

**Citizens Advisory Committee**  
**6<sup>th</sup> Floor Conference Room, 320 Chestnut Street**  
**Wednesday, February 14, 2018**  
**Meeting Minutes**

**Members Present:**

Laura Padgett, Chair, City of Wilmington  
David Hollis, Brunswick County  
Sallie Rochelle, Pender County  
Jason Windham, City of Wilmington  
Harold King, Town of Wrightsville Beach  
Stuart Smith, Town of Belville  
Terry Obrock, Town of Leland  
Valorie Hatten, Town of Navassa  
Vanessa Lacer, Cape Fear Public  
Transportation Authority  
Neal Andrew, NC Board of Transportation

**Others Present:**

Mike Kozlosky, Executive Director, 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 2:02 p.m.

**2. Approval of Minutes – January 10, 2018**

Mr. King made a motion to approve the minutes of January 10, 2018, seconded by Mr. Andrew, and the motion carried unanimously.

**3. Alternative Funding Sources from the 2040 MTP**

Mr. Kozlosky stated that alternative funding sources identified for the previously adopted plan would serve as a starting point for developing new ones.

Ms. Lorenzo gave an overview of the eight alternative funding sources from the 2040 MTP. These sources were used to bridge the gap between the cost of proposed transportation improvement projects and available funding. These sources include a fee on vehicle registration, and taxes on local sales, motor vehicle licenses, vehicle rentals and statewide auto parts. She noted that two of the options, transportation bonds and tolling, are project oriented.

Mr. Kozlosky pointed out that a discussion regarding the Cape Fear Crossing as a toll facility is scheduled for the next MPO Board meeting. A brief question/answer and discussion period was held.

**4. Update on Public Connection Activities**

Mr. Kozlosky stated that the Northeast Library is available for the kickoff event on April 3<sup>rd</sup> or April 10<sup>th</sup>. He proposed an open house/presentation/open house format.

It was the consensus of the group to schedule the event for April 3<sup>rd</sup> at the Northeast Library.

Mr. Kozlosky stated that eight logos have been provided by the consultant and requested feedback from the Committee.

Members selected first and second choices, and then narrowed it down to a top choice.

It was the consensus of the Committee to choose the logo with a dash, arrow and squiggly line to symbolize the multi-modal nature of the plan.

#### **5. Modal Sub-committee Composition and Roles**

Mr. Kozlosky gave an overview of the representative groups for each of the modal subcommittees.

Ms. Padgett stated that CAC members were added to all subcommittees requested, and should clarify their preference for serving on a single or multiple subcommittees.

For the Aviation Subcommittee, members suggested a general aviation representative and a member from the Chamber of Commerce.

Ms. Padgett suggested that the Chamber should be represented on the other subcommittees as well by different individuals. A brief question/answer and discussion period was held.

Ms. Padgett suggested that a joint meeting be held with the Rail/Freight Subcommittee and Public Transportation Subcommittee.

Mr. Kozlosky pointed out that Amtrak is represented on both subcommittees.

Ms. Lacer commented that it would be redundant for her and Mr. Eby to represent Wave Transit on the same subcommittee.

Ms. Padgett requested that Mr. Glenn Harbeck represent the City of Wilmington regarding the Rail Realignment Project, and a representative of New Hanover Social Services.

Ms. Rochelle suggested that a representative from the hospital be added.

Following a brief discussion, Ms. Padgett requested that the revised list of representatives be sent to Committee members.

#### **6. Presentation on Emerging Technologies: Part 1 – Autonomous Vehicles**

Mr. Kozlosky stated that this is the first of a three-part series on emerging technologies. He advised that the new plan will need to consider emerging technologies, which are expected to evolve rapidly throughout the duration of the plan.

Mr. O'Brien gave an overview of five stages of autonomous vehicles. He noted that each stage is expected to dominate for several years; although the technologies would be mixed along the way. He noted that assisted technology is already in use, and will increase in the next phase in order to keep vehicles within their lanes. The third phase will focus on safety and accident avoidance, which will affect driver behavior. Full autonomy is expected at certain locations and under certain conditions in the fourth phase. And the fifth and final phase would evolve to completely driverless vehicles by the 22<sup>nd</sup> century.

Mr. O'Brien stated that experts are divided regarding a potential shared-use model that excludes private vehicles. He noted that examples already exist of autonomous public transit. He added that autonomy is advancing more rapidly for freight than for passenger vehicles, due to the financial incentive.

Mr. O'Brien gave an overview of the impact to infrastructure. He noted that curbside management will become more challenging than parking. He added that congestion may also worsen, requiring a new demand management model.

Mr. O'Brien gave an overview of the impact to public transit. He noted that demand has been decreasing incrementally due to services such as Uber and Lyft. He pointed out that autonomy may cause some labor issues. He added that public transit might embrace autonomy and avoid labor issues by filling transportation gaps.

Mr. O'Brien stated that the autonomous vehicle lobby is currently focusing on federal and state levels. However, the federal level is devolving decision making to the states. Several states have adopted preemptive laws to revoke city authority to make roads more compatible with autonomous vehicles. Although these vehicles will stop for pedestrians; some experts are also concerned regarding the criminalization of walking.

Mr. O'Brien stated that smart infrastructure (intelligent information systems) will be necessary for full autonomy, since these vehicles communicate with each other and other infrastructure. He noted, however, that infrastructure changes are expected to be small and inexpensive, such as paint and embedded sensors. A question/answer and discussion period was held.

Mr. O'Brien gave an overview of traditional sources of revenue. He stated that many would be irrelevant to autonomous vehicles. He noted that these vehicles will increase safety and personal productivity, eliminate the need for parking, open up country-sided development, have the potential to eliminate cycling and walking on many streets, and may increase congestion and the demand for new facilities. He provided a few policy statements regarding autonomous vehicles in preparation for the future.

Ms. Padgett requested that these be forwarded to the Committee for further consideration.

Mr. Obrock requested a middle-of-the-road statement as well.

In response to an inquiry by Mr. Hollis, Ms. Padgett agreed that the policy statement should be finalized in a year or so at the end of the 2045 Plan process.

## **7. Additional Items**

Ms. Padgett stated that the next meeting of the CAC would be held on March 14<sup>th</sup>.

Mr. Kozlosky stated that the meeting will be held at 320 Chestnut Street in the 6<sup>th</sup> floor conference room. He noted that the current room will be undergoing renovation and will no longer be available.

## **8. Adjournment**

With no further business, the meeting was adjourned at 3:48 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.**