multi-Campus, or Unique Schedule then implementation of the strategy is not the responsibility of the employer. Rather, it is the responsibility of the TDM Coordinator, Wave Transit, NCDOT, Local Jurisdictions, WMPO Staff, or Vendors

Wave Transit Responsibilities

- Carpool/Vanpool
- Employer Shuttles
- Park & Ride Lots
- Transit Amenities
- Commuter Transit Routes

NCDOT Responsibilities

- Consulting Services for Telecommuting Opportunities
- Development Review
- Bicycle & Pedestrian Infrastructure

Local Jurisdictions Responsibilities

- Development Review
- Bicycle and Pedestrian Infrastructure
- Transportation Management Districts

WMPO Staff Responsibilities

- Development Review
- Bicycle & Pedestrian Infrastructure
- Full Time TDM Staff

Vendors

- Bicycle Sharing Program
- Car Share

Implementation Approach

As illustrated in Figure 4.2, the TDM Coordinator is responsible for implementing all 14 of the TDM Strategies. Currently, the WMPO has approximately ½ of 1 full-time employee (FTE) dedicated to promoting and implementing TDM strategies. The degree to which this plan can be implemented depends greatly on the amount of staff time allocated to the TDM Coordinator for implementation of this plan. There are two options and two approaches for implementation. These options and approaches can be expanded and hybrid alternatives can be generated. For simplicity, the basic options and approaches are:

Option 1) Limited Staff Time (1/2 FTE)

This option functions on limited staff time dedicated towards implementing this plan. Approximately ½ of 1 full time employee, the TDM Coordinator, would be allotted towards implementation. Two approaches can be taken:

- Strategy - based approach - the TDM Coordinator would implement 1-3 primary TDM Strategies per year in the Cape Fear Region. Understanding that the TDM Strategies don't need to be implemented exclusively of each other, 1-3 primary strategies should be selected with ideas for how to gauge interest in future, complementary strategies. For example, if the TDM Coordinator decides to focus on Bicycle and Pedestrian Infrastructure, they can gauge interest in the

Bike Share market and educate the community and employers about bike share opportunities if they choose to pursue them.

- Employer-based approach - the TDM Coordinator would take on 1-3 employers per year as 'clients', assisting them with an employer-specific approach towards implementing various TDM strategies. Conversations could begin with identifying the employer function, then following Figure 4.3 to determine which TDM Strategies would best suit that specific employer.

Option 2) Full Staff Time (1 FTE)

This option functions on full staff time dedicated towards implementing this plan. One full time employee, the TDM Coordinator, would be responsible for implementing this plan. Two approaches can be taken:

- Strategy-based approach - the TDM Coordinator would implement 3-5 primary TDM Strategies per year in the Cape Fear Region. As with the limited staff time option, complementary strategies should be explored where appropriate.
- Employer-based approach - the TDM Coordinator would take on 3-5 employers per year as 'clients', assisting them with an employer-specific approach towards implementing various TDM strategies. As with the limited staff time option, Figure 4.3 could be used to begin these conversations.

Regardless of option and approach, a community-based approach should be taken to accommodate the needs of specific communities and their construction impacts, community-specific demands, and special events. For example, a targeted approach should be taken with Brunswick County, Leland, Belville, and Navassa while the Causeway bridge between Brunswick and New Hanover Counties is under construction. This construction project will cause extensive traffic delays that will continue throughout the duration of this project, approximately 2-3 years. By establishing Park & Ride lots and promoting carpool/vanpool opportunities and alternative work schedules the traffic delays could be mitigated. The TDM Coordinator should work specifically with those entities to help promote TDM strategies that could help with the specific construction project.

Certain communities have specific needs, demands, and special events. The beach communities see their heaviest tourism traffic during the summer holiday weekends. If it is feasible and warranted to run a trolley from the parking lots further inland to beach accesses then this opportunity should be explored. The TDM Coordinator should work specifically with those communities, Wave Transit, and parking lot owners to determine a solution to the heavy tourism traffic. This same idea applies to the special events in the region such as Azalea Festival and Riverfest in Wilmington. The TDM Coordinator should coordinate with event planners and transportation companies to determine a solution to the heavy event traffic.

The TDM Marketing Plan should guide the promotion of the efforts listed in this plan. The plan should be developed by the TDM Committee immediately upon adoption of this TDM plan. It should acknowledge the variety of marketing strategies required to implement the TDM Strategies. For example, a strategy-based approach would call for region-wide promotion of the carpool/vanpool ride matching system,

Share the Ride NC. An employer-based approach would focus specifically on promoting the ride matching system only to those employees. However, the Carpool/Vanpool TDM Strategy would be more successful with more profiles in the Share the Ride NC ride match system, as people who live in the same neighborhood can carpool to neighboring employers. Therefore, the TDM Marketing Plan should provide flexibility in the marketing strategies to yield the highest success in the TDM Strategies.

Conclusion

First Steps

The first step towards implementation of this plan is its adoption by the WMPO Transportation Advisory Board. Upon adoption, this plan should be presented to all WMPO member jurisdictions to gain their support and awareness of this initiative.

To implement this plan, three steps should be taken to start the process:

- Develop the TDM Marketing Plan
- Review the TDM Strategies that are considered high priority
- Work with regional employers who helped develop this plan.

The TDM Marketing Plan should be developed by the TDM Committee to include a comprehensive effort to implement and promote the specific TDM Strategies to the residents and employers in the Cape Fear Region. Marketing and outreach are crucial components to the success of this plan. Therefore, the development of the marketing plan should be a priority of the TDM Committee.

Employer Toolkit

This plan creates an employer toolkit that allows employers to determine what TDM Strategy(s) could best suit their organization. This toolkit could be used for existing employers, or as a guide for potential employers. For example, an employer that functions (or would plan to function) in a campus style atmosphere (such as colleges/universities and medical centers) can see there are several TDM Strategies that are most applicable to the campus style environment. For information about each of these strategies, the employer can review the strategy descriptions in Appendix A to gain a better understanding. With assistance from the TDM Coordinator, the employer can review the priority levels of the TDM strategies, and then determine what strategies would best suit that employer and where priorities for that employer should be placed.

TDM Coordinator

This plan provides guidance for implementation for the TDM Coordinator. Two decisions should be made to determine how the TDM Coordinator should implement this plan - where to house the TDM Coordinator and how much time will be spent implementing this plan and performing TDM responsibilities. Conversations should be had to determine the best entity to house the TDM Coordinator. This could be any entity that serves the region and has mission statements and goals that complement the goals and objectives of this plan. The TDM Coordinator should be housed with an entity that has the resources that will most likely ensure success. To determine the best organization to house the TDM Coordinator, an inventory of options should be conducted, followed by formal conversations with leaders within those organizations. Each organization should develop a SWOT (strengths, weaknesses, opportunities, and threats) analysis for housing the TDM Coordinator within their respective organization.

After discussing each organization's SWOT analysis, the leaders of each organization should come to an agreement regarding the placement of the TDM Coordinator then expand to determine how the other organizations can be supporting organizations of the TDM program.

Currently, less than one half of one full time employee (FTE) is dedicated to implementing TDM strategies. This plan outlines two non-exclusive options and approaches for implementation. If there continues to be one half of one FTE allocated towards TDM implementation, that TDM Coordinator can follow a strategy-based approach and strive to implement 1-3 TDM strategies per year. The TDM Coordinator can follow an employer-based approach and strive to take on 1-3 employers/year as 'clients' and specifically assist them with TDM strategies that best fit their organizational needs. If one FTE is allocated towards TDM implementation, that TDM Coordinator could strive to implement 3-5 TDM strategies per year. The employer-based approach would allow one FTE to take on 3-5 employers per year as 'clients'.

An inventory of current TDM responsibilities should be conducted. If there are staff that are currently working to implement TDM strategies in any capacity, those staff should coordinate with the TDM Coordinator. While ensuring that responsibilities fall where the expertise is, if it is more efficient to give those responsibilities to the TDM Coordinator and house all TDM responsibilities within one position, then this option should be explored. For example, it could be more efficient for the TDM Coordinator to participate in the development review process (a TDM strategy identified in this plan) and that would allow the current development review staff person to take on additional responsibilities.

The option of additional TDM staff should be explored. The implementation of this plan requires significant marketing and outreach, along with maintenance and logistical management. One TDM Coordinator could take on the responsibilities of marketing and outreach, while another could take on the maintenance and management responsibilities.

Work Plan

A work plan has been designed to guide implementation of the TDM strategies. Appendix E includes a work plan for each of the 14 TDM Strategies. It consists of a list of non-inclusive tasks that should be followed to ensure implementation of the TDM Strategies. Regardless of whether the TDM Coordinator is one half of one FTE dedicated to implementing TDM strategies, the work plan can be used to target specific TDM Strategies and provides specific tasks to be completed. The work plan outlines goals for completion over the next five years. This work plan should be reviewed annually to review current statuses and provide any additional input.

Performance Measures

In an effort to monitor the success and impact of the TDM program, performance measures have been developed and are listed below. Details regarding objectives, data collection method, data collection agency, and TDM Strategy can be found in Appendix B.

Congestion Management Process Goals and Objectives

- Bicycle and pedestrian CMP corridor counts per capita in the WMPO area within a two year time frame
- Average travel time on the WMPO CMP network within a two year time frame
- Percentage of fixed-route trips that are on-time in the WMPO area within a two year time frame
- Number of participants in the WMPO's TDM program
- Percentage of WMPO adopted plans the TDM is referenced over a two-year period

Employer/Employee Goals and Objectives

- Number of employees participating in an alternative work schedule program
- Number of employers participating in an alternative work schedule program
- Number of businesses that apply for telecommuting assistance
- Number of businesses participating in telecommuting where telecommuting assistance was provided
- Number of businesses who adopt a telecommuting/alternative work schedule policy
- Number of bike share programs
- Number of daily, weekly, and monthly bike share rentals
- Number of monthly and annual bike share pass purchases
- Revenue generated from bike share rentals
- Number of car share programs
- Number of people registering (pre-qualifying) for car share
- Number of car share rentals per day
- Revenue generated from car share rentals
- Number of people enrolled in Share the Ride NC
- Number of vanpools running
- Number of people participating in each vanpool
- Number of Park & Ride Lots
- Number of cars parked at Park & Ride Lots
- Number of code changes updated to complement TDM Strategies
- Number of employer shuttles providing access to Park & Ride lots
- Number of employer shuttles in service
- Number of PSA's developed
- Number of TDM presentations given
- Number of employers participating in TDM program
- Number of events where TDM is promoted
- Number of bicycling events held
- Number of visits to website

- Number of employer transportation coordinators
- Staff time allocated to TDM Strategies
- Number of awards/amount of financial incentives for ride sharing, walking, biking, and use of transit
- Number of Full Time Employees (FTEs) dedicated to promoting TDM initiatives
- Number of people using the app that will provide bus rider information
- Number of people participating in Wave Transit's Bus Buddies program
- Number of people using transit
-
- Number of TMDs established
- Number of businesses participating in a TMD
- Number of housing developments participating in a TMD

Note: The geographical area for measuring/counting facilities is within the WMPO boundary

Program Evaluation

This TDM plan, its strategies, work plan, and performance measures should be evaluated annually. Whether a strategy-based approach or an employer-based approach is taken, specific performance measures should be identified as targets for the next year. The work plan should also be referenced to identify specific tasks that can be implemented over the next year. The marketing plan should also be reviewed. Once these three documents have been reviewed, a one-year guide should be developed with specific goals, objectives, strategies, and performance measures. At the end of each quarter, this document should be reviewed to determine the success and effectiveness of the TDM program.

Funding

This TDM plan includes a wide variety of components amenities to be funded, ranging from staff (salary and benefits) to facilities (such as bus stops, multi-use paths, and crosswalks) to marketing (events, outreach materials) to ride matching programs (Share the Ride NC). With such a wide variety of amenities, there is also a wide variety of funding sources and opportunities. Appendix F includes a non-comprehensive list of funding opportunities. Conversations should also be held with regional employers to identify additional funding sources and to develop partnerships to secure additional funding.

Appendix A - TDM Strategies

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TDM Strategy 1 - Full Time TDM Staff

Description: Full time TDM staff would be responsible for a wide variety of TDM responsibilities to implement this plan, including:

- Establish a marketing/outreach plan
- Public outreach - promote TDM efforts using multiple medias
- Employer outreach - conduct outreach to educate area employers on transportation options, TDM initiatives, costs/benefits, etc
- Work with employers for Best Workplace for Commuters designation
- Coordinate events such as Bike to Work Week and annual bicycle events to promote transportation on bicycle facilities, attend public events to promote transit, carpool, vanpool, bicycle and pedestrian, and transit options
- Establish public-private and intergovernmental partnerships to promote TDM programs
- Maintenance, operations and outreach for carpooling and vanpooling
- Market research - identify preferences of a target population before launching a product or program or to identify the performance/satisfaction with a particular product/programs once it has been implemented
- Partnerships with public school systems, UNCW, and CFCC
- Implementing TDM strategies based on adopted priorities
- Secure TDM program funding

Entity Responsible for Implementation: WMPO Staff, TDM Coordinator

Intent and Purpose: The intent of the Full Time TDM Staff TDM Strategy is to dedicate staff time to implement the strategies recommended in this plan. All of these strategies require coordination between multiple parties, and most strategies require education, outreach, and promotional efforts. Along with the development of a marketing plan, the full time TDM Coordinator would implement these TDM strategies on a regional level. The full time TDM staff person could be housed in one of several regional entities such as the WMPO, Wave Transit, or the Cape Fear Council of Governments.

The Full Time TDM Staff strategy could reduce traffic along the WMPO Congestion Management Commuting Corridors (see Appendix D), in proximity of participating major employers, and along corridors impacted by bicycle, pedestrian, and transit infrastructure.

Existing Conditions: Currently, one WMPO staff person takes the lead on TDM planning. About 50% of their time has been allocated to TDM strategies and planning, primarily in the form of bicycle and pedestrian planning and promoting bicycle and pedestrian facilities through community events. Wave Transit has been successful in establishing and implementing a vanpool program. There are currently two vanpools running and they have purchased

an additional four vanpools that will be available to interested employees/employers. To date, little or no TDM strategies have been implemented otherwise.

Potential for Application: *Cape Fear Commutes 2035* identifies a TDM Coordinator as a high priority, as it is the first requirement towards a successful TDM program. To implement TDM strategies further, the WMPO should start conversations with other regional entities to determine the best organization to house the TDM Coordinator. If the WMPO continues to be the most suitable organization, it should be determined if an existing staff person would transition to a full time TDM Coordinator, or if a new staff person would be hired. If a new person would be hired, funding for their salary, benefits, and additional funds for education, outreach, and promotional efforts would need to be secured.

Costs: The cost for a full time TDM Coordinator would include salary, benefits, and funding for education, outreach and promotional efforts. An estimate would be \$75,000 annually (\$50,000 for salary, \$15,000 for benefits, and \$10,000 for education/outreach/promotional costs).

Benefits:

- Increases the number of people and organizations implementing TDM strategies
- Mitigates growth in traffic congestion
- Implementation of the TDM strategies
- Education, outreach, and promotion of TDM in the community and to employers
- Coordination and communication among partners

Disadvantages/Challenges:

- Securing funding for the TDM staff person could be difficult

Performance Measures:

Congestion Management Process Matrix:

- Percentage of WMPO adopted plans the TDM is referenced over a two-year period

Other:

- Annual inventory of:
 - Number of PSA's developed by TDM Coordinator
 - Number of TDM presentations given by TDM Coordinator
 - Number of employers participating in TDM program
 - Number of events with TDM promotion
 - Number of visits to Share the Ride NC website
 - Number of awards/financial incentive programs for ride sharing, walking, biking and using transit
- Number of FTE's dedicated to promoting TDM initiatives

Strategy Implementation: Strategies to fund the TDM Coordinator position should be discussed with NC DOT, WMPO, and other local jurisdictions. Other options for funding this position should be reviewed along with WMPO staff responsibilities to best determine who should be the TDM Coordinator and if existing WMPO staff responsibilities need to be shifted to accommodate accordingly.

Priority: The Full Time TDM Coordinator TDM Strategy is a high priority. Securing funding or finding available staff time could be difficult. There has been high political demand for implementing TDM strategies, but little demand from the local business perspective. However, a full-time TDM Coordinator is crucial to implement this plan.

Employer/Employee Goals: The Full Time TDM Coordinator TDM Strategy targets three Employer/Employee Goals: mitigate growth in traffic congestion; reduces cost to the employee and/or employer; and address the needs and desires of employees.

TDM Strategy 2 - Alternative Work Schedules

Description: Alternative Work Schedules include a variety of work scheduling options including telecommuting, flextime, compressed work week, and staggered shifts.

- Telecommuting is a work-from-home option. This would require obtaining all the technological equipment required to perform work duties from the home of the employee.
- Flextime allows employees some flexibility in their daily work schedules. This would follow a 5-day work week but would allow employees to work 7:00 - 4:00 or 9:00 - 6:00 rather than a typical 8:00 - 5:00 schedule.
- Compressed work week allows employees to work fewer but longer days. Common examples are a 4 x 10 schedule (working four 10 hour days and having the 5th day off) or a 9 x 9 schedule (working nine 9 hour days and having the 10th day off) compared to a 5 x 8 schedule (working five 8 hour days).
- Staggered shifts reduce the number of employees arriving and leaving a worksite at one time by staggering the work schedule. For example, some shifts may be from 7:00 - 4:00, others 8:00 - 5:00, and others 9:00 - 6:00.

Entities Responsible for Implementation: TDM Coordinator, Employers

Intent and Purpose: The intent of the Alternative Work Schedules strategy is to effectively remove people (thus vehicles) from the peak hour commute periods while allowing them a schedule that fits their needs and wants outside of work.

This strategy could mitigate growth in traffic congestion along the WMPO Congestion Management Commuting Corridors and Commercial Corridors (see Appendix D).

Existing Conditions: The extent of flexible/compressed work weeks currently practiced in the Cape Fear Region is unknown. The City of Wilmington, UNCW, and PPD have alternative work schedule policies however a complete inventory of employers/employees functioning in an alternative work schedule does not exist.

Potential for Application: This strategy is driven primarily through education, outreach, and promotion. The WMPO's role will include communicating with area employers, determining if there are opportunities for alternative work schedules, assisting with the development of an alternative work schedule policy, and promoting and implementing the policy to current and new employees. The WMPO can also promote this strategy through public awareness and other campaigns.

Costs:

- WMPO staff time dedicated to coordinating with area employers, developing an inventory of alternative work schedule opportunities, the development of an alternative work schedule policy, promoting and implementing the policy, and promoting alternative work schedules through public awareness and other campaigns
- Marketing supplies and materials

Benefits:

- Can reduce individual commuting trips by 20% or more
- Reduced peak-hour single occupancy vehicle trips
- Increased employee job satisfaction, productivity and morale
- Effective employee recruitment and retention tool
- Potentially longer hours of customer service for businesses

Disadvantages/Challenges:

- Could discourage carpooling/vanpooling
- Telecommuting - Some managers may not be comfortable with employees working from home

Performance Measures:

Congestion Management Process Matrix:

- Average travel time on the WMPO CMP network within a two year time frame

Other:

- Number of employees participating in an alternative work schedule program
- Number of employers who adopt a telecommuting/alternative work schedule policy
- Alternative Work Schedules Public Promotion:
 - Number of PSA's developed about alternative work schedules
 - Number of TDM presentations given including alternative work schedule information

Strategy Implementation: The Alternative Work Schedule strategy should be bundled with other TDM tools presented to area employers. While discussing opportunities for carpooling/vanpooling and promoting bicycle and pedestrian infrastructure and park & ride lots, the TDM Coordinator should be discussing alternative work schedule opportunities with local business owners. Opportunities may lie with the local Chambers of Commerce to coordinate with the business community to help promote alternative work schedules and identify opportunities and constraints. Formal alternative work schedule policies should be developed/updated for suitable businesses. The policy should specifically address which job categories are suitable, what is required

of employees who qualify, what criteria are to be used to evaluate the performance of employees on alternative schedules, how employees schedules are determined and what is required to change schedules, periodic review of the arrangement, and model contracts and forms for establishing and tracking alternative work schedules.

Priority: The Alternative Work Schedule strategy is a high priority. As a low-cost strategy that is already being implemented to some unknown degree, it would be beneficial to gain a better understanding of this strategy and promote it throughout the regions.

Employer/Employee Goals: The Alternative Work Schedule strategy is one of five strategies that targets all seven employer/employee goals: mitigate growth in traffic congestion; reduce costs to employees and/or employer; address the needs/desires of employees; increase the opportunity for healthy living, recreation and time outside; increase the opportunity for running errands; increase the opportunity for time with family; and increase flexibility for the employee.

TDM Strategy 3 - Bicycle Sharing Program

Description: Bike share is a service in which bicycles are made available for individuals to rent on a very short term basis. One can pay by the hour to use a bicycle as needed then return the bicycle to any one of the bike share hubs. A bike share program consists of several components including a hub with a payment center, information tracking, instructions for use, information about other hubs, bike racks, and the bicycles. Another component is management of the bicycles. Sometimes bicycles need to be redistributed more evenly to all the hubs. A vehicle with a trailer is required to do this. Maintenance is another component. Bicycles need to be serviced regularly along with the information kiosk and payment center.

Entities Responsible for Implementation: Vendors (private bike share company), TDM Coordinator, Employers, Property Managers

Intent and Purpose: The intent of the Bike Share strategy is to provide a transportation option to those who would normally drive a car for a short trip. Bike share is an option that can complement a primary mode of transportation. If an employee needs to run an errand nearby, renting a bicycle may be an option. It also creates an expansion of the transit system by allowing people to use transit to deliver them part of the way to their destination then renting a bicycle to arrive closer to their final destination. Bike share is primarily used for transportation in areas of higher density. However, in the Cape Fear Region this strategy may also be beneficial to tourists who are interested in bicycling around Wrightsville Beach, downtown Wilmington, or Carolina Beach.

The Bike Share strategy could mitigate growth in traffic congestion along the WMPO Congestion Management Commercial Corridors, Destination Corridors, and Tourist Routes. Typically, it is not feasible to use bike share as a mode of transportation for a longer commute and therefore does not mitigate growth in traffic congestion along the Commuting Corridors. However, by having a bike share program available, an employee may choose to use an alternative transportation option (bus, vanpool, and carpool) as part of their commute because they have the option to use a bike for mid-day trips or errands. Therefore, bike share could mitigate the growth in traffic congestion along the Commuting Corridors as a secondary affect rather than a primary affect. Please see Appendix D for the corridors referenced.

Existing Conditions: Currently, UNCW is exploring bike share options primarily for their campus.

Potential for Application: UNCW would likely start a bike share program before any other area. UNCW has a one-mile policy that does not allow students who live within a one-mile radius to obtain a parking pass on campus. That creates an ideal bike share opportunity on campus as it increases demand for on-campus transportation options. It also creates an opportunity for bike

share to expand to the apartment complexes and shopping centers within the one-mile radius. The opportunity to expand bike share should be explored to consider downtown Wilmington and at strategic locations across the City of Wilmington such as Mayfaire, along the Cross-City Trail, etc.

Costs:

- Seattle's bike share program includes 500 bicycles in six neighborhoods, costing \$3.7 million estimated for startup and \$1.4 million for yearly operating cost.
- Charlotte's bike share program includes 200 bicycles and 24 stations strategically placed throughout Uptown and surrounding neighborhoods. Start-up costs were \$850,000 and operational costs between \$300,000 - \$400,000 annually.
- Montgomery County, Maryland will be installing 20 stations and 200 bicycles for approximately \$2 million.
- UNCW received an in-depth proposal to include software, maintenance, startup, and support for \$210,440. This includes 4 stations and 40 bicycles. The cost per station is \$52,610 and the cost per bike is \$5,261.

Benefits:

- Increases the flexibility during the work day for alternative mode commuters
- Lowers air pollution and greenhouse gas emission from cars
- Reduces peak hour congestion
- Mitigates congestion throughout the day, specifically in urban cores
- Adds character to a city
- Provides an option for college students who need to cross campus quickly
- Provides an opportunity for exercise (health and wellness benefits)
- Will provide green jobs or a green business opportunity
- Popular alternative to Millennials
- Attractive to tourists
- Creates an opportunity for exercise while providing a transportation option
- Complements the one-mile radius policy at UNCW - students who live within one mile of campus can not park on campus

Disadvantages/Challenges:

- Can not function as an evenly geographically distributed city-wide or region-wide program - only in specific concentrated locations such as UNCW, downtown Wilmington, or Wrightsville Beach
- Requires existing bicycle infrastructure and communication/information readily available about those facilities

Performance Measures:

Congestion Management Matrix:

- Bicycle and pedestrian CMP corridor counts per capita in the WMPO area within a two year time frame

Other:

- Number of bike share programs
- Number of daily, weekly, and monthly bike share rentals
- Number of monthly and annual bike share pass purchases
- Funds generated from hourly/daily/monthly/annual membership fees
- Bike share public promotion:
 - Number of PSA's developed about bike share
 - Number of TDM presentations given including bike share
 - Number of events where bike share is promoted
 - Number of visits to bike share website
 - Number of awards/financial incentive programs for bike share

Strategy Implementation: A feasibility study should be conducted to best determine how to start a bike share program in the Cape Fear Region. There are a variety of options, including:

- Rolling out a large, comprehensive bike share program
- Starting with a smaller program at UNCW, possibly including shopping and apartment complexes within a one-mile radius as a second phase
- Starting with a smaller program in Downtown Wilmington or Wrightsville Beach

Priority: The Bike Share Strategy is a medium priority. It is a higher cost strategy (up front), however it is not nearly as expensive as widening roads and other road construction required as a result of increased congestion.

Employer/Employee Goals: The Bike Share Strategy targets five of seven employer/employee goals: mitigate growth in traffic congestion; reduce costs to employees and/or employer; address the needs/desires of employees; increase the opportunity for healthy living, recreation and time outside; and increase flexibility for the employee.

TDM Strategy 4 - Car Share

Description: Car share is a model of car rental where people rent cars for short periods of time, often by the hour. One can pay by the hour to use a car as needed then return the car according to the car share program's operating area layout. The simplest car share programs have only one or two pick-up points, but more advanced systems allow cars to be picked up and dropped off at any available public parking space within a designated operating area. Car share programs differ in their objectives, size, business models, levels of ambition, technology, and target markets but they do share many features. The more established operations usually require a check of past driving records and a monthly or annual fee in order to become a member. The total cost and maximum time a car may be used also varies. Reservations can be made online, by phone, by text, and some companies have an app that will allow you to make a reservation. Users are members and have been pre-approved to drive (background driving checks and payment method established). Many car sharing companies only provide the state minimum liability insurance. Some companies provide comprehensive and collision insurance. Some do not provide uninsured or under-insured insurance nor do they provide personal injury protection insurance.

Entity Responsible for Implementation: Vendors (private car share company), Employer, TDM Coordinator

Intent and Purpose: The intent of the Car Share strategy is to provide a transportation option to those who may not own a car, or function in a one-car family. If one does not own a car, or owns only one car in a family, they likely drive less than the average person. Car share provides an option to these people to use a vehicle as needed, in hopes they will continue to drive less than the average person. For example, many find car ownership in large cities such as New York and San Francisco to be too expensive. Mass transit allows them to function without the use of a car, but occasionally a vehicle is needed for a short period of time. Car share allows people to continue without purchasing (and driving) a vehicle while tending to responsibilities requiring a vehicle. Car share also benefits college students at universities (such as UNCW) that restrict vehicles on campus.

Car share is also a complement to other alternatives to the private automobile. It only makes sense as a part of a wider transportation package, in neighborhoods where transit, walking, and bicycling are a viable option. These are the same locations where single-car and no-car ownership is a viable option. Alternative transportation options allow car usage as necessary for occasional trips outside of the transit/walking/biking periphery, moving large items, or special occasions. It can also be an alternative to owning multiple cars for households with more than one driver. A long-term study of City CarShare members found that 30% of households that joined CarShare sold a car, others delayed purchasing one. Transit use, bicycling, and walking also

increased among members (3). A study of driving behavior of members from major car sharing organizations found an average decline in 27% of annual Vehicle Kilometers Traveled (VKT) (4). Car sharing is generally not cost-effective for commuting to a full-time job on a regular basis but for those who live near their work, are interested in a one-car family option, or would like to rely on transit, walking, or biking as a primary transportation method, car share would be a viable transportation option.

The Car Share strategy could mitigate growth in traffic congestion along the WMPO Congestion Management Corridors (see Appendix D), but it will be difficult to determine which corridors. If car share is offered in downtown Wilmington, then it would allow people to walk, bike, and use transit as a primary mode of transportation by providing flexibility for using a vehicle when needed. Theoretically, this would mitigate growth in traffic congestion along the streets in downtown Wilmington when one is biking, walking, and using transit more often. Car share could mitigate the growth in traffic congestion along Commuting Corridors as a secondary affect. By having a car share program available, an employee may choose to use an alternative transportation option (bus, vanpool, carpool) as part of their commute because they have the option to use a car for mid-day trips or errands. This opportunity could create a secondary affect along the Commuting Corridors rather than a primary affect.

Existing Conditions: UNCW is considering the implementation of a Car Share program. They are considering two vehicles with an hourly rate of approximately \$8.00 - \$9.00/hour, an overnight rate of approximately \$35.00 - \$40.00, and a 24 hour rate of approximately \$66.00 - \$72.00.

Potential for Application: Successful car sharing development tends to be associated mainly with densely populated areas such as city centers, universities and other campuses. Car share could be a feasible option for the UNCW area and in Downtown Wilmington. Working with parking managers could provide opportunities for designating car share parking in parking decks.

Costs: The organization/association renting the cars may be a commercial business or the users may be organized as a company, public agency, cooperative or ad hoc grouping. Potential costs could include the difference between monthly rental funds generated and the monthly minimum. For example, UNCW is considering a potential agreement stating if authorized users do not spend a minimum of \$1,100 per month per vehicle, then UNCW would pay the vendor (car share company) the difference. Also, the vendor shall pay UNCW 25% of hourly personal usage revenue collected over and above \$110 per month, per vehicle.

Benefits:

- Reduced parking demand
- Increases the flexibility during the work day for alternative mode commuters
- Popular alternative to Millennials
- Reduces the cost and responsibilities of car ownership
- Reduces vehicle miles traveled (VMT)
- Not limited by office hours
- Flexible - vehicles can be rented by the minute, hour, and day
- Helps mitigate growth in traffic congestion and pollution

Disadvantages/Challenges:

- Requires additional reserved parking spaces that may be in high demand in densely areas
- Could negatively impact the taxi companies' business

Performance Measures:

Congestion Management Process Matrix: none

Other:

- Number of car share programs
- Number of people registering (pre-qualifying) for car share
- Number of car share rentals per day
- Revenue generated from car share rentals
- Car share public promotion:
 - Number of PSA's developed about car share
 - Number of TDM presentations given including car share
 - Number of events where car share is promoted
 - Number of visits to car share website
 - Number of awards/financial incentive programs for car share

Strategy Implementation: A feasibility study should be conducted to best determine how to start a car share program in the Cape Fear Region. There are a variety of options, including campus car share at UNCW, expanding car share beyond UNCW to local businesses and multi-family residential areas, and a car share program in downtown Wilmington. There should be coordination with parking managers to determine if and where there is available existing parking for car share vehicles.

Priority: The Car Share TDM strategy is a medium priority. It would likely require an outside private company's interest in developing a car share program in this area. The geographic area and target population in the Cape Fear Region is limited.

Employer/Employee Goals: The Car Share TDM strategy targets three of seven employer/employee goals: address the needs/desires of employees; increase opportunities for running errands; and increase flexibility for the employee.

TDM Strategy 5 - Carpool/Vanpool

Description: Carpooling is a strategy that creates opportunities for people to ride to work or run errands together in the same car (belonging to one of the participants), therefore saving on fuel costs, tolls, and also reducing the stress of driving. Vanpooling allows people to share the ride similar to carpooling, but on a larger scale with concurrent savings in fuel and vehicle operating costs. Vans may be provided by: individuals; by individuals in cooperation with various public and private support programs; through a program operated on behalf of an element of government or transit agency; or through a program operated on behalf of an employer. In many cases an employer may elect to subsidize the cost of the vanpool and the vehicles' maintenance. In some cases, the vehicles are provided and maintained by the municipality. Typically, there is a website available to match people with potential carpool opportunities and vanpool opportunities. This website allows you to enter your locations of interest, the schedule you will need, and even smoking and music preferences. Once you are in the system, you can see if others nearby could be potential carpool matches, or if there is a vanpool opportunity you could join.

Entity Responsible for Implementation: TDM Coordinator, Employers, Wave Transit, Vendors (carpool/vanpool website company)

Intent and Purpose: The intent of the Carpool/Vanpool strategy is to reduce the number of vehicles on the road, therefore mitigating growth in traffic congestion. Carpooling and vanpooling reduces each person's travel costs such as fuel, tolls, and the stress of driving. They also allot time to other pursuits such as reading, work, rest, and time for social media. Both are seen as an environmentally friendly and sustainable way to travel as sharing journeys reduces carbon emissions, traffic congestion, and the need for parking spaces. Theoretically, for every two people who carpool, one vehicle is not on the road adding to traffic congestion, not increasing the parking demand, and not contributing to air pollution. Having 6-10 people riding in a vanpool provides an even greater impact.

The Carpool/Vanpool TDM Strategy could reduce traffic along the WMPO Congestion Management Commuting Corridor (see Appendix D) along with other roads that connect Wilmington with the surrounding communities, such as US 421, NC 133, and I-40.

Existing Conditions: Currently, the Wave Pool program is offered in the Cape Fear Region. The Wave Pool is a collaborative effort between the WMPO and the Cape Fear Public Transportation Authority which allows people to share a ride to work provided they live and work within reasonable proximity of each other and have similar commuting schedules. There are currently two Wave Pool options: vanpool and carpool. In a vanpool, Wave Transit provides the vehicle, maintenance, fuel and insurance, and employees pay a monthly fare for service. Vanpools typically require five members to be considered.

Currently, there are three vanpools operating. One is from Wilmington to Jacksonville, the other two from Wilmington to Elizabethtown. Wave Transit is currently securing an additional four vans to expand the vanpool program. To get a carpool started, and to request to join an existing vanpool or to apply for a new vanpool, the Wave Pool program offers a ride matching system through Share the Ride NC - the North Carolina's Statewide Ride Matching System. Share the Ride NC (www.strnc.org) is a statewide website that was created to help form carpools and vanpools. It is provided free of charge in support of the effort to improve air quality. The website can house additional features like Emergency Ride Home (ERH), Commute Calendars, walking and biking information, One-Off Trip Matching, and incentive programs. Currently, Wave Pool offers an Emergency Ride Home Program for vanpool participants. Wave Pool commuters are to call Port City Taxi for an ERH trip and the cost of the taxi will be billed to Wave Transit. Vanpool participants are eligible for one free ERH every 30 days. Currently, there is not an ERH program established for carpools.

Potential for Application: The Wave Pool program needs a detailed marketing plan outlining opportunities for education and outreach for both carpooling and vanpooling opportunities. Not only does this information need to be promoted to the general public, but federal tax incentives are available to Wave Pool passengers and employers. While discussing alternative work schedules with area employers, the employers should also be educated on the tax incentives available to them for participating in the Wave Pool.

Implementation of the Park & Ride Lot TDM Strategy will increase opportunities for carpooling and vanpooling. Please see page 62 for proposed Park & Ride lots.

Also, an ERH program should be established for carpools. Until funding for a regional ERH program is established, creative ERH options should be explored, such as an employer-based ERH program or an employer-sponsored ERH program.

Costs: Carpooling does not involve any significant startup costs, but users do not pay into the system. Carpooling costs consist of marketing materials, paying a share to use the statewide Share the Ride NC website (approximately \$2,000/year), and staff time dedicated to implementing a marketing plan. Also, as additional regions join the statewide ride share site, the burden of site maintenance and related administrative responsibilities are shifted to outside of the organization. Vanpooling involves a more significant startup cost, but users do pay into the system. In June 2014 Wave Transit purchased 12-passenger vans for \$24,692 each, plus \$1,200 per vehicle for the decals. 80% of the costs were covered by a federal grant with the local 20% match funded by Wave Transit. Wave charges \$.42/mile. This cost covers the cost of fuel, insurance, maintenance, and capital expenses (the 20% match)

Benefits:

- Mitigated growth in traffic congestion
- Reduced commuting costs (fuel, vehicle maintenance, tolls)
- Reduced demand for parking
- Reduces the stress of driving in traffic (rotate drivers)
- Allows passengers time to relax, respond to emails, read the newspaper, etc.

Disadvantages/Challenges:

- Reduces flexibility during the work day (difficult to run errands)

Performance Measures:

Congestion Management Matrix:

- Average time travel on the WMPO CMP network within a two year time frame
- Number of people enrolled in Share the Ride NC

Other:

- Carpool/vanpool public promotion:
 - Number of PSA's developed about carpool/vanpool
 - Number of TDM presentations given about carpool/vanpool
 - Number of events where carpool/vanpool is promoted
 - Number of visits to Share the Ride NC website
 - Number of awards/financial incentive programs for carpool/vanpool
- Number of vanpools running
- Number of people participating in each vanpool
- Number of Park & Ride lots

Strategy Implementation: With the Share the Ride NC website already available to people in the Cape Fear Region, and additional buses becoming available for vanpooling, education, and outreach is the next component needed to implement this TDM strategy. Staff time should be dedicated to promoting the Wave Pool program. There should be coordination with parking managers to identify and reserve preferred parking spaces for those who are participating in carpooling and for the vanpool vans.

Priority: The Carpool/Vanpool TDM Strategy is a high priority. Currently, the WMPO is funding the Share the Ride NC website for the Cape Fear Region. To benefit from this, the website needs to be heavily promoted throughout the region.

Employer/Employee Goals: The Carpool/Vanpool TDM Strategy targets three of seven employer/employee goals: mitigate growth in traffic congestion; reduce costs to the employee and/or employer; and address the needs/desires of employees.

TDM Strategy 6 - Consulting Services for Telecommuting Opportunities

Description: The Consulting Services for Telecommuting Opportunities TDM Strategy is an optional preliminary step towards developing and implementing an alternative work schedule option for a particular business. This TDM strategy was generated from the State of Maryland's Teleworking Partnership with Employers (TPE) service. The Maryland Department of Transportation (MDOT)'s TPE offers free professional telecommute consulting services to Maryland employers looking to start or expand the organizations' telecommute program. The Baltimore Metropolitan Council and the MDOT have contracted with the Telecommuting Advantage Group to work with a select number of businesses in the Baltimore region. This service is provided at no cost to the employer, with no obligation of any kind. This same TDM strategy is recommended for North Carolina, to be implemented by NCDOT, and therefore made available to businesses in the Cape Fear Region.

Entity Responsible for Implementation: NCDOT, TDM Coordinator, Employers

Intent and Purpose: The intent of the Consulting Services for Telecommuting Opportunities strategy is to provide business owners with the information necessary to implement telecommuting policies. This does not provide a direct impact on the Employer/Employee Goals, however it does provide a service that, if implemented, would satisfy all seven Employer/Employee Goals. Telecommuting can mitigate growth in traffic congestion and air pollution, but some business owners are hesitant to allow telecommuting due to understandable concerns: productivity, communication, responsibilities, etc. Providing consulting services to business owners will help identify feasible opportunities for telecommuting and will develop policies and procedures to ensure concerns regarding telecommuting issues are least likely to occur.

Consulting Services for Telecommuting Options would not directly reduce traffic congestion along any WMPO Congestion Management Corridors. However, if employees are telecommuting, this strategy would mitigate growth in traffic congestion along the Commuting Corridors and Commercial Corridors (see Appendix D).

Existing Conditions: Currently, the NCDOT does not offer consulting services to businesses for telecommuting opportunities.

Potential for Application: This TDM strategy is almost entirely the responsibility of NCDOT. A local or regional agency could also contract for these consulting services

Costs: As Maryland offers these services free of charge to businesses, they absorb the cost of those services from the Telecommuting Advantage Group. Their telecommute assistance program, Teleworkbaltimore.com, is a web-

based effort that provides free, limited support to qualified employers in the Baltimore region. MDOT sponsors the program at a total cost of \$150,000 over two years, and the Baltimore Metropolitan Council manages it.

Benefits:

- Provides assistance to businesses hesitant to implement a telecommuting option to employees
- Free to the business owner with no obligation
- Secondary benefits include mitigated growth in traffic congestion, improved employee satisfaction
- Tertiary benefits include improved employee retention, reduced recruiting and training costs, competitive advantage in finding quality employees, improved productivity, reduced office space costs
- Would/could be made available to other regions in North Carolina

Disadvantages/Challenges:

- NCDOT does not currently have funding appropriated for this program
- Human resources guidelines/policies may need updating

Performance Measures:

Congestion Management Matrix: (none)

Other:

- Number of businesses who apply for telecommuting assistance
- Number of employers participating in an alternative work schedule program where telecommuting assistance was used

Strategy Implementation: Discussions need to be held with NCDOT to determine the feasibility of this program.

Priority: The Telecommuting Consulting Service TDM Strategy is a low priority. This may be a higher priority in a larger region, however in the Cape Fear Region, the Alternative Work Schedule TDM Strategy could serve as the appropriate effort towards promoting telecommuting opportunities.

Employer/Employee Goals: The Telecommuting Consulting Service TDM Strategy targets one of seven employee/employer goals: reduce costs to the employee and/or employer.

TDM Strategy 7 - Development Review

Description: The Development Review TDM Strategy includes reviewing development proposals and providing comments regarding when transit or TDM-related conditions may be appropriate, including the addition of sidewalks, bike lanes, multi-use paths, crosswalks, bus stops, bus pull outs, park and ride lots, and the purchase of transit vehicles.

Entity Responsible for Implementation: TDM Coordinator, WMPO Staff, NCDOT, Local Jurisdictions

Intent and Purpose: To create a systematic approach and process among all WMPO jurisdictions for integrating TDM policies as a way of meeting the region's goals of mitigating growth in traffic congestion and accommodating travel through the complete transportation network. This will address TDM directly through the development approval process. Development review can maximize the use of available infrastructure by ensuring synergies with new development.

Development Review would not directly reduce traffic congestion along any WMPO Congestion Management Corridors (see D). However it would directly impact traffic congestion and traffic flow along the corridors being developed.

Existing Conditions: The Traffic Impact Analysis (TIA) is the process a developer goes through to determine if additional transportation improvements need to be made to accommodate the proposed development. Currently, the City of Wilmington, New Hanover County, and Carolina Beach have language that requires a Transportation Impact Analysis (TIA). Pender County has language that requires a TIA (100 peak hour trips), however, it is a low threshold considering the population projections. . In the WMPO planning boundary, Wrightsville Beach, Kure Beach, Leland, Belville, and Navassa do not. If you have TIA requirements, a traffic engineer must submit a TIA for the project on an effected road network - this is required on a roadway with at least 3,000 vehicles per day.

Potential for Application: Language could be developed for all WMPO jurisdictions to guide TIA and development review for any new/improved development, allowing all WMPO jurisdictions to be on the same page regarding potential transportation improvements due to new/improved development. An inventory of help needed/wanted should be conducted first to determine which WMPO jurisdictions are interested.

Costs: Staff time required to research, review and improve TDM applications to the development review process.

Benefits:

- Can increase the number of employer shuttles, bicycle, pedestrian, and transit facilities
- Can assist with implementing plans
- Creates a policy-oriented method for implementing TDM strategies
- Can allow for future transportation infrastructure construction/construction planning through right-of-way easement dedication

Disadvantages/Challenges:

- Political will plays a strong factor
- Developers' acceptance of transportation infrastructure recommendations vary - some developers are more willing to make these improvements than others

Performance Measures:

Congestion Management Process Matrix: (none)

Other:

- Number of code changes updated to complement TDM strategies

Strategy Implementation: The following steps need to be taken:

- Create an inventory of existing development review processes and inconsistencies in how the development review process is perceived by different user groups
- Identify successful practices and potential pitfalls
- Develop a list of recommendations for improvement (short-term and long-term) with implementation strategies

Priority: The Development Review TDM Strategy is a high priority. Developers are constantly going through the TIA process, therefore this initiative would strengthen an existing effort. It also helps ensure a “good growth” approach to our regional growth and development.

Employee/Employer Goals: The Development Review TDM Strategy targets two of seven employee/employer goals: mitigate growth in traffic congestion, increase opportunities for healthy living, recreation, and time outside.

TDM Strategy 8- Employer Shuttles

Description: An employer shuttle is a shuttle provided by the employer to connect employees from Park & Ride lots and satellite parking to the place of work. It is possible to share a shuttle between neighboring employers who, through an agreement, could share the cost of the shuttle.

Entity Responsible for Implementation: Employer, TDM Coordinator, and Wave Transit

Intent and Purpose: The intent of the Employer Shuttle strategy is to mitigate the growth in traffic congestion, provide an affordable transportation option to employees, and reduce parking demand. If employees are using a shuttle for the last portion of their commute, it will mitigate traffic congestion growth specifically near the participating employer. This would be a more affordable option for the employee, and it will reduce the demand for parking spaces for the employer. To provide flexibility and options to employees, the shuttle could carry employees to retail centers during the work day for lunch and errands. This would prevent shuttles and drivers from being idle during the work day while encouraging the use of alternative modes of transportation to get to and from work by providing access to these amenities.

The Employer Shuttle strategy could reduce traffic along the WMPO Congestion Management Commuting Corridors and Commercial Corridors (see Appendix D), along with other proximities of participating major employers.

Existing Conditions: Currently, there are no employer shuttles in the Cape Fear Region.

Potential for Application: A survey of needs should be conducted to determine which employers would be interested in this TDM strategy. The option of an employer shuttle between employers or at an employer center should be explored.

Costs: Single-employer shuttles are mostly self-financed. Shuttle providers in the San Francisco Bay area report hourly costs of \$50 to \$60, about half that of the larger transit operators in the Bay Area and roughly the same as the lowest-cost public providers. Operating and administrative costs typically run \$2 to \$5 a ride. Providers hold down costs by keeping administrative expenditures low, making cost-effective equipment purchases or leases, and contracting for maintenance. In a few cases the transit operator also provides drivers, but most shuttle services hire their own.

Benefits:

- Decrease the amount of parking needed by an employer
- Mitigate growth in traffic congestion

Disadvantages/Challenges:

- Flexibility for the employee is limited as access to their personal vehicle is limited to the shuttle schedule

Performance Measures:

Congestion Management Process Matrix:

- Average travel time on the WMPO CMP network within a two year time frame

Other:

- Number of employer shuttles in service
- Number of employer shuttles providing access to Park & Ride Lots

Strategy Implementation: The TDM Coordinator should begin conversations with local businesses and compile an inventory of interests in employer shuttles specifically for one company or for a group of companies. There should be coordination with parking managers to identify and reserve parking spaces for employer shuttles.

Priority: The Employer Shuttle TDM Strategy is a low priority. Without existing Park & Ride lots and a known demand for an employer shuttle, this strategy will remain a low priority.

Employer/Employee Goals: The Employer Shuttle TDM Strategy targets four Employee/Employer Goals: mitigate growth in traffic congestion; reduces cost to the employee and/or employer; address the needs and desires of employees; and increases flexibility for the employee.

TDM Strategy 9 - Employer Transportation Coordinator

Description: An Employer Transportation Coordinator (ETC) is a staff person employed by a regional employer who would be responsible for the development, implementation, and administration of an employee transportation program. The program would provide transportation options to employees thus reducing company expenses by using pre-tax options and providing an improved employee benefit package to include Transportation (Commuting) Benefits. This would provide the employer with effective employee recruitment tools. The ETC will manage and promote TDM strategies for the employer and assist with overall transportation related issues within a company. This person could also manage a rewards/financial incentives program for ride sharing, and walking, biking or using transit as transportation to and from work. This person would serve as a liaison between the employer and the TDM Coordinator. It should be noted that this does not need to be one full-time employee (FTE) hired specifically for this program. Often this is several people in different departments - someone in human resources to promote the employee benefit package, someone in sustainability or transportation to administer the program, and/or someone in health and wellness to promote walking and biking to work. It is possible to share the ETC between employers or at an employment center such as a large shopping mall or concentration of small businesses. A Memorandum of Understanding (MOU) would be in place between the TDM Coordinator and the employers that would define the responsibilities of the ETC and provide a documented resource for those serving in this position. This would define relationships, help justify expenses for either party, outline the basics that a company would have to do, and demonstrate company buy-in.

Entity Responsible for Implementation: TDM Coordinator, Employer(s), Wave Transit

Intent and Purpose: The intent of the ETC TDM Strategy is to provide a specialized TDM program specifically for an employer rather than a region-wide TDM program that may or may not be specific to that employer, their needs, or the surrounding built environment. This person would ensure TDM strategies were being implemented within that company or group of companies.

The ETC TDM Strategy could reduce traffic along the WMPO Congestion Management Commuting Corridors and Commercial Corridors (see Appendix D), along with other proximities of participating major employers.

Existing Conditions: Currently, there are no formal ETCs in the Cape Fear Region however there are staff at several employers that assist with coordinating alternative modes of transportation for their employees.

Potential for Application: A survey of needs should be conducted to determine if an employer would be interested in this TDM strategy. The option of an ETC between employers or at an employer center should be explored.

Costs: The ETC TDM strategy would cost the employer(s) salary and benefits for the ETC plus promotional/marketing materials.

Benefits:

- Demonstrates company buy-in (particularly with a MOU in place)
- Increase the number of people using walking, biking and transit
- Increase participation in carpool and potentially vanpool
- Potentially increase the number of people participating in alternative work schedules

Disadvantages/Challenges:

- It could be difficult to get commitment from an employer to manage these responsibilities and to report back to the TDM Coordinator for additional coordination, to provide data, etc.

Performance Measures:

Congestion Management Process Matrix: (none)

Other:

- Number of FTE's from participating TDM businesses dedicated to promoting TDM initiatives

Strategy Implementation: The TDM Coordinator should begin conversations with local businesses to determine interest in ETCs specifically for one company or for a group of companies.

Priority: The ETC TDM Strategy is a medium priority. If the TDM Coordinator decides to take on the employer-based approach as described on pages 26 and 27, this priority should be considered an essential program element.

Employer/Employee Goals: The ETC TDM Strategy is one of five strategies that targets all five Employer/Employee Goals: mitigate growth in traffic congestion, reduces cost to the employee and/or employer, address the needs and desires of employees, increases opportunities for healthy living, recreation and time outside, increases opportunities for running errands, and increases flexibility for the employee.

TDM Strategy 10 - Bicycle and Pedestrian Infrastructure

Description: The Bicycle and Pedestrian Infrastructure Strategy includes promoting the existing bicycle and pedestrian facilities and constructing new facilities to expand the existing network. These facilities include multi-use paths, bike lanes, sidewalks, high-visibility crosswalks with push-button pedestrian heads, and other improvements for multi-modal transportation.

Entity Responsible for Implementation: NC DOT, local jurisdictions, WMPO staff, TDM Coordinator

Intent and Purpose: The intent of the Bicycle and Pedestrian Infrastructure TDM Strategy is to provide facilities that will allow for safe alternative transportation options. Providing bicycle and pedestrian infrastructure that connects to the area's major employers would allow safe options for walking and biking to and from work. This could reduce the number of automobile trips. One study found that residents living within a half-mile of a cycling trail are three times as likely to bicycle commute as the country average (5). Another study found that walking is three times more common in a community with pedestrian friendly streets than in otherwise comparable communities that are less conducive to foot travel (6). Bike and walk commute options should be promoted to increase awareness of these opportunities.

The Bicycle and Pedestrian Infrastructure strategy could mitigate growth in traffic congestion along all the WMPO Congestion Management Corridors (see Appendix D) and any other roadway that has an adjacent bicycle and pedestrian facility. For example, the River to Sea Bikeway provides traffic congestion relief to S. 3rd Street, Wooster Street, Dawson Street, Oleander Drive, Wrightsville Avenue, and Eastwood Drive. The Gary Shell Cross-City Trail provides traffic congestion relief to S. 17th Street, Independence Boulevard, Randall Parkway, S. College Road, Eastwood Drive, and Military Cutoff.

Existing Conditions: There are a variety of bicycle and pedestrian facilities in the Cape Fear Region, including multi-use paths (greenways), bike lanes, sidewalks, bicycle boulevards, and high visibility crosswalks. Please see map on page 14 to see facilities existing at the time of the adoption of this plan. In the City of Wilmington, the Gary Shell Cross-City Trail serves as the primary bicycle and pedestrian facility. Several major employers such as Verizon and UNCW are along the Cross-City Trail or in close proximity. The River to Sea Bikeway is primarily a bicycle facility that connects downtown Wilmington to Wrightsville Beach. PPD, Inc., the City of Wilmington, and UNCW are along or within close proximity of the Bikeway. These facilities are currently promoted through Run, Ride & Roll (Cross-City Trail event) and the River to Sea Bike Ride. Bike to Work Week has been promoted in the Cape Fear Region in 2013 and 2014. In 2013, 62 people and 24 employers participated. In 2014, 133 people and 45 employers participated.

Potential for Application: Bicycle and pedestrian infrastructure is in high demand in the Cape Fear Region. According to *Cape Fear Transportation 2040* survey results, 55% of respondents would like to bicycle more often to get to/from work and school and 44% of respondents would like to walk more often. To run errands, 61% of respondents would like to bicycle more often and 55% would like to walk more often. Two reliable sources of funds allocated to the region are Surface Transportation Program - Direct Attributable (STP-DA) and Transportation Alternatives Program - Direct Attributable (TAP-DA) funds. These funds are allocated to the WMPO on an annual basis. A competitive process has been designed to allocate these funds to the local jurisdictions within the WMPO. The total amount between these two funds is approximately \$2.5 million annually. Additional funding sources include grant funding and Capital Improvement funds allocated within certain local jurisdictions' approved budget. These projects can also be completed through the development review process.

The existing bicycle and pedestrian facilities should continue to be promoted throughout the region. Specifically, the facilities that are in close proximity to regional employers should be promoted within those organizations. The development/update of a regional bicycle map would provide information to commuters regarding the most suitable route to bike to work. Opportunities for event sponsorships should be addressed for the annual bicycle and walking events such as the River to Sea Bike Ride and Run, Ride & Roll.

Costs: The costs for bicycle and pedestrian infrastructure vary depending on length and type of facility, the form in which it is funded, and difficulty of construction.

Benefits:

- Increases the number of people walking and biking
- Mitigates the growth of traffic congestion
- Walking and biking is a healthier, active form of transportation

Disadvantages/Challenges:

- Funding can be difficult as matching funds are often required. This can be difficult for smaller municipalities
- Maintenance and operational costs of these facilities are generally not included in budget/funding approvals. This responsibility falls on the respective jurisdiction without any additional funding.

Performance Measures:

Congestion Management Process Matrix:

- Bicycle and pedestrian CMP corridor counts per capita in the WMPO area within a two year time frame

Other:

-
- Number of employers participating in Bike to Work Week
- Number of employees participating in Bike to Work Week
- Annual inventory of:
 - Number of PSA's developed about bicycle and pedestrian infrastructure
 - Number of TDM presentations given including bicycle and pedestrian infrastructure
 - Number of employers promoting bicycle and pedestrian infrastructure
 - Number of events where bicycle and pedestrian infrastructure is promoted
 - Number of awards/financial incentive programs for using bicycle and pedestrian infrastructure

Strategy Implementation: The TDM Coordinator should provide input in the bicycle and pedestrian planning process and support local jurisdictions in their efforts to secure funding for bicycle and pedestrian facilities. Initiatives such as Bike to Work Week should be implemented to encourage people to use these facilities as a mode of transportation to get to and from work.

Priority: The Bicycle and Pedestrian Infrastructure TDM Strategy is a high priority. The existing facilities and known demand for more of these facilities makes this strategy a high priority.

Employer/Employee Goals: The Bicycle and Pedestrian Infrastructure TDM Strategy is one of five strategies that targets all Employer/Employee Goals: mitigates growth in traffic congestion; reduces cost to the employee and/or employer; address the needs and desires of employees; increases opportunities for healthy living, recreation and time outside; increases opportunities for running errands; and increases flexibility for the employee.

TDM Strategy 11 - Park & Ride Lots

Description: Park & Ride Lots provide opportunities for employees to drive a portion of the distance to work, park their car, then join a carpool, vanpool, or take local transit depending on which option(s) are available at that Park & Ride location. Park & Ride Lots vary in complexity from a simple Park & Ride Lot located at an existing large box store parking lot with designated parking spaces available for those who are carpooling and/or vanpooling to a full service transit hub such as Forden Station (also a transfer station) that serves as a base for all transit routes, includes Greyhound bus connections, and also provides parking for carpooling and vanpooling.

Entity Responsible for Implementation: TDM Coordinator, Employers, Wave Transit

Intent and Purpose: The intent of the Park & Ride Lots is to allow connections for carpooling, vanpooling, and public transportation that allow commuters and other people going to city centers to leave their vehicles behind for the remainder of their journey. Please see page 62 for the proposed Park & Ride Lot locations in the WMPO. This map also includes geocoded addresses from two major employers located within the City of Wilmington. As illustrated in this map, many residents live in close proximity to a major corridor. The proposed Park & Ride Lot locations are also located along major corridors to provide easy access to those interested in using them.

The Park & Ride Lots strategy could reduce traffic along the WMPO Congestion Management Commuting Corridor (see Appendix D along with other roads that connect Wilmington with the surrounding communities, such as US 421, NC 133, and I-40).

Existing Conditions: Currently, there is only one designated Park & Ride Lot in the Cape Fear Region, located at Wave Transit's Forden Station. However, there are several unofficial locations where commuters meet to carpool to work.

Potential for Application: *Cape Fear Commutes 2035* identifies 15 Park & Ride Lots within the Wilmington Urban Area by 2035. That list has been modified in the draft *Cape Fear Transportation 2040*. See page 62 for the updated proposed Park & Ride locations and the geocoded addresses of two major employers located in the City of Wilmington. As you can see, many employees live along the major corridors that connect to the Wilmington area where City and UNCW offices are located. Assuming other major regional employers have employees living in the same general areas, providing Park & Ride lots along these major corridors should provide employees in the region with opportunities for carpooling, vanpooling, and public transportation.

Costs: The cost for Park & Ride Lots varies greatly depending on the complexity of the facility, if land needs to be acquired, if a new lot needs to be constructed, or if an existing lot is available through an agreement with the lot owner.

Benefits:

- Mitigates growth in traffic congestion
- Allows commuters to avoid the stress of driving during the congested part of their commute
- Commuters can avoid parking expenses in city-centers
- Enhances carpooling, vanpooling, and public transportation opportunities

Disadvantages/Challenges:

- Acquiring lots
- Establishing ownership and maintenance responsibilities of lots
- Coordinating multiple modes of transportation

Performance Measures:

Congestion Management Process Matrix: none

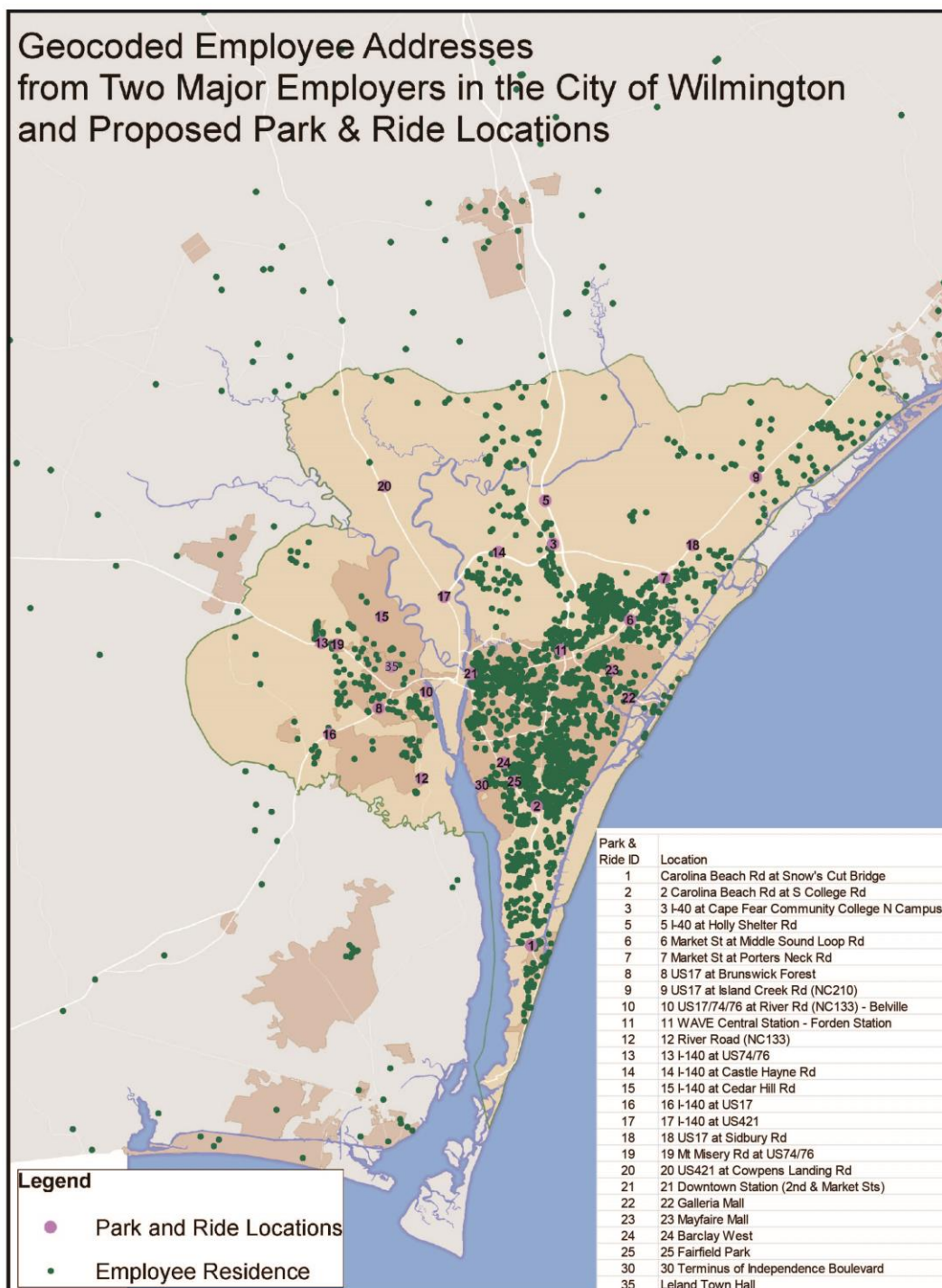
Other:

- Number of Park & Ride Lots
- Number of employer shuttles providing access to Park & Ride lots
- Number of cars parked at Park & Ride lots
- Annual inventory of:
 - Number of PSA's developed about Park & Ride lots
 - Number of TDM presentations given including Park & Ride lots
 - Number of employers promoting Park & Ride lots

Strategy Implementation: The proposed Park & Ride Lots should be prioritized according to demand and ease of development. The TDM Coordinator should take the lead to establish the prioritization list and look further into lot options, determining if land needs to be acquired, facilities need to be built, or if potential partnerships are available and using existing parking lots is feasible. Once Park & Ride Lots are established, the TDM Coordinator should ensure proper signage is in place and promote the lots to the public and the region's employers and transportation providers. As a supporting effort and incentive, there should be coordination with parking managers to identify and reserve preferred parking spaces for those who are using Park & Ride Lots for carpooling.

Priority: The Park & Ride Lot TDM Strategy is a high priority. There is a known demand for designated Park & Ride lots. This strategy could also designate some of the unofficial Park & Ride lots used for carpooling.

Employer/Employee Goals: The Park & Ride Lot TDM Strategy targets four employer/employee goals: mitigate growth in traffic congestion; reduces cost to the employee and/or employer; address the needs and desires of employees; and increases flexibility for the employee.



TDM Strategy 12 - Transit Amenities

Description: Transit amenities include:

- The provision of comfortable and convenient shelters/stations/stop locations to include benches, bike racks, transit information, lighting, etc.
- Perceived safety and cleanliness of vehicles, stops, stations, facilities, etc.
- Improved technology regarding arrival and departure times and internet access on vehicles
- Additional programs such as Wave Transit's Bus Buddies, etc.

Entity Responsible for Implementation: Wave Transit, TDM Coordinator

Intent and Purpose: The intent of the Transit Amenities TDM Strategy is to encourage transit ridership by providing more than the minimum accommodations. Currently, minimum accommodations include a single post in the ground with a sign stating the arrival time of the bus for a particular route, and the bus provided for that route. Providing transit amenities beyond the bare minimum signage at bus stops would likely increase ridership. Surveys show that people are interested in a comfortable, enjoyable experience while using public transportation. This includes covered shelters with benches to give people a place to sit and will keep them dry during rain, bike racks to lock their bikes to, detailed transit information including maps, trash cans to help keep the area clean, well-lit bus stops, clean buses, Wi-Fi on buses, apps that will tell riders how far away a bus is and if there are any delays, etc.

The Transit Amenities strategy could mitigate growth in traffic congestion along the WMPO Congestion Management Corridors (see Appendix D), specifically ones that align with Wave Transit's bus routes.

Existing Conditions: Wave Transit has an inventory of all amenities provided along their bus routes. They are also in the process of finalizing their 5-year shelter plan (replacement plan) that will include the addition of amenities at bus stops.

Potential for Application: Essentially, this is an effort that needs to be implemented. An inventory has been completed along with the 5-year shelter plan (replacement plan) to improve amenities. Funds need to be secured to implement the shelter plan.

Costs: On average, a bus stop shelter will cost \$15,000 to replace/upgrade. This includes a bench, the shelter, trash can, lighting, and signage. Bike racks cost about \$700. Digital signage with real time bus schedules cost an estimated \$2,000. To develop an app for people to download to view real time bus schedules would cost approximately \$200,000 and \$25,000 annually to

maintain (these numbers are derived from Bloomington, Indiana’s transit app development).

Benefits:

- Increased public transportation ridership
- Mitigate growth in traffic congestion
- Improved community cohesion through potential increased choice ridership

Disadvantages/Challenges:

- Funds expended on amenities are perceived as funds that can’t be expended on transit service
- Difficult to measure the impact of investment in amenities

Performance Measures:

Congestion Management Process Matrix: none

Other:

- Number of people participating in Wave Transit’s Bus Buddies program
- Number of people using the app that will provide rider information
- Number of people using transit

Strategy Implementation: Funding should be identified and secured to implement the 5-year shelter plan. New amenities need to be marketed in an effort to attract new riders and retain existing ones.

Priority: The Transit Amenities TDM Strategy is a high priority. Demand for improved transit amenities has been made clear through public surveys and the public’s general conversations with Wave Transit and the WMPO. With an outline for how to improve these amenities (Wave’s 5-year plan) already in place, this strategy is a high priority.

Employer/Employee Goals: The Transit Amenities TDM Strategy targets five employer/employee goals: mitigate growth in traffic congestion; address the needs and desires of employees; increases opportunity for healthy living, recreation and time outside; increases opportunity for running errands; and increases flexibility.

TDM Strategy 13 - Commuter Transit Routes

Description: Commuter Transit Routes are those that provide a direct route to employers and service a portion of a route without stops or a limited number of stops. They primarily navigate up and down the same corridor with stops at major points along the way or provide a quick connection between residential and business centers. Commuter Transit Routes are designed to carry a significant number of passengers from a major origin point to a major destination point, very similar to an express route.

Organization Responsible for Implementation: Wave Transit, TDM Coordinator

Intent and Purpose: The intent of the Commuter Transit Routes strategy is to increase ridership by providing transit service that can quickly cover a large geographic area. Commuter Transit Routes are designed to carry a larger volume of passengers between two major points such as a transfer hub or Park and Ride lot to a high density working environment, educational center, or shopping mall. They complement the spider web like road network that connects Central Business Districts with suburban areas. An example of a potential commuter route in Wilmington is along the Market Street corridor. Service would be provided along Market Street from downtown to Ogden, stopping a few times along the way at limited key locations. This express commuter service would allow individuals who reside in Ogden, Hampstead, and Jacksonville to connect to the downtown area and major centers along the Market Street corridor. Individuals who live in the downtown area could connect to Ogden and the major centers along the Market St. corridor.

The Commuter Transit Route TDM Strategy could mitigate growth in traffic congestion along the WMPO Congestion Management Commuting Corridors and Commercial Corridors (see Appendix D) as these primary routes such as Carolina Beach Road, College Road, Market Street, and Oleander would be ones considered for an express route.

Existing Conditions: Wave Transit currently operates the following commuter express routes: Route 108 Market St., Route 707 Red Express Shuttle and Route 709 Loop Express Shuttle. The two express shuttle routes operate primarily on and around the UNCW campus. The above mentioned routes are the only express routes in the Cape Fear region.

Potential for Application: Wave Transit's current Short Range Transit Plan (SRTP) does not call for an additional commuter express route. In the next few years this strategy will be revisited to determine this is a potential opportunity.

Costs: The cost to implement this strategy varies depending on if this would be a new route created with a new bus, or if an existing route is modified. It

would also require an education and outreach component to notify the public of the new/modified route.

Benefits:

- Satisfies a common complaint about existing bus routes regarding loop service with multiple stops. An express route is a down-and-back route with minimum stops that would allow the rider a shorter commute time.

Disadvantages/Challenges:

- Transit express routes typically cover less geographic area than other transit routes
- Transit express routes limit the number of stops along the route
- Transit funds are limited

Performance Measures:

Congestion Management Process Matrix:

- Average travel time on the WMPO CMP network within a two year time frame
- Percentage of fixed-route trips that are on-time in the WMPO area within a two year time frame

Other:

- Number of people using transit

Service delivery standards for express routes include: on-time performance and number of passengers carried and number of trips provided. Route efficiency measures include: number of passengers per revenue mile and number of passengers per revenue hour.

Strategy Implementation: This strategy would be implemented by Wave Transit. The TDM Coordinator and WMPO Staff should stay abreast of developments with this strategy.

Priority: The Commuter Transit Route TDM Strategy is a medium priority. Although there is a demand for express routes, Wave's SRTP did not identify the need for one at this time.

Employer/Employee Goals: The Commuter Transit Route TDM Strategy is one of five TDM strategies that targets all seven community employer/employee goals: mitigate growth in traffic congestion; reduce costs to employee and employer; address the needs and desires of employees; increases opportunity for healthy living, recreation and time outside; increases opportunity for running errands; increase opportunity for time with family; and increases flexibility for the employee.

TDM Strategy 14 - Transportation Management Districts

Description: Transportation Management Districts (TMDs) provide concentrated services to encourage the use of transit and other commuting options in major business districts. It is a “neighborhood” approach to establishing TDM efforts including:

- Specifically targeting employers within the same TMD for adoption of commuter-benefits program
- Informing employees that work within the same TMD about commuting options and incentives
- Working specifically to improve transit and connections to transit in the TMD
- Develop congestion management strategies specific to that TMD to implement during peak travel times of the day and year (holiday shopping)
- Prioritize the construction of alternative transportation projects in the TMD
- Heavily promote TDM in the TMD
- Develop and implement a Transportation Management Plan for each TMD
- Provide TDM services to each TMD that will correspond to the level of expected development and redevelopment in the area.

Entity Responsible for Implementation: TDM Coordinator, Employers, Local Jurisdictions

Intent and Purpose: The intent of the TMD strategy is to provide specific, applicable TDM opportunities to a district based on their surrounding existing facilities (walking, biking, bus, etc.), future development, and the needs and desires of employees. TMDs foster and facilitate active partnerships with employers, land developers, civic associations, residents, and local governments. The goal of a TMD is to develop and implement a Transportation Management Plan that includes strategies to provide successful alternative transportation options specific to that district given their unique qualities and expected development and redevelopment.

The TMD TDM Strategy could mitigate growth in traffic congestion along the WMPO Congestion Management Corridors (see Appendix D), specifically ones where a major employer and/or business parks exist. Examples include Independence Boulevard and Shipyard Boulevard near the Barclay Business Park and Verizon Wireless. These are two major roadways that intersect with the Cross-City Trail and have existing bus stops.

Existing Conditions: Currently, there are no TMDs in the Cape Fear Region

Potential for Application: Potential TMDs include the Independence Mall area (Independence Mall, Hanover Center, and other businesses along Oleander

Drive and Independence Boulevard), the Downtown Wilmington Business District, Mayfaire, and the UNCW area.

Costs: Initially, these costs include TDM Coordinator staff time.

Benefits:

- Mitigate growth in traffic congestion
- Increase transportation capacity
- Reduce air and noise pollution
- Promote bicycle and pedestrian access
- Expand carpool/vanpool network
- Promote overall TDM initiatives
- Increase transit usage

Disadvantages/Challenges:

- Employer participation is key to a successful TMD. A TMD is a collection of small employers within an employment district or business park, it will require the participation from most/all of those employers to implement the TDM strategies and develop and implement a Transportation Management Plan for that area
- Working with many smaller organizations may have a smaller impact than working with a concentrated employer

Performance Measures:

Congestion Management Process Matrix:

- Average travel time on the WMPO CMP network within a two year time frame

Other:

- Number of TMDs established
- Number of businesses participating in a TMD
- Number of housing developments participating in a TMD

Strategy Implementation: This is a new concept in the Cape Fear region; Conversations should be informative with a clear understanding of commitment and obligation from businesses. An inventory of potential TMDs should be conducted including businesses that would be most likely to be interested in participating in a TMD. Once businesses are supportive of a TMD program, the TMD should be formally established followed by the development of the district-specific Transportation Management Plan, which should involve all businesses in the TMD.

Priority: The Transportation Management District TDM Strategy is a low priority. TDM in the Cape Fear Region should focus on gathering support and involvement from the region's largest employers first. This could possibly increase participation between a collection of smaller employers in the future.

Employer/Employee Goals: The Transportation Management District TDM Strategy is one of five strategies that targets all seven employer/employee goals: mitigate growth in traffic congestion; reduce costs to the employee and employer; address the needs and desires of employees; increases opportunity for healthy living, recreation and time outside; increases opportunity for running errands; increase opportunity for time with family; and increases flexibility for the employee.

Appendix B - Performance Measures

The performance measures for TDM are divided into two categories: congestion management and other.

Congestion Management:

Note: Several of these performance measures are listed in the WMPO's Congestion Management Process

Objective: Prioritize accommodations of all modes over motorized vehicular travel time along corridors that have potential for heavy multimodal usage

Performance Measurement:

- Bicycle and pedestrian CMP corridor counts per capita in the WMPO area within a two year time frame

Collection Method: DVR Monitoring

Collection Agency: WMPO

TDM Strategy: Bike Share, Bicycle & Pedestrian Infrastructure

Objective: Maintain or reduce travel times on congested corridors

Performance Measurement:

- Average travel time on the WMPO CMP network within a two year time frame

Collection Method: Floating Car Studies

Collection Agency: WMPO, City of Wilmington

TDM Strategy: Alternative Work Schedules, , Carpool/Vanpool, Employer Shuttles, Commuter Transit Routes, Transportation Management Districts

Objective: Increase transit on-time performance

Performance Measurement:

- Percentage of fixed-route trips that are on-time in the WMPO area within a two year time frame

Collection Method: Wave Transit farebox data

Collection Agency: Wave Transit

TDM Strategy: Commuter Transit Routes

Objective: Increase vehicle occupancy rates

Performance Measurement:

- Number of participants in the WMPO's TDM program

Collection Method: Number of people enrolled in Share the Ride NC

Collection Agency: WMPO

TDM Strategy: Carpool/Vanpool

Objective: Ensure the TDM plan is considered in the MTP and other transportation plans

Performance Measurement:

- Percentage of WMPO adopted plans the TDM is referenced over a two-year period

Collection Method: WMPO TAC Meeting Minutes

Collection Agency: WMPO

TDM Strategy: Full Time TDM Staff

Other:

Objective: Decrease the number of people commuting during peak commuting hours (8:00 am and 5:00 pm)

Performance Measurement:

- Number of employees participating in an alternative work schedule program

Collection Method: Survey employers

Collection Agency/Staff Person: TDM Coordinator

TDM Strategy: Alternative Work Schedules

Performance Measurement:

- Number of employers who adopt a telecommuting/alternative work schedule policy

Collection Method: Survey employers

Collection Agency/Staff Person: TDM Coordinator

TDM Strategy: Alternative Work Schedules

Performance Measurement:

- Number of businesses who apply for telecommuting assistance

Collection Method: NCDOT data for WMPO area businesses

Collection Agency/Staff Person: NCDOT, TDM Coordinator

TDM Strategy: Consulting Services for Telecommuting Opportunities

Performance Measurement:

- Number of businesses participating in telecommuting where telecommuting assistance was provided

Collection Method: Survey businesses who applied for telecommuting assistance

Collection Agency/Staff Person: TDM Coordinator

TDM Strategy: Consulting Services for Telecommuting Opportunities

Objective: Increase opportunities for using shared modes of transportation

Performance Measurement:

- Number of bike share programs
- Number of daily, weekly, and monthly bike share rentals
- Number of monthly and annual bike share pass purchases
- Revenue generated from bike share rentals
- Number of car share programs
- Number of people registering (pre-qualifying) for car share
- Number of car share rentals per day
- Revenue generated from car share rentals

Collection Method: Bike share and car share monthly reports

Collection Agency/Staff Person: Bike share and car share companies

TDM Strategy: Bike Share, Car Share

Performance Measurement:

- Number of people enrolled in Share the Ride NC

Collection Method: Share the Ride NC monthly reports

Collection Agency/Staff Person: TDM Coordinator

TDM Strategy: Carpool/Vanpool

Performance Measurement:

- Number of vanpools running
- Number of people participating in each vanpool

Collection Method: Vanpool quarterly report

Collection Agency/Staff Person: Wave Transit

TDM Strategy: Carpool/Vanpool

Performance Measurement:

- Number of employer shuttles in service

Collection Method: On-going inventory

Collection Agency/Staff Person: TDM Coordinator

TDM Strategy: Employer shuttles

Performance Measurement:

- Number of code changes updated to complement TDM strategies

Collection Method: Survey jurisdictions annually

Collection Agency/Staff Person: TDM Coordinator

TDM Strategy: Development Review

Objective: Provide opportunities for employees to carpool, vanpool, and use transit through the development of Park & Ride lots

Performance Measurement:

- Number of Park & Ride lots

Collection Method: Post-development inventory

Collection Agency: - TDM Coordinator

TDM Strategies: Carpool/Vanpool, Park & Ride Lots

Performance Measurement:

- Number of employer shuttles providing access to Park & Ride lots

Collection Method: Survey employers

Collection Agency/Staff Person: TDM Coordinator

TDM Strategy: Employer Shuttles, Park & Ride Lots

Performance Measurement:

- Number of cars parked at Park & Ride Lots

Collection Method: Quarterly inventory

Collection Agency/Staff Person: WMPO/TDM Coordinator

TDM Strategies: Park & Ride Lots

Objective: Customize and promote TDM services to employers/employees/clients/the general public based on specific needs of the targeted group

Performance Measurement:

- Number of PSA's developed
- Number of TDM presentations given
- Number of employers participating in TDM program
- Number of events with TDM promotion
- Number of bicycling events held

- Number of visits to website
- Number of employer transportation coordinators
- Staff time allocated to TDM strategies
- Number of awards/amount of financial incentives for ride sharing, walking, biking and using transit
- Number of employers participating in Bike to Work Week
- Number of employees participating in Bike to Work Week
- Number of Transportation Management Districts established
- Number of businesses participating in Transportation Management Districts
- Number of housing developments participating in Transportation Management Districts

Collection method: On-going inventory

Collection Agency: TDM Coordinator

TDM Strategies: Alternative Work Schedule, Bike Share, Car Share, Carpool/Vanpool, , Bicycle and Pedestrian Infrastructure, Full Time TDM Staff, Park & Ride Lots, Transportation Management Districts

Performance Measurement:

- Number of Full Time Employees (FTEs) dedicated to promoting TDM initiatives

Collection Method: Survey

Collection Agency: TDM Coordinator

TDM Strategy: Full Time TDM Staff, Employer Transportation Coordinator

Objective: Increase/improve transit amenities

Performance Measure:

- Number of people using the app that will provide rider information

Collection Method: Inventory with Wave Transit

Collection Agency: WMPO and Wave Transit

TDM Strategy: Transit Amenities

Performance Measure:

- Number of people participating in Wave Transit's Bus Buddies program

Collection Method: Inventory with Wave Transit

Collection Agency: WMPO and Wave Transit

TDM Strategy: Transit Amenities

Performance Measure:

- Number of people using transit

Collection Method: Wave ridership data

Collection Agency: WMPO and Wave Transit

TDM Strategy: Transit Amenities, Commuter Transit Routes

Appendix C - TDM Strategies and Goals Matrix

The table below illustrates the original 21 TDM Strategies identified at the beginning of this process (see page 18), cross-referenced with the employee/employer goals. Alternative Work Schedules, Bicycle and Pedestrian Infrastructure,

Purpose: to attract and retain talent through enticing opportunities to get to and from work

TDM Strategies	Mitigate Growth in Traffic Congestion	Reduce Costs to Employee & Employer	Address Needs and Desires of Employees on a Real Time Basis	Increase Opportunities for Healthy Living, Recreation, and Time Outside	Increase Opportunity for Running Errands	Increase Opportunity for Time with Family	Increase Flexibility for the Employee
Alternative Work Schedule							
Bike Share Program							
Car Share							
Carpool/Vanpool							
Consulting Services for Telecommuting							
Development Review							
Employer Shuttles							
Employer Transportation Coordinator							
Bike/Ped Infrastructure							
Full Time TDM Staff							

TDM Strategies	Mitigate Growth in Traffic Congestion	Reduce Costs to Employee & Employer	Address Needs and Desires of Employees on a Real Time Basis	Increase Opportunities for Healthy Living, Recreation, and Time Outside	Increase Opportunity for Running Errands	Increase Opportunity for Time with Family	Increase Flexibility for the Employee
High Occupancy Vehicles (HOV) Lanes							
Toll and Express Toll (HOT) Lanes							
Light Rail							
Park & Ride Lots							
Transit Amenities							
Commuter Transit Routes/Express Routes							
Transit Oriented Development							
Transportation Management Districts							
Trip Reduction Ordinance							
Trip Reduction Program for Large Mixed-Use Developments							
Water Taxi							

Key:

Short-term
(next 10
years)

Long-term
(10-25 years)

The list below outlines a specific list of TDM strategies that complement each of the employee/employer goals. If, for example, an employer is looking for opportunities to reduce their parking costs, they can refer to the second goal and explore those specific TDM strategies that might help reduce their costs.

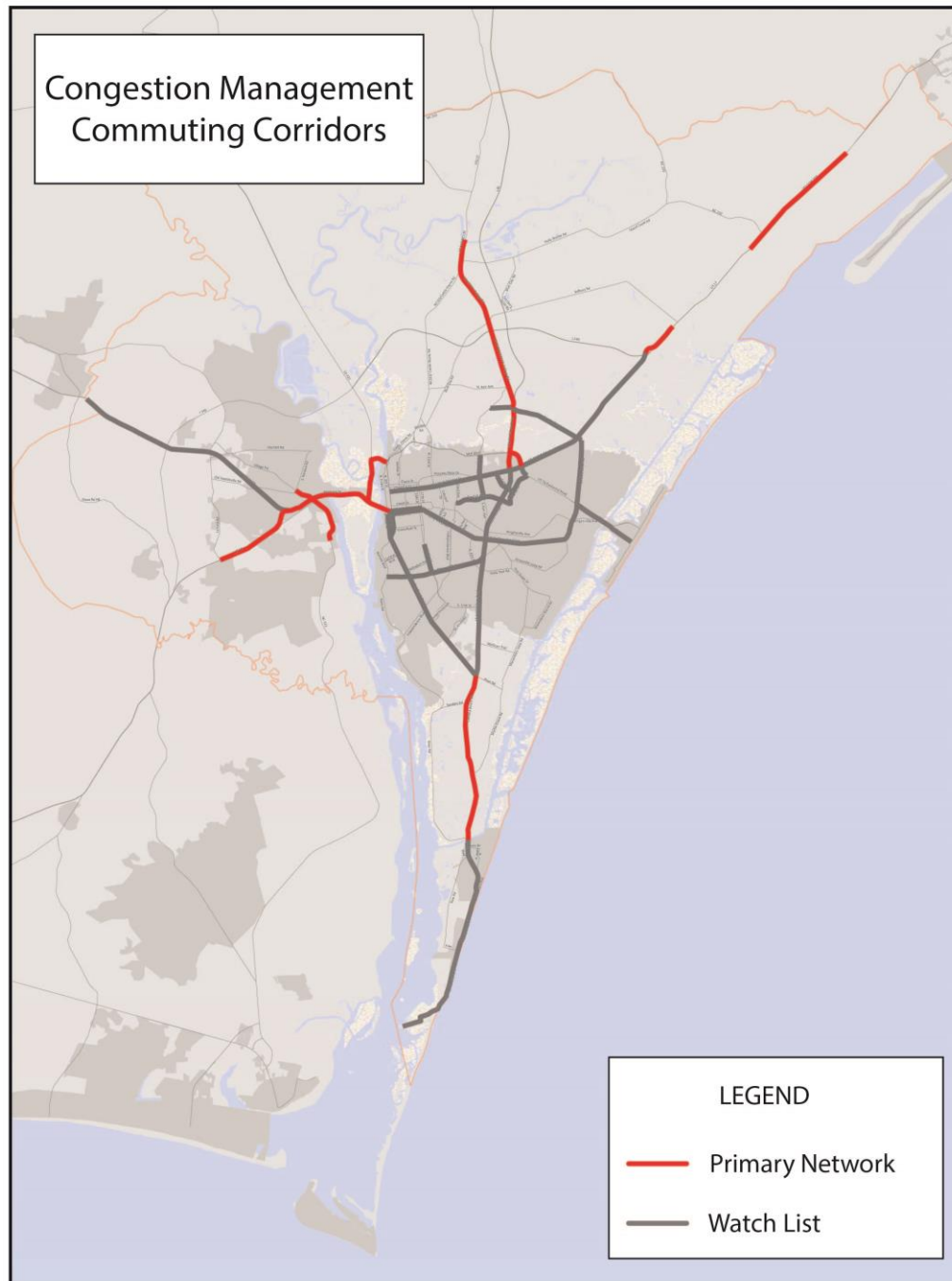
Employer/Employee Goals:

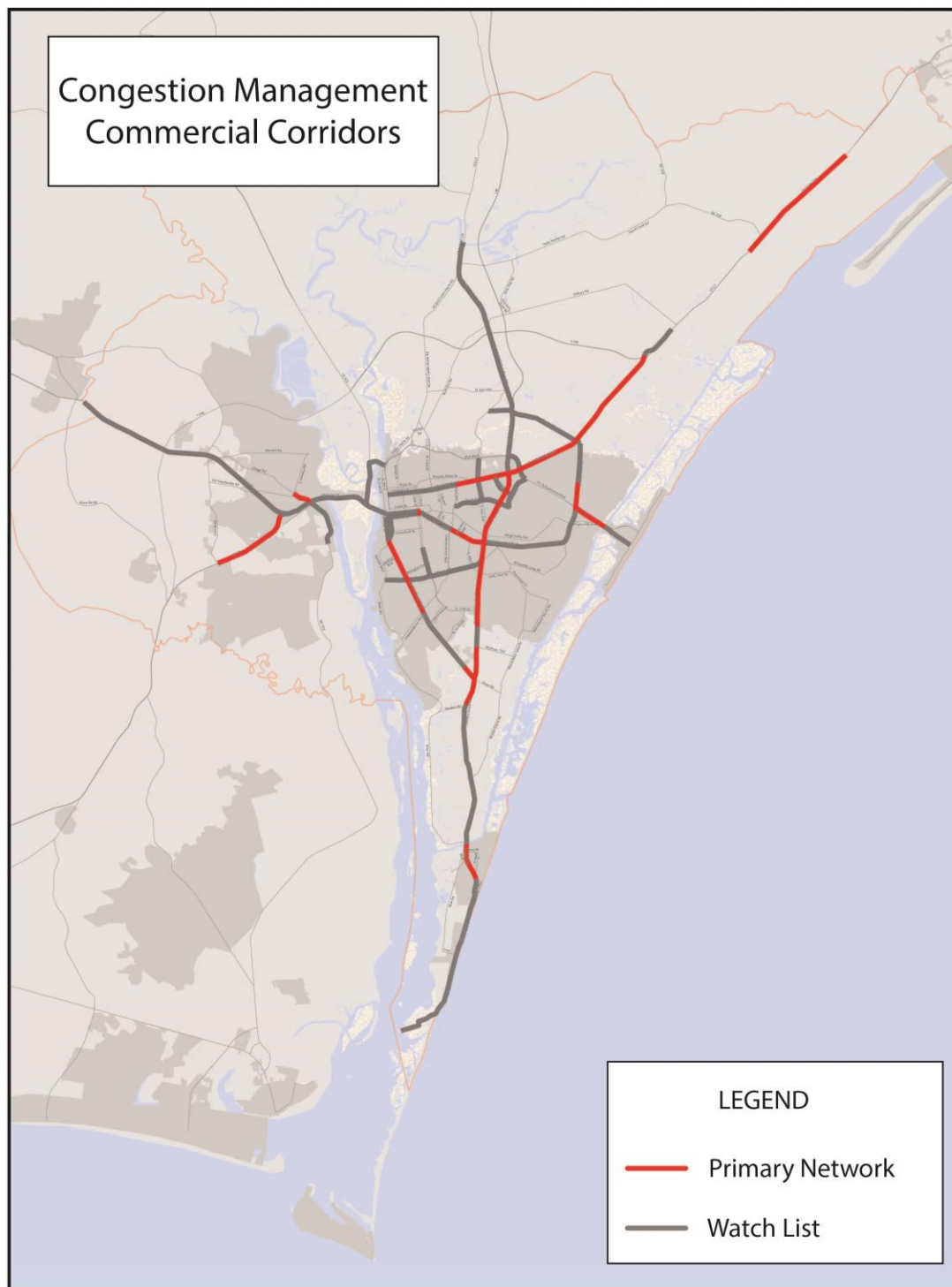
- Mitigate the growth in traffic congestion (increase ease of commuting)
 - Alternative Work Schedules
 - Bike Share
 - Carpool/Vanpool
 - Development Review
 - Employer Shuttle
 - Employer Transportation Coordinator
 - Bicycle and Pedestrian Infrastructure
 - Full Time TDM Coordinator
 - Park & Ride Lots
 - Transit Amenities
 - Commuter Transit Routes
 - Transportation Management Districts
- Reduce costs to employee and employer
 - Alternative Work Schedules
 - Carpool/Vanpool
 - Consulting Services for Telecommuting
 - Employer Shuttle
 - Employer Transportation Coordinator
 - Bicycle and Pedestrian Infrastructure
 - Full Time TDM Coordinator
 - Park & Ride Lots
 - Commuter Transit Routes
- Address the needs and desires of employees
 - Alternative Work Schedules
 - Bike Share
 - Car Share
 - Carpool/Vanpool
 - Employer Shuttle
 - Employer Transportation Coordinator
 - Bicycle and Pedestrian Infrastructure
 - Full Time TDM Coordinator
 - Park & Ride Lots
 - Transit Amenities
 - Commuter Transit Routes
 - Transportation Management Districts
- Increase opportunities for healthy living, recreation, and time outside
 - Alternative Work Schedules
 - Bike Share
 - Development Review

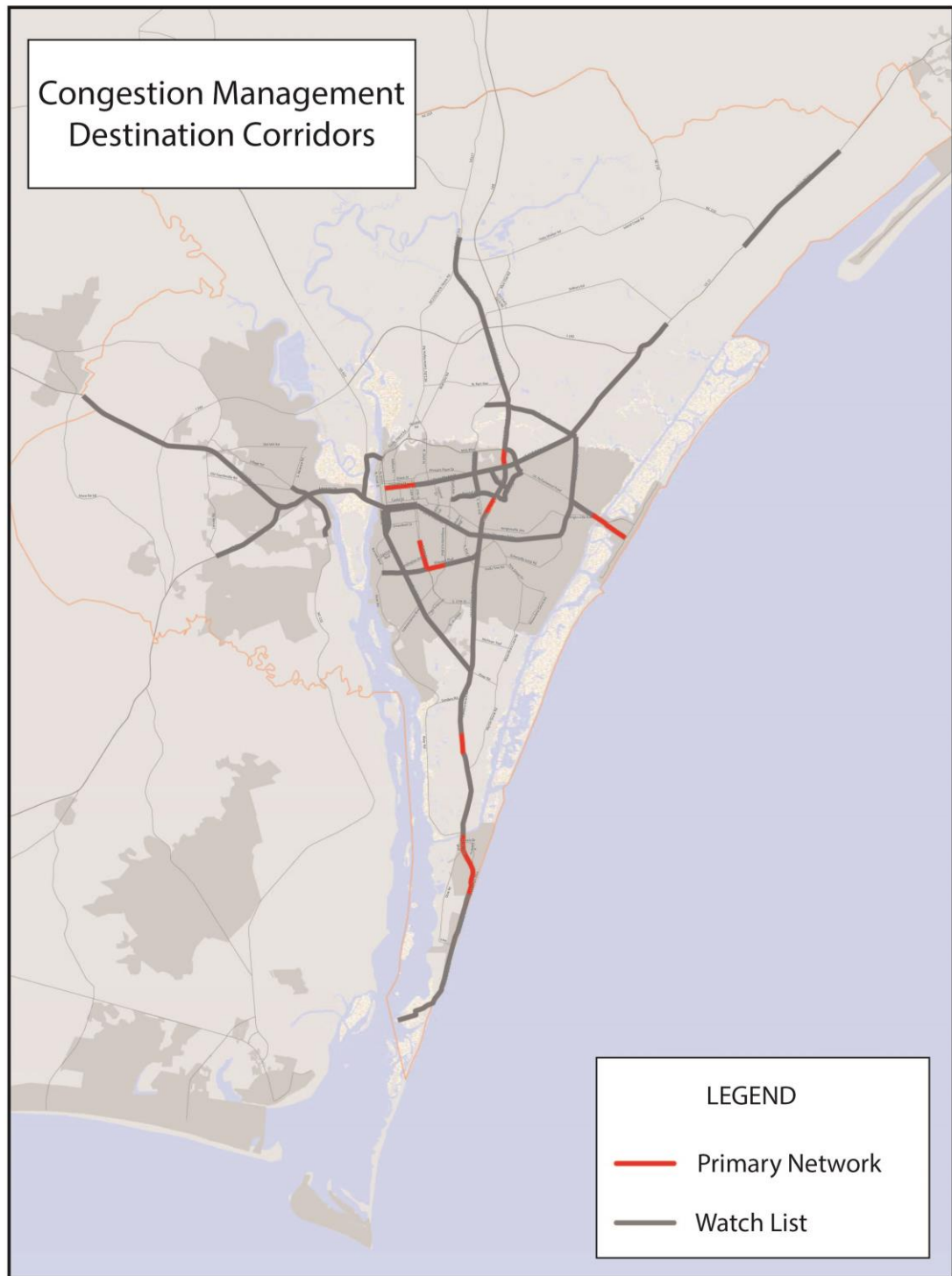
- Employer Transportation Coordinator
 - Bicycle and Pedestrian Infrastructure
 - Transit Amenities
 - Commuter Transit Routes
 - Transportation Management Districts
- Increase opportunities for running errands
 - Alternative Work Schedules
 - Car Share
 - Employer Transportation Coordinator
 - Bicycle and Pedestrian Infrastructure
 - Transit Amenities
 - Commuter Transit Routes
 - Transportation Management Districts
- Increase opportunity for time with family
 - Alternative Work Schedules
 - Employer Transportation Coordinator
 - Bicycle and Pedestrian Infrastructure
 - Commuter Transit Routes
 - Transportation Management Districts
- Increase flexibility for the employee
 - Alternative Work Schedules
 - Bike Share
 - Car Share
 - Employer Shuttle
 - Employer Transportation Coordinator
 - Bicycle and Pedestrian Infrastructure
 - Park & Ride Lots
 - Transit Amenities
 - Commuter Transit Routes
 - Transportation Management Districts

Appendix D - Congestion Management Process - Five Functional Corridor Maps

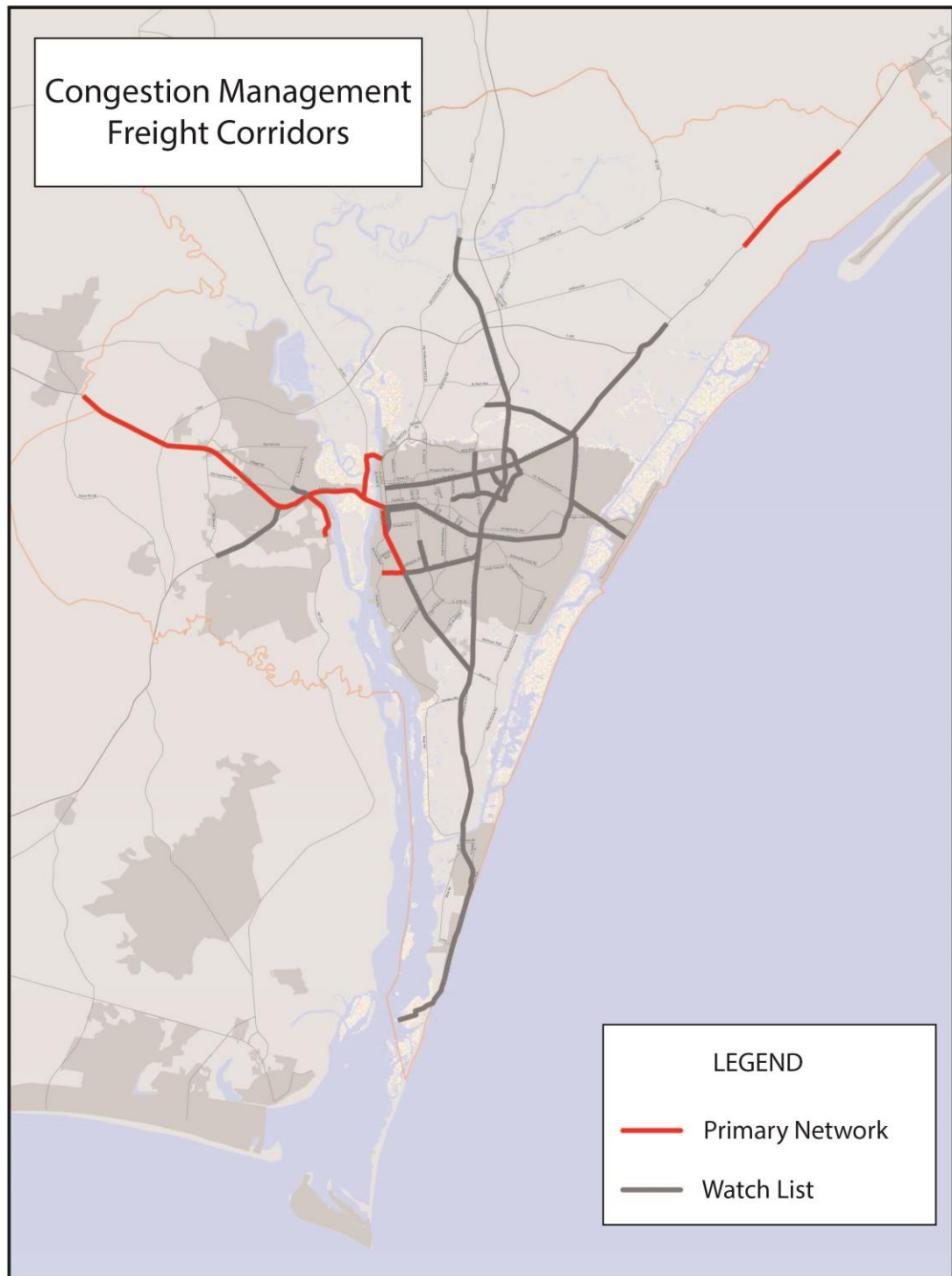
The Congestion Management Process identifies five functional corridors: commuting, commercial, destination, tourist, and freight. Each of these have a primary network and a watch list.











Appendix E - Work Plan

TDM Strategies	Task	Year					Results
		2015	2016	2017	2018	2019	
Alternative Work Schedule	Develop an inventory of alternative work schedule policies from regional employers to be used as a guide/best practices	Inventory completed	N/A	N/A	N/A	N/A	
	Increase number of employers participating in alternative work schedule program (policy developed)	3 employers	3 employers	3 employers	3 employers	3 employers	15 employers with alternative work schedule policies
	Increase the number of employees participating in alternative work schedule program	Baseline data	Increase 5%	Increase 5%	Increase 5%	Increase 5%	
	Collect surveys from employees participating in alternative work schedules program	Surveys from 75% of employees participating from 3 employers	Surveys from 75% of employees participating from 3 employers	Surveys from 75% of employees participating from 3 employers	Surveys from 75% of employees participating from 3 employers	Surveys from 75% of employees participating from 3 employers	
	Collect surveys from employers participating in alternative work schedule program on effective employee recruitment and retention tool	Surveys from 3 employers	Surveys from 3 employers	Surveys from 3 employers	Surveys from 3 employers	Surveys from 3 employers	
Development Review	Conduct inventory of help needed/wanted from WMPO jurisdictions regarding TIA language in LDC	Improve TIA language in 1 jurisdiction's LDC	Improve TIA language in 1 jurisdiction's LDC	Improve TIA language in 1 jurisdiction's LDC	Improve TIA language in 1 jurisdiction's LDC	Improve TIA language in 1 jurisdiction's LDC	TIA language improved in 5 jurisdictions' LDC
	Collect data on improvements made due to development review requirements	the number of additional employer shuttles, bicycle, pedestrian, and transit facilities constructed due to development review requirements	the number of additional employer shuttles, bicycle, pedestrian, and transit facilities constructed due to development review requirements	the number of additional employer shuttles, bicycle, pedestrian, and transit facilities constructed due to development review requirements	the number of additional employer shuttles, bicycle, pedestrian, and transit facilities constructed due to development review requirements	the number of additional employer shuttles, bicycle, pedestrian, and transit facilities constructed due to development review requirements	
	Implement TDM Strategies and track performance measures	75% completion of selected strategies Y1 tasks	75% completion of selected strategies Y2 tasks	75% completion of selected strategies Y3 tasks	75% completion of selected strategies Y4 tasks	75% completion of selected strategies Y5 tasks	
Full Time TDM Staff	Inventory of potential Best Workplace for Commuters designation	Begin conversations with potential employers	Review application and process with 1-2 employers	Submit application for 1-2 employers	Update inventory of potential designees	Submit application for 1-2 employers	2-4 employers designated as Best Workplace for Commuters
Park & Ride Lots	Develop Park & Ride Lots	Develop 2 Park & Ride Lots	Develop 2 Park & Ride Lots	Develop 2 Park & Ride Lots	Develop 2 Park & Ride Lots	Develop 2 Park & Ride Lots	10 Park & Ride Lots Developed

Appendix E - Work Plan

TDM Strategies		Task	Year 1 2015	Year 2 2016	Year 3 2017	Year 4 2018	Year 5 2019	Results
Transit Amenities	Implement the Cape Fear Public Transportation Authority's Five Year Bus Stop Enhancement Plan (2015-2020)		Replace existing amenities and add additional amenities in accordance to the Authority's Five Year Bus Stop Enhancement Plan (2015-2020)					Replace existing amenities in transportation network (19 shelters, 23 independent benches, and 45 trash receptacles) and increase the number of new amenities as outlined in the Authority's Five Year Bus stop Enhancement Plan (2015-2020)
Bicycle and Pedestrian Infrastructure	Improve bicycle and pedestrian infrastructure	Number of bike lanes, multi-use paths, sidewalk and intersection improvements in region	Number of bike lanes, multi-use paths, sidewalk and intersection improvements in region. Goal: 10% increase from Y1	Number of bike lanes, multi-use paths, sidewalk and intersection improvements in region. Goal: 15% increase from Y1	Number of bike lanes, multi-use paths, sidewalk and intersection improvements in region. Goal: 20% increase from Y1	Number of bike lanes, multi-use paths, sidewalk and intersection improvements in region. Goal: 25% increase from Y1		25% increase in bicycle and pedestrian facilities
Carpool/Vanpool	Promote carpool/vanpool opportunities	Promote carpool/vanpool opportunities through 20 different outlets (events, presentations, mass emails, etc.)	Promote carpool/vanpool opportunities through 40 different outlets (events, presentations, mass emails, etc.)	Promote carpool/vanpool opportunities through 60 different outlets (events, presentations, mass emails, etc.)	Promote carpool/vanpool opportunities through 80 different outlets (events, presentations, mass emails, etc.)	Promote carpool/vanpool opportunities through 100 different outlets (events, presentations, mass emails, etc.)		Carpool/vanpool promoted through 100 unique outlets
	Increase carpool and vanpool participation	200 people actively looking for carpool matches on website, 4 vanpools running	400 people actively looking for carpool matches on website, 5 vanpools running	600 people actively looking for carpool matches on website, 6 vanpools running	800 people actively looking for carpool matches on website, 7 vanpools running	1000 people actively looking for carpool matches on website, 8 vanpools running		
Car Share	Implement car share program at UNCW	Review 3 company proposals, select best fit	Implement car share at UNCW	UNCW car share assessment	N/A	N/A	1 car share program at UNCW	
	Collect data on car share usage	N/A	N/A	Number of people registering (pre-qualifying) for car share, number of rentals/day, week and month, and funds generated from car share fees	Number of people registering (pre-qualifying) for car share, number of rentals/day, week and month, and funds generated from car share fees	Number of people registering (pre-qualifying) for car share, number of rentals/day, week and month, and funds generated from car share fees		
	Secure opportunities for expanding car share	N/A	N/A	N/A	Car share expanded to 1 more location (downtown, major employer, etc.)	Car share expanded to 1 more location (downtown, major employer, etc.)	2 additional car share stations	

Appendix E - Work Plan

TDM Strategies	Task	Year					Results
		2015	2016	2017	2018	2019	
Commuter Transit Routes/ Express Routes	Determine need for additional transit commuter routes	Prioritized needs will be implemented as funding permits.					
	Implement employer transportation coordinator option	Survey of employer transportation coordinator opportunities	Secure funding, finalize logistics	1 employer transportation coordinator	1 employer transportation coordinator	1 employer transportation coordinator	3 employer transportation coordinators
	Collect data on impact of employer transportation coordinator	N/A	Baseline data - number of employees walking, biking, using transit, carpooling/vanpooling, participating in alternative work schedules	Employer #1 data - number of employees walking, biking, using transit, carpooling/vanpooling, participating in alternative work schedules	Employer #1 and 2 data - number of employees walking, biking, using transit, carpooling/vanpooling, participating in alternative work schedules	Employer #1, 2, and 3 data - number of employees walking, biking, using transit, carpooling/vanpooling, participating in alternative work schedules	
Bicycle Sharing Program	Conduct a feasibility study to determine best locations to implement bike share program and options for expanding	Feasibility study completed	N/A	N/A	N/A	N/A	
	Implement bike share program at UNCW	Review 3 company proposals, select best fit, install bike share at UNCW	N/A	N/A	N/A	N/A	1 bike share program at UNCW
	Collect data on bike share usage	N/A	Number of bikes rented daily, number of annual and monthly passes purchased, revenue generated from hourly/daily/monthly/annual fees	Number of bikes rented daily, number of annual and monthly passes purchased, revenue generated from hourly/daily/monthly/annual fees	Number of bikes rented daily, number of annual and monthly passes purchased, revenue generated from hourly/daily/monthly/annual fees	Number of bikes rented daily, number of annual and monthly passes purchased, revenue generated from hourly/daily/monthly/annual fees	
	Secure opportunities for expanding bike share	N/A	N/A	3 additional bike share hubs installed	3 additional bike share hubs installed	3 additional bike share hubs installed	9 additional bike share hubs

Appendix E - Work Plan

TDM Strategies	Task	Year 1 2015	Year 2 2016	Year 3 2017	Year 4 2018	Year 5 2019	Results
Consulting Services for Alternative Work Schedule	Implement alternative work schedule assistance program	Preliminary conversations with NCDOT	Implementation year	3 organizations in Cape Fear Region seek assistance	3 organizations in Cape Fear Region seek assistance	3 organizations in Cape Fear Region seek assistance	9 organizations in Cape Fear Regions seek assistance with alternative work schedules
Employer Shuttles							
	Implement employer shuttles program	Survey of potential shuttle opportunities	Secure funding, finalize maintenance and operations logistics	1 employer shuttle	1 employer shuttle	1 employer shuttle	3 employer shuttles
Transportation Management Districts							
	Establish TMDs	Meet with businesses to determine TMD interest	Establish TMD 1 and develop Transportation Management Plan for that district	Implement plan, collect baseline data on TMD 1	Meet with businesses to determine TMD interest, collect data on TMD 1	Establish TMD 2 and develop Transportation Management Plan for that district, collect data on TMD 1	2 TMDs established

Appendix F - Funding

Funding for Full Time TDM Staff

As illustrated on pages 23 and 24, a TDM Coordinator has some level of responsibility for implementing all 14 TDM Strategies. A TDM Coordinator takes on the lead responsibility, and is required for implementation of the following TDM Strategies:

- Carpool/Vanpool (using SharetheRideNC.org)
- Consulting Services for Telecommuting
- Development Review
- Full Time TDM Staff
- Park & Ride Lots
- Transportation Management Districts

A TDM Coordinator takes on a secondary, coordinating, or promotional role in the following TDM Strategies:

- Alternative Work Schedules
- Employer Transportation Coordinator
- Bicycle and Pedestrian Infrastructure
- Transit Amenities
- Transit Express Routes

Full Time TDM Staff is also one of the 14 strategies. This is estimated to cost \$75,000 annually and would include salary, benefits, and marketing and outreach materials. Considering the impact a full time staff person would have on the implementation of this plan, securing funding for this position should be a priority.

NCDOT TDM Program

NCDOT has funded three TDM programs based out of Charlotte Area Transit Systems (CATS), Piedmont Authority for Regional Transportation (PART), and Triangle J Council of Governments (TJCOG). It is recommended that the applicable agency apply to NCDOT to fund the Cape Fear TDM program. NCDOT will fund TDM programs at 50%, requiring a 50% match. Funding a TDM Coordinator position would also provide administrative funding to implement all 15 TDM Strategies listed in this plan. It is also recommended that the applicable agency apply for funds to implement a marketing plan.

Coordinate with Regional Employers

Once conversations are started with individual regional employers and their transportation needs are determined, there could be opportunities for partnerships to provide the financial input to implement relevant TDM Strategies. The following TDM Strategies require capital and/or maintenance funds to implement, and could also benefit from partnerships to identify these funds:

- Bicycle Sharing Program
- Car Share
- Employer Shuttles

Funding Transportation Projects - DOT / NCDOT Funds

STP-DA and TAP-DA Funds

The WMPO was designated by the Federal Highways Administration (FHWA) on July 18, 2012 as a Transportation Management Area (TMA). Also referenced on p. ____, this drives the development of the Congestion Management Plan. This TMA designation also allocates significant funds to the region on an annual basis. The WMPO is allocated \$2,762,416 in Surface Transportation Program - Direct Attributable (STP-DA) funds and \$222,151.50 in Transportation Alternatives Program - Direct Attributable (TAP-DA) funds.

STP-DA dollars fund infrastructure projects. 15% of \$2,762,416 is taken off the top for administrative purposes. The remaining balance, \$2,348,054, is divided into four buckets, with 50% of the funds going into the bicycle and pedestrian bucket, 20% of the funds going into the transit bucket, 15% of the funds going into the intersections bucket, and 15% going into the roadways bucket. The 20% transit bucket is a direct allocation to Wave Transit, while a competitive process has been developed by WMPO staff to allocate the funds in the remaining three buckets. Potentially, STP-DA dollars could fund the following TDM Strategies:

- Carpool/Vanpool - Vanpool, specifically the purchase of the vans
- Employer Shuttles - the purchase of the shuttles
- Bicycle and Pedestrian Infrastructure
- Transit Amenities
- Transit Express Routes

TAP-DA dollars fund a wider variety of projects, including traffic calming techniques; speed reduction techniques; lighting; turnouts, overlooks, and viewing areas; removal of outdoor advertising; historic preservation/rehabilitation of historic transportation facilities; vegetation management; archaeological mitigation; bicycle parking facilities; traffic diversion improvements; bicycle and pedestrian public awareness/encouragement campaigns; sidewalks; pedestrian and bicycle signals; Rails-to-Trails projects; pedestrian and bicycle crossing improvements; on-street bicycle facilities; off-street bicycle and pedestrian facilities; boulevards and other roadways in the former interstate system; and a Safe Routes to School coordinator position.

Highway Safety Improvement Program

HSIP provides \$2.4 billion nationally for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for non-motorized users in school zones are eligible for these funds.

Transportation for Elderly Persons and Persons with Disabilities (5310)

This program can be used for capital expenses that support transportation to meet the special needs of older adults and persons with disabilities, including providing access to an eligible public transportation facility.

Bus and Bus Related Facilities (5339)

This is a capital assistance for new and replacement buses, related equipment and facilities. It has traditionally been designated to specific projects at the federal level. This grant can be used for pedestrian or bicycle access to transit and bus racks.

Powell Bill Funds

Annually, Powell Bill State street-aid allocations are made to incorporated municipalities that establish their eligibility and qualify as provided by G.S. 136-41.1 through 136-41.4. Powell Bill funds shall be expended only for the purposes of maintaining, repairing, constructing, reconstructing, or widening of local streets that are the responsibility of the municipalities or for planning, construction, and maintenance of bikeways or sidewalks along public streets and highways. Funding allocations are based on population and mileage of town-maintained streets.

Grant Funds

North Carolina Parks & Recreation Trust Fund (PARTF)

The North Carolina Division of Parks and Recreation and the State Trails Program offer funds to help citizens, organizations, and agencies plan, develop, and manage all types of trails ranging from greenways and trails for hiking, biking, and horseback riding to river trails and off-highway vehicle trails. PARTF dollars have funded several projects in the Cape Fear region including portions of the Gary Shell Cross-City Trail and the River to the Sea Bikeway.

Works Cited

1. Gallagher, Leigh. *The End of the Suburbs: Where the American Dream Is Moving*. USA: Penguin Group, 2013
2. Rockefeller Foundation. "Access to Public Transportation a Top Criterion for Millennials When Deciding Where to Live, New Survey Shows." *Access to Public Transportation a Top Criterion for Millennials When Deciding Where to Live, New Survey Shows : News : The Rockefeller Foundation*. N.p., 22 Apr. 2014. Web. 16 July 2014.
3. Filisko, G. M. "How Millennials Move: The Car-Less Trends." *National Association of Realtors* (2012): n. pag. 12 Aug. 2012. Web. 24 July 2014.
4. Socioeconomic data has been adopted by the WMPO's Transportation Advisory Board in July 2013.

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

RESOLUTION ADOPTING

WORK CAPE FEAR: EXPANDING COMMUTER OPTIONS IN THE CAPE FEAR REGION

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, *Work Cape Fear: Expanding Commuter Options in the Cape Fear Region* is the Transportation Demand Management (TDM) Plan for the WMPO region; and

WHEREAS, the TDM plan was created by the TDM Committee including representatives from the Town of Leland, Pender County, New Hanover County, NCDOT, Wave Transit, UNCW, New Hanover Regional Medical Center, New Hanover County Schools, PPD, Inc., Cape Fear Community College, and FOCUS; and

WHEREAS, the development of a TDM plan has been identified as a high priority in *Cape Fear Commutes 2035 Transportation Plan*; and

WHEREAS, the TDM plan outlines the goals and strategies to implement a successful TDM program in the Cape Fear Region.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts *Work Cape Fear: Expanding Commuter Options in the Cape Fear Region*.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on January 28, 2015.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION SUPPORTING THE CONCEPT OF THE
“BRUNSWICK BATTLESHIP CONNECTOR”**

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 Town of Belville has proposed a series of interconnected multimodal pathways called the “Brunswick Battleship Connector” connecting the future Brunswick Riverwalk at Belville to the USS North Carolina Battleship Park; and

WHEREAS, the proposed Brunswick Battleship Connector will provide the public with outdoor and nature-based recreational and educational benefits while promoting conservation of natural resources, preservation of wetlands and the historical heritage of the Lower Cape Fear region; and

WHEREAS, the Brunswick Battleship Connector will promote cooperation between the region’s municipal and county governments, applicable State and Federal agencies, and public/private entities such as the North Carolina State Ports Authority, Brunswick Regional Water and Sewer H2G0, The Friends of the Battleship North Carolina, Inc. and the Eagles Island Coalition; and

WHEREAS, the intent for the Brunswick Battleship Connector will be to seek funding sources including State and Federal grants in the areas of recreation, education, conservation, preservation, and historical preservation.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization’s Transportation Advisory Committee hereby supports the further development of the “Brunswick Battleship Connector” concept.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on January 28, 2015.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION SUPPORTING THE TOWN OF LELAND'S SUBMITTAL OF A 2015 N.C. PARKS AND
RECREATION TRUST FUND GRANT FOR PHASE II OF THE WESTGATE NATURE PARK**

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 Parks and Recreation Trust Fund (PARTF) is intended to help fund improvements in the state's park system, to fund grants for local governments and to increase the public's access to the state beaches; and

WHEREAS, the Town of Leland received a 2010 PARTF grant in the amount of \$500,000 for Phase I of Westgate Nature Park and completed the park in 2013 to include a 20-space parking lot and trailhead, picnic area, playground for ages 2-12, events lawn, 0.3-mile asphalt and boardwalk multiuse trail, outdoor classroom, interpretive signage and associated site amenities; and

WHEREAS, the Town of Leland proposes Phase II of the Westgate Nature Park to extend the asphalt and boardwalk multiuse trail to connect back to Westgate Drive, creating an approximately 1.5 mile loop trail complete with exercise stations, benches, interpretive signage, shade structures and a restroom/picnic shelter building; and

WHEREAS, the *Town of Leland Master Plan* identifies this area as essential preserved open space and allocates the land's highest and best use as conservation land and/or parks and greenways, and this approach is shared in the *Leland Parks, Recreation and Open Space Master Plan*; and

WHEREAS, the *Leland Comprehensive Bicycle Plan* ranks trails as the top priority to meet the needs of residents and highlights key bicycle connections at Highway 17 and nearby neighborhoods, which are included in this plan; and

WHEREAS, the *Updated Westgate Nature Park Master Plan* shows a potential connection to a future greenway trail utilizing the Duke Energy powerline easement and connecting to the Brunswick Forest neighborhood and commercial area, as well as several other regional connections, thus greatly enhancing non-motorized transportation in northern Brunswick County; and

WHEREAS, the proposed Westgate Nature Park Phase II could provide economic and health benefits while improving the quality of life of the region's residents.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby supports the Town of Leland's application for a PARTF grant for construction of Phase II of the Westgate Nature Park.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on January 28, 2015.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION ENCOURAGING THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION TO INSTALL LANDSCAPING IN AREAS OF NEW HANOVER
COUNTY TO IMPROVE THE AESTHETICS IN ADVANCE OF THE 2017 WELLS
FARGO CHAMPIONSHIP**

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 2017 the Wells Fargo Golf Championship will be held at Eagle Point Golf Club; and

WHEREAS, the North Carolina Department of Transportation may have some funds available to improve the landscaping and aesthetics in advance of the golf tournament; and

WHEREAS, this would be an opportune time to install landscaping to enhance the aesthetics of the community.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby encourages the North Carolina Department of Transportation to install landscaping in areas of New Hanover County to improve the aesthetics in advance of the 2017 Wells Fargo Championship.

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

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION SEEKING PERMISSION TO APPLY FOR FY2016 TRANSPORTATION
DEMAND MANGEMENT PROGRAM (TDM) FUNDING, ENTER INTO AGREEMENT WITH
NCDOT, PROVIDE THE NECESSARY ASSURANCES, AND THE REQUIRED LOCAL MATCH**

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, Article 2B of Chapter 136 of the North Carolina General Statutes and the Governor of North Carolina have designated the North Carolina Department of Transportation (NCDOT) as the agency responsible for administering federal and state public transportation funds; and

WHEREAS, the North Carolina Department of Transportation receives funds from the North Carolina General Assembly to provide assistance for Transportation Demand Management (TDM) programs; and

WHEREAS, the purpose of these transportation funds is to provide grant monies to local agencies for the provision of TDM program services and activities;

WHEREAS, the WMPO hereby assures and certifies that it will comply with the state Statutes, regulations, executive orders, and all administrative requirements related to the applications made to and grants received from the North Carolina Department of Transportation.

NOW THEREFORE, be it resolved that the Executive Director of the Wilmington Metropolitan Planning Organization is hereby authorized to submit a grant application for state funding, provide the required local match, make the necessary assurances and certifications and be empowered to enter into an agreement with the NCDOT to provide TDM management services and activities.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on January 28, 2015.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

A motion was made by (*Board Member's Name*) _____ and seconded by (*Board Member's Name or N/A, if not required*) _____ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

I, Laura Padgett, Chair of the Transportation Advisory Committee, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Transportation Advisory Committee held on the 28th day of January 2015.

Seal Subscribed and sworn to me (*date*) _____

*Notary Public **

Seal

Printed name and address

My commission expires (*date*) _____

Wilmington Urban Area Transportation Planning Work Program

Fiscal Year 2015-2016



DRAFT

**FY 2015-2016 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 2015-2016. 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 2015-2016

(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 bicycle 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 2015 PWP and development of FY 2016 PWP.

III-B Transportation Improvement Program-Review and amend the 2012-2018 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%	1,203
Section 5303 NCDOT 10%	1,203
Section 5303 FTA 80%	9,624
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%	401
Section 5303 NCDOT 10%	401
Section 5303 FTA 80%	3,208
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%	401
Section 5303 NCDOT 10%	401
Section 5303 FTA 80%	3,208
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%	802
Section 5303 NCDOT 10%	802
Section 5303 FTA 80%	6,416
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%	802
Section 5303 NCDOT 10%	802
Section 5303 FTA 80%	6,416
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%	802
Section 5303 NCDOT 10%	802
Section 5303 FTA 80%	6,416
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%	802
Section 5303 NCDOT 10%	802
Section 5303 FTA 80%	6,416
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%	2,807
Section 5303 NCDOT 10%	2,807
Section 5303 FTA 80%	22,456
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO: Wilmington MPO

TASK CODE	TASK DESCRIPTION	SPR Highway		SEC. 104 (f) PL Highway / Transit		SECTION 5303 Transit / Highway			SECTION 5307 Transit			Additional Funds		TASK FUNDING SUMMARY			
		NCDOT 20%	FWHA 80%	Local 20%	FWHA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 20%	NCDOT 80%	LOCAL	STATE	FEDERAL	TOTAL
II-A	Surveillance of Change																
II-A-1	Traffic Volume Counts			8,400	33,600									8,400		33,600	42,000
II-A-2	Vehicle Miles of Travel			50	200									50		200	250
II-A-3	Street System Changes			50	200									50		200	250
II-A-4	Traffic Accidents			600	2,400									600		2,400	3,000
II-A-5	Transit System Data			100	400	1,203	1,203	9,624						1,303	1,203	10,024	12,530
II-A-6	Dwelling Unit, Pop. & Emp. Change			3,000	12,000									3,000		12,000	15,000
II-A-7	Air Travel			50	200									50		200	250
II-A-8	Vehicle Occupancy Rates			50	200									50		200	250
II-A-9	Travel Time Studies			50	200									50		200	250
II-A-10	Mapping			1,600	6,400									1,600		6,400	8,000
II-A-11	Central Area Parking Inventory			0	0												
II-A-12	Bike & Ped. Facilities Inventory			50	200									50		200	250
II-B	Long Range Transp. Plan																
II-B-1	Collection of Base Year Data			0	0												
II-B-2	Collection of Network Data			0	0												
II-B-3	Travel Model Updates			0	0												
II-B-4	Travel Surveys			0	0												
II-B-5	Forecast of Data to Horizon year			0	0												
II-B-6	Community Goals & Objectives			1,000	4,000	401	401	3,208						1,401	401	7,208	9,010
II-B-7	Forecast of Future Travel Patterns			0	0												
II-B-8	Capacity Deficiency Analysis			1,000	4,000									1,000		4,000	5,000
II-B-9	Highway Element of th LRTP			2,000	8,000									2,000		8,000	10,000
II-B-10	Transit Element of the LRTP			400	1,600	401	401	3,208						801	401	4,808	6,010
II-B-11	Bicycle & Ped. Element of the LRTP			2,000	8,000									2,000		8,000	10,000
II-B-12	Airport/Air Travel Element of LRTP			50	200									50		200	250
II-B-13	Collector Street Element of LRTP			600	2,400									600		2,400	3,000
II-B-14	Rail, Water or other mode of LRTP			50	200									50		200	250
II-B-15	Freight Movement/Mobility Planning			200	800									200		800	1,000
II-B-16	Financial Planning			200	800	802	802	6,416						1,002	802	7,216	9,020
II-B-17	Congestion Management Strategies			700	2,800									700		2,800	3,500
II-B-18	Air Qual. Planning/Conformity Anal.			0	0												
III-A	Planning Work Program			200	800									200		800	1,000
III-B	Transp. Improvement Plan			200	800									200		800	1,000
III-C	Cvl Rgts. Cmp/Otr .Reg. Reqs.																
III-C-1	Title VI			200	800												
III-C-2	Environmental Justice			200	800									1,002	802	7,216	9,020
III-C-3	Minority Business Enterprise			100	400	802	802	6,416						200		800	1,000
III-C-4	Planning for the Elderly & Disabled			50	200									902	802	6,816	8,520
III-C-5	Safety/Drug Control Planning			0	0									50		200	250
III-C-6	Public Involvement			1,200	4,800	802	802	6,416									
III-C-7	Private Sector Participation			50	200									2,002	802	11,216	14,020
III-D	Incidental Png./Project Dev.													50		200	250
III-D-1	Transportation Enhancement Png.			600	2,400												
III-D-2	Enviro. Analysis & Pre-TIP Png.			50	200									600		2,400	3,000
III-D-3	Special Studies			18,000	72,000									50		200	250
III-D-4	Regional or Statewide Planning			100	400									18,000		72,000	90,000
III-E	Management & Operations			22,000	88,000	2,807	2,807	22,456						100		400	500
TOTALS				65,150	260,600	8,020	8,020	64,160						50,000	200,000	524,760	655,950

Anticipated DBE Contracting Opportunities for FY 2015-2016

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	\$72,000	\$90,000

RESOLUTION
APPROVING THE FY 2015-2016 PLANNING WORK PROGRAM
OF THE WILMINGTON URBAN AREA

WHEREAS, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Wilmington Urban Area;

WHEREAS, the City of Wilmington has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program (Section 5303) funds and Federal Highway Administration Metropolitan Planning (Section 104(f)) funds;

WHEREAS, members of the Wilmington Urban Area Transportation Advisory Committee agree that the Planning Work Program will effectively advance transportation planning for State Fiscal Year 2015-2016;

NOW THEREFORE, be it resolved that the Transportation Advisory Committee hereby endorses the FY 2015-2016 Planning Work Program for the Wilmington Urban Area.

I, Laura Padgett, Chair of the Wilmington Urban Area Transportation Advisory Committee do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Wilmington Urban Area Transportation Advisory Committee, duly held on this the 28th day of January, 2015.

Laura Padgett, Chair
Wilmington Urban Area TAC

Subscribed and sworn to me this the ____ day of _____, 2015.

Notary Public

My commission expires_____.

RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE WILMINGTON METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2015

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

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

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

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

WHEREAS, the Transportation Plan has a planning horizon year of 2035, and meets all the requirements for an adequate Transportation Plan,

NOW THEREFORE, be it resolved that the Wilmington Urban Area Transportation Advisory Committee certifies the transportation planning process for the Wilmington Metropolitan Planning Organization on this the 28th day of January, 2015.

Laura Padgett
Chair, Transportation Advisory Committee

Mike Kozlosky
Secretary, Wilmington Metropolitan Planning Organization

North Carolina Department of Transportation



WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION SUPPLEMENT

Draft STIP
FY 2015 - 2025
December 2014

DIVISION 00

HIGHWAY PROGRAM

[illegible]

HIGHWAY PROGRAM

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

Highway Program

TOTAL PRIOR PROJ YEARS COST (THOU)					TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																				
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	FUND\$	STATE TRANSPORTATION PROGRAM				DEVELOPMENTAL PROGRAM				UNFINISHED FUTURE YEARS											
						FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023		FY 2024	FY 2025									
NEW HANOVER	NC 132 (COLLEGE ROAD)	U-5702	SR 2048 (GORDON ROAD) TO US 421 (COLLEGE ROAD) ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS.	9.7	867.45	NHP																			
						NHP																			
						NHP																			
						NHP																			
						NHP																			
NEW HANOVER	SR 1175 (KERR AVENUE)	U-3338	RANDALL PARKWAY TO US 74 (MLK, JR. PARKWAY) - RIGHT OF WAY IN PROGRESS	3.2	687.71	STP																			
						STP																			
						STP																			
						STP																			
						STP																			
NEW HANOVER	SR 2048 (GORDON ROAD)	U-3831	NC 132 INTERCHANGE RAMP TO WEST OF US 421 (COLLEGE ROAD) ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS.	2.4	187.95	T																			
						STP																			
						STP																			
						STP																			
						STP																			
BRUNSWICK NEW HANOVER PENDER	VARIOUS	U-5534	WILMINGTON URBAN AREA MPO STP-0A PROGRAM.	1.239	123.39	STPDA																			
						L																			
						STPDA																			
						L																			
						L																			
BRUNSWICK NEW HANOVER PENDER	VARIOUS	U-5525	WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION PLANNING ALLOCATION AND UNIFIED WORK PROGRAM.	1.1	95.74	STPDA																			
						L																			
						STPDA																			
						L																			
						L																			
NEW HANOVER	US 421 (CAROLINA BEACH ROAD)	U-5790	NC 132 (SOUTH COLLEGE ROAD) TO SANDERS ROAD. WHEN EXISTING ROADWAY AND CONSTRUCT FLOWERS AT US 421 AND NC 132.	1.6	102.06	NHP																			
						NHP																			
						NHP																			
						NHP																			
						NHP																			
NEW HANOVER	US 421 (CAROLINA BEACH ROAD)	U-5729	US 421 (BURNETT AVENUE) TO US 117 (SHIPYARD BOULEVARD). UPGRADE ROADWAY.	3.7	288.97	NHP																			
						NHP																			
						NHP																			
						NHP																			
						NHP																			
NEW HANOVER	NC 133 (CASTLE HAYNE ROAD)	U-5863	I-1400S 17 (WILMINGTON BYPASS TO SR 1310 (DIVISION DRIVE). WIDEN TO MULTI-LANES.	2	480.00	T																			
						T																			
						T																			
						T																			
						T																			
NEW HANOVER	NC 132 (COLLEGE ROAD)	U-5704	WILSHIRE BOULEVARD TO US 117 (SHIPYARD BOULEVARD). ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS INCLUDING INTERCHANGE WITH US 76 (OLEANDER DRIVE).	2	480.00	NHP																			
						NHP																			
						NHP																			
						NHP																			
						NHP																			

DIV - Division Category EX - Exempt Category
 HF - State Dollars (Non STI) REG - Regional Category
 SW - Statewide Category TRN - Transition Project

Page 2 of 8

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES
AVAILABLE

Thursday, December 04 2014

HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

DIV - Division Category EX - Exempt Category
 HF - State Dollars (Non STI) REG - Regional Category
 SW - Statewide Category TRN - Transition Project

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																		
COUNTY		ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ YEARS COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS
								FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	
FEDERAL BRIDGE PROJECTS																		
NEW HANOVER	SR 1002 (HOLLY SHELTER ROAD)	B-4591	REPLACE BRIDGE NO. 4 OVER ISLAND CREEK.			1981	1981											
		DIV																
UNDER CONSTRUCTION																		
NEW HANOVER	SR 1242 (NORMANDY PLACE)	B-5649	REPLACE BRIDGE NO. 78 OVER MOTT CREEK.			660	HFB											
		HF				HFB							R	60		C	600	
BRUNSWICK	SR 1432 (OLD MILL ROAD)	B-4928	REPLACE BRIDGE NO. 28 OVER MILL CREEK.			1155	HFB											
		HF				HFB												
NEW HANOVER	SR 1627 (3RD STREET)	B-5103	REPLACE BRIDGE NO. 38 OVER ABANDONED RAILROAD.			4480	HFB											
		DIV				HFB												
RIGHT OF WAY IN PROGRESS																		
BRUNSWICK	VARIOUS	B0-5103	DIVISION 3 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.			18251	STPOFF											
		NEW HANOVER				STPOFF												
PENDER																		
		SAMPSON																
PART UNDER CONSTRUCTION - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																		
BRUNSWICK	SR 1437 (OLD FAYETTEVILLE ROAD)	B-5622	REPLACE BRIDGE NO. 181 OVER STURGEON CREEK.			601	HFB											
		HF				HFB								R	35		C	546
DIVISION PURCHASE ORDER CONTRACT																		
NEW HANOVER	SR 1100 (RIVER ROAD)	B-5226	REPLACE BRIDGE NO. 19 OVER LORDS CREEK.			1152	HFB											
		HF				HFB												
BRUNSWICK	SR 1472 (VILLAGE ROAD)	B-5637	REPLACE BRIDGE NO. 208 OVER STURGEON CREEK.			1870	HFB											
		HF				HFB									R	170		C
MITIGATION PROJECTS																		
BRUNSWICK	VARIOUS	EE-4903	ECOSYSTEMS ENHANCEMENT PROGRAM FOR DIVISION 3 PROJECT MITIGATION.			378	378											
		DUP LIN																
PENDER																		
		SAMPSON																
HAZARD ELIMINATION PROJECTS																		
NEW HANOVER	NC 133	W-5386	US 17/NC 132 (COLLEGE ROAD) IN CASTLE HAYNE. CONSTRUCT A ROUNDABOUT.			1360	1360											
		TRN																
UNDER CONSTRUCTION																		

DIV - Division Category
HF - State Dollars (Non STI)
SW - Statewide Category

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

HIGHWAY PROGRAM

<u>HIGHWAY PROGRAM</u>			TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS													
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PRIOR PROJ YEARS COST (THOU)	STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS
						FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	

HAZARD ELIMINATION PROJECTS

BRUNSWICK	VARIOUS	W-5203	DIVISION 3 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		5164	5164										
DUPLIN																
NEW HANOVER																
ONSLOW																
PENDER																
SAMPSON																

DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS

NEW HANOVER	US 76 (OLEANDER DRIVE)	W-5132	US 117MC 132 (COLLEGE ROAD) CONSTRUCT A RIGHT TURN LANE ON US 76 WEST-BOUND ONTO US 117MC 132.		502	502										
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ENHANCEMENT (CALL PROJECTS)

ALAMANCE	VARIOUS	E-5501	FREEDOM ROADS INSTALL INTERACTIVE WAYSIDE SIGNAGE FOR DESIGNATED SITES.		224											
BEAUFORT																
BRUNSWICK																
BUNCOMBE																
CAMDEN																
CHOWAN																
GRAVEN																
DARE																
DURHAM																
EDGEcombe																
GUILFORD																
HALIFAX																
LENOIR																
PASQUOTANK																
WASHINGTON																
WAYNE																

TRN

DIV - Division Category	EX - Exempt Category
HF - State Dollars (Non STI)	REG - Regional Category
SW - Statewide Category	TRN - Transition Project

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

NON HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

<u>NON HIGHWAY PROGRAM</u>		ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PRIOR PROJ YEARS COST (THOU)	FUND COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
COUNTY	ROUTE/CITY						STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				

AVIATION PROJECTS	NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	REHABILITATE GA APRON NORTH.	3500	T	C	500																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5713	PIPE DITCHES IN FBO #2 AREA.		1500	T																							
						O																							

NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5704	UPGRADE AIRFIELD LIGHTING VAULT.		2400	T																							
						O																							

NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
						O																							

NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
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NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
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NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
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NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
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NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
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NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
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NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
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NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
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NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
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NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
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NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
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NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
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NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
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NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
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NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
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NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
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NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
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NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
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NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
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NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
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NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
						O																							

NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000	T																							
						O																							

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

DIV - Division Category
HF - State Dollars (Non STI)
SW - Statewide Category
EX - Exempt Category
REG - Regional Category
TRN - Transition Project

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

NON HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

		TOTAL PRIOR PROJ YEARS COST		STATE TRANSPORTATION PROGRAM										DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS	
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	(THOU)	(THOU)	FUNDS	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025		
FERRY PROJECTS																				
BRUNSWICK	VARIOUS	F-5301	CEDAR ISLAND, SOUTHPORT AND FORT FISHER DOCKS. REPLACE DOLPHINS.		980	980														
CARTERET																				
NEW HANOVER		TRN																		
PUBLIC TRANSPORTATION PROJECTS																				
UNDER CONSTRUCTION																				
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	TP-5110	PLANNING ASSISTANCE - SHORT RANGE DEVELOPMENT		300	100	FUZ						CP 100							
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	TA-5134	REPLACEMENT HYBRID BUS	478	JARC L	CP 386 CP 92														
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	TG-5243	PREVENTATIVE MAINTENANCE.	428	L	STPDA C 44 C 170														
DIV																				
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	TG-5244	PREVENTIVE MAINTENANCE	1256	FBUS L	CP 502 CP 126														
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	TK-6176	ADMINISTRATION	3251	901 FNU	0 590														
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	TM-6137	OPERATING ASSISTANCE	636	JARC L	0 318 0 318														
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	TM-6108	OPERATING ASSISTANCE - NEW FREEDOM	1872	798 FNF	0 716														
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	TM-6121	OPERATING	738	FNF	0 738														
ONSLow	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	TQ-6157	OPERATING ASSISTANCE - PURCHASE OF SERVICE	250	FEPD S	CP 200 CP 25 CP 25														

DIV - Division Category EX - Exempt Category
HF - State Dollars (Non STI) REG - Regional Category
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WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

NON HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

TOTAL PRIOR PROJ YEARS COST (THOU) (THOU)										STATE TRANSPORTATION PROGRAM										DEVELOPMENTAL PROGRAM										TYPE OF WORK/ ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	FUNDS	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	UNFUNDED FUTURE YEARS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
PUBLIC TRANSPORTATION PROJECTS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								

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DIVISION 00

HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (MILES)	TOTAL PROJECT COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
							FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
WAKE	NC 00	R-0000	I-40 TO NC 96 EAST OF HOMETOWN, WIDEN TO A FOUR-LANE FACILITY WITH A BYPASS OF HOMETOWN ON NEW LOCATION.	7.3	63,450	250	NHPI R 4000 A																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		

(1) FUNDING CATEGORY
DIV - Division
EX - Exempt
HF - State Dollars (Non-STI)
REG - Regional
SW - Statewide
TRN - Transition Project

(2) FUNDING KEY FOR HIGHWAY FUNDING SOURCES
APD - Appalachian Development
BOND (R) - Revenue Bond
CMAQ - Congestion Mitigation
DP - Discretionary or Demonstration
ER - Emergency Relief Funds
FED - Federal Rail Funds
FLPI - Federal Lands Program (Indian Reservation Roads)
HFB - Highway Fund Bridge Replacement Program
HP - Federal-Aid High Priority
HSIP - Highway Safety Improvement Program
L - Local
NHP - National Highway Performance Program
NHPB - National Highway Performance Program (Bridge)
NHPIM - National Highway Performance Program (Interstate Maintenance)
O - Others
RR - Rail-Highway Safety
S (M) - State Match
SRTS - Safe Routes to School
STP - Surface Transportation Program
STPDA - Surface Transportation Program - Direct Attributable
STPEB - Surface Transportation Program, Enhancements (Bike)
STPON - Surface Transportation Program Bridge (On System Bridge)
STPOFF - Surface Transportation Program (Off System Bridge)
T - State Highway Trust Funds
TAP - Transportation Alternatives Program

(3) WORK TYPE (ACTIVITY)
A - Acquisition
C - Construction
CG - Construction (GARVEE)
F - Feasibility Study
G - Grading and Structures
I - Implementation
L - Landscaping
M - Mitigation
O - Operations
P - Paving
PE - Preliminary Engineering
R - Right of Way
RG - Right of Way (GARVEE)
S - Structure
U - Utilities

HIGHWAY PROGRAM

STATEWIDE PROJECTS

HIGHWAY PROGRAM					
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PRIOR PROJ YEARS COST (THOU)
RURAL PROJECTS					
STATEWIDE	VARIOUS	M-0391	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		8278
SW				DIV DIV STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. REG REG STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. SW SW STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	
				IN PROGRESS	
STATEWIDE	VARIOUS	M-0219	PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS		2750
SW				DIV DIV PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS REG REG PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS SW SW PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS	
STATEWIDE	VARIOUS	M-0360	DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		20180
SW				DIV DIV DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. REG REG DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. SW SW DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	
STATEWIDE	VARIOUS	M-0376	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.		19138
SW				DIV DIV STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK. REG REG STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK. SW SW STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.	
STATEWIDE	VARIOUS	M-0392	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		3720
SW				DIV DIV HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. REG REG HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. SW SW HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	
STATEWIDE	VARIOUS	M-0405	STATEWIDE MOWING MAINTENANCE CONTRACTS FOR PROPERTIES ACQUIRED BY NC DOT IN ADVANCE OF STIP PROJECTS.		
STATEWIDE	VARIOUS	R-4073	ASPHALT MATERIALS TESTING LABORATORIES CORRECTIVE ACTION PLAN FOR GROUND WATER CLEANUP AT 54 SITES.		17399
STATEWIDE	VARIOUS	R-4067	POSITIVE GUIDANCE PROGRAM (PAVEMENT MARKINGS AND MARKERS, LED SIGNAL HEAD REPLACEMENT).		89398
STATEWIDE	VARIOUS	R-4049	TRAFFIC OPERATIONS (INCIDENT MANAGEMENT, 51T, SMARTLINK, TEC, TMC).		158759
STATEWIDE	VARIOUS	R-4066	NPOES PERMIT RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.		28149
STATEWIDE	VARIOUS	R-4701	TRAFFIC SYSTEM OPERATIONS PROGRAM (SIGNAL MAINTENANCE).		265523
					UNFUNDED FUTURE YEARS

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AVAILABLE**

HIGHWAY PROGRAM

STATEWIDE PROJECTS

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

		TOTAL PRIOR PROJ YEARS COST (THOU)		FUND		STATE TRANSPORTATION PROGRAM										DEVELOPMENT PROGRAM										UNFUNDED FUTURE YEARS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							</

STATEWIDE PROJECTS

HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																						
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PRIOR PROJ YEARS COST (THOU)	FUND(S)	STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS					
							FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025						
FEDERAL BRIDGE PROJECTS																						
STATEWIDE	VARIOUS	M-0418 DIV	STORM WATER RUNOFF, RESEARCH, DESIGN, CONSTRUCT, MAINTAIN AND MONITOR STORM WATER DRAINAGE FROM 50 BRIDGES OVER WATERWAYS. (PB 2346, SECTION 23.18)		5860																	
UNDER CONSTRUCTION																						
STATEWIDE	VARIOUS	M-0379 DIV	SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES.		3100																	
IN PROGRESS																						
HAZARD ELIMINATION PROJECTS																						
STATEWIDE	VARIOUS	W-5517	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.		71500	11000	HSIP	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV			
							HSIP	PE	1650	RE	PE	1650	RE	PE	1650	RE	PE	1650	RE			
							HSIP	PE	2200	SW	PE	2200	SW	PE	2200	SW	PE	2200	SW			
DIV - DIV SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.																						
REG - REG SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.																						
STATEWIDE	VARIOUS	W-9999 SW	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.		186200		HSIP					C	6450	DIV	C	7110	DIV	C	7110	DIV		
							HSIP					C	6450	RE	C	7110	RE	C	7110	RE		
							HSIP					C	8600	SW	C	9000	SW	C	9480	SW		
DIV - DIV HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.																						
REG - REG HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.																						
STATEWIDE	VARIOUS	W-5300	SIGNAL RETIMING TO IMPROVE SAFETY.		15000	4000	HSIP	C	300	DIV	C	300	DIV	C	300	DIV	C	300	DIV	C	300	DIV
							HSIP	C	300	RE	C	300	RE	C	300	RE	C	300	RE	C	300	RE
							HSIP	C	400	SW	C	400	SW	C	400	SW	C	400	SW	C	400	SW
DIV - DIV SIGNAL RETIMING TO IMPROVE SAFETY.																						
REG - REG SIGNAL RETIMING TO IMPROVE SAFETY.																						
STATEWIDE	VARIOUS	W-5601	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		1083%	5%	HSIP	R	420	DIV	R	420	DIV	R	420	DIV	R	420	DIV	R	420	DIV
							HSIP	C	2520	DIV	C	2520	DIV	C	2520	DIV	C	2520	DIV	C	2520	DIV
							HSIP	R	420	RE	R	420	RE	R	420	RE	R	420	RE	R	420	RE
							HSIP	C	2520	RE	C	2520	RE	C	2520	RE	C	2520	RE	C	2520	RE
							HSIP	R	560	SW	R	560	SW	R	560	SW	R	560	SW	R	560	SW
							HSIP	C	3360	SW	C	3360	SW	C	3360	SW	C	3360	SW	C	3360	SW
DIV - DIV RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON DIVISION CATEGORY.																						
REG - REG RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON REGIONAL CATEGORY.																						
STATEWIDE	VARIOUS	W-5508	HIGHWAY SYSTEM DATA COLLECTION, TRAFFIC ENGINEERING BRANCH TO PARTICIPATE IN A THREE YEAR DATA COLLECTION PROGRAM.		1500		IN PROGRESS															
CONGESTION MITIGATION PROJECTS																						
STATEWIDE	VARIOUS	C-3600 EX	DEPARTMENT OF MOTOR VEHICLES (DMV), VEHICLE EMISSION COMPLIANCE SYSTEM, UPGRADE NORTH CAROLINA'S MOTOR VEHICLE EMISSIONS INSPECTION AND MAINTENANCE (IM) PROGRAM.		6702	6702																
STATEWIDE	VARIOUS	C-5600 EX	STATEWIDE CMAD PROJECTS TO IMPROVE AIR QUALITY WITHIN NONATTAINMENT AND MAINTENANCE AREAS.		33570		CMAD															

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STATEWIDE PROJECTS

HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																	
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PRIOR PROJ YEARS COST	STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS	
						FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025		
CONGESTION MITIGATION PROJECTS																	
STATEWIDE	VARIOUS	C-5554 EX	DIVISION OF AIR QUALITY SCHOOL BUS REPLACEMENT PROGRAM. REPLACE BUSES WITH NEW BUSES THAT MEET THE NEW HEAVY DUTY DIESEL TRUCK AND BUS STANDARDS.		1775												
IN PROGRESS																	
STATEWIDE	VARIOUS	C-5601 EX	CMAQ PROJECTS TO IMPROVE AIR QUALITY ACROSS MULTIPLE NONATTAINMENT AND MAINTENANCE AREAS.		4500		C 2250	C 2250									
STATEWIDE	NORTH CAROLINA DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES	C-4903 EX	NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST.		2875		I 500 O 125										
IN PROGRESS																	
STATEWIDE	NORTH CAROLINA STATE UNIVERSITY	C-4902 EX	NORTH CAROLINA STATE UNIVERSITY SOLAR CENTER CLEAN TRANSPORTATION PROGRAM. DEVELOP AND ADMINISTER A SEVEN YEAR CLEAN FUEL ADVANCED TECHNOLOGY REBATE PROGRAM IN ALL CMAQ ELIGIBLE COUNTIES TO REDUCE EMISSIONS.		9884		I 2076 A O 519 A										
IN PROGRESS BY NCDEMR DIVISION OF AIR QUALITY																	
STATEWIDE	STATEWIDE	C-9999 EX	CONGESTION MITIGATION AIR QUALITY (CMAQ) PROGRAM BALANCE IN NON-ATTAINMENT AREAS.		240000							C 30000	C 30000	C 30000	C 30000	C 30000	
ENHANCEMENT (ROADSIDE PROJECTS)																	
STATEWIDE	VARIOUS	ER-5600	VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE.		51550		C 432 DIV C 1298 RE C 2995 SW	C 432 DIV C 1298 RE C 2995 SW	C 432 DIV C 1298 RE C 2995 SW	C 432 DIV C 1298 RE C 2995 SW	C 432 DIV C 1298 RE C 2995 SW	C 432 DIV C 1298 RE C 2995 SW	C 432 DIV C 1298 RE C 2995 SW	C 432 DIV C 1298 RE C 2995 SW	C 432 DIV C 1298 RE C 2995 SW	C 432 DIV C 1298 RE C 2995 SW	
IN PROGRESS																	
STATEWIDE	STATEWIDE	MA-6461 SW	STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.		1032		P 21 DIV T 21 RE P 28 SW	P 21 DIV T 21 RE P 28 SW	P 21 DIV T 21 RE P 28 SW	P 21 DIV T 21 RE P 28 SW	P 21 DIV T 21 RE P 28 SW	P 21 DIV T 21 RE P 28 SW	P 21 DIV T 21 RE P 28 SW	P 21 DIV T 21 RE P 28 SW	P 21 DIV T 21 RE P 28 SW	P 21 DIV T 21 RE P 28 SW	
IN PROGRESS																	
STATEWIDE	VARIOUS	SR-5000 DIV	SAFE ROUTES TO SCHOOL PROGRAM (CMAQ) FOR NON-TRAVEL AND OTHER NON-INFRASTRUCTURE NEEDS.		5787		I 100										
SAFE ROUTES TO SCHOOLS PROJECTS																	
STATEWIDE	VARIOUS	SR-5001 DIV	SAFE ROUTES TO SCHOOL PROGRAM. PROJECT TO IMPROVE SAFETY. REDUCE TRAFFIC, FUEL CONSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.		13576		R 400 SRTS C 4000 STPDA C 201 L 49										
IN PROGRESS																	
STATEWIDE	VARIOUS	K-4704 SW	REST AREA SYSTEM PRESERVATION. PAVEMENT, PAVEMENT MARKING, CURB AND GUTTER, SIDEWALKS AND OTHER REHABILITATION ITEMS.		4300												
ROADSIDE ENVIRONMENTAL PROJECTS (REST AREA)																	
STATEWIDE	VARIOUS	K-4704 SW	REST AREA SYSTEM PRESERVATION. PAVEMENT, PAVEMENT MARKING, CURB AND GUTTER, SIDEWALKS AND OTHER REHABILITATION ITEMS.		4300												
IN PROGRESS																	

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STATEWIDE PROJECTS

NON HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY ROUTE/CITY										ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJECT COST	PRIOR YEARS COST	STATE TRANSPORTATION PROGRAM										DEVELOPMENTAL PROGRAM				UNFUNDED FUTURE YEARS												
COUNTY	ROUTE/CITY	AVIATION PROJECTS		VARIOUS		AA-0001	HF	NCDOT - DOA AIRPORT SAFETY, AIRPORT WILDLIFE, SAFETY PRESERVATION (MAINTENANCE), AUTOMATED WEATHER, SAFETY AND EDUCATION STATEWIDE PROGRAMS	4585	S	4585	FY 2016										FY 2017	FY 2018	FY 2019	FY 2020	FY 2021				FY 2022	FY 2023	FY 2024	FY 2025	FY 2026							
STATEWIDE	VARIOUS																																								
STATEWIDE	VARIOUS					AA-0002	HF	NCDOT - DOA STATEWIDE COMMERCIAL/GENERAL AVIATION SAFETY, OPERATIONS AND MAINTENANCE PROJECTS AT SELECTED AIRPORTS	14615	S	14615																														
BICYCLE AND PEDESTRIAN PROJECTS																																									
STATEWIDE	VARIOUS					E-4018	DIV	NATIONAL RECREATIONAL TRAILS	13845	645 TAP	C	1200				C	1200		C	1200		C	1200		C	1200		C	1200		C	1200									
STATEWIDE	VARIOUS					EB-3314	TRN	STATEWIDE PEDESTRIAN FACILITIES PROGRAM	4555	4405 STPEB	C	150	IN PROGRESS																												
STATEWIDE	VARIOUS					EB-5542	DIV	STATEWIDE BICYCLE-PEDESTRIAN PROGRAM	7700	STPEB	P	700																													
STATEWIDE	VARIOUS					ER-2971	TRN	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS	19863	18187 STPEB	C	1400																													
										STPDA	C	182																													
										L	C	94																													
PUBLIC TRANSPORTATION PROJECTS																																									
STATEWIDE	VARIOUS					TP-4902	HF	STATEWIDE SUPPORT TO UPDATE LOCAL COMMUNITY TRANSPORTATION SERVICE PLANS - 5311	3748	1672 FNU	P	104																													
										L	P	104																													
STATEWIDE	GREYHOUND LINES					TI-6107	HF	INTERCITY BUS SERVICE FROM RALEIGH TO JACKSONVILLE ALONG US 70 AND US 17 WITH STOPS AT RALEIGH, SMITHFIELD, GOLDSBORO, KINSTON, AND NEW BERN	1910	288 FNU	O	1622																													
STATEWIDE	GREYHOUND LINES					TI-6106	HF	INTERCITY BUS SERVICE FROM RALEIGH TO WILMINGTON ALONG US 70 AND US 117 WITH STOPS AT RALEIGH, SMITHFIELD, GOLDSBORO, WALLACE, AND WILMINGTON	1592	302 FNU	O	1290																													
STATEWIDE	GREYHOUND LINES					TI-6105	HF	INTERCITY BUS SERVICE FROM RALEIGH TO NORFOLK ALONG US 64 AND US 268 WITH STOPS AT RALEIGH, ROCKY MOUNT, AHOESKIE, AND SUFFOLK	1402	118 FNF	O	447																													
										L	O	837																													
STATEWIDE	GREYHOUND LINES					TI-6108	HF	INTERCITY BUS SERVICE FROM RALEIGH TO JACKSONVILLE VIA WILMINGTON ALONG US 70, US 117, AND US 17 AND FROM JACKSONVILLE TO MYRTLE BEACH VIA WILMINGTON ALONG US 17	4081	774 FNU	O	1649																													
										L	O	1838																													
STATEWIDE	NCDOT FERRY DIVISION					TA-6535	HF	CAPITAL	789	FNF	CP	631																													
										S	CP	158																													
STATEWIDE	REGIONAL COORDINATED AREA TRANSPORTATION					TP-4901	HF	PLANNING ASSISTANCE - RESEARCH SUPPORT ACTIVITIES	7739	2699 FSPR	CP	1440																													
STATEWIDE	REGIONAL COORDINATED AREA TRANSPORTATION					TT-9702A	HF	TECHNOLOGY - ADMINISTRATION (ITRE)	50	50 UTECH																															
STATEWIDE	STATEWIDE					TA-6520	HF	SECTION 5317 NEW FREEDOM CAPITAL FUNDING ASSISTANCE TO COMMUNITY TRANSPORTATION SYSTEMS AND NON-PROFIT AGENCIES ACROSS THE STATE	443	443 FNF																															

DIV - Division Category
HF - State Dollars (Non STI)
SW - Statewide Category
EX - Exempt Category
REG - Regional Category
TRN - Transition Project

STIP COMPARISON CHART FY2013-2023 AND FY2015-1025							
TIP Number	Roadway	Project Common Name	Location/Description	FY 2013-2023		FY 2015-2025	
				Project Costs	Current Funding	Project Costs	Current Funding
HIGHWAY PROGRAM							
RURAL PROJECTS							
R-3601	US 17/US 74/US 76	Causeway Widening	NC 133/SR 1472 (VILLAGE ROAD) INTERCHANGE TO THE US 421/NC 133 INTERCHANGE. ADD ADDITIONAL LANES ON NORTH AND SOUTHBOUND LANES AND WIDEN BRIDGE NO. 107 AND BRIDGE NO. 108.	\$ 37,935,000	\$ 36,755,000	\$ 41,011,000	\$ -
R-4063	SR 1472 Village Road	Village Road Phase II Widening	WEST OF SR 1437 (OLD FAYETTEVILLE ROAD) TO SR 1438 (LANVALE ROAD). WIDEN TO MULTI-LANES.	\$ 22,105,000	\$ -		
R-4708	SR 1573 Dow Road	Dow Road Widening	US 421 (LAKE PARK BOULEVARD) IN CAROLINA BEACH TO US 421 (FORT FISHER BOULEVARD) IN KURE BEACH. WIDEN TO MULTI-LANES.	\$ 23,400,000	\$ -		
R-3300*	US 17 Hampstead Bypass	Hampstead Bypass	US 17 TO US 17 NORTH OF HAMPSTEAD. CONSTRUCT MULTI-LANE FACILITY ON NEW LOCATION.	\$ 233,040,000	\$ 83,790,000		
R-2633	I-140/US 17 Wilmington Bypass	Wilmington Bypass	US 17 SOUTH OF NC 87 IN BRUNSWICK COUNTY TO I-40 IN NEW HANOVER COUNTY. FOUR LANE DIVIDED FREEWAY ON NEW LOCATION.	\$ 583,233,000	\$ 247,365,000	\$ 847,844,000	\$ 163,930,000
URBAN PROJECTS							
U-4436*	I-140/US 17 Wilmington Bypass	Blue Clay Road Interchange	SR 1318 (BLUE CLAY ROAD) IN WILMINGTON.CONSTRUCT AN INTERCHANGE.	\$ 11,204,000	\$ -		
U-3337	US 74/US 76	Old Fayetteville Road Interchange	SR 1437 (OLD FAYETTEVILLE ROAD). CONVERT GRADE SEPARATION TO AN INTERCHANGE.	\$ 8,200,000	\$ -		
U-4718	US 76 Oleander Drive	College and Oleander Upgrade	US 117/NC 132 (COLLEGE ROAD) IN WILMINGTON. INTERSECTION IMPROVEMENTS.	\$ 2,064,000	\$ -		
U-4738*		Cape Fear River Crossing	US 17 TO US 421 (INDEPENDENCE BOULEVARD-CAROLINA BEACH ROAD) INTERSECTION. CONSTRUCT A NEW FACILITY WITH STRUCTURE OVER THE CAPE FEAR RIVER.	\$ 1,030,818,000	\$ -		
U-4434*	SR 1209	Independence Blvd Extension	RANDALL PARKWAY TO US 74 (MLK, JR. PARKWAY). MULTI-LANES ON NEW	\$ 60,151,000	\$ 30,374,000		
U-4920	Randall Parkway	Randall Parkway Widening	INDEPENDENCE BOULEVARD/COVIL AVENUE TO SOUTH COLLEGE ROAD IN WILMINGTON. WIDEN TO MULTI-LANES.	\$ 4,968,000	\$ -		
U-5732	US 17	US 17 Superstreet	SR 1562 (WASHINGTON ACRES ROAD) TO SR 1563 (SLOOP POINT LOOP ROAD). CONVERT TO SUPERSTREET.			\$ 19,410,000	\$ 19,410
U-5869	US 17 Business	Market Street Road Diet	US 17 (SOUTH 17TH STREET) TO COVIL AVENUE. CONSTRUCT A ROAD DIET.			\$ 6,940,000	\$ 6,940,000
U-5731	US 74	Isabel Holmes Flyovers	US 17/US 421. CONSTRUCT A FLY-OVER AND FREE FLOW RAMP AT INTERCHANGE			\$ 15,500,000	\$ 15,500,000
U-5710	US 74 Eastwood Road	Eastwood and Military Cutoff Upgrade	SR 1409 (MILITARY CUTOFF ROAD) INTERSECTION. CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE.			\$ 25,110,000	\$ 25,110,000
U-5859	US 421 Carolina Beach Road	Carolina Beach Road and College Road Flyovers	NC 132 (SOUTH COLLEGE ROAD). CONSTRUCT FLYOVERS AT INTERSECTION.			\$ 15,500,000	\$ 9,250,000
U-5702	NC 132 College Road	College Road Access Management and Spot Widening	SR 2048 (GORDON ROAD) TO US 421 (CAROLINA BEACH ROAD). ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS.			\$ 86,745,000	\$ 34,815,000
U-3338	SR 1175 Kerr Avenue	Kerr Avenue Widening	RANDALL PARKWAY TO US 74 (MLK, JR. PARKWAY) IN WILMINGTON. WIDEN TO MULTI-LANES.	\$ 66,171,000	\$ 18,500,000	\$ 66,871,000	\$ 66,871,000
U-3831	SR 2048 Gordon Road	Gordon Road Widening	NC 132 INTERCHANGE RAMP TO WEST OF US 17 BUSINESS (MARKET STREET) IN WILMINGTON. WIDEN TO MULTI-LANE.	\$ 18,795,000	\$ -	\$ 18,795,000	\$ 18,795,000
U-5790	US 421 Carolina Beach Road	Carolina Beach Road Widening	NC 132 (SOUTH COLLEGE ROAD) TO SANDERS ROAD. WIDEN EXISTING ROADWAY AND CONSTRUCT FLYOVERS AT US 421 AND NC 132.			\$ 9,574,000	\$ 9,574,000
U-5863	NC133 Castle Hayne Road	Castle Hayne Road Widening	I-140/US 17 (WILMINGTON BYPASS TO SR 1310 (DIVISION DRIVE). WIDEN TO MULTILANES.			\$ 28,897,000	\$ 28,897,000
U-5704	NC 132 College Road	College Road Upgrade	WILSHIRE BOULEVARE TO US 117 (SHIPYARD BOULEVARD). ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS INCLUDING INTERCHANGE WITH US 76 (OLEANDER DRIVE).			\$ 48,000,000	\$ 18,000,000
U-4902	US 17 Business Market Street	Market Street Access Management	COLONIAL DRIVE TO SR 1402 (PORTERS 867 NECK ROAD). ACCESS MANAGEMENT IMPROVEMENTS.	\$ 13,794,000	\$ -	\$ 14,317,000	\$ 13,450,000
U-5729	US 421 Carolina Beach Road	Carolina Beach Road Upgrade	US 421 (BURNETT AVENUE) TO US 117 (SHIPYARD BLVD). UPGRADE ROADWAY			\$ 10,206,000	\$ 10,206,000
U-5734	US 421 South Front Street	South Front Street Widening	US 17 BUSINESS / US 76/ US 421 (CAPE FEAR MEMORIAL BRIDGE) TO US 421 (BURNETT BOULEVARD). WIDEN TO MULTI-LANES.			\$ 9,952,000	\$ 9,952,000
U-5792	US 74 MLK Jr. Parkway	MLK and College Road Interchange	US 117/NC 132 (COLLEGE ROAD). CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.			\$ 25,110,000	\$ 25,110,000
U-4751*	SR 1409	Military Cutoff Road Extension	SR 1409 (MILITARY CUTOFF ROAD) TO US 17 IN WILMINGTON. MULTI-LANES ON NEW LOCATION.	\$ 119,311,000	\$ 111,108,000	\$ 142,124,000	\$ 133,921,000
FEASIBILITY STUDIES (no cost listed; years noted with x)							
FS-0803A	US 17		PROPOSED I-140 TO NC 133 (VILLAGE ROAD). ADD ADDITIONAL LANES.	x			
FS-0803B	US 17		I-140 TO NC 50 IN ONSLOW COUNTY. ADD LANES.	x			
FS-1503A	US 74 Eastwood Road		US 17 BUSINESS (MARKET STREET). CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE.			x	
FS-1003B	US 421 Carolina Beach Road		SANDERS ROAD TO NC 132 (COLLEGE ROAD). WIDEN ROADWAY.	x		x	
FEDERAL BRIDGE PROJECTS							
B-5642	NC 87		REPLACE BRIDGE NO. 65 OVER HOOD CREEK	\$ 910,000	\$ 910,000	\$ 935,000	\$ 935,000
B-5653	NC 133		REPLACE BRIDGE NO. 14 OVER TURKEY CREEK			\$ 834,000	\$ 834,000
B-4590	NC 133		REPLACE BRIDGE NO. 29 OVER SMITH CREEK	\$ 4,519,000	\$ 4,519,000	\$ 4,519,000	\$ 4,510,000
B-5156	NC 210		REPLACE BRIDGE NO. 28 OVER LONG CREEK			\$ 3,565,000	\$ 3,465,000
B-4591	SR 1002 Holly Shelter Road		REPLACE BRIDGE NO. 4 OVER ISLAND CREEK.	\$ 1,974,000	\$ 1,974,000	\$ 1,981,000	\$ -
B-5649	SR 1242 Normandy Place		REPLACE BRIDGE NO. 78 OVER MOTT CREEK	\$ 630,000	\$ 630,000	\$ 660,000	\$ 660,000
B-4928	SR 1432 Old Mill Road		REPLACE BRIDGE NO. 28 OVER MILL CREEK.	\$ 1,155,000	\$ 1,155,000	\$ 1,155,000	\$ 1,155,000
B-5103	SR 1627 3rd Street		REPLACE BRIDGE NO. 35 OVER ABANDONED RAILROAD.	\$ 3,810,000	\$ 3,810,000	\$ 4,480,000	\$ 4,300,000
B-5622	SR 1437 Old Fayetteville Road		REPLACE BRIDGE NO. 181 OVER STURGEON CREEK.	\$ 573,000	\$ 573,000	\$ 601,000	\$ 601,000
B-5236	SR 1100 River Road		REPLACE BRIDGE NO. 19 OVER LORDS CREEK.	\$ 1,100,000	\$ 1,100,000	\$ 1,152,000	\$ 1,052,000
B-5637	SR 1472 Village Road		REPLACE BRIDGE NO. 208 OVER STURGEON CREEK.	\$ 1,796,000	\$ 1,796,000	\$ 1,870,000	\$ 1,870,000
HAZARD ELIMINATION PROJECTS							
W-5306	NC 133		US 117/NC 132 (COLLEGE ROAD) IN CASTLE HAYNE. CONSTRUCT A ROUNDABOUT	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ -
W-5132	NC 76 Oleander Drive		US 117/NC 132 (COLLEGE ROAD). CONSTRUCT A RIGHT TURN LANE ON US 76 WEST-BOUND ONTO US 117/NC 132.	\$ 95,000	\$ 95,000	\$ 502,000	\$ -
W-5103	US 421 Carolina Beach Road		GEORGE ANDERSON ROAD TO SR 1100 (RIVER ROAD) IN WILMINGTON. VARIOUS SAFETY IMPROVEMENTS.	\$ 2,519,000	\$ 2,519,000		
W-5104	NC 132 College Road		US 117 (SHIPYARD BOULEVARD) TO US 421 (CAROLINA BEACH ROAD) IN WILMINGTON. VARIOUS SAFETY IMPROVEMENTS.	\$ 2,262,000	\$ 2,262,000		
Project Costs				\$ 2,257,892,000	\$ 550,595,000	\$ 1,455,520,000	\$ 609,722,410

NOTE: These projects are not fully funded
NOTE: These projects are listed in both STIPs

STIP COMPARISON CHART FY2013-2023 AND FY2015-1025						
TIP Number	Route	Project Common Name	Location/Description	FY 2013-2023		FY 2015-2025
				Project Costs	Current Funding	Project Costs
NON-HIGHWAY PROGRAMS						
BICYCLE AND PEDESTRIAN PROJECTS						
EB-5765	NC 132 North College Road		SR 2208 (NEW TOWN DRIVE) TO DANNY PENCE DRIVE. CONSTRUCT MULTI-USEPATH.			\$ 148,000 \$ 148,000
EB-5800	SR 1219 South 17th Street		HOSPITAL PLAZA TO INDEPENDENCE BOULEVARD. CONSTRUCT MULTI-USE PATH.	\$ 1,080,000 \$	1,080,000 \$	\$ 1,040,000 \$ 1,040,000
EB-5543	SR 1403 Middle Sound Loop Road		OGDEN ELEMENTARY SCHOOL TO SR 1986 (OYSTER DRIVE). CONSTRUCT MULTI-USE PATH.	\$ 226,000 \$	226,000 \$	\$ 226,000 \$ 226,000
EB-5764	US 76 Wooster Street		8TH STREET TO US 76 (OLEANDER DRIVE). CONSTRUCT SIDEWALK.			\$ 113,000 \$ 113,000
EB-5544	Gary Shell Cross City Trail	Gary Shell Cross City Trail	WILMINGTON. CONSTRUCT BICYCLE AND PEDESTRIAN ACCOMODATIONS ON SOUTH 17TH STREET, WALTMOOR ROAD, AND TRN BETHEL ROAD.	\$ 1,338,000 \$	1,338,000 \$	\$ 1,338,000 \$ 1,338,000
EB-5719	Peach Tree Avenue		PARK AVENUE TO MCMILLAN AVENUE.			\$ 209,000 \$ 209,000
EB-5121	East Coast Green Way	East Coast Green Way	EAST COAST GREENWAY. CONSTRUCT GREENWAY.	\$ 1,950,000 \$	1,950,000 \$	
EB-5619	Wooster Street		8TH STREET TO OLEANDER DRIVE. CONSTRUCT SIDEWALK.	\$ 160,000 \$	160,000 \$	
ENHANCEMENT PROJECTS						
E-4749	River to Sea Bikeway Connection	River to Sea Bikeway Connection	CONSTRUCT A BIKE PATH CONNECTING THE RIVER TO SEA BIKEWAY TO THE EASTWOOD ROAD PATH.	\$ 185,000 \$	185,000 \$	
AVIATION PROJECTS						
AV-5702	WILMINGTON INTERNATIONAL (ILM)	GA APRON REHAB	REHABILITATE GA APRON NORTH.			\$ 3,500,000 \$ 3,500,000
AV-5713	WILMINGTON INTERNATIONAL (ILM)	PIPE DITCHES	PIPE DITCHES IN FBO #2 AREA.			\$ 1,500,000 \$ 1,500,000
AV-5704	WILMINGTON INTERNATIONAL (ILM)	AIRFIELD LIGHTING UPGRADE	UPGRADE AIRFIELD LIGHTING VAULT.			\$ 2,400,000 \$ 2,400,000
AV-5730	WILMINGTON INTERNATIONAL (ILM)	RUNWAY EXTENTION	EXTEND RUNWAY 6-24 PHASE 1.			\$ 5,000,000 \$ 5,000,000
FERRY						
F-5301	SOUTHPORT - FORT FISHER	DOLPHIN REPLACEMENT	CEDAR ISLAND, SOUTHPORT AND FORT FISHER DOCKS. REPLACE	\$ 1,150,000 \$	1,150,000 \$	\$ 980,000 \$ -
PUBLIC TRANSPORTATION						
TA-5134	CAPE FEAR PUBLIC TRANSIT AUTHORITY		REPLACEMENT HYBRID BUS			\$ 478,000 \$ 478,000
TG-4796	CAPE FEAR PUBLIC TRANSIT AUTHORITY		ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC.			\$ 800,000 \$ 800,000
TG-5246	CAPE FEAR PUBLIC TRANSIT AUTHORITY		ADA COMPLIMENTARY PARATRANSIT			\$ 1,324,000 \$ 1,324,000
TA-6516	CAPE FEAR PUBLIC TRANSIT AUTHORITY		CAPITAL			\$ 771,000 \$ 481,000
TA-6552	CAPE FEAR PUBLIC TRANSIT AUTHORITY		CAPITAL-REPLACEMENT VEHICLE			\$ 460,000 \$ 460,000
TN-5135	CAPE FEAR PUBLIC TRANSIT AUTHORITY		DESIGN, ENGINEER AND INSTALL 8 BUS STOP SHELTERS			\$ 116,000 \$ 116,000
Project Costs				\$ 6,089,000 \$	6,089,000 \$	\$ 20,403,000 \$ 19,133,000

NOTE: These projects are not fully funded

NOTE: These projects are listed in both STIPs

January 6, 2015

Cape Fear Transportation 2040

Draft Roadway Project Ranking & Funding TAC Workshop Revision

ID	PROJECT	FROM	TO	DRAFT SCORE	FUNDING BAND*	ESTIMATED COST
U-3338	Kerr Avenue Widening	Randall Parkway	US74/Martin Luther King Jr. Parkway	N/A	STIP	\$44,309,966
R-2633	I-140 Wilmington Bypass	US421	US74/76 Andrew Jackson Highway	N/A	STIP	\$163,930,000
H129103	Military Cutoff Road Extension	US17BUS/Market Street	US17/Wilmington Bypass	82	STIP	\$178,917,855
H090360	NC 133/Castle Hayne Road Widening	US74/Martin Luther King Jr Parkway	Holly Shelter Road	64	STIP	\$226,458,655
H142202	US117/NC132/College Road Widening	Gordon Road	US421/Carolina Beach Road	64	STIP	\$113,482,764
H090448-B	Gordon Road Widening	NC 132 Interchange	US 17BUS/Market Street	59	STIP	\$35,167,338
H090489	US117/NC132/College Road Widening	US117/Shipyard Boulevard	Wilshire Boulevard	57	STIP	\$24,524,536
H090717	US421/Carolina Beach Road Widening	Piner Road	Sanders Road	55	STIP	\$16,788,067
H110989	US17BUS/Market Street Road Diet	17th Street	Covil Avenue	51	STIP	\$13,904,312
H090499-D	US17BUS/Market Street Access Management	Military Cutoff Road	Porters Neck Road	47	STIP	\$9,453,686
H090499-C	US17BUS/Market Street Access Management	US74/Martin Luther King Jr Parkway	Military Cutoff Road	45	STIP	\$4,403,609
H141537	US17 Superstreet	Washington Acres Road	Sloop Point Road	41	STIP	\$61,372,712
H141231	US117/NC132/College & US76/Oleander Intersection	US117/NC132/College Road	US76/Oleander Drive	40	STIP	\$37,981,128
H090499-B	US17BUS/Market Street Access Management	Colonial Drive	New Centre Drive	39	STIP	\$6,860,680
H110981	US421/Front Street Widening	US76/421/Cape Fear Memorial Bridge	US421/Burnett Boulevard	39	STIP	\$17,450,892
H141232	US74/Eastwood Road & Military Cutoff Road	US74/Eastwood Road	Military Cutoff Road	39	STIP	\$44,030,537
H110976	Carolina Beach Road & College Road Flyovers	US421/Carolina Beach Road	US117/NC132/College Road	36	STIP	\$23,445,141
H110978	Isabel Holmes Bridge Flyovers	US17	US421	31	STIP	\$27,179,344
H141226	US117/NC132/College & MLK Pkwy Intersection	US117/NC132/College Road	US74/Martin Luther King Jr. Parkway	29	STIP	\$44,030,537
H090390-C	Kerr Avenue/MLK Jr Pkwy Intersection	Kerr Avenue	US74/Martin Luther King Jr. Parkway	28	STIP	\$36,394,018
H110987	US421/Carolina Beach Road Upgrade	US421/Burnett Boulevard	US117/Shipyard Boulevard	69	LOCAL	\$4,300,000
H142289	Hurst Drive Extension	Kerr Avenue	Riegel Road	58	LOCAL	\$4,300,000
H142339	Dawson Street Streetscape	US17BUS/South 3rd Street	US76/Oleander Drive	46	LOCAL	\$550,000
H142342	Wooster Street Streetscape	US17BUS/South 3rd Street	US76/Oleander Drive	46	LOCAL	\$550,000
H142315	US17BUS/Market Street & 17th Street Intersection	US17BUS/Market Street	South 17th Street	33	LOCAL	\$1,600,000
H142330	Wrightsville Avenue & Wallace Avenue Roundabout	Wrightsville Avenue	Wallace Avenue	31	LOCAL	\$1,500,000
H142331	Oleander Drive & Pine Grove Intersection	US76/Oleander Drive	Pine Grove Drive	30	LOCAL	\$2,100,000
H142347	Pine Grove Drive & MacMillan Avenue Intersection	Pine Grove Drive	Macmillan Avenue	25	LOCAL	\$2,500,000
H142307	Love Grove Additional Access	Nixon Street	King Street	22	LOCAL	\$6,100,000
H142318	Pine Grove Drive & Greenville Loop Road Roundabout	Pine Grove Drive	Greenville Loop Road	20	LOCAL	\$1,500,000
H142319	Pine Grove Drive & Holly Tree Road Roundabout	Pine Grove Drive	Holly Tree Road	20	LOCAL	\$1,500,000
H142281	Rice Gate Way Extension	Rice Gate Way	Mallory Creek Road	63	5	\$12,741,553
H110993	Kerr Avenue Widening	Patrick Avenue	Wrightsville Avenue	60	4	\$86,267,237
H141233	Old Fayetteville Road Widening	Village Road	US74/76/Andrew Jackson Highway	58	4	\$26,988,212
H090721	N 23rd Street Widening	NC133/Castle Hayne Road	US74/Martin Luther King Jr Parkway	58	3	\$13,147,430
H142317	NC210 Improvements	Island Creek/NC210	US17	51	3	\$4,273,066
H142292	Wilshire Boulevard Extension	US117/132/College Road	MacMillan Avenue	50	4	\$3,114,227
H090215	Hampstead Bypass	Porters Neck Road	Sloop Point Road	50	1,2&3	\$346,042,239
H142359	Country Club/Doral Drive and Sloop Point Loop Road	Country Club Drive/Doral Drive	Sloop Point Loop Road	47	3	\$975,620
H110991	Kerr Avenue Extension	Wrightsville Avenue	US76/Oleander Drive	49	1	\$14,628,777

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Cape Fear Transportation 2040
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ID	PROJECT	FROM	TO	DRAFT SCORE	FUNDING BAND*	ESTIMATED COST
H142368	Cape Fear Memorial Bridge Replacement	3rd Street	US421	22	1	\$138,624,598
H142314	NC133/Castle Hayne Road	NC133/Castle Hayne Road	N 23rd Street	37	4	\$1,358,967
H142313	Front Street & Carolina Beach Road Intersection	US421/Burnett Boulevard/Front Street	US421/Carolina Beach Road	31	4	\$408,567
H090389	Old Fayetteville Road Interchange	Old Fayetteville Road	US74/76/Andrew Jackson Highway	24	3	\$11,646,941
H142299	New Centre Drive & Market Street Intersection	New Centre Drive	US17BUS/Market Street	16	4	\$815,380
H142301	Greenville Avenue & Oleander Drive Intersection	Greenville Avenue	US76/Oleander Drive	14	4	\$408,567
H142365	Shipyard Boulevard Access Management (F/R)	US421/Carolina Beach Road	Rutledge Drive	14	4	\$43,838
H142356	Carolina Beach Road & Shipyard Boulevard Intersection (wb right turn) (F/R)	US421/Carolina Beach Road	US117/Shipyard Boulevard	11	4	\$1,315,130
H142357	Shipyard Boulevard Widening (F/R)	US421/Carolina Beach Road	US117/Shipyard Boulevard	9	4	\$306,864
H142350	Burnett Boulevard Widening (F/R)	US421/Carolina Beach Road	Myers Street	8	4	\$268,506
H142366	Shipyard Boulevard Speed Sensors and Warning activation at NC Port of Wilmington (F/R)	US421/Carolina Beach Road	River Road	6	4	\$175,351
H142283	US17 to NC133 Connection	US17	NC133	60	1,3,4	\$16,366,064
H090713	NC 133/River Road Widening	US17/74/76	Rabon Way SE	46	3,4,5	\$60,254,154
H110975	Market Street/MLK Jr. Pkwy Flyovers	US74/Martin Luther King Jr. Parkway	US74/Eastwood Road	28	5	\$31,508,309
H129646	Cape Fear River Crossing	US17	US421/Carolina Beach Road	66	Alternate	\$1,305,045,685
H129637	Independence Boulevard Extension	Randall Parkway	US74/Martin Luther King Jr. Parkway	70	Alternate	\$308,984,704
H110974	River Road Widening	Independence Boulevard	US421/Carolina Beach Road	63	Alternate	\$234,753,162
H090287-A	I-74 Upgrade	US17/74/76	WMPO Boundary	41	Alternate	\$109,772,915
H142304	Causeway Widening	US17/74/421 Confluence	NC133/River Road	31	Alternate	\$115,190,311
H090711	US117/NC132/College Road Upgrade	New Centre Drive	Gordon Road	69	UNFUNDED	\$171,187,690
H142288	Head Road Extension	Greenville Loop Road	Masonboro Sound Road	69	UNFUNDED	\$57,934,632
H110988	US421/Carolina Beach Road Upgrade	US117/Shipyard Boulevard	George Anderson Drive	66	UNFUNDED	\$9,147,573
H110979	US117/NC132/College Road Upgrade	US17BUS/Market Street	Randall Parkway	64	UNFUNDED	\$11,818,665
H111303	Village Road Widening	Old Fayetteville Road	Lanvale Road	63	UNFUNDED	\$42,383,757
H110992	US117/NC132/College Road Upgrade	Randall Parkway	US76/Oleander Drive	63	UNFUNDED	\$24,332,545
H142291	Dogwood Lane Extension	Wrightsville Avenue	Pine Grove Drive	58	UNFUNDED	\$49,193,617
H142302	North College Road Widening	Murrayville Road	NC133/Castle Hayne Road	58	UNFUNDED	\$61,904,679
H142290	Randall Drive Extension	Reynolds Drive	Hooker Road	57	UNFUNDED	\$14,296,641
H142338	US17BUS/Market Street Improvements	New Centre Drive	Gordon Road	55	UNFUNDED	\$48,663,058
H110994	NC133 River Road Upgrade	US17/74/76	Old River Road	55	UNFUNDED	\$10,428,234
H142334	Oleander Dr/Military Cutoff Rd Access Management	Pine Grove Drive	Drysdale Drive	53	UNFUNDED	\$58,270,043
H142336	US17 Streetscape	US74/76	I-140	53	UNFUNDED	\$16,447,337
H142306	Country Club Drive Widening	US17	Sloop Point Road	53	UNFUNDED	\$27,341,081
H090714	Scientific Park Drive Extension	23rd Street	McClammy Street	52	UNFUNDED	\$18,307,344
H142341	Castle Hayne Road Streetscape	Northeast Cape Fear River	US117/NC132/College Road	52	UNFUNDED	\$22,057,849
H142295	Greenville Loop Road Widening	Pine Grove Drive	US76/Oleander Drive	51	UNFUNDED	\$96,153,194
H090261	Holiday Drive Extension	NC 210	Hoover Road	50	UNFUNDED	\$19,466,036
H142337	Village Road Streetscape	Town Hall Drive	US74/76	50	UNFUNDED	\$1,756,334
H142287	Saint Nicholas Road Extension	Cardinal Drive	Station Road	49	UNFUNDED	\$19,921,582

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Cape Fear Transportation 2040

Draft Roadway Project Ranking & Funding TAC Workshop Revision

ID	PROJECT	FROM	TO	DRAFT SCORE	FUNDING BAND*	ESTIMATED COST
H142293	Sanders Road Widening	River Road	US421/Carolina Beach Road	49	UNFUNDED	\$14,327,133
H141187	Basin Street Extension	Old Fayetteville Road	Village Road	48	UNFUNDED	\$16,923,011
H142328	Wrightsville Avenue Improvements	Pavillion Place	Heide-Trask Drawbridge	47	UNFUNDED	\$41,881,657
H142297	Murrayville Road Widening	US117/NC132/College Road	Plantation Road	47	UNFUNDED	\$48,541,090
H142282	Wayne Street Extension	Wayne Street NE	Royal Street NE	46	UNFUNDED	\$3,829,784
H142340	Wrightsville Avenue Road Diet	Castle Street	Independence Boulevard	43	UNFUNDED	\$6,842,385
H142298	Center Drive Extension	Washington Acres Road	Factory Road	43	UNFUNDED	\$11,237,286
H142346	Wilshire Boulevard Improvements	Wrightsville Avenue	MacMillan Avenue	42	UNFUNDED	\$21,356,535
H142344	Wrightsville Avenue Improvements	US117/NC132/College Road	Hawthorne Drive	41	UNFUNDED	\$25,403,828
H142343	Wrightsville Avenue Improvements	Independence Boulevard	US117/NC132/College Road	41	UNFUNDED	\$15,804,974
H142285	Cedar Hill Road Extension	Cedar Hill Rd NE	Village Road NE	40	UNFUNDED	\$24,409,792
H090724	Natures Lane Extension	Mount Misery Road	Cedar Hill Road	39	UNFUNDED	\$29,465,351
H090725	Magnolia Drive Extension	Mount Misery Road	Old Mill Road	39	UNFUNDED	\$16,331,468
H142323	US17 & Factory Road/Peanut Road Intersection	Factory Road/Peanut Road	US 17	39	UNFUNDED	\$4,411,163
H140400	Blueberry Road Upgrade	US421	NC210	39	UNFUNDED	\$10,842,924
H142345	Wrightsville Avenue Improvements	Hawthorne Drive	US76/Oleander Drive	37	UNFUNDED	\$37,673,773
H142320	Piner Road & Grissom Road Intersection	Piner Road	Grissom Road	36	UNFUNDED	\$1,575,415
H142348	MacMillan Avenue Improvements	Cedar Avenue	Pine Grove Drive	36	UNFUNDED	\$2,126,303
H141228	US74/Eastwood Road & Market Street Intersection	US74/Eastwood Road	US17BUS/Market Street	33	UNFUNDED	\$51,043,460
H142329	Wrightsville Avenue & MacMillan Avenue Roundabout	Wrightsville Avenue	Macmillan Avenue	31	UNFUNDED	\$1,575,415
H142355	River Road Realignment (F/R)	Independence Boulevard	Raleigh Street	31	UNFUNDED	\$18,136,589
H090293	US 17 Access Management	US 74/76	WMPO Boundary	31	UNFUNDED	\$866,252,848
H142321	Salisbury Street & Causeway Drive Roundabout	US74/Salisbury Street	US76/Causeway Drive	30	UNFUNDED	\$2,520,665
H142322	US74/Salisbury Street & Lumina Avenue Roundabout	US74/Salisbury Street	Lumina Avenue	30	UNFUNDED	\$1,575,415
H142296	US117/NC132/College Road	US117/NC132/College Road Southbound Off-ramp	US74/MLK Parkway right-turn lane	30	UNFUNDED	\$36,868,787
H090803	US 17 Safety Improvements	Sloop Point Road	WMPO Boundary	29	UNFUNDED	\$301,034,446
H090722	Plantation Road Extension	Military Cutoff Road Extension	US17BUS/Market Street	29	UNFUNDED	\$29,046,595
H090718	Sanders Road Extension	US421/Carolina Beach Road	Grissom Road	25	UNFUNDED	\$14,428,773
H142316	Navassa Road & Old Mill Roundabout	Navassa Road	Old Mill Road	24	UNFUNDED	\$1,575,415
H141235	NC210 & Island Creek Road Intersection	NC210	Island Creek Road	23	UNFUNDED	\$2,520,665
H090448-A	Gordon Road Widening	NC 132 Interchange	Wood Sorrell Road	21	UNFUNDED	\$26,375,504
H142300	Saint Andrews Drive & Carolina Beach Rd Intersection	Saint Andrews Drive	Carolina Beach Road	20	UNFUNDED	\$473,641
H129648	Blue Clay Road Interchange	I-140/Wilmington Bypass	Blue Clay Road	19	UNFUNDED	\$21,954,176
H142364	Dedicated Truck Interstate Access (F/R)	US17/74/76	Woodbine Street	19	UNFUNDED	\$22,360,735
H142325	USS North Carolina Battleship Access Management	US17/74/421/NC133	USS North Carolina Road	18	UNFUNDED	\$4,411,163
H141534	US17BUS & US17 Intersection	US17BUS/Market Street	US17/Wilmington Bypass	18	UNFUNDED	\$17,014,487
H142311	Myrtle Grove/Piner/Masonboro Loop Rd Roundabout	Myrtle Grove Road/Pine Road	Masonboro Loop Rd	17	UNFUNDED	\$1,575,415
H090720	River Road Relocation	US421/Burnett Boulevard	River Road	17	UNFUNDED	\$8,673,932
H142349	River Road Realignment (F/R)	Burnett Boulevard	River Road	17	UNFUNDED	\$4,838,050
H142309	Mohican Trail & Masonboro Loop Rd Roundabout	Mohican Trail	Masonboro Loop Rd	16	UNFUNDED	\$1,575,415
H142312	Beasley Rd & Masonboro Loop Rd Roundabout	Beasley Road	Masonboro Loop Rd	13	UNFUNDED	\$1,575,415

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Draft Roadway Project Ranking & Funding TAC Workshop Revision

ID	PROJECT	FROM	TO	DRAFT SCORE	FUNDING BAND*	ESTIMATED COST
H142308	Internal Port Access Road	Greenfield Street	Shipyard Boulevard	11	UNFUNDED	\$4,679,492
H142354	Carolina Beach Road & Shipyard Boulevard Intersection (nb left turn) (F/R)	US421/Carolina Beach Road	US117/Shipyard Boulevard	9	UNFUNDED	\$2,545,058
H142310	Navaho Trail & Masonboro Loop Rd Roundabout	Navaho Trail	Masonboro Loop Rd	7	UNFUNDED	\$1,575,415

* Funding Band indicates when the project will be funded with: 1=2015-2020, 2=2021-2025, 3= 2026-2029, 4=2030-2035, 5=2036-2040

- Project currently funded
- Suggested funding priority
- Suggested alternative funding priority

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Cape Fear Transportation 2040

Draft Bicycle and Pedestrian Project Ranking & Funding TAC Workshop Revision

Project ID	Street/Intersection	From	To	Draft Score	Funding Band*	Estimated Cost
STIP	S. 17th Street	Hospital Plaza	INDEPENDENCE BLVD	N/A	STIP	\$1,040,000
STIP	Peachtree Ave	Park Ave	MacMillan Ave	N/A	STIP	\$209,000
STIP	N. College Rd.	New Town Rd	Danny Pence Dr	N/A	STIP	\$148,000
STIP	Wooster St.	S. 8th Street	Oleander Dr	N/A	STIP	\$113,000
126	WILSHIRE BLV	WRIGHTSVILLE AVE	KERR AVE	74	1	\$ 1,927,373
C 1300	COLLEGE RD & WILSHIRE BLVD	N/A	N/A	73	1	\$ 75,000
42	5TH AVE	ANN ST	GREENFIELD LAKE PARK	72	1	\$ 2,019,902
535	COLLEGE RD	HURST DR	RANDALL PKWY	69	1	\$ 1,205,554
43	5TH AVE	RAIL LINE NORHT OF CAMBELL ST	ANN ST	68	1	\$ 918,243
125	WILSHIRE BLV	KERR AVE	MACMILLAN AVE	66	1	\$ 387,805
C 46	OLEANDER DR & PINE GROVE DR	N/A	N/A	66	1	\$ 75,000
533	COLLEGE RD	WRIGHTSVILLE AVE	WILSHIRE BLVD	66	1	\$ 621,938
C 8	COLLEGE RD & OLEANDER DR	N/A	N/A	64	1	\$ 75,000
40	23RD ST	ONE TREE HILL WAY	PRINCESS PLACE DR	60	1	\$ 1,773,262
168	MARKET ST	KERR AVE	BIRCHWOOD DR	59	1	\$ 431,587
757	N COLLEGE RD	NE NORTHCHASE PKWY	NEW VILLAGE WAY	59	1	\$ 1,693,962
106	NEW CENTRE DR	MARKET ST	COLLEGE RD	58	1	\$ 1,077,931
C 1	MARKET ST & GORDON RD	N/A	N/A	58	1	\$ 75,000
C 33	CAROLINA BEACH RD & FRONT ST/BURNETT BLV	N/A	N/A	57	1	\$ 75,000
497	INDEPENDENCE BLVD EXTENSION	RANDALL PKWY	SOUTH OF MLK PKWY	56	2	\$ 3,342,752
469	HARPER AVE	DOW RD	S 3RD ST	56	2	\$ 1,721,627
536	COLLEGE RD	RANDALL PKWY	NEW CENTRE DR	56	2	\$ 943,272
C 5	MILITARY CUTOFF RD & EASTWOOD RD	N/A	N/A	54	1	\$ 75,000
72	DOW RD	CLARENDON AVE	LAKE PARK BLVD	53	2	\$ 1,768,644
549	HOSPITAL PLAZA DR PATH	LAKESHORE DRIVE	S 17TH ST	53	2	\$ 416,386
105	NEW CENTRE DR	COLLEGE RD	PROPOSED TRAIL TO CLEAR RUN DR	52	2	\$ 814,801
506	SHIPYARD BLVD	RIVER RD	CAROLINA BEACH RD	52	2	\$ 1,611,069
758	N COLLEGE RD	NEW VILLAGE WAY	BAVARIAN LN	52	3	\$ 899,470
C 137	COLLEGE RD & NEW CENTRE DR	N/A	N/A	51	1	\$ 75,000
379	Medical Center Dr	CAROLINA BEACH RD	S 17TH ST	51	3	\$ 1,665,384
359	Old Fayetteville Rd A	LOSSEN LN	BASIN ST	32	3	\$ 1,443,379
116	RACINE DR	RANDALL DR	EASTWOOD RD	50	3	\$ 1,461,236
88	ISABEL S HOLMES BRIDGE	US HWY 421	FRONT ST	48	2	\$ 1,725,054
509	SHIPYARD BLVD	INDEPENDENCE BLVD	LONGSTREET DR	48	1	\$ 373,113
C 128	SHIPYARD BLVD & INDEPENDENCE BLVD	N/A	N/A	47	3	\$ 75,000
508	SHIPYARD BLVD	S 17TH ST	INDEPENDENCE BLVD	47	3	\$ 1,355,721
1101	Cape Fear Boulevard	Dow Road	Lake Park Boulevard	45	2	\$ 1,663,493
C 77	EASTWOOD RD & WRIGHTSVILLE AVE	N/A	N/A	44	4	\$ 75,000
507	SHIPYARD BLVD	CAROLINA BEACH RD	S 17TH ST	44	3	\$ 1,652,846
703	INDEPENDENCE BLVD	PARK AVE	WRIGHTSVILLE AVE	44	4	\$ 596,809

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Cape Fear Transportation 2040

Draft Bicycle and Pedestrian Project Ranking & Funding TAC Workshop Revision

Project ID	Street/Intersection	From	To	Draft Score	Funding Band*	Estimated Cost
366	Village Rd NE A	WAYNE ST	LOSSEN LN	44	3	\$ 2,099,155
663	BURNT MILL CREEK PATH	METTS AVE	MARKET ST	43	2	\$ 448,561
C 74	EASTWOOD RD & CARDINAL DR	N/A	N/A	42	3	\$ 75,000
358	Lossen Ln	OLD FAYETTVILLE RD	VILLAGE RD	31	4	\$ 435,127
546	S 17TH ST	INDEPENDENCE BLVD	SHIPYARD BLVD	41	4	\$ 1,039,439
662	BURNT MILL CREEK PATH	COLONIAL DR	METTS AVE	41	4	\$ 650,512
69	COLLEGE RD	BLUE CLAY RD	NORTHCHASE PKWY	41	4	\$ 1,044,841
495	INDEPENDENCE BLVD	RIVER RD	CAROLINA BEACH RD	40	2	\$ 2,476,442
496	INDEPENDENCE BLVD	CAROLINA BEACH RD	S 17TH ST	39	4	\$ 1,517,465
C 34	WRIGHTSVILLE AVE & AIRLIE RD/OLEANDER DR	N/A	N/A	38	3	\$ 75,000
709	EASTWOOD RD	CARDINAL DR	RACINE DR	38	4	\$ 522,051
C 240	US 17 & OLDE WATERFORD WY/PLOOF RD SE	N/A	N/A	33	3	\$ 75,000
448	US 17 Frontage Path	PLOOF RD	OCEAN GATE PLAZA	21	4	\$ 401,591
665	BURNT MILL CREEK PATH	MARKET ST	ARCHIE BLUE PARK	37	5	\$ 2,897,886
C 20	17TH ST & SHIPYARD BLVD	N/A	N/A	37	3	\$ 75,000
76	FORT FISHER BLV	E AVE	N AVE/SEVENTH AVE	37	5	\$ 1,049,162
C 47	OLEANDER DR & GREENVILLE LP RD/GREENVILLE AVE	N/A	N/A	36	3	\$ 75,000
44	AIRLIE RD	MILITARY CUTOFF RD	EASTWOOD RD	35	5	\$ 2,258,068
449	W Gate Park Connector	WEST GATE DR	END	20	5	\$ 1,256,593
C 1301	K AVE & 421	N/A	N/A	35	3	\$ 75,000
612	VILLAGE RD	WAYNE ST NE	OAKMONT CT NE	14	4	\$ 516,902
374	Old Fayetteville Rd NE	LANVALE RD	PICKETT RD	29	5	\$ 1,912,662
C 49	PINE GROVE RD & GREENVILLE LP RD	N/A	N/A	34	3	\$ 75,000
328	Village Rd Connector	LELAND SHOOL RD	LINCOLN RD NE	43	4	\$ 298,727
C 241	US 17 & W GATE DR/GRANDIFLORA DR	N/A	N/A	31	5	\$ 75,000
C 259	SEVENTH AVE & K AVE	N/A	N/A	29	5	\$ 75,000
C 272	US 17 & PROVISION PKWY	N/A	N/A	27	5	\$ 75,000
C 189	MARKET ST & MIDDLE SOUND LOOP RD	N/A	N/A	26	5	\$ 75,000
396	Bridge Barrier Rd	GREENWAY PLAN PATH	OLD DOW RD	26	4	\$ 24,730
591	GREENVILLE AVE	OLEANDER DR	PARK AVE	27	4	\$ 224,280
C 228	US 17/MARKET ST & PORTERS NECK RD	N/A	N/A	25	4	\$ 75,000
C 260	N AVE & FORT FISHER BLVD	N/A	N/A	24	4	\$ 75,000
162	N AVE	FORT FISHER BLVD	ATLANTIC AVE	10	4	\$ 38,797
150	CAUSEWAY DR	AIRLIE RD	WAYNICK BLVD	58	Alt. Funding	\$ 9,302,884
357	Old Fayetteville Rd B	PICKETT RD	BASIN ST	37	Alt. Funding	\$ 3,087,759
336	A Brunswick Nature Park Connector	OCEAN HWY E	MALLORY CREEK	12	Unfunded	\$ 4,334,087
613	VILLAGE RD NE	WAYNE RD	OLD MILL RD	35	Unfunded	\$ 1,198,902
1100	Clarendon Avenue	Dow Road	Lake	33	Unfunded	\$ 1,227,670
117	SAINT JOSEPH ST	LEWIS DR	LEES LN	33	Unfunded	\$ 1,603,827
446	Brunswick Forest Frontage Path	BRUNSWICK FOREST PKWY	WIRE ROAD	21	Unfunded	\$ 1,792,378

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Draft Bicycle and Pedestrian Project Ranking & Funding TAC Workshop Revision

Project ID	Street/Intersection	From	To	Draft Score	Funding Band*	Estimated Cost
608	Lanvale Rd NE	VILLAGE RD	OLD FAYETTEVILLE RD NE	23	Unfunded	\$ 1,124,924
326	Lincoln Rd NE	WALKER ST	POST OFFICE RD	42	Unfunded	\$ 1,570,202
616	S Navassa Rd	VILLAGE RD	LOOP RD	30	Unfunded	\$ 795,009
687	PARK AVENUE BRADLEY CREEK BRIDGE	GREENVILLE AVE	WRIGHTSVILLE AVE	31	Unfunded	\$ 4,300,809
329	Leland School Rd NE	MT. MISERY RD NE	VILLAGE RD	34	Unfunded	\$ 1,121,355
468	LAKE PARK BLVD	CAROLINA SANDS DR	ALABAMA AVE	29	Unfunded	\$ 1,673,243
568	MASONBORO LOOP RD	ANDREWS REACH LOOP	PARSELY ELEMENTARY SCHOOL	29	Unfunded	\$ 645,598
610	Winding Trail Dr	TIMBER LN NE	OCEAN HWY E	27	Unfunded	\$ 2,823,234
373	Old Mill Rd B	LANVALE RD	LELAND SCHOOL RD	37	Unfunded	\$ 2,273,920
330	Fletcher Rd NE	MT. MISERY RD NE	END	26	Unfunded	\$ 1,114,309
464	DOW RD	OCEAN BLVD	CLARENDON AVE	28	Unfunded	\$ 1,139,250
772	MARKET ST	MARSH OAKS DR	PORTERS NECK RD	27	Unfunded	\$ 1,886,544
582	PINE GROVE DR	HOLLY TREE RD	GREENVILLE LOOP RD	27	Unfunded	\$ 691,251
368	S Navassa Rd	LOOP RD	BROADWAY ST	22	Unfunded	\$ 1,260,791
617	S Navassa Rd	BROADWAY ST	OLD MILL RD	19	Unfunded	\$ 778,664
429	Sloop Pt Loop Rd	COUNTRY CLUB DR	US HWY 17	26	Unfunded	\$ 6,394,155
403	Fort Fisher Blvd	S FIFTH AVE	S FORT FISHER BLVD END	25	Unfunded	\$ 5,533,500
581	PINE GROVE DR	QUAIL RIDGE RD	HOLLY TREE RD	25	Unfunded	\$ 535,924
1002	Country Club Road	Hwy 17/Jenkins Road	Sloop Point/Doral Drive	25	Unfunded	\$ 5,920,871
975	JENKINS RD	US17	ST JOHNS CHURCH RD	24	Unfunded	\$ 311,409
462	K AVE	5TH AVE	DOW RD	24	Unfunded	\$ 623,945
618	Old Mill Rd	N NAVASSA RD	MAIN ST	21	Unfunded	\$ 1,669,773
369	Old Mill Rd	MAIN ST	WINDING TRAIL EXTENSION	20	Unfunded	\$ 1,821,250
615	Old Mill Rd	WINDING TRAIL EXTENSION	LINCOLN RD	32	Unfunded	\$ 1,154,060
580	PINE GROVE DR	MASONBORO LOOP RD	QUAIL RIDGE RD	22	Unfunded	\$ 1,018,358
614	Winding Trail Dr EXTENSION	VILLAGE RD	OLD MILL RD	13	Unfunded	\$ 1,046,049
611	PICKET RD NE EXTENSION	TIMBER LN NE	VILLAGE RD NE	29	Unfunded	\$ 1,708,313
335	B Brunswick Nature Park Connector	MALLORY CREEK	BRUNSWICK NATURE PARK	13	Unfunded	\$ 3,898,437
372	Lanvale Rd NE	OLD FAYETTEVILLE RD NE	GRANDIFLORA DR	23	Unfunded	\$ 1,902,820
771	MARKET ST	BAYSHORE DR	MARSH OAKS DR	21	Unfunded	\$ 2,039,829
604	MALLORY CREEK PATH	ST KITTS WAY	LOW COUNTRY BLVD	7	Unfunded	\$ 1,971,083
609	Grandiflora Dr	LANVALE RD NE	TIMBER LN NE	15	Unfunded	\$ 1,220,713
607	Lanvale Rd NE	GRANDIFLORA DR	OCEAN HWY	22	Unfunded	\$ 2,858,576
338	Ploof Rd SE	OCEAN HWY E	CHAPPELL LOOP RD	23	Unfunded	\$ 1,239,436
808	PORTERS NECK RD	MARKET ST	EDGEWATER CLUB RD	20	Unfunded	\$ 1,725,291
444	Jakeys Creek Connector	NIGHT HARBOR DR	JACKEY'S CREEK LN	14	Unfunded	\$ 343,120
976	ST JOHNS CHURCH RD	JENKINS RD	END	19	Unfunded	\$ 496,235
463	DOW RD	K AVE	OCEAN BLVD	19	Unfunded	\$ 2,582,760
443	Chappell Loop Rd E	BLACKWELL RD	CHAPPELL LOOP RD	28	Unfunded	\$ 1,237,464
812	MARKET ST	FUTCH CREEK RD 3	PENDER-NEW HANOVER LINE	19	Unfunded	\$ 1,777,862

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Cape Fear Transportation 2040
Draft Bicycle and Pedestrian Project Ranking & Funding TAC Workshop Revision

Project ID	Street/Intersection	From	To	Draft Score	Funding Band*	Estimated Cost
454	Torchwood Blvd	US 17 MARKET STREET	OGDEN PARK CONNECTOR TRAIL	18	Unfunded	\$ 1,582,691
400	Ocean Blvd	GREENWAY PLAN PATH	DOW RD S	18	Unfunded	\$ 371,695
178	OCEAN BLVD	MIKE CHAPPELL PARK	N LAKE PARK BLVD	17	Unfunded	\$ 484,469
339	Blackwell Rd SE	RIVER RD	CHAPPELL LOOP RD	35	Unfunded	\$ 2,321,618
348	NC 133 River Rd	BLACKWELL RD	MORECAMBLE BLVD SE	51	Unfunded	\$ 1,774,515
602	NC 133 River Rd	MORECAMBLE BLVD	JACKEYS CREEK LN SE	30	Unfunded	\$ 1,309,045
601	NC 133 River Rd	JACKEYS CREEK LN SE	WESTPORT DR	16	Unfunded	\$ 1,960,247
600	NC 133 River Rd	MALLORY CREEK DR	WESTPORT DR	11	Unfunded	\$ 859,311
745	SOUTH SMITH CREEK CONNECTOR TRAIL	SMITH CREEK PARK	Ogden Park Connector Path	14	Unfunded	\$ 2,643,924
323	Smith Creek Murrayville Connection	MURRAYVILLE RD	NORTH SMITH CREEK TRAIL	14	Unfunded	\$ 1,407,648
475	PENINSULA DR	TEAKWOOD DR	ISLAND MARINE DR	14	Unfunded	\$ 306,900
619	Cedar Hill Rd	OLD MILL RD	ROYSTER RD NE	17	Unfunded	\$ 2,666,161
599	NC 133 River Rd	MALLORY CREEK DR	SOUTHERN BLVD	14	Unfunded	\$ 3,833,688
598	NC 133 River Rd	SOUTHERN BLVD	HICKORY LN SE	19	Unfunded	\$ 1,055,753
620	Cedar Hill Rd	ROYSTER RD NE	WINDING TRAIL EXTENSION	13	Unfunded	\$ 2,310,901
45	ALABAMA AVE	PROP TRAIL WEST OF SPOT LN	LAKE PARK BLVD	12	Unfunded	\$ 421,999
746	OGDEN PARK CONNECTOR PATH	SMITH CREEK PARK CONNECTOR PATH	TORCHWOOD BLVD	12	Unfunded	\$ 1,450,424
625	RAIL CORRIDOR TRAIL	US 421	QUALITY DR NE	7	Unfunded	\$ 36,664,386
978	DORAL DR	SLOOP POINT RD	MASTER LN	12	Unfunded	\$ 1,171,894
979	MASTER LN	DORAL DR	SLOOP POINT RD	12	Unfunded	\$ 472,985
101	MARKET ST	END	FUTCH CREEK RD	11	Unfunded	\$ 703,136
628	US 421	ISABEL HOLMES BRIDGE	RAIL CORRIDOR	21	Unfunded	\$ 758,795
809	PORTERS NECK RD	EDGEWATER CLUB RD	BLAD EAGLE LN	10	Unfunded	\$ 2,582,582
811	FUTCH CREEK RD	OLD MARKET ST	CHAMPS DAVIS RD	10	Unfunded	\$ 1,373,394

* Funding Band indicates when the project will be funded with: 1=2015-2020, 2=2021-2025, 3= 2026-2029, 4=2030-2035, 5=2036-2040

- Project currently funded

- Suggested funding priority

- Suggested alternative funding priority

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Cape Fear Transportation 2040
Draft Mass Transportation Project Ranking TAC Workshop Revision

PROJECT TYPE& ID	PROJECT	DRAFT SCORE	FUNDING BAND*	ESTIMATED COST
PARK & RIDE - 16	US17 at Brunswick Forest	55	1	\$ 3,000
PARK & RIDE - 19	Mt. Misery at US74/76	35	1	\$ 3,000
PARK & RIDE - 35	Leland Town Hall	30	1	\$ 3,000
AMENITY - 505	Town Hall Drive (Leland)	25	1	\$ 15,000
ADDITIONAL SERVICE - 2	Airport Boulevard service to ILM	10	1	\$ -
STOP ACCESS - 22	Oleander Drive & Independence Boulevard	65	1	\$ 83,175
AMENITY - 69	Oleander Drive at Whole Foods	60	1	\$ 16,635
EXPRESS ROUTE - Route 108	Downtown Wilmington to Forden Station	60	1	\$ 510,139
EXPRESS ROUTE - Circulator	Downtown Wilmington to Mayfaire	60	1	\$ 510,139
PARK & RIDE - 23	Mayfaire Shopping Center	60	1	\$ 3,327
AMENITY - 324	Lake Avenue at South College Road	55	1	\$ 16,635
STOP ACCESS - 198	College Road & Sanders Road	55	1	\$ 83,175
AMENITY - 2	Carolina Beach Road at S College Road (Monkey Junction)	55	1	\$ 16,635
AMENITY - 103	S College Road at Randall Parkway	53	1	\$ 16,635
AMENITY - 157	S 17th St at Glen Meade Road	53	1	\$ 16,635
AMENITY - 291	N College Road at Danny Pence Drive	50	1	\$ 16,635
AMENITY - 504	Carolina Beach Road at Harris Teeter	50	1	\$ 16,635
AMENITY - 503	US17 at NC210	50	1	\$ 16,635
ADDITIONAL SERVICE - 1	Market Street from College Road to Porter's Neck Walmart	50	1	\$ 510,139
AMENITY - 62	S College Road at University Drive	48	1	\$ 16,635
AMENITY - 159	17th Street at Food Lion Plaza	48	1	\$ 16,635
AMENITY - 361	17th Street at Doctors Circle	48	1	\$ 16,635
STOP ACCESS - 20	Shipyard Boulevard & 17th Street	48	1	\$ 83,175
STOP ACCESS - 122	17th Street at Hospital Plaza Drive	48	1	\$ 83,175
STOP ACCESS - 134	College Road at Hurst Drive	48	1	\$ 83,175
STOP ACCESS - 137	College Road at New Center Drive	48	1	\$ 83,175
STOP ACCESS - 138	College Road at University Drive	48	1	\$ 83,175
AMENITY - 162	Independence Boulevard at Canterbury Drive	45	1	\$ 16,635
AMENITY - 45	Market Street at Kerr Avenue	45	1	\$ 16,635
AMENITY - 109	Market Street at Covil Avenue	45	1	\$ 16,635
AMENITY - 163	Independence Boulevard at Independence Mall (northbound)	45	1	\$ 16,635
AMENITY - 164	Independence Boulevard at Park Avenue	45	1	\$ 16,635
AMENITY - 181	Independence Boulevard at Independence Mall (southbound)	45	1	\$ 16,635
STOP ACCESS - 68	Market Street at Cinema Drive	45	1	\$ 83,175

January 6, 2015
Cape Fear Transportation 2040
Draft Mass Transportation Project Ranking TAC Workshop Revision

PROJECT TYPE& ID	PROJECT	DRAFT SCORE	FUNDING BAND*	ESTIMATED COST
STOP ACCESS - 195	Carolina Beach Road at Antoinette Drive (Monkey Junction)	45	1	\$ 83,175
PARK & RIDE - 1	Carolina Beach Road at Snow's Cut Bridge	45	1	\$ 3,327
PARK & RIDE - 3	I-40 at Cape Fear Community College North Campus	45	1	\$ 3,327
PARK & RIDE - 6	Market Street at Middle Sound Loop Road	45	1	\$ 3,327
PARK & RIDE - 9	US17 at NC210	45	1	\$ 3,327
PARK & RIDE - 24	Barclay West	45	1	\$ 3,327
PARK & RIDE - 25	Fairfield Park	45	1	\$ 3,327
AMENITY - 96	College Road at University Drive	43	1	\$ 16,635
AMENITY - 355	17th Street at Hospital Plaza Drive	43	1	\$ 16,635
AMENITY - 130	Gordon Road at Food Lion Plaza	40	1	\$ 16,635
AMENITY - 160	Shipyard Boulevard at Commons Drive	40	1	\$ 16,635
AMENITY - 203	Monkey Junction Transfer Station	40	1	\$ 16,635
AMENITY - 304	N Lake Park Boulevard at Town Hall	40	1	\$ 16,635
AMENITY - 326	Shipyard Boulevard at 41st Street	40	1	\$ 16,635
AMENITY - 334	41st Street at Hoggard High School	40	1	\$ 16,635
STOP ACCESS - 51	Shipyard Boulevard at 41st Street	40	1	\$ 83,175
PARK & RIDE - 7	Market Street at Porters Neck Road	40	1	\$ 3,327
AMENITY - 254	Carolina Beach Road at Medical Center Drive	38	1	\$ 16,635
AMENITY - 186	Carolina Beach Road at Roses	38	1	\$ 16,635
STOP ACCESS - 70	Market Street & Lullwater Drive	38	1	\$ 83,175
AMENITY - 21	Nixon Street at 8th Street	35	1	\$ 16,635
AMENITY - 25	Downtown Transfer Station	35	1	\$ 16,635
AMENITY - 63	College Road at Wilshire Boulevard	35	2	\$ 19,572
AMENITY - 117	Eastwood Road at Rogersville Road	35	2	\$ 19,572
AMENITY - 238	Carolina Beach Road at Independence Boulevard	35	2	\$ 19,572
AMENITY - 256	Carolina Beach Road at Tennessee Avenue	35	2	\$ 19,572
AMENITY - 281	West Gate Drive at Walmart	35	2	\$ 19,572
AMENITY - 303	Halyburton Memorial Parkway at Ballfields	35	2	\$ 19,572
AMENITY - 329	Independence Boulevard at Converse Drive	35	2	\$ 19,572
AMENITY - 14	Princess Place Drive at N 25th Street	33	2	\$ 19,572
AMENITY - 230	Carolina Beach Road at Southern Boulevard	33	2	\$ 19,572
AMENITY - 46	Market Street at Lullwater Drive	30	2	\$ 19,572
AMENITY - 76	Oleander Drive at Hawthorne Drive	30	2	\$ 19,572
AMENITY - 95	College Road at Kmart	30	2	\$ 19,572
AMENITY - 107	Randall Parkway at Brailsford Drive	30	2	\$ 19,572
AMENITY - 125	Military Cutoff Road at Old Macumber Station Road	30	2	\$ 19,572
AMENITY - 240	Carolina Beach Road at Silva Terra Drive	30	2	\$ 19,572
AMENITY - 247	17th Street at John D Barry Drive	30	2	\$ 19,572
AMENITY - 278	Village Road at Food Lion	30	2	\$ 19,572

January 6, 2015
Cape Fear Transportation 2040
Draft Mass Transportation Project Ranking TAC Workshop Revision


PROJECT TYPE& ID	PROJECT	DRAFT SCORE	FUNDING BAND*	ESTIMATED COST
AMENITY - 284	Front Street at Harnett Street	30	2	\$ 19,572
PARK & RIDE - 18	US17 at Sidbury Road	30	2	\$ 3,914
AMENITY - 210	Market Street at 16th Street	28	2	\$ 19,572
AMENITY - 47	Sigmon Road at Walmart	28	2	\$ 19,572
AMENITY - 80	Oleander Drive at Giles Avenue	25	2	\$ 19,572
AMENITY - 122	Wrightsville Avenue at Jones Road	25	2	\$ 19,572
AMENITY - 165	Wilshire Boulevard at Berkshires at Pecan Cove	25	2	\$ 19,572
AMENITY - 169	Wilshire Boulevard at Kerr Avenue	25	2	\$ 19,572
AMENITY - 270	Mt. Misery Road at Food Lion	25	2	\$ 19,572
AMENITY - 277	Village Road at S Navassa Road	25	2	\$ 19,572
AMENITY - 305	Carl Winner Avenue at Carolina Beach Avenue	25	2	\$ 19,572
AMENITY - 380	10th Street at Meares Street	25	2	\$ 19,572
AMENITY - 401	Greenfield Street at 13th Street	25	2	\$ 19,572
AMENITY - 89	Wrightsville Avenue at Cape Fear Memorial Hospital	25	2	\$ 19,572
AMENITY - 223	Front Street at Ann Street	25	2	\$ 19,572
PARK & RIDE - 5	I-40 at Holly Shelter Road	25	2	\$ 3,914
PARK & RIDE - 11	Forden Station	25	2	\$ 3,914
PARK & RIDE - 21	Downtown Transfer Station	25	2	\$ 3,914
AMENITY - 101	New Hanover County Government Center Drive	23	2	\$ 19,572
AMENITY - 111	New Center Drive at Bob King Buick	23	2	\$ 19,572
AMENITY - 308	17th Street at Little John Circle	23	2	\$ 19,572
AMENITY - 387	Cypress Grove Drive at Doctors Circle	23	2	\$ 19,572
AMENITY - 390	Medical Center Drive at Delaney Radiologists	23	2	\$ 19,572
AMENITY - 395	Wellington Avenue at Silver Stream Lane	23	2	\$ 19,572
AMENITY - 396	Wellington Avenue at Troy Drive	23	2	\$ 19,572
AMENITY - 397	Wellington Avenue at Flint Drive	23	2	\$ 19,572
AMENITY - 398	Wellington Avenue at 17th Street	23	2	\$ 19,572
AMENITY - 265	Main Street at Church Street (Navassa)	20	2	\$ 19,572
AMENITY - 23	4th Street at ABC Alley	20	2	\$ 19,572
AMENITY - 259	Front Street at Castle Street (northbound)	20	2	\$ 19,572
AMENITY - 260	Front Street at Castle Street (southbound)	20	2	\$ 19,572
STOP ACCESS - 23	Dawson Street at 17th Street	20	2	\$ 97,858
STOP ACCESS - 26	Wooster Street at 17th Street	20	2	\$ 97,858
STOP ACCESS - 28	Wooster Street at 3rd Street	20	2	\$ 97,858
STOP ACCESS - 29	Dawson Street at 3rd Street	20	2	\$ 97,858
PARK & RIDE - 14	I-140 at Castle Hayne Road	20	2	\$ 3,914
AMENITY - 11	Princess Place Drive at Montgomery Avenue	18	2	\$ 19,572
AMENITY - 188	Marion Drive at Rutledge Drive	18	2	\$ 19,572
AMENITY - 22	Nixon Street at 5th Street	15	2	\$ 19,572

January 6, 2015
Cape Fear Transportation 2040
Draft Mass Transportation Project Ranking TAC Workshop Revision

PROJECT TYPE& ID	PROJECT	DRAFT SCORE	FUNDING BAND*	ESTIMATED COST
AMENITY - 152	16th Street at Wright Street	15	2	\$ 19,572
AMENITY - 153	16th Street at Kidder Street	15	2	\$ 19,572
AMENITY - 349	5th Street at Ann Street	15	2	\$ 19,572
AMENITY - 368	5th Street at Dawson Street	15	2	\$ 19,572
AMENITY - 311	5th Street at Castle Street	15	2	\$ 19,572
AMENITY - 314	Dawson Street at 9th Street	15	2	\$ 19,572
AMENITY - 600	Wilmington Multimodal Transportation Center	15	3,4& 5	\$12,147,304
AMENITY - 501	US117/NC133 at Old Blossom Ferry Road	15	2	\$ 19,572
AMENITY - 502	US421 at Blueberry Road	15	2	\$ 19,572
STOP ACCESS - 24	Dawson Street & 16th Street	15	2	\$ 97,858
STOP ACCESS - 25	Wooster Street & 16th Street	15	3	\$ 113,444
STOP ACCESS - 120	Dawson Street at 8th Street	15	3	\$ 113,444
STOP ACCESS - 206	Wooster Street 8th Street	13	3	\$ 113,444
PARK & RIDE - 15	I-140 at Cedar Hill Road	10	3	\$ 4,538
PARK & RIDE - 17	I-140 at US421	10	3	\$ 4,538
PARK & RIDE - 20	US421 at Cowpens Landing Road	10	3	\$ 4,538
PARK & RIDE - 30	Terminus of Independence Boulevard	10	3	\$ 4,538
PARK & RIDE - 10	US17/74/76 at River Road (NC133)	50	1	\$ 3,327
PARK & RIDE - 22	Galleria Mall	50	1	\$ 3,327
PARK & RIDE - 8	US17 at Walmart	40	1	\$ 3,327
PARK & RIDE - 13	I-140 at US74/76	30	2	\$ 3,914
PARK & RIDE - 12	River Road (NC133)	20	2	\$ 3,914

* Funding Band indicates when the project will be funded with:
1=2015-2020, 2=2021-2025, 3= 2026-2029, 4=2030-2035, 5=2036-2040

 - Project currently funded

 - Suggested funding priority

 - Suggested alternative funding priority

January 6, 2015 Cape Fear Transportation 2040 Draft Aviation Project Ranking and Funding TAC Workshop Revision					
Project ID	Project Description	Project Score	Funding Band	Estimated Cost	
6	GA Apron Development, Phase II	50	STIP	\$ 1,497,146	
	Pipe Ditch in FBO #2 Area Direct to EDDB and Rehab				
4	GA Apron Ramp North (Survey, Testing, Design, Bidding and Permitting)	35	STIP	\$ 393,694	
14	Airfield Lighting Replacement (LED)/Vault Upgrade	20	STIP	\$ 2,661,592	
17	Extend Runway 24 - Phase I of IV	20	STIP	\$ 6,523,866	
7	Airport Layout Plan	55	1	\$ 942,647	
8	Terminal Improvements Phase I (Design)	45	1	\$ 942,647	
9	Terminal Improvements Phase I (Construction)	45	1	\$ 11,089,968	
10	Terminal Improvements Phase II (Design and Construction)	45	1	\$ 12,198,965	
1	Pipe Ditches Rwy 24 (Mitigation)	35	1	\$ -	
2	Mitigation	35	1	\$ 822,876	
3	Construction	35	1	\$ 4,435,987	
5	Rehab GA Apron Ramp North; Pipe Ditch in FBO #2 Area; Direct to EDDB (Construction)	35	1	\$ 5,544,984	
13	Outbound Bag Room Retrofit	30	1	\$ 332,699	
15	Taxiway A and H Widening and Paved Shoulders	20	2	\$ 7,698,162	
16	BCA/EA for Runway 24 Extension	20	1	\$ 332,699	
18	Extend Runway 24 - Phase II of IV	20	2	\$ 6,523,866	
11	Design and Construction of Boat Launch for Water Access	5	1	\$ 55,450	
12	Map on Airport Utilities	0	1	\$ 5,545	

* Funding Band indicates when the project will be funded with:

1=2015-2020, 2=2021-2025, 3= 2026-2029, 4=2030-2035, 5=2036-2040

- Project currently funded

- Suggested funding priority

- Suggested alternative funding priority

January 6, 2015
Cape Fear Transportation 2040
Draft Freight/Rail Project Ranking TAC Workshop Revision

ID	PROJECT	DRAFT SCORE	FUNDING BAND*	ESTIMATED COST
E	Shipyard Boulevard eb bus pullout, bus stop, and sidewalk	50	STIP	\$ 135,000
B	Front Street widening and redesign	70	STIP	\$ 17,450,892
S	Front Street lead railroad signalization and gates	55	1	\$ 998,097
Y	Study at-grade rail crossing conflicts on WTRY and spur lines near Port of Wilmington (<i>multiple locations</i>)	55	2	\$ 391,432
V	US421 Railroad crossing safety improvements south of I-140/Dan Cameron Bridge	40	2	\$ 521,909
U	US421 Railroad extension from Invista to Pender Commerce Park	30	1	\$ 5,694,698
X	At-grade rail crossing conflicts on NCDOT & CSX lines (<i>multiple locations</i>)	20	3&4	\$ 13,352,034
K	Burnett Boulevard widening to allow for queuing at north gate of NC Port of Wilmington from Carolina Beach Road to Myers Street	75	4	\$ 2,628,506
C	Front Street & Burnett Boulevard turn lanes improving sb and nb truck access	70	4	\$ 408,567
D	Carolina Beach Road and Shipyard Boulevard wb right turn improvements	55	4	\$ 1,315,130
F	Shipyard Boulevard eb at Carolina Beach Road nb left turn additional queuing	55	4	\$ 306,864
L	Shipyard Boulevard median closure at Rutledge Drive	40	4	\$ 43,838
M	Shipyard Boulevard speed sensors and warning activation at NC Port of Wilmington	10	4	\$ 175,351
A	Fourth Crossing of the Cape Fear River	70	Alternate	\$ 1,305,045,685
J	Leland Causeway mitigate congestion issues	70	Alternate	\$ 115,190,311
T	Freight Rail connection from Castle Hayne to Wallace	45	Alternate	\$ 240,377,903


January 6, 2015
Cape Fear Transportation 2040
Draft Freight/Rail Project Ranking TAC Workshop Revision

ID	PROJECT	DRAFT SCORE	FUNDING BAND*	ESTIMATED COST
R	Construct rail across the Cape Fear River between NC Port of Wilmington and Davis Yard	75	<i>Unfunded</i>	311,017,498
H	River Road Realignment to encapsulate chassis yard	50	<i>Unfunded</i>	\$ 4,838,050
Q	River Road Realignment to Raleigh Street for non-port traffic	50	<i>Unfunded</i>	\$ 18,136,589
Z	NC Port of Wilmington north gate and south gate rail crossing grade separations	50	<i>Unfunded</i>	\$ 101,639,705
P	Greenfield Street to Woodbine Street connection	40	<i>Unfunded</i>	\$ 4,679,492
O	Carolina Beach Road at Shipyard Boulevard truck staging area addition and safer left turn movements	20	<i>Unfunded</i>	\$ 2,545,058
W	Passenger rail from Wilmington to Raleigh	10	<i>Unfunded</i>	\$ 609,838,232
AA	Wilmington Multimodal Transportation Center	5	<i>Unfunded</i>	\$ 105,612,911
G	Dedicated truck interstate access to NC Port of Wilmington	80	<i>Unfunded</i>	\$ 22,360,735

* Funding Band indicates when the project will be funded with:
1=2015-2020, 2=2021-2025, 3= 2026-2029, 4=2030-2035, 5=2036-2040

 - Project currently funded

 - Suggested funding priority

 - Suggested alternative funding priority

January 6, 2015
Cape Fear Transportation 2040
Draft Ferry and Water Transportation Project Ranking and Funding TAC Workshop Revision

Project ID	Project Description	Draft Score	Funding Band	Estimated Cost
3	New river class vessel (Southport to Ft. Fisher)	90	1	\$ 12,000,000
5	Southport Additional Mooring Facilities	90	1	\$ 1,500,000
7	Downtown Wilmington Dock Mooring Facility	81	Alternate	\$ 1,500,000
4	Low-draft river class vessels (3)	90	Alternate	\$ 13,000,000
2	Town of Belville Mooring Facility	90	Alternate	\$ 1,500,000
8	Carolina Beach Mooring Facility	74	Alternate	\$ 1,500,000
9	Wrightsville Beach Mooring Facility	74	Alternate	\$ 1,500,000
1	Town of Belville Terminal/Multi-modal Hub	90	Unfunded	\$ 100,000,000
6	Central Marina/Independence Blvd Terminal/Multi-modal Hub	85	Unfunded	\$ 100,000,000

* Funding Band indicates when the project will be funded with:

1=2015-2020, 2=2021-2025, 3= 2026-2029, 4=2030-2035, 5=2036-2040

- Project currently funded

- Suggested funding priority

- Suggested alternative funding priority

January 9, 2015
Cape Fear Transportation 2040
Draft Alternative Funding Project Ranking & Funding

ID	MODE	PROJECT	FROM	TO	DRAFT SCORE	FUNDING BAND*	ESTIMATED COST
H129637	ROADWAY	Independence Boulevard Extension	Randall Parkway	US74/Martin Luther King Jr. Parkway	70	Alternate 1,2,3	\$188,645,065
H110974	ROADWAY	River Road Widening	Independence Boulevard	US421/Carolina Beach Road	63	Alternate 3&4	\$187,201,953
H090287-A	ROADWAY	I-74 Upgrade	US17/74/76	WMPO Boundary	41	Alternate 4&5	\$106,840,390
150	BIKE/PED	CAUSEWAY DR	AIRLIE RD	WAYNICK BLVD	58	Alternate 5	\$ 14,493,590.00
357	BIKE/PED	Old Fayetteville Rd B	PICKETT RD	BASIN ST	37	Alternate 5	\$ 6,276,778.00
H129646	ROADWAY	Cape Fear River Crossing	US17	US421/Carolina Beach Road	66	Alternate	\$1,305,045,685
H142304	ROADWAY	Causeway Widening	US17/74/421 Confluence	NC133/River Road	31	Alternate	\$115,190,311
T	FREIGHT/RAIL	Freight Rail connection from Castle Hayne to Wallace	N/A	N/A	45	Alternate	\$ 240,377,903
7	FERRY	Downtown Wilmington Dock Mooring Facility	N/A	N/A	81	Alternate	\$ 1,500,000
4	FERRY	Low-draft river class vessels (3)	N/A	N/A	90	Alternate	\$ 13,000,000
2	FERRY	Town of Belville Mooring Facility	N/A	N/A	90	Alternate	\$ 1,500,000
8	FERRY	Carolina Beach Mooring Facility	N/A	N/A	74	Alternate	\$ 1,500,000
9	FERRY	Wrightsville Beach Mooring Facility	N/A	N/A	74	Alternate	\$ 1,500,000

* Funding Band indicates when the project will be funded with: 1=2015-2020, 2=2021-2025, 3= 2026-2029, 4=2030-2035, 5=2036-2040

- Project currently funded

- Suggested funding priority

- Suggested alternative funding priority (no identified source)

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

**RESOLUTION ENDORSING THE DRAFT CAPE FEAR TRANSPORTATION 2040
FISCALLY-CONSTRAINED PROJECT LISTS FOR PUBLIC REVIEW AND
COMMENT**

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, development and maintenance of a long-range transportation plan is a key federal requirement of all Metropolitan Planning Organizations (MPOs) designated by the Federal Highway Administration (FHWA); and

WHEREAS, on December 15, 2010 the Wilmington MPO adopted the fiscally constrained Cape Fear Commutes 2035 Transportation Plan to satisfy FHWA requirements; and

WHEREAS, the Wilmington MPO is in the process of developing Cape Fear Transportation 2040 to meet the FHWA requirement for updating metropolitan transportation plans within five years of adoption of the last plan; and

WHEREAS, with the help of subcommittees of subject matter experts, the Citizens Advisory Committee has developed draft Cape Fear Transportation 2040 fiscally-constrained project lists for six different modes of transportation; and

WHEREAS, as a key component of the transportation planning process, public review and comment is required for all components of the plan prior to adoption; and

WHEREAS, public comment may result in further modification of the draft Cape Fear Transportation 2040 fiscally-constrained project lists prior to adoption.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby endorses the draft Cape Fear Transportation 2040 fiscally-constrained project lists for public review and comment.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on January 28, 2015.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



WILMINGTON URBAN AREA Metropolitan Planning Organization

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Cape Fear Transportation 2040 Policy Draft - Roadways

To: TAC
From: Suraiya Rashid
Date: 1/6/15
Subject: Draft Cape Fear Transportation 2040 Policies from November 20, 2014 meeting

The policies listed below were drafted at the November 20, 2014 Roadway Modal Subcommittee meeting and are subject to review and change by the CAC.

The WMPO will work with member agencies to do the following:

- Preserve transportation corridors as alignments for transportation projects are finalized by the North Carolina Department of Transportation and other agencies
- Ensure that bicycle, mass transportation and pedestrian accommodations and facilities are considered on new roadways and bridges ("complete streets")
- Ensure that all new roadways and bridges within the Wilmington Urban Area are designed and constructed in a context sensitive manner
- Ensure that land use planning and development regulations in all member counties and municipalities support the functionality of the existing and proposed roadway network
- Ensure that new development projects in all member counties and municipalities support the functionality of the existing and proposed roadway network
- Implement this *Plan* and all other adopted transportation plans
- Coordinate the development of policies and procedures to guide the integration between land use and transportation planning
- Create funding mechanisms that allow for the construction of improvements within the surrounding transportation network necessitated by new developments
- Develop a tool to enhance the coordination of right of way entities (utilities, maintenance organizations, etc.) in the design and implementation of projects that support projects in the MTP & CTP.



WILMINGTON URBAN AREA Metropolitan Planning Organization

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Cape Fear Transportation 2040 Policy Draft – Mass Transportation

To: TAC
From: Suraiya Rashid
Date: 1/6/15
Subject: Draft Cape Fear Transportation 2040 Policies from November 21, 2014 meeting

The policies listed below were drafted at the November 21, 2014 Mass Transportation Modal Subcommittee meeting and are subject to review and change by the CAC.

The WMPO will work with member agencies to do the following:

- Support the coordination and linkage of the mass transportation, bicycle transportation and pedestrian transportation systems within the Wilmington Urban Area
- Support the inclusion of mass transportation facilities where appropriate (i.e. benches, bus lanes, park-and-ride lots, pull-outs, shelters, etc.) in all new roadway and bridge projects within the Wilmington Urban Area
- Coordinate with local agencies, organizations and all member counties and municipalities to improve mass transportation access to all public spaces (i.e. courthouses, parks, recreation facilities, etc.)
- Coordinate with the Brunswick Transit System, Cape Fear Transportation Authority (WAVE Transit), Greyhound, North Carolina Department of Transportation Ferry Division, Pender Adult Services, and other mass transportation operators
- Encourage all member counties and municipalities to consider the appropriate location of mass transportation facilities as part of subdivision and/or site development
- Construct the mass transportation projects and implement the policies identified in locally adopted plans
- Coordinate with member jurisdictions to ensure that mass transportation projects are considered in land use planning efforts
- Ensure that the implementation of transportation projects within the Wilmington Urban Area have minimal impact on planned mass transportation routes or facilities

11/21/14 Meeting Results Cont'd

- Implement the complete streets policies adopted by the WMPO and the North Carolina Board of Transportation
- Improve mass transportation connections between the Wilmington Urban Area and adjacent urban areas (i.e. Jacksonville, Myrtle Beach, Raleigh, etc.)
- Promote mass transportation as a viable and safe mode of transportation throughout the Wilmington Urban Area
- Coordinate with the North Carolina Department of Transportation to improve mass transportation facilities on existing state-maintained roadways
- Coordinate with the Cape Fear Public Transportation Authority, Pender Transportation and Brunswick Transit System to provide paratransit and other local transit needs
- Continue the development of the Wilmington Multimodal Transportation Center
- Encourage appropriate densification/intensification of land uses to support transit oriented development corridors where desired



WILMINGTON URBAN AREA Metropolitan Planning Organization

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Cape Fear Transportation 2040 Policy Draft - Aviation

To: TAC
From: Bethany Windle
Date: 1/6/15
Subject: Draft Cape Fear Transportation 2040 Policies from Email Collaboration

The policies listed below were drafted based on emailed responses from the Aviation Modal Subcommittee and are subject to review and revision by the CAC.

The WMPO will work with member agencies to do the following:

- Improve access to Wilmington International Airport (ILM) and business park via all modes of transportation to enhance convenience, affordability and value to residents throughout the Wilmington Metropolitan Region as demographics and workforce requirements warrant.
- Improves access from the Wilmington Urban Area to the Raleigh Area via mass transportation.
- Work with the Cape Fear Public Transportation Authority and New Hanover County Airport Authority to improve mass transportation service between downtown Wilmington and Wilmington International airport (ILM), as demographics and workforce requirements warrant.
- Support transportation mode choice for shift workers at the potential ILM Business Park
- Use improvements in aviation service to position the region to compete for business
- Link with rail for freight in the future to promote a Foreign Trade Zone (FTZ)
- Provide transportation facilities that allow ILM to continue to support key industries (existing and potential) such as film, pharma, military, etc.
- Provide non-stop aviation service to business centers and/or hubs
- Provide the infrastructure to maximize the market share of ILM in the WMPO
- Ensure roadway network supports the development of ILM Business Park to include accommodations necessary for truck/rail freight transportation to/from site
- Support international cargo operations through ILM
- Reinstate the Wallace to Castle Hayne corridor for freight rail service



WILMINGTON URBAN AREA Metropolitan Planning Organization

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Cape Fear Transportation 2040 Policy Draft – Bicycle and Pedestrian

To: TAC
From: Adrienne Harrington
Date: 1/6/15
Subject: Draft Cape Fear Transportation 2040 Policies

The policies listed below are a combination of the *Cape Fear Commutes 2035* bicycle policies and the bicycle and pedestrian policy objectives established by the *Cape Fear Transportation 2040* Bicycle and Pedestrian modal subcommittee.

The WMPO will work with member agencies to support the following:

Access & Connections

- Consideration of bicycle and pedestrian needs when looking at intermodal intercity connections
- Collaboration with Brunswick County Schools, New Hanover County Schools, and Pender County schools to improve school siting, bicycle connections to existing schools and encouragement of bicycle to school programs
- Coordination with local agencies, organizations and all member counties and municipalities to improve bicycle access to all public facilities (i.e. courthouses, offices, parks, police stations, etc.)

Bicycle/Pedestrian/Driver Safety Campaign

- A campaign to educate motorists, bicyclists and pedestrians on etiquette & laws of sharing the road, including coordination with any state-wide safety programs
- Law enforcement efforts to create a safer environment for cyclists and pedestrians

Transit

- Programmatic elements (such as increasing the capacity of bicycles on busses & the creation of bicycle amenities at bus stops) to ease the transition between bicycling & mass transportation
- The use of mass transportation to mitigate gaps in the pedestrian network
- The creation of a bike share program that is integrated with the fixed-route mass transportation network

Planning, Design, Land Development, and Construction

- The design of roadways and sidewalks to enhance pedestrian safety (medians, street trees, brick crossings, etc.)
- The incentivization of public/private development around biking
- The use of traffic impact analyses (TIAs) and development review to create bicycle and pedestrian connectivity
- The installation of bicycle and pedestrian facilities with the installation and upgrade of other transportation projects such as roadway improvements, etc
- The inclusion of pedestrian facility design in new developments
- Comprehensive bicycle and pedestrian plans for municipalities within the Wilmington Urban Area to identify additional bicycle projects for funding
- The inclusion of bicycle and pedestrian facilities in all new roadway and bridge projects within the Wilmington Urban Area
- Efforts to ensure that transportation projects within the Wilmington Urban Area do not disrupt existing or planned bicycle routes or facilities
- The implementation of the bicycle projects and policies identified in all WMPO adopted plans
- The installation of audible and visible cues that prioritize cyclists and pedestrians through facilities, amenities and traffic engineering solutions
- Accommodation of the elderly, disabled and low-income populations during the design of bicycle and pedestrian facilities

Health & Wellness

- The provision of health indicators and data along branded trails
- The promotion of bicycling in wellness programs through biking events
- The designation of exercise loops for bicycling and walking in areas that have high daytime populations
- The utilization of health impact assessments where appropriate
- The incorporation of health statistics and case studies in the promotion of transportation demand management (TDM) programs and wellness programs

Tourism

- Initiatives to create and promote bicycle tourism in our region
- Initiatives to create and promote walking tours in our region
- The accommodation of major events (triathlons) in facility design

Sponsorships and Recognition

- The creation of sponsorship policies
- The development of a program to recognize bicycle and pedestrian friendly businesses

Technology & Data

- The incorporation of mobile technology into the trail system
- The creation of a comprehensive, integrated, and validated reporting system for documenting bicycle and pedestrian crash data

Funding

- All member counties and municipalities in seeking planning and infrastructure grants to improve the bicycle transportation system within the Wilmington Urban Area

Complete Streets

- The implementation of the complete streets policies adopted by the WMPO and NC Board of Transportation



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

Cape Fear Transportation 2040 Policy Draft – Ferry and Waterway Transportation

To: TAC
From: Bethany Windle
Date: 1/6/15
Subject: Draft Cape Fear Transportation 2040 Policies from Email Collaboration

The policies listed below were drafted based on emailed responses from the Ferry and Waterway Transportation Modal Subcommittee and are subject to review and revision by the CAC.

The WMPO will work with member agencies to do the following:

- Operate in compliance with USCG regulations and industry best practices to reduce safety risk to an acceptable level
- Plan facilities and ferry routes that minimize environmental disturbance
- Promote the ferry within the overall transportation network in terms of congestion management and the efficient use of public infrastructure and fossil fuels
- Support public/private operating partnerships where appropriate to effectively leverage regional funding and infrastructure resources
- Promote ADA-accessible networks at ferry terminals and adjacent destinations
- Promote additional ferry routes to serve both commuter and tourism market demand
- Improve access to and quality of intermodal ferry terminal/marina facilities
- Support the biking community by improving biking facilities at ferry terminals
- Support the biking community by promoting bike share at ferry terminals
- Support public transit - bus connections - at ferry terminals
- Support Park and Ride lot access proximate to ferry terminals
- Support planned ferry service to tourism and local employment areas



WILMINGTON URBAN AREA Metropolitan Planning Organization

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

Cape Fear Transportation 2040 Policy Draft – Freight/Rail

To: TAC
From: Suraiya Rashid
Date: 1/6/15
Subject: Draft Cape Fear Transportation 2040 Policies from November 21, 2014 Meeting

The policies listed below were drafted at the November 21, 2014 Freight/Rail Modal Subcommittee meeting and are subject to review and change by the CAC.

The WMPO will work with member agencies to do the following:

- Support circulation improvements in the area surrounding the Port of Wilmington, particularly on Carolina Beach Road (US 421), Front Street (between the Cape Fear Memorial Bridge and Burnett Boulevard), the Cape Fear Memorial Bridge, River Road, Shipyard Boulevard (US117), and STRAHNET routes
- Support circulation improvements for other freight nodes, particularly on River Road, Raleigh Street, US421, US74/76 Andrew Jackson Highway, and Independence Boulevard.
- Support the restoration of the rail line between Castle Hayne and Wallace for both passenger and freight service between the Wilmington Urban Area and Raleigh and the Northeast
- Support improvements to the rail freight networks from Wilmington to Hamlet and Pembroke
- Support the upgrade of US74 between Wilmington Urban Area and Charlotte to interstate standards
- Support network improvements that benefit the military
- Explore partnership opportunities with the Jacksonville Area MPO to restore rail connections to and between both urbanized areas



WILMINGTON URBAN AREA Metropolitan Planning Organization

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

Cape Fear Transportation 2040 Policy Draft - TDM

To: TAC
From: Adrienne Harrington
Date: 1/6/15
Subject: Draft Cape Fear Transportation 2040 Policies

The policies listed below are drafted based on the input from the Transportation Demand Management (TDM) Committee.

The WMPO will work with member agencies to support the following:

- Alternative Work Schedules
- Bicycle and Pedestrian Infrastructure
- Bicycle Sharing Program
- Car Share
- Carpool/Vanpool
- Commuter Transit Routes
- Consulting Services for Telecommuting Opportunities
- Development Review
- Employer Shuttles
- Employer Transportation Coordinator
- Full Time TDM Staff
- High-Occupancy Toll and Express Toll Lanes
- High-Occupancy Vehicle Lanes
- Light Rail
- Park & Ride Lots
- Transit Amenities
- Transit Oriented Development
- Transportation Management Districts
- Trip Reduction Ordinance
- Trip Reduction Program for Large Mixed-Use Developments
- Water Taxi Service



WILMINGTON URBAN AREA Metropolitan Planning Organization

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Wilmington, North Carolina 28402
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Cape Fear Transportation 2040 Policy Draft

To: Roadway Modal Subcommittee Members
From: Suraiya Rashid
Date: 11/25/14
Subject: Draft Cape Fear Transportation 2040 Policies from November 20, 2014 meeting

The policies listed below were drafted at the November 20, 2014 Roadway Modal Subcommittee meeting and are subject to review and change by the CAC.

The WMPO will work with member agencies to do the following:

- Preserve transportation corridors as alignments for transportation projects are finalized by the North Carolina Department of Transportation and other agencies
- Ensure that bicycle, mass transportation and pedestrian accommodations and facilities are considered on new roadways and bridges ("complete streets")
- Ensure that all new roadways and bridges within the Wilmington Urban Area are designed and constructed in a context sensitive manner
- Ensure that land use planning and development regulations in all member counties and municipalities support the functionality of the existing and proposed roadway network
- Ensure that new development projects in all member counties and municipalities support the functionality of the existing and proposed roadway network
- Implement this *Plan* and all other adopted transportation plans
- Coordinate the development of policies and procedures to guide the integration between land use and transportation planning
- Create funding mechanisms that allow for the construction of improvements within the surrounding transportation network necessitated by new developments
- Develop a tool to enhance the coordination of right of way entities (utilities, maintenance organizations, etc.) in the design and implementation of projects that support projects in the MTP & CTP.

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

**RESOLUTION ENDORSING THE DRAFT CAPE FEAR TRANSPORTATION 2040
MODE-SPECIFIC POLICIES FOR PUBLIC REVIEW AND COMMENT**

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, development and maintenance of a long-range transportation plan is a key federal requirement of all Metropolitan Planning Organizations (MPOs) designated by the Federal Highway Administration (FHWA); and

WHEREAS, on December 15, 2010 the Wilmington MPO adopted the fiscally constrained Cape Fear Commutes 2035 Transportation Plan to satisfy FHWA requirements; and

WHEREAS, the Wilmington MPO is in the process of developing Cape Fear Transportation 2040 to meet the FHWA requirement for updating metropolitan transportation plans within five years of adoption of the last plan; and

WHEREAS, with the help of subcommittees of subject matter experts the Citizens Advisory Committee has developed draft Cape Fear Transportation 2040 policies lists for six different modes of transportation; and

WHEREAS, as a key component of the transportation planning process, public review and comment is required for all components of the plan prior to adoption; and

WHEREAS, public comment may result in further modification of the draft Cape Fear Transportation 2040 fiscally-constrained project lists prior to adoption.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby endorses the draft Cape Fear Transportation 2040 policies for public review and comment.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on January 28, 2015.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION SUPPORTING THE RETENTION OF INDEPENDENCE BOULEVARD
EXTENSION ON THE MPO'S LONG RANGE TRANSPORTATION PLANS AND SUPPORTING
ALTERNATIVES FOR NORTH-SOUTH CAPACITY TO ALLEVIATE TRAFFIC VOLUMES
ON EXISTING CORRIDORS AND ON THE PROPOSED INDEPENDENCE BOULEVARD
EXTENSION**

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 Independence Boulevard Extension project from Randall Parkway to the Martin Luther King Jr. Parkway was added to the Wilmington Thoroughfare Plan in 1972; and

WHEREAS, the primary purpose of the project is to improve regional mobility, congestion, connectivity within the City; and

WHEREAS, the project will help increase north and south mobility in central Wilmington; and

WHEREAS, Cape Fear Commutes 2035 Transportation Plan includes the Independence Boulevard Extension, the widening of Kerr Avenue from Randall Parkway to Wrightsville Avenue and the extension of Kerr Avenue to Oleander Drive; and

WHEREAS, the Wilmington MPO is currently developing Cape Fear Transportation 2040, the Wilmington MPO's next metropolitan transportation plan; and

WHEREAS, this plan is required by federal law to be fiscally constrained and sets the vision and blueprint for the transportation infrastructure for the Wilmington region over the next 25 years; and

WHEREAS, the plan provides guidance for all modes of transportation; and

WHEREAS, to facilitate additional north-south capacity, the City desires the MPO to continue to include Independence Boulevard Extension as well as the widening of Kerr Avenue between Randall Parkway and Wrightsville Avenue and the extension of Kerr Avenue to Oleander Drive on the MPO's long range transportation plan; and

WHEREAS, the City requested that the MPO consider alternatives through the evaluation of upgrading existing facilities and identification of new location facilities to provide additional north-south capacity to help alleviate traffic volumes on existing corridors and on the proposed Independence Boulevard extension.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby supports the retention of Independence Boulevard Extension on the MPO's long range transportation plans and supports an evaluation of alternatives for additional

north-south capacity to alleviate traffic volumes on existing corridors and on the proposed Independence Boulevard Extension.

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

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION SUPPORTING THE COMPLETION OF THE DRAFT ENVIRONMENTAL IMPACT
STATEMENT, PRESERVING THE PREFERRED CORRIDOR, OPPOSING THE DESIGN OF AN
ELEVATED FACILITY AND ENCOURAGING THE MPO, NCDOT AND CSXT TO DEVELOP AN AT-
GRADE OPTION FOR INDEPENDENCE BOULEVARD EXTENSION**

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 Independence Boulevard Extension project from Randall Parkway to the Martin Luther King Jr. Parkway was added to the Wilmington Thoroughfare Plan in 1972; and

WHEREAS, the primary purpose of the project is to improve regional mobility, congestion, connectivity within the City; and

WHEREAS, the project will help increase north and south mobility in central Wilmington; and

WHEREAS, NCDOT has been working on the Independence Boulevard Extension in the planning and development phases, including preparation of the environmental document as well as potential roadway designs; and

WHEREAS, through the planning and environmental review process, NCDOT completed a screenings analysis of 5 potential north-south corridors; and

WHEREAS, the Independence Boulevard extension was selected over other corridors based on long range goals and the fact that it would cause fewer impacts to the human and natural environment; and

WHEREAS, subsequently, NCDOT completed development and analysis of 8 conceptual design alternatives within the Independence Boulevard corridor, and

WHEREAS, in December 2011 these alternatives were pared down to 3 potential alternative alignments to be carried forward for detailed study; and

WHEREAS, the completion of the Draft Environmental Impact Statement would select the preferred corridor alignment; and

WHEREAS, there has been some development and re-development that has occurred within the potential corridor alignments; and

WHEREAS, as the City continues to grow, the likelihood of additional development and re-development projects in the path of the potential alignments will continue; and

WHEREAS, state law allows for the filing of a Transportation Corridor Official Map as a tool to help protect the selected corridor from encroaching development; and

WHEREAS, the CSXT rail line originates in Brunswick County, crossing the Cape Fear River into the City of Wilmington just north of the Isabelle Holmes Bridge and the rail line then continues eastward through the City before turning south and west again-- back toward the river and the Port of Wilmington; and

WHEREAS, the sweeping path of the rail line thus forms a large "U" (on its side) which, at one time, wrapped around the eastern limits of the City; and

WHEREAS, today, this same rail line passes through the heart of the City of Wilmington, resulting in thousands of motor vehicle rail crossings each day and adversely impacting the quiet enjoyment of many neighborhoods in the city; and

WHEREAS, due to projected train volumes and NCDOT and CSXT/Federal policies, rail and new roadway facilities are not permitted to intersect at-grade; and

WHEREAS, additionally, NCDOT has evaluated the functionality of an at-grade intersection of the Independence Boulevard Extension at Market Street and determined that it would fail in the design year of 2035; and

WHEREAS, due to the projected traffic volumes, the Department recommends an interchange be constructed at Market Street and Independence Boulevard; and

WHEREAS, to address these constraints, NCDOT proposes that Independence Boulevard Extension be designed as an elevated facility, thereby providing for grade separation over the rail lines and Market Street; and

WHEREAS, the Wilmington City Council has expressed concerns regarding the design of an elevated facility that would divide the City of Wilmington and create a berm through the heart of the City; and

WHEREAS, the Wilmington City Council desires Independence Boulevard to be designed as an at-grade boulevard facility that provides north-south connectivity, but is also aesthetically pleasing and minimizes the impacts to the surrounding community; and

WHEREAS, to achieve an at-grade facility, this will require the City, Wilmington MPO, NCDOT and CSXT to work collaboratively to develop an at-grade boulevard option.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby:

- 1) Supports the North Carolina Department of Transportation to complete the draft environmental impact statement to select the preferred alignment; and
- 2) Supports City and NCDOT cooperative action to the create and record an official map with the New Hanover County Register of Deeds to preserve a corridor for Independence Boulevard Extension and to protect such corridor from future development; and
- 3) Opposes the current design of Independence Boulevard Extension as an elevated facility and desires Independence Boulevard to be designed as at-grade boulevard facility that provides north-south connectivity, is aesthetically pleasing and minimizes the impacts to the surrounding community; and
- 4) Encourages the City, Wilmington MPO, NCDOT and CSXT to work collaboratively to develop an at-grade boulevard option.

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

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION SUPPORTING THE ALLOCATION OF SURFACE TRANSPORTATION
PROGRAM- DIRECT ATTRIBUTABLE (STP-DA) FUNDS TO THE SELECTED FY 2015
PROJECTS**

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 Highways Administration (FHWA) designated the Wilmington Urban Area Metropolitan Planning Organization as a Transportation Management Area (TMA); and

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee adopted the prioritization process and 2014 modal target investment strategies on May 28, 2014; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization developed a call for projects and received 4 submittals from MPO member agencies; and

WHEREAS, the Wilmington MPO has reviewed the project submittals based on the modal target investment strategies and prioritization process.

NOW, THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby supports the allocation of STP-DA funds to the Cape Fear Boulevard Multi-Use Path, South College Road/Holly Tree Road Pedestrian Crossing, Doral Drive Sidewalk, and preliminary engineering and design phase services for the Westgate Multi-use Path.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on January 28, 2015.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

Wilmington MPO Legislative Agenda 2015

Transportation Financing

The Wilmington MPO supports prioritization and funding for local transportation and infrastructure projects and to explore new transportation and infrastructure revenue sources to address the growing needs of the state and the nation. Including, but not limited to road and highway projects, public transportation, bicycle and pedestrian infrastructure, beach nourishment, waterway maintenance, port infrastructure, airports, etc.

Transportation Re-Authorization

The Wilmington MPO requests Congress consider a long-term (5-7 year) transportation bill and develop additional revenue sources to construct important transportation projects and further important transportation initiatives.

Corridor Preservation

The Wilmington MPO requests the General Assembly continue to support NCGS 136-44.50 to protect vital Transportation Corridors in the state of North Carolina.

Opposition to Transfer of State Road Maintenance

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

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

RESOLUTION ADOPTING THE 2015 WILMINGTON MPO LEGISLATIVE AGENDA

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

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

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

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

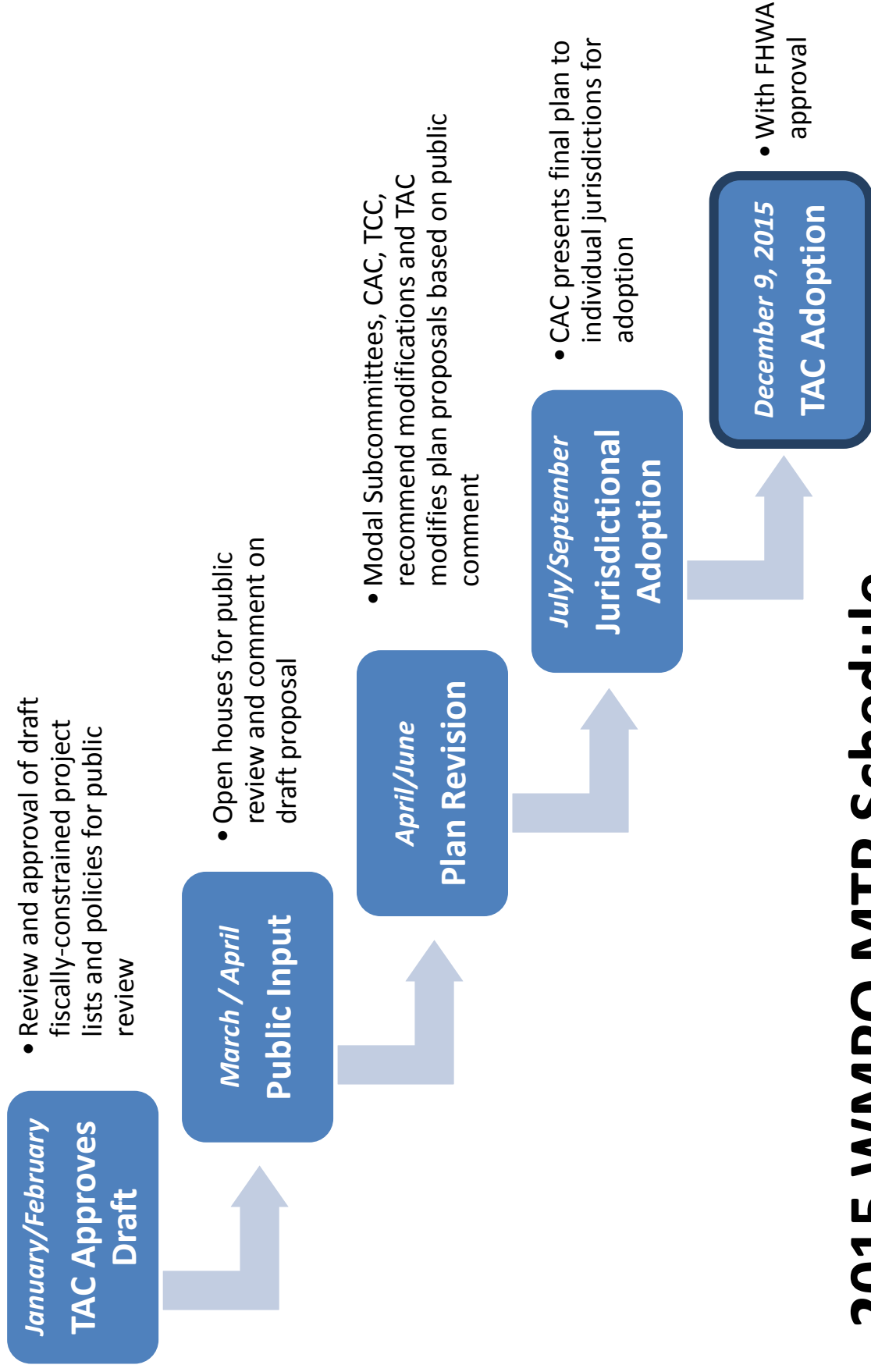
WHEREAS, the North Carolina General Assembly is scheduled to reconvene on January 14, 2015 and Congress is already considering several items that are of significant importance to our community.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby endorses the 2015 Wilmington MPO Legislative Agenda.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on January 28, 2015.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



2015 WMPO MTP Schedule

STP-DA Fund Eligible Expenses

A. For Planning Purposes

1. Accounting
2. Advertising
3. Audit Service
4. Budgeting
5. Building Lease Management
6. Communications
7. Employee Fringe Benefits
8. Exhibits
9. Materials & Supplies
10. Memberships, Subscriptions, & Professional Activities
11. Payroll Preparation
12. Personnel Administration
13. Printing & Reproduction
14. Procurement Service
15. Taxes
16. Training & Education
17. Travel
18. Computers & Equipment
19. Capital Expenditures
20. Management Studies
21. Professional Services
22. Building Space & Related Facilities
23. Insurance & Indemnification
24. Pre-agreement Costs
25. Proposal Costs

B. For Non-Planning Purposes

1. Design
2. Environmental Documentation
3. ROW Acquisition
4. Utility Relocation
5. Construction



102 Town Hall Drive - Leland, North Carolina 28451
(910) 371-0148 - Fax (910) 371-1073

December 15, 2014

Mike Kozlosky
Wilmington WPO
P.O. Box 1810
Wilmington, NC 28402

Re: Town of Leland's FY13 STP-DA
Old Fayetteville MUP, TIP U-5534-D

Mr. Kozlosky,

I would like to take the time to update you on the progress that has been made on the Town of Leland's FY13 STP-DA funded project. As you will recall the he Old Fayetteville MUP, TIP U-5534-D, is intended to be a multi use path, approximately one mile in length that will provide a pedestrian connection between the Leland Town Hall Campus the North Brunswick High School. The Town initially estimated a total project cost of \$380,000.

The Town has had a number of conversations with NCDOT regarding the placement of the MUP, specifically on which side of the road the path could be designed for and to what degree the path should be separated from the edge of asphalt. After the most recent meeting officials at NCDOT agreed to allow the Town's engineering service to design plans that would place the MUP on the southern side of Old Fayetteville Road. However, given Old Fayetteville Road's lack of curb and gutter the design would need to show a minimum ten foot separation.

The Town's engineering service for the project has provided an opinion of cost for the project that accounts for the additional easement needed, this estimate shows a total project cost of \$543,000 which is \$163,000 more than what the Town's original estimate entailed.

I request that the Wilmington MPO commit the \$163,000 of additional funding required for Leland's Old Fayetteville MUP project from the contingency funds held from the FY13 STP-DA funding cycle. It is worth noting that the Town originally committed a 50% match to the project, of which \$43,000 has been spent. With the additional funds from the WMPO, the Town would still be providing a 35% match towards the project. The fundamental goals and

Brenda Bozeman
Mayor

Jane Crowder
Councilmember

Pat Batleman
Mayor Pro Tem

Jon Tait
Councilmember

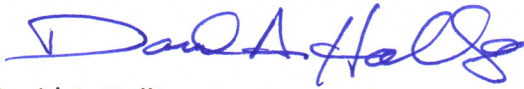
Bob Corrison
Councilmember

David A. Hollis
Town Manager

design of the project has not changed and the Town is still exceeding the minimum match required by the MPO's competitive process.

The WMPO staff has been very helpful throughout this process and should be commended. Thank you for your consideration of this request. If you have any questions or concerns, please contact me accordingly.

Sincerely,



David A. Hollis
Town Manager

Brenda Bozeman
Mayor

Jane Crowder

Pat Batleman
Mayor Pro Tem

Jon Tait

Bob Corrison
Councilmember

David A. Hollis

**ENGINEER'S OPINION OF PROBABLE COST
GRANT SUBMITTAL**

Old Fayetteville Road - Multi-Use Path						
Opinion of Probable Cost						
LINE NUMBER	DESCRIPTION	QTY	UNIT	LABOR AND MATERIAL UNIT PRICE	TOTAL LABOR AND MATERIALS	
1	Site Improvements					
1.01	Mobilization (3% of Sec. 1-4 subtotal)	1	LS	\$ 7,090.00	\$	7,090.00
1.02	Clearing and Grubbing	1	LS	\$ 15,000.00	\$	15,000.00
1.03	Common Excavation	57	CY	\$ 12.50	\$	712.50
1.04	Suitable Backfill	547	CY	\$ 25.00	\$	13,675.00
1.05	E&SC Control Measures (Silt Fence, Rip-Rap, Inlet Protection, etc.)	1	LS	\$ 15,000.00	\$	15,000.00
1.06	Slope Stabilization Measures	485	SY	\$ 4.00	\$	1,940.00
1.07	Seeding	3295	SY	\$ 2.00	\$	6,590.00
Site Improvements Subtotal Estimate =					\$	60,007.50
2	Pavement					
2.01	Aggregate Base Course (ABC Stone, min. 4" thickness)	6042	SY	\$ 9.25	\$	55,888.50
2.02	Pavement, Asphalt Concrete Surface (\$9.5B, min. 2" thickness, 10' wide)	5495	SY	\$ 7.25	\$	39,838.75
2.03	Break, Remove & Replacement of Asphalt Pavement	26	SY	\$ 10.25	\$	266.50
2.04	Break, Remove & Replacement of Concrete Curb & Gutter	28	LF	\$ 12.00	\$	336.00
2.05	Painted Crosswalk at Town Hall Drive	1	EA	\$ 300.00	\$	300.00
2.06	Painted Crosswalk at Basin Street	1	EA	\$ 350.00	\$	350.00
2.07	ADA Tactile Guidance Mats, 2'(W) x 10'(L)	4	EA	\$ 350.00	\$	1,400.00
2.08	Pedestrian Crossing Signage	4	EA	\$ 50.00	\$	200.00
Pavement Subtotal Estimate =					\$	98,579.75
3	Storm Drainage					
3.01	Relocate Existing Drainage Pipe (12" RCP)	26	LF	\$ 40.00	\$	1,040.00
3.02	Relocate Existing Drainage Structure	1	EA	\$ 2,000.00	\$	2,000.00
3.03	Relocate Existing Drainage Pipe (18" RCP)	21	LF	\$ 45.00	\$	945.00
3.04	Relocate Catch Basins	2	EA	\$ 1,500.00	\$	3,000.00
3.05	Drop Inlets	3	EA	\$ 2,000.00	\$	6,000.00
3.06	Frame and Grates (NCDOT Std. 840.03)	2	EA	\$ 550.00	\$	1,100.00
3.07	Reinforced Headwall w/ wingwalls	28	CY	\$ 825.00	\$	23,100.00
3.08	15" Corrugated Plastic Pipe (CPP)	8	LF	\$ 40.00	\$	320.00
3.09	15" Reinforced Concrete Pipe (RCP)	15	LF	\$ 42.50	\$	637.50
3.10	18" Reinforced Concrete Pipe (RCP)	81	LF	\$ 45.00	\$	3,645.00
3.11	36" Corrugated Metal Pipe (CMP)	47	LF	\$ 55.00	\$	2,585.00
3.12	48" Corrugated Metal Pipe (CMP)	22	LF	\$ 65.00	\$	1,430.00
3.13	36"x60" Elliptical Corrugated Metal Pipe (CMP)	12	LF	\$ 65.00	\$	780.00
Storm Drainage Subtotal Estimate =					\$	46,582.50
4	Other Construction					
4.01	Construction Stakeout	1	LS	\$ 5,000.00	\$	5,000.00
4.02	Relocate Electrical Power Allowance (poles, guy wires, etc.)	1	AL	\$ 15,000.00	\$	15,000.00
4.03	Relocate Telephone Box Allowance	1	AL	\$ 3,000.00	\$	3,000.00
4.04	Relocate Signage Allowance (business and church signs)	1	AL	\$ 5,000.00	\$	5,000.00
4.05	Relocate Water Services (meters, boxes, valves, RZP, etc.)	8	EA	\$ 150.00	\$	1,200.00
4.06	Relocate Sewer Services (cleanouts, line, etc.)	2	EA	\$ 125.00	\$	250.00
4.07	Relocate 4' Chain Link Fence	230	LF	\$ 8.50	\$	1,955.00
4.08	Relocate 6' Chain Link Fence	180	LF	\$ 10.00	\$	1,800.00
4.09	Traffic Control	1	LS	\$ 5,000.00	\$	5,000.00
Other Construction Subtotal Estimate =					\$	38,205.00
Easement Aquisition (27 parcels affected * Avg. \$5,000 / parcel) =					\$	135,000.00
Construction & Easement - Subtotal Estimate =					\$	378,374.75
Construction Administration (15%) =					\$	56,756.00
Project Contingency (10%) =					\$	43,513.00
Design Cost =					\$	64,278.16
Construction - Total Estimate =					\$	542,921.91



Cape Fear Crossing

STIP U-4738

Brunswick and New Hanover Counties

STATUS REPORT

CAPE FEAR CROSSING WORKGROUP

January 1, 2015

Project Description

Roadway extending from the vicinity of US 17 Bypass and future I-140 in Brunswick County to US 421 in New Hanover County, including a crossing of the Cape Fear River.

Current Status

The following list includes completed and ongoing tasks during the month of December:

- The project team continues to coordinate and correspond with project stakeholders.
- Functional Design Plans for the 12 detailed study alternatives (DSAs) are under development. Draft designs for eight alternatives (Alternatives B, C, G, J, M Avoidance, N Avoidance, Q, and T) have been submitted to NCDOT for review. The remaining alternative designs will be submitted to NCDOT for review in January.
- The project team continues to work on the traffic capacity analyses and anticipate a draft Traffic Capacity Analysis Report will be submitted to NCDOT for review in January.
- Hydraulic analysis of the DSAs is ongoing.
- The Historic Architecture Survey Report was submitted to NCDOT for review in November.
- The project team will initiate studies for the Traffic Noise Analysis and Air Quality Analysis in January.
- The project team will initiate studies for the Community Impact Analysis and the Land Use Scenario Assessment in January.
- It is anticipated that the next workgroup meeting will be held in June 2015 with the understanding that adjustments may be needed to that timeframe depending on the amount of work completed.

Contact Information

NCDOT – Jennifer Harris, jhharris1@ncdot.gov, 919.707.6025

URS – Joanna Rocco, joanna.rocco@urs.com, 919.461.1434

Website: <http://www.ncdot.gov/projects/capefear/>

Email: capefear@ncdot.gov

Hotline: 1.800.233.6315

WILMINGTON MPO
TRANSPORTATION PLANNING
JANUARY 2015

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 have been developed. A schedule for collection logistics has been drafted and data collection will continuously be monitored and updated as needed.

Next Steps:

- Continue 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 lists were created and ranked in December 2014.

Next Steps:

- TCC/TAC review & revision of draft prioritized project lists will occur through February 2014
- Draft Fiscal Analysis will be complete in February 2014
- Public outreach on draft plan will occur in March/April 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. The Wilmington City Council has expressed a desire for staff to consider the inclusion of burying the utilities and the installation of mast arm signals at Market/17th Streets. On December 2nd the Wilmington City Council approved funding for the installation of the black powder-coated mast arm signal poles at 17th Street and Market Street to be incorporated into the project.

Next Steps:

- Complete design to incorporate black powder-coated mast arm poles at 17th/Market intersection
- Bid, Award and Construct the streetscape enhancements.

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: 2 reviews
- New Hanover County Informal Plan Reviews: 3 reviews
- New Hanover Concept Reviews: 0 reviews
- Brunswick County Informal Plan Reviews 0 reviews
- TIA Reviews: 13 total (New Hanover County 3, City of Wilmington 4, Brunswick County 3, and Pender County 3) new 1 and ongoing 12
- Pender County Development Plan Reviews: 4 reviews
- Pender County Informal Plan Reviews: 2 reviews
- City of Wilmington Formal Reviews: 12 (2 new, 10 on-going)
- City of Wilmington Informal Reviews: 8 (1 new, 7 on-going)
- City of Wilmington Concept Reviews: 5 new concept reviews- 1 on-going concept
- COW Project Releases: 5 Full releases

STP-DA/TAP-DA FY 2013 and 2014 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:

- Field survey currently underway
- 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 progressing with design.
- 90% design plans are under review
- Letting date anticipated February 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:

- McKim and Creed revising design based upon field observations
- Right-of-way acquisition to begin upon receipt of COW surveys.
- 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:

- URS/Town of Leland to check on ROW needed for project.
- Letting date is anticipated January 2015

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:

- Survey underway for project design documents
- U-5534 E and U-5534 L – combined-Right of Way and Planning date of February 2015.

U-5534M - CAUSEWAY DRIVE, WAYNICK BLVD./N. LUMINA AVE./STONE ST.–The construction of dual left turns from Waynick Blvd. to Causeway Dr., channelizing the one-way entrance to Lumina Ave. and improving lane markings, adjusting stop bar, straightening crosswalks at Waynick Blvd and installing bulb-outs at Lumina Ave./Stone St., and adding ADA compliant curb ramps at all crosswalks within the project area.

Next Steps:

- Town of Wrightsville Beach investigating options
- Right of Way Plans anticipated to be complete: April 21, 2015
- Anticipated Let Date: August 20, 2015

U-5534H – HINTON AVE MULTI-USE PATH – This project consists of the construction of a 10' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

Next Steps:

- Awaiting NCDOT confirmation to start survey
- Conceptual sketch anticipated January 2015
- Right of Way Plans anticipated to be complete: January 22, 2015
- Anticipated Let Date: January 26, 2016

U-5534G –HOOKER ROAD MULTI-USE PATH - The project consist of the construction of a 10' wide multi-use path along Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Ave intersection

Next Steps:

- Awaiting NCDOT confirmation to start survey
- Conceptual sketch anticipated January 2015
- Right of Way Plans anticipated to be complete: May 18, 2015

- Anticipated Let Date: September 17, 2016

U-5534K –LELAND MIDDLE SCHOOL SIDEWALK - The construction of 5 foot wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Rd to the Hwy 74/76 overpass after Glendale Drive with connections to Leland Middle School and the surrounding neighborhoods.

Next Steps:

- Right of Way Plans anticipated to be complete: September 25, 2015
- Anticipated Let Date: January 26, 2016

U-5534J –OLD FAYETTEVILLE LOOP ROAD PEDESTRIAN LOOP - The construction of 5 foot wide sidewalks in three locations: along Village Road from Town Hall Drive going southeast to the existing sidewalk in front of the apartment complex, along Town Hall Drive from Village Road NE to the sidewalk currently under construction by the new Town Hall, and along Old Fayetteville Road from the existing sidewalk in front of the apartment complex to Village Road NE

Next Steps:

- Right of Way Plans anticipated to be complete: September 25, 2015
- Let Date: January 26, 2016

U-5534I –VILLAGE ROAD MULTI-USE PATH EXTENSION - The construction of a 10 foot wide asphalt multi-use path routed across Perry Ave, behind the library, out to Village Road, down Village Road ending on the western edge of the First Baptist Church property before the Sturgeon Creek Bridge

Next Steps:

- Right of Way Plans anticipated to be complete: September 25, 2016
- Anticipated Let Date: January 26, 2016

SHIPYARD BOULEVARD SIDEWALK- Project Description: The construction of a sidewalk and bus pull-out along Shipyard Boulevard between Vance Street and Rutledge Drive. This will be a partnership between the City of Wilmington, Cape Fear Public Transportation Authority and Wilmington MPO.

Next Steps:

- Awaiting NCDOT confirmation to start survey
- Surveying is anticipated to begin in January 2015

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:

- Easement/ROW inquiries with property owners under way. Anticipated preliminary plans showing design alternatives in January 2015.
- Letting for construction is anticipated July 2015

U-5527B CITY OF WILMINGTON – 5th AVE INTERSECTION UPGRADES – This project is for the construction of high visibility crosswalks, curb ramps, and pedestrian activated signals on 5th Ave at the Dawson Street and Wooster Street intersections.

Next Steps:

- Right of Way Plans anticipated to be complete: May 23, 2016
- Anticipated Let Date: January 26, 2016

U-5527C NEW HANOVER COUNTY – MIDDLE SOUND GREENWAY – EXTENSION TO MIDDLE SOUND VILLAGE– This project is for the construction of a multi-use path along Middle Sound Loop Road from Oyster Lane to the Middle Sound Village driveway

Next Steps:

- Right of Way Plans anticipated to be complete: May 23, 2015
- Anticipated Let Date: January 26, 2016

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. The MPO established 3 park and ride lots in Brunswick County and a ridesharing program that began on January 5th.

Next Steps:

- Present draft TDM plan to TCC and TAC for adoption
- Continue drafting the 25-year TDM plan
- Begin developing the marketing plan for the 10-year TDM plan
- Promote 3 Park & Ride Lots in Brunswick County
- Promote the Share the Ride NC ridematching website
- Begin developing the Emergency Ride Home Program



Cape Fear Public Transportation Authority

Project Update

January 2015

- 1. Operations center** - 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. A completion date of February 24, 2015 has been provided by the General Contractor. Dedication ceremony details pending. Project awarded to Clancy & Theys Construction of Wilmington
- 2. Fleet replacement & conversion to CNG** - (no change) identifying state and federal funding opportunities to replace 19 thirty-five foot buses. FTA funding for 80% of two CNG buses has been identified under FTA §5316 and §5317 program and local funding is included in City of Wilmington FY 2015 budget. New buses to be fueled by compressed natural gas. Fleet replacement programmed at a cost of \$8,100,000. Bid awarded to Gillig, LLC on June 26, 2014. Purchase order for two buses issued on June 26, 2014. Delivery June, 2015.
- 3. FTA §5310 Program** - (no significant change) Designation from NC Governor as designated recipient for FTA §5310 Elderly and Disabled Transportation Program designated recipient completed in July. Authority staff in discussion with WMPO to develop FTA required program management plan (PMP) to outline goals of 5310 program. PMP expected to be complete in spring 2015.
- 4. Brunswick Park & Ride** - three park and ride lots began offering commuter services from Brunswick County to Wilmington on Monday, January 05, 2015 to ease congestion during causeway construction. The project is being undertaken by Wave Transit, WMPO and the Brunswick Consortium.