



MPO Board Meeting Minutes
6th Floor Training Conference Room, 320 Chestnut Street, Wilmington, N.C.
Wednesday, October 26, 2022

Members Present (in-person)

Mike Allen, Town of Belville
Brenda Bozeman, Town of Leland
Deb LeCompte, Town of Carolina Beach
David Piepmeyer, Chairman, Pender County
Luke Waddell, City of Wilmington
Frank Williams, Brunswick County
Eulis Willis, Town of Navassa

Mike Kozlosky, WMPO
Abby Lorenzo, WMPO
Denis McGarry
Catherine Peele, NCDOT
Rebekah Roth, New Hanover County
Greer Shivers, WMPO
Emma Stogner, WMPO

Members Present (remotely)

Jonathan Barfield, Jr., New Hanover County
John Ellen, Town of Kure Beach
Deb Hays, Cape Fear Public Transportation Authority
Hank Miller, Vice Chair, Town of Wrightsville Beach

Others Present (remotely)

J Brandt
Veronica Carter, Town of Leland
Mike Forte, Brunswick County
Regina Hopkins, WMPO
Jamar Johnson, WMPO
Nazia Sarder, NCDOT
Rachel LaCoe, New Hanover County
Rachel McIntyre, WMPO
Marie Parker, Wave Transit
Amy Passaretti, Port City Daily
Joanna Rocco
Rodger

Others Present (in-person)

Stephanie Ayers, NC State Ports Authority
Carolyn Caggia, WMPO
Bob Campbell, Wilmington International Airport
Adrienne Cox, NCDOT
Scott A. James, WMPO
Chad Kimes, NCDOT

1. Call to Order

Chairman David Piepmeyer called the meeting to order at 3:00 p.m.

Based on the MPO Board's adopted Remote Participation Policy, Mr. Kozlosky called the roll, and a quorum was present as follows:

Present: Mike Allen, Brenda Bozeman, John Ellen, Deb Hays, Deb LeCompte, David Piepmeyer, Luke Waddell and Frank Williams. **Absent:** Neil Anderson, Jonathan Barfield, Hank Miller, Eulis Willis and Landon Zimmer.

2. Conflict of Interest Statement

Chairman Piepmeyer read the conflict-of-interest statement and asked if any member had a conflict of interest with any of the items on the meeting agenda. No members reported having a conflict.

3. Approval of Board Members' Excused Absences

Mr. Kozlosky said that no requests for excused absences were received.

4. Approval of the Agenda

Mr. Williams made a motion to approve the agenda as presented. Mr. Allen seconded the motion, and it carried unanimously by roll call as follows:

Ayes: Mike Allen, Jonathan Barfield, Brenda Bozeman, John Ellen, Deb Hays, Deb LeCompte, Hank Miller, David Piepmeyer, Luke Waddell, Frank Williams and Eulis Willis. **Absent:** Neil Anderson and Landon Zimmer.

5. Public Comment Period

No one from the public signed up to speak for the public comment section of the meeting.

6. Presentations

a. North Carolina Department of Transportation Ferry Division Update- Catherine Peele, NCDOT

Interim Assistant Director for Asset Management Catherine Peele gave an update on the North Carolina Department of Transportation (NCDOT) Ferry Division. She reminded Board members that the Ferry Division has seven scheduled routes, 15 terminals stretching from the Virginia/North Carolina line to the Southport/Fort Fisher Ferry, four tolled routes including the passenger-only ferry from Hatteras to Ocracoke, 500 or more total employees (419-423 permanent, remainder temporary/seasonal), and covers nine counties and three different Divisions. She noted that in January, the Ferry Division added its own engineer, which it had been lacking previously.

Ms. Peele said that this year was the Division's highest year of appropriation with \$50.9 million from the General Assembly and federal funding from grants or the ferry boat program. She noted that more than 87% of the budget goes to operating and maintaining the fleet, while 12% goes to business and Division support, and marine and facility asset maintenance, which is about \$4 million and includes shore support and parking.

Ms. Peele said that recent legislation now requires the Ferry Division to contain spending within its annual budget. Additionally, all toll revenue must go into a toll revenue fund, which can only be used for vessel replacement projects and for which an appropriation must be requested from the General Assembly.

Ms. Peele said that ridership has steadily increased from the Covid-19 pandemic and is back to normal operations. Like the rest of the country, the Ferry Division is having trouble filling technical trade and marine life vacancies – of the 493 positions available, only 411 are filled. She added that a program coordinator position has been created to lead initiatives such as career fairs, internships, apprenticeships, and working with the community colleges throughout all the Divisions and areas of operation.

Ms. Peele said that two vessel replacements are being constructed currently. She noted that the *Salvo* and the *Avon* were originally funded under the vessel replacement fund, an annual appropriation of \$4 million dedicated to replacing aging vessels, which was taken away by the Legislature when it established the capital fund. She added that the Ferry Division will need to be more strategic in the next prioritization to be competitive with other projects.

Regarding passenger service, Ms. Peele said that a passenger ferry was leased during the first three years while the Ferry Division's vessel was under construction. She noted that this is the second fully operated season with expanding shoulder seasons of the ferry from Hatteras to Ocracoke, which had about 25,000 passengers.

Ms. Peele said that the Ferry Division's 2024-2050 long-range plan was developed in 2020 to identify gaps and be more proactive. She noted that five themes and recommendations were identified.

- i. Workforce investments and classifications: living wage, HR Coordinator, vessel crew training program
- ii. Customer focus and adapting ridership needs: modernization of on-board experiences, departure schedules meeting the needs of the riders, on-board Wi-Fi, opt-in/out text notification system for departures,
- iii. Service reliability: condition reports, engineering unit, grant application submissions
- iv. Sustainability: electrification of routes (retrofit, or hybrid), passenger ferry (reduce emissions), electric charging station
- v. Multimodal: current research projects (reduce congestion, provide service to other areas that have tourism, etc.)

Ms. Peele said that this is the Ferry Division's 75th anniversary, and that the Division has expanded and grown since operations began in 1947.

b. Wilmington International Airport Update- Bob Campbell, ILM

Deputy Director of Finance, Marketing, and Human Resources Bob Campbell gave an update on Wilmington International Airport (ILM). He noted that ILM has four airlines -- three legacy airlines American, Delta, and United, and a recent, low-cost addition, Avelo, and 13 non-stop routes.

Mr. Campbell said that ILM's economic impact on the region based on NCDOT's 2019 data is \$2.2 billion. He noted that the airport accounts for about 16,000 jobs and \$85 million in tax revenue. Based on preliminary findings, each of the categories has increased from 2019, as has airport operations in all categories except military mainly due to deployments to the Ukraine.

Mr. Campbell said that although air travel through the first week in October this year is down 7% versus pre-pandemic numbers, ILM outpaced average U.S. and North Carolina airports month over month, and, for most months, is beyond pre-pandemic numbers. He added that September is up 117% and attributed it to the shoulder seasons.

Mr. Campbell said that ILM has \$13 million in operating revenue this fiscal year, which is a record. He noted that the ILM beat its budget based on the pandemic numbers by 67% and was 40% over when compared to the prior year in terms of revenue.

Mr. Campbell said that ILM spent \$95 million in capital projects during the last five years. He noted that the airport is anticipating \$126 million in projects in the coming five years. He displayed some photos of completed and upcoming projects including a baggage claim area, HVAC system upgrades, ramp expansion, and curb front. He noted that most of the upgrades have been done with federal, state, and local matching funds. He added that airports in general have been successful in lobbying the state for recurring funding.

Mr. Campbell said that the current terminal is designed to accommodate 552,000 enplanements. He noted that ILM is projected to meet that number in the next year or two. He added that the next phase of airport improvements will add two jet bridges bringing capacity up to 741,000 enplanements or 1.5 million passengers per year. Other projects, realigning taxiway B, and overlaying runway 624, will cost about \$30 million over the next few years.

Mr. Campbell said that for General Aviation, which has grown over the past few years, ILM plans to invest in taxiways and necessary stormwater facilities to accommodate hangers. He added ILM's business park continues to expand with new tenants, when all online, will bring in \$1.8

million in revenue, some of which will be applied toward the aeronautical costs of running the terminal. This may lower the cost for the airlines and attract more airlines to ILM or allow current airlines to add new service.

Mr. Campbell commented that the Circle K at the corner of 23rd and Airport Boulevard has been a great convenience for passengers and car rental companies. He noted that Aero Center Wilmington opened its doors June 22nd and may need more space. He added that new airport tenants will include Edgewater Ventures (350,000 square feet), CL Capital (500,000 square foot cold storage space), and a 150-room Crowne Plaza hotel with a full-service restaurant on the first floor and roof-top bar.

Mr. Campbell said that Avelo is the new airlines at ILM that started on the west coast in Hollywood Burbank, California, and moved to the east coast, New Haven, Connecticut, about 15 months ago. He noted that aside from its bases in New Haven and Orlando, Wilmington is Avelo's next largest airport. He pointed out that Avelo is always running a special and will have a new non-stop service to Fort Lauderdale starting November 11th. He added that ILM's 13 non-stops will get passengers to 360 destinations around the country with one stop.

c. Infrastructure Investment and Jobs Act Grant Opportunities, Emma Stogner- WMPO

Mr. Kozlosky reminded members that in November 2021 the President signed the Infrastructure Bill into law there are numerous discretionary grants associated with that bill. He noted that he asked staff to provide an overview of the grant opportunities. At a later date, staff will provide some specific examples of grants that communities might wish to consider.

WMPO Associate Planner Emma Stogner said that she researched grant opportunities available through the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act, which passed in August. She noted that although the presentation has three parts, she would give an overview of grants for which the WMPO would be eligible to apply. She added that cities and counties may also be interested in some of the other grants for which they would be eligible to apply. She explained that the grants may be categorized as either having a planning component, or for implementation only. She noted that all grants with a planning component are new, except one. Grant opportunities available to the MPO are as follows:

Grants with a Planning Component

- Prioritization Process Pilot Program
- PROTECT Grants
- Reconnecting Communities
- Neighborhood Access and Equity Grant Program (Inflation Reduction Act)
- Railroad Crossing Elimination Program
- RAISE (not new)
- Safe Streets and Roads for All
- SMART
- Bridge Investment Program

Project Grants (Implementation Only)

- INFRA (not new)
- Wildlife Crossing Pilot Program
- Charging and Fueling Infrastructure Grants
- Strategic Innovation for Revenue Collection (not new)
- ATTAIN
- Low-Carbon Transportation Materials Grants
- MEGA

Mr. Kozlosky noted that the MPO is considering the Safe Streets and Roads for All grant opportunity for its FY24 budget and estimated that it will cost \$500,000. He noted that the MPO

has secured a \$50,000 contribution from NCDOT to provide a match and an additional match from the members would be \$50,000. He added that this item will be brought with the MPO's Unified Planning Work Program to the Board for consideration at its January meeting.

Mr. Waddell asked about applying for multiple grants for a single project. Ms. Stogner said she would research it and report back. A brief discussion continued about leveraging multiple grants.

Mr. Kimes commended Ms. Stogner on her presentation. He noted that NCDOT has hired a firm to analyze every project in the STIP. He added that there are rules to follow such as NCDOT can only submit a certain number of projects. He pointed out that the Hampstead Bypass doesn't have a federal document, and to go after federal grants, a project needs a federal document. So, NCDOT is exploring grants for other projects to accelerate them to free up other money. He noted that the firm is attempting to identify projects that would best compete for the grants.

Mr. Kozlosky said that many grants are available through the IJA that are discretionary programs, for some of which NCDOT is ineligible to apply. For example, only local governments and MPOs can apply for the Safe Streets for All. Although, NCDOT's Traffic and Safety Unit has committed funds as part of the local match.

Mr. Waddell inquired about the WMPO engaging its own consultant to research the grant opportunities. Mr. Kozlosky responded that staff would research it.

In response to an inquiry by Mr. Williams, Mr. Kozlosky said that resolutions of support from the jurisdictions would be helpful with grant applications, such as the MPO Board's resolutions of support for the Port's grant applications. Mr. Williams pointed out that the bridge impacts the RPO.

Chairman Piepmeyer commended Ms. Stogner on the presentation. He asked about sharing the information with local planning staff. Mr. Kozlosky responded that a more detailed presentation was given at the Technical Coordinating Committee's October meeting. Mr. Williams asked if the presentation could be sent to the managers of each member jurisdiction as well.

7. Consent Agenda

- a. Approval of Board Meeting Minutes from September 28, 2022**
- b. Resolution approving 2020-2029 STIP/MPO Amendments # 22-6**
- c. Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-9**
- d. Resolution accepting donations for the 2022 Commuter Challenge**

Ms. Bozeman made a motion to approve the Consent Agenda, Items 7a through 7d. Mr. Waddell seconded the motion, and it carried unanimously by roll call as follows:

Ayes: Mike Allen, Jonathan Barfield, Brenda Bozeman, John Ellen, Deb Hays, Deb LeCompte, Hank Miller, David Piepmeyer, Luke Waddell, Frank Williams and Eulis Willis. **Absent:** Neil Anderson and Landon Zimmer.

8. Regular Agenda

- a. Resolution approving Amendment #2 to the FY 23 Unified Planning Work Program**

Ms. Lorenzo said that Amendment #2 to the FY23 Unified Planning Work Program (UPWP) would fund a WMPO organizational study intended to evaluate the organization's current internal structure and to provide recommendations to insure the WMPO is prepared for any changes that may or may not

occur as a result of the 2020 Census. She noted that this would be a reallocation of existing surplus funding from the Pender County Bicycle and Pedestrian Plan, MTP development assistance, and the management and operations expense line. She added that amendment was recommended for approval by the TCC at its October 12th meeting.

Mr. Williams made a motion to approve Amendment #2 to the FY23 UPWP. Mr. Waddell seconded the motion, and it carried unanimously by roll call as follows:

Ayes: Mike Allen, Jonathan Barfield, Brenda Bozeman, John Ellen, Deb Hays, Deb LeCompte, Hank Miller, David Piepmeyer, Luke Waddell, Frank Williams and Eulis Willis. **Absent:** Neil Anderson and Landon Zimmer.

b. Resolution requesting the North Carolina Department of Transportation complete a Safety Feasibility Study on NC 210 in Pender County

Mr. Kozlosky said that this request originated from Pender County and requests NCDOT to conduct a feasibility study on NC 210 between Hampstead and Rocky Point to study shoulder widening and sight line improvements or other improvements. He noted that the Pender County Board of Commissioners passed a similar resolution, and this resolution would support theirs in making a request to the department.

Chairman Piepmeyer said that when the Bypass is completed, there will be more traffic on NC 210. He noted that there is nowhere to pull over on that road and that a school is being built in the area as well. He made a motion to request NCDOT complete a Safety Feasibility Study on NC 210 in Pender County. Mr. Williams seconded the motion, and it carried unanimously by roll call as follows:

Ayes: Mike Allen, Jonathan Barfield, Brenda Bozeman, John Ellen, Deb Hays, Deb LeCompte, Hank Miller, David Piepmeyer, Luke Waddell, Frank Williams and Eulis Willis. **Absent:** Neil Anderson and Landon Zimmer.

c. Resolution approving the award of FY 23 Direct Attributable Funds

Transportation Planning Engineer Scott A. James presented staff's recommendations in response to the call for projects issued this summer. He reported that a total of six projects were submitted by the September deadline, the sum of which did not exceed the total allocation. Therefore, all applications were reviewed and ranked, and the recommendation of staff is to fully fund each request. He noted that one of the applications was recommended for funding from the Carbon Reduction (CR) grant fund. He added that the remaining funds will be kept in reserve.

Mr. James said that the TCC recommended approval of the awards at its October meeting, as follows in descending order, from high score to low score:

New Hanover County	
Monkey Junction Pedestrian Improvements Project – Multi-use path (W – 5703C)	\$461,949
Town of Leland	
US 17 Pedestrian Crossing Safety Improvements	\$666,623
City of Wilmington	
South 3 rd Street and Ann Street Traffic Signal Installation	\$971,840
Cape Fear Public Transportation Authority (WAVE)	
Passenger Amenity Upgrades (installation of transit shelters and benches)	(CR) \$339,000

Town of Wrightsville Beach	
Causeway Drive Bicycles and Pedestrian Improvements	\$269,245
NC Department of Transportation – Division 3 Traffic Services	
South 3 rd Street and Orange Street Traffic Signal Installation	\$542,400

Mr. Williams made a motion to approve the award of FY23 Direct Attributable Funds. Mr. Waddell seconded the motion, and it carried unanimously by roll call as follows:

Ayes: Mike Allen, Jonathan Barfield, Brenda Bozeman, John Ellen, Deb Hays, Deb LeCompte, Hank Miller, David Piepmeyer, Luke Waddell, Frank Williams and Eulis Willis. **Absent:** Neil Anderson and Landon Zimmer.

9. Discussion

a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-10

Mr. Kozlosky stated that this item is for informational purposes only and will be brought back at the Board’s next meeting for consideration.

b. Revised Draft 2024-2033 State Transportation Improvement Program-Project Swap

Mr. Kozlosky reminded Board members that in April, NCDOT released the draft 2024-2033 STIP and then in the budget the Legislature included a transfer of sales tax. Based on that, the Department went back and reevaluated its revenue projections and in August released a revised draft STIP. Using the current procedure, the Department is allowing project swaps as long as they meet certain criteria and are agreed upon by NCDOT and the MPO. He noted that the MPO worked closely with NCDOT and came up with two potential project swap scenarios, as follows:

Scenario A	Scenario B
Swap in: U-5734, US-421/South Front Street Widening Project between Burnett Boulevard and the Cape Fear Memorial Bridge U-6128, Greenville Loop Road and Greenville Avenue at Oleander Drive intersection Improvements Swap to PE only: U-5732, Conversion of US-17 in Hampstead to a Superstreet from Washington Acres Road to Vista Lane Swap out/remove: U-4902B, Access Management Improvements on US-17 Business/Market Street	Swap in: U-5734, US-421/South Front Street Widening between Burnett Boulevard and the Cape Fear Memorial Bridge U-6128, Intersection Improvements at Greenville Loop Road and Greenville Avenue Accelerate by one year: U-3300 Hampstead Bypass Section A, construction to FY26 Swap to PE only: U-5732, Conversion of US-17 in Hampstead to a Superstreet Delay by two years: U-3338C, Interchange at Kerr Avenue and Martin Luther King Jr. Parkway, let date to FY 28 Swap out: U-4902B, Access Management Improvements on US-17 Business/Market Street

Chairman Piepmeyer said that he supports delaying the superstreet on US 17 until the Hampstead Bypass is complete.

Mr. Kozlosky said that Market Street is in three phases: Marsh Oaks to Middle Sound is under construction now, U-4902C Station Road to College Road, and U-4902B College Road to Colonial Drive (ROW FY27, Construction FY29). From staff's perspective it makes sense to build it in two different timelines. If U-4902B is swapped out, it will recompute in Prioritization 7.0 and will likely score high again locally as it did previously.

Mr. Waddell inquired about shifting the railroad to the western side of the street in the South Front Street widening. Mr. Kimes responded that this is in the current plans. He noted that he will need to get more into the cost details.

Mr. Williams commented that what the Ports requested makes sense and concurred with Mr. Waddell. He added that the Hampstead Bypass is already underway and accelerating it makes sense. He asked about Scenario B.

Mr. Kozlosky said that Scenario B would follow Scenario A with the swap in of the widening of South Front Street, and the Greenville Avenue at Oleander Drive intersection improvements, and it would accelerate the A section of the Hampstead Bypass from NC 210 to the Wilmington Bypass from FY27 to FY26, it would move to PE only the conversion of US 17 through Hampstead proper, delay the interchange project at MLK/Kerr from FY26 to FY28, and it would swap out the Market Street access management project. Mr. Kimes added that the Hampstead Bypass goes back to the grant discussion. He noted that it's under a state document, so there is no way to pursue grants to accelerate it but this scenario would accelerate it from September 2026 to July 2025 and complete the Hampstead Bypass by 2029.

Chairman Piepmeyer commented that he loves this scenario.

Mr. Kozlosky asked if the Board would like staff to consider any other project swaps. He reminded the Board that the deadline for swapping projects is March 17th. He expressed a desire to wrap up the project swaps sooner given that changes to Board membership are anticipated.

Mr. Williams expressed a preference for Scenario B.

Mr. Barfield expressed appreciation to Mr. Kimes and Mr. Kozlosky and expressed support for their recommendation.

Ms. Hays asked if there was any discussion regarding swapping out Eastwood Road and Military Cutoff and swapping in College Road and Oleander Drive. Mr. Kozlosky said that staff did not consider swapping Eastwood Road and Military Cutoff because it was one of the Board's top-five funding priorities, but staff would consider it if it were the Board's desire. Vice Chairman Miller commented that he thought staff would look at it since there was some discussion about it.

Mr. Kozlosky said that College and Oleander is in the Statewide tier. Mr. Kimes said that its \$33 million and Eastwood Road and Military Cutoff is \$66 million, but it would need to be evaluated.

Mr. Waddell pointed out that there seems to be some consensus about Scenario B and Mr. Kimes can gather some information to consider at the next meeting. He suggested that staff should prepare a resolution regarding Scenario B and that the Board could have further discussion at its next meeting.

Chairman Piepmeyer said that Mr. Kimes will evaluate what Ms. Hays and Vice Chair Miller have asked for at the next meeting.

Mr. Barfield pointed out that there is consensus on Scenario B. Chairman Piepmeyer confirmed that there is consensus, and that Mr. Kimes will provide additional information regarding Eastwood/Military Cutoff at the next meeting.

Due to technical difficulties, Mr. Waddell suggested an amendment be made to the remote policy.

In response to an inquiry by Mr. Williams, Mr. Kozlosky said that only some members have alternates.

Mr. Kozlosky said that Information regarding Military Cutoff and Eastwood would be brought back at the next meeting as well as a resolution supporting Scenario B.

c. **2050 Metropolitan Transportation Plan**

Ms. Lorenzo reminded Board members that the MPO is federally required to develop and adopt a Metropolitan Transportation Plan (MTP) every five years. This multi-modal plan includes project and policy recommendations and is intended to serve as a road map for local, regional and statewide transportation investments. She noted that the current MTP, Cape Fear Moving Forward 2045, was adopted by the MPO Board November 18, 2020. In order to be compliant, the MPO must update the plan and the Board must adopt the plan by November 18, 2025. After adoption of the 2045 MTP, staff reviewed the MTP development process to identify potential opportunities for improvement and researched the processes used by MPOs across the state.

Ms. Lorenzo said that staff proposes to change the role of the Citizens Advisory Committee (CAC) to better assist staff with public outreach activities throughout the development of the plan. Staff also proposes to establish a MTP Development Committee comprised of planning staff of local member jurisdictions, NCDOT, and other subject matter experts for the modes of transportation in the region to guide the more technical components of the process. Also proposed, in place of working with multimodal subcommittees, are regional stakeholder meetings. Additionally, during the initial stage of development, MPO staff will be meeting with planning staff and bicycle and pedestrian committee members to be more collaborative and get a better idea of what is needed moving forward.

Ms. Lorenzo said that under modal deliverables, staff proposes to make some minor modifications. Since there is only one airport, staff proposes to endorse the airports' plan in the aviation chapter. For the bicycle and pedestrian element, staff proposes to focus on active transportation as a whole and to work with the Bicycle and Pedestrian Advisory Committee to identify regional priority areas and identify projects that have been identified by local plans of member jurisdictions for the fiscally constrained project recommendations. Freight moved by truck is proposed to be under the roadway mode, and the rail mode will include freight rail and passenger rail. Lastly, staff proposes to adopt the comprehensive transportation project plan as an appendix of the MTP 2050.

Ms. Lorenzo said that the TCC expressed support for the proposed changes.

In response to an inquiry by Mr. Williams, Ms. Lorenzo said that Citizens Advisory Committee members should be able assist with outreach and get the word out. She commented that capturing the public's voice is the most important part of the process.

8. **Updates**

a. **Wilmington Urban Area MPO**

Mr. Kozlosky said the MPO anticipates the Urbanized Area Census data to be released in December. MPO GIS Analyst Greer Shivers said that the data is expected to be released between September of this year and January of next year.

Mr. Kozlosky said that the Urbanized Area boundary is critical to how the MPO receives its planning dollars and it helps determine the MPO's planning boundary, where it anticipates being considered urbanized over the next 20 years. He noted that staff is running some scenarios about the planning boundary. He commented that there may be a potential to expand but cautioned against growing too far beyond the urbanized boundary because the MPO only receives funds for the urbanized boundary and not the planning boundary. He noted that the MPO will work with its surrounding partners at the RPO, Grand Strand MPO, and Jacksonville MPO. He added that it could potentially impact the composition of the organization. He noted that this is something that the Board will potentially consider next year.

In response to an inquiry by Mr. Williams, Mr. Kozlosky expressed doubt that the boundary would extend west into Columbus County.

Mr. Kozlosky acknowledged that the MPO is now fully staff and introduced Associate Planner Carolyn Caggia. Ms. Caggia expressed appreciation and gave some brief details about her professional background at NC State and UNC-Chapel Hill.

b. Cape Fear Public Transportation Authority

c. NCDOT Division

Mr. Kimes said that NCDOT is still reviewing all possible options for the Cape Fear Memorial Bridge. Regarding the cost of a toll and where traffic would be diverted, he noted that the Turnpike Authority will fund a Traffic and Revenue study, which is projected to be completed by October 2023. He reminded Board members that a project with a toll cannot be submitted before it has been decided for Prioritization 7.0. Regarding the grants discussed earlier, he added that NCDOT funded about \$2 million from its bridge program toward the bridge, which will allow the Department to initiate the merger process to potentially leverage grants or offset the cost of the match. He noted that the merger process is a three- to five-year process, and a lot of information from the Cape Fear Crossing project can be used. He said that Division will start the search for a firm. He commented that having a merger project ready to go is important for securing grants. He added that the meeting here with the Board of Transportation very important for the region.

d. NCDOT Transportation Planning Division

Nazia Sarder said that efforts on the Brunswick County CTP resumed in August after several months on pause. She added that in anticipation of the next MTP, the 2050 Travel Demand Model was started in March and is on schedule. Also, with the Census results anticipated for the Urban Area the model has been expanded out

10. Announcements

a. Commuter Challenge- October 14th-30th

Mr. Kozlosky commented that prizes will be distributed.

b. Next MPO Board Meeting – November 30th, 2022

11. Adjournment

Ms. Bozeman made a motion to adjourn the meeting, seconded by Mr. Williams, and the motion carried unanimously by roll call as follows:

Ayes: Mike Allen, Jonathan Barfield, Brenda Bozeman, John Ellen, Deb Hays, Deb LeCompte, David Piepmeyer, Luke Waddell, Frank Williams and Eulis Willis. **Absent:** Neil Anderson, Hank Miller and Landon Zimmer.

The meeting adjourned at 4:58 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 DIGITALLY AS PART OF THIS RECORD.