

**Wilmington Urban Area MPO
Technical Coordinating Committee
Wednesday, September 16, 2020
Meeting Minutes**

Members Present

Mike Kozlosky, Chair, MPO Executive Director
Rebekah Roth, New Hanover County Planning
Department
Nick Cannon, Transportation Demand
Management (TDM)/Go Coast Program
Ed Parvin, Town of Carolina Beach
Robert O'Quinn, Wrightsville Beach
Stephanie Ayers, NC State Ports Authority
Ashli Barefoot, Town of Leland
Barnes Sutton, Town of Navassa

Helen Bunch, Brunswick County
Sam Shore, Pender County Planning Department
Patrick Flanagan, Cape Fear Council of
Governments
Caitlin Marks, Division of Highways, NCDOT
Nazia Sarder, Transportation Planning Branch,
NCDOT
Vanessa Lacer, Cape Fear Public Transportation
Authority

1) Call to Order

Mr. Kozlosky called the remote meeting to order at 10:00 a.m., and took a rollcall of members pursuant to Section 4.31 of Senate Bill 704 (Session Law 2020-3), as follows:

Present: Mike Kozlosky, Rebekah Roth, Nick Cannon, Robert O'Quinn, Stephanie Ayers, Helen Bunch, Sam Shore, Patrick Flanagan, Caitlin Marks, Nazia Sarder, and Vanessa Lacer. **Absent:** Denys Vielkanowitz, Jerry Haire, Mandy Sanders, Granseur Dick, Athina Williams, Ashli Barefoot, and Barnes Sutton.

2) Approval of the Agenda

Ms. Bunch made a motion to approve the agenda as presented. Ms. Ayers seconded the motion and it carried unanimously by rollcall as follows:

Ayes: Mike Kozlosky, Rebekah Roth, Nick Cannon, Robert O'Quinn, Stephanie Ayers, Barnes Sutton, Helen Bunch, Sam Shore, Patrick Flanagan, Caitlin Marks, Nazia Sarder, and Vanessa Lacer. **Nays:** None. **Absent:** Denys Vielkanowitz, Jerry Haire, Mandy Sanders, Granseur Dick, Athina Williams, and Ashli Barefoot.

3) Presentations

a. STIP/MPO TIP Reprogramming - Leigh Wing, P.E., NCDOT

Ms. Leigh Wing, NCDOT Eastern STIP Regional Manager, gave an overview of STIP/MPO TIP reprogramming. She stated that the State Transportation Improvement Program (STIP) is a planning document listing capital projects that the state (NCDOT) expects to deliver over the next 10 years. Additionally, the STIP includes estimated budget, project costs and schedules. She reviewed factors impacting the STIP budget (storm response, legal settlements, project cost increases pre-COVID, and depletion of revenues as a result of COVID restrictions). She noted that House Bill (HB) 77 enacted this summer helped stabilize financing for active construction projects. However, it moved funds from the Highway Trust Fund to the Highway Fund, which negatively impacts the STIP. The total impact to revenues is estimated at \$2 billion over the next 10 years, in addition to \$3 billion in project cost increases (primarily P3.0 and P4.0 projects and right-of-way) since September 2019.

Ms. Wing stated that this summer NCDOT reprogrammed the STIP across 22 STI funding buckets, to meet the federal requirements of proving the STIP is fiscally constrained and has realistic schedules. She noted that with the budget adjustments reflecting the loss of revenues and increases in costs, a majority of the STI buckets are overprogrammed by more than 50% in the first five years. She added that Region B is overprogrammed by 122% or \$310 million, which does not factor in a 15% overage allowance.

Ms. Wing stated that according to HB77, \$700 million in the fiscal year 2023 BUILD NC bond sale is expected for active construction projects, freeing up money for other projects. She noted that the GARVEE bond projects must be updated as well. Also, reprogramming parameters include delivery of USDOT grant commitments (INFRA, BUILD, CRISI, etc.). She added that the result is a starting point with adjustments to be made as a zero-sum outcome within the Division. Although a committed project may be moved outside a committed window, rescoring will not be necessary unless cost increases exceed a certain threshold.

Ms. Wing stated that the schedules presume the BUILD NC bond sale this fall (2020). She noted that the FAST Act will expire at the end of the federal fiscal year on September 30, 2020. She expressed the hope for a continuance. Although, additional cost increases are expected, and the full effects of the COVID-19 pandemic are unknown.

Mr. Kozlosky stated that this will have a significant impact on projects, a few of which include the following (the others are in the agenda packet):

Project	From	To
Independence Blvd Extension	2025	2028
Hampstead Bypass B Section	2021	2023
Hampstead Bypass A Section	2021	2026
Castle Hayne Road Widening	2024	2030
Interchange Kerr/MLK	2023	2030
Military Cutoff/Eastwood	2024	2027
Market Street	2024	2029
South Front Street	2027	2030

Mr. Kozlosky expressed concerns regarding the \$600 million cost increase of Independence Boulevard Project in Charlotte and the implications in a zero-sum game.

Mr. Van Argabright, NCDOT Division of Planning & Programming, responded that cost increases have been factored into the presentation to the Board, and that several variables are involved with any changes to the schedule, which will be a zero-sum game within each area, unless the MPO can negotiate with other MPOs.

In response to an inquiry by Mr. Flanagan, Mr. Argabright stated that the Sticker Committee, which applies to P5.0 only, has not met before, since there was not much support for it previously. Ray McIntyre, Assistant Director NCDOT STIP, Feasibility Studies, and Strategic Prioritization (SPOT), pointed out that most of cost increases have been with P3.0 and P4.0 projects.

Mr. Kozlosky stated that the changes discussed can be found in the agenda packet under Item 4D of the Consent Agenda and Item 6A of the Discussion section.

b. 2020 Congestion Management Process - Zachary Bugg, Kittleson & Associates

Mr. Zachary Bugg gave a presentation on the 2020 Congestion Management Process (CMP). He said the project kicked off in January with a travel time and hotspot analysis to support the MPO's biennial report for the CMP, which wrapped up in May. He noted that the last report was completed in 2018 and, as with previous reports, relied on manual travel time runs. He explained that Kittleson used vehicle probe data from the NPMRDS (National Performance Management Research Data Set) for a larger dataset with day of week and seasonal variability.

Mr. Bugg said that the data for the 2020 report was collected from September 15, 2019 through November 15, 2019. Additionally, data for 2017 through 2018 was obtained for multi-year trends. He gave some details on the probe data from NPMRDS, and the study corridors.

Mr. Bugg stated that College Road, 3rd Street, Gordon Road and Market Street experiences significant corridor delays during the morning peak hour. In the afternoon, the delays were greater and included those from the morning peak, except Market Street, and included Oleander Drive, Dawson Street/Wooster Street, Independence Boulevard and Kerr Avenue as well. He noted that only corridors with NPMRDS data were studied.

Mr. Bugg stated that none of the MPO corridors in the morning peak hour exceeded the federal recommended thresholds. However, the reliability of 3rd Street, between Carolina Beach Road and Dawson/Wooster Streets, exceeded the 1.30 target during the evening peak hour. He commented that hot spots generally matched expectations, and that MPOs can set reliability goals independent of the Federal Highway Administration (FHWA).

Mr. Bugg stated that the 2020 Biennial Data Report would be completed in June of 2020, NCDOT SPOT 6.0 Projects were submitted by July 2020, and the NCDOT draft 2023-2032 STIP should be released in 2022. He added that data will be monitored next year (2021) for inclusion in the 2022 Data Report.

4) Consent Agenda

a. Approval of TCC Meeting Minutes- July 15, 2020

b. Resolution supporting amendments to the Wilmington Urban Area MPO's Public Participation Plan for Remote Meetings

c. Resolution approving 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modification #20-5

d. Opening of the 30-day public comment period for 2020-2029 STIP/MPO TIP Amendment #20-4

Mr. Shore made a motion to approve the Consent Agenda, Items 4a through 4d, as presented, and to forward the items to the MPO Board for consideration. Ms. Roth seconded the motion, and it carried unanimously by rollcall as follows:

Ayes: Mike Kozlosky, Rebekah Roth, Robert O'Quinn, Stephanie Ayers, Ashli Barefoot, Barnes Sutton, Helen Bunch, Sam Shore, Patrick Flanagan, Caitlin Marks, Nazia Sarder, and Vanessa Lacer. **Nays:** None. **Absent:** Nick Cannon, Denys Vielkanowitz, Jerry Haire, Mandy Sanders, Granseur Dick, and Athina Williams.

5) Regular Agenda

a. Resolution supporting the North Carolina Department of Transportation's master plan vision for Corridor U along U.S. 74 from N.C. 87 (Maco Road NE) in Brunswick County to U.S. 117 in New Hanover County

Nastasha Earle-Young, Project Manager for the Strategic Transportation Corridors, NCDOT-Transportation Planning Division, provided an overview of data collection, corridor analysis, preliminary corridor vision and stakeholder involvement for the Corridor U/U.S. 74 study, which began in 2018. She commented that the final plan will be ready by this winter.

Ms. Earle-Young stated that documents regarding the 284-mile corridor, which is federally designated as a truck corridor, are available at the following URL:

<https://connect.ncdot.gov/projects/planning/Pages/STC-Master-Plans-Bundle-2.aspx>

She added that Corridor U includes 304 bridges, with six considered structurally deficient and 91 functionally obsolete. She noted that the study also considered transportation plans and recommended projects (70 from the STIP) along the corridor from the past 10 years. She summarized that most planning documents recommended that the corridor be classified as a freeway with some segments in developed/urban areas with future by-passes as boulevards. Although the study considered that the corridor deviate to US-17 at the I-140 Bypass, it was changed to remain on U.S. 74 after further discussion with MPO staff.

Ms. Earle-Young stated that the public survey from April 6, 2020 to June 6, 2020, which was advertised via email, the website and newsletters, had about 638 participants. Full survey results can be viewed at the following URL:

<https://connect.ncdot.gov/projects/planning/STC%20Documents/US%2074%20public%20survey%20results.pdf>

For U.S.74 over the next 20 years, many respondents chose bypasses around cities and towns (274), higher speed limits (206) and fewer traffic signals (203). From Monroe to Wilmington, 91.3% agreed with the preliminary vision of the corridor as a freeway.

Ms. Earle-Young stated that the recommended vision for the corridor is an interstate, beginning at I-26 in Polk County, continuing along U.S. 74 until Castilla, from I-85 to I-485, U.S. 74 in Monroe, and continuing to U.S. 117 in Wilmington. She noted that the statewide and regional models found an average increase of 21 mph. She added that the Delco area, military and transit connections, and a resiliency assessment would require additional study.

Mr. Flanagan inquired about the timeline for the resiliency assessments, and MPO and RPO involvement. Ms. Earle-Young responded that the next corridor has not been selected yet. She noted that representatives for the steering committee will be sought. She added that resiliency input will be gathered from NC State, and that the consultants are AECOM and Cambridge Systematics.

Ms. Bunch made a motion to approve support for NCDOT's master plan for Corridor U and to forward it to the MPO Board for consideration. Mr. Shore seconded the motion, and it carried unanimously by rollcall as follows:

Ayes: Mike Kozlosky, Rebekah Roth, Nick Cannon, Ed Parvin, Robert O’Quinn, Stephanie Ayers, Ashli Barefoot, Barnes Sutton, Helen Bunch, Sam Shore, Patrick Flanagan, Caitlin Marks, Nazia Sarder, and Vanessa Lacer. **Nays:** None. **Absent:** Denys Vielkanowitz, Mandy Sanders, Granseur Dick, and Athina Williams.

b. Resolution encouraging the North Carolina Department of Transportation, North Carolina General Assembly, and Governor of North Carolina to explore new funding mechanisms that could raise funds to accelerate much needed transportation projects

MPO Executive Director Mike Kozlosky stated that the MPO Board requested this resolution to address the delay in projects. The Board desires to encourage the Department to consider alternative funding sources for the purpose of restoring or accelerating project schedules.

Ms. Bunch made a motion to encourage the state to seek new funding mechanisms. Mr. Flanagan seconded the motion. He pointed out a typographical error in the resolution. Mr. Kozlosky stated that the error would be corrected and called the question. The motion carried unanimously by rollcall as follows:

Ayes: Mike Kozlosky, Rebekah Roth, Nick Cannon, Ed Parvin, Robert O’Quinn, Stephanie Ayers, Ashli Barefoot, Barnes Sutton, Helen Bunch, Sam Shore, Patrick Flanagan, Caitlin Marks, Nazia Sarder, and Vanessa Lacer. **Nays:** None. **Absent:** Denys Vielkanowitz, Mandy Sanders, Granseur Dick, and Athina Williams.

6) Discussion

a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #20-6

Mr. Kozlosky stated that this item is for information purposes only. He noted that the modifications are the result of NCDOT’s reprogramming efforts, and that NCDOT will be encouraged to evaluate the projects in an effort to advance the Board’s priorities.

7) Updates

- a. Wilmington Urban Area MPO**
- b. Cape Fear Public Transportation Authority**
- c. NCDOT Division**
- d. NCDOT Transportation Planning Division**

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

8) Announcements

- a. Bike/Pedestrian Committee Meeting - October 13th**
- b. Next TCC meeting - November 12th**
- c. Additional Announcement: Commuter Challenge, October 16th-30th**

Mr. Cannon stated that this year the Commuter Challenge will take place during the second two full weeks of October and will be tracked entirely with the Share the Ride NC application. He noted that in previous years to track participation, participants used Microsoft Excel, [Strava](#), or a third-party application that was contracted for a short-term. He speculated that telework would be a popular choice this year.

9) **Adjournment**

There being no further business, the meeting was adjourned at 11:04 a.m. by rollcall as follows:

Ayes: Mike Kozlosky, Rebekah Roth, Nick Cannon, Ed Parvin, Robert O'Quinn, Stephanie Ayers, Ashli Barefoot, Barnes Sutton, Helen Bunch, Sam Shore, Patrick Flanagan, Caitlin Marks, Nazia Sarder, and Vanessa Lacer. **Nays:** None. **Absent:** Denys Vielkanowitz, Mandy Sanders, Granseur Dick, and Athina Williams.

THE ABOVE MINUTES ARE NOT A VERBATIM RECORD OF THE PROCEEDINGS.
THE ENTIRE PROCEEDINGS ARE RECORDED DIGITALLY AS PART OF THIS RECORD.