



Board Meeting Minutes
6th Floor Conference Room, 320 Chestnut Street
Wednesday, March 28, 2018

Members Present

David Piepmeyer, Pender County
Pat Batleman, Town of Leland
Jonathan Barfield, Cape Fear Public
Transportation Authority
Charlie Rivenbark, City of Wilmington
Noreen Slattery, Town of Belville
Skip Watkins, New Hanover County
Mike Forte, Brunswick County
Eulis Willis, Town of Navassa

Others Present

Mike Kozlosky, Executive Director, WMPO
Mark Hamlet, MPO Attorney, Hamlet &
Associates PLLC
Karen Collette, Division Engineer, NCDOT

1. Call to Order

Mr. Piepmeyer called the meeting to order at 3:00 p.m.

2. Conflict of Interest Statement

Mr. Piepmeyer read the conflict of interest statement and asked if any members had a conflict with any item on the meeting agenda. No members reported having a conflict.

3. Approval of Board Members' Excused Absences

Mr. Kozlosky stated that Mr. Miller, Mr. Shuttleworth, and Mr. Ellen have requested to be excused from today's meeting.

Mr. Watkins made a motion to excuse the absences of Mr. Miller, Mr. Shuttleworth, and Mr. Ellen. Mr. Rivenbark seconded the motion, and it carried unanimously.

4. Approval of the Agenda

Mr. Rivenbark made a motion to approve the agenda as presented, seconded by Mr. Watkins, and the motion carried unanimously.

5. Public Comment Period

Ms. Lynn McIntyre, 1113 Dawson Street, Wilmington, spoke to the Board and expressed concerns regarding code enforcement, especially pre-fab rooms in the inner city. Mr. Rivenbark suggested that Ms. McIntyre contact him regarding issues within the corporate limits of the city.

Mr. Andy Koeppel, P.O. Box 4443, Wilmington, spoke to the Board in favor of Item 8d (Resolution Supporting the Allocation of FY18 Direct Attributable Funds to the Cape Fear Public Transportation Authority). He expressed concerns regarding Wave Transit losing funding. He suggested that a subcommittee be formed to identify federal funding to help prevent a reoccurrence.

6. Presentation

a. Emerging Technologies (Autonomous Vehicles) – Jason O'Brien, WMPO

Mr. Kozlosky stated that this is the first in a four-part series on emerging technologies in preparation for the development of the Metropolitan Transportation Plan (MTP) since many technological advances are expected during the next five to 25 years.

Mr. O'Brien stated that autonomous technology is anticipated to evolve in five distinct phases according to the experts. He noted that emerging technologies will overlap, with each stage dominating for several years, as follows:

1. Driver assistance such as cruise control (current stage);
2. Increased assistive technology such as lane centering;
3. Safety critical functions such as accident avoidance;
4. Autonomy in limited access facilities (certain locations and conditions); and
5. Full autonomy/completely driverless vehicles (22nd century).

Mr. O'Brien pointed out that these stages can be further consolidated into broad eras:

1. Driver assistance (stages 1-3);
2. Limited autonomy (stage 4); and
3. Full autonomy (stage 5).

Mr. O'Brien stated that early stages will operate mostly on highways and eventually expand to more complex environments such as downtowns and neighborhood streets. He noted that the first autonomous vehicles will include trucks hauling freight, transit on dedicated routes, taxis and commercial vehicles.

Mr. O'Brien gave an overview of the obstacles to autonomous vehicles such as pedestrians and inclement weather due to the limitation of machine vision. He added that experts agree that less parking and better curbside management will be necessary; but, are divided on the following potential models:

- Dramatic worsening of congestion due to the impacts of the diminished time cost of driving resulting in accelerated changes in driver behavior and urban sprawl; and/or
- A decline in private vehicle ownership due to the efficiencies of the shared-use model and the cost prohibitive nature of autonomous vehicles.

Mr. O'Brien gave a brief overview of impacts to public transit. He noted that the slow national downward trend in ridership is attributed to ride hailing services such as Uber and Lyft. He pointed out that public transit may improve its prospects and avoid labor issues by embracing autonomous technology to improve efficiency and fill gaps on local routes with last mile or light rail connectors.

Mr. O'Brien stated that the autonomous vehicle lobby is currently focusing on federal and state levels. However, the federal government is devolving decision making to the states. Several states have adopted laws to preempt cities and localities from passing laws regarding the management of roads for autonomous vehicles. Also, although autonomous vehicles will stop for pedestrians, laws to criminalize walking in certain areas may be considered.

Mr. O'Brien stated that autonomous vehicles in later stages will need to communicate with each other and smart infrastructure (intelligent information systems) such as dynamic messaging signs. He gave some examples and noted that infrastructure changes are expected to be minor and inexpensive, such as paint, markings, embedded sensors, signs and signals. He added that most changes will occur regarding road and curbside management, and gave some examples including current issues.

Mr. O'Brien stated that many traditional sources of revenue (gas tax, parking fees and fines, traffic tickets/speed traps/moving violations) may become irrelevant.

A brief question/answer and discussion period was held regarding a potential vehicle mileage tax.

Mr. O'Brien stated autonomous vehicles will potentially increase safety and personal productivity, eliminate the need for parking, open country-side development, harm cycling and walking, and increase congestion. He summarized that states are passing preemptive laws that will keep cities from making management decisions about their streets. Management of streets will change more than how they are built. Congestion may worsen dramatically compared to efficiencies realized, which will necessitate a new demand management approach and revenue model. The need for parking may reduce dramatically. And public transit will be endangered unless it takes a lead role and embraces the technology. He recommended reading the article, "Autonomous Vehicles," at www.planning.org/knowledgebase/autonomousvehicles/.

A question/answer and discussion period was held.

7. Consent Agenda

- a. **Approval of WMPO Board Meeting Minutes – February 28, 2018**
- b. **Resolution approving 2018-2027 STIP/MTIP Modification #18-2**
- c. **Resolution approving 2018-2027 STIP/MTIP Amendment # 18-1**
- d. **Resolution supporting an effort to explore the possible sequencing of the construction of the Cape Fear Crossing and replacement of the Cape Fear Memorial Bridge**
- e. **Resolution adopting the 2018 Legislative Agenda**

Ms. Batleman made the motion to approve Consent Agenda Items 7(a) through 7(e).

Mr. Watkins seconded the motion and it carried unanimously.

8. Regular Agenda

- a. **Resolution approving the Wilmington Urban Area MPO's FY19 Unified Planning Work Program**

Mr. Kozlosky reminded members that a draft was presented to the Board in January. Based on discussion at that time, staff has included \$20,000 in additional STP-DA funds for reclassification and potential market adjustments based on the compensation analysis. He noted that this change must go through the City's budget process.

Mr. Watkins made the motion to approve the Resolution approving the Wilmington Urban Area MPO's FY19 Unified Planning Work Program. Mr. Rivenbark seconded the motion and it carried unanimously.

- b. **Resolution Certifying the Transportation Planning Process for the Wilmington Urban Area MPO**

Mr. Kozlosky reminded members that the MPO is required to certify annually its compliance with federal requirements related to transportation planning. He noted that this resolution would self-certify the MPO's process for FY18.

In response to an inquiry by Mr. Piepmeyer, Mr. Kozlosky stated that no changes exist and this is a formality, which is completed on an annual basis.

Mr. Rivenbark made the motion to approve the Resolution Certifying the Transportation Planning Process for the Wilmington Urban Area MPO. Mr. Barfield seconded the motion and it carried unanimously.

c. Resolution supporting the allocation of Direct Attributable funds to the Town of Carolina Beach for the Cape Fear Multi-use Path

Mr. Kozlosky stated that this resolution would support the use of Direct Attributable (DA) funds for the Cape Fear Boulevard Multi-use Path, which came in over the budgeted amount. He noted that the Town of Carolina Beach is requesting an additional \$79,266 for the project. He reminded the Board that it expressed a desire to complete projects on the books with DA funds as well as fund an allocation for the Public Transportation Authority (the following agenda item).

Mr. Kozlosky stated that this resolution would allow the project to go to construction. He added that a 20% match or \$19,816.45 is required from the Town. He noted that a resolution acknowledging the Town's commitment has been included in the agenda packet.

Ms. Batleman made the motion to approve the Resolution supporting the allocation of Direct Attributable funds to the Town of Carolina Beach for the Cape Fear Multi-use Path. Mr. Barfield seconded the motion and it carried unanimously.

d. Resolution supporting the allocation of FY18 Direct Attributable funds to the Cape Fear Public Transportation Authority

Mr. Kozlosky reminded the Board that it had indicated a desire to fund the shortfall for STP-DA projects funded in the past as well as allocate funding to the Cape Fear Public Transportation Authority. He noted that this proposed allocation is 20% of the MPO's allocation from the DA program and is based on modal target reinvestment strategies and policy adopted by the MPO Board. He added that the resolution would allocate \$591,000 of DA funds to the Cape Fear Public Transportation Authority for FY18 that would be flexed to the Authority.

Mr. Barfield made the motion to approve the Resolution supporting the allocation of FY18 Direct Attributable funds to the Cape Fear Public Transportation Authority. Ms. Batleman seconded the motion and it carried unanimously.

9. Discussion

a. Socio-economic Data Projections

Ms. Sarder provided an update on the socio-economic data projections. She stated that since the initial Census and ACS (American Community Survey) data for 2015 was presented to the Board, the MPO formed a steering committee of TCC members who began meeting in November to review employment and population data and develop the final 2015 socio-economic projections. She noted that the steering committee decided that the best way to come up with the 2015 base year population was to provide parcel tax data of new housing units from 2010 to 2015, which has been incorporated into the model. She added that the proposed control totals will be brought to the Board for adoption in May, and the model is expected to be complete by the end of July.

Mr. Kozlosky stated that the MPO is in the process of updating its Travel Demand Model, which will be used as a tool for project selection and analysis for the Metropolitan Transportation Plan. He noted that the MPO is working with the three counties and the steering committee of TCC members to ensure accurate base year data before projecting future year data. He noted that it will be necessary for the Board to adopt the data. A question/answer and discussion period was held.

Ms. Sarder stated that the committee will be reconvened for future year data verification.

b. May MPO Board Meeting

Mr. Kozlosky pointed out that the Board's May 30th meeting conflicts with the Association of County Commissioners Conference.

Ms. Collette pointed out a conflict with the Board of Transportation meeting as well.

Mr. Barfield and Mr. Forte indicated that they would be attending the conference.

To avoid the lack of a quorum, Mr. Kozlosky suggested rescheduling the MPO Board meeting to May 23rd.

Mr. Rivenbark made the motion to approve a change in the date of the Board's May meeting to May 23rd. Mr. Watkins seconded the motion and it carried unanimously.

Mr. Piepmeyer reminded members that the next MPO Board meeting will be held on April 18th.

9. Updates

Mr. Kozlosky acknowledged that Ms. Lorenzo has been promoted to the Senior Transportation Planner. He anticipated that an offer will be made to a potential future TDM Planner tomorrow. If accepted, he noted that only the Associate Planner position would remain to be filled and is currently being advertised. He expressed the desire to reach full staffing by July 1st. He introduced the new Project Engineer, Fred Royal, who began March 5th.

Mr. Royal expressed appreciation and gave a brief overview of his professional background.

Mr. Kozlosky noted that the remaining updates are included in the packet.

10. Announcements

Mr. Kozlosky reminded the Board that the kick-off event for Cape Fear Moving Forward 2045 Plan will be held April 3rd at the Northeast Branch of the New Hanover County Public Library on Military Cutoff Road, and encouraged everyone to attend. He noted that speakers will include Ms. Batleman from the MPO Board, Ms. Padgett from the CAC, and Mr. Lucas from the Federal Highway Administration. He added that the event will start at 4:00 p.m. with an open house format, followed by keynote speakers at 5:00 p.m. and the open house continuing until 6:00 p.m. He added that five open houses will be held in May throughout the region.

Mr. Lucas stated that this would be his last meeting.

Mr. Piepmeyer reminded members that the State Ethics Requirement is due by April 16th.

Following further consideration, Mr. Piepmeyer requested a motion to waive the rules and enter into closed session pursuant to the provisions of GS §143-318.11(a) (3) in order to

preserve the MPO's attorney-client privileges and to consult with Attorney Mark Hamlet regarding Map Act litigation.

Mr. Rivenbark made the motion to waive the rules and enter into closed session to discuss matters of attorney-client privilege related to Map Act litigation. Ms. Batleman seconded the motion and it carried unanimously.

The meeting recessed and went into closed session.

The meeting reconvened and went into open session with all members present as mentioned above.

Mr. Piepmeyer stated that no action was taken other than to discuss matters of attorney-client privilege related to Map Act litigation.

11. Adjournment

With no further business, the meeting was adjourned at 4:17 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.**