

Meeting Notes
Wilmington Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Date: December 15, 2010

Members Present:

Jonathan Barfield, Chairman, Cape Fear Public Transportation Authority
Jack Batson, Town of Belville
Walter Futch, Town of Leland
Mike Ballard, Town of Navassa
Kristi Tomey, City of Wilmington
Bill Sue, Brunswick County
Bob Lewis, Town of Carolina Beach
David Williams, Pender County
Bill Blair, Town of Wrightsville Beach
Jason Thompson, New Hanover County

Staff Present:

Mike Kozlosky, Executive Director
Tara Murphy, Associate Transportation Planner

1. Call to Order

Mr. Barfield called the meeting to order at 4:01 PM. He asked everyone to take a moment to review the TAC mission statement.

2. Approval of Minutes:

Mr. Thompson told members he had questions regarding the minutes because he was not at the October 27th meeting. Under discussion Item 7a, regarding the MPO ethics policy, there were some statements of opinion in the minutes. Mr. Thompson read the section from the October 27th minutes where Mr. Futch said: "While we may not want to have a policy, when there is a conflict of interest among us we should have the guts to stand up and say we have a conflict of interest and not abdicate for whatever it is that we own or whatever it is that is a conflict of interest for us. We should ask for this board to excuse us."

Mr. Thompson asked Mr. Futch to tell him what those cases were.

Mr. Futch said the first case was when Mr. Saffo helped draw the map for the Skyway. Mr. Thompson asked Mr. Futch if he thinks that, or if he knows that. Mr. Futch said he knows that from what Mr. Sue said.

Mr. Sue interrupted him to state that he never told Mr. Futch that. He stated that he told Mr. Futch that he delivered a copy of the map, and in further investigation, he found out that the Turnpike Authority drew the map. All Mr. Saffo did was to deliver the map to him.

Mr. Futch said that Mr. Saffo was at least advocating for the bridge. He advocated for the bridge a number of times and then when the final vote came up, he asked to be excused because he owned land in the corridor. Mr. Futch stated that to him, that's an ethics issue. Mr. Thompson asked him to site what ethics policy that violates. Mr. Futch said he doesn't know; we don't have an ethics policy. Mr. Thompson asked him how we are going to violate something we don't have. Mr. Futch said there is a state law that says that if you vote on something that puts money in your own pocket, or materially benefits you, you are actually guilty of a class-three misdemeanor. Mr. Thompson asked him what it said if you vote on something that takes money out of your pocket. Mr. Futch said he didn't know. Mr. Thompson asked if in his opinion that would not be a conflict. Mr. Futch said he thinks it is. Mr. Thompson stated that taking money out of your own pocket is a conflict, just like putting money in. Mr.

Futch said he believes that anytime you act on something that's questionable whether or not it is for your benefit, or for the public's benefit, then that is a conflict of interest. If I'm a public-servant, then I'm supposed to serve the public. If there is a question about serving myself or serving the public, then that is a conflict of interest. He stated that he believes that to be the case.

Mr. Thompson asked if that was the end of his number of cases of ethic violations.

Mr. Futch said the second case was where Mr. Thompson had been advocating for the Skyway. Mr. Thompson asked where he did that. Mr. Futch said he did it in a number of meetings. He heard him especially in the October 14th and October 28th meetings last year. Mr. Thompson asked if he had documentation because that is not how he recalls it. Mr. Futch said we could go back to the minutes and look at those minutes. Mr. Thompson told him he needed to do that if he is going to be making accusations like that. Mr. Futch asked Mr. Thompson if that meant he had never advocated for the Skyway project. Mr. Thompson said yes, that is what he is saying. Mr. Thompson told members in response to all the emails Mr. Futch sent out with his hypostasis, Mr. Thompson responded back asking Mr. Futch to give the facts and he would listen. Mr. Thompson told Mr. Futch that he gave him the opportunity to support his position and he could not support it. Mr. Thompson stated that Mr. Futch has never heard him say at this meeting that he thinks the Skyway Bridge is the thing to do. Mr. Thompson said that has been his position all along and he has never been an advocate of the Cape Fear Skyway Bridge as Mr. Futch attests.

Mr. Thompson read Mr. Futch's quote from the minutes: "He said he was amazed because he never knew that Mr. Thompson owned any land on the Cape Fear Skyway route." Mr. Thompson stated that he still doesn't know that because he does not own land in the route. He told members he does own land within maybe a half- to three-quarters of a mile from the proposed route, and therefore he recused himself.

Mr. Thompson stated that Mr. Futch doesn't seem to understand is the TAC Board is advisory in nature. He said that the TAC cannot compel anything upon any municipality or county. There is no conflict when you vote for something on this board because we do not hire, we do not contract, and we do not pay for any services. Now, as a County Commissioner we do hire and we do contract. On the vote this MPO sent to New Hanover County Commission, he asked to be recused just so there could not be any impropriety on his part because he does own some property near the route. In fact, if the Skyway were to be built, it would cut off access to his business and he would lose money. Mr. Futch asked Mr. Thompson to prove to him that he does not own any land in the corridor.

Mr. Barfield stated that we have gone far enough with that and asked if there were any comments about the minutes. Mr. Thompson said the minutes needed to be corrected or Mr. Futch needs to retract his statements.

Mr. Barfield said he would like to make a point of clarification. He told members that the minutes reflect the comments that were made and they are a bit erroneous; but, they were the comments and the minutes need to reflect what was said even if the statements were wrong.

Mr. Barfield called for a motion regarding the minutes as presented. Mr. Thompson made a motion to not approve the minutes. Mr. Sue told members that he agreed with Mr. Barfield. The minutes are a record of the meeting and that is what happened at the meeting. That's the purpose of the minutes. Mr. Williams told Mr. Thompson he could empathize with him and he asked the Chair to give Mr. Thompson and Mr. Futch the opportunity to bring documentation forward to provide proof of the facts for the record.

Mr. Ballard made a motion to approve the minutes providing that the necessary information be given to the board or to those individuals based on those additions.

Mr. Batson said he's having a problem with this because we're talking about approving the minutes and these are the minutes. It is what was said. He told members he did not see how we can add attachments to prove right or wrong. That's a separate issue altogether. The minutes reflect what was said at the meeting and that is all we are being asked to approve. We are voting on the accuracy of the minutes, not the accuracy of the statements in the minutes.

Mr. Thompson said that was a valid point and he will withdraw in motion to not approve the minutes. It doesn't matter how ridiculous it may have been as a statement, it was said and so it would be reflected in the minutes.

Mr. Ballard made the motion to approve the minutes as they stand. Mr. Sue seconded the motion. The motion carried with 9 members voting in favor and Mr. Thompson voting against the motion.

3. Public Comment Period

Mr. Ricky Meeks told members he would like to speak about the Kerr Avenue and Market Street corridor. He does a great deal of walking in the City of Wilmington and in the Town of Leland. The intersection at Kerr Avenue and Market Street is dangerous. He said he read in the newspaper that NCDOT will be installing blinking yellow lights at this intersection. He told members that pedestrians encounter problems when trying to cross those types of intersections. He asked Mr. Pope to please be aware of safety concerns for pedestrians crossing at the intersections and he would also like to request pedestrian crossing signals be installed.

Mr. Pope told Mr. Meeks the Kerr Avenue and Market Street project will have pedestrian signals.

Mr. Bob Wallen told members he is a local citizen here in Wilmington and he had a few ideas he would request members of the TAC consider. He stated that he was pleased to hear about the widening of Randall Parkway and the new signage directing traffic from downtown to UNCW and away from the busy intersection at Oleander Drive and College Road. He would like to know if there could be a two-lane bridge going over College Road so that maybe thru-traffic would not be involved in that intersection.

The next idea is concerning the city's Traffic Management Center for monitoring traffic signals. The City parking decks have security cameras that only use tapes and if there is an issue, they look back at the tapes. Is it possible for the person at the Traffic Management Center to also monitor the parking decks?

He stated that the Cape Fear Memorial Bridge has 54,000 vehicles per day and there are about 93,000 vehicles per day south of the bridge. It looks like about 40,000 vehicles per day are going between Leland and US Hwy 421 to get up to I-40 and the Holms Bridge. He asked if it is feasible to add another lane going south-bound toward Leland. Mr. Wallen said it seems like adding another lane on the right-hand side going from Leland to 421; and the lane be reserved only for cars using that thoroughfare or going in that direction, would help with traffic delays when the bridge is up.

He told members he hears the train coming into Wilmington every night at about midnight and leaves at about 2 or 3 o'clock and goes to the Port. He told members he often thinks why couldn't we load 50 lowboy trailers and haul a hundred of those containers out every night to Fayetteville or where ever the train goes that would be closer to their destination.

He told members he has never read a break-down of the Skyway bridge project and would like to sometime. All he hears is basically it is a billion dollar project. He asked what is the cost for the bridge itself and for land acquisition and all the other things involved with it. He said personally, he thinks a

tunnel would be best because the approaches would be shorter. We would not have to climb 200 feet in the air and we would be going 60 feet down below the ground. We would take up less space, especially on the New Hanover County side of the river. If it costs \$6.6 million to paint the little memorial bridge right now, what would it cost to paint those towers that are 400 feet high once we build a 200-foot bridge? Atlantic City built a tunnel in 2001 and it was a cut and cover tunnel that was 2000 feet long. They built 10 new bridges. There was 2.3 miles of road and they had to deal with several blocks of residential housing and it cost \$330 million. The Chesapeake Bay Bridge and Tunnel is one lane each way and in the summer they have close to 20,000 cars each day going through one lane each way. They used pre-fabricated tubes that are 310-feet long, brought in by barge. That seems like it would be a lot less expensive than the bridge. He said that he also has concerns about a bridge being 210-feet in the air being used as an evacuation route during a hurricane.

Ms Tomey, in response to Mr. Wallen comments regarding camera monitoring, said she has already asked for a technology infrastructure assessment inside the City of Wilmington to see if it's possible to monitor the cameras we have in parking decks and also locations around the City at the Traffic Management Center. She expects to get a report back at the next Wilmington City Council work session and will be happy to report back to committee and Mr. Wallen at the next meeting.

Mr. Pope told Mr. Wallen that a fly-over at College and Oleander had been investigated and ruled out at that intersection due to the cost. Regarding the additional lane on Hwy 421 between Memorial Bridge and Leland, that project is in place and moving forward with buying right-of-way in 2012 and construction in 2013. With regard to the Cape Fear Skyway, the NC Turnpike Authority has a web site where everyone interested in the project can find information.

Mr. Steve Coggins told members he is representing McAnderson's, the folks who own McDonalds near the Kerr/Market intersection. Because it's a McDonald's franchise, when they tell you to refurbish and redo your store over again, you must do so or you will lose your franchise. Three years ago Mr. Anderson built a state-of the art new prototype model at this location. He told members that it is getting increasing difficult to get to the restaurant because of the changes that have already been made at Princess Place Drive. They have recently come to understand that medians are being proposed that will prevent left-turns in and out of the store off Market Street. There is now a median being proposed that will block the rear entrance off Kerr Avenue. That crosses the line to where there is no longer any reasonable access to that business if this plan is implemented. Mr. Coggins told members the medians destroyed Mr. Anderson's business on Oleander Drive when they were installed. The proposed plan being considered today is intended to enhance the movement of traffic in that area. He told members he appreciated the time Mr. Kozlosky took to explain the project to him and that led to Mr. Anderson to actually endorsing the project. Mr. Coggins said he could see this being implemented in a way that the business would survive. He is afraid that the money for the project will flow in spurts at different times. He said he would ask on behalf of McDonalds, that no changes be approved until a better solution can be developed.

4. Presentation – Wilmington MPO Comprehensive Transportation Plan

Mr. Shane York, MPO Coordinator with the State-wide Planning Branch, told members the Comprehensive Transportation Plan (CTP) picks up where the Long Range Transportation Plan (LRTP) leaves off. The main difference is the LRTP is financially constrained. The CTP takes all the projects that didn't make the LRTP's list and adds them to the Comprehensive Transportation Plan. The purpose of the CPT is to identify existing and future transportation deficiencies and generate information to guide future transportation decisions. The primary objectives are to reduce traffic congestion and improve safety. The CTP is developed cooperatively between NCDOT, the MPO, and representatives from the counties and municipalities. Mr. York told members that thanks to the efforts of the MPO's Citizen Advisory Committee, most of the work to develop the CPT has been done and he

anticipates a short turn-around to compete the CTP. If needed, any changes can be made to the plan by resolution.

Mr. Kozlosky told members the CTP is “piggy-backing” on what Cape Fear Commutes Citizen Advisory Committee has already done with their planning effort. Staff has talked on several occasions about continuing the committee beyond just the *Cape Fear Commutes 2035 Transportation Plan*. One of the tasks staff would ask the committee to undertake, once they are reappointed, would be to assist with the development of the CTP. Mr. Kozlosky stated that he will be asking the Citizen Advisory Committee (CAC) members if they would consider reappointment. He will bring the CAC member list to the next meeting for discussion.

5. Old Business

None

6. New Business

a. Resolution supporting the Kerr Avenue/Market Street Quadrant design

Mr. Kozlosky told members NCDOT is trying to make a determination on how to move forward with the Kerr Avenue widening project, specifically the intersection at Market Street. He stated that the TCC recommended implementing the quadrant design and if that option is chosen by the TAC, money will have to be allocated from other projects to put toward the intersection improvements. The TCC recommended taking the necessary funds from the access management improvements along Market Street (U-4902). The project is under-funded at the current time and there are other outside funding sources that could be utilized for access management improvements along Market Street.

Mr. Ted Devens, NCDOT Project Manager, told members the project has been around for quite a while and is basically the widening of Kerr Avenue from Randall Parkway to the Martin Luther King, Jr. Parkway. The project originally started in 2004/2005 and then restarted in 2008. The project is phased into two sections with the Section B and Section C. There was originally a Section A to the south that was postponed for future years. The Kerr Avenue project’s original recommendation from NCDOT was to widen Kerr Avenue from its present configuration to a 4-lane divided highway with a 23-foot grass median and convert the intersection at the Martin Luther King, Jr. to a half-cloverleaf. Section B is scheduled for right-of-way acquisition starting in 2012 and construction following in 2014.

The Market Street Corridor Study began right about at the time when NCDOT was wrapping up the Kerr Avenue planning study. NCDOT was asked to delay holding public hearings until the Market Street study was completed. As a result of that coordination, the quadrant intersection alternative came to life. The quadrant approach will offer more benefits to travelers by bypassing the “bottle-neck” and turning left before the Kerr/Market intersection. It improves the phasing at the intersection and also reduces the traffic volumes. The northwest quadrant of the intersection will require adding a new road starting at Wilmington Avenue, to across from Birchwood. That will allow people traveling south on Kerr Avenue to cut the corner.

Mr. Barfield asked Mr. Devens if they had studied the affect this will have on businesses located in the quadrants and possible impacts on those businesses. Mr. Devens stated that the policy regarding access control at the Department is to maintain the businesses’ access or, if it is affected, compensation will be made. However, the Department only guarantees a right-turn access. There is never a guarantee that you will always be allowed a left-turn into your business. Mr. Barfield said his concern is that we do not harm a business in the process of making traffic safer.

Mr. Devens told members there are federal studies that demonstrate the long-term impact to business. He said the traditional 5-lane curb and gutter road like Market Street, is a good example of the dangerous center turn-lane and how it contributes to the number of accidents. Putting the median protections in the center turn-lane would dramatically improve safety. Mr. Pope told members the Kerr Avenue intersection and that stretch of Market Street has always been the number-one or number-two accident location in the City of Wilmington. There is no way that you can take care of the accident problem and maintain the existing access. The best the Department can provide is a right-in/right-out to the businesses. Mr. Pope stated that several project going forward in this county has the same issue.

Mr. Devens told members that back in the '80s and '90s, NCDOT build a lot of the 5-lane curb and gutter facilities and they are now seeing that those highways have gotten more congested and accidents have worsened due to the business development along them.

Mr. Kozlosky told members with the release of the Crash Report for 2008, staff evaluated the crashes throughout the City of Wilmington. The Market Street/Kerr Avenue area was the number one crash location in the City. We are currently conducting a corridor study in Hampstead for US 17/NC 210 where crashes are an issue and the corridor is a classic study of a 5-lane cross-section. The 5-lane cross-section is no longer preferred by the Department. Access to businesses has to be limited in the future. Land use and transportation have not always been considered together. It's something that's going to have to be done to satisfy and mitigate some of these improvements.

Ms. Padgett told members that because of the heavy traffic on Market Street and Kerr Avenue intersection it would seem that businesses in that area already have limitations on their access. Drivers always have to wait for on-coming traffic for the opportunity to turn. Sitting in the middle-lane waiting to make the turn often provides the opportunity for accidents to happen.

Mr. Williams told members agreed with Mr. Pope and Ms. Padgett. If we are tasked to fix the problem, if we worry about left-in/right-in access off the corridor, we will never get it done. No one wants to pick on any particular business, it's just cold hard reality and we are seeing the problems associated with the 5-lane cross section in Hampstead. Everyone in the area has said that they do not want the problems associated with Market Street in Hampstead. This committee has to do what is in the "greater good" regarding safety issues.

Mr. Barfield said he agreed with what has been said and we need to do a better job of educating the public. The long range transportation plan is a good way to do that so no one is surprised when changes occur.

Ms. Padgett told members it is also our responsibility as we look at the land use development, signage must be provided far enough back to notify drivers that this is where you make the turn in order to get to businesses located in the quadrant. The signage has to be adequate and attractive in order to direct people before it's too late to get to their destination.

Mr. Tomey told members the signage piece is what worries her. She said she has no doubt that the people that live here year round will acclimate to the changes. It's the visitors and tourist who are having difficulty finding their way around because of a lack of traffic signs on the signals identifying the roads. She would encourage the Department to figure out how and where they are going to put the signage in place well enough in advance for people to figure out what they need to do.

Mr. Futch told members he felt that strip development along major highways is the reason we are having the problem. He stated its incumbent of all members to go back to their councils or commissions and look for land use plans that work without having strip development.

Mr. Andrew Topp, with Martin/Alexiou/Bryson, told members the 2-quadrant approach will offer more benefits by allowing travelers to bypass the “bottle-neck” before the Kerr/Market intersection. It improves the phasing at the center intersection and also reduces the traffic volumes. The only difference between the alternatives is the level of service at the center intersection. The conventional widening reaches an “E” level of service at the intersection in 2028-2029 and by 2035 it will reach an “F”. With the quadrant option, the intersection is able to get out to 2040 before it starts to break down. It will buy an acceptable level of service for a longer period of time.

Ms. Padgett asked if any consideration was given to doing away with that piece of Princes Place Drive from Birchwood Drive to Market Street and bring Birchwood Drive on down so you have a full quadrant there. Mr. Topp said that was considered. One advantage to leaving it as a T-intersection is that the signal becomes a primary intersection. By adding that fourth leg to the intersection, you re-introduce the left-turn phase movements through the intersection. By making that link, it will make the intersection worse. They also looked at the 4-quadrant approach that would have completed the loop all the way around. The analysis showed that by adding those extra full-movements to every intersection, they ran into capacity problems by adding all those left turn movements. Mr. Devens told members the 4-quadrant was the Department’s first inclination for the intersection. However, the traffic analysis found that the T-intersection was found to be much more efficient because of the lower phasing.

Mr. Devens told members with the conventional intersection design, the intersection operates at an acceptable level of service D until 2029 and the quadrant design will allow the intersection to operate at an acceptable level of service D until 2041.

Mr. Sue made the motion to move approval of the resolution. Mr. Ballard seconded the motion. The motion carried in a unanimous vote.

b. Resolution adopting Cape Fear Commutes 2035 Transportation Plan

Mr. Kozlosky told members over the past two years the Citizen Advisory Committee (CAC) has worked very diligently on the *Cape Fear Commutes 2035 Transportation Plan*. The CAC has been very dedicated to development of the plan and put many hours into this initiative. Staff is requesting adoption of the plan by this committee. The next step after adoption will be to take it to each of the municipalities and counties also request their adoption.

Mr. Williams made the motion to adopt the Cape Fear Commutes 2035 Transportation Plan. Mr. Futch seconded the motion and it carried unanimously.

Mr. Barfield told members he would like to recognize the members of the Citizen Advisory Committee who served so diligently in preparing the *Cape Fear Commutes 2035 Transportation Plan*. He presented each member of the committee with a certificate of appreciation and thanked them for their work in preparing the plan. Members of the Citizen Advisory Committee in attendance were Mr. Howard Loving, Mr. Al Freimark, Mr. Stewart Smith, Mr. Mike Roberts, Mr. Donald Sellers, Mr. Scott Cromartie, Mr. Howard Capps, Mr. John Melia, Mr. Eric Coffey, Mr. Steve Stanton and Mr. Ryan Rhodenhiser.

c. Resolution supporting the 2011 Legislative Agenda

Mr. Kozlosky told members the legislative agenda is very similar to the one adopted in April of 2010. There are only two changes. The first is the removal of support for Senate Bill 222, which was the local option sales tax that was introduced by Senator Boseman. The second is support of the North Carolina Mobility Fund and the fair distribution of those funds was added to the legislative agenda. The Mobility Fund was created to address regional and state-wide transportation initiatives.

Mr. Thompson asked Mr. Kozlosky to clarify the information under the summary for the corridor preservation. Mr. Thompson stated that it looked like it is taking the authority away from the elected officials as a whole and putting it with the MPO on corridor preservation. Mr. Kozlosky explained that this would allow the MPO to have the statutory authority to file transportation corridor official maps for any projects. The MPO currently has that authority for projects identified in General Statute 136-179 which is the Hampstead Bypass and Military Cutoff extension. The item was also discussed during the last legislative agenda and it was recommended that it be included.

Ms. Padgett told members what has happened in the past is the MPO has made the decision on where corridors need to be preserved. The City of Wilmington has designated those corridors and put them on the map. All this does is to take out that step so that Wilmington is not the one designating corridors all over the MPO.

Mr. Thompson told members he cannot vote in favor of this resolution as long as it has the highway use tax, the VMT, vehicle registration fees or the fees based on weight. Mr. Kozlosky said those recommendations came from the 21st Century Transportation Committee which is a group assembled by the former Governor and legislature and that is why these items are included in this legislative agenda.

Ms. Padgett told members this is a menu and it doesn't indicate that all of these are going to go in place. Most of these are being considered from the federal level to the state level to the local level. The bottom line is that we have no transportation funding bill and the transportation funds are inadequate at the state and federal level. If we don't provide a list and approve some choices to raise the money, we are going to be a third-world county if we don't pay for our transportation infrastructure.

Mr. Futch told members he agreed with Mr. Thompson on corridor preservation for the MPO. He said he does not agree that Wilmington should be able to preserve a corridor in his town. He told members that he believes if we go at the legislature with these 10-pages, mostly it's going to get thrown in the trash can. He stated that he thinks that what we need to do is pare this list down to something that's reasonable and that we can really expect to get some help on. The one project on this list that really kills us is "gap" funding for the Skyway. As long as we ask the legislature for "gap" funding, he said he believes they are going to ignore us across-the-board because they think that's unreasonable. If this is taken off the list, then we are more likely to get funding accelerated for the B-section of the bypass. He told members it was reported in the Star News that some delegation went to Raleigh and talked to Mr. Basnight and Mr. Hackney and the Governor about funding the gap on the Skyway. He believes that Mr. Kozlosky went to that meeting and obviously we didn't get anywhere there. There was a comment made by Representative Carolyn Justice where she says we shot ourselves in the foot going for our number two project. He said he thinks as long as this "gap" funding for the Cape Fear Skyway is on the list that we are shooting ourselves in the foot. The rest of the state is looking at us like we have this unreasonable wish list and so why should they give us anything. He stated that it is his desire that we remove this completely from the legislative agenda. He said he also agreed with Mr. Thompson that raising all these taxes is probably not the thing to do if we want to create jobs.

Mr. Lewis told members right now our legislative body really has started to change some of these things as far as transportation is concerned. As we take a look at the limited state funding for the Skyway, we will probably know within the next 4 to 6 months if this thing is going to proceed. We are wasting our time focusing our attention on the "gap" funding for the Cape Fear Skyway if it has a very small chance of moving forward. He said he thought we should focus our attention on those projects that we can get funded in the region. Also by supporting all these taxes, we are just telling the legislators that the eastern part of North Carolina supports them doing whatever they want to do

to raise money for transportation. He said he does not think we should be supporting all these taxes.

Mr. Ballard told member that he agreed with Ms. Padgett. This is a menu and they will pick and choose what they want to do. All we are doing is sending in suggestions that we like. They will fund what they want to fund regardless.

Mr. Batson told members he has difficulty giving the MPO the right to file transportation corridors. He stated that he thinks the people who need to be questioned about it, if it is the City of Wilmington, is the proper place. He felt that the MPO should not be questioned about why they put a corridor over there. It needs to be the elected officials. On the issue of raising funds and all these taxes, we think that the truckers are paying it, but it really boils down to the citizens are pay it because the truckers are going to raise their rates. He said he did not think this is the proper time to be adding burdens to citizens to pay more taxes.

Ms. Padgett told members that we represent a region and we need to think regionally. If the MPO is going to get anything done so that people can move around in this region, we are going to have to take the responsibility for designating the corridors and matching those designations with what we just adopted in the *Cape Fear Commutes 2035 Transportation Plan*. Historically, southeastern North Carolina has done without road projects. Other people across the state are asking and if we don't ask, we won't get because you don't get what you don't ask for. We need to think regionally about how we are going to build our transportation systems.

Ms. Padgett made the motion to support the 2011 Legislative Agenda and Mr. Williams seconded the motion. The motion carried in a 6 to 4 vote, with Mr. Thompson, Mr. Futch, Mr. Lewis and Mr. Batson voting against the motion.

d. Resolution requesting NCDOT consider acceleration of the Wilmington Bypass (R-2633B)

Mr. Kozlosky told members the resolution is to ask NCDOT to consider acceleration of the B-section of Wilmington Bypass, which has been the number one priority for the past several years. Mr. Sue made the motion to approve the resolution.

Mr. Futch told members he would like to suggest that this resolution be taken back to each of the municipalities and counties for consideration of support.

Mr. Sue amended his motion to include that the resolution be taken to all governing bodies for endorsement. Ms. Tomey seconded the amended motion. The motion carried unanimously.

e. Adoption of the 2011 Meeting Calendar

Ms. Tomey made the motion to adopt the 2011 meeting calendar. Mr. Ballard seconded the motion and the adoption of the 2011 meeting calendar carried unanimously.

7. Discussion

a. North Carolina Mobility Fund

Mr. Kozlosky told members that the North Carolina Mobility Fund project criteria and selection process was presented to the Board of Transportation on December 9, 2010. The project criteria are based on project mobility and congestion, with 60% measured by estimated travel time savings. Twenty percent is multi-modal, factors like the project provides an improvement for more than one mode of transportation. The remaining 20% is congestion and intermodal and measured by whether the project meets the requirements sited in the Mobility Fund Legislation. The Department will begin to score projects in the spring of the upcoming year.

Mr. Sue asked if the B-section of the Wilmington Bypass meets the requirements for the Mobility Fund. Mr. Kozlosky said yes. Mr. Sue told him to make a request to include it as one of the projects to be considered. Mr. Pope told members that the first three years of the fund are already spent. Mr. Sue said we still need to make the request.

Mr. Barfield asked Mr. Pope what will be the impact from the Federal Highway Administration requiring states to change their street signage letters. Mr. Pope told members it is a federal-requirement change from the MUTCD. It requires that we go from all-capitalized letters to capitalization of the first letter of each word and then using lower-case letters. The signs will be changed as the sign reaches the end of the service-life.

8. Updates

a. City of Wilmington/Wilmington MPO

Mr. Kozlosky updated members on projects within the City of Wilmington and the Wilmington MPO. He told members there will be a public informational workshop for the US 17/NC 210 Corridor Study on December 16th at Topsail High School. They will be looking at mobility and safety, as well as land-uses along the corridor. The project should be completed by the end of June 2011.

Mr. Kozlosky told members that the Market Street Corridor Study draft plan was presented to the City of Wilmington Planning Commission and the New Hanover County Planning Board on October 26th. Once approved by the Planning Commission and Planning Board, staff will present the plan to the Wilmington City Council and the New Hanover County Commissioners for adoption. Following the adoption by the City and County, it will then come to the TCC and TAC for final adoption.

b. Cape Fear Public Transportation Authority

Mr. Eby told members the Authority introduced two new diesel hybrid buses last week. They are continuing to make progress on the WAVE station and anticipated opening the facility in February. They have continued to see an increase in ridership, with this being the fourth month of double-digit percentage increase in ridership over the same months of the previous year.

Mr. Futch asked Mr. Eby if he could get information on extending bus service to include weekend service in the Town of Leland. Mr. Ballard asked to also be included in the request for the Town of Navassa.

c. NCDOT

Mr. Pope updated members on the Department's activities.

9. Announcements

Mr. Kozlosky reviewed the upcoming meeting taking places for the next month.

(**Note:** At the end of the meeting, Mr. Thompson provided the list of property owners in the Skyway corridor to Mr. Futch)

10. Adjournment

With no further business, the meeting was adjourned at 6:07 PM

Respectfully submitted
Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization