



WILMINGTON URBAN AREA Metropolitan Planning Organization

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WMPO Citizens Advisory Committee Meeting Agenda

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

TO: WMPO Citizens Advisory Committee (CAC) Members
FROM: Suraiya Rashid, Associate Transportation Planner
DATE: January 8th, 2014
SUBJECT: January 15th, 2014 Meeting Agenda

A meeting of the WMPO Citizens Advisory Committee will be held on January 15th at 3pm. The meeting will be held at 305 Chestnut Street in the 4th Floor Traffic Conference Room

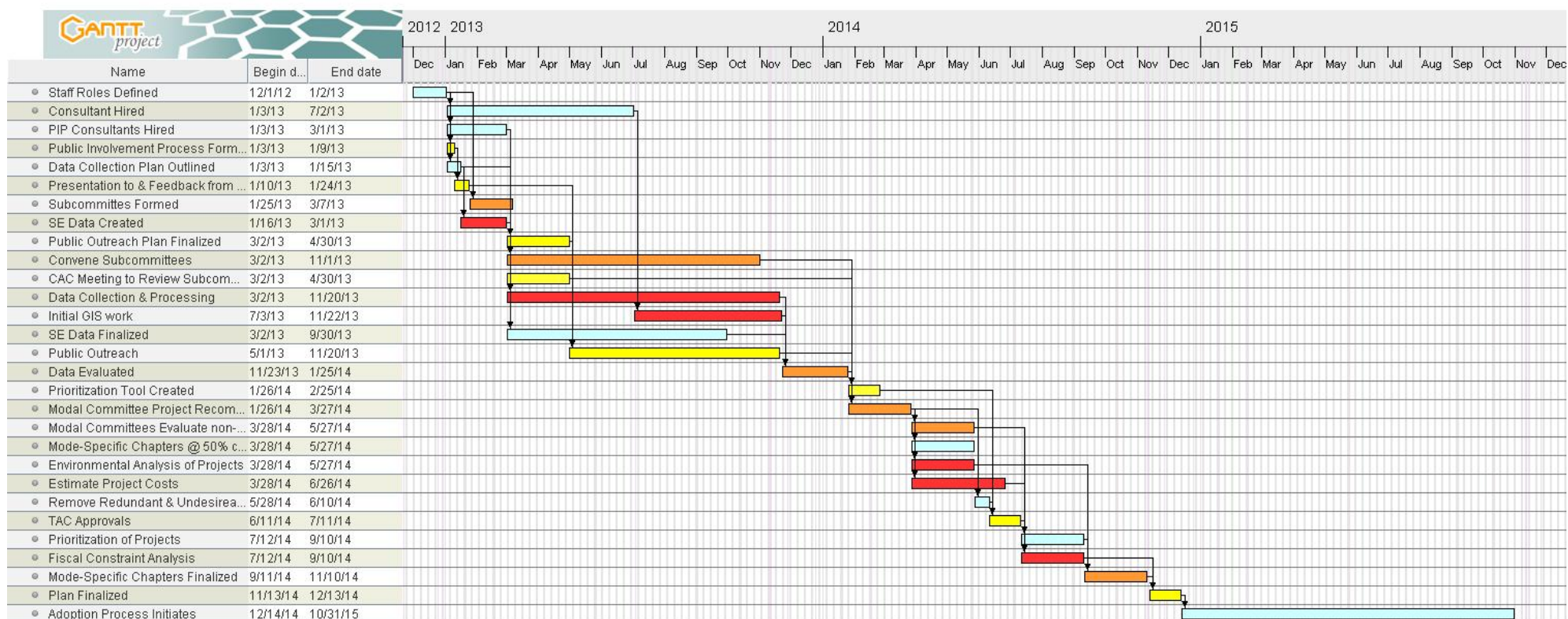
The following is the agenda for the meeting:

- 1) Update on schedule
- 2) Approval of October 2nd, 2013 Meeting Minutes
- 3) Initial Public Outreach Survey Results Summary
- 4) Anticipated Funding Constraints & Alternative Funding Scenarios
- 5) Introduction to Draft Prioritization Methodology
- 6) Action Items & Next Meeting Date

Next Meeting: February 19th, 3PM

- Modal Prioritization Input
- Alternative Funding Discussion

CAC Chart



Tentative MTP- Action CAC Meeting Months

January, 2013 January, 2014
 February, 2013 February, 2014
 March, 2013 May, 2014
 April, 2013 November 2014
 May, 2013
 August, 2013

Yellow = CAC Full Committee Role
 Orange = CAC Individual Member Roles



WILMINGTON URBAN AREA Metropolitan Planning Organization

Citizen Advisory Committee October 2, 2013, Meeting Notes

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Members in attendance:

Howard Loving
Steve Stanton
Al Freimark
Terry Obrock

Howard Capps
Scott Cromartie
Eric Coffey
David Hollis

Stuart Smith
Jim Smith
John Ellen

Others in attendance:

Karen Fussell, NCDOT Division 3 Division Engineer; Suraiya Rashid, Associate Transportation Planner, Megan Matheny, WAVE Transit

Call to Order

Mr. Loving called the meeting to order.

Update on Schedule for MTP 2040 Plan

Mr. Loving asked Ms. Rashid to provide an update on the schedule. The public outreach track of the Gant chart was discussed. Ms. Rashid stated that the public outreach results would be discussed later on in the meeting. She also stated that the data collection and processing track was underway by the staff and the selected consultant.

Introduction of Karen Fussell – NCDOT Division 3, Division Engineer

Mr. Loving introduced Ms. Fussell, NCDOT Division 3 Division Engineer and asked her opinion on what the CAC needed to know about the Strategic Mobility Formula (SMF). Ms. Fussell stated that the SMF was still very new but that the overall effort and concept was to increase transparency and to spend the same amount of money in a wiser way. Mr. Stanton asked what MPOs needed to be doing in light of the SMF and what the MPOs can do to have a greater impact. Ms. Fussell stated that the MPOs needed to plan and put on paper what their desires were and to collaborate internally to keep priorities moving forward. Mr. Capps asked if the SMF put an increased emphasis on roadways. Ms. Fussell responded that this was not her interpretation of the SMF – that the minimums and maximums in the formula were based on historical spending patterns. Mr. Smith asked why bus shelters were not desired elements in the right-of-way by Division 3. Ms. Fussell stated that this was a misperception and that her office was working with WAVE transit to ensure that bus shelters could be installed. She stated that issues in the past that restricted bus shelter installations were due to insufficient submittals of specifications (which are necessary for safety & permitting). Ms. Matheny echoed this response and stated that a shelter design had now been approved for installation. Mr. Smith asked why bikes were not

cited when they rode in roadways even when an MUP was present. Ms. Fussell stated that legislation viewed bikes as vehicles so they had the legal right to use the roadways. Ms. Fussell stated that if the MPO desired to change this any changes would have to be done at the legislative level. Ms. Fussell then stated that she desired for the public to be educated that NCDOT does have intelligent reasons and thorough research for their decisions and also that a goal was to better inform the public on why decisions are made the way they are. She stated that she desires to improve the reputation of NCDOT and to increase the level of trust from the public.

Approval of August 14th, 2013 Meeting Minutes

Mr. Cromartie moved to approve the minutes. Mr. Smith seconded the motion. The motion passed unanimously.

Public Outreach

Mr. Rashid gave a brief overview of the public outreach to date. She stated that they had received 4002 surveys at that time and that there were 66 attendees at the public open houses. She stated that the survey would be closed by their next meeting date and that staff would give an overview of the complete survey data in January. Mr. Freimark stated that their goal next time around should be better attendance at the open houses. Mr. Loving stated that the area has so many different competing community activities that getting open house attendance is difficult. Mr. Loving stated that 5,000 surveys should be the new goal.

Prioritization Methodology Preview

Ms. Rashid stated that a draft prioritization methodology would be presented in January & February based on modal subcommittee meetings, survey results, and direction from the STI. Mr. Smith stated that the prioritization process utilized by *Cape Fear Commutes 2035* was very good and should be the basis of the *Cape Fear Transportation 2040* prioritization process. Mr. Loving stated that a synopsis of the completed survey and a framework for prioritization would be emailed out in advance of the January meeting.

Next meeting is scheduled for Wednesday, January 15th at 3PM.



Cape Fear Transportation 2040 Survey Results

Getting to Work and School

- Just over 80% use private vehicle for over half of these trips
- Approximately 80-90% do NOT carpool/vanpool, use public transit, bicycle or walk for any of these trips
- Just over 10% bicycle and/or walk for about a quarter of these trips

Future Preference for Getting to Work and School

- Approximately 55% prefer to carpool/vanpool, as well as drive a vehicle the same amount
- 55% prefer to bicycle more often
- Approximately 45% prefer to use public transportation and/or walk more often
- Just over 35% prefer to drive a vehicle less often

Preference Study I

Table 1: Percentage of trips to work/school by mode

	Current	Future Preference	Change
Private vehicle	90%	8%	82% ↓
Carpool/ Vanpool	13%	26%	13% ↑
Public Transport.	10%	46%	37% ↑
Bicycle	22%	55%	34% ↑
Walking	20%	44%	24% ↑

Running Errands

- Nearly 90% use private vehicle for over half of these trips
- Approximately 30% bike and/or walk for about a quarter of these trips
- Over 80% do NOT use carpool/vanpool nor public transportation for these trips
- Just over 60% do NOT bicycle or walk to run errands

Future Preference for Running Errands

- Just over 55% prefer to drive the same amount; nearly 35% prefer to drive less
- Just over 60% prefer to bicycle more often
- 55% prefer to walk more often
- Nearly 45% prefer to use public transportation more often
- 65% prefer to carpool/vanpool the same amount

Preference Study II

Table 2: Percentage of trips for running errands by mode

	Current	Future Preference	Change
Private vehicle	98%	10%	88% ↓
Carpool/ Vanpool	17%	16%	1% ↓
Public Transport.	9%	43%	34% ↑
Bicycle	36%	61%	25% ↑
Walking	39%	55%	16% ↑

I would bus more often if...

- More frequent bus service (40%)
- Nothing will result in more frequent use of this mode (Nearly 40%)
- Express bus routes, and/or better access to stops and/or Park and Rides (Approximately 30%)

I would carpool/vanpool more often if...

- Nothing would result in utilizing this mode, due to logistical liability (Nearly 50%)
- More information regarding other participants schedules (Just over 30%)
- Park and Ride lots (Nearly 30%)

I would bicycle more often if...

- More off-road and multi-use paths (Just over 60%)
- More on-road bike lanes (Nearly 50%)
- More information about bike routes (Nearly 30%)
- Nothing would result in me bicycling more often (Nearly 25%)

I would walk more often if (top 3 responses)...

- More sidewalks and multi-use paths (Just over 60%)
- Safe intersection crossings (Nearly 55%)
- Safe connections from homes to stores, office, etc (Nearly 50%)

Getting the Kids to School

- Just over 55% currently use private vehicle
- 20% take a school bus
- 8% walk and/or bicycle and/or carpool

If it were safe and convenient, parents would encourage kids to...

- Bicycle (Just over 65%)
- Walk (Just over 55%)
- Take the school bus (Nearly 30%)
- Use private vehicle (Nearly 25%)

Parents would encourage school-age kids to bus if...

Respondents assigned nearly equal importance (just over 20%) to the following:

- Less time spent on the school bus
- An additional bus monitor
- Drop off and pick up were closer to home
- Nearly 20% state that nothing will result in children riding the bus

Top 3 travel priorities

- Safety (Just over 80%)
- Convenience (Nearly 70%)
- Travel time (Nearly 70%)

Preference Study III: Respondents would rather...

- Pay a toll (Just over 15%)
- Wait in traffic (Just over 10%)
- Depends on the travel situation (Just over 70%)

We should invest transportation dollars in...

- Improving existing road safety (Just over 55%)
- Bicycles/pedestrian safety (55%)
- Improving existing road quality (Just over 50%)

I support these revenue sources the most...

- Impact fees on development (Just over 40%)
 - No support for the listed revenue sources. Existing facilities accommodate present and future needs (Nearly 35%)
 - Tolls and user fee (Approximately 30% for each of these sources)
-

Potential MTP Alternative Funding Scenario Mechanisms (Cheat Sheet)

Questions	Local Option Sales Tax		Transportation Utility Fees	Transportation Improvement Bonds	Vehicle Registration Fees
	Quarter-Cent (G.S. 105 Article 46)	Quarter-Cent for Transit (G.S. 105 Article 43)			
How is it enacted?	Voter Referendum and County Approval		Locality Approval	Voter Referendum and Municipal Approval	County Approval
What geography does it cover?	County	County/Region	Locality	Municipality	County
How is funding generated?	Quarter-cent Sales Tax		Property Owner Fees	Bonds	Annual \$7 Vehicle Registration Fee
Is there a sunset and if so, how long?	No		No	Tied to Projects	No
What can the revenue be used for?	Any County-maintained Service	Financing, Construction, Operation, and Maintenance of Transit	Transportation Infrastructure Capital and Maintenance	Tied to Projects	Financing, Construction, Operation, and Maintenance of Transit
What is the estimate of annual revenue generation?	\$8 to \$10 million		\$4 to \$5 million	Varies by Bond	\$0.5 to \$0.6 million
Can the generated revenue be used as a state or federal funding match?	Yes		Yes	Yes	Yes
Where else in North Carolina is this funding source being implemented?	24 Other Counties	Mecklenberg, Durham and Orange Counties	None	Several Municipalities	Durham and Orange Counties
What are some potential advantages to using this funding source?	Voter Control		Based on Usage	Accelerated Funding	Consistent Funding Source
What are some potential disadvantages to using this funding source?	Additional Taxation		No Voter Control	Property Tax Rate Increase	No Revenues from Vehicles Registered Elsewhere
How easy is it to implement?	Somewhat Difficult		Easy	Easy	Difficult
Are special educational programs needed?	Yes		Yes	Yes	Yes
Does this funding source have the potential to disproportionately impact environmental justice areas or other population groups?	Yes		Yes	No	Yes
Has this funding source been used in WMPO in the past?	New Hanover County	No	No	Wilmington	No



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2040 MTP CAC MEMO: Draft Prioritization Process

Date: January 8, 2014

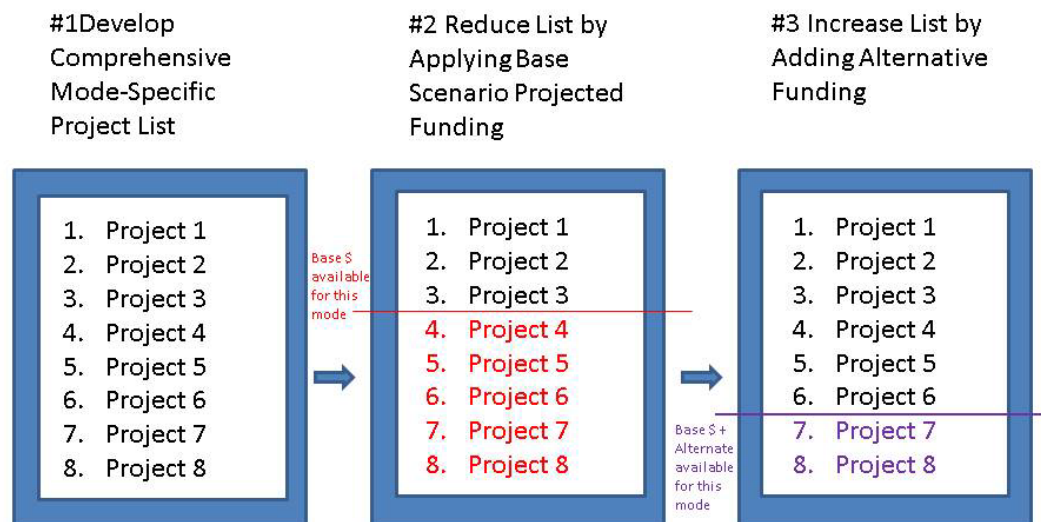
Draft Prioritization Process

WMPO Staff has reviewed the development of a prioritization process for *Cape Fear Transportation 2040* in light of the following 3 factors:

1. Prioritization Process used in *Cape Fear Commutes 2035*
2. Prioritization Process used in Raleigh for the Strategic Mobility Formula
3. Modal Subcommittee's identified goals and objectives
4. Survey results from the *Cape Fear Transportation 2040* survey

Overall Process to Define Prioritization

The overall process the WMPO proposes is below using an example for the development of 1 mode-specific list:



Step #1 In order to develop the *ranked* mode specific project lists the staff will look at the Modal Subcommittee Goals to define overall categories. The CAC will be asked to weigh-in on the weight of the overall categories. Specific metrics used to define the project scores within each weighted category will be derived from:

1. Prioritization Process metrics used in *Cape Fear Commutes 2035*
2. Prioritization Process metrics used in Raleigh for the Strategic Mobility Formula
3. Each Modal Subcommittee's identified objectives
4. Survey results from the *Cape Fear Transportation 2040* survey

Step #2 An anticipated funding available amount will be created specific to each mode derived from the base funding scenario. These funding amounts will be applied to the apropos mode-specific ranked list to show which projects are likely to get funding and will be considered part of the fiscally constrained project list.

Step #3 Based on input from CAC after looking at public input results, funds available from alternative funding sources will be divided into mode-specific pots. These additional funds will be added to the base funding scenario fund available for each mode and an additional project list will be created per mode.

Proposed Mode Specific Prioritization Formulas (*Step #1 Initial Draft*)

Roadway

- | | |
|----------------|-----|
| 1. Safe | 10% |
| 2. Efficient | 30% |
| 3. Appropriate | 10% |
| 4. Responsible | 10% |
| 5. Integrated | 10% |
| 6. Multimodal | 30% |

Mass Transportation

- | | |
|----------------------------|-----|
| 1. Economic Development | 30% |
| 2. Physical Infrastructure | 30% |
| 3. Broaden Ridership | 20% |
| 4. Community Support | 10% |

Bicycle

- | | |
|--------------------------|-----|
| 1. Safety | 30% |
| 2. Transportation Choice | 30% |
| 3. Built Environment | 20% |
| 4. Health | 10% |
| 5. Economic Development | 10% |

Pedestrian

- | | |
|--------------------------|-----|
| 1. Safety | 30% |
| 2. Transportation Choice | 30% |
| 3. Built Environment | 20% |
| 4. Health | 10% |
| 5. Economic Development | 10% |

Aviation

- | | |
|----------------------------|-----|
| 1. Economic Development | 30% |
| 2. Regional Accessibility | 30% |
| 3. Physical Infrastructure | 20% |
| 4. Modal Integration | 20% |

Freight/Rail

- | | |
|-----------------------------|-----|
| 1. Containerized Freight | 30% |
| 2. "Last Mile" Improvements | 20% |
| 3. Existing NC Port Markets | 20% |
| 4. Military | 20% |
| 5. Community Support | 20% |

Ferry

- | | |
|--------------------------------|-----|
| 1. Safety | 30% |
| 2. Environmentally Responsible | 30% |
| 3. Fuel and Time Efficiency | 15% |
| 4. Modal Integration | 15% |
| 5. Economic development | 10% |