

**Wilmington Urban Area  
Technical Coordinating Committee  
Wednesday, July 17, 2019  
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  
Dylan McDonnell, New Hanover County  
Granseur Dick, Wilmington International  
Airport  
Cheryl Page, Town of Belville  
Ashli Barefoot, Town of Leland

Barnes Sutton, Town of Navassa  
Travis Henley, Pender County  
Allen Serkin, Cape Fear Council of  
Governments  
Caitlin Marks, NCDOT Division of  
Highways  
Nazia Sarder, NCDOT Planning  
Megan Matheny, Cape Fear Public  
Transportation

**1) Call to Order**

Mr. Kozlosky called the meeting to order at 10:00 a.m.

**2) Approval of the Agenda**

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

**3) Presentation**

**a. Go Coast Annual Report – Nick Cannon, WMPO**

Mr. Cannon gave the annual report of Go Coast Program, which included the following:

- **Commuter Friendly Employer Program** – new initiative to recognize employers who offer incentives for alternate transportation
- **Be A Looker Campaign** (April - September) – 200 pledges
- **Commuter Challenge** (October) – 723 participants; several thousand trips; more than 26,000 miles, more than 18,000 pounds of CO<sub>2</sub> emissions reduced
- **River to Sea Bike Ride** (May) – 400 participants, most to date
- **Bike to Work Week** – 68 recorded participants
- **Bike Share** – City of Wilmington signed an agreement in May with Zagster, which is currently seeking title sponsors to fund the program
- **Marketing** – >1,500 likes and >1,000 followers on Instagram
- **Go Coast Committee** – 16 members, meets quarterly
- **Go Coast Web Site** – currently under development

A brief question/answer and discussion period was held regarding the Bike Share Program.

**b. Bike/Pedestrian Web Application – Michael Madsen, WMPO**

Mr. Madsen gave an overview of the Bike/Pedestrian Web Application, which was developed in response to the needs of member jurisdictions, the Bike/Pedestrian Advisory Committee and the Go Coast Committee. He stated that the web app shows Bike/ Pedestrian facilities for the WMPO region. He noted that the app is interactive and mobile friendly, allowing users to zoom in and out for data on each facility including parks, hiking and biking trails, sidewalks and

crosswalks. He added that more trails and parks can be added easily to the application.

Mr. Madsen stated that data is collected in various formats from member jurisdictions. He noted that an intern will be hired soon to assist staff in identifying, collecting and streamlining any missing data. He added that the data will be centralized and accessible for download from the WMPO web portal page.

A brief question/answer and discussion period was held.

Ms. Barefoot expressed appreciation for the data support.

Mr. Kozlosky expressed regret that this would be Mr. Madsen's last meeting, since he has accepted a position with NCDOT.

#### 4) **Consent Agenda**

- a. **Approval of TCC Meeting Minutes – May 15, 2019**
- b. **Resolution adopting the Wilmington Urban Area Metropolitan Planning Organization's Title VI Program Plan**
- c. **Resolution approving 2018-2027 STIP/MPO Transportation Improvement Program Administrative Modification #19-3**

Ms. Barefoot requested to pull Item 4b (Resolution adopting the Wilmington Urban Area Metropolitan Planning Organization's Title VI Program Plan) for further consideration.

Ms. Barefoot made a motion to approve the Consent Agenda, Item 4a and Item 4c, and to forward these items to the MPO Board for consideration. Mr. Bennett seconded the motion, and it carried unanimously.

Ms. Barefoot requested to add her name, Ashli Pirozzi as the Leland TCC member in the Title VI Program Plan. She made a motion to approve as amended the Resolution adopting that Wilmington Urban Area Metropolitan Planning Organization's Title VI Program Plan. Ms. Avery seconded the motion and it carried unanimously.

#### 5) **Regular Agenda**

- a. **Resolution approving the naming of the NC Ferry Division Tugs**

Mr. Kozlosky stated that the Ferry Division has a tradition of naming tugs after cities and regions, and has requested that MPOs and RPOs support resolutions approving the proposed names of tugs. He noted that the name proposed for the tug in this region is "The Cape Fear."

Mr. Serkin made a motion to approve the Resolution approving the naming of the NC Ferry Division Tugs. Ms. Avery seconded the motion, and it carried unanimously.

- b. **Resolution approving the allocation of 2020-2021 Surface Transportation Block Grant- Direct Attributable and Transportation Alternatives- Set Aside Funding for the Wilmington Urban Area Metropolitan Planning Organization**

Ms. Kimes stated that the MPO recently closed its call for projects for Transportation Alternatives Set Aside (TASA) and Surface Transportation Block Grant (STBG) program funds. She noted that the following projects were proposed:

**TASA:**

1. **Town of Carolina Beach/NCDOT - US 421 Lake Park/Hamlet Avenue Intersection Improvements**

**STBG:**

1. **City of Wilmington/New Hanover County Fire/New Hanover Regional Medical Center – traffic signal preemption**, expanding the system to create main corridors on Market Street, Carolina Beach Road, and College Road to allow for quicker response times and facilitate access to the hospital
2. **Town of Wrightsville Beach – West Salisbury Street Streetscape**
3. **City of Wilmington – Wilmington Multi Modal Center Phase 1b** for additional office space
4. **Town of Carolina Beach – St Joseph/Lewis Drive Bike Lanes**
5. **The Friends of the Wilmington Rail Trail – Wilmington Rail Trail: Phase 1 Development**

Ms. Kimes stated that staff recommends approval for all proposed projects except the Phase 1 Development Project proposed for the Wilmington Rail Trail project downtown, which is more of a feasibility study than a construction project. She requested a discussion for moving forward with the proposal and suggested that funds might be flexed to Planning Funds PL104(f) for a master plan study of the entire corridor.

A brief question/answer and discussion period was held.

Ms. Kimes expressed concerns that the two-year program would leave unspent funds of \$202,000 in TASA and \$2.7 million in STBG, which includes the Omnibus funds and the extra \$1.5 million project funds traded with NCDOT. She advised that the TASA funds should be spent first, and recommended that any STBG projects that qualify be shifted to TASA.

A discussion was held. Ms. Marks commented that the three-month call was adequate. Mr. Haire expressed concerns regarding the call for projects competing with municipal budget preparation. Mr. Serkin suggested an open call when funds are not fully expended. Ms. Kimes reminded members that TASA funds (\$233,000) require a competitive process; and STBG funds do not. It was the consensus of the group to propose an additional call for projects for noncompetitive funds when available.

Following further discussion, Ms. Avery made a motion to approve the Resolution approving the allocation of 2020-2021 Surface Transportation Block Grant- Direct Attributable and Transportation Alternatives Set Aside funding for the Wilmington Urban Area Metropolitan Planning Organization. Mr. Bennett seconded the motion, and it carried unanimously.

**6) Discussion**

**a. Cape Fear Moving Forward 2045 Red-Line Analysis**

Ms. Leta Huntsinger, WSP, gave an overview of project costs, data sources, and funding amounts. She stated that in addition to project details provided by staff, cost estimation tools were provided by NCDOT for the Roadway and

Bicycle/Pedestrian modes to estimate construction costs. For the other modes, historic information was available from NCDOT through the State Transportation Improvement Plan (STIP), WAVE Transit and the airport in the form of their capital improvement programs.

Ms. Huntsinger stated that right-of-way costs are typically determined by averaging land value. However, due to the variety of land values within the region, tax data was reviewed to separate them into districts of average values by land use type – residential, commercial and undeveloped.

Ms. Huntsinger stated that the projects were sorted into five-year increments and adjusted for increased costs over time. She noted that cost estimates for light rail have been included separate from the Wilmington Rail Realignment project. She added that light rail is a special case that was not included in the overall estimation.

Ms. Huntsinger gave an overview of alternative funding sources. She stated that after further research several alternates were stricken due to lack of viability. She noted that the remaining alternate funding sources in 2020 dollars over the life of the plan include the following:

- **Quarter-cent (¼ ¢) Local Option Sales Tax (General Transportation or Transit)** – noting that only portions of Brunswick and Pender County within the MPO would apply – **\$6.12 million**
- **Driver’s License Tax (\$5 annual fee)** – noting data challenges regarding the number of registered vehicles – **\$25 million**
- **Vehicle Registration Fee (\$7 per vehicle)** – also noting data challenges regarding the number of registered vehicles – **\$40 million**
- **Vehicle Rental Tax (5%)** – noting the current lack of Brunswick and Pender rental facilities - **\$29 million**
- **Bicycle Registration (\$10 annually)** – noting the difficulty in estimating bicycle ownership – **\$7 million (conservative estimate)**

In response to an inquiry by Mr. Kozlosky, Ms. Huntsinger stated that she did not research bonding revenue. In addition, none of the project specific sources such as STI or tolls were researched. She commented that alternate funding sources are for a later discussion after the fiscally constrained list has been established.

In response to an inquiry by Mr. Cannon, Ms. Huntsinger stated that in more recent years, the state legislature has made impact fees more difficult. She commented that although marina and dockage fees are already in use, their use is currently unknown. She speculated that they would be less viable for regional transportation projects, as would those that capture tourism dollars. Additionally, she advised that only sources backed by local elected officials be recommended.

Mr. Bennett pointed out that the citizens of Wilmington have responded favorably to funding transportation needs.

Ms. Lorenzo gave an overview of the process for project selection leading up to the redline lists. She stated that WSP provided 2020 cost estimates for the

ranked projects. In addition, a 3% inflation factor was applied for out years in five-year increments from 2025 through 2045. She noted that the projects have been color-coded to categorize projects as funded, fiscally constrained, and unfunded. She added that comments by the Citizens Advisory Committee (CAC) have also been included.

In response to an inquiry by Mr. Serkin regarding remaining fund balances, Ms. Lorenzo stated that funding is specific to each mode.

Mr. Dick pointed out that Aviation is more dependent on carriers adding services and industry-wide security changes than on transportation or tourism growth trends across the region. He noted that projections beyond five years focus more on maintenance and life cycles. He added that a buffer is appreciated to help address changes.

Mr. Serkin expressed concerns regarding the list being representative of the likelihood of (Direct Attributable) funding sources. Mr. Kozlosky responded that these projects are eligible for DA funding. He noted that the intention is to cross projects off the list rather than to add to the list.

Ms. Lorenzo pointed out that the project at the top of the Bike/Pedestrian list is ranked eighth. She noted that that the CAC suggested placing an emphasis on Bike/Pedestrian projects that cost \$5 million or less, as well as multi-use paths, and bike paths not on high-traffic corridors.

Ms. Lorenzo continued with an overview of the modal project lists. She stated that staff was able to identify funding for the list of Ferry projects by reworking project costs.

In response to an inquiry by Mr. Serkin, Ms. Lorenzo stated that the Southport facility is needed to be a shared facility, although outside the MPO's boundaries.

Ms. Lorenzo pointed out that some of the larger freight/rail projects, such as the Wilmington Rail Realignment and the re-establishment of the Wallace to Castle Hayne rail line, will require alternative funding sources such as grants. She noted that the CAC expressed a desire to separate passenger/light rail projects from Public Transportation projects due to the lack of historical data.

In response to an inquiry by Mr. Kozlosky, Ms. Lorenzo stated that Multi-modal Center, Phase 1B was pulled from the list. She noted that DA funds were not included in the financial forecast for Public Transportation. Although, DA funds have been given to WAVE for operational and maintenance purposes in the past.

Ms. Lorenzo stated that the CAC requested to include RW-160, Lanvale and Old Fayetteville Road Intersection Improvements, and RW-78, Old Fayetteville Road Widening. In order to accommodate them, staff removed RW-214, ranked 12<sup>th</sup>, Airlie Road/Eastwood Road Intersection Improvements. She added that the fiscally constrained project list includes a high-rise bridge to Wrightsville Beach.

Ms. Marks stated that NCDOT is improving the Lanvale and Old Fayetteville signal through high-impact/low-cost funds.

Mr. Serkin pointed out that these lists may need to be revised when the State Transportation Improvements Program (STIP) is adopted.

Ms. Lorenzo responded that the draft STIP has informed the project lists thus far.

Mr. Kozlosky stated that staff should know more in two weeks when the Board meets. He noted that NCDOT will present the draft to the Board in August, with final consideration to follow in September.

Ms. Lorenzo reminded the Committee that this red-line analysis is merely for discussion, and that a final version would be brought back in August.

Mr. Henley pointed out that the US 17 Super Street (U-5732) was not submitted as part of the corridor listed in committed projects; but as an extension from the northern end of U-5732 to the MPO boundary.

In response to an inquiry by Mr. Serkin, Mr. Kozlosky stated that the Rail Realignment would be included in the discussion regarding alternate funding sources after the red-line analysis is approved.

**b. 2018-2027 STIP/MPO Transportation Improvement Program Administrative Modification #19-3**

Mr. Kozlosky stated that this item is for informational purposes only, and will be brought back during the next meeting of the TCC for approval.

**7) Updates**

Updates are included in the agenda packet.

**8) Announcements**

- a. **Independence Boulevard Extension Public Meeting – Rachel Freeman Elementary School, July 22<sup>nd</sup>**
- b. **N.C. 133 (Castle Hayne Rd) widening from I-140/U.S. 17 (Wilmington Bypass) to Division Drive Public Meeting- WAVE facility, Castle Hayne Road, July 25<sup>th</sup>**
- c. **Bike/Pedestrian Committee Meeting: August 13<sup>th</sup>**
- d. **Next TCC meeting: August 14<sup>th</sup>**

**9) Adjournment**

With no further items, the meeting was adjourned at 11:37 p.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.**