

Board Meeting Minutes
6th Floor Conference Room, 320 Chestnut Street
Wednesday, June 27, 2018

Members Present

David Piepmeyer, Pender County
Pat Batleman, Town of Leland
Neil Anderson, City of Wilmington
Charlie Rivenbark, City of Wilmington
Jonathan Barfield, Cape Fear Public
Transportation Authority
Noreen Slattery, Town of Belville
John Ellen, Town of Kure Beach
Hank Miller, Town of Wrightsville Beach

Skip Watkins, New Hanover County
Frank Williams, Brunswick County
Eulis Willis, Town of Navassa

Others Present

Mike Kozlosky, Executive Director, WMPO
Chad Kimes, NCDOT
Matt Nichols, Attorney

1. Call to Order

Mr. Piepmeyer called the meeting to order at 3:01 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. Zimmer and Mr. Shuttleworth have requested to be excused from today's meeting. Mr. Rivenbark made a motion to excuse the absences of Mr. Zimmer and Mr. Shuttleworth. Mr. Miller seconded the motion, and it carried unanimously.

4. Approval of the Agenda

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

5. Public Comment Period

Mr. Alvin Rogers spoke to the Board regarding changes to College Road and Oleander Drive proposed by NCDOT. He displayed a map and distributed a summary of his points. He expressed concerns regarding Plan A, and proposed a one-way pair northbound at College Road for 1.5 miles from Wilshire Boulevard to Shipyard Boulevard, and southbound at Kerr Avenue. He noted that this would reduce the eight-phase light at Oleander Drive to four phases. He requested that DOT take a closer look at the one-way pair alternative.

A brief question/answer and discussion period was held.

Mr. Walt Conlogue signed up to speak to the Board about the Oleander Drive and College Road Improvements as well; but relinquished his time to Mr. Rogers.

In response to an inquiry by Mr. Andrews, Mr. Kozlosky stated that NCDOT will hold a public meeting tomorrow night at UNCW regarding a number of different projects on College Road from Gordon Road to Carolina Beach Road including this interchange. He added that the Department is expected to present three alternatives (at-grade and grade separated), collect feedback, and present a recommendation at a later date.

Mr. Andy Koeppel spoke to the Board regarding Item 8b. He expressed appreciation to the WMPO for financial assistance, and requested the Board's support.

6. Presentations

a. REAL ID – Blake King, NCDOT

Mr. King gave an overview of the REAL ID program that resulted from the 2005 REAL ID Act, an effort of the 9/11 Commission to improve travel safety. He noted that the North Carolina's policies were implemented in May of last year, with the latest deadline set for October 2020. He estimated that about half of the 8 million holders of IDs and driver's licenses in North Carolina will opt for a REAL ID to facilitate travel, and that only about 10% of North Carolinians have passports.

Mr. King stated that the REAL ID is available for learner's permits and ID cards as well driver's licenses. He displayed an example of the new pink REAL ID license marked with a star that has about 15 federal security features. He noted that an ID without these measures will be labeled, "not for federal identification," and will require additional proofs of identity to pass through TSA, federal courthouses, properties and agencies, military bases, and nuclear sites. He added that both IDs are valid for driving and banking purposes.

In response to an inquiry by Mr. Rivenbark, Mr. King stated that the state of Georgia made REAL ID mandatory, which created a rush and a lengthy wait times.

Mr. King gave an overview of the valid forms of documentation to establish identity, social security number, North Carolina residency, and name change, if applicable. He encouraged travelers to get a REAL ID now in order to avoid any delays in the near future.

A question/answer and discussion period was held.

b. Direct Attributable Project Update – Amy Kimes, WMPO

Ms. Kimes gave a presentation/update on Direct Attributable (DA) projects. She stated that the MPO began receiving federal funds in 2013. From 2013 to 2017, there has been a competitive call for projects throughout the region, which projects were scored and awarded funds. However, many estimates were low and the projects needed additional funds. She noted that Board agreed in January to use the 2018 allocation to cover the shortfalls.

Ms. Kimes stated that to date, the program has brought to the region \$19.6 million (\$15.8 million in federal highway/\$3.8 million local match) in pedestrian, bicycle, Wave Transit projects and studies. She gave an overview by jurisdiction of the awarded projects and the status of each.

c. Emerging Technologies for Signs/Signals – Fred Royal, WMPO

Mr. Royal gave a presentation on Intelligent Transportation Systems (ITS), the fourth and last in the series on emerging technologies. He noted that ITS is relevant to signalization and minimizing traffic delays. He gave an overview of the history of signals and of current systems. He pointed out that software, hardware and interconnectivity are the necessary considerations for implementing ITS.

Mr. Royal gave some examples of types of ITS. He stated that Wilmington has GPS in some fire trucks and will be adding it to more of them. He noted that 37 CCTV cameras around the city provide real-time video monitoring; but no analytics. In addition, variable message signs along major interstates provide motorists with real-time information.

Mr. Royal gave reasons for ITS. He stated that the technology provides efficiencies to keep traffic moving, reduce congestion, and increase public safety at pedestrian crossings and for emergency response. He gave some examples of real-time analytics and pre-emption capabilities of GPS on fire trucks. He pointed out that ambulances are not equipped with these devices and might be an opportunity for an upgrade.

Mr. Royal stated that the technology requires infrastructure including cell phone or fiber optic communications. He noted that new DOT projects prefer fiber, which connects cameras and monitoring equipment data linked to a motherboard that enables real-time analytics. He added that GPS relies on connectivity other than fiber. He also gave some examples of radar enhanced railroad crossings.

Mr. Royal stated that ITS continues to evolve and its implementation requires a cost-benefit analysis. He noted that it can reduce CO₂ emissions and assist engineers with analytics, which become increasingly valid with larger, more complex systems. He added that Ethernet/fiber is a priority in the 2040/2045 plan. He recommended testing ITS first as a pilot program wherever possible.

7. **Consent Agenda**

- a. **Approval of Board Meeting Minutes – May 23, 2018**
- b. **Resolution approving 2018-2027 STIP/MPO TIP Amendment #18-2**
- c. **Resolution approving 2018-2027 STIP/MPO TIP Administrative Modification #18-5**
- d. **Resolution supporting Targets for Performance Measures Established by NCDOT**
- e. **Resolution supporting the North Carolina Ports Authority's BUILD grant application for the modernization to the Container Gate Complex at the Port of Wilmington**
- f. **Opening of the 30-day public comment period for 2018-2027 STIP/MPO TIP Amendment #18-3**

Mr. Williams made the motion to approve Consent Agenda, seconded by Mr. Watkins, and the motion carried unanimously.

8. **Regular Agenda**

- a. **Resolution requesting the North Carolina Department of Transportation accelerate the Rail Improvement Project to the CSX Rail line in Wilmington the Draft 2020-2029 State Transportation Improvement Program**

Mr. Kozlosky stated that the City of Wilmington, Wilmington MPO, and North Carolina Department of Transportation completed a Traffic Separation Study (TSS) that looked at the upgrade of 26 at-grade crossings throughout the City. He noted that the TSS was adopted by the City Council as well as the MPO Board. He reminded members that the Board also received a presentation regarding the Wilmington Landside Rail Improvements serving the Port of Wilmington to move trains safely through the community, including an opportunity to increase the speeds of trains through the City from 10 mph up to a maximum of 25 mph.

Mr. Kozlosky stated that this project was submitted through Prioritization 5.0 and was the highest scoring rail project funded through the Statewide tier. The proposed funding schedule would fund the project for right-of-way in 2025 and construction in 2027. He noted that this resolution requests that DOT accelerate the project in the draft STIP to be released in January of 2019, and to support the efforts of the Port of Wilmington.

In response to an inquiry by Mr. Piepmeyer, Mr. Kozlosky stated that the value of this project is \$41 million.

Mr. Watkins expressed concerns regarding the impacts of increased speed to public safety. Mr. Kozlosky responded that the project includes track rehabilitation and improvements to curvature of the rail.

Ms. Ayers stated that the proposed safety improvements to the rail and bridge would accommodate increased speeds; which will remain at the discretion of the railroad.

In response to an inquiry by Mr. Anderson, Mr. Kozlosky stated that an opportunity to double stack will exist.

Mr. Rivenbark expressed concerns regarding not making the improvements.

Mr. Kozlosky reminded the Board that this is a short-term improvement with a long-term goal of relocating the rail across the river.

Mr. Piepmeyer expressed concerns regarding the expense of the short-term investment.

Mr. Anderson made a motion to approve the Resolution requesting the North Carolina Department of Transportation accelerate the Rail Improvement Project to the CSX Rail line in Wilmington the Draft 2020-2029 State Transportation Improvement Program.

Mr. Williams seconded the motion, and it carried unanimously.

b. Resolution supporting the allocation of Direct Attributable funds to the Cape Fear Public Transportation Authority for the Wilmington Multi-modal Transportation Center

Ms. Kimes reminded members that on January 17, 2016, the MPO Board awarded the Cape Fear Public Transportation Authority \$2.4 million for the construction of the Wave Transit Multi-Modal Transportation Center. Since that time, the project went to bid and came in at \$3.5 million (over budget). She noted that Wave is requesting an additional \$1.7 million to fund the project with an ability to ask for an amount for ADA and maintenance operations instead of the \$2.2 million indicated in the memo included in the meeting agenda packet.

In response to an inquiry by Mr. Piepmeyer, Ms. Kimes stated that the STPBG balance for fiscal years 2013 through 2018 minus additional requested funds for projects based on engineering estimates is \$104,000. She noted that the Omnibus balance of \$641,000 can only be used for the construction of projects. (She added that Fiscal Year 2019 funds of \$2.4 million are available after subtracting existing commitments for the UPWP and \$375,000 to NCDOT for the Cape Fear Crossing study, leaving a balance of about \$280,000 in STPBG funds.) She noted that the \$653,000 in TASA funds and the Omnibus funds would be unavailable to Wave Transit.

Mr. Kozlosky stated that a substitute resolution has been distributed to members indicating the revised request of \$1.7 million.

Mr. Williams expressed concerns regarding the impact to other projects. Mr. Kozlosky reminded the Board that no call for projects has been made for fiscal year 2019. He noted that the City of Wilmington would like to submit for additional funds for signal preemption.

He comment that Wave's request would allow the MPO to spend some of the money and to fund a much needed project.

Ms. Kimes stated that the majority of jurisdictions are trying to get through a backlog of projects. She noted that no one has made any requests except the Wilmington Fire Department for additional pre-emption.

Mr. Kozlosky stated that any remaining balance after the \$1.7 million awarded for the Multi-Modal Center, UPWP funding up to \$350,000, a \$500,000 allocation for Wave operations, preventative maintenance and ADA, could be used for fiscal year 2019 overruns. He added that the MPO would then focus on preparing a call for projects and fill in the slots for a 2020 through 2025 program.

A lengthy question/answer and discussion period was held. Mr. Eby assured members that some value engineering has been done to reduce the cost of the Multi-modal project; however, some of the federal transit requirements are outside Wave's control. He expressed confidence that an award could be made following the last round of bids closing July 3rd.

Mr. Barfield pointed out the importance of Multi-Modal Center project to the region.

Mr. Williams made a motion to approve the Resolution supporting the allocation of Direct Attributable funds to the Cape Fear Public Transportation Authority for the Wilmington Multi-modal Transportation Center, seconded by Mr. Barfield.

Several Board members expressed concerns regarding the upcoming bid. Mr. Eby responded that any remaining balance could be flexed to other construction projects.

Mr. Piepmeyer and Mr. Watkins suggested waiting until the bids are received.

Mr. Williams suggested changing the language of the resolution "for an amount not to exceed \$1.7 million."

Mr. Kozlosky pointed out that a timing issue exists with transferring funds from the Federal Highway Administration to the Federal Transit Administration.

Mr. Williams and Mr. Barfield agreed to the modified motion and second to approve the resolution with revised language to include "for an amount not to exceed \$1.7 million." Following further discussion, the motion carried unanimously.

9. Discussion

a. Bike Share Update

Mr. Cannon gave an overview of bike share programs – docked, stationed and dockless/free roaming. He reviewed the bike share vendor search timeline, which the MPO sent out an RFP in October, and received four responses (Bewegen, Lime, GOTCHA and Pace). He noted that the Bike Share Selection Committee invited the three vendors offering a no-cost option (GOTCHA, Lime and Pace) to give an in-person presentations to the Committee. The Committee voted 5-4 to recommend Pace as the bike share vendor for the MPO region. He reminded members that this is merely a recommendation for the jurisdictions.

In response to an inquiry by Mr. Watkins, Mr. Cannon stated that Lime Bike was the second choice. He noted that the Committee preferred the stationed option that Pace offers, over the free roaming option of Lime.

Mr. Cannon reminded members that each jurisdiction will shape its own policies and ordinances regarding bike share programs. He gave further details about the program.

Mr. Kozlosky stated that the next step will be to reach out to municipalities and counties to determine if any interest exists and who to contact if it does. He noted that the City of Wilmington and New Hanover County have expressed an interest, that CFCC would be contacted; but that UNCW already has a bike share program. He suggested that administrators of any other interested jurisdictions contact the MPO for further information.

Mr. Ellen expressed interest in arranging a presentation from Pace.

A question/answer and discussion period was held.

b. 2018-2027 STIP/MPO TIP Administrative Modification #18-6

Mr. Kozlosky stated that the proposed STIP modifications are for information purposes only, and will be brought back for consideration at the next meeting of the Board.

c. Prioritization 5.0 Draft Regional Impact Scores

Mr. Kozlosky reminded the members that draft scores are included in the agenda packet. He stated that a 30-day public comment period was held and yielded only one comment. He noted that NCDOT requested that the MPO consider assigning 100 points to improve the ramp or interchange at US-17 Business and US-17 Bypass in Porters Neck.

Mr. Kozlosky stated that staff has provided a list of the lowest scoring projects with points assigned according to them according the approved local input methodology. He noted that the lowest scoring project is the restoration of the Wallace to Castle Hayne corridor. He added that the MPO assigned points to this project based on its being included in the MPO strategic business plan and a priority for the Board.

Mr. Kozlosky stated that the next lowest projects are the relocation of the rail line, which was also assigned points based on its being included in the MPO's strategic business plan, followed by the widening of 133 in Brunswick County between Jackey's Creek and Rabon Way. He noted that the MPO also assigned 100 points to three Cape Fear Crossing projects - one as whole and two segments. He advised the Board that it can reallocate 100 points from one of the projects based on the local input methodology to the requested DOT project if desired.

Mr. Piepmeyer explained that he and Ms. Battleman had requested the list of lowest scoring projects with the intention of minimizing the discussion and facilitating a decision.

Mr. Kozlosky advised that the MPO is required to approve its local point assignment by July 27th and that the next Board meeting is July 25th. He noted that justification will be necessary for any deviation from the adopted local input methodology. He added that reallocating points to this project would be justified as a safety and capacity issue that the Board desires to fund prior to restoration of the rail line between Wallace and Castle Hayne, for example. He noted that projects not funded at the Regional Impact tier will cascade to the Division Needs level.

A lengthy question/answer and discussion period was held.

Mr. Barfield expressed concerns regarding relinquishing the Wallace to Castle Hayne rail line project with economic benefits for the region in favor of improving the ramp.

In response to an inquiry by Mr. Williams, Mr. Kozlosky stated that it would be difficult to get the two lowest scoring projects funded at the Division tier. However, not scoring the projects based solely upon expense might be viewed as a lack of importance.

Mr. Anderson pointed out that the ramp is a current need.

Mr. Williams concurred that the ramp project is a current need, and that points should be assigned to the rail line at the lower tier to keep it a viable project.

In response to an inquiry by Mr. Watkins, Mr. Kimes advised that if funded the ramp can be designed and built within three years. He noted that the project is scoped, 25% percent designed, and most of the land has been acquired.

Mr. Kozlosky stated that staff would bring this Item back with the revision to the Board.

d. Cape Fear Moving Forward 2045 Project Submittal Form

Ms. Lorenzo stated that staff has developed a project submittal form. She noted that the 2045 Plan is in the midst of its public outreach phase. She added that the modal subcommittees will begin meeting in July with a focus on developing goals and objectives. She noted that staff is in the process of assembling preliminary project lists for consideration by the subcommittees.

Ms. Lorenzo stated that project ideas will come from three sources: public outreach that closes on July 31st, projects compiled from adopted plans, and those submitted by member jurisdictions. She noted that the project submittal form will be used by the consultant to calculate planning level cost estimates. She encouraged members to discuss any projects of interest with their respective planning staffs, and to have them submitted by the July 31st deadline.

In response to an inquiry by Mr. Ellen, Ms. Lorenzo stated that some member jurisdictions may already have projects in mind. However, staff is available to assist jurisdictions with the form, which is also available in a portable document format (PDF).

A brief question/answer and discussion period was held. Members of the Board requested that required and optional fields be identified on the form.

Mr. Williams requested a presentation on the various MPO plans. Mr. Kozlosky stated that one would be given along with an update on public outreach efforts at the next Board meeting.

9. Updates

a. MPO Staffing

Mr. Kozlosky stated that although he had hoped to achieve full staffing by July 9th, a resignation has been received. He noted that the Associate Transportation Planner position is currently being advertised and applications due by July 1st. He added that a new staff member is anticipated to start on July 9th.

Mr. Kozlosky stated that the rest of the updates are included in the agenda packet.

10. Announcements

Mr. Kozlosky announced that a public meeting will be held tomorrow night at UNCW's Burney Ballrooms from 4:00 p.m. to 7:00 p.m. for the College Road improvements discussed earlier in the agenda. He added that an elected officials meeting will be held from 3:00 p.m. to 4:00 p.m. regarding this project prior to the public comment period.

Mr. Piepmeyer stated that the next MPO Board meeting is scheduled for July 25th. He noted that he will not be present, and that Ms. Batleman will preside.

Mr. Piepmeyer requested a motion to hold a closed session to preserve the WMPO's attorney-client privilege. Mr. Rivenbark made the motion, which was seconded Mr. Williams, and the motion carried unanimously.

Mr. Willis left the meeting.

The meeting recessed and went into closed session.

The meeting reconvened and returned to open session with all members present as mentioned above except Mr. Willis and Mr. Barfield.

Mr. Piepmeyer stated that no action was taken other than give direction to the MPO's attorney regarding matters of attorney-client privilege related to Map Act litigation.

11. Adjournment

With no further business, the meeting was adjourned at 5:13 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.**