

**Wilmington Urban Area MPO
Technical Coordinating Committee
Wednesday, November 13, 2024,
Remote Meeting Minutes**

Members Present in Person

Mike Kozlosky, TCC Chairman, WMPO,
Greer Templer, WMPO
Sam Boswell, Cape Fear Council of
Governments
Michelle Howes, NCDOT
Adrienne Cox, NCDOT
Denys Vielkanowitz, City of Wilmington

Members Absent

Michelyn Alston, Town of Navassa
Robert O'Quinn, Town of Wrightsville Beach
Granseur Dick, Wilmington Internation Airport

Others Present In-Person

Tera Cline, WMPO
Tessa Jones, WMPO
Greer Shivers, WMPO
Beth King, WMPO
Regina Hopkins, WMPO
Chad Staradumsky, Town of Belville

Members Present Remote

Helen Bunch, Brunswick County
Mark Hairr, Cape Fear Public
Transportation Authority
Adrienne Harrington, Town of Belville
Gloria Abbotts, Town of Carolina Beach
Karlene Ellis Vitalis, New Hanover County
Stephanie Ayers, NC State Ports Authority
Nazia Sader, NCDOT
Ashli Barefoot, Town of Leland
Justin Brantley, Pender County
Mandy Sander, Town of Kure Beach

Others Present Remote

Kristina Whitfield, Kimley Horn

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, Sam Boswell, Michelle Howes, Adrienne Cox, Greer Templer, and Denys Vielkanowitz. **Present Remotely:** Helen Bunch, Mark Hairr, Adrienne Harrington, Gloria Abbotts, Stephanie Ayers, Nazia Sader, Ashli Barefoot, Justin Brantley, and Mandy Sander. **Absent:** Michelyn Alston, Robert O'Quinn, and Granseur Dick.

2) Approval of Agenda

Ashli Barefoot made a motion to approve the agenda, seconded by Justin Brantley, and the motion carried unanimously

3) Consent Agenda

- a. Approval of TCC Meeting Minutes- October 11, 2024
- b. Resolution approving the Gullah Geechee Heritage Corridor Feasibility Study

5) Regular Agenda

a. Resolution adopting the 2025 Meeting Schedule

Mark Hiarr motioned to adopt the 2025 meeting schedule, which Nazia Sader seconded. The motion carried unanimously.

b. Resolution approving the Wilmington Urban Area MPO's Prioritization 7.0 Division Needs Local Input Point Assignment

Mike Kozlosky, WMPO, reminded the committee that they were presented with a draft point assignment at the last meeting. He then stated that the MPO Board was also presented with the draft point assignment at their last meeting. The MPO Board opened its 14-day public comment period; no comments were received on the point assignment. However, several comments were received related specifically to replacing the Heidi Trask drawbridge.

He then stated that, with no public comments on how we assigned our points, staff would request approval of the Division Needs Local Point Assignment from the MPO. He stated that the assignment must be submitted by November 29th and will also be presented to the MPO Board at their November 20th meeting.

Sam Boswell made a motion to approve a resolution approving the Wilmington Urban Area MPO's Prioritization 7.0 Division Needs Local Input Point Assignment, which Michelle Howes then seconded. The motion was carried unanimously.

c. Resolution endorsing the Fiscally Constrained Roadway Project list for inclusion in the Cape Fear Navigating Change 2050

Greer Templer, WMPO, stated that last month, three project scenarios for the fiscally constrained roadway projects for the Cape Fear Navigating Change 2050 plan were presented to the committee and the MPO Board. She then introduced Kristina Whitfield with Kimley Horn to overview the rationale behind recommending approval of scenario number 3.

Kristina Whitfield with Kimley-Horn stated that she wanted to do a quick overview of the alternative revenue forecast for each revenue stream and each county. She said that with a quarter-cent local option sales tax, New Hanover County would be at \$1,181 million, Brunswick County \$535 million, and Pender County \$215 million.

Ms. Whitfield then explained that an additional \$7.00 on a registration fee for each county would generate \$67.78 million in revenue for New Hanover County, \$26.41 million for Brunswick County, and \$14.52 million for Pender County.

She then stated that municipalities levy the motor vehicle license tax. Currently, there are no incorporated municipalities with the portion of Pender County located with the WMPO. Wilmington and Leland already levy the motor vehicle license tax, which is not included in the estimates. New Hanover County estimates \$7.80 million in revenue, and Brunswick County estimates \$4.48 million.

Ms. Whitfield continued, stating that a short-term vehicle rental tax can only be estimated for New Hanover County because it is the only county with rental companies. That estimate is \$59.43 million in revenue.

She stated that based on looking across the three counties, New Hanover County has the biggest opportunity for alternative revenue. She then tailored down from them based on the size of the jurisdiction, Brunswick County, and then Pender County. Portions are weighted based on the percentage of the population expected to be within the WMPO's boundaries between now and 2050.

Ms. Whitfield noted that bonds are particularly specific to each jurisdiction. She stated that detailed estimates are not attainable without knowing each jurisdiction's individual bond rating and debt capacity. Kimley-Horn did look back over the last 5 to 8 years at some jurisdictions across North Carolina that have levied bonds for transportation projects. She noted that when the population is normalized with their successful referenda, the average per capita ask for the bond is typically about \$505, and the average tax rate increase is about 3 cents per \$100 evaluation. Based on the information found, the most common type of bond initiative to be partnered with is Parks and Recreation.

In conclusion, she stated that the staff recommends approval of scenario 3 for the fiscally constrained projects list to be included in the 2050 MTP. The projects were looked at in several different ways. The project variation wasn't great enough to show vast differences in the Travel Demand Modal. The scenarios were compared to see how well they met the merit criteria in the prioritization. Safety was the greatest need for prioritizing projects, and the scenario grouping in number 3 had the highest safety scores. It is also the one that the grouping of projects is as close to zero as possible, with a fiscal balance of just \$873,000.00 remaining. She noted that the member jurisdictions submitted eight plus projects, and most of their top-ranked projects are in the fiscally constrained project list.

Dennys Vielkanowitz, City of Wilmington, had a question about the banding. He said it looks like there are specific year treatments for each project. He asked how they were weighted and if there was any wiggle room for moving a project forward and delaying the prioritization of another project.

Ms. Whitfield stated that they typically start with the ranking and go down until the list has run out. It could be that the project in the nearer-term band scored higher than the further-away band. She also noted that cost can affect the banding. She stated that from the standpoint of the SPOT process if the project is in the fiscally constrained plan itself, the banding usually does not have a significant effect.

Dennys Vielkanowitz asked if there could be further discussion after the meeting on the City of Wilmington's prioritization list and the concerns with the banding.

Mr. Kozlosky confirmed with Mr. Vielkanowitz that they could discuss it and verified that there were no issues with the list itself. Mr. Vielkanowitz stated the project list was fine.

Nazia Sarder motioned to approve the resolution endorsing the fiscally constrained roadway project list for inclusion in the Cape Fear Navigating Change 2050. Sam Boswell seconded, and the motion was carried unanimously.

5) Discussion

a. **2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #24-11**

Mike Kozlosky noted this was a discussion item and will be considered at the next meeting.

7) Updates

a. **Wilmington Urban Area MPO**

Mike Kozlosky stated the written updates are included in the packet. He recognized that the WMPO is currently developing the Unified Planning Work Program and will discuss it with the WMPO Board in December. He requested that any member jurisdiction with special requests for any special studies, plans, or studies related to transportation be received by December 9th so there is time to review with the Board.

. **Cape Fear Public Transit Authority**

Mark Hiarr, WAVE, stated that updates are included in the packet.

c. **NCDOT Division 3**

Adrienne Cox, Division 3, stated that all the updates in the packet are correct except bridge project BP3-R004 Brunswick Bridge 181, which has an asterisk; on the list are some other factors influencing the project's final completion date.

Mike Kozlosky asked for clarification on the completion date for the Super Street median on Market Street listed under projects under construction. He stated that it shows it's 73% complete but has a completion date of September 28, 2024. Michelle Howes noted that this was discussed with Josh Pratt, and the completion date will be modified once claims from the contractor to change the actual completion date are received.

Adrienne Cox noted the last list of resurfacing projects. Several are closing out, and some are coming on board.

d. **NCDOT Integrated Mobility Division**

No Update.

e. **NCDOT Transportation Planning Division**

Nazia Sader NCDOT, stated that they will continue to work with the WMPO on the Wilmington Travel Demand Model. The Pender County CTP will resume meetings beginning next year and review the survey results.

Announcements

- a. **WMPO BPAC meeting on December 10, 2024, and a virtual Go Coast meeting on Tuesday, December 17th.**

10) Next meeting- January 15, 2025

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

The meeting was adjourned at 10:26 a.m.

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

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