



WILMINGTON URBAN AREA Metropolitan Planning Organization

P.O. Box 1810
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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: February 14th, 2014
SUBJECT: February 19th, 2014 Meeting Agenda

A meeting of the WMPO Citizens Advisory Committee will be held on February 19th 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 January 15, 2014 Meeting Minutes
 - 3) Prioritization Methodology Approval
 - 4) Alternative Funding Scenarios Additional Data
 - 5) Action Items & Next Meeting Date
- Next Meeting: *Tentatively May 7, 3PM*
- Project Recommendation Evaluation



WILMINGTON URBAN AREA Metropolitan Planning Organization

Citizen Advisory Committee January 15, 2014, Meeting Notes

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Members in attendance:

Howard Loving
Steve Stanton
John Melia
Terry Obrock

Howard Capps
Scott Cromartie
David Hollis
Eric Coffey

Stuart Smith
John Ellen
Al Freimark

Others in attendance: Suraiya Rashid, Assoc. Transportation Planner, Megan Matheny, WAVE Transit, Adrienne Harrington, Transportation Planner, Bethany Windle, Transportation Planner, Allison Fluitt, Kimley Horn & Associates, and Bill McDow, Staff Engineer

Call to Order and Approval of Minutes

Mr. Loving called the meeting to order at 3:10 pm. The minutes were approved as submitted with minor corrections.

Update on MTP 2040 Plan Schedule and Public Outreach Survey Results.

Mr. Loving asked Ms. Rashid to provide an update on the schedule. Ms. Rashid informed the CAC that we are a little behind Developing Objectives for 3 modal subcommittees. We are in the middle of Data Analysis and starting Prioritization and Project Selection. Ms. Rashid introduced Bethany Windle to present results of the Survey. Mr. Loving asked Bethany Windle to tell the CAC about her background. Over 4200 Surveys have been received, which exceeded the goal of 4000. Bethany provided a handout with Takeaways from the survey results and gave a PowerPoint presentation. Members discussed the survey results. Mr. Loving asked staff to get survey demographics and number of paper surveys vs. electronic surveys be added as an action item. 12% respondents were identified as students and 93% as residents. The CAC asked staff to pull out data based upon age groups, income and other demographic categories, so it can be cross referenced with CFC 2035 results and to establish trend lines for the results. The committee discussed bus usage, ways to increase biking, and other survey results. The CAC plans to share results in the Modal Subcommittee meetings.

Update on Anticipated Funding Constraints & Introduction to Alternative Funding Scenarios

Ms. Rashid discussed changes in Statewide Transportation Funding. The Strategic Mobility Formula has replaced the Equity Formula. Two parallel processes, MTP planning and Strategic Mobility Formula. All Statewide transportation funding constrained by modes, with the Roadway project allocation set at 90% minimum and 96% maximum total funds. Direct Attributable Funds (STP-DA and TAP-DA funds) provided to the WMPO was discussed. Alternative Funding methods will be needed to augment Statewide Funding and address the need to provide additional funding for non-roadway projects. Allison Fluitt, Kimley Horn & Associates, discussed alternative funding scenarios that can be implemented at the Municipal and County level. Ms. Fluitt discussed regional and local

funding strategies. Some of the methods available are a Quarter Cent General Sales and Use Tax, Public Transportation Sales Tax (done per county), Transportation Utility Fees, Public Private Partnerships, Garvee Bonds and other Bonds, and Tolls, (which are generally project specific). The legislature allows some alternative funding methods with local voter approval; other methods can be done with approval at county level. Pros and Cons for each major option were discussed. It is difficult to get support for Sales and Use Tax without specific projects for the funding. One thing MTP could do is to provide a list of projects to use these types of mechanisms to fund.

Next Steps

Mr. Loving and Ms. Rashid asked the committee to review funding options and begin to identify which ideas for Alternative Funding will be best for our area. Members were asked to look at the Prioritization Methodology presentation in advance of Feb. 19 meeting.

Next Meeting Date

Next meeting is scheduled for Wednesday, February 19, 2013 at 3:00 pm.



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2040 MTP CAC MEMO: Draft Prioritization Process

Date: February 13, 2014

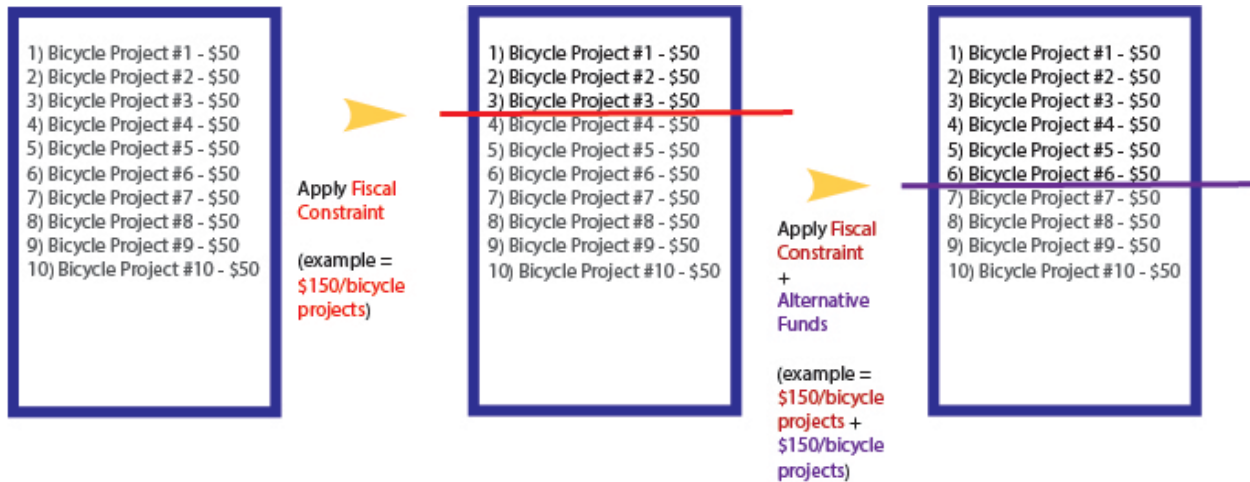
Draft Prioritization Process

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. Modal Subcommittee's identified goals and objectives
3. 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 (*here we used the example of a bicycle project list*):



#1 Develop Comprehensive Mode-Specific Project Lists

#2 Reduce List by Applying Fiscal Constraint

#3 Increase List by Applying Alternative Funding

Step #1 - Develop and rank a mode-specific project list for each mode.

CAC Step #1 Responsibility: Provide guidance on the development of mode-specific prioritization formulas. (You will be developing unranked project lists in your modal subcommittee.)

Step #2 - In an effort to adhere to the fiscal constraint of the document, an anticipated available funding amount will be created specific to each mode. 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 the chosen alternative funding sources, WMPO staff will ascertain additional funding available for each mode-specific project list. These additional funds will be added to the fiscally constrained amount available for each mode and an additional project list will be created per mode.

CAC Step #3 Responsibility: Provide guidance as to which alternative funding sources the WMPO should consider as part of *Cape Fear Transportation 2040*

CAC Step #1 Responsibility: Develop Mode-Specific Prioritization Formulas

Step #1A - In order to develop the mode specific prioritization formulas the staff will look at the modal subcommittee goals. The CAC will be asked to provide guidance on the weight of the goals.

Step #1B - In order to develop the mode specific prioritization formulas the staff will look at the modal subcommittee objectives. The CAC will be asked to provide guidance on the weight of the objectives within each goal.

Roadway

- | | |
|----------------|-----|
| 1. Safe | 20% |
| 2. Efficient | 25% |
| 3. Appropriate | 10% |
| 4. Responsible | 15% |
| 5. Integrated | 10% |
| 6. Multimodal | 20% |

Mass Transportation

- | | |
|----------------------------|-----|
| 1. Community Support | 15% |
| 2. Economic Development | 30% |
| 3. Broaden Ridership | 25% |
| 4. Physical Infrastructure | 30% |

Bicycle

- | | |
|--------------------------|-----|
| 1. Safety | 10% |
| 2. Transportation Choice | 20% |
| 3. Built Environment | 70% |

Pedestrian

- | | |
|--------------------------|-----|
| 1. Safety | 10% |
| 2. Transportation Choice | 20% |
| 3. Built Environment | 65% |
| 4. Health | 5% |

Aviation

- | | |
|----------------------------|-----|
| 1. Economic Development | 40% |
| 2. Regional Accessibility | 30% |
| 3. Physical Infrastructure | 20% |
| 4. Modal Integration | 10% |

Freight/Rail

- | | |
|------------------------------|-----|
| 1. Military | 10% |
| 2. WMPO Port Customer Access | 55% |
| 3. "Last Mile" Improvements | 15% |
| 4. Community Support | 20% |

Ferry

- | | |
|------------------------------------|-----|
| 1. Safety | 15% |
| 2. Environmentally Responsible | 10% |
| 3. Efficiency and Level of Service | 20% |
| 4. Ridership and Modal Integration | 30% |
| 5. Economic development | 25% |