

**Wilmington Urban Area MPO
Technical Coordinating Committee
Wednesday, April 10, 2024,
Remote Meeting Minutes**

Members Present in Person

Mike Kozlosky, TCC Chairman, WMPO
Karlene Ellis Vitalis, New Hanover County
Carolyn Caggia, WMPO

Members Absent

Michelyn Alston, Town of Navassa
Robert O'Quinn, Town of Wrightsville Beach
Granseur Dick, Wilmington International Airport
Michelle Howes, NCDOT

Members Present Remote

Stephanie Ayers, NC State Ports Authority
Adam Moran, Pender County
Helen Bunch, Brunswick County
Jon Dodson, Cape Fear Public Transit
Authority
Adrienne Harrington, Town of Belville
Nazia Sarder, TCC Vice Chair, NCDOT
Mandy Sanders, Town of Kure Beach
Jeremy Hardison, Town of Carolina Beach
Jessica Moberly, Town of Leland
Denys Vielkanowitz, City of Wilmington
Sam Boswell, Cape Fear Council of
Governments

Others Present

Chad Staradumsky, Town of Belville
Scott A. James, WMPO (remote)
Abby Lorenzo, WMPO (remote)
Greer Shivers, WMPO
Jamar Johnson, WMPO (remote)
Vanessa Lacer, WMPO
Andrew Kittelson (remote)
Beth King, WMPO
Kim Nguyen, NCDOT (remote)

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, Karlene Ellis Vitalis, and Carolyn Caggia. **Present Remotely:** Sam Boswell, Adam Moran, Helen Bunch, Adrienne Harrington, Stephanie Ayers, Jon Dodson, Nazia Sarder, Mandy Sanders, Jeremy Hardison, Denys Vielkanowitz, Jessica Moberly. **Absent:** Michelyn Alston, Robert O'Quinn, Granseur Dick, and Michelle Howes.

2) Approval of Agenda

Stephanie Ayers made a motion to approve the agenda, seconded by Nazia Sarder, and the motion carried unanimously

3) Presentations

Cape Fear Navigating Change 2050 Vision and Goals- Vanessa Lacer, WMPO

Vanessa Lacer, WMPO provided an update on the planning process for the Metropolitan Transportation Plan Change 2050. She stated the technical steering committee has been working hard and recently adopted goals for the plan.

Ms. Lacer stated that the planning effort began in August of 2022. The steering committee kicked off in June and July of 2023 with the first phase of public outreach. This occurred in August through November of 2023. The steering committee then met in March of 2024 to define what is meant by vision and receive consensus at the committee level. The committee defined it with two bullets, first being, the aspiration for the plan for our region. Then, the second bullet point should be to form the basis for goal setting.

She then explained the vision statement development. This included public input, WMPO mission and vision and MTPC SPOT analysis. The committee looked at strengths, problems, opportunities, and threats for the region and how this plan could address those items. The vision statement adopted by our technical steering committee is that "our region will thrive and prosper through an equitable and resilient transportation network that supports regional economic vitality while improving quality of life for residents."

The committee then met to define goals. Ms. Lacer explained that they are the basis for defining success through modal objectives. These goals are intended to be broad enough to apply to all six transportation modes, and these goals will be the basis for the next stage of plan development which would be the local objectives. The committee used the vision statement, WMPO strategic plan, and federal planning factors to create the goals.

The five goals are as follows: Safe, Equitable, Connected, Resilient and Proactive. The first goal Safe has three parts. The first part is the elimination of transportation related injuries and fatalities through implementation of injury prevention initiatives and strategies in the beginning and increasing safety in that way. And third, increasing or ensuring the security of a technology infrastructure and logistics.

The second goal Equitable has four parts. The first part is to prioritize environmentally and socially responsible transportation projects and their distribution. The second part is to increase quality of life and avoid, minimize, or mitigate adverse effects for minority and low-income populations. The third is to increase accessible mobility options and reduce or remove barriers to mobility. Finally ensure meaningful public involvement opportunities and the instructive incorporation of public feedback in the transportation planning and decision-making process. Ms. Lacer stated that much of this goal was related to the definition of environmental justice at the Federal level.

The third goal of Connected has 3 parts, first, to expand efficiency and capacity of the transportation network through increased and connected multilateral transportation options. Second, to support multi-modal transportation facilities and policies that contribute to quality of place and are integrated with land use planning. Third is to develop resources and technology that support intermodal travel so big focus on multi-modal transportation and intermodal travel in this goal.

The fourth goal is Resilient and has 4 parts. The first is to support transportation infrastructure that withstands and recovers from natural or man-made hazards. The second is to provide redundant transportation options that support the movement of people, goods, and emergency responders. The third part is to ensure

long term viability through a realistic, sustainable, and responsible approach to project development, and fourth is to increase the reliability of transportation options and travel times.

She explains the final goal Proactive has five parts. The first is to anticipate changing needs and technologies and project design and implementation. The second is to integrate transportation and future land use planning. The third is to provide timely communication and education around important transportation activities, initiatives, and campaigns. The fourth is to increase opportunities for regional funding by looking at economic development. Finally, explore new or innovative partnerships, funding, and technology.

Ms. Lacer stated the committee has this vision statement; their final goals that have been adopted. Now the committee is going to continue working on this plan through modal objectives. So again, how success is defined per transportation mode. Once those model objectives have been identified, they will be used in two different ways. First, a policy will be created for each of the transportation modes. And second, those objectives will be used for project scores and developing scoring matrices. The highest scoring projects are intended to be those that most closely relate to our vision and enhancing quality of place for neighborhoods.

She then went on to explain the next steps for project development. The committee is currently at the mission goals development stage and modal projective development. Once that is completed and projects move forward, they can move into project cost estimates then move into public outreach phase 2. The draft plan for community response and final step of adoption in November of 2025.

4) Consent Agenda

- a. Approval of TCC Meeting Minutes- March 13, 2024
- b. Resolution approving 2024-2033 STIP/MPO Amendment #24-2
- c. Resolution approving 2024-2033 STIP/MPO Administrative Modifications #24-3
- d. Opening of the 30-day public comment period for 2024-2033 STIP/MPO Amendment #24-3
- e. Resolution supporting the North Carolina Department of Transportation's application to the US Department of Transportation's Multimodal Project Discretionary Grant Program (MPDG) for the Replacement of the Cape Fear Memorial Bridge
- f. Resolution supporting the NC State Ports Authority's Grant application for a 2024 Environmental Protection Agency's Clean Ports Program grant to fund Zero Emissions Equipment at the Port of Wilmington
- g. Resolution supporting the Town of Leland's application for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant for the Basin Street Extension

Ms. Harrington made a motion to approve the consent agenda; Ms. Bunch seconded it. Motion passes unanimously.

6) Discussion

- a. 2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #24-4
Mike Kozlosky stated this was for informational purposes only and will be brought back at the next meeting for approval.

8) **Updates**

a. Wilmington Urban Area MPO

Mike Kozlosky noted that updates are included in the packet. Additionally, he added that the information about WMPO's moving temporarily to the Skyline Center. He also noted that the member survey had been sent out for completion.

b. Cape Fear Public Transit Authority

Jon Dodson, WAVE, stated updates were in the packet and they were starting the public comment period for the short- range plan. This would be starting the following week and continue through May.

c. NCDOT Integrated Mobility Division

Kim Nguyen, NCDOT stated items are included in the packet. She also outlined the multi-modal planning grant, and updates on the Carolina Beach bike/ped plan and Kure Beach paved trails feasibility study.

d. NCDOT Transportation Planning Division

Nazia Sarder, NCDOT, stated the Wilmington travel demand model additional feedback for socioeconomic data has been sent back to the MPO for verification and will be incorporated into the model and presented to the TCC and MPO Board. All other updates are included in the packet.

9) Announcements

- a. WMPO Bike/Pedestrian Committee- April 9, 2024
- b. MTP Technical Advisory Committee- April 25, 2024

8) Next meeting- May 15, 2024

There being no further business Nazia Sader made a motion to adjourn the meeting, seconded by Jon Dodson and the motion carried unanimously.

The meeting was adjourned at 10:22 a.m.

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