



**Citizens Advisory Committee
6th Floor Conference Room, 320 Chestnut Street
Wednesday, January 10, 2017
Meeting Minutes**

Members Present:

Laura Padgett, Chair, City of Wilmington
John Cawthorne, Vice Chair, Town of
Kure Beach
Sallie Rochelle, Pender County
Valorie Hatten, Town of Navassa
Vanessa Lacer, Cape Fear Public
Transportation Authority
Stuart Smith, Town of Belville
Harold King, Town of Wrightsville Beach
Jason Windham, City of Wilmington
Web Bostic, New Hanover County
David Hollis, Brunswick County
Neal Andrew, NC Board of Transportation

Others Present:

Mike Kozlosky, Executive Director, WMPO
Brittany Strait, Accountant, WMPO
Michael Madsen, GIS Analyst, WMPO
Abigail Lorenzo, Associate Planner, WMPO
Jason O'Brien, Associate Planner, WMPO

1. Call to Order

Ms. Padgett called the meeting to order at 2:03 p.m. She noted that Mr. Campbell has left the Committee permanently, and Mr. Obrock could not be present today.

2. Approval of Minutes – December 13, 2017

Mr. Cawthorne made a motion to approve the minutes of November 8, 2017, seconded by Mr. Smith, and the motion carried unanimously.

3. Discussion/Approval of Plan Name and Color Scheme

Ms. Lorenzo expressed appreciation to members for participating in the online survey. She displayed the top-three color combinations according to the survey, and gave the top-three name options for the plan. A brief question/answer and discussion period was held.

It was the consensus of the group to select navy blue and orange for the colors of the plan and "Cape Fear Moving Forward 2045" for the name of the plan.

4. Discussion/Approval of Vision and Goals

Ms. Lorenzo gave an overview of the results of the vision and goals exercise, and proposed a draft vision statement derived from the SWOT activity. A brief question/answer and discussion period was held.

It was the consensus of the group to accept the following visioning statement based on the input on values:

"The 2045 MTP will plan for a safe, realistic, efficient, and reliable multimodal transportation network that embraces innovation and is environmentally and socially responsible."

Ms. Lorenzo gave an overview of the draft goals pulled from the vision statement: Safe; Realistic; Efficient; Multimodal; Innovative; and Environmentally and Socially Responsible. A lengthy question/answer and discussion period was held regarding each.

Ms. Lacer expressed an interest in the goals being for the greater good with the end user in mind to assure broad usability and to promote the equitable distribution of funds.

Mr. King expressed concerns regarding high traffic accident rates.

Mr. Smith expressed concerns regarding the language of the draft Multimodal goal. It was the consensus of the group to change it to “alternative modes of transportation for most trip types.”

A lengthy question/answer and discussion period was held regarding future innovation such as autonomous vehicles.

Mr. Kozlosky stated that staff will conduct some additional research on anticipated technology changes and models, and will bring an update to the Committee.

Mr. Cawthorne requested that it include demographics. Mr. Kozlosky reminded members that socio-economic data would be included in the Travel Demand Model and would be used during project selection.

It was the consensus of the group to change the description of the Environmentally and Socially Responsible goal to “transportation solutions that are sustainable, accessible, and equitable.”

Ms. Padgett requested that the revised goals be sent to members via e-mail for approval. She expressed appreciation to Ms. Lorenzo for her efforts in compiling, expanding and summarizing group input.

5. NCDOT Funding Overview

Mr. Kozlosky gave an overview of NCDOT funding and attributed the presentation to NCDOT. He reminded members that project development is similar to an upside-down triangle with the Comprehensive Transportation Plan at the top looking 30-plus years out; funneling to the balanced, fiscally constrained Metropolitan Transportation Plan; to DOT’s prioritization process with criteria such as congestion, safety, and economic competitiveness; and finally the highest ranking projects are included in the State’s Transportation Improvements Program.

Mr. Kozlosky stated that in 2013, the state legislature adopted the Strategic Transportation Investment (STI) formula regarding funding of projects for the state in collaboration with local municipalities. He noted that funds are allocated for three tiers – Statewide Mobility, Regional Impact, and Division Needs. He pointed out that projects cascade through successive tiers for funding or remain unfunded.

Mr. Kozlosky stated that NCDOT develops a State and Metropolitan Transportation Improvements Program (STIP/MTIP) every two years. He noted that the current program is the 2018-2027 STIP. He added that Prioritization 5.0 is currently underway for project selection for the 2020-2029 STIP. He noted that projects included in the long-range plan adopted in 2015 are those that were submitted by the MPO for consideration in that document.

Mr. Kozlosky gave a brief overview of today's discussion regarding STI, how prioritization 5.0 scores are calculated, how projects are scored and programmed, and the MTP process. He reiterated that the STIP is the state's budget and capital improvements program. He noted that of the 10-year program, the first five years are projects that are funded and committed to planning, design and construction, and not subject to re-prioritization. The next five years are considered the developmental STIP and DOT's work plan where projects can move around or out of the STIP. He noted that it allows the Department to begin work on projects it expects will make it into the program without committing the money.

Mr. Kozlosky stated that the current STIP contains \$28 billion in projects. He noted that the WMPO gets about \$3 million Direct Attributable funds annually to disperse across the region. He added that there are 10 transportation management areas across the state that get an amount based on population and other criteria.

Mr. Kozlosky stated that the Strategic Transportation Investment law prioritizes capital expenditures across all modes; meaning that projects from all modes compete against one another. He noted that the law is needs based and a data driven approach that directly ties the data to projects that are funded. He added that through the prioritization process, a workgroup meets to tweak and improve the process on a biennial basis.

Mr. Kozlosky stated that 40% of funds are allocated to the Statewide Mobility tier. He noted that projects cascade to the Regional tier, and then to the Division tier if not selected at a higher tier. He explained that points are allocated on a 100% data driven process at the Statewide Mobility tier; 70% data/30% local input (shared equally by the MPO Board and the Division Engineer) at the Regional tier; and 50% data/50% local input (shared equally by the MPO and Division Engineer) at the Division Needs tier. A brief question/answer and discussion period was held.

Mr. Kozlosky stated that the State is divided into seven regions that share resources at the Regional tier. He noted that Division 3 shares resources with Division 2. He added that the Division Needs tier only includes the counties of a single Division. A brief question/answer and discussion period was held.

Ms. Padgett pointed out that this region is fairly unique in its combination of rather dense urban development surrounded by rural areas.

Mr. Kozlosky gave an overview of project scoring, for which the state has created default criteria. He noted that although a large undertaking, the statute provides a mechanism for MPOs and RPOs to change the criteria within a Region or Division. He added that scores are calculated by the state and provided to the MPO for review. He added that modifications for this round of prioritization were proposed prior to DOT's finalization of the scores.

Mr. Kozlosky stated the MPOs and RPOs assign local input points at the Regional and Division tiers, and are required to adopt local input methodology of quantitative and qualitative criteria in the analysis for project selection.

Mr. Kozlosky gave an overview of DOT's schedule for Prioritization 5.0. He stated that the Board approved the criteria and weights in June of 2017. He noted that the MPO submitted projects from July to September that came directly from its long-range transportation plan. He added that the Division also submitted 14 projects, some of which came from the MPO.

Ms. Padgett pointed out that the MPO's plan is important since everyone works from it.

Mr. Kozlosky gave an overview of scoring. He noted that in March, the TIP unit will announce projects funded at the Statewide tier. Between April and June, Regional tier points will be assigned, and DOT will finalize the Regional tier. He added that the MPO can change some of the Division point assignments. Then in January of next year, DOT will release the draft STIP for 2020-2029. He explained that projects not submitted in this plan but not scrubbed from the DOT program are considered carryover projects that can be scored. A question/answer and discussion period was held.

6. Environmental Justice Overview

Mr. Madsen described environmental justice as all people within the MPO enjoying a high level of environmental protection and quality of life with the same opportunities regardless of class, income, or city residence. He noted that a movement began in Warren County, North Carolina to address environmental burdens on poor communities with the Landfill Protest of 1982. He added that the executive order of 1994 by President Bill Clinton required environmental justice at every federal agency.

Mr. Madsen stated that all 100 counties and local governments of North Carolina are responsible for offering environmental protection and economic development regardless of socioeconomic status. He noted that this takes into consideration public and ecological health, community sustainability, and development. He added that those in control of planning and zoning are responsible for how the patterns are used. He pointed out that lower income and minority communities without an organized group as a point of contact are most vulnerable. According to the Census, these include those of racial and ethnic minorities, lower income, the elderly, disabled, limited English proficiency, no personal vehicle and female head of household with no child.

Mr. Madsen gave an overview of the MPO's three guiding principles, and gave some examples of benefits and burdens related to environmental justice. He noted that the 2015 MPO certification review revealed a few deficiencies. He explained that when discussing the negative impacts to lower income areas, the 2040 MTP focused on benefits without addressing burdens. Also, the 2040 Plan had no lead person for public involvement; only a team group, and outreach to multilingual communities was in English only, such as bus schedules.

Ms. Padgett pointed out that the bus schedules are online, and the entire WAVE Transit site is available in multiple languages.

Ms. Lacer commented that as of several months ago, the site was made available in 90 languages and bus schedules are now available in Spanish through 5310 funding.

Ms. Padgett expressed concerns that these betterments be documented and credited.

Mr. Madsen stated that the MPO is currently responsible for conducting a benefits and burdens analysis of the entire area. He noted that being aware of various zones is helpful in distributing benefits equally. He added that 12 open houses were held for the 2040 Plan including those in lower income areas and some were conducted in Spanish.

A brief question/answer and discussion period was held.

Mr. Kozlosky stated that a socioeconomic data analysis and a current conditions analysis will be included in the report that will identify some of the burdens. He stressed the importance of focusing on environmental justice and documenting the burdens as well as the benefits when weighing the projects.

7. Public Outreach Strategy

Mr. O'Brien gave an overview of the public outreach strategy. He stated that each MTP is required by the federal government to have a substantial public input process. He noted that the MPO is also required to have a formal public participation plan. He added that the draft input process conforms to the plan that the MPO adopted in January of last year.

Mr. O'Brien gave a brief overview of public input compliance with laws, and public outreach tools such as open houses and attendance at local events, online and paper surveys, an online crowd sourcing map, and social media to cover the entire MPO region. He also gave a timeline for public outreach efforts with the first public meeting to be held late this March to launch the plan, and the last in the second quarter of 2020 to gather feedback on the draft plan. A brief question/answer and discussion period was held regarding the location and timing of the kick-off meeting.

Mr. O'Brien gave an overview of the methodologies and further details on outreach efforts.

Mr. Madsen gave a demonstration of the crowd sourcing map that he developed for desktop and for mobile devices (smartphones). He provided a QR code for easy access linking to the online map. He noted that the name and e-mail of those leaving comments would remain anonymous, except to staff.

A lengthy question/answer and discussion period was held. Mr. Bostic and Ms. Padgett expressed concerns regarding the map icon needing to be more universal.

Members expressed concerns regarding multiple comments or over commenting.

Mr. Madsen responded that the option of no restrictions was chosen for this map so as to not impede the number of users. He noted, however, that it will be possible to identify duplicates.

In response to an inquiry by Ms. Padgett, Mr. Madsen stated that the social media campaign would be instrumental in communicating the existence of the website and the map.

Mr. O'Brien stated that this would be the first phase of public outreach efforts and that the results would be disseminated to the modal subcommittees. He noted that in-person outreach would include presentations to each of the member jurisdictions, and five public open houses with even geographic coverage.

Members expressed interest in holding the kick-off meeting at the Northeast Library branch.

A question/answer and discussion period was held regarding the promotion of public outreach at festivals, the mall, TV (GTV, WWAY, WECT, UNCW, Spectrum Channel 14) and radio, links on town websites, at large employers such as hospitals and GE, city and town newsletters, ads in and on the buses, at the airport and the ferry division, and on changeable billboards.

Ms. Lacer expressed concerns regarding the first phase lasting only two months. She pointed that the Festival Latino in November would be valuable in capturing the Spanish-speaking

demographic. She recommended UNCW Professor Amanda Boomershire, who voluntarily helped translate WAVE's bus route map, as a potential resource.

Mr. Kozlosky responded that staff will consider extending the initial phase until June or July. He noted that the MPO has contacted Amigos International regarding some translation requests and will discuss the surveys and outreach efforts at its events.

A committee member noted the effectiveness of transportation bond signs at locations where improvements were needed.

Mr. Cawthorne offered to provide an e-mail list from a cyclists' group of which he is a member.

Ms. Padgett requested that Committee members provide contact lists from any group in which they participate.

Ms. Hatten suggested a presentation at the senior center.

8. Additional Items

Ms. Padgett stated that the group would consider the modal subcommittees at its next meeting on February 14, 2018 at 2:00 p.m.

Mr. Cawthorne expressed regret that he would miss the next meeting.

Ms. Padgett requested that members notify Mr. Kozlosky by e-mail as soon as they know they will miss a meeting. She noted that in rare cases a meeting can be rescheduled.

Mr. Kozlosky stated that information will be forwarded to the group in a day or two by either Ms. Lorenzo or Mr. O'Brien.

9. Adjournment

With no further business, the meeting was adjourned at 4:02 p.m.

Respectfully submitted,

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

**THE ABOVE MINUTES ARE NOT A VERBATIM RECORD OF THE PROCEEDINGS.
THE ENTIRE PROCEEDINGS ARE RECORDED ON A COMPACT DISC AS PART OF THIS RECORD.**