

**Wilmington Urban Area MPO
Technical Coordinating Committee
Wednesday, June 12, 2024,
Remote Meeting Minutes**

Members Present in Person

Mike Kozlosky, TCC Chairman, WMPO
Carolyn Caggia, WMPO
Michelle Howes, NCDOT
Sam Boswell, Cape Fear Council of
Governments
Karlene Ellis Vitalis, New Hanover County

Members Absent

Michelyn Alston, Town of Navassa
Mandy Sanders, Town of Kure Beach
Jessica Moberly, Town of Leland
Robert O'Quinn, Town of Wrightsville Beach

Others Present In-Person

Greer Shivers, WMPO
Vanessa Lacer, WMPO
Beth King, WMPO

Members Present Remote

Stephanie Ayers, NC State Ports Authority
Adam Moran, Pender County
Helen Bunch, Brunswick County
Granseur Dick, Wilmington International
Airport
Mark Hairr, Cape Fear Public
Transportation Authority
Adrienne Harrington, Town of Belville
Jeremy Hardison, Town of Carolina Beach
Amanda Killian, NCDOT
Denys Vielkanowitz, City of Wilmington

Others Present Remote

Abby Lorenzo, WMPO
Scott James, WMPO
Bret Russell, COW Engineering
Crew Detamore, NC State Ports Authority
Andrew Ooms, Kittelson
Nicholas Morrison, FHWA
Behshad Norowzi, NCDOT (TPD)
Michael Rayner, NCDOT (TPD)
Sam Rogers, NCDOT (TPD)
Brenna Flanagan, Port City Daily

1) Call to Order

Chairman Mike Kozlosky called the meeting of the Technical Coordinating Committee to order at 10:00 a.m., confirmed a quorum was present, and called the roll as follows:

Present In Person: Mike Kozlosky, Michelle Howes, Sam Boswell, Carolyn Caggia, and Karlene Ellis Vitalis.

Present Remotely Stephanie Ayers, Adam Moran, Helen Bunch, Granseur Dick, Mark Hairr, Jeremy Hardison, Adrienne Harrington, Amanda Killian and Deny Vielkanowitz . **Absent:** Michelyn Alston, Mandy Sanders, Jessica Moberly, and Robert O'Quinn

2) Approval of Agenda

Adrienne Harrington made a motion to approve the agenda, seconded by Granseur Dick, and the motion carried unanimously

3) Presentations

a) NC State Ports Update- Stephanie Ayers-NCSPA

Stephanie Ayers stated she was going to give a quick update of some of the activities that are underway at the Port of Wilmington.

Ms. Ayers stated that the NC State Ports Authority has 2 deep water ports in North Carolina, one in Wilmington and one in Morehead City, and an inland port in Charlotte. Every kind of commodity is moved through the port in Wilmington. In addition, Morehead City and Wilmington are both strategic seaports. There are only 18 of those in the United States out of 300 ports. Being a strategic seaport means the port is available to support the Department of Defense and any military activities that are needed.

She stated a study with NC State Institute of Transportation, Research, and Education was used to identify the impacts the port has to North Carolina. This study showed 16.1 billion in economic output is attributed to having a port in North Carolina to support businesses.

The Wilmington Port was named the most efficient port in all North American in 2022 and number 44 globally. Metrics are used to determine that is based on how fast the port can turn a vessel and how fast they can turn a truck. She stated that productivity is how fast you can turn trucks in the yard.

She then discussed Wilmington's capital improvement projects. The refrigerated containers project was a big part of the strategic focus, and they are still looking for grants to put more into that project. The intermodal rail yard was funded with a federal grant that was awarded in FY 22. This dedicated rail yard will allow the port to expand the capacity from 15,000 containers to 50,000 containers. The next big project is the new North gate. This will prevent trucks from having to transit down South Front Street to Burnett Boulevard. The port is also adding 6,000 linear feet of rail storage track.

Ms. Ayers then presented to the TCC Board an update on carrier services. She stated that the ports volumes have expanded to Asia, Europe, and Central America, Caribbean, and South America.

In closing, Ms. Ayers stated that the port is continuing to work on growth of cargo volumes, expanding the global coverage of vessel services, engaging and supporting state-wide economic development projects, developing a talent pipeline, and building the NC Ports brand.

4) Consent Agenda

- a. Approval of TCC Meeting Minutes- May 15, 2024
- b. Resolution approving 2024-2033 STIP/MPO Amendment #24-3
- c. Resolution approving 2024-2033 STIP/MPO Administrative Modifications #24-5
- d. Resolution requesting Amendments to the 2024-2033 State/MPO Transportation Improvement Programs for Bus Replacement.

Sam Bowell made a motion to approve the consent agenda; Helen Bunch seconded it. Motion passes unanimously.

5) Regular Agenda

a. Resolution supporting the allocation of additional Direct Attributable Funding to the Signal Pre-emption Phase 2

Scott James, WMPO stated the MPO has reviewed a request for additional STBG funds for an existing project. The project is the traffic signal pre-emption for Emergency Response Phase 2. The City of Wilmington in partnership with Novant Health and New Hanover County Fire and Rescue have revised their design documents and cost estimates and determined that there is a shortfall. In response, they have secured a 20% local match, and are requesting from the MPO an additional \$197,106.00 to complete the project.

Mr. James stated that all supporting documents are in the packet and the draft resolution will go before the MPO Board for board action on July 26, 2024

Motion to approve additional Direct Attributable Funding to the Signal Pre-emption Phase 2 project made by Adam Moran, and seconded by Mark Hairr, Motion passes unanimously.

6) Discussion

a. **2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #24-6**

Mike Kozlosky stated this is for informational purposes only and will be brought back at the next meeting for approval.

b. **Prioritization 7.0 Statewide Scoring and Programming**

Abby Lorenzo, WMPO gave a brief presentation overviewing the P7.0 Quantitative scoring results as well as the projects that are being funded at the Statewide Mobility Tier. Prioritization 7.0 is based off the 2013 Strategic Transportation Investment Law, which dictates how transportation revenues are to be divided and programmed to fund new investment projects.

She stated that there was a total of 2,754 projects scored for 6 modes of transportation across the state. 587 projects were eligible at the Statewide Mobility Tier. The projects that are eligible at that tier are aviation, highway, and rail. Ms. Lorenzo noted that unfunded projects will cascade downward to be considered in the next funding tier.

Ms. Lorenzo stated that there was a total of 10 projects funded at the statewide tier. \$1.033 billion in funding is available. 10 projects were funded including 8 highway projects, 1 aviation project, and 1 rail project. The highest funded project score was 90.02 and the lowest scored project to be funded was 82.08. Projects funding by MPO:

- Charlotte Regional TPO-5
- Wilmington MPO-2
- Capital Area MPO-2
- Greensboro MPO-1

She noted that WMPO essentially had 2 projects picked up, U-5732 which is the Hampstead median project on US Highway 17. Two components of that project were scored separately, but they will be delivered as one project. The second project picked up was the toll option for the replacement of the Cape Fear Memorial Bridge.

Ms. Lorenzo stated that the U-5732 project consist of signal and access management improvements between Washington Acres and Vista Lane. The project will include upgrading signal fiber and access management improvements with medians along this corridor. The second project, the Cape Fear Memorial Bridge replacement with toll option will replace the existing bridge with a 6 lane, median divided structure that will include a separate multi-use path.

She noted that there were 15 highway projects submitted by the WMPO including carryovers from previous cycles of prioritization that were eligible at the Statewide Mobility Tier and were scored. The Cape Fear Memorial Bridge replacement project both Division 3 and the MPO submitted this project for scoring. The WMPO's project was submitted as a toll option with the Board supporting evaluating the bridge to compare how it scored as a tolling option versus traditional delivery. The toll project score was 83.95 and the non-toll project score was 62.48. Per January 31, 2024, WMPO Board resolution requesting NCDOT evaluate the WMPO's submittal as a toll: "Whereas, future affirmation by the WMPO Board would be required for the replacement of the Cape Fear Memorial Bridge to be implemented as a toll facility and, further the WMPO Board can withdraw any approval of a toll option up until the Department advertises for a contract to construct the replacement bridge."

Ms. Lorenzo then explained the funding availability for both the Regional Impact and Division Need Tiers. The region currently has a balance of negative \$32 million and the Division has a negative balance of \$54 million, but this is going to change based upon updated processes, and scheduling data. However, the exercise of assigning appropriate points to projects will be done and submitted.

She then gave an overview of the P7 schedule and important dates.

Mike Kozlosky stated that when this information was presented to the WMPO Board it showed 13 projects that were funded at the Statewide Mobility Tier, now there are only 10. He asked Ms. Lorenzo to tell the committee what had changed. She stated that there were 587 projects eligible to be scored. Some of the Statewide Mobility Tier eligible projects were portions of larger projects and in 3 cases the larger project scored well enough to be picked up for funding. The spreadsheet showed 13 projects being funded but 3 of those projects were included in a bigger project.

Ms. Lorenzo stated there is an option to assign local input points for both Regional and Division projects at the same time. This will require coloration with Division 3 since one of the criteria for the local input point assignment is coordination with Division 3.

Adam Moran, Pender County, requested clarification on the funding availability amount by divisions being in the negative? Ms. Lorenzo stated that the negative values reflect the fact that projects that have been programmed already and are in a current adopted state MPO/STIP. Updated cost estimates and construction costs essentially have increased from what was originally programmed for funding those projects. The negative is because of those cost increases and overruns. She then explained the division of funds between tiers.

7) Updates

a. Wilmington Urban Area MPO

Mike Kozlosky noted that the updates are included in the packet.

b. Cape Fear Public Transit Authority

Mark Hiarr, WAVE, stated the updates were in the packet.

c. NCDOT Division 3

Michelle Howes gave an update on completed and ongoing projects.

d. NCDOT Transportation Planning Division

Amanda Killian, NCDOT, introduced herself and stated she would be filling in for Nazia Sadar while on leave. She stated the Brunswick County CTP is complete. The Pender County survey opened June 1st, and it will close on September 1st.

9) Announcements

a. MTP Technical Advisory Committee- June 20, 2024

b. Next TCC will be a special joint meeting with the MPO Board on June 26, 2024, at 2 pm.

10) Next meeting- July 17, 2024

There being no further business Sam Boswell made a motion to adjourn the meeting, seconded by Michelle Howes and the motion carried unanimously.

The meeting was adjourned at 10:38 a.m.

THE ABOVE MINUTES ARE NOT A VERBATIM RECORD OF THE PROCEEDINGS.

THE ENTIRE PROCEEDINGS ARE RECORDED DIGITALLY AS PART OF THIS RECORD.