



WILMINGTON URBAN AREA Metropolitan Planning Organization

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

Members:

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR PUBLIC
Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

Meeting Agenda

Wilmington Urban Area MPO
Transportation Advisory Committee

TO: Transportation Advisory Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: August 13, 2010
SUBJECT: August 18th Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, August 18th at 4pm. The meeting will be held in the Lord Spencer Compton Conference Room at Wilmington City Hall.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
 - a. 4/28/10- Amended
 - b. 6/23/10
- 3) Public Comment Period
- 4) Old Business
 - a. Resolution supporting corridor preservation of the interchange at Market Street and Military Cutoff Road extension
- 5) New Business
 - a. Resolution supporting corridor preservation for the Cape Fear Skyway
 - b. Resolution supporting the HUD Sustainability Communities Regional Planning grant
 - c. Resolution supporting an Amendment to the 2010-2011 Unified Planning Work Program
- 6) Discussion
 - a. Draft Wilmington MPO Ethics Policy
 - b. NCDOT Work Plan and Draft State Transportation Improvement Program
 - c. North Carolina Mobility Fund
- 7) Updates
 - a. Cape Fear Commutes
 - b. City of Wilmington/Wilmington MPO
 - c. Cape Fear Public Transportation Authority
 - d. NCDOT
- 8) Announcements
 - a. Citizen Advisory Committee meeting- August 18, 2010
 - b. Bike/Pedestrian Committee meeting- September 9, 2010
- 9) Next meeting –September 29, 2010

Attachments:

- Minutes 4/28- Amended
- Minutes 6/24
- Map of potential interchange designs for Market Street/Military Cutoff Road extension
- Resolution supporting corridor preservation of the interchange at Market Street and Military Cutoff Road extension
- Cape Fear Skyway Transportation Corridor Preservation maps
- Resolution supporting corridor preservation for the Cape Fear Skyway
- HUD Sustainability Communities Regional Planning Grant Fact Sheet
- Resolution supporting the HUD Sustainability Communities Regional Planning Grant
- Amended 2010-2011 Unified Planning Work Program Budget
- Resolution supporting an Amendment to the 2010-2011 Unified Planning Work Program
- Draft Wilmington MPO Ethics Policy
- NCDOT Draft State Transportation Improvement Program
- NC Mobility Fund Overview and Selection Criteria Process
- Wilmington MPO/City of Wilmington Project Update (July)
- NCDOT Project Update

Meeting Notes

Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee

Date: April 28, 2010

AMENDED

Members Present:

Jonathan Barfield, Chairman, Cape Fear Public Transportation Authority
Laura Padgett, Vice-Chair, City of Wilmington
Bill Sue, Brunswick County
Jack Batson, Town of Belville
Walter Futch, Town of Leland
Bill Saffo, City of Wilmington
Jason Thompson, New Hanover County
Bob Lewis, Town of Carolina Beach

Staff Present:

Mike Kozlosky, Executive Director
Joshuah Mello, Associate Transportation Planner
Anthony Prinz, Associate Transportation Planner
Bill McDow, Staff Engineer

1. Call to Order

Mr. Barfield called the meeting to order at 4:10 PM. He asked everyone to take a moment to review the TAC mission statement at the top of the agenda.

2. Approval of Minutes:

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

3. Public Comment Period

Mr. Walter Futch, TAC member from of the Town of Leland, told members the reason he is speaking during the public comment period is because at the last meeting the Vice-Chair who took over after Mr. Barfield left decided to close the debate on items on the agenda. He said he wasn't allowed to speak on it and he noticed the item was not on the agenda for this meeting. He told members he thought it should be old business but it's not on the agenda at all. He told members that he would like to enlighten those of you who would like to hear him. He said he wanted to present a prospective on the Skyway that you haven't heard. If you only want to hear one side he would understand. He said he also wanted everyone to understand that the TAC is not the only venue that he will be going to. He stated that he has already been asked to some city councils and he will be going to the county commissioners meeting and the legislature. He told members he was not going to be presenting any new facts. All the information he got, was from the internet, websites, meeting minutes and resolutions. He told members that the Town of Leland sent 140 questions to the Turnpike Authority, and as of yet, he has not gotten answers to any of them.

In reference to the last meeting, he stated that when those items were postponed early in the meeting for debate, when it got time to talk about them Ms. Padgett shut off debate. He said there was no vote by the membership and that was really not proper. What he finds objectionable though is that because we didn't discuss it, the next day Mr. Kozlosky sent those items to members and requested we ask our councils to vote on it, but we never discussed it. That is not proper and who ever told him to send them out shouldn't have done that because they don't have that authority. That comes from this committee. In addition, one of the resolutions that he asked us to support the gap-funding hadn't even been approved in that form by the TAC. If you will read that resolution, it is not the one that was the June 2007 resolution. So that particular form of this resolution that Mr. Kozlosky asked to be passed by the councils, not only isn't correct, it hasn't been passed by this group. You are not getting to hear both sides of the argument and you and the people have that right. It's time we heard both sides of it.

Mr. Futch said he has heard it said that the Town of Leland has been involved in every step of the way in picking that northern alternative. Let me tell you, we were never involved in any step of the way until after October 14th when it was publicly announced. Our next meeting was October 15th and we were expected to endorse this resolution that we had one day to look at. If that happened to you guys, you know you would be climbing the walls. He told members the Mayor of Wilmington held a meeting of Brunswick County and Town of Leland property owners at the town hall in Wilmington on March 29th. Where was the Leland representative? Not only were we not included in picking this alternative route, but even after it was picked there had been options 1 and 2 apparently, though it wasn't attached to those minutes. So, who picked the options? Was it us? When we were going to paint the bridge, we had a committee. The committee decided what color and then came back to us. We picked something that was part of a \$1.1 billion project, \$200 million or more in property is going to be purchased. Did we get a choice? Did we get an option A or option B? I don't think so. The question is who ought to be making the decisions? Should it be just a few of us or should it be all of us? Should we work on what we see and what we hear, or should we work on facts?

Mr. Futch told members he thinks this process has run amuck from the beginning. He said he will let members decide if they would like to see his PowerPoint presentation or if you don't want to see it. He will be more than happy to take it wherever he needs to take it.

4. Presentation

a. NCDOT Transportation Financing – Mark Foster, CFO

Mr. Mark Foster, Chief Financial Officer for NCDOT, told members he was asked to explain, for the benefit for the new TAC members, how the Department of Transportation get it's funding and how it uses those resources. He said when you look at NCDOT's funding, it's pretty simple. About 75% of the resources that they get come from state taxes and fees and the remaining 25% comes from federal fees, primarily the federal gas taxes. State money goes into two funds, the highway fund and the highway trust fund. The highway fund is primarily sourced by state taxes, mostly gas taxes, and is used primarily for maintenance for the 80+ thousand lane miles of roads around the state, as well as public transit. The Highway Trust Fund gets most of its resources from highway use taxes, such as sales taxes on automobile purchases, gas taxes and DMV fees. It is used primarily for construction and where the monies are spent is set by statutory-formulas. When looking at the source of state revenue, a little over half comes from the gas tax, about 15% comes from highway use taxes and fees collected make up the remainder at about 30%. Revenues peaked in 2007 and are now running a little over \$300 million less per year. As we look at the revenue forecasting, we don't think we will be back to the 2007 levels until 2014.

Mr. Foster told member the American Recovery and Reinvestment Act of 2009 was a nice, short-term shot in the arm. NCDOT got about \$835 million for transportation. All of those funds have been committed to projects and a good bit of that is already underway. We also received \$545 million in special grants for the high-speed-rail initiatives and \$10 million to assist with the completion of the Yadkin River Bridge.

Mr. Foster stated that about 75% of every dollar received at DOT goes back into construction and maintenance. About 10% is moved to other agencies like the Highway Patrol and drivers' education. North Carolina is one of the few DOTs in the country that does not get any general funding. We are also one of the few that subsidizes other areas. The remainder of the budget goes for administration, public transit or other safety initiatives. Back in 2002-2003 legislation was passed that permitted NCDOT to cash flow its business. Unlike other agencies that are on an annual appropriated budget, we are allowed to commit to future projects based on anticipated revenue. With that came a couple stipulations; one is that we had to develop very sophisticated forecasting models and keep our cash within a target level in between a statutory floor of \$200 million and a target which is about 12% of annual revenue. The models allow us

to track every dollar and every activity within the DOT, including tracking on a cash flow basis on roughly 1400 to 1500 construction and transit projects and all of the debt requirements that take place, as we borrow money for advance finance, as well as the regular administrative and other expenses. All of that comes together so that we know 10 years out how much capacity we can commit for new activity, but more importantly to ensure that anything we have committed to today will in fact be paid for even if we have a hiccup in the economy. By having these models in place, we assured our contractors that we will pay your bills.

This all fits together in terms of transportation planning for the state by doing economic planning. Why would we invest in infrastructure if we don't know what the outcome of that infrastructure is really going to drive in terms of economic activity and jobs around the City? It all starts with the NC Comprehensive Plan. Part of that comprehensive plan is being jump-started right now with logistic task force. They are looking at what is the economy of the state going to look like for the next 25 to 50 years. What sort of infrastructure across all modes of transportation will be needed to put our state at a competitive advantage when new businesses are considering locating in North Carolina? For the businesses already located here, what is it going to take to keep them here?

A few years ago, we published a 20-year forecast for the DOT. It forecast \$65 billion in state needs. That essentially represents that for every dollar that comes in, we have \$5 in needs. We've got to prioritize every single dollar that comes into the Department to make sure it is bringing the highest impact in value to the State. When looking at the planning process a few years ago, we came to the conclusion that it was a disjointed process. We have a long-range plan that wasn't connected with the State's TIP, which is the 7-year plan, there was no 10-year plan to identify projects now and be ready to deliver in the next 3 or 4 years. It lacked a work program that says if I give you a list of projects in the next five years, you should be able to count on us with a 90% or higher accuracy that we are going to do that job. A lot of people focused on the TIP, but the TIP was only about a third of the spending that goes on in the Department of Transportation. The whole work program is really what we are all about.

The Department is in the midst of reviewing the first version of the 5 and 10 year plans. A key to that is the development of the prioritization models that are data-driven and transparent. As the local areas identify their transportation needs and document those needs, that information is collected from around the state for prioritization. That will take place over the next six months.

One of the ways we have been able to stretch the dollar is to use innovative financing. There is no definition of "innovative financing" other than it is a wide-open deal that's open to partnerships. There have been several projects throughout the state that have been successful design/build projects and many construction companies/engineering firms are interested in partnering with the state for the projects. We also developed the GARVEE Bonds program about 4 years ago. This allows us to borrow against the federal revenues and we have used that to fund over 40 projects across the state. We are the second largest DOT in the country, just behind Texas in terms of lane mile responsibility. The primary reason is that most DOTs only take care of about 20% of the state infrastructure, which are primarily interstates. NCDOT takes care of not only the interstates, but also the secondary road system. When you look at the revenues received relative to the responsibility, rather than having the second largest pot of money, we are 48th out of 50 states in terms of resources per responsibility. Most states fund their transportation initiatives through local property taxes, as well as gas taxes, DMV fees and sales taxes. NCDOT collects no property taxes and so we have a trade off of property taxes for gas taxes in terms of funding North Carolina's transportation system.

Mr. Foster told members one of the things they will be hearing about within the next few weeks is a line item in the Governor's budget called the North Carolina Mobility Fund. There are a lot

of state congestion and mobility needs that are not currently being met. We are working with the Governor to set up a special stream of funding that could be used outside the equity formula to address congestion bottlenecks and other economic key projects around the state for all transportation modes. The goal is that in the next three years, the funding stream will rise to about \$300 million. We could tap into that resource with new money that will not be taking anything from the current pot. About half of this \$300 million will come from taxes and fees already collected today, essentially moving money back from the General Fund to transportation either by the elimination of the general fund transfer or sales tax collected on rental cars that would be redirected to transportation. The other half would come from relatively modest DMV fees, as well as looking at the highway use tax and either a small percentage of the fees or eliminating the net trade tax break.

5. Old Business

a. Resolution Adopting the Wilmington MPO 2010 Legislative Agenda

Ms. Padgett made a motion to amend the agenda and hear the portion of Mr. Futch's presentation that affects the Legislative Agenda. Mr. Thompson seconded the motion. The motion carried unanimously.

Mr. Futch told members his presentation deals with two resolutions, the 2007 Resolution and the 2010 Resolution. He told members the 2007 resolution is based on some of the numbers that we keep hearing. This resolution is requesting the North Carolina Turnpike Authority to explore additional alternatives to the funding gap for the Cape Fear Skyway to include potentially tolling a portion of the Wilmington Bypass. This was never discussed according to the minutes. It was in the minutes but never discussed and never voted on. We keep seeing that the Skyway is going to fund 55% of its cost and that is where that particular item comes from. The March 2010 resolution that was in our packet last time is still saying that this is going to fund 55% or \$550 million. This also says there is a \$49 million gap. Mr. Futch stated that Mr. Kozlosky says in an email to him that the verbiage on the resolution is not word-for-word but that doesn't really matter. The fact that it did pass doesn't matter. Is the wording the same? Is this an attempt to deceive the legislature that we have really looked at the things that we need to look at? I know that Mr. Foster just presented information on how we get the money and how we spend the money. It seems to me that being honest with the legislature and being honest with DOT about what we expect money-wise is going to have a big impact on his \$65 billion budget versus \$9 billion to pay for it. We are lying to them. We're making it harder for him. We need to be accurate when we're asking the legislature for money. In this resolution it says whereas a traffic and revenue forecast was completed in the case of the proposed construction costs. How did a traffic and revenue forecast tell you what the construction cost is? That study was done by Wilbur Smith and Associates. It has nothing to do with the cost of this bridge. It has only to do with how much revenue can be generated by tolls. So we are telling the legislature we have done a cost study. Show me where it is. Where was the cost study? This project started at \$350 million in 2003. It went from \$455 million to \$815 million sometime in 2006 or 2007. Now it's at \$1.1 to \$1.5 billion. Did we really do a cost study? How good are we at doing cost studies? On the TIP that Mr. Foster is dealing with it still shows this project at \$497 million. Is that honest? Is that telling the truth? Do we know it's going to be \$1.1 billion? I don't know. I can't tell you the answer to that but I sure have the questions. How long is the gap? Some of the things say 40 years. How much is the gap per year? \$49 million? If you take \$49 million and multiply it by 40, that's \$ 1.96 billion dollars – that's the gap. If you want to know what the total cost is, the gap ought to be \$550 million, which it says it's going to pay for, plus the gap. That's \$2.5 billion dollars. Is \$550 million fifty-five percent of \$2.5 billion? Are we telling the legislature the truth? Are we asking for gap funding and we're lying to them? The 2007 resolution talks about a \$440 million gap. So how can it be \$440 million in 2007 and today its \$1.96 billion? We keep talking about \$440 million a year for 40 years is \$11 million a year and we're asking for \$49. Is that a fair representation? Does it fairly

represent the gap to the legislature? Here's the numbers and I didn't make these up. It says the Cape Fear Skyway in 40 years the revenue is going to be \$1.526 billion. You say 55% of the project is \$1.2 billion – it wasn't 100% of the project. So if you do the math you will find out the total project cost is \$2.775 billion. That is what it's going to cost if we say we are raising revenues to pay for that bridge. That's the project cost. So if you want to know what the gap is, then you say that \$2.7 billion and subtract the \$1.5 billion and that's a \$1.2 billion gap divided by 40 years, that's \$32 million a year for 40 years. We're asking for \$49 million. When I look at the numbers, it just doesn't add up. If you figure all that out, it doesn't come to 55%, it comes to 43%. Now you say 43% to 55%, that's not too bad. It only makes a \$680 million difference. That's \$17 million a year for 40 years. If you toll the loop, we're going to end up with almost \$2.4 billion. So, what is the impact on the gap from that? The gap is going to be \$11 million less per year for 40 years. What we're doing is, we're going to toll that loop to gain \$440 million and the people driving on that loop are going to be paying \$2 billion over 40 years. How much could the economy of Wilmington, Carolina Beach, Wrightsville Beach, Belville, Navassa and Leland benefit from \$2 billion over 40 years or \$2.4 billion if you don't toll it at all? That's \$60 million a year. Does anyone seriously believe that if the state gives us \$40 to \$50 million a year for the next 40 years that we will get funding for any local projects, no matter what the allocation formula is?

Mr. Futch told members that was the last of that presentation and he has another.

Mr. Barfield asked him how many presentations he had.

Mr. Futch responded that he had eight. He explained that the others were shorter, but they are all equally important.

Mr. Futch stated that you say that you included Leland all the time; every step of the way Leland was included. In February 2009 there was no northern-alignment. In September of 2009, all of a sudden it appears. Are any of the committee here? How many people were on the committee? Was Leland invited to participate in drawing the map? Never; not one of my people, my employees, and not one of my council members was ever asked to help draw that map. We actually were officially notified some time on October 10th through our TAC representative. We saw it on October 14th. Our meeting was on October 15th. Mr. Kozlosky attended. We had a motion not to endorse it and it failed by 3 to 2. We didn't really have enough information. We knew we didn't have enough information, so we asked a bunch of questions. Did anybody outside of Leland participate? Did anybody in here participate in drawing that map? Mr. Kozlosky did. He'll know who else did. Have you ever seen this map before? Somebody drew it and it wasn't Leland. Who do you think drew it? A meeting was held that didn't include Leland. At least one we know was held on March 29th. We don't know how many before that. How many of you guys were invited to those meetings? This is the minutes to that meeting. You can see who was invited. This is the one Mayor Saffo called. We've got Mr. Sue, Mr. Saffo, a lot of property owners and engineers and Mr. Kozlosky. Maybe a \$100 million of this land is going to be taken out of Leland and we have plans. We have platted maps. All this stuff is in the town. Would Mayor Saffo be happy if I came over to his property owners and said, look we're going to draw a map and we don't need Mayor Saffo? We don't need any of the staff from Wilmington. It's not necessary. Were we treated fairly? How long was Wilmington given to decide on picking their corridor which they got to pick? Were they allowed to participate when it was drawn?

Mr. Thompson asked Mr. Futch if he wanted answers to the questions. Mr. Futch said no, they are just rhetorical questions.

Mr. Saffo told Mr. Futch he has his opinion but he does not have the facts. Mr. Sue agreed. Mr. Saffo said you have your land use plan that you adopted in May and it includes the Skyway

Bridge. You were aware of the project. You've been sitting over there with Brunswick Forest playing games. I represented the taxpayers of Wilmington. We are having to pay for a right-of-way when you can't give us an answer on your side but you're all for it over here. Mr. Saffo told him he was entitled to his opinion but not his own facts.

Mr. Futch asked if he called a meeting. Mr. Saffo said he called a meeting to try to get some answers to some question that I can't get on the other side of the river. I want to know why we spent \$4 million dollars to look at a northern alignment. We spent taxpayer's money looking at a northern alignment. All of a sudden it was moved over. Mr. Saffo stated that he was sure Mr. Futch was very well informed.

Mr. Barfield told Mr. Futch that we were going to end the presentation. Mr. Barfield made a motion to rescind hearing the presentation. Mr. Thompson seconded the motion. The motion carried in a 5 to 3 vote with Mr. Futch, Mr. Lewis and Mr. Batson voting against. Ms. Padgett told members when she made the motion to hear the presentation, it was just that we hear what had to do with accepting the legislative agenda.

Mr. Barfield told members he thought we could all come in here with our own numbers, our own innuendoes and thoughts. You can take stuff and mix and match it for a quick look and confuse folks or, you can take your time and have something people can read and follow through and maybe it would make some sense. He said maybe the presentation should have been sent out ahead of time so we could have time to review what you had to offer.

Mr. Barfield asked what are the wished of the committee in regard to the legislative agenda. Ms. Padgett made the motion to adopt it. Mr. Saffo seconded the motion. Mr. Lewis asked if there was any particular reason why we have to move this through this month. Are we looking at a time restriction or is there any critical issues that we're missing here. Ms. Padgett explained that we have put this item off a month already. We are hoping that in the short-session the legislature will consider the request for gap funding. She told members that Mr. Futch's numbers contain some confusion about exactly what the bridge is going to cost. From a while back, she has the cost from the engineers who designed and built the bridge in Charleston. Their costs were \$780 million so we have something to base this on. We don't know exactly what their right-of-way cost was but that was the engineering estimate to get that bridge built. Their bridge is slightly longer and then slightly shorter than we are intending to build if we use the current design. Maybe that is where some of the discussion ought to be is on how we want this bridge designed. If you take the interest on the money it cost them to build it over 20, 30 or 40 years, and you take inflation since the several years their bridge has been completed, then you get pretty close to our \$1.2 to \$1.5 billion to build our bridge. There was a bonafide study looking at who is going to use the bridge and what the anticipated revenue from those tolls was going to be. That is where the 55% came from. In all honesty, those numbers are not yesterday's numbers. They are a little bit old, but we have got to make some estimates if we are going to plan for the future. We need help from the State Legislature. The State Legislature and the Governor are trying to come up with sufficient funds to relieve congestion in this state. The Governor's line item that Mr. Foster told us about today is a bonafide effort to do that. Other cities have been given tens of millions of dollars in gap funding for their toll projects. This part of the state historically has done without money. If we don't ask, we don't get. It's as simple as that. We will never get it if we don't ask. The urgency is to get this approved and to get it to the state so they can reasonably consider it in the short session which begins in May. We need to know that the state is going to do their part. One of the things we heard pretty strongly was that this \$300 million dollars is not going to come from our local/regional funds to build it if we can get the approval of the gap funding. This project would take everything out of our transportation budget for the next 20 years and we certainly can't afford that. We have got to have the help of the state and we have got to have help of tolling.

Mr. Batson said the issue he has is around the corridor preservation. If I understand it, the MPO is asking for the authority to preserve corridors along with the towns and counties, where you can just go through and say we plan to build a road here in two years. You say we are going to preserve this corridor and all property owners in that area can no longer make decisions on selling or buying during this period of time. They are still paying property taxes but they don't have the use of the property that they may want to have. That is a power in some ways worse than eminent domain. I think the less people that have that authority the better because it needs to be used very, very sparingly.

Ms. Padgett reminded members that we just came through the 2035 Long Range Transportation Planning process and we are getting ready to open the comment period and adopt a plan that goes out for 25 years. To say that this right to protect a corridor is the first notice to property owners of where our roads need to go is not correct. They can look at our published transportation maps on the DOT website, they can get them from any of the MPO staff and if you've got land transactions coming up, you should be looking at that. For an individual property to be the driving force behind our regional transportation planning when they have 25 years of notice that some right-of-way needs to be preserved for a roadway is a real disservice to the future to this community.

Mr. Batson said there is concern for individual property owner when all-of-a-sudden there is a corridor going through there. Ms. Padgett said it is not all-of-a-sudden because corridors are planned way in advance. Mr. Batson said that the person who owns that land are not going to be looking at DOT maps or looking on the computer. He will not have a notice. Ms. Padgett said it typically happens when somebody wants to buy that piece of property and they find out after they bought it and can't do exactly what they want with it because it is in a corridor. People have a chance to be aware of this. We are not taking away the provision of information by not allowing some serious protection. Unfortunately, the state has never made provisions financially to buy land years and years in advance even though the planning may be there. Local governments are stuck with having to do that. The City of Wilmington on several occasions have had to stepped-up and preserved property outside the limits of Wilmington in order to protect the regions ability to move traffic in the future. That's what we are asking the legislature to support. That's what we need to be able to do.

Mr. Futch told members what he thinks this transportation corridor preservation does is extend eminent domain without payment to the property owners. The reason I say that is because there is no guarantee that these corridors, once they're preserved, will be the final corridor. We've seen that in this instance and we've seen in other instances where the corridor changes a little bit and all of sudden somebody different is in the crosshairs. I can tell you there is a big problem with corridor preservation. If my council can do what Wilmington has done, then I'll preserve a corridor across Brunswick County that I think is right. Is there anything to stop me from doing that? Ms. Padgett reminded him that Wilmington is the lead-agency by federal law. Mr. Futch replied we may have somebody who can change that.

Mr. Barfield told members his thought process on this has changed. What changed it was that the County just passed a moratorium on cyber sweepstakes. In that process, there were some folks that had gone through the permitting process but hadn't been issued a permit. They are being held up and can't go forward until we figure out what we are going to do. I have to look at what is in the best interest of the greater good. Yes, it affects me and my clients, but the greater good is for us to have rules, regulations and laws in place for those cyber sweepstakes businesses. The concept for preservation of roads is indeed the same.

Mr. Sue told members he began serving on this committee in 1994. The first bridge over the Cape Fear River was put on the drawing board in 1993. At that time, that bridge crossed over the Cape Fear River and connected into the interchange where US 421 connects into US

17/74/76. He raised an objection to that because it didn't make any sense. In the mean-time, future development in the lower Cape Fear, Brunswick County, the City of Wilmington and New Hanover County was studied to see what would be the best possible solution for the area. They came back with a proposal for a bridge down near the Port that linked back in with US 17/74/76 and eventually to complete a loop. That stayed dead for many years and nothing happened. Then the Turnpike Authority was organized because it was decided that any future large highway projects were going to have to be supported by tolls. That was in the early 2000s. At that time a consultant was hired to start projecting routes. They had 5 or 6 routes all starting at Independence Boulevard, crossed over and landed in the same spot on the Brunswick side of the river and branched out into 5 or 6 different directions, all of them busting Brunswick Forest wide open. All of them landed on top of Stoney Creek and Sneeds Farm. We had a public hearing at the Belville School. They filled up the room up. A resolution was adopted by the Transportation Advisory Committee to do everything possible to keep that Skyway project from landing on top of Sneeds Farm and Stoney Creek. We passed the resolution after we listened to the people at the meeting. The only person who has worked on the proposed routes since then has been the Turnpike Authority consultant. They kept coming to me and asking if Brunswick County going to approve this corridor. I told them no and I'm not even going to suggest that we approve this corridor until something is done to help the residents of Brunswick Forest, Stoney Creek and Sneeds Farm. I heard no more about it because I wouldn't budge.

Mr. Sue told members Mr. Saffo brought him a small map showing the northern and southern route to a meeting of the Lower Cape Fear Water and Sewage Authority meeting about six months ago, of which they are members of the same board. When I left that meeting, I immediately went to the biggest property owner affected, Brunswick Forest. I showed it to Jeff Earp. I told him that the route meets some of his objectives in not landing on top of Stoney Creek and Sneeds Farm. It also looks to miss most of Brunswick Forest. He looked at it and said he thought they could live with this thing. He called him back and said it would need a few minor adjustments. They made the suggested adjustment and he took it to his planning department for them to develop a map. They took the map to Mr. Kozlosky and that is how the northern route came to be. Nobody did anything in a back room, anything in secret or anything else. All of the proposals for the different routes have been suggested by the consultant for the Turnpike Authority. Brunswick County, as a result of that, unanimously passed a resolution approving the northern corridor and the northern corridor alone. Nothing has been secret and every map that has been drawn, to his knowledge, has been drawn by the consultant for the Turnpike Authority.

Mr. Kozlosky told members he wanted to address corridor preservation because that seems to be the issue on the table. He said he wanted to point out that we are not just focusing on the Cape Fear Skyway as part of this request. Staff is trying to develop a policy that will allow the MPO to file corridor preservation maps once projects reach a certain time period. If the TAC does not support it, then we will go back to re-evaluate to request.

Mr. Kozlosky said he wanted to answer Mr. Lewis's question about why we want to take the legislative agenda forward today. It is because the General Assembly is going into session on May 12th. We want to have a legislative agenda that we can present to them while they are in session.

Mr. Thompson said he has a couple things he doesn't particularly agree with. The section regarding transportation financing where the committee recommends increasing the highway use tax from 3% to 4% over the next two years. That goes along with the vehicle miles traveled (VMT) where consumers will pay taxes proportional to the miles driven. I don't like that one. I also don't like going from \$28 to \$30 on registration fees. Mr. Sue said that those were the recommendations from the 21st Centaury Committee. He said he doesn't agree with all of them

either. Mr. Thompson said this is our legislative agenda and I'll tell you why I don't agree with all these. First, where it says several of the southeastern states have this rate or higher, it's voodoo-math because some of them have property taxes mixed in and some don't. You can't pick everybody else's highest tax rate and think it's a good thing for you to do because there is other stuff blended in. On the VMT, if I don't travel as many miles but I'm paying the tax when I buy the gas, basically VMT is meant to be a way to develop more revenue. It doesn't make sense to me. On the vehicle registration, all these things allow the state to get more money, and it makes our region more of a donor region because we don't get it back proportionally to what the state takes in if we support all these state-wide initiatives. If we allow the state to take all this money, we're not going to get it back. I would rather see the City of Wilmington have the local option sales tax and fund transportation measures here. Let the Town of Leland have the local option sales tax for their roadways and transportation issues and keep the money. Spend it in your area versus allowing the state to take it all and hope they send some back to us.

Mr. Batson corrected him by pointing out that the registration fee will increase to \$58.00, not \$30.00.

Mr. Sue asked if this committee has to endorse the 21st Centaury Committee's recommendations. Ms. Padgett told members that the 21st Centaury Transportation Committee was created by the Legislature so if we are politically astute, we will want to be part of what the Legislature has spent time and effort on. These would not be needed and we could take all of this out to make everybody happy about not having to pay more money to the state for the roads. But right now, unless counties would like own the roads and take care of them and if we don't do something, the Highway Trust Fund is going to be totally inadequate. People need to understand that we are on the verge of being just exactly where the federal government was with another \$19 billion going from general fund into the Highway Use Fund. The reason is people are driving less but more importantly, they are beginning to drive low-mileage lighter-weight and higher mile per gallon hybrid vehicles and electric vehicles. Those cars are using the roads just as much as we do now, but are not going to be paying for them. Only people who are buying fuel for ordinary heavy duty vehicles are going to be paying for the roads. So if we want everybody to pay for the driving they do, we are going to have to do something to put money in the Highway Trust Fund. It is shrinking and will continue too. These are the suggested ways and we should look at the menu of options so that they have choices. We need to keep the options and support them. We need to go along with what the Legislature has already spent time and effort in creating or we will be shooting ourselves in the foot and wonder why we're sitting down here with no money.

Mr. Kozlosky told members that the TAC has already endorsed the resolution supporting the recommendations of the 21st Centaury Transportation Committee. That is why this item is included in the legislative agenda.

Mr. Barfield called for the vote on Ms. Padgett's motion. The motion carried in a 5 to 3 vote with Mr. Futch, Mr. Batson and Mr. Thompson voting no.

6. New Business

a. Resolution Amending the 2010 – 2011 Unified Planning Work Program

Mr. Kozlosky told members the 2010-2011 Unified Planning Work Program was adopted at the last meeting. We did not have the Section 5303 allocation at that time. We now have the revised Section 5303 funding so we are now requesting the board amend the planning work program to reflect the amount of Section 5303 funding we will receive from the state. Mr. Thompson made the motion to amend the 2010-2011 Unified Planning Work Program. Ms. Padgett seconded the motion and it carried unanimously.

b. Opening of 30-day public comment period for Cape Fear Commute 2035 Transportation Plan

Mr. Kozlosky told members the 30-day public comment period will open on May 6th for *Cape Fear Commutes 2035 Long Range Transportation Plan*. It will close on June 4th. Mr. Lewis made the motion to open the public comment period. Ms. Padgett seconded the motion and it carried unanimously.

7. Updates

a. City of Wilmington/Wilmington MPO

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

b. Cape Fear Public Transportation Authority

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

c. NCDOT

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

Mr. Sue asked Mr. Pope about the status of the extra lane on the causeway. Mr. Pope told members they have just began the document and should be expecting a citizen information workshop very soon. Mr. Pope said he will get that information to him.

Mr. Sue stated that he was told that the project was within the 60-month window and it would be completed and funded within that period. Mr. Pope said it would start construction within that 60-month period. Mr. Sue told Mr. Pope that they were told that it was not going to come out of the regular pot. It was going to be special funding so it would be moved along faster. Mr. Pope stated that it would be funded with traditional trust funds. Mr. Pope told members he will have to go back and look but he believes that this committee made the decision to take some of the GARVEE funds and put them on the Wilmington Bypass. Mr. Sue asked if he meant section "A" of the Bypass. Mr. Pope said yes. Mr. Sue said we will have to find some money somewhere else.

Mr. Sue asked if the environmental study had been completed. Mr. Pope said no, it's part of the Environmental Document. Mr. Sue asked who would look at the environmental issues because you have got to replace the bridge. You have got to have the environmental study before you can do anything else. Mr. Pope said that was correct. We do have one of the bridges across Alligator Creek that does have to be replaced.

Mr. Futch asked about the ones that cross the Brunswick River. Mr. Pope said no, the Department will be doing some rehab on the deck and extending the bridge, as well as the other bridge across Alligator Creek.

Mr. Pope told members as of right now the plan is to complete the environmental document in September 2012. Right-of-way will begin in 2012 and construction in 2013. Mr. Sue said that is going to have to be moved up some way. That is too far down the line. We want to be able to get across the causeway by then. Mr. Pope said at this point in time, you need to tell him what project in the 5-year plan you want to pushed back in order to push this one forward.

Mr. Sue said the first page of this transportation report from Mr. Pope says the Oak Island Bridge is going to open in September of 2010. He stated 14 years ago he went to the Department of Transportation and told them that it was the number one project. Ms. Padgett told Mr. Sue that sounds about right according to the state-wide average for projects.

8. Announcements

9. Adjournment

With no further business, the meeting was adjourned at 5:48 PM

Respectfully submitted

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

Meeting Notes
Wilmington Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Date: June 23, 2010

Members Present:

Jonathan Barfield, Chairman, Cape Fear Public Transportation Authority
Laura Padgett, Vice-Chair, City of Wilmington
Jack Batson, Town of Belville
Walter Futch, Town of Leland
Jason Thompson, New Hanover County
Bob Lewis, Town of Carolina Beach
Bill Blair, Town of Wrightsville Beach
Jim Dugan, Town of Kure Beach
Mike Ballard, Town of Navassa
Mike Alford, NC Board of Transportation

Staff Present:

Mike Kozlosky, Executive Director
Joshuah Mello, Associate Transportation Planner
Bill McDow, Staff Engineer

1. Call to Order

Mr. Barfield called the meeting to order at 4:10 PM. He asked everyone to take a moment to review the TAC mission statement.

2. Approval of Minutes:

Minutes for the meetings on April 28th were approved unanimously with the addition of information to the project update from NCDOT regarding the causeway.

3. Public Comment Period

Mr. Jack Reel told members he represents the property owners and the developer regarding the efforts in preservation of the Military Cutoff/Market Street corridor. The current corridor map was recorded in 2005 and specifically excluded the Pages Creek Marina site. On January 15, 2009 the MPO approval letter to the previous developer approved the TIA study they had done for an earlier project on the same property. In our TIA scoping meeting in 2009, no mention was made of the interchange. The Market Street corridor study that was done in 2009 for the MPO had some graphics that represented development on that corner was actually encouraged. He stated that he would like to ask members if it was fair to tie up what could be more than the properties needed for the interchange.

Mr. Tom Johnson told members the current corridor that was recorded in 2005 excluded the Pages Creek Marine property. It specifically excluded it from the corridor. There has been no public hearing on a final option, no decision made on any changes or amendments to the 2005 corridor plan. There are some proposals out there, but nothing that has gone to public hearing and nothing that is funded. You have to weigh that against the significant impact on property owner's rights in that area. He stated that if the map is amended, then you will tie up the owner's property, which in his opinion gets to the point of being a taking without compensation. There is no compensation coming forth to these folks. All you do is prevent them from being able to move forward which can significantly impact all the property owners. You significantly increase the scope of this corridor when you don't have the certainty. You will affect many more people than the property owner he is representing. The interchange project may not even happen and you are going to impact these property owners at a time when this community and communities across the country need investment.

Mr. Ryan Foster told members he is the project manager that will hopefully be taking 273 apartment units just south of Market Street and Military Cutoff. He stated that his company has been in business for over 40 years building high-quality units and their intention is to do the same for this community. Their investment is estimated to be somewhere between \$23 million and \$ 27 million on this property, which will substantially increase the tax base in the area. At the peak of construction they intend to have 150 people employed, which will help the citizens of this community as well.

Mr. Futch asked if this property was zoned for apartments or does it have to go through a rezoning process. Mr. Foster told him they were in the process of going through rezoning and have already been through Planning Commission. Mr. Johnson added that they have funding for the project and in these times that is a key point.

Mr. Jeremy Philips told members he is the real estate broker involved in putting the land together for Flournoy Development Company. Some of the property in question is owned by his cousin, Brad Phillips and Pages Creek Marine. Mr. Phillips could not attend the meeting but asked him to read a brief letter. In the letter Mr. Phillips told members he owns the majority of the property. He and his family opened Pages Creek Maine in 1978. Recently the boating industry has been particularly punished during the economic down turn. He asked members to consider voting against the proposed resolution to preserve the corridor that affects his property. More than 5 years ago he and his wife purchased the 9-acres of property directly behind Pages Creek Maine with the intent of doing some in-fill development. As the recession deepened, they decided to put the 9-acre tract on the market. In December of 2009 he made the decision to include 1.1-acre tract where the sales office is located in order to provide direct access to the property. Because of the various other property owners involved in the overall land assembly, it took almost a year to get everything under contract. During that time, the recession became worse and his business suffered greatly. The opportunity to sell the property to Flournoy is the only thing that has kept the bank at bay. Unfortunately, if this project is aborted, it will mean foreclosure for his family. He stated that he understands that it is the business of this committee to evaluate and prioritize transportation needs considered to be in the best interest of the public. He would only ask that you consider the private property owners who are negatively impacted through no fault of their own and now find themselves unable to sell or develop their property. He goes on to say that it is his understanding of the facts that there has been ample opportunity to preserve this corridor previously if it was deemed necessary.

Mr. Andy Koeppel told members that his name had been misspelled in the 5303 Funding agreement and asked that it be corrected. The second thing he would like to bring to the attention of the TAC is the documents in the agenda package regarding the Cape Fear Skyway Bridge. He would like to ask if the approach to the bridge between Carolina Beach Road and River Road is going to be elevated. Mr. Kozlosky told members the design work for the project has been placed on hold. Mr. Koeppel asked for news regarding the multi-modal facility and accusation of the U-Haul property. Mr. Kozlosky told him the Department of Transportation is currently in negotiation on an option with the property owners. They are required to complete an environmental analysis at the site and plan to complete the analysis within one year. Part of the option is a lease agreement with U-Haul that will allow them to continue operating at the location and vacate once the lease agreement terminates.

4. Old Business

5. New Business

a. Resolution supporting corridor preservation of the interchange at Market Street and Military Cutoff Road extension

Mr. Barfield told members because he has financial interest in the item, he would ask to be recused from the vote. Mr. Thompson made the motion to recuse Chairman Barfield from the item. Mr. Lewis seconded the motion and it carried unanimously.

Mr. Kozlosky told members Military Cutoff extension is a project from Market Street to the I-140 bypass. The project began several years ago. In August of 2005 the City of Wilmington, on behalf of New Hanover County, filed a Transportation Corridor Official Map to preserve a corridor for Military Cutoff extension from Market Street to the Wilmington bypass. The Department has worked on the environmental document for the completion of the project. Just two months ago, there were seventeen alternatives. That number has now been reduced down to five. One of the alternatives taken off the table was the upgrade of the existing facility. The environmental document is expected to be completed by winter of next year and the record-of-decision following that. Staff is requesting that the MPO's TAC support the need to file a transportation corridor official map amending the map that had been filed by the City of Wilmington and amend that map to include the additional project limits on the southeastern and northeastern sides of the interchange

Mr. Kozlosky said back in 2005, the City's filed a map for a cloverleaf interchange design, but did not include this property. That was based on the old transportation model. We have recently updated the model in 2008 and again in 2009 based on the traffic projections and the land uses. Based on those updates, this interchange design changed and there has been a need to expand the interchange. The Department has looked at three alternatives. The alternative-2 interchange design ties in with Gordon Road and has a larger footprint than the previous two interchange designs. We've worked with the Department in looking at these designs. Based on our conversations, the interchange design is either alternative-2 or alternative-1; however, alternative-2 does take the most property. This map demonstrates the impacts of those alternatives on the project that Mr. Johnson is referring to here today during the public comment period. The Department has funding for right-of-way acquisition in 2014 however there is no funding for construction. The Department is currently working on their 5 and 10 Year Work Plan. To date that has not been released. This project was prioritized through the list of Top-25 projects that was adopted by this board. The project came out as the top-priority if you exclude the urban loop projects in the region. Based on those reasons, staff would request this board consider a resolution preserving this corridor. This project also came out as the number one priority for the Division in their prioritization process.

Mr. Blair told members he recognized the need for right-of-way acquisition for future plans. He said he is having a difficult time with when the west side was planned and the other piece came later, the public hearing piece did not happen at all during that process. Mr. Kozlosky said there has not been a public hearing on the map. He said it is important to point out that staff is not asking the board to file a map. There will be a public hearing process associated with NC General Statute 136-44.50. Staff is requesting this board support the preservation. At this time, it has not been determined if the County or the City of Wilmington would in fact file the map. We are requesting that this board support the corridor preservation and the filing of the map.

Ms. Padgett asked if the maps represent 3-functional designs. Mr. Kozlosky said they are leaning toward a hybrid of those two alternatives; however, in an effort to preserve the necessary right-of-way, staff would recommend filing a map based on alternative-2. Ms. Padgett asked why the "figure 8" was not being considered. Mr. Kozlosky said it was based on the volumes at the location. It is his understanding from the roadway design engineers that the proposed interchange design would not function at the same capacity as the other two proposals. Ms. Padgett said the reason for her questions are that it looks like what they are asking for is the maximum amount of land and an interchange that takes up more room. She said she did not know if that helps the property owner by using a smaller area.

Ms. Padgett told members she would like to remind the members that years ago this committee had a similar situation on the maps for the outer-loop around Wilmington. The southern portion

of that outer-loop is gone because development was permitted and we have no way to get that back. We have wished a number of times for that back when trying to do our long-range planning. We are very pleased to have Flournoy interested in the community but, if we don't preserve the right-of-way we will create a duplicate of College Road and Oleander Drive.

Mr. Batson pointed out that this corridor preservation is an example of a worst-case situation. This action may cause the property to go into foreclosure or bankruptcy on something that may or may not happen. Ms. Padgett told members it is frustrating to know that we went through the process of hiring an engineering firm to layout potential right-of-way and the City designated the corridor and now we find that because of growth, just like the southern-loop, that right-of-way will no longer work. As a committee we are between a rock and a hard place.

Mr. Lewis said we have the map from 2005 with a change in 2009. Preserving corridors without a public hearing is a concern to him. Mr. Futch said if these developers file for a development permit, I guess the City of Wilmington will file a transportation corridor map and then in 2013 you're going to have buy the land whether or not NCDOT buys it from the City.

Ms. Padgett said there are two choices. The county can file an additional corridor map or the City can file an amendment to the map we filed previously. There was a public hearing in front of the City Council. The City is the lead planning agency for the MPO and the City was asked on behalf of the Department of Transportation to designate the corridor in order to preserve it. One of the things all of us as elected officials get criticized for doing is not planning for the future. Just as our mission statement says, we have to plan for roads.

Mr. Futch told members this is taking peoples land without compensating them. If the public needs this land, the constitution of the United States says that we are supposed to give them just-compensation. Just-compensation is not amending this thing; just-compensation is paying them for their land when we take it. This is what we are doing, we're taking it from them is no different than if we stole it. The public can "want", but it's time for us to put up some money. It is not fair to these guys to take their land from them when we told them we weren't going to in 2005 and now we are. Ms. Padgett pointed out this is the way the state of North Carolina does road planning. There is no money for right-of-way at the state level. When the City designated the corridor, and development got nearer and the property owners had to be compensated. The City of Wilmington "anted-up" and we are supposed to get paid back. The bottom line we must understand is that if we don't preserve corridors, we will not have roads. She asked Mr. Kozlosky if there was anything to be accomplished to ask the Department to go back and look harder at how they could configure this interchange. Mr. Kozlosky stated that staff has already requested that the Department go back and see if the interchange footprint could be reduced. They are currently working on seeing if they could reduce the footprint and still have an interchange that will function at acceptable level of service.

Mr. Kozlosky told members the City of Wilmington purchased six lots within the WestBay Estate subdivision as part of the effort to preserve the corridor for Military Cutoff extension. Another reason staff feels this is important is that this could have a ripple effect on funding for this region, not only for this project, but other projects throughout the MPO. If this project were to be approved and the buildings constructed, when the Department comes in, not only would they have to purchase the right-of-way and land, they will have to purchase these newly constructed buildings and relocate the people living there. That will significantly increase the cost and that will impact funding for this division. We receive our funds based on the transportation equity formula for building highways. If we increase the cost of this project, we are going to have to take funds from another project in order to build this project if the interchange is important and desired at this location.

Mr. Blair asked why we are doing this now. Mr. Kozlosky told members this development project will be going before the New Hanover Board of Commissioners on July 12th for rezoning.

Mr. Thompson told members he has voted at least three times in the past while serving on this board as well as when serving as councilmember for the City of Wilmington. None of them have yet come to fruition. As members of this board, we wear two hats as elected officials. Preserving right of way is a function of the TAC; however, as a member of the Board of Commissioners, I look at the reality of something being built when I vote to zone or rezone. Sometimes they are very conflicting positions.

Mr. Thompson asked Mr. Alford how much funding was set aside in our MPO area versus other areas in the southeastern part of the state. What does it look like in the next few years?

Mr. Alford told members the Board was expecting to get the 10-Year Work Plan last week. It was delayed but they hope to receive it by the end of the week. He said this project is based upon the prioritization that this MPO completed. It has been vetted and has fallen out extremely high. It's one of the highest projects for this area. Your will, as those who live here, is critical to how we go forward at the Department. That's how the Department has positioned themselves in terms of moving forward. The input from this MPO is going to determine whether or not this project is built as planned for the long-term. The TAC mission statement is not a near-term mission statement; but a long-term mission statement. If you allow 231 units of multi-family apartment complex to go into a piece of land not zoned presently for multi-family, in two or three years you'll be screaming at the Department for not "anteing-up" the additional funds needed for right of way acquisition to condemn that project. You're being asked to make a brutal decision right now but the point is, you must make the decision.

Mr. Thompson asked why the additional right-of-way was not preserved in 2009 when the last developer requested rezoning for his development. Mr. Kozlosky said this recently updated information has just been provided to the Division and the MPO and staff did not have this information when that development came to the table in 2009.

Ms. Padgett told members she, like many of the members of this committee, find it very frustrating that we hired an engineering firm to lay it out and tell us what right-of-way we needed to preserve. It is very frustrating to get only five years down the road and find out the information was incorrect. Now the question becomes, if we had all of the information, if we had known it was going to be big an intersection, would the property owners be in a different position then they are in now. The right of way would have earlier notice but they still wouldn't have had their property at that point. The City has already bought property and we would like to know when we're doing this, if the project is going to go through and the City of Wilmington will be paid back. She said there is frustration on all sides and she feels terrible for the property owners and the situation for the developers. Unfortunately, it's happening all over the community where we have people who can't move property or can't do what they want to do just because of the economy.

Mr. Lewis told members these investors have made some significant investments in making this project work. Most likely their interpretation was based on 2005. They made all this investment to make this work. His concern is that we can't keep changing the game. He does not appreciate taking people's property or at least making them hold it and they can't use it. He said he understands all the problems we have, but to keep changing this thing as things go makes it very difficult for anybody.

Mr. Futch told members that Mr. Kozlosky was talking about how it might change our funding formula in the future. He said the way he looks at that is we want to borrow these guys money

until we have the money to pay for this project. If you were sitting in their position, would you want that to happen to you? I think we all have to think about that. We can say we sit here on the TAC and we wear one hat, but I can tell you that when we all took office, we took an oath to preserve the Constitution of the United States. In the Bill of Rights it says you will compensate people. You will give them just-compensation when you take their land. Just because we can't afford it until 2014 means we can't afford it. The other thing is that Mr. Barfield stepped aside because he has some vested interest in the project. The City of Wilmington owns six lots; they have a vested interest in it. Are they speaking because they don't want to lose their investment on the six lots, or are they speaking because they think this project is worthwhile? Ms. Padgett said she was speaking as a member of the TAC and a member of the City of Wilmington who has nothing to gain personally or financially. Mr. Futch said that she represents the City of Wilmington and they do have something to gain financially. Ms. Padgett said it was not a conflict of interest.

Mr. Futch said if the project stayed in the same footprint that it was, these guys would be building the project. Ms. Padgett explained that she was saying that if we had recognized the need for a larger right-of-way and designated a larger corridor, perhaps the developer would not be in this position. Mr. Futch said that was a heck of a perhaps if you were sitting in Mr. Philips position. Ms. Padgett said she was looking at the public's position down the road.

Mr. Thompson said if the plan isn't amended, we could still do the clover leaf on the one side that has been the plan since 2005. While that may not be optimal, that's better than the current configuration of the roadways – yes or no? Mr. Kozlosky said that staff does not have that information at this time and he would need to consult with the Department. Mr. Thompson said it was already voted on and we are preserving those corridors, so why would we have to re-evaluate something the elected leaders already voted on and are paying to enforce. Mr. Kozlosky said it was his understanding that the current design will not function appropriately at an acceptable level of service. Mr. Thompson said neither does the one there right now, it's a "double-F" so what difference does that make. Ms. Padgett suggested that it could go from a "double-F" to not being able to move at all.

Mr. Kozlosky said that we want to avoid the situation that we're in with some of these other projects like the Martin Luther King, Jr. Parkway and College Road interchange. Had we built it when we built the parkway, then that intersection would function at an acceptable level of service. Today it does not. That is why we are coming back and trying to retro-fit that project in order to improve the level of service. Mr. Thompson pointed out that Martin Luther King, Jr. Parkway and College Road interchange was not built because we did not have the money back then. Now it will cost twice as much to build in a retro-fit.

Mr. Kozlosky stated to answer his earlier question regarding the level of service at the intersection, staff does not have that information and he would need to consult with the Department to determine what the level of service would be at the location if we went with 2005 plan. Mr. Thompson said he is sure it is not optimal, but if it's worse than what we currently have with the way it's configured, we need our money back from engineers and consultants from 2005. It's not the best plan and we're still behind but it should be better than what we have. Ms. Padgett said the point was to provide the connection between I-140 and Market Street, not to say exactly how the road was to be designed.

Mr. Lewis said in looking at the preservation of the corridor, it has gotten so wide. We have taken significant areas left and right of the corridor and it seems like empty land. It looks almost like the state is saying this is what it's going to look like but I'm not really sure so let's get as much property as possible in case we want to change it. Mr. Kozlosky told members the Department is going back to see if they can reduce the foot print.

Mr. Futch made a motion keep the current transportation corridor as it is and not go with the amended transportation corridor. Mr. Lewis seconded the motion. The motion failed in a tie-vote with four members voting in favor of keeping the current corridor preservation map and four members voting against. Mr. Thompson did not vote.

Ms. Padgett made an alternative motion to approve the resolution supporting corridor preservation of the interchange a Market Street and Military Cutoff Road extension. Mr. Ballard seconded the motion. The motion failed in a tied-vote of four in favor and four against. Mr. Thompson abstained from voting on the motion. He told members he did not like either one of the motions.

Mr. Blair asked if members could get the information on the 2005 plans. He said he would like to see what staff says about the 2005 plan before he makes a decision. Ms. Padgett said the urgency is the County Commissions meeting on July 12th. Mr. Thompson told members even if the TAC voted to approve this corridor, the Commissioners could still vote to rezone it. Ms. Padgett said the issue is whether or not we going to recommend that they not rezone it in order to preserve the corridor.

Ms. Padgett asked if anyone had an alternative motion or are we going to leave this with no action. With no suggestions made by members, Ms. Padgett said she would take the Chairs prerogative and close this item with no action taken.

b. Resolution supporting 4-foot bike lanes on Myrtle Grove Road

Mr. Mello told members NCDOT District 3 has a spot safety project along Myrtle Grove Road between Piner Road and Carolina Beach Road. The project will add 2-foot paved shoulders to the road. This resolution is asking the MPO and NCDOT to work cooperatively in an effort to try to find additional funding to expand the paved shoulders to 4-feet wide. Mr. Kozlosky said the Department does have funding to widen the shoulders to 2-feet on each side and this is an effort to secure the additional funding to increase that to 4-foot to improve safety. Ms. Padgett made the motion to support 4-foot bike lanes on Myrtle Grove Road. Mr. Thompson seconded the motion.

Mr. Futch asked what other project funding will be impacted by this. Are there other bicycle projects that wouldn't get funded and if we do this. Mr. Mello said we would seek funding from the Division of Bicycle and Pedestrian Transportation to add on-road bicycle lanes to this state roadway. This project is ranked extremely high in the adopted long range transportation plan. It is one of the top-5 projects. Mr. Futch asked what the top unfunded projects were. Mr. Mello said he did not have that information. Mr. Futch said that it seems that we should be asking if there is a higher priority project that will not get funded if this is done. That seems like we keep funding things that are not priority. If we prioritize projects, we ought to go down the list from top to bottom.

Ms. Padgett told members these projects have been vetted at the Technical Coordinating Committee (TCC) meetings. They look at projects before bringing them to us so we are not picking projects from the bottom up. Mr. Futch said his question is if this is the top unfunded project.

Mr. Barfield told members that staff will provide a list of the top-unfunded projects to them. Mr. Futch asked if members can wait until they receive the information before they vote on this resolution. Mr. Barfield said there is already a motion and a second on the floor. Mr. Futch said he would like to make a substitute motion that we wait until such time that we have information on the top-unfunded projects. Mr. Batson seconded the motion.

Mr. Batson said the day and time we quit asking how much things cost, we're not doing our total responsibility. It is a fair question to always ask how much something costs.

Mr. Kozlosky told members this resolution came from the Bicycle/Pedestrian Committee to the TCC and then to this committee. It was recommended for adoption by both those committees.

Mr. Barfield called for the vote on Mr. Futch's substitute motion.

Mr. Thompson called for a Point of Order. He said he moved the previous question. Ms. Padgett seconded it. Mr. Batson said he did not know what we are voting on. Ms. Padgett said we are voting on voting on the previously question. Mr. Thompson said that it means we stop the discussion. He said it's called moving the previous question. Mr. Futch said that was not correct. Mr. Barfield told members the committee needs move forward.

Mr. Barfield called for a vote on Mr. Futch's substitute motion to table the resolution. The motion to table failed with 2 in favor and 8 against tabling the motion.

Mr. Barfield called for a vote on the previous motion supporting the 4-foot bike lanes on Myrtle Grove Road. The motion carried 9 to 1, with Mr. Futch voting against.

c. Resolution adopting the Middle Sound Loop Trail and Greenways Alignment Map

Mr. Kozlosky described a proposed concept plan for the BayShore/Middle Sound Loop area bicycle and pedestrian improvements. New Hanover County received funding from a Transportation, Community and Systems Preservations grant for the development and implementation of a greenway network in the amount of \$243,000. A few years ago, some discretionary funding in the amount of \$160,000 was allocated for bicycle and pedestrian improvements in the Middle Sound Loop area. It required a 20% match from the county. The county has agreed to fund the \$40,000 match. In an effort to utilize those funds in the most effective way possible, the county has developed a concept plan. Staff is requesting this committee support this proposed greenway plan. It is similar to what has been done with the Cross City Trail alignment map.

Mr. O'Keefe, Director of Planning for New Hanover County, told members the county previously worked with a community group in the area to improve their bike and pedestrian access. This is a great opportunity to connect to the Cross City Trail running along Military Cutoff Road to Middle Sound area and then connect sections of the county further north. Ms. Padgett said we have had significant public input and they want these pedestrian improvements very badly.

Mr. Futch made the motion to adopt the Middle Sound Loop Trails and Greenways Alignment Map. Mr. Thompson seconded the motion. The motion carried unanimously.

d. Resolution opposing House Bill 1686

Mr. Mello told members the resolution opposing House Bill 1686 originated in the Bicycle and Pedestrian Committee. The resolution to oppose the bill was approved by both the Bicycle and Pedestrian Committee and the Technical Coordinating Committee. It is a bill under consideration in the House. It would restrict bicycle riders to not ride more than two-abreast except when passed or parked at roadways set aside for the exclusive use of bicycles. It would require that they remain in a single-lane and move into single file formation when being overtaken from the rear by a faster moving vehicle.

Mr. Mello told members that currently bicycles are classified as vehicles similar to any other vehicle on the roadway. The Bicycle and Pedestrian Committee has concerns because this bill

starts to create separate rules for bicycles that don't apply to motor vehicles, which erodes some of the rights of the bicyclist. There was also a concern about the contributory negligence statute in North Carolina which says if you are at least 1% at-fault in a mishap, you cannot collect full damages. There were also some concerns on how this law would be interpreted if there were a motor vehicle and bicyclist accident due to the contributory negligence statute. Some of the other states that have this law do not have the contributory negligence clause in the state law.

Mr. Ballard made the motion to oppose House Bill 1686. Mr. Blair seconded the motion

Mr. Futch told members that it bothered him that the state legislature thinks it is safe for people to not ride four abreast on the highways and we are going to oppose it. If somebody has an accident based on riding three or four across, they are going to think we are idiots.

Mr. Lewis said he feels that other states have moved this thing forward because of activities like bicycle rodeos from one town to another where people are riding 6,7 or 8 abreast and it continues for miles long and causes traffic to backed up for miles. Normally state police or community police officers then change that so rights aren't violated. He said he thinks this will step in to say your rights aren't violated, here's what the stipulation is. Mr. Futch said it seems to him that it is a pretty safe thing to do.

Ms. Padgett suggested making an amendment to the motion saying that this committee would like to have alternative language that did not take away the bicyclist right to use the road as a vehicle. We agree with this resolution but would like to have alternative wording from the State Legislature.

Mr. Barfield told members he does not feel anything we send regarding this resolution will make a difference in the current short-session. Mr. Kozlosky said he agreed but it may in the next session. Staff would like to include this item in the legislative agenda for the next session.

Mr. Mello told members this bill did not originate from any existing safety issue. It was an issue from a sheriff in rural county who has a lot of bicycle races that travel through his county. This bill did make an appearance during the last session as well, so there is a chance that it will come before the legislature again in the long session.

Mr. Futch said he did not see anything in the resolution that says that if bicyclist are not riding on the side of the road that you get to run over them. He said it seems to him that this doesn't affect their rights to ride. It just says the safe thing to do is get in your own lane. Opposing this house bill basically says we're not for safe bicycle riding.

Mr. Ballard and Mr. Blair accepted Ms. Padgett's amendment to the motion. Mr. Barfield called for a vote on the amended motion and it carried unanimously.

e. Resolution adopting an agreement between the Wilmington MPO and Cape Fear Public Transportation Authority regarding Section 5303 funding

Mr. Kozlosky told members the WMPO is the federal designee to receive Section 5303 Transit planning funds for the Wilmington Urban Area. We share the funds with the Cape Fear Public Transportation Authority (CFPTA). This agreement outlines that the MPO will provide 65% of those Section 5303 funds to CFPTA for their transit planning activities and the MPO will retain 35% for the long-range transit planning. This agreement is brought to this committee on an annual basis.

Ms. Padgett made the motion to adopt the agreement between the WMPO and CFPTA regarding Section 5303 funding. Mr. Futch said he would second the motion but stated under Item 6 - Termination, it states the agreement will terminate if federal and/or state funding for public transportation services to the UZA terminates. He said he thinks we need to pick one because it is a totally different meaning when it's "and", versus when it's "or". Mr. Kozlosky stated that these funds are federal funds that are passed through to the state and then passed through to the MPO. Mr. Futch said you have got to say "and" or "or". You can't say both because it is a totally different meaning if you say both and we need to pick one or the other. Mr. Futch said wouldn't you terminate it if the federal funds terminate it because if it's "or" it would just be the federal. If it's "and", then you have to have both of them to terminate it. Ms. Padgett said the problem is that if both of them are terminated, or either one of them is terminated, we don't have sufficient funding. Mr. Futch said then we need "or". If either one of them is terminated, then it terminates the agreement. "Or" would satisfy; "and" does not satisfy. "And" would be that both would have to be terminated. Mr. Barfield stated he did not see that because the state funding may be terminated but the federal will kick in and give you what you need. Mr. Futch said then if you would say "or", you would be fine.

Mr. Kozlosky told members this agreement was drafted by attorneys and staff was not involved. Ms. Padgett told members in the past we have not created an unsolvable problem by leaving "and/or" in there. If the attorneys put it in there, we ought to leave it in as written and she will stand by her motion.

Mr. Barfield called for the vote on Ms. Padgett's motion. The resolution adopting the agreement between the Wilmington MPO and Cape Fear Public Transportation Authority regarding Section 5303 funding carried unanimously.

6. Discussion

a. Transportation Demand Management (TDM) Visioning Plan

Mr. Kozlosky told members the TDM program was established in 2001. Funding for the initial program was a cost share between NCDOT and the City of Wilmington. In 2008, the City decided to fully fund the program. When the TDM Coordinator accepted another position, the program was moved over to the City's Parking Division.

Staff met with the Wilmington City Manager and discussed re-establishment of the TDM program on a regional basis. The first step to re-establish the program will be to create a visioning plan for the region. The Department has allocated funding beginning in July to create the visioning plan. Staff wanted to make the TAC aware that a committee was going to be established to develop the plan and asked anyone who would like to participate in creating the visioning plan to contact him.

Ms. Padgett told members other cities use it and get fairly good impact on their traffic congestion. TDM looks at things like flexible opening and closing times for big companies or schools, park-and-ride programs and car pooling. There are a number of things that can be done. She said her big concern is that the state understands that we want to have local input into the programming and that we are not in the position of having to do it the same way that Raleigh does it, where the population density is very different.

b. Continuation of the Citizen Advisory Committee

Mr. Kozlosky told members the Citizen Advisory Committee (CAC) was created to develop a long-range transportation plan. Now that the plan is almost finished, members of the committee have asked to remain active in assisting the MPO. Staff suggested that once the long range plan has been adopted, we will need to develop a strategic business plan that will identify performance measures and implement those measures. Staff would like to see the CAC

continue and be utilized to evaluate if the performance measures are being met. They would also review the long-range plan and direct staff on how they feel we should implement the plan and evaluate that implementation. They could also provide continuity between this plan and the update in five years.

Ms. Padgett said the CAC could have provided input on the process for Military Cutoff extension when that was first being developed. Because they've worked on the 2035 plan, we need them to continue to help get that plan out to the community. That would be the first step. Once you put something in the plan, citizens need to learn to expect that those things are going to be developed as funding is available and not to feel that they have been blindsided by projects that come up.

Mr. Batson said continuing the Citizen Advisory Committee is an excellent idea. They are an award winning organization.

c. Cape Fear Skyway Transportation Corridor Preservation maps

Chairman Barfield told members copies of the Cape Fear Skyway Transportation Corridor Preservation maps were included in the agenda package. Mr. Futch said he wanted to remind everyone that there was a resolution passed on October 28, 2009 setting a 6-month time limit on this corridor map preservation process. That has since expired and if our resolutions mean anything, we shouldn't be discussing this. Ms. Padgett stated that time limit was set because the City of Wilmington had concerns that the City was going to get stuck with an expensive piece of property in the right-of-way.

Chairman Barfield suggested that another resolution can be brought forth to extend that time frame here in the near future. He told members that the maps are in the package for review.

d. Complete Streets Work Group Stakeholder Interviews

Mr. Kozlosky told members he is a member of a state-wide work group that is looking at complete streets. In July of last year, the Department passed a complete streets policy. Since then the group has been working with the Department in developing a manual. The committee members will be in Wilmington on August 2nd through August 4th to conduct stakeholder interviews. They will also hold an open house to promote the Complete Streets Initiative on August 2nd. He said he would like to encourage members to participate in the meetings.

7. Updates

a. Cape Fear Commutes

Mr. Kozlosky asked Mr. Mike Roberts to updated members on activities of the Citizens Advisory Committee. Mr. Roberts told members the Cape Fear Commutes Committee was recognized as part of the UNCW's Master Program and was one of three organizations to receive a nomination for the 2010 Government Organization of the Year award. He said members of the committee wanted to acknowledge the debt they owe to the WMPO staff, in particular Mr. Joshua Mello.

Ms. Padgett thanked members for their efforts on behalf of the TAC and congratulated them on their well deserved recognition.

Mr. Kozlosky told member staff is currently assembling the comments received on the long range plan and will bring it back to the Citizen Advisory Committee for review. The final plan should be ready for the TAC at the September meeting.

b. City of Wilmington/Wilmington MPO

Mr. Kozlosky provided the update on transportation projects in the City of Wilmington and Wilmington MPO. Staff is in the process of conducting interviews for the vacant Associate Transportation Planner position.

Mr. Futch asked that the Wilmington Bypass be moved to the top of the update list.

c. Cape Fear Public Transportation Authority

Mr. Padgett told members the Cape Fear Public Transportation Authority is moving forward with the transit facility. It has been a major focus for the organization. They are also getting ready to move forward with the maintenance facility off Division Drive.

d. NCDOT

Mr. Alford told members the Board of Transportation should be voting on the 5 and 10 year loop prioritization on next week. Mr. Patrick Riddle told members the Department anticipated a let-date of June 24th for three bridges on Stone Chimney Road in Brunswick County.

8. Announcements

9. Adjournment

With no further business, the meeting was adjourned at 5:48 PM

Respectfully submitted

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization



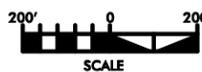
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LEGEND

- FILL
- TRANSITION
- CUT
- CORRIDOR

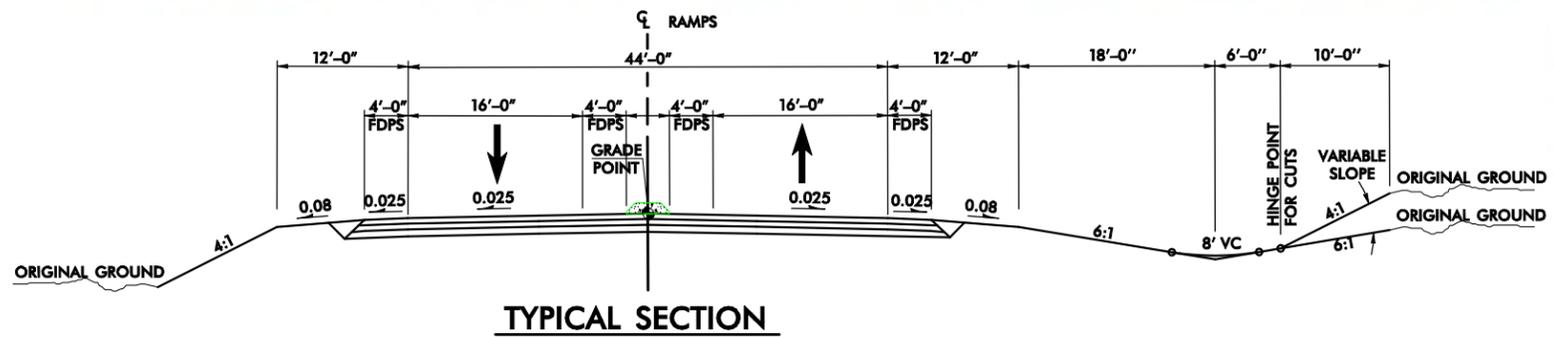
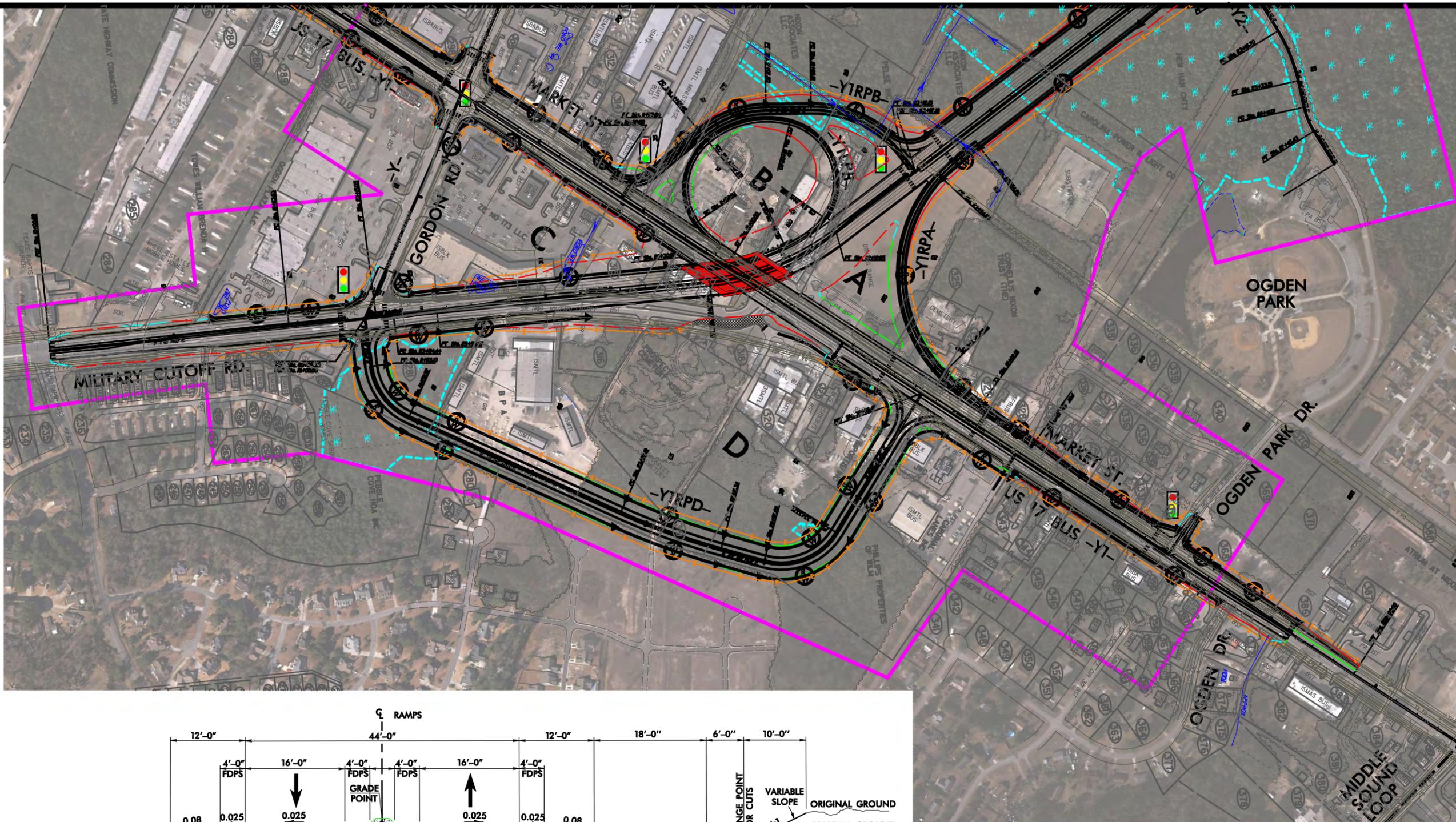


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**ALTERNATE M
(OPTION 2)**

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

**RESOLUTION SUPPORTING THE AMENDMENT OF THE TRANSPORTATION OFFICIAL
CORRIDOR MAP FOR MILITARY CUTOFF 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 NC Board of Transportation; and

WHEREAS, a 2004 feasibility study completed by the North Carolina Department of Transportation evaluated a 4-lane median divided facility from Market Street to US 17 (Wilmington Bypass); and

WHEREAS, North Carolina General Statute 136-44.50 allows for municipalities and counties to prepare and file Transportation Corridor Official maps to protect preferred corridors of future roadways; and

WHEREAS, the City of Wilmington, on behalf of New Hanover County, filed a Transportation Corridor Official map for Military Cutoff Extension on August 4, 2005; and

WHEREAS, as development continues to occur within the City of Wilmington and New Hanover County, the need to amend the existing map in an effort to preserve a future corridor for this regional transportation project has become evident; and

WHEREAS, based on the traffic volumes, the North Carolina Department of Transportation has additional information that will require the need to preserve additional right-of-way for the construction of the interchange at Military Cutoff Road and Market Street; and

WHEREAS, the Military Cutoff Extension is funded in the "Draft" State Transportation Improvement Program for right-of-way acquisition in 2014 and 2015 and construction is scheduled for 2017, 2018 and 2019.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee recognizes the need to file transportation official corridor maps and hereby supports amending the Transportation Corridor Official map on file with the New Hanover County Register of Deeds for Military Cutoff Road extension to expand the limits at the intersection of Military Cutoff Road and Market Street.

ADOPTED at a regular meeting of the Transportation Advisory Committee on August 18, 2010.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION SUPPORTING THE CAPE FEAR SKYWAY AND ENCOURAGING NEW
HANOVER COUNTY, CITY OF WILMINGTON, BRUNSWICK COUNTY AND TOWN OF
LELAND TO FILE A TRANSPORTATION CORRIDOR OFFICIAL MAP FOR THE CAPE
FEAR SKYWAY**

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 N.C. Board of Transportation; and

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

WHEREAS, the proposed Cape Fear Skyway is a regional transportation project that will provide increased benefits to the community that include: additional access to the Port for commercial deployments, direct access to the west side of the Cape Fear River; reduction of future traffic demand on the Cape Fear Memorial Bridge, allow for uninterrupted travel across the Cape Fear River, allow for emergency response vehicles to travel across the Cape Fear River without the possibility of delay, decrease evacuation times during natural disasters, improve access to the Military Ocean Terminal at Sunny Point and provide for improved access to the Port facilities for military deployments; and

WHEREAS, due to the possibility of encroaching developments in the potential corridors for the Cape Fear Skyway the Wilmington MPO encouraged New Hanover County, City of Wilmington, Brunswick County and the Town of Leland to utilize the land use tools available to preserve a corridor for this important transportation project; and

WHEREAS, the Wilmington MPO's Transportation Advisory Committee directed staff to prepare a Transportation Corridor Official map within 6 months, however the Wilmington MPO and North Carolina Turnpike Authority were unable to meet the deadline imposed by the Transportation Advisory Committee; and

WHEREAS, the Wilmington MPO and North Carolina Turnpike Authority have developed the transportation corridor official map that has been prepared for recordation for the Cape Fear Skyway.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee encourages New Hanover County, City of Wilmington, Brunswick County and the Town of Leland to utilize North Carolina General Statute 136-44.50 to file a transportation corridor official map for the Cape Fear Skyway.

ADOPTED at a regular meeting of the Wilmington Urban Area MPO Transportation Advisory Committee on August 18, 2010.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



FACT SHEET on HUD's Sustainable Communities Regional Planning Grant Program

The FY2010 Consolidated Appropriations Act (Public Law 111-117) provided \$100 million to the U.S. Department of Housing and Urban Development (HUD) for a new Sustainable Communities Regional Planning Grant program, of which \$2 million will be reserved for capacity support grants distributed separately, and not less than \$25 million will be awarded to regions with populations of less than 500,000. HUD announced the availability of funding for this program on June 24, 2010. To view the announcement visit www.hud.gov/sustainability

The Sustainable Communities Regional Planning Grant Program will support regional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments in a manner that empowers jurisdictions to consider the interdependent challenges of economic competitiveness and revitalization; social equity, inclusion, and access to opportunity; energy use and climate change; and, public health and environmental impacts. The program will place a priority on investing in partnerships, including nontraditional partnerships (e.g., arts and culture, philanthropy, etc.) and bringing new voices to the regional planning process.

The grant program is a centerpiece of the Interagency Partnership for Sustainable Communities, a joint effort between HUD, the US Department of Transportation, and the US Environmental Protection Agency to leverage long-term development and reinvestment that advances improved environmental and economic sustainability and to engage stakeholders and citizens in meaningful decision-making roles. HUD has chosen to make the Partnership's six Livability Principles central to the program outcomes discussed in the NOFA:

1. *Provide More Transportation Choices.*
2. *Promote Equitable, Affordable Housing.*
3. *Enhance Economic Competitiveness.*
4. *Support Existing Communities.*
5. *Coordinate Policies and Leverage Investment.*
6. *Value Communities and Neighborhoods.*

The Sustainable Communities Regional Planning Grant Program will support a number of activities related to the development and implementation of integrated long-range regional plans such as, but not limited to,

- A) identifying affordable housing, transportation investment, water infrastructure, economic development, land use planning, environmental conservation, energy system, open space, and other infrastructure priorities for the region;
- B) establishing performance goals and measures;
- C) providing detailed plans, policies, and implementation strategies to be implemented by all participating jurisdictions over time to meet planning goals; and,
- D) engaging residents and stakeholders substantively and meaningfully in the development of the shared vision and its implementation. For a full list of eligible activities please refer to the published NOFA.

Recognizing that areas are in different stages of achieving sustainability, HUD established two funding categories for the Sustainable Communities Regional Planning Grant program.

- Category 1 Funds can be used to support the preparation of Regional Plans for Sustainable Development.
- Category 2 Funds can be used to support efforts to fine-tune existing regional plans so that they address the Partnership's Livability Principles, to prepare more detailed execution plans for an adopted Regional Plan for Sustainable Development, and limited predevelopment planning activities for catalytic project/projects.

Grants will be made to regional consortia consisting of local governments, metropolitan planning organizations, educational institutions and non-profit organizations. The end product of a regional planning initiative will be a Regional Plan for Sustainable Development or a Detailed Execution Plan and Program for a Regional Plan for Sustainable Development that will provide a blueprint for investment decisions, both public and private, that will support a more sustainable future for a region. The size of awarded grant amounts is determined by the whether the applicant represents a large metropolitan region, a medium-sized region, or a small-sized region, rural communities or small towns areas.

Grant applications are due August 23, 2010. Applicants for funding should carefully review the requirements described in the NOFA and HUD's General Section.

Specific questions regarding the Sustainable Communities Regional Planning Grant Program requirements should be directed to: sustainablecommunities@hud.gov or may be submitted through the www.hud.gov/sustainability website.

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

**RESOLUTION TO SUPPORT PARTICIPATION BY THE WILMINGTON MPO IN
SUBMITTAL OF A SUSTAINABLE COMMUNITIES REGIONAL PLANNING GRANT**

WHEREAS, the Consolidated Appropriations Act, 2010 (Public Law 111-117), provided a total of \$150,000,000 to HUD for a Sustainable Communities Initiative; and

WHEREAS, of that total, \$100,000,000 is available for the Sustainable Communities Regional Planning Grant Program; and

WHEREAS, the Sustainable Communities Regional Planning Grant Program will support metropolitan and multi-jurisdictional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments; and

WHEREAS, the participating organizations of the Cape Fear Regional Sustainability Planning Consortium represent a broad spectrum of organizations within the three-county region of Brunswick, New Hanover, and Pender all dedicated to planning for enhanced sustainability focusing on housing opportunities, transportation alternatives, environmental stewardship, and economic development; and

WHEREAS, towards this end, the participating organizations formed the consortium to leverage the combined resources of the partners to attempt to secure federal grant funding for sustainability planning; and

WHEREAS, the Cape Fear Regional Community Development Corporation (CFRCDC) is acting as the lead agency in a representative capacity with HUD on behalf of all members of the consortium and will assume administrative responsibility for ensuring that the consortium's program is carried out in compliance with all HUD requirements.

NOW THEREFORE, be it resolved that Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby agrees to support participation by the Wilmington MPO in submittal of a Sustainable Communities planning grant proposal and authorizes the Executive Director to direct staff resources to assist in the sustainability plan development under the lead of CFRCDC upon awarding of the grant.

ADOPTED at a regular meeting of the Transportation Advisory Committee on August 18, 2010.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

Wilmington MPO		SPR		SEC. 104 (f) PL	SECTION 5303			SECTION 5307			ADDITIONAL FUNDS			TASK FUNDING SUMMARY				
TASK CODE	TASK DESCRIPTION	Highway		Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Transit			Local 100%	NCDOT		LOCAL	STATE	FEDERAL	TOTAL
		NCDOT 20%	FHWA 80%						Local 10%	NCDOT 10%	FTA 80%		TE 100%	DO 100%				
II-A	Surveillance of Change																	
II-A-1	Traffic Volume Counts			14,400	57,600										14,400	0	57,600	72,000
II-A-2	Vehicle Miles of Travel			50	200										50	0	200	250
II-A-3	Street System Changes			50	200										50	0	200	250
II-A-4	Traffic Accidents			600	2,400										600	0	2,400	3,000
II-A-5	Transit System Data			100	400										100	0	400	500
II-A-6	Dwelling Unit, Pop. & Emp. Change			1,000	4,000										1,000	0	4,000	5,000
II-A-7	Air Travel			50	200										50	0	200	250
II-A-8	Vehicle Occupancy Rates			50	200										50	0	200	250
II-A-9	Travel Time Studies			50	200										50	0	200	250
II-A-10	Mapping			1,600	6,400										1,600	0	6,400	8,000
II-A-11	Central Area Parking Inventory			0	0										0	0	0	0
II-A-12	Bike & Ped. Facilities Inventory			50	200										50	0	200	250
II-B	Long Range Transp. Plan														0	0	0	0
II-B-1	Collection of Base Year Data			0	0										0	0	0	0
II-B-2	Collection of Network Data			0	0										0	0	0	0
II-B-3	Travel Model Updates			0	0										0	0	0	0
II-B-4	Travel Surveys			0	0										0	0	0	0
II-B-5	Forecast of Data to Horizon year			0	0										0	0	0	0
II-B-6	Community Goals & Objectives			500	2,000										500	0	2,000	2,500
II-B-7	Forecast of Future Travel Patterns			200	800										200	0	800	1,000
II-B-8	Capacity Deficiency Analysis			1,000	4,000										1,000	0	4,000	5,000
II-B-9	Highway Element of the LRTP			1,000	4,000										1,000	0	4,000	5,000
II-B-10	Transit Element of the LRTP			400	1,600										400	0	1,600	2,000
II-B-11	Bicycle & Ped. Element of the LRTP			1,000	4,000										1,000	0	4,000	5,000
II-B-12	Airport/Air Travel Element of LRTP			50	200										50	0	200	250
II-B-13	Collector Street Element of LRTP			400	1,600										400	0	1,600	2,000
II-B-14	Rail, Water or other mode of LRTP			200	800										200	0	800	1,000
II-B-15	Freight Movement/Mobility Planning			200	800										200	0	800	1,000
II-B-16	Financial Planning			200	800										200	0	800	1,000
II-B-17	Congestion Management Strategies			500	2,000										500	0	2,000	2,500
II-B-18	Air Qual. Planning/Conformity Anal.			0	0										0	0	0	0
III-A	Planning Work Program			200	800										200	0	800	1,000
III-B	Transp. Improvement Plan			200	800										200	0	800	1,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														0	0	0	0
III-C-1	Title VI			100	400										100	0	400	500
III-C-2	Environmental Justice			200	800										200	0	800	1,000
III-C-3	Minority Business Enterprise			100	400										100	0	400	500
III-C-4	Planning for the Elderly & Disabled			50	200										50	0	200	250
III-C-5	Safety/Drug Control Planning			0	0										0	0	0	0
III-C-6	Public Involvement			1,200	4,800										1,200	0	4,800	6,000
III-C-7	Private Sector Participation			50	200										50	0	200	250
III-D	Incidental Plng./Project Dev.														0	0	0	0
III-D-1	Transportation Enhancement Plng.			400	1,600										400	0	1,600	2,000
III-D-2	Enviro. Analysis & Pre-TIP Plng.			50	200										50	0	200	250
III-D-3	*Special Studies			17,000	68,000										17,000	0	68,000	85,000
III-D-4	Regional or Statewide Planning			50	200										50	0	200	250
III-E	Management & Operations			37,301	149,203	5,912	5,912	47,296							43,213	5,912	196,499	245,624
TOTALS		0	0	80,551	322,203	5,912	5,912	47,296							86,463	5,912	369,499	461,874

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

**RESOLUTION AMENDING THE FISCAL YEAR 2010-2011 UNIFIED PLANNING WORK PROGRAM
OF THE WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

WHEREAS, the fiscal year 2010-2011 Unified Planning Work Program documenting the comprehensive and continuing transportation planning program in the Wilmington Urban Area was adopted by the Transportation Advisory Committee on March 24, 2010 and amended on April 28, 2010; and

WHEREAS, the need for amendment of the fiscal year 2010-2011 Unified Planning Work Program has subsequently been evaluated and justified in order to effectively advance transportation planning for fiscal year 2010-2011; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the fiscal year 2010-2011 Unified Planning Work Program until March 31, 2011 to cover any anticipated expenditures for the fiscal year.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby approves the amendments to the fiscal year 2010-2011 Unified Planning Work Program.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 18, 2010.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary
Transportation Advisory Committee

THIS IS ONLY A DRAFT AND MAY BE SUBJECT TO SIGNIFICANT MODIFICATIONS

**STANDARDS OF CONDUCT
ETHICS POLICY**

Wilmington MPO Transportation Advisory Committee members are prohibited from engaging in the following : 1) Accepting or soliciting any gift, favor or service that might reasonably tend to influence the voting member in the discharge of official duties or that the voting member knows or should know is being offered with the intent to influence the voting member's official conduct; 2) Accepting other employment or engaging in a business or professional activity that the voting member might reasonably expect would require or induce the voting member to disclose confidential information acquired by reason of the official position; 3) Accepting other employment or compensation that could reasonably be expected to impair the voting member's independence of judgment in the performance of the voting member's official duties; 4) Making personal investments that could reasonably be expected to create a substantial conflict between the voting member's private interest and the public interest; 5) Intentionally or knowingly solicit, accept or agree to accept any benefit for having exercised the voting member's official powers or performing the voting member's official duties in favor of another.

CONFLICT OF INTEREST

In order to prevent a potential conflict of interest, voting members will abstain from voting in or engaging in the discussion of any matter of business before the Wilmington MPO Transportation Advisory Committee that will have a special economic effect on either a business or real property of which the voting member has a substantial interest that is distinguishable from the effect on the public. For the purposes of this policy a substantial interest is defined as either 1) ownership of 10 percent or more of the voting stock or shares of the business entity or either 10 percent or more or \$15,000 or more of the fair market value of the business entity; or 2) receiving funds from a business entity that exceeds 10 percent of the voting member's gross income for the previous year; or 3) having a substantial interest in real property defined as an equitable or legal ownership with a fair market value of \$2,500 or more; or 4) having a family member related to me in the first degree by consanguinity or affinity with a substantial interest in a business entity or real property as defined above.

NOTIFICATION, VIOLATION AND ENFORCEMENT

Wilmington MPO voting members shall notify the MPO Executive Director in writing or during the meeting of any conflict of interest as defined above prior to any vote or discussion of any matter of business which has created the conflict of interest.

Any violation of these standards or requirements may subject the offending voting member to removal from the Wilmington MPO's Transportation Advisory Committee, and possible prosecution by the New Hanover County District Attorney.

Wilmington MPO Transportation Advisory Committee voting members are required to notify the New Hanover County District Attorney's Office and the Wilmington MPO's

Transportation Advisory Committee in a timely manner should they have personal knowledge of any violations of these same standards by other voting members of the Wilmington MPO Transportation Advisory Committee. Voting members of the Wilmington MPO Transportation Advisory Committee are subject to possible removal from the Wilmington MPO Transportation Advisory Committee and possible prosecution by the New Hanover County District Attorney for failure to report violations of these standards by other voting members of the Wilmington MPO Transportation Advisory Committee.

DISTRIBUTION OF POLICY AND AFFIDAVIT

A copy of this ethics policy, in the form of an affidavit, shall be distributed to each new voting member of the Transportation Advisory Committee not later than the thirty business day after the MPO's Executive Director is notified in writing of their appointment to the Transportation Advisory Committee or achieves said appointment by virtue of an election for public office; and

Each new voting member of the Transportation Advisory shall acknowledge their acceptance of and agreement to comply with the ethics policy by signing the affidavit, having it notarized by a currently commissioned North Carolina Notary Public and returning the affidavit to the MPO Executive Director not later than thirty business days after appointment to the Transportation Advisory Committee.

**Employees of the Wilmington MPO are subject to the City of Wilmington's ethics policy.*



Draft STIP Supplement

Wilmington Urban Area Metropolitan Planning Organization

2011 – 2020

August 2010

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM																			UNFUNDED FUTURE YEARS		
							5 YEAR WORK PROGRAM										DEVELOPMENTAL PROGRAM					FUTURE YEARS						
							FUNDS	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020											
INTERSTATE PROJECTS																												
DUPLIN NEW HANOVER PENDER SAMPSON	I-40	I-5203	INTERSTATE MAINTENANCE PRESERVATION FOR DIVISION 3.		5230		IMPM	C	523	C	523	C	523	C	523													
NEW HANOVER PENDER	I-40	I-5357	SOUTH OF NC 210 (MILE MARKER 408.6) IN PENDER COUNTY TO END OF I-40 (MILE MARKER 420) IN NEW HANOVER COUNTY. PAVEMENT REHABILITATION.	11.3	8600		IMPM																					
NEW HANOVER	I-140	I-5301	MARKET STREET TO I-40. PAVEMENT REHABILITATION.	6.0	2000		IMPM																					
NEW HANOVER	I-140	I-5325	I-40 TO US 421. PAVEMENT REHABILITATION.	6.0	2000		IMPM																					
RURAL PROJECTS																												
BRUNSWICK	US 17-74-76	R-3601	NC 133-SR 1472 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.	1.5	18931	372	NHS			R	200																	
							NHS			U	100																	
							NHS			M	359																	
							NHS					C	17900															
PLANNING/DESIGN IN PROGRESS																												
NEW HANOVER PENDER	US 17	R-3300*	HAMPSTEAD BYPASS, US 17 TO US 17 NORTH OF HAMPSTEAD. CONSTRUCT MULTI-LANE FACILITY ON NEW LOCATION.	14.0	219000		T																					
							T																					
PLANNING/DESIGN IN PROGRESS																												
BRUNSWICK	SR 1472 VILLAGE DRIVE	R-4002	WEST OF SR 1437 (OLD FAYETTEVILLE ROAD) TO EAST OF US 17 INTERCHANGE RAMP WITH DUAL LEFT TURN LANES ON NORTH RAMP TO US 17. WIDEN TO MULTI-LANES.	0.9	11285	11285																						
UNDER CONSTRUCTION																												
BRUNSWICK	SR 1472 VILLAGE DRIVE	R-4063	WEST OF SR 1437 (OLD FAYETTEVILLE ROAD) TO SR 1438 (LANVALE ROAD). WIDEN TO MULTI-LANES.	3.4	21548	536	STP			R	3850																	
							STP			U	1500																	
							STP					M	162															
							STP																					
PLANNING/DESIGN IN PROGRESS																												

* INDICATES INTRASTATE PROJECT

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS
MITIGATION PROJECTS																		
BRUNSWICK DUPLIN NEW HANOVER ONslow PENDER SAMPSON	VARIOUS	EE-4903	ECOSYSTEMS ENHANCEMENT PROGRAM FOR DIVISION 3 PROJECT MITIGATION.		5022	5022												
IN PROGRESS																		
BICYCLE AND PEDESTRIAN PROJECTS																		
NEW HANOVER	WILMINGTON	EB-5121	EAST COAST GREENWAY. CONSTRUCT GREENWAY.		2000	2000												
A 17TH STREET - JOHN D. BARRY ROAD TO HALYBURTON PARK AND GEORGE ANDERSON DRIVE TO MUSEUM DRIVE - UNDER CONSTRUCTION B INDEPENDENCE BOULEVARD, CONVERSE DRIVE TO PARK AVENUE; ROSEMONT AVENUE, WILSHIRE BOULEVARD TO END OF ROSEMONT - UNDER CONSTRUCTION																		
ENHANCEMENT PROJECTS																		
NEW HANOVER	CAROLINA BEACH	E-4914	CAROLINA BEACH AVENUE, HARPER AVENUE TO SANDPIPER LANE AND CANAL DRIVE, SEAGULL LANE TO VIRGINIA AVENUE. CONSTRUCT MULTI-USE FACILITY.		270	270												
UNDER CONSTRUCTION																		
NEW HANOVER	WILMINGTON	E-4749	CONSTRUCT A BIKE PATH CONNECTING THE RIVER TO SEA BIKEWAY TO THE EASTWOOD ROAD PATH.		185	185												
UNDER CONSTRUCTION																		
NEW HANOVER	WILMINGTON	E-4516	US 74 (EASTWOOD ROAD), SR 1409 (MILITARY CUTOFF ROAD) TO CARDINAL LANE. CONSTRUCT MULTI-USE TRAIL.		435	435												
UNDER CONSTRUCTION																		
FERRY PROJECTS																		
BRUNSWICK CARTERET NEW HANOVER	VARIOUS	F-5301	CEDAR ISLAND, SOUTHPORT AND FORT FISHER DOCKS. REPLACE DOLPHINS.		1150		NHS								C	1150		
HAZARD ELIMINATION PROJECTS																		
NEW HANOVER	US 421 (CAROLINA BEACH ROAD)	W-5103	GEORGE ANDERSON ROAD TO SR 1100 (RIVER ROAD). VARIOUS SAFETY IMPROVEMENTS.	7.8	2519	2519												
UNDER CONSTRUCTION																		

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
INTERSTATE PROJECTS																	
STATEWIDE	I-95	M-0412	CORRIDORS OF THE FUTURE PROGRAM. INTERSTATE MAINTENANCE DISCRETIONARY FUNDS (IMD) FOR IMPROVEMENTS TO I-95 FROM FLORIDA TO VIRGINIA. NORTH CAROLINA TO PROVIDE FUNDS TO ADJOINING STATES UNDER TERMS OF AN AGREEMENT.		16800	16800											
IN PROGRESS																	
STATEWIDE	VARIOUS	I-9999	IM BALANCE.	0.0													
STATEWIDE	VARIOUS	I-9998	INTERSTATE PREVENTATIVE MAINTENANCE.														
RURAL PROJECTS																	
STATEWIDE	VARIOUS	M-0405	STATEWIDE MOWING MAINTENANCE CONTRACTS FOR PROPERTIES ACQUIRED BY NCDOT IN ADVANCE OF STIP PROJECTS.		1372	372	S	N	100	N	100	N	100	N	100	N	100
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0281	CENTER FOR TRANSPORTATION AND THE ENVIRONMENT	0.0	1500	1500											
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0360	DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		15980	5980	S	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0376	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.		14900	5900	S	PE	900	PE	900	PE	900	PE	900	PE	900
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0377	ENVIRONMENTAL STREAMLINING. COORDINATE, PLAN, FACILITATE, IMPLEMENT AND TRACK INITIATIVES.		3000	3000											
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0391	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS		6978	2978	S	PE	400	PE	400	PE	400	PE	400	PE	400
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0392	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		2800	1200	S	PE	160	PE	160	PE	160	PE	160	PE	160
IN PROGRESS																	
STATEWIDE	VARIOUS	R-4701	TRAFFIC SYSTEM OPERATIONS PROGRAM (SIGNAL MAINTENANCE).		375230	175230	STP	C	20000	C	20000	C	20000	C	20000	C	20000
IN PROGRESS																	

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED	
								5 YEAR WORK PROGRAM										FUTURE YEARS	
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
RURAL PROJECTS																			
STATEWIDE	VARIOUS	R-4500	ECONOMIC DEVELOPMENT.		10000		S	C	5000	C	5000								
IN PROGRESS																			
STATEWIDE	VARIOUS	R-2929	NATIONAL PARKS SERVICE SPOT SAFETY AND SIGN REHABILITATION.	0.0	1000		FLPP	C	100	C	100	C	100	C	100	C	100	C	100
UNDER CONSTRUCTION BY FEDERAL HIGHWAY ADMINISTRATION																			
STATEWIDE	VARIOUS	R-4436	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.		41878	16878	STP	N	2500	N	2500	N	2500	N	2500	N	2500	N	2500
IN PROGRESS																			
STATEWIDE	VARIOUS	R-4067	POSITIVE GUIDANCE PROGRAM (PAVEMENT MARKINGS AND MARKERS, LED SIGNAL HEAD REPLACEMENT)		103412	63412	STP	C	4000	C	4000	C	4000	C	4000	C	4000	C	4000
IN PROGRESS																			
STATEWIDE	VARIOUS	R-4066	WETLAND RESTORATION PROGRAM. COMPLETION OF WATERSHED ASSESSMENT PLANS IN ALL SEVENTEEN (17) RIVER BASINS TO IDENTIFY WETLAND AND STREAM RESTORATION PROJECTS FOR MITIGATION.		17500	17500													
IN PROGRESS																			
STATEWIDE	VARIOUS	R-8888	STATEWIDE PLANNING FOR TRAFFIC FORECASTING, PRE-TIP PLANNING AND PURPOSE AND NEED STUDIES.		1494	494	S	F	100	F	100	F	100	F	100	F	100	F	100
IN PROGRESS																			
STATEWIDE	VARIOUS	R-2930	NATIONAL PARKS SERVICE EMERGENCY PAVEMENT REHABILITATION.	0.0	700		FLPP	C	70	C	70	C	70	C	70	C	70	C	70
UNDER CONSTRUCTION BY FEDERAL HIGHWAY ADMINISTRATION																			
STATEWIDE	VARIOUS	R-4454	IMPROVEMENT PROJECTS THAT FURTHER ECONOMIC GROWTH AND DEVELOPMENT IN SMALL URBAN AND RURAL AREAS.		47000	47000													
IN PROGRESS																			
STATEWIDE	VARIOUS	R-4049	TRAFFIC OPERATIONS (INCIDENT MANAGEMENT, 511, SMARTLINK, TEC, TMC)	0.0	230792	100792	IM	C	9750	C	9750	C	9750	C	9750	C	9750	C	9750
							NHS	C	3250	C	3250	C	3250	C	3250	C	3250	C	3250
IN PROGRESS																			
STATEWIDE	VARIOUS	R-4073	ASPHALT MATERIALS TESTING LABORATORIES CORRECTIVE ACTION PLAN FOR GROUNDWATER CLEAN-UP AT 54 SITES.		22632	12632	STP	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000
IN PROGRESS																			

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED								
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						FUTURE YEARS							
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020									
FEDERAL BRIDGE PROJECTS																									
STATEWIDE	VARIOUS	BR-5100	REHABILITATE BRIDGES AT SELECTED LOCATIONS.		150000		FA					C	25000	C	25000	C	25000	C	25000	C	25000				
SCHEDULED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY																									
STATEWIDE	VARIOUS	M-0418	STORM WATER RUNOFF. RESEARCH, DESIGN, CONSTRUCT, MAINTAIN AND MONITOR STORM WATER DRAINAGE FROM 50 BRIDGES OVER WATERWAYS. (HB 2346, SECTION 25.18)		5860	5860																			
UNDER CONSTRUCTION																									
STATEWIDE	VARIOUS	M-0379	SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES.		3100	3100																			
IN PROGRESS																									
BICYCLE AND PEDESTRIAN PROJECTS																									
STATEWIDE	VARIOUS	EB-5130	BICYCLE MAPS AND ROUTES. REVISE, UPDATE, REPRINT MAPS AND SIGN ROUTES.		600		STPEB	MP	5	A	MP	5	A	MP	5	A	MP	5	A	MP	5	A	MP	5	A
							STPEB	MP	5	B	MP	5	B	MP	5	B	MP	5	B	MP	5	B	MP	5	B
							STPEB	MP	50	C	MP	50	C	MP	50	C	MP	50	C	MP	50	C	MP	50	C
A NORTH CAROLINA BICYCLE HIGHWAY MAPS. B LOCAL BICYCLE MAPS. C URBAN, REGIONAL AND COUNTY BICYCLE MAPS.																									
STATEWIDE	VARIOUS	EB-2956	STATEWIDE BICYCLE PROGRAM.	0.0	13645	8645	STPEB	C	500	C	500	C	500	C	500	C	500	C	500	C	500	C	500	C	500
IN PROGRESS																									
STATEWIDE	VARIOUS	EB-2966	SAFETY-EDUCATION PROJECTS.	0.0	670	420	STPEB	B	25	B	25	B	25	B	25	B	25	B	25	B	25	B	25	B	25
IN PROGRESS																									
STATEWIDE	VARIOUS	EB-4012	NORTH CAROLINA BICYCLING HIGHWAYS NO. 10 (SANDHILLS SECTOR): MAPPING AND SIGNING.	0.0																					
DELETED - WORK TO BE ACCOMPLISHED UNDER EB-3120																									
STATEWIDE	VARIOUS	EB-4013	SPOT IMPROVEMENTS: SHORT PAVEMENT SECTIONS, BICYCLE RACKS AND SIGNING NEEDS.	0.0	3830	2830	STPEB	C	100	C	100	C	100	C	100	C	100	C	100	C	100	C	100	C	100
IN PROGRESS																									
STATEWIDE	VARIOUS	EB-4411	ROADWAY IMPROVEMENTS FOR BICYCLE SAFETY ON STATE AND LOCAL DESIGNATED BIKE ROUTES.		9880	7880	STPEB	C	200	C	200	C	200	C	200	C	200	C	200	C	200	C	200	C	200
IN PROGRESS																									
STATEWIDE	VARIOUS	EB-3314	STATEWIDE PEDESTRIAN FACILITIES PROGRAM.	0.0	5600	4100	STPEP	C	150	C	150	C	150	C	150	C	150	C	150	C	150	C	150	C	150
IN PROGRESS																									
STATEWIDE	VARIOUS	EB-5118	STATEWIDE BIKE AND PEDESTRIAN FACILITY DEVELOPMENT.		3331	3331																			
IN PROGRESS																									

* INDICATES INTRASTATE PROJECT

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

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED		
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						FUTURE YEARS	
							FUNDS	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
BICYCLE AND PEDESTRIAN PROJECTS																			
STATEWIDE	VARIOUS	EB-9999	BIKE-PEDESTRIAN BALANCE		30000			STPEB						C	5000				
STATEWIDE	REGIONAL	EB-4410	AREA-WIDE BICYCLE IMPROVEMENTS FEASIBILITY STUDIES.		200	150		STPEB	F	5	F	5	F	5	F	5	F	5	
IN PROGRESS																			
CONGESTION MITIGATION PROJECTS																			
STATEWIDE	NC RAILROAD	C-4901	RAIL DIVISION, CONSTRUCT A SECOND MAIN LINE BETWEEN THOMASVILLE AND LEXINGTON IN DAVIDSON COUNTY.		52295	7776		STHSR	PE	1119	PE	1135	PE	1154					
								STHSR	R	2749	R	5852	R	5951					
								STHSR	C	4475	C	12045	C	7789					
								O	C	750	C	750	C	750					
A NCRRIP - RESTORE DOUBLE TRACK, BOWERS TO LAKE - UNDER CONSTRUCTION.																			
STATEWIDE	VARIOUS	C-3600	DEPARTMENT OF MOTOR VEHICLES (DMV), VEHICLE EMISSION COMPLIANCE SYSTEM. UPGRADE NORTH CAROLINA'S MOTOR VEHICLE EMISSIONS INSPECTION AND MAINTENANCE (I/M) PROGRAM.	0.0	6702	6702		IN PROGRESS BY DEPARTMENT OF MOTOR VEHICLES											
STATEWIDE	VARIOUS	C-4982	TRANSPORTATION OPERATIONS CENTER TO ALLOW COORDINATED STATE AND REGIONAL TRANSPORTATION FUNCTIONS IN CONJUNCTION WITH THE STATE HIGHWAY PATROL COMMUNICATIONS CENTER AND OTHER EMERGENCY SERVICES PROVIDERS.		6900	6900		IN PROGRESS											
STATEWIDE	NON-ATTAINMENT AND MAINTENANCE AREAS	C-5100	SCHOOL BUS DIESEL PARTICULATE FILTER AND CLOSED CASE VENTILATION SYSTEM RETROFITS.		2000	2000		IN PROGRESS BY DEPARTMENT OF AIR QUALITY											
STATEWIDE	NORTH CAROLINA DIVISION OF AIR QUALITY	C-4903	NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST.		1500	500		CMAQ	N	80	N	80	N	80	N	80	N	80	
								O	N	20	N	20	N	20	N	20	N	20	
IN PROGRESS BY DEPARTMENT OF AIR QUALITY																			
STATEWIDE	STATEWIDE	C-9999	CONGESTION MITIGATION AIR QUALITY (CMAQ) PROGRAM BALANCE IN NON-ATTAINMENT AREAS		123000			CMAQ											
														C	12000	C	21000	C	30000
														C	30000	C	30000	C	30000

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM					UNFUNDED								
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					FUTURE YEARS			
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020				
CONGESTION MITIGATION PROJECTS																					
STATEWIDE	NORTH CAROLINA STATE UNIVERSITY	C-4902	NCSU, NORTH CAROLINA 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.		10378	1600		CMAQ					N	1384		N	1386		N	1411	
								O					N	346		N	347		N	353	
													N	1413		N	1428				
													N	353		N	357				
IN PROGRESS BY NORTH CAROLINA STATE UNIVERSITY																					
ENHANCEMENT PROJECTS																					
STATEWIDE	VARIOUS	E-4603	ECOSYSTEMS ENHANCEMENT PROGRAM. STRUCTURED MITIGATION FOR PROTECTION, ENHANCEMENT AND RESTORATION OF ECOLOGICAL FUNCTIONS AS COMPENSATION FOR PROJECT IMPACTS AT THE WATERSHED LEVEL.		625	625															
PROGRAMMED FOR PLANNING AND PROGRAM DEVELOPMENT ONLY																					
STATEWIDE	VARIOUS	E-4599	INSTALL RIVER BASIN HIGHWAY SIGNS.		187	187															
IN PROGRESS																					
STATEWIDE	VARIOUS	E-4018	NATIONAL RECREATIONAL TRAILS.		12645	645		NRT	C	1200	C	1200	C	1200	C	1200	C	1200	C	1200	
IN PROGRESS																					
STATEWIDE	VARIOUS	E-3821	PRESERVE HISTORIC BRIDGES FROM DEMOLITION.	0.0	250	250															
IN PROGRESS																					
STATEWIDE	VARIOUS	E-4602	GIS ARCHAEOLOGICAL DATABASE. STATEWIDE DATABASE TO CALCULATE ARCHAEOLOGICAL SITES LOCATED WITHIN OR NEAR NCDOT PROJECTS.		750	750															
IN PROGRESS																					
STATEWIDE	STATEWIDE	E-9999	ENHANCEMENT BALANCE.		3000			STPE	C	1000	C	1000	C	1000							
ENHANCEMENT PROJECTS (ROADSIDE)																					
STATEWIDE	VARIOUS	ER-3611	COLOR CANOPY AND TREE PLANTING STATEWIDE.	0.0	5727	3227		STPEL	L	250	L	250	L	250	L	250	L	250	L	250	
IN PROGRESS																					
STATEWIDE	VARIOUS	ER-5100	ROADSIDE ENVIRONMENTAL PROJECTS AND TREE PLANTINGS.		7605	7605															
IN PROGRESS																					
STATEWIDE	VARIOUS	ER-3419	NORTH CAROLINA STATE BYWAYS BOOKLET PRINTING.	0.0	50	50															
IN PROGRESS																					

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS			
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM								
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020				
ENHANCEMENT PROJECTS (ROADSIDE)																				
STATEWIDE	VARIOUS	ER-3102	IMPLEMENTATION OF STATEWIDE SCENIC BYWAYS PROGRAM.	0.0	1781	1031	STPEL	N	75	N	75	N	75	N	75	N	75			
							IN PROGRESS													
STATEWIDE	VARIOUS	ER-3101	SPECIAL EVENTS PLANTING STATEWIDE.	0.0	13429	9429	STPEL	L	400	L	400	L	400	L	400	L	400			
							IN PROGRESS													
STATEWIDE	VARIOUS	ER-3100	PLANTING OF WILDFLOWERS AND PERENNIAL BULBS ON FEDERAL-AID SYSTEM.	0.0	17849	11849	STPEL	L	600	L	600	L	600	L	600	L	600			
							IN PROGRESS													
STATEWIDE	VARIOUS	ER-2973	ROADSIDE BEAUTIFICATION PROJECTS IN ALL FOURTEEN HIGHWAY DIVISIONS.	0.0	62993	32993	STPEL	L	3000	L	3000	L	3000	L	3000	L	3000			
							IN PROGRESS													
STATEWIDE	VARIOUS	ER-2971	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS.	0.0	27358	13358	STPER	C	1400	C	1400	C	1400	C	1400	C	1400			
							IN PROGRESS													
STATEWIDE	BLUE RIDGE PARKWAY	ER-3817	SCENIC ENHANCEMENT AND VIEWSHED PROTECTION.	101.4	2200	2200														
							IN ACQUISITION													
HAZARD ELIMINATION PROJECTS																				
STATEWIDE	VARIOUS	SI-4902	FREEWAY SIGNING INITIATIVE. INSTALL OR REPLACE CRITICAL DIRECTIONAL SIGNS.		200	200														
							UNDER CONSTRUCTION													
STATEWIDE	VARIOUS	SI-4901	NO NEED 2 SPEED SAFETY INITIATIVE. SIGNING, EVALUATION, AND IMPLEMENTATION.		280	280														
							IMPLEMENTATION IN PROGRESS													
STATEWIDE	VARIOUS	SI-4900	BLUE STAR MEMORIAL HIGHWAY SIGNING. INSTALL SIGNS AT VARIOUS LOCATIONS STATEWIDE.		250	250														
							UNDER CONSTRUCTION													
STATEWIDE	VARIOUS	SI-4735	SAFETY MANAGEMENT INITIATIVES.		1107	1107														
							IN PROGRESS													
STATEWIDE	VARIOUS	W-4715	POSITIVE MEDIAN BARRIER PROJECTS.		9000		HES	C	500	C	500	C	1000	C	1000	C	1000			
STATEWIDE	VARIOUS	W-9999	HIGH HAZARD BALANCE, FISCAL YEARS 11-15.	0.0	117000		HES								C	19500				

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED		
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						FUTURE YEARS	
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
HAZARD ELIMINATION PROJECTS																				
STATEWIDE	VARIOUS	W-5301	LANE DEPARTURE SYSTEMIC IMPROVEMENTS.		50000		HES	C	5000	C	5000	C	5000	C	5000	C	5000			
STATEWIDE	VARIOUS	W-4716	MEDIAN INLET REPLACEMENT PROJECT.																	
UNDER CONSTRUCTION																				
STATEWIDE	VARIOUS	W-4714	RUMBLE STRIPS, SHOULDERS, ROADSIDE SAFETY IMPROVEMENTS, AUXILIARY TURN LANES, RAISED PAVEMENT MARKERS AND PROFILE PAVEMENT MARKINGS.		10050	50	HES	C	1000	C	1000	C	1000	C	1000	C	1000			
STATEWIDE	VARIOUS	W-4447	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.		75829	23829	HES	PE	5200	PE	5200	PE	5200	PE	5200	PE	5200			
IN PROGRESS																				
STATEWIDE	VARIOUS	W-5300	SIGNAL RETIMING TO IMPROVE SAFETY.		10000		HES	C	1000	C	1000	C	1000	C	1000	C	1000			
SAFE ROUTES TO SCHOOLS																				
STATEWIDE	VARIOUS	SR-5000	SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL, TRAINING AND OTHER NON-INFRASTRUCTURE NEEDS.		1925	925	SRTS	N	100	N	100	N	100	N	100	N	100			
IN PROGRESS																				
STATEWIDE	VARIOUS	SR-5001	SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL COMSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.		45307	1307	SRTS	R	400	R	400	R	400	R	400	R	400			
							SRTS	C	4000	C	4000	C	4000	C	4000	C	4000			
IN PROGRESS																				
PASSENGER RAIL PROJECTS																				
STATEWIDE	VARIOUS	P-3809	RAILROAD SAFETY INSPECTIONS IN ALL FOURTEEN (14) DIVISIONS.		5810	4310	RR	I	50	I	50	I	50	I	50	I	50			
							T2001	I	100	I	100	I	100	I	100	I	100			
IN PROGRESS																				
STATEWIDE	VARIOUS	P-4702	MAINTENANCE OF RAILROAD TRACK AND SIGNAL IMPROVEMENTS.		14130	5730	T2001	C	840	C	840	C	840	C	840	C	840			
IN PROGRESS																				
STATEWIDE	VARIOUS	P-5202	ENVIRONMENTAL STUDIES FOR RAIL CAPITAL PROJECTS.		19251		T2001	C	1750	C	1787	C	1824	C	1863	C	1902			
STATEWIDE	VARIOUS	P-4701	CAPACITY AND TRAVEL TIME IMPROVEMENTS TO FREIGHT AND PASSENGER RAIL CORRIDORS, NEW EQUIPMENT AND MATCH FOR FEDERAL FUNDS.		173118	98518	T2001	C	7460	C	7460	C	7460	C	7460	C	7460			
							A RESTORE DOUBLE TRACK TO HOSKINS - UNDER CONSTRUCTION.													
PART UNDER CONSTRUCTION																				

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS		
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM							
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
PASSENGER RAIL PROJECTS																			
STATEWIDE	VARIOUS	P-4700	RAILROAD STATION REHABILITATION PROJECTS.		6900	6900													
IN PROGRESS																			
STATEWIDE	VARIOUS	P-4404	SOUTHEAST HIGH SPEED RAIL CORRIDOR. UPDATE RAIL CROSSING INVENTORY FROM SOUTH CAROLINA STATE LINE TO THE VIRGINIA STATE LINE VIA RALEIGH AND CHARLOTTE AND THE APEX/CARY BYPASS SEGMENT.		150	150													
IN PROGRESS																			
STATEWIDE	VARIOUS	P-4001	RAIL INDUSTRIAL ACCESS PROGRAM.	0.0	19000	9000	T2001	C	1000	C	1000	C	1000	C	1000	C	1000		
IN PROGRESS																			
STATEWIDE	VARIOUS	P-3814	CROSSING CONSOLIDATION PROJECTS AS IDENTIFIED IN SOUTH END SEHSRC TRAFFIC SEPARATION STUDY. RIGHT OF WAY TO BE ACQUIRED BY MUNICIPALITIES.	0.0	597	597													
UNDER CONSTRUCTION																			
STATEWIDE	VARIOUS	P-3419	SEALED CORRIDOR-SELECTED SEHSRC CROSSINGS. MEDIAN BARRIERS, ARTICULATED GATES, FOUR- QUADRANT GATES, WARNING DEVICE REVISIONS, SIGNAGE AND CAMERA SYSTEMS.	0.0	12307	12307													
UNDER CONSTRUCTION																			
STATEWIDE	VARIOUS	P-5003	SOUTHEASTERN NORTH CAROLINA PASSENGER RAIL SERVICE, RALEIGH TO WILMINGTON VIA FAYETTEVILLE.		132357	2356	T2001										C	130001	
RIGHT OF WAY IN PROGRESS																			
STATEWIDE	VARIOUS	P-5004	SOUTHEASTERN NORTH CAROLINA PASSENGER RAIL SERVICE, RALEIGH TO WILMINGTON VIA GOLDSBORO.		192087	3086	T2001											C	189001
RIGHT OF WAY IN PROGRESS																			
STATEWIDE	VARIOUS	P-3418	PLANNING, MANAGEMENT AND RESEARCH STUDIES.	0.0	14367	6367	T2001	F	800	F	800	F	800	F	800	F	800		
IN PROGRESS																			
STATEWIDE	VARIOUS	P-3309	AT-GRADE CROSSING ELIMINATION AND IMPROVEMENT PROJECTS, CORRIDOR INVENTORIES AND STUDIES IN ALL FOURTEEN (14) DIVISIONS.	0.0	9452	6452	RR	C	150	C	150	C	150	C	150	C	150		
IN PROGRESS																			

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS	
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
PASSENGER RAIL PROJECTS																		
STATEWIDE	VARIOUS	P-3815	CROSSING CONSOLIDATION PROJECTS AS IDENTIFIED IN NEWTON-HICKORY-CONOVER MPO TRAFFIC SEPARATION STUDY.	0.0	1620	1620												
UNDER CONSTRUCTION																		
STATEWIDE	VARIOUS	Y-4100	HIGHWAY-RAIL CROSSINGS SAFETY IMPROVEMENTS AND INVENTORY PASSENGER ROUTES.		15384	5384	RR	C	1000	C	1000	C	1000	C	1000	C	1000	
UNDER CONSTRUCTION																		
STATEWIDE	VARIOUS	Y-9999	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS, PASSENGER ROUTES.		13215	8315	RR	C	490	C	490	C	490	C	490	C	490	
IN PROGRESS																		
STATEWIDE	VARIOUS	Y-4415	HIGHWAY-RAIL CROSSING INVENTORY.		3075	2575	RR	C	50	C	50	C	50	C	50	C	50	
IN PROGRESS																		
STATEWIDE	VARIOUS	Y-4800	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.		17285	17285												
IN PROGRESS																		
STATEWIDE	VARIOUS	Z-4100	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS AND INVENTORY.		9000	9000												
IN PROGRESS																		
STATEWIDE	VARIOUS	Z-5200	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.															
IN PROGRESS																		
STATEWIDE	VARIOUS	Z-9999	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS.		90511	25511	RR	C	6500	C	6500	C	6500	C	6500	C	6500	
IN PROGRESS																		
STATEWIDE	CSX	P-5005	HIGH PRIORITY NORTH-SOUTH RAIL CORRIDOR OF THE FUTURE.		25975	950	STHSR	PE	425	A								
							STHSR	R	503	A								
							STHSR	C	5326	A								
							STHSR	PE	430	B								
							STHSR	R	400	B								
							STHSR	C	5941	B								
							T2001	C	4000									
							O	C	8000									
A PIEDMONT CORRIDOR - CSXT MP A 101.0 (ENFIELD CROSSING). B PIEDMONT CORRIDOR - CSXT MP A 115.9 (ARMSTRONG CROSSING).																		
STATEWIDE	NCRR	P-3414	TRAVEL TIME IMPROVEMENTS TO FREIGHT AND PASSENGER RAIL CORRIDORS BETWEEN RALEIGH AND CHARLOTTE AND MATCH FEDERAL FUNDS.	0.0	71500	61500	T2001	C	1000	C	1000	C	1000	C	1000	C	1000	
IN PROGRESS																		

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS	
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
PASSENGER RAIL PROJECTS																		
STATEWIDE	NCRR-CSX	P-3819	FEDERALLY-DESIGNATED HIGH SPEED RAIL CORRIDOR BETWEEN CHARLOTTE AND VIRGINIA STATE LINE, ENVIRONMENTAL STUDY, PRELIMINARY ENGINEERING, RIGHT OF WAY, DESIGN AND CONSTRUCTION.	260.0	16894	8746	T2001	R	1695									
							O	R	3955									
							STHSR	PE	12	A	PE	12	A	PE	12	A		
							STHSR	R	5	A	R	11	A	R	11	A		
							STHSR	C	478	A	C	967	A	C	990	A		
							A FAIRGROUNDS CROSSING.											
							IN PROGRESS											
STATEWIDE	STATEWIDE	Z-5100	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.															
							IN PROGRESS											
ROADSIDE ENVIRONMENTAL PROJECTS (REST AREA)																		
STATEWIDE	VARIOUS	K-4704	INTERSTATE REST AREA SYSTEM PRESERVATION. PAVEMENT, PAVEMENT MARKING, CURB AND GUTTER, SIDEWALKS AND OTHER REHABILITATION ITEMS.		6700	2700	IMPM	C	400	C	400	C	400	C	400	C	400	
							IN PROGRESS											
ROADSIDE ENVIRONMENTAL PROJECTS (SCENIC)																		
STATEWIDE	VARIOUS	L-1000	REPLACEMENT PLANTS AT SELECTED LOCATIONS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	0.0	3303	2403	PLF	L	90	L	90	L	90	L	90	L	90	
							IN PROGRESS											
STATEWIDE	VARIOUS	L-2133	PLANTING OF PERENNIAL BULBS AND WILDFLOWERS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	0.0	26960	15960	PLF	L	1100	L	1100	L	1100	L	1100	L	1100	
							IN PROGRESS											
STATEWIDE	VARIOUS	L-2500	COLOR AND CANOPY AND TREE PLANTING.	0.0	5743	743	PLF	L	500	L	500	L	500	L	500	L	500	
							IN PROGRESS											
STATEWIDE	VARIOUS	S-5001	NORTH CAROLINA SCENIC BYWAYS LAND CONSERVATION INITIATIVE TO IMPLEMENT RESOURCE PROTECTION AND HERITAGE TOURISM DEVELOPMENT TO ENHANCE AND PRESERVE SCENIC VISTAS AND TOURISM CORRIDORS ALONG 26 OF NORTH CAROLINA'S SCENIC BYWAYS.		316	316												
							IN PROGRESS											

* INDICATES INTRASTATE PROJECT

North Carolina Mobility Fund

The North Carolina General Assembly included in the 2010 Appropriations Act the creation of the Mobility Fund and appropriated new transportation dollars to fund it.

The Mission

According to § 136-188:

(a) The Department of Transportation shall use the Mobility Fund to fund transportation projects, selected by the Department, of statewide and regional significance that relieve congestion and enhance mobility across all modes of transportation. The Department of Transportation shall establish project selection criteria based on the provisions of this Article.

When developing the project criteria and selection process, the Department shall involve the public and other stakeholders, including, but not limited to, the North Carolina Association of Municipal Planning Organizations, the North Carolina Association of Rural Planning Organizations, the North Carolina League of Municipalities, the North Carolina Association of County Commissioners, the North Carolina Metropolitan Mayors Coalition, and the North Carolina Council of Regional Governments.

The Process

A preliminary report on the project selection criteria is due to the Joint Legislative Transportation Oversight Committee (JLTOC) by October 1, 2010. A final report is due to the JLTOC by December 15, 2010.

The Timeline

- August 9 – September 9: First round of public input
- September 13 - September 30: Preliminary report is prepared.
- October 1 – October 29: Preliminary report is released. Second round of public input
- November 1- November 30: Final report is prepared.
- December 2: Final report presented to Board of Transportation (BOT).
- December 15: Final report presented to JLTOC

Key Questions

The following questions are meant to stimulate comments and discussion. These questions do not reflect the departmental policy or goals for this process or the Mobility Fund. Again, the questions listed below are for discussion purposes only.

- What should the selection criteria consist of? For example, should it consider travel time savings; current and future volume-to-capacity ratios; economic development; economic distressed counties; connections to intermodal terminals (airports, seaports, etc.), military bases, major hospitals, and universities/community colleges; major employment centers; current and future freight volumes; ability to leverage other funds (bonds, tolls, etc.); safety needs.
- How should projects that qualify for to receive state grants from the Congestion Relief and Intermodal Transportation 21st Century Fund receive “preferential consideration as stated in the law?”
- Should a benefit-cost methodology or some other methodology be used to rank candidate projects? What would be factored into such a methodology?

Comments, concerns and proposals are being solicited on these and any other items associated with the Mobility Fund. Comments on the weighting of selection criteria, selection process and scoring matrix are also welcome.

Providing Input

You and your stakeholders have a variety of options to submit comments. For the first comment period (August 9 – September 9) you can:

- Email comments to DJVOELKER@ncdot.gov
- Visit NCDOT's website at <http://www.ncdot.org/> and use the “**Contact Us**” button to comment.
- Visit our “**Citizen Connect Forum**” site at <http://ncdot.newkind.com/> this is a new social media site which allows for continuous comments to be posted via forums and threads. You can comment on others’ comments and further engage in the input process.
- Mail in your comments to:
 Don Voelker
 Director, Strategic Planning Office of Transportation
 North Carolina Department of Transportation
 1501 Mail Service Center
 Raleigh, NC 27699-1501

Please share this information with your stakeholders and partners so that everyone who wants to partake in this process has the opportunity to do so. **Remember, the deadline for the first round of public comments is September 9.**

Thank you for your time and participation. Together, we can ensure that the Mobility Fund has a positive and lasting effect on North Carolina’s transportation network. Please feel free to contact the Department at 1-877-DOT-4YOU or visit www.ncdot.gov if you have more questions.

WILMINGTON MPO/CITY OF WILMINGTON
JULY 2010

WILMINGTON BYPASS

Project Description/Scope: Construct the Wilmington Bypass from US 421 in New Hanover County to US 17 in Brunswick County.

Current Status: NCDOT has let the design and construction of the Wilmington Bypass Section “A” from US 17 to US 74/76 as a “design-build” project. They anticipate completing this section of the Bypass in 2013. Section “B” from US 421 to US 74/76 is currently unfunded; however, the acquisition of property for Section “B” has been re-authorized. The NCDOT released the “draft” State Transportation Improvement Program that includes funding for the “B” section of the Wilmington Bypass from 2013 through 2020.

Next Step: Review the NCDOT Urban Loop Prioritization process.

CAPE FEAR COMMUTES 2035 TRANSPORTATION PLAN

Project Description/Scope: Cape Fear Commutes 2035 is a federally-mandated assessment of the current and future transportation needs of people and goods within the Wilmington MPO area. Cape Fear Commutes 2035 will create a long range transportation plan with recommendations for how those needs should be addressed over the next 25 years. The plan will establish the goals and objectives for the improvement of mobility within the Wilmington MPO planning area and make specific recommendations for transportation projects and funding sources.

Current Status: The MPO committee charged with crafting the Cape Fear Commutes 2035 Transportation Plan has finalized the draft plan. The plan was presented to the WMPO Transportation Advisory Committee and local member jurisdictions and held three public informational workshops. The public comment period closed on June 4th. The MPO has received all public comments and is currently reviewing the comments.

Next Step: The MPO will incorporate the comments into the final plan. Staff plans to present the final plan to the TAC in August/September.

CAPE FEAR SKYWAY

Project Description/Scope: Construct the Cape Fear Skyway that will link from in the vicinity of US 17 to Independence Boulevard and Carolina Beach Road.

Current Status: On October 28, 2009 the Wilmington MPO’s Transportation Advisory Committee endorsed a resolution supporting the northern alignment and encouraging New Hanover County, City of Wilmington, Brunswick County and the Town of Leland to utilize the land use planning tools available to preserve a corridor for the future Cape Fear Skyway. The North Carolina Turnpike Authority provided the finalized the Transportation Corridor Official map for the Cape Fear Skyway on June 9th.

The City of Wilmington, New Hanover County, Pender County, Town of Carolina Beach and Town of Wrightsville Beach have endorsed resolutions supporting the “gap” funding and corridor preservation. Senator Boseman introduced Senate Bill 1129 and Representative McComas introduced House Bill 2053 that would provide “gap “funding” for the Cape Fear Skyway. The bills have been referred to committee and no action was taken on the bills during the Legislature’s short session.

Next Step: Work with New Hanover and Brunswick counties, Town of Leland and City of Wilmington to preserve a corridor for the future Cape Fear Skyway from Independence Boulevard/Carolina Beach Road intersection to a location in the vicinity of US 17 and the Wilmington Bypass in Brunswick County. Work

with North Carolina delegation to provide the necessary “gap” funding for the construction of the Cape Fear Skyway.

CITY OF WILMINGTON COLLECTOR STREET PLAN

Project Description/Scope: Complete a city-wide area collector street plan including Monkey Junction that will: 1) distribute traffic across an appropriate network of arterial and collector streets, not local streets; 2) establish a set of multi-modal cross-sections for collector streets that accommodate all road users and contribute to the attractiveness of the city; 3) preserve the mobility of the major arterials by limiting the amount of direct access to these facilities; and 4) provide for orderly provision of public utilities within the collector street corridors. The plan will be used by city staff and property owners to reduce congestion and improve mobility throughout the City of Wilmington.

Current Status: The Wilmington MPO received 7 proposals from qualified engineering firms to complete a collector street plan for the City of Wilmington. Staff is currently reviewing and scoring the proposals.

Next Step: Review the proposals and select a firm to complete the city-wide collector street plan.

CROSS-CITY TRAIL

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

Current Status: Construction on Phase I began on February 1 and will be completed in 120 days. Construction on Phase II began on March 1 and will be completed in 180 days. Kimley-Horn Associates, Inc. has completed design and permitting for Phase IIIA. The City has hired Kimley-Horn & Associates to complete Phase IIIG, with design and permitting already begun. A public meeting to review the alternative alignments for Phase IIIG was held on June 17th at the Fisher Student Center at UNCW. The City is currently considering several location and cross-section design alternatives to connect UNCW with Autumn Hall.

The City was awarded an additional \$2 million in American Recovery and Reinvestment Act funding. A ceremony was held on June 28th to celebrate the trail and announce the \$2 million award. On July 6th, the City completed a supplemental appropriation and endorsed a municipal agreement to accept the funding from NCDOT.

Next Step: Phase IIIA will be let for bid in late summer and Phase IIIG will be let for bid in October.

FIT COMMUNITY 2009 GRANT

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

Current Status: The Ann Street Bicycle Boulevard is officially open and grant-funded promotional activities will continue as planned until September 2010. The second event was held at the Martin Luther King, Jr. Community Center on June 5th. Ten bicycles were awarded to those who participated in bicycle safety

training. Free helmets and locks were also distributed. Chef Keith Rhodes of Catch provided a healthy cooking demonstration. The third event will be held on Saturday, July 17th. This event will include bicycle safety instruction and a bicycle scavenger hunt along the bicycle boulevard to encourage usage of the bicycle boulevard. Those who participate in each event will receive free bicycle helmets and locks, and gift cards to the Riverfront Farmers' Market. Ten bicycles will be awarded to those participate in bicycle safety training.

Next Step: Organize group ride from Ann Street/South 15th Street to Riverfront Farmers' Market on July 24th and August 7th. Host the fourth bicycle boulevard event on September 11th at the Martin Luther King, Jr. Community Center followed by a group ride September 18th. Let the Ann Street/South 5th Avenue intersection improvement project for bid in July, with construction to begin at end of summer.

5TH AVENUE PAVEMENT MARKING PLAN

Project Description/Scope: Design and implement a pavement marking plan on N. 5th Avenue from Willard Street to Nixon Street. The pavement marking plan will reduce the number of lanes from four to two and incorporate a bicycle lane and parking.

Current Status: Kimley-Horn and Associates was hired to complete the design. The City has received and comments on the 90% design plans. Staff completed the data collection and is currently completing signal warrant analysis at the intersections of 5th Avenue/Grace, 5th/Princess, 5th/Chestnut and 5th/Red Cross.

Next Step: Complete the signal warrant analysis. Receive the 100% design plans. Bid and construct the revised pavement markings.

KERR AVENUE/MARTIN LUTHER KING JR. PARKWAY CORRIDOR PRESERVATION

Project Description/Scope: NCDOT plans to widen Kerr Avenue to a 4-lane divided facility from Randall Parkway to the Martin Luther King, Jr. Parkway and construct an interchange at the intersection of Kerr Avenue and the Martin Luther King, Jr. Parkway. The construction of the widening project is funded by NCDOT; however, the construction of the interchange is currently unfunded. Smith Creek Land Subdivision, a six-lot subdivision, is planned on the northwest quadrant lying within the interchange location.

Current Status: On December 16, 2009 the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee endorsed a resolution requesting the City of Wilmington file a Transportation Corridor Official Map for the interchange at this location. The City filed a Transportation Corridor Official map in May for the interchange on the northwest quadrant. Staff has been notified of interest for development on the southern quadrant and has begun the process to file the Transportation Corridor Official Map for this quadrant. City Council established August 3rd as the public hearing date for the project. Staff has posted the maps for the southwest quadrant at the New Hanover County Courthouse and will mail notices to the Mayor Saffo, Chairman Thompson, the Secretary of Transportation and affected property owners on July 19th.

Next Step: City Council will conduct a public hearing on this item on August 3rd.

LANE IMPROVEMENTS – MARKET AT NEW CENTER DRIVE:

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

Current Status: Contractor has mobilized and completed most of the demolition work. Revised easements are in legal. Hidden sanitary sewer manhole was uncovered and has to be lowered to accommodate new lane. **Unsuitable soils have been removed and replaced and the outside curb line is in place. Design revisions to accommodate Progress Energy easement requirements are complete and being processed by PE. These revisions will delay construction completion by about a week.**

Next Step: Complete easements, complete manhole adjustments, **revise driveway to Red Roof/Dunkin, pour sidewalk, lay asphalt, stripe, open lane and revise signal displays.**

MARKET STREET CORRIDOR PLAN

Project Description/Scope: Develop a corridor plan for Market Street from Colonial Drive to the Pender County line. This project will integrate transportation and land use planning in an effort to improve safety and mobility along the entire corridor. The plan will provide recommendations for access management, inter-connectivity, improved development standards, future collector streets and conceptual designs. On March 6, 2008 the NCDOT approved funding in the amount of \$275,000 for the Wilmington Metropolitan Planning Organization (MPO), City of Wilmington, New Hanover County and NCDOT to develop the plan.

Current Status: Kimley-Horn & Associates (KHA) has provided the final draft plan and ordinances for consideration. NCDOT requested the evaluation of relocating the signal from Cardinal Drive to Judges Road. NCDOT supported signalized left-overs at Cardinal Drive and Judges Road; however, following additional analysis, NCDOT has modified their recommendation and now recommend only the signalized intersection at Cardinal Drive. Staff has provided final comments to KHA.

Next Step: Incorporate the comments in the final report. The plan is anticipated to be presented to a joint City/County Planning Commission meeting in August 2010.

MULTI-MODAL TRANSPORTATION CENTER

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

Current Status: NCDOT has appropriated \$10 million to purchase the properties for the Multi-Modal Transportation Center. The City's local match is \$1 million. NCDOT has reached a settlement with all property owners except U-Haul. The Long Range Transit Needs Study for the Wilmington Multi-modal Transportation Center recommends the acquisition of the U-Haul property. NCDOT hired Moffit & Nichol and Hard Art Studio to complete the conceptual design for the train station north of Campbell and complete structural and hazardous materials evaluations. The conceptual plans are expected by September 10th. NCDOT hired Moffit & Nichol and Ko & Associates to complete the Environmental Assessment (EA) for the Wilmington Multi-modal Transportation Center. This document is expected to be complete within twelve months. NCDOT is pursuing securing an option on the U-Haul property until completion of the EA.

Next Step: Completion of the EA and complete acquisition of the U-Haul property.

NEIGHBORHOOD TRAFFIC STUDIES

Project Description/Scope: The City of Wilmington operates a neighborhood traffic management program to focus on the installation of neighborhood traffic-calming devices that reduce speed and improve safety along neighborhood streets. The City has currently completed neighborhood traffic studies to develop immediate and long-term solutions in 17 Wilmington neighborhoods. The LPA Group has submitted final construction drawings for long-term improvements in 10 neighborhoods.

Current Status: Based on funding, staff has prioritized the locations for installation in Pine Valley East. The City opened bids on May 27th. Barnhill Construction was the low bidder. The purchase order will be included on City Council's August 4th PO Memo. Staff is completing a design for intersection improvements at Aster/Bethal intersection in an effort to utilize any remaining funds to construct these improvements.

Next Steps: Construction is anticipated to begin in August 2010.

N. 3RD STREET CORRIDOR STREETScape IMPROVEMENTS

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

Current Status: The City has received the 100% final design plans and the opinion of probable costs. The City has accepted ownership and maintenance of North 3rd Street. Staff has worked with Cape Fear Public Utility Authority (CFPUA) to develop an Inter-local Agreement for the construction of the improvements along North 3rd Street. This agreement outlines the cost-sharing and logistical details. The Authority Board and City Council have approved the agreement.

Next Step: Bid the construction of the North 3rd Street improvements in late August. The City anticipates beginning construction of the streetscape corridor enhancements in October.

PRINCESS PLACE DRIVE AND SOUTH FRONT STREET PAVEMENT MARKING PLANS

Project Description/Scope: Princess Place Drive and South Front Street (US 421 Truck) are part of a resurfacing package that was let by NCDOT in late 2009. With adjustments to the pavement markings, the existing pavement on both Princess Place Drive and South Front Street (US 421 Truck) should accommodate two motor vehicle lanes, two bicycle lanes, and intermittent left-turn lanes. On December 16, 2009, the Wilmington MPO's Transportation Advisory Committee supported a resolution requesting the City of Wilmington and NCDOT work cooperatively to add on-road bicycle lanes to Princess Place Drive and South Front Street (US 421 Truck) as part of the resurfacing project.

Current Status: Ramey Kemp & Associates has finalized the pavement marking plans. Staff held public meetings on May 20th for the East Wilmington Bicycle/Pedestrian improvements and June 8th for S. Front Street Bicycle Lanes. The attendees at both meetings supported the projects. The final plans have been submitted to NCDOT. NCDOT has began the mill patching on Princess Place Drive.

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

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

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

Current Status: On March 6, 2008, the North Carolina Board of Transportation voted to award the City of Wilmington \$211,800 to fund a demonstration Safe Routes to School project at Bradley Creek Elementary School. On July 1, 2008 the Wilmington City Council endorsed the municipal agreement between the City and NCDOT. Norris, Kuske and Tunstall completed the final design for the sidewalk and pedestrian crossing along Greenville Loop Road.

Next Step: Let project for bid in July or August.

SAFE ROUTES TO SCHOOL: PARK AVENUE AT INDEPENDENCE BOULEVARD (No significant change)

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

Current Status: After review and refinement, Right Angle Engineering, PC has submitted the 100% design plans to NCDOT. Staff is still awaiting the encroachment from NCDOT.

Next Step: Receive encroachment agreement from NCDOT. Let project for bid in July or August.

TRAFFIC SIGNAL SYSTEM UPGRADE/EXPANSION

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

Current Status: All contract construction and 30-day observation complete. Fiber optic cabling to bring Eastwood at Rogersville, the 6th Street RR Bridge, the Princess Place Fire Station, and the Pine Valley camera is in place and connection will be scheduled for late July. Three signals on the streetscape project downtown were brought on line 6/15 with City-installed radio links. NCDOT indicates that fiber optic work will occur July 30th through August 8th with the Wrightsville and Independence project.

Next Steps: Connect all remaining off-system intersections and cameras and begin process of closing out project and completing NCDOT reimbursement requests.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

August 13, 2010

TIP Projects:

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

Open to traffic by the middle/end of October 2010

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

Estimated Contract Completion Date December of 2010

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

Estimated Contract Completion Date Summer/Fall 2010

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

Estimated Contract Completion Date Nov. 2010

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

Estimated Contract Completion Date June 2011

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

Estimated Contract Completion Date Jan. 2011

Work Complete, Burn In period complete, now we are in the 1-yr. warranty period

U-3462: Town of Shallotte, SR 1357 (Smith Avenue) extension from West of US 17 Business to NC 130. Under construction and funded by stimulus.

Estimated Contract Completion Date Dec. 2010

R-4002: widen SR 1472 (Village Road) from SR 1437 (Old Fayetteville Road)/SR 1435 (South Navassa Road) to east of US 17 Interchange ramps, to a 4-lane divided facility.

Estimated Contract Completion Date June 2011

B-4030: replace Bridge #9 over Bear Branch, on NC 130.

Estimated Contract Completion Date 12/31/2010

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

Availability Date March 1, 2010

Estimated Contract Completion Date 7/1/2012

Memorial Bridge – painting of the Memorial Bridge.

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

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

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

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

Estimated Contract Completion Date September 30, 2010

B-5215 – SR 1115 (Stone Chimney Road) replace bridge #49 over branch of Lockwood Folly River. **Availability Date August 2, 2010; contractor has 120 days to complete**

B-5217 – SR 1115 (Stone Chimney Road) replace bridge #59 over branch of Lockwood Folly River. **Availability Date August 2, 2010; contractor has 120 days to complete**

B-5216 – SR 1115 (Stone Chimney Road) replace bridge #58 over branch of Lockwood Folly River. **Availability Date August 2, 2010; contractor has 120 days to complete**

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

Letting Date September 21, 2010

R-2633 AA & AB: Construction of I-140 (Wilmington Bypass) from US 17 to US 74/76.

Availability Date March 29, 2010

Estimated Contract Completion Date July 3, 2013

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

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

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

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

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

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

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

Military Cutoff Road Extension (U-4751) and Hampstead Bypass (R-3300): extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass. NCDOT and the merger team are scheduled to have selected a preferred alternative by Winter 2009/2010 and complete the final environmental impact statement by Summer 2010.

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

Division Projects:

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

Work complete

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

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

SR 1455 (Porter's Neck Road): construct a roundabout at the intersection of SR 1455 (Porter's Neck Road) and SR 1402 (Edgewater Club Road).

Completion Date August 14, 2010

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

Completion Date August 14, 2010

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

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

Under signal review

Resurfacing Projects:

Brunswick County contract (C202142):

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

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

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

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

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

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

Work Complete

Pender County contract (C202184):

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

Work Complete

New Hanover County contract (C202188):

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

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

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

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

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

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

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

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

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

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

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

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

Estimated Contract Completion Date Summer 2010

Brunswick & New Hanover Counties contract (C202476):

Brunswick County:

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

various locations.

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

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

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

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

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

New Hanover County:

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

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

Estimated Contract Completion Date November 2010

Pender County contract (C202475):

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

Estimated Contract Completion Date November 2010

Brunswick County contract (C202562):

US 17 mill & resurface from US 17 Business (northside of Bolivia) to SR 1701 (Zion Church Road)

Estimated Contract Completion Date December 2010

Pender County contract:

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

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

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

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

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

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

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

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

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

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

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

Work Complete

NC 53 mill & resurface approaches to Bridge #34 (over the Cape Fear River), Bridge #37 (over Angola Creek just west of NC 50) & Bridge #39 (over Moore Creek just east of NC 50).