

**Wilmington Urban Area  
Technical Coordinating Committee  
Wednesday, May 16, 2018  
Meeting Minutes**

**Members Present:**

Mike Kozlosky, Wilmington MPO  
Don Bennett, City of Wilmington  
Nick Cannon, Wilmington MPO  
Jerry Haire, Town of Carolina Beach  
Nancy Avery, Town of Kure Beach  
Rebekah Roth, New Hanover County  
Granseur Dick, Wilmington  
International Airport  
Stephanie Ayers, North Carolina  
State Ports Authority

Helen Bunch, Brunswick County  
Pat O'Mahony, Pender County  
Allen Serkin, Cape Fear Council of  
Governments  
Alan Pytcher, NCDOT Division of  
Highways  
Nazia Sarder, NCDOT Planning  
Megan Matheny, Cape Fear Public  
Transportation Authority

**1. Call to Order**

Mr. Kozlosky called the meeting to order at 10:03 a.m.

**2. Approval of Agenda**

Ms. Avery made a motion to approve the agenda as presented, seconded by Mr. Roth, and the motion carried unanimously.

**3. Presentations**

**a. NCDOT Corridor Master Plans – Nastasha Earle-Young, NCDOT**

Ms. Nastasha Earle-Young, NCDOT Transportation Planning Division, gave an overview of NCDOT Corridor Master Plans. She stated that in 2015, NCDOT adopted the Strategic Transportation Corridors, 25 of NCDOT's most critical transportation network corridors, with the goal of system connectivity, mobility and economic prosperity. She noted that prior to adoption of this policy, the Strategic Highway Corridors included 55 that were mainly vehicle-focused without any mechanism for external input. She pointed out that the current policy with fewer corridors is multimodal and collaborative, seeking input from locals for a more cohesive vision.

Mr. Tyler Bray, Project Lead, Atkins, gave an overview of the study area, public outreach, plan deliverables and next steps. He stated that his team travelled the entire length of the US-74 corridor including alternate and business routes, and parallel roads starting at Rutherfordton and I-26 for travel experience, major intersections, and types of facilities as well as major land uses, construction missing on current maps, and constraints. He noted that the 275-mile corridor includes everything from the high grade of the mountains to the flat topography to the east. He added that the team desires to preserve all the planning along US-74 for a unified vision of the corridor.

Mr. Bray stated that the corridor involves the Isothermal RPO, Gaston-Cleveland-Lincoln MPO, Charlotte TPO, Rocky River RPO, Lumber River RPO, Cape Fear RPO, Mid-Carolina RPO and Wilmington MPO and multiple Divisions (3, 6, 8, 10, and 12). He also noted that the corridor intersects every major north/south interstate in North Carolina, and is a major freight route from Wilmington to Charlotte with CSX rail lines traversing both Corridor U and Corridor D. Facility types include boulevards and thoroughfares in some locations, airports, and a range of land uses.

Mr. Bray stated that the next step is to develop a data collection plan and a stakeholder involvement plan. He noted that the team will review previous studies, adopted transportation plans, and environmental data. He added that a concise group of GIS layers will help develop this master plan, consistent with other master plans.

Mr. Bray stated that stakeholder coordination includes a Corridor Steering Committee that met in March with representatives from every MPO and RPO inside the corridor. He noted that it also includes almost every transportation agency, highway division, and department within NCDOT. He added that wherever necessary outreach will also include military installations, ports, and Global TransPark. It will also coordinate with MPOs, RPOs, and local governments for information and constant stakeholder involvement. Some stakeholder groups will include Wilmington International Airport, Sunny Point, universities (Pembroke or Wilmington), municipal or county managers, other large businesses, major health emergency centers, and chambers of commerce. Public engagement tools will include PublicInput.com, MetroQuest, and one-on-one interviews with elected officials and large businesses as necessary.

Mr. Bray stated that the ultimate deliverable will be a concise, unified vision. A much longer report might include an updated profile with different projects and goals for each of the 25 corridors to identify major regional activity centers; problem statements for sub corridors; access management recommendations; a conditions report, and other recommendations such as UDO changes for some local governments, and sequencing/scheduling of potential projects toward the greater vision.

Mr. Bray stated that presentations at MPOs/RPOs are scheduled over the next couple of months. He noted that he will return in a few weeks to talk to the MPO Board. He added that stakeholder surveys and data collection has started and will proceed throughout the summer, to be followed by an update in the winter with potential recommendations, and drafts and final plans by next year.

In response to an inquiry by Ms. Ayers, Ms. Earle-Young stated that the master plans are only intended to inform the SPOT process, and could optionally be included in the local methodology.

**b. Emerging Technologies (Public Transportation) – Jason O’Brien, WMPO**

Mr. O’Brien gave a presentation on public transportation trends, the third in the series on emerging technologies. He reminded members about the expected rapid transformation of transportation through technological advancements.

Mr. O’Brien expressed concerns regarding unused capacity in current public transit due to a lack of coordination with land use plans. He gave a brief overview of core concepts such as captive and choice riders, trends such as gradually declining ridership due to rideshare services, and alternatives.

Mr. O’Brien pointed out the importance of density and proximity to public transportation, and transit-oriented development to maximize investment in public transit. He displayed visual representations of capacity to justify public transit, and emerging technologies such as light rail and Personal Rapid Transit (PRT).

Mr. O’Brien stated that the oldest and most extensive PRT system in the U.S. has been operating continuously since 1975 in Morgantown, West Virginia. He noted that it

started as a federally funded demonstration project that connects three college campuses. He added that it has three different modes including on-demand for off-peak.

Mr. O'Brien stated that experts agree on a future where transit will focus on management and operation of existing assets, rather than large transit projects.

A brief question/answer and discussion period was held.

Mr. O'Brien stated that other examples of PRTs include a shorter system in Masdar City, United Arab Emirates, in operation since 2010, and a 2½-mile system at Heathrow Airport, London that replaced the traditional bus service.

Mr. O'Brien gave a comparison of transit options as follows:

- **Four-person PRT line:** 7,200 passengers/hour, scalable on demand, more affordable, potential competition with autonomous vehicles;
- **Grade-separated light rail:** 15,000 passengers/hour, not scalable, costly, no conflict with autonomous vehicles; and
- **Heavy rail/subway lines:** 50,000 passengers/hour, not scalable, costliest, no conflict with autonomous vehicles.

Mr. O'Brien stated that Bus Rapid Transit (BRT) guideway system has greater capacity than regular bus service. He noted that BRTs have a dedicated right-of-way, are immune from traffic jams, and often have signal preemption. They are less expensive than traditional rail and more expensive than regular buses.

Mr. O'Brien emphasized the importance of feeder systems for transit, such as park-and-rides, bicycle and pedestrian facilities, fixed route circulators, demand response and hybrid systems with route deviation capability. He gave an overview of trends such as the decrease in driving behavior among millennials aided by social networking sites and smartphone apps. According to most experts, transit systems that take advantage of the new technologies will remain competitive.

A question/answer and discussion period was held.

#### 4. **Consent Agenda**

Mr. Bennett pulled Item 4d (Resolution Authorizing the Executive Director to Sign the Letter of Engagement with the Law Office of Matthew A. Nichols for General Legal Representation) for further consideration.

- Approval of TCC Meeting Minutes – April 11, 2018**
- Resolution approving 2018-2027 STIP/MPO TIP Administrative Modification #18-4**
- Resolution authorizing the Executive Director to enter into a Performance Management Agreement with the North Carolina Department of Transportation, Cape Fear Public Transportation Authority, Brunswick Transit System, Inc. and Pender Adult Services, Inc.**
- Opening of the 30-day public comment period for 2018-2027 STIP/MPO TIP Amendments 18-2**

Ms. Avery made a motion to approve the Consent Agenda, Items 4a through 4e, excluding Item 4d, and to forward them to the Board for consideration. Mr. Serkin seconded the motion, and it carried unanimously.

d. **Resolution authorizing the Executive Director to sign the letter of engagement with the Law Office of Matthew A. Nichols for General Legal Representation**

In response to an inquiry by Mr. Bennett, Mr. Kozlosky stated that the MPO typically seeks legal advice on all agreements and contracts. He noted that Mr. Nichols originally represented the MPO regarding the Map Act cases; however, he joined a larger firm that filed a claim against the DOT for a client in another city. He added that the Department requested that the MPO seek another firm to represent it on Map Act cases to avoid any conflict of interest.

Mr. Bennett made a motion to approve Item 4d. Ms. Avery seconded the motion, and it carried unanimously.

5. **Regular Agenda**

a. **Resolution supporting the Build NC Initiative**

Mr. Kozlosky stated that NCDOT has proposed legislation to allow it to sell bonds backed by the Highway Trust to accelerate projects at the Regional and Division Level Tiers; but not at the Statewide Tier. He noted the Department hopes that the General Assembly will consider this legislation during the session that begins tomorrow. He added that this resolution will support the Department in its effort.

Ms. Bunch made a motion to approve the Resolution Supporting the Build NC Initiative. Ms. Ayers seconded the motion, and it carried unanimously.

6. **Discussion**

a. **Hampstead Bypass Route Designation**

Mr. Kozlosky stated that this item is mainly for informational purposes. He noted that the MPO requested that NCDOT retain the US-17 designation on US-17, and designate the Hampstead Bypass as US-17 Bypass. After reviewing the request, the Department decided to pursue designation of the Hampstead Bypass and Military Cutoff Road Extension as NC-417.

A brief question/answer and discussion period was held.

b. **Draft Prioritization 5.0 Draft Regional Impact Projects**

Ms. Lorenzo stated that the MPO has coordinated with the Cape Fear RPO. She noted that the Regional point assignment has been updated to reflect shared points including US 74/76 upgrades, two ferry projects, and the Castle Hayne to Wallace Rail Connection. She added that the draft will be brought to the Board, and will return after the public comment period in July with any comments.

Mr. Kozlosky stated that the MPO is proposing to assign 26 points to the rail connection and inquired about the RPO. Mr. Serkin responded that the project is not in the preliminary point assignments. However, the RPO Board may discuss it during its meeting on Friday. He expressed concerns that some justification will be necessary to assign points to the low-scoring project, and that the RPO may be running out of points.

Mr. Kozlosky stated that the MPO might still award 100 points to it if the RPO were to assign none.

Mr. Serkin pointed out that the other low scoring project is in Pender County. He suggested that the Pender County Commissioners may want to consider choosing to assign points to the rail connection or to NC-210.

**c. Wilmington Model Base Year Socio-economic Data Projections**

Ms. Sarder reminded members that the 2015 base year model is under development. She noted that the existing model is the 2010 base year model for the last MTP update, the 2040 Plan. The MPO requested that the model be updated to test projects for the new 2045 Plan. She added that the Socio-economic subcommittee of TCC members was formed in November to verify the data.

Ms. Sarder stated that employment data was gathered from InfoUSA and was sent to the MPO for verification. She noted that an intern with the MPO contacted employers with more than 50 employees to verify the data. She added that this data was incorporated into the model and reviewed by the subcommittee. She commented that members were generally satisfied with the data, only questioning the number of employees for a few of the Traffic Analysis Zones (TAZs).

Ms. Sarder stated that ACS (American Community Survey) data was initially used for population. She commented that subcommittee members were generally satisfied with the overall data for each of the counties; but not at the TAZ level. She noted that members provided tax parcel data for new housing units from 2010 to 2015. She noted that this data was added to 2010 Census with an occupancy rate applied from the Census to calculate the 2015 population. She commented that the subcommittee was satisfied with the resulting data. She displayed some maps of 2015 population and employment in the TAZs, and another comparing 2015 data with 2010 data.

Ms. Sarder stated that the next step would be to develop future year data. She noted that the subcommittee would be asked to provide areas of low, medium and high growth for the TAZs to project the 2045 data.

Mr. Serkin requested that the subcommittee reconsider UNCW population on College Road, which may have two or three TAZs. Ms. Sarder requested an e-mail about it.

**d. 2018 BUILD Transportation Grant**

Mr. Kozlosky stated that BUILD has replaced the TIGER Grant program of the previous administration. He noted that BUILD provides \$1.5 billion in available funds, a maximum award per transportation project of \$25 million, and requires a local match. He noted that applications are due in [www.grants.gov](http://www.grants.gov) by July 19<sup>th</sup>. He added that the MPO has no plans to submit a project unless the Board has an interest in doing so.

Ms. Ayers stated that the Ports are considering a submittal. She noted that BUILD is particularly focused on local areas, and will give consideration to lesser cost share.

Mr. Kozlosky offered to provide support to any member interested in this opportunity.

**e. Cape Fear Crossing Project- Direct Attributable Funding**

Mr. Kozlosky stated that in February of 2017 the MPO Board discussed potential options for the expenditure of its Direct Attributable (DA) funds. He noted that the Board voted to purchase two Compressed Natural Gas (CNG) buses, to allocate \$750,000 to the Cape Fear Crossing Project, and to keep \$1,057,913 in reserve.

Mr. Kozlosky stated that NCDOT estimated that the cost to determine the Least Environmental Damaging Practicable Alternative (LEDPA) would range from \$1.5 million to \$1.8 million. He noted that the Department has requested the second

installment of \$750,000 to complete the study. He added that staff will ask the Board for direction.

Mr. Kozlosky stated that the Cape Fear Crossing Project is currently unfunded. He reminded members that DOT has a policy against working on unfunded projects that are not in the STIP. He noted that funds may be available in the program to at least split-fund it this year and next with some remaining balances. He reminded members that staff is currently working on a five-year DA program.

Mr. Kozlosky stated that staff also anticipates a request from the Cape Fear Public Transportation Authority for additional funds to complete the multi-modal center, which came in over budget for the two bids that it received.

In response to an inquiry by Mr. Serkin, Mr. Kozlosky stated that DOT would like to have the funds obligated for the Cape Fear Crossing Project by August.

**f. Bike Share Update**

Ms. Lorenzo stated that in the beginning of May three respondents to the RFP (LimeBike, Gotcha, and Zagster) gave individual presentations to the Bike Share subcommittee. She noted that the subcommittee sent follow-up questions to the respondents, and responses have been received. She added that the subcommittee plans to meet and make a decision by the end of May.

Mr. Kozlosky pointed out that a zero-cost option for this area was identified by each of the bike share companies. He noted that the next step would be to provide a recommendation to and receive direction from the Board.

**g. 2018-2027 STIP/MPO TIP Administrative Modifications #18-5**

Mr. Kozlosky stated that this modification is for information purposes only.

**7. Updates**

**a. MPO Staffing**

Mr. Kozlosky introduced new TDM Coordinator, Nick Cannon. Mr. Cannon expressed appreciation and gave a brief overview of his professional experience.

Mr. Kozlosky stated that he anticipates an offer to be made by the end of the week to fill the remaining Associate Transportation Planner position.

**b. Cape Fear Moving Forward 2045 Transportation Plan**

Ms. Lorenzo stated that the last regional open house will be held tonight at City Hall. She noted that the online public input map and transportation survey will be live until July 31<sup>st</sup>. She encouraged members to continue to promote participation. She added that public outreach will continue in June and July at farmers markets, the New Hanover Regional Medical Center, and other group functions, in addition to email campaigns and social media posts.

Mr. Kozlosky requested that members continue to push the online survey and interactive map. He noted that the other updates are included in the agenda packet.

## 8. Announcements

### ➤ WMPO Bike Month Events

Mr. Kozlosky stated that the River to the Sea Bike Ride was well attended by about 400 participants on May 5<sup>th</sup>.

Ms. Lorenzo stated that letters were sent to New Hanover, Brunswick and Pender Schools regarding a programmed Bike to School Day. She noted that none requested any help from the MPO. However, Parsley Elementary School held an event.

Mr. Kozlosky stated that Bike to Work Week is currently in progress.

Ms. Lorenzo pointed out that there is still time to pledge participation in Bike to Work Week online and on the social media sites.

### ➤ Cape Fear Moving Forward 2045 Open Houses

- Leland Town Council Chambers – May 8<sup>th</sup>
- Hampstead Annex Auditorium – May 10<sup>th</sup>
- NHC Senior Center – Monday, May 14<sup>th</sup>
- Wilmington City Council Chambers – May 16<sup>th</sup>

### ➤ NCDOT Dock/3<sup>rd</sup> Street Improvements Public Meeting – May 21<sup>st</sup>

### ➤ Next TCC meeting – June 13<sup>th</sup>

Mr. Serkin stated that the NC Board of Transportation will consider multiple resolutions on raising the ferry toll rate. He noted that the Board of Transportation will meeting in Wilmington in June.

Mr. Kozlosky stated that the Multimodal Committee will meet on May 30<sup>th</sup> in Raleigh and will provide a recommendation to the Board of Transportation, which meets in Wilmington on June 27<sup>th</sup> and 28<sup>th</sup>.

## 9. Adjournment

With no further items, the meeting was adjourned at 11:43 a.m.

**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.**