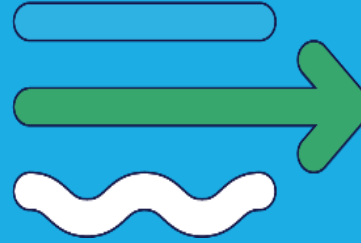




CAPE FEAR

Moving Forward 2045

METROPOLITAN TRANSPORTATION PLAN

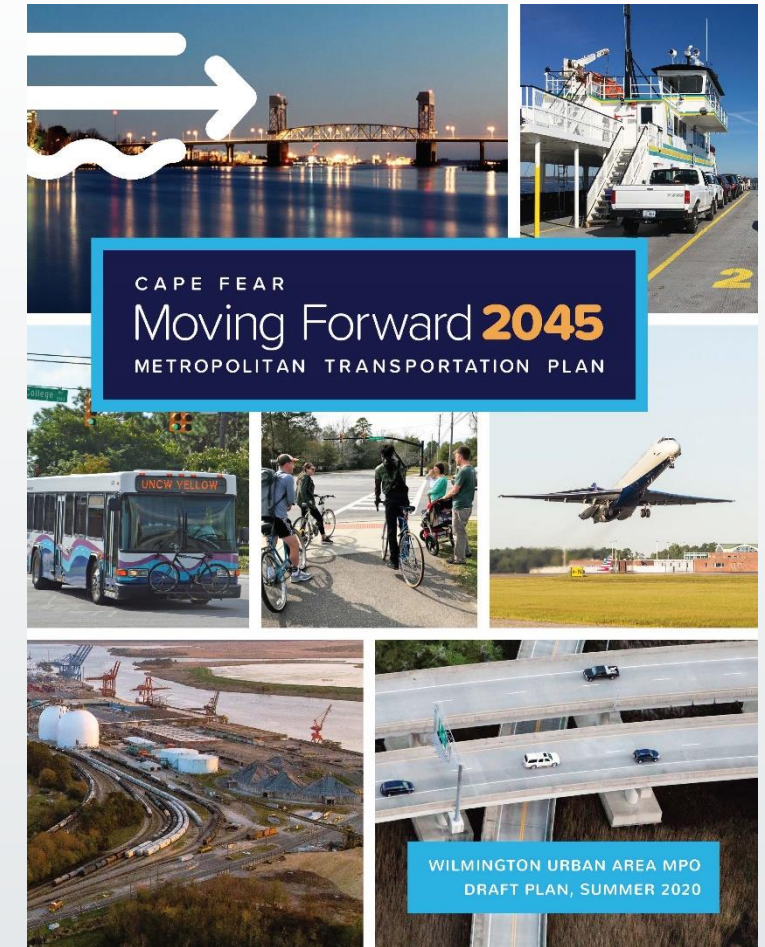


Final Plan Presentation

August 2020

Presentation Overview

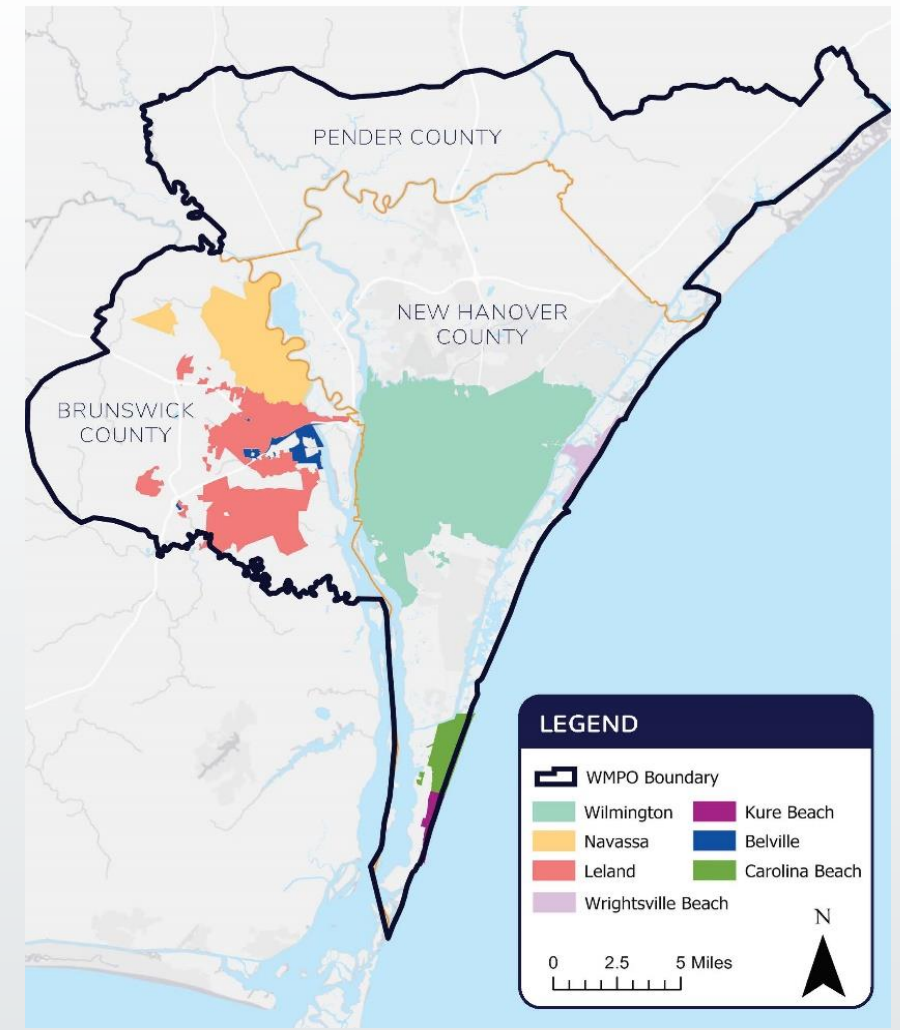
- About the WMPO and its requirements
- The plan development process
- The final plan
- How to support the plan





About the Wilmington Urban Area Metropolitan Planning Organization (WMPO)

- Formed in 1978
- Approximately 280,000 in population
- 494 square miles
- 13-member Board includes representative from each member jurisdiction (2 from Wilmington), the Cape Fear Public Transportation Authority, and NCDOT Board of Transportation



Responsibilities of the WMPO

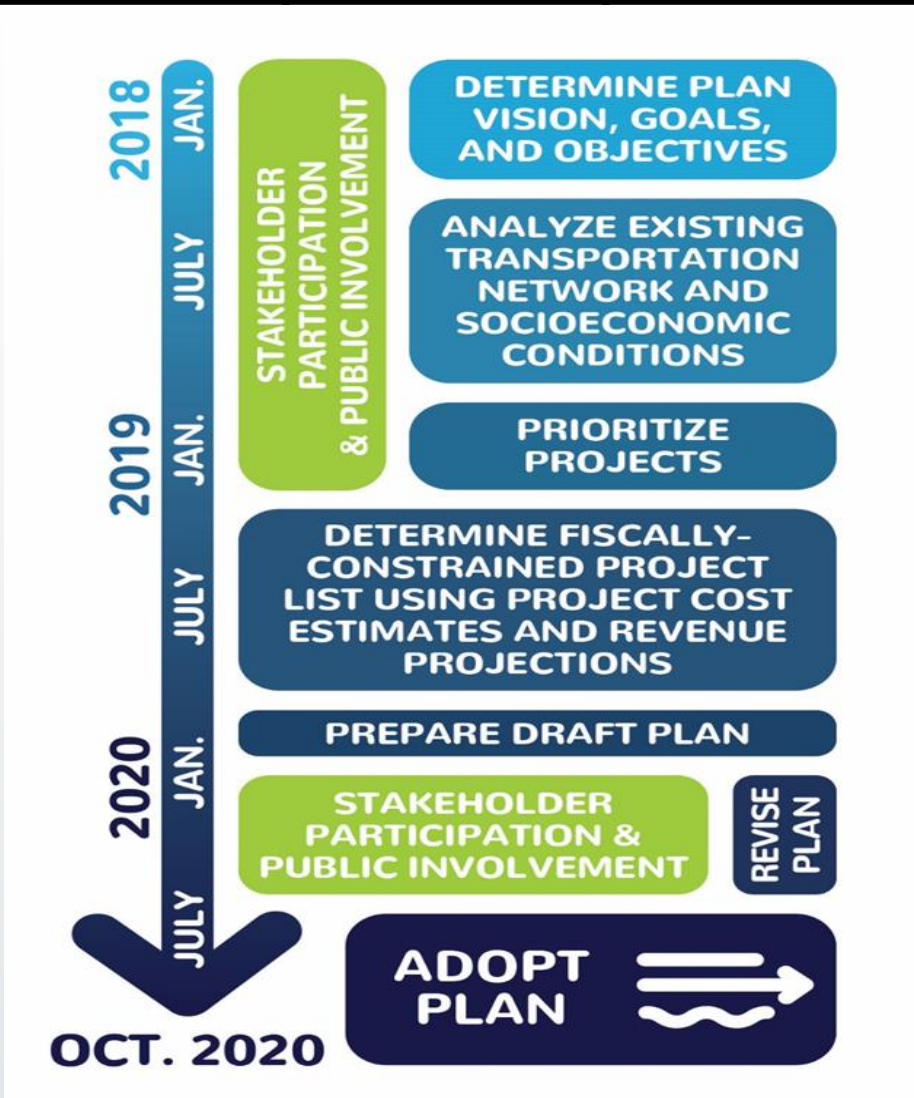
- Federally required to provide regional transportation planning utilizing a continuing, cooperative, and comprehensive (3Cs) process which serves as the basis of the expenditure of federal transportation funding
- Update and maintain the metropolitan transportation plan every 5 years
- Prepare an annual work plan (UPWP)
- Assist in the prioritization of transportation projects for the development of the STIP/MPO TIP
- Coordinate the activities of the WMPO Board and TCC

Metropolitan Transportation Plans

- Federally Required to:
 - Provide a regional multi-modal transportation needs analysis
 - Consider regional demographics and land use
 - Public Involvement
 - 20-year minimum planning horizon
 - Fiscally constrained
 - Serves as the basis for MPO TIP/STIP

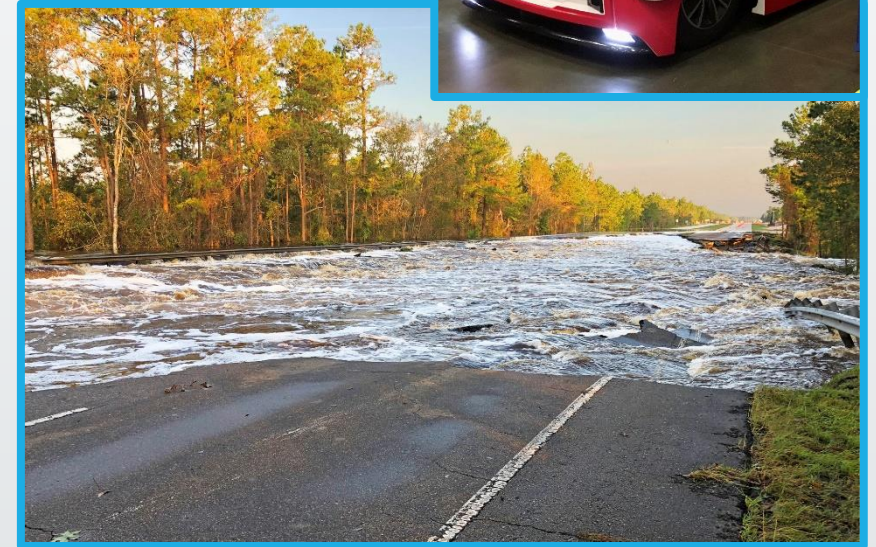


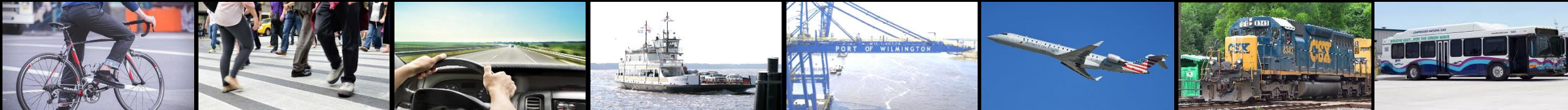
Plan Development Process



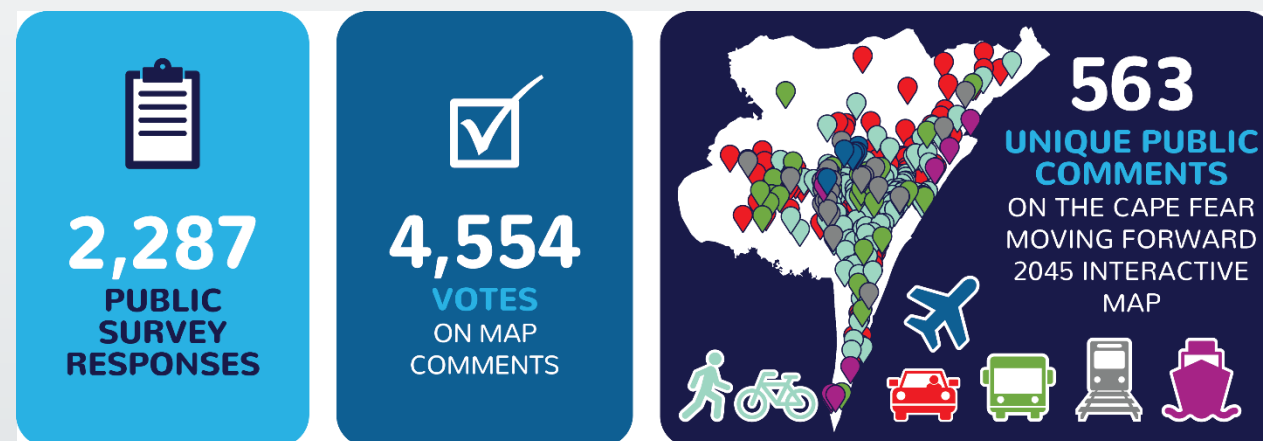
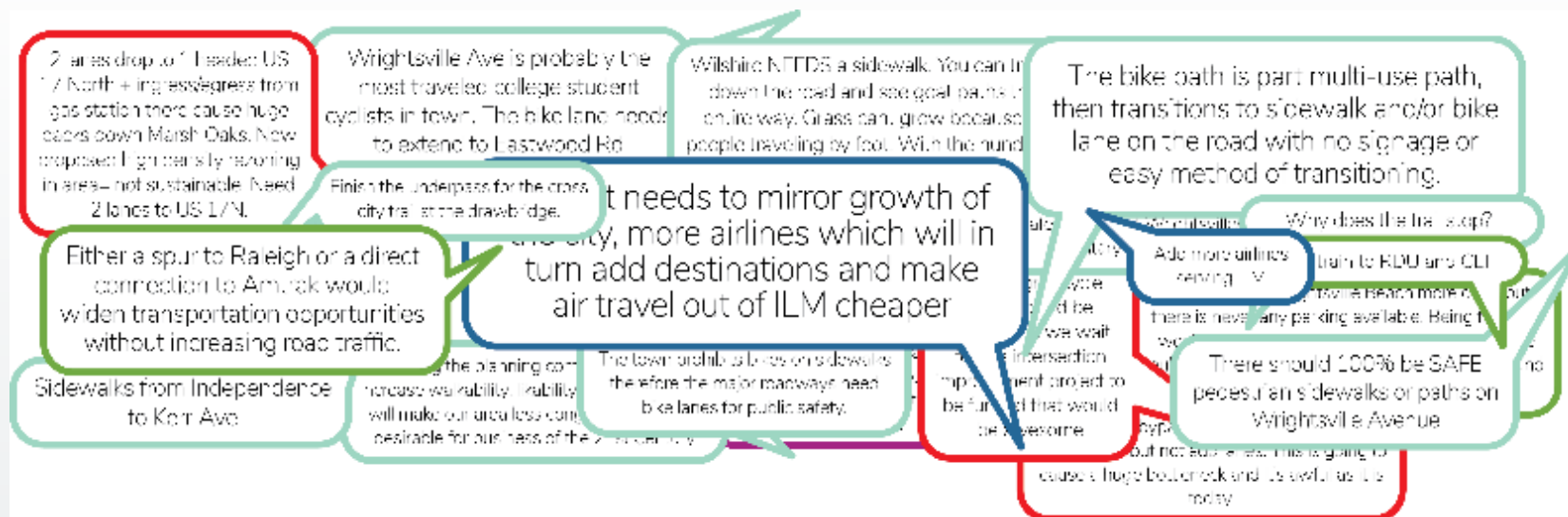
New Requirements and Considerations

- FAST Act Requirements
 - Additional Planning Factors
 - Inclusion of Inter-City Transit providers and Tourism
- Performance based approach
- Innovative Technologies
- Resiliency
- Environmental Justice



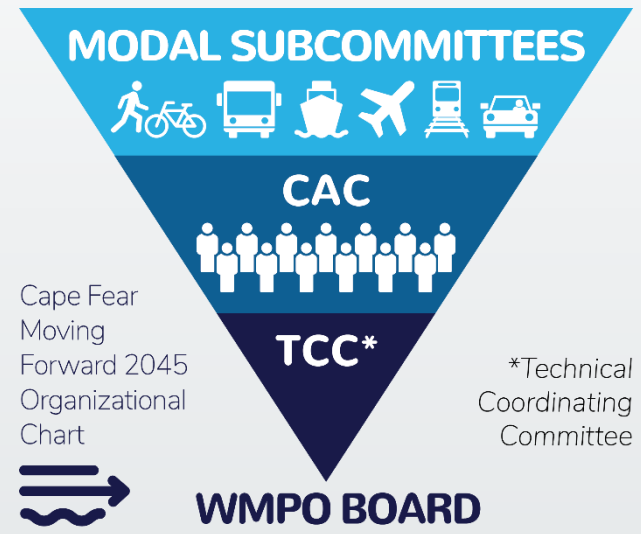
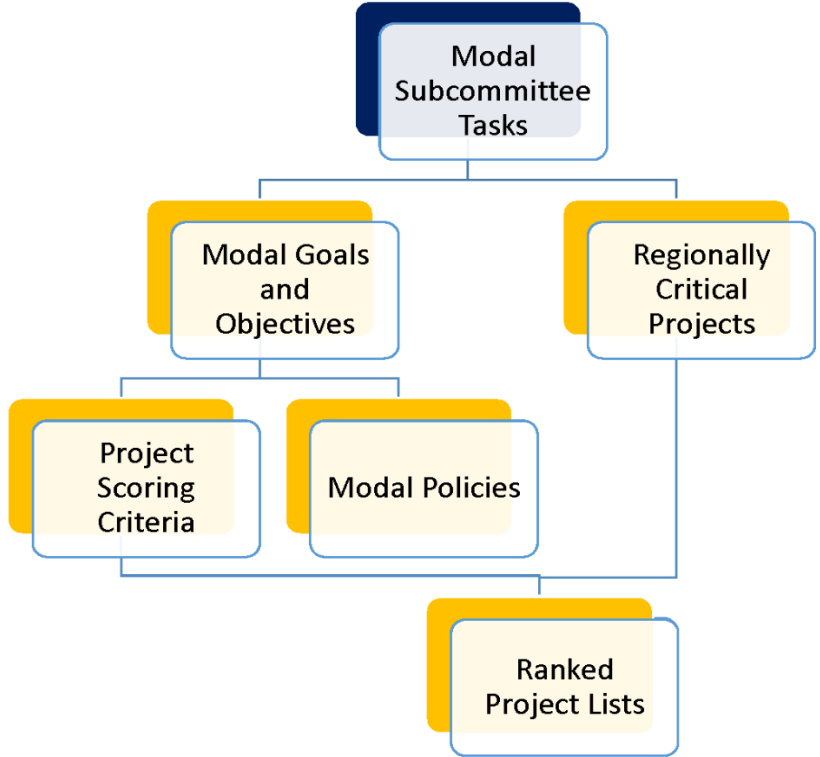


Public Participation











Modal Elements Development



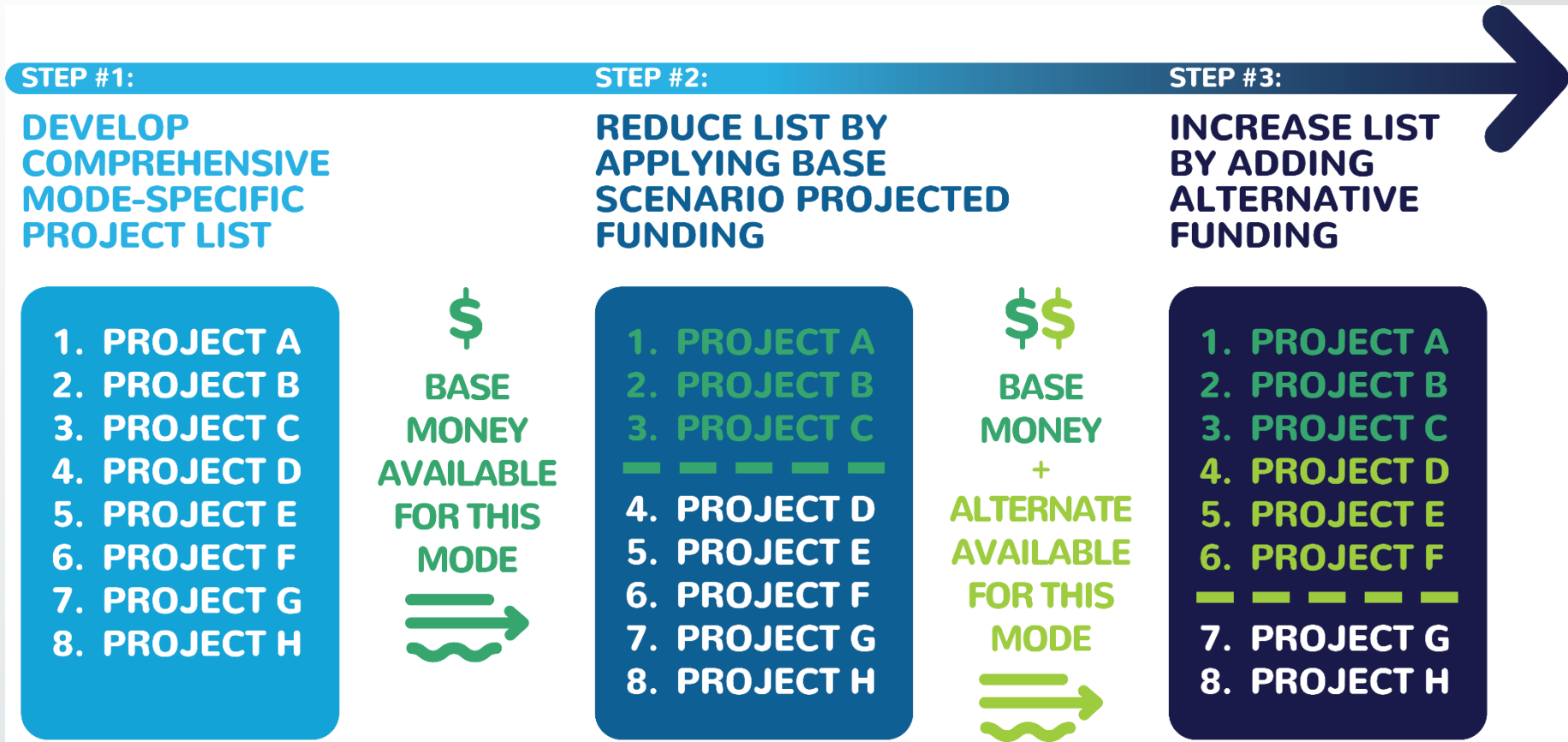


Financial Forecast Development

Mode	Historical Funding Sources	Financial Forecast (FY2020-FY2045)	
	<ul style="list-style-type: none"> Federal Aviation Administration (FAA) Grant History State Match Wilmington International Airport (ILM) Capital Improvement Plan (CIP) Customer Facility Charge, Passenger Facility Charge Airport Operations & Maintenance (O&M) Revenues 	Capital Funding: \$208,125,960 Operations & Maintenance Funding: \$421,956,667	
		AVIATION TOTAL: \$630,082,627	
	<ul style="list-style-type: none"> Direct Attributable (STBG-DA and TASA-DA) Local Match City of Wilmington GO Bond Municipal O&M (Trails, Sidewalks, Bike Lanes) 	Capital Funding: \$77,033,372 Operations & Maintenance Funding: \$13,756,291	
		BICYCLE & PEDESTRIAN TOTAL: \$90,789,663	
	<ul style="list-style-type: none"> Federal Ferry Boat Program Toll Revenues Regional State Transportation Investments State O&M 	Capital Funding: \$58,697,582 Operations & Maintenance Funding: \$207,846,116	
		FERRY & WATER TRANSPORTATION TOTAL: \$266,543,698	
	<ul style="list-style-type: none"> Rail Industrial Access Program (RIAP) Short Line Infrastructure Assistance Program (SIAP) 	Capital Funding: \$31,736,429 Operations & Maintenance Funding: N/A	
		FREIGHT & FREIGHT RAIL TOTAL: \$31,736,429	
	<ul style="list-style-type: none"> Federal Transit Administration Funds (Capital and O&M) State and Local Matches O&M (NCDOT and Local) Passenger Fares 	Capital Funding: \$29,236,306 Operations & Maintenance Funding: \$438,015,618	
		PUBLIC TRANSPORTATION TOTAL: \$467,251,924	
	<ul style="list-style-type: none"> State Transportation Improvement Program (STIP) Surface Transportation Block Grant Program – Direct Attributable (STBG-DA) Local Match City of Wilmington GO Bond O&M (NCDOT Division and Powell Bill) 	Capital Funding: \$3,398,214,479 Operations & Maintenance Funding: \$459,701,564	
		ROADWAY TOTAL: \$3,857,916,043	
		TOTAL CAPITAL FUNDING (ALL MODES): \$3,803,044,128	
		TOTAL INCLUDING O&M FUNDING (ALL MODES): \$5,344,320,384	



Fiscally Constraining the Plan



Alternative Funding Sources

- A funding gap of \$7.2 billion was identified based on identified regional project needs and forecasted funding
- Alternative funding sources utilized in North Carolina and other parts of the US were researched, including taxes, fees, grants, and bonds
- Alternative funding sources explored by the Board:
 - Quarter Cent Sales Tax
 - Quarter Cent Sales Tax for Transit
 - Motor Vehicle License Tax
 - Motor Vehicle License Tax for Transit
 - Vehicle Registration Fee
 - Vehicle Rental Tax
 - Bicycle Registration Fee
 - Transportation Bonds
 - Tolling
- The Board supported the tolling of the Cape Fear Crossing, allowing for the forecasted toll revenues to be utilized for fiscally constraining a portion of the project in the plan



TDM Strategies

YEARS TO IMPLEMENTATION:

0 5 10 20

SHORT-RANGE

- Alternative Work Schedules
- Bicycle and Pedestrian Infrastructure
- Bike Share
- Carpool and Vanpool
- Consulting for Telecommuting Opportunities
- Development Review
- Continued Employment of Full-time TDM Staff
- Personalized Commuter Plans

MEDIUM-RANGE

- Bicycle and Pedestrian Infrastructure
- Bus Rapid Transit (BRT)
- Car Share
- Employer Shuttles
- Park and Ride Lots
- Transit Amenities

LONG-RANGE

- Bicycle and Pedestrian Infrastructure
- Fixed Rail Transit
- High Occupancy Vehicle (HOV) Lanes
- Toll and Express Toll (HOT) Lanes
- Water Taxi Service



TSMO Strategies



ACCESS MANAGEMENT

ADDITIONAL TURN LANES

**EMERGENCY VEHICLE
PREEMPTION & TRANSIT
SIGNAL PRIORITY**



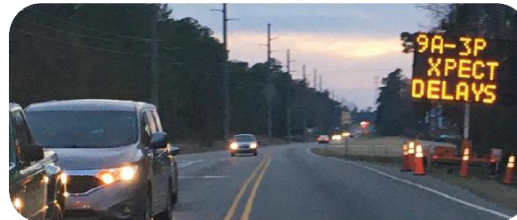
BUS PULLOUTS



**INTERSECTION
MODIFICATIONS &
GEOMETRIC DESIGN
IMPROVEMENTS**

**IMPROVED SIGNAGE
& LIGHTING**

PAVEMENT MARKINGS



**MOTORIST ASSISTANCE
PROGRAM**



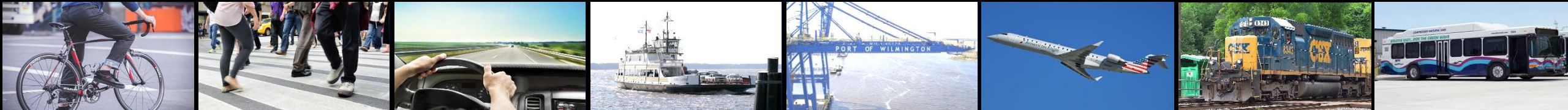
**STREETSCAPE
IMPROVEMENTS**

**SOCIAL MEDIA
& SMART APPS**

**TRAVELER INFORMATION
SYSTEMS & DYNAMIC
MESSAGE SIGNS**

**TRAFFIC SIGNAL
TIMING OPTIMIZATION**

**VEHICLE DETECTORS
REPAIR/REPLACEMENT**



Public Review of the Draft Plan

On the Fiscally-Constrained Bicycle and Pedestrian Project List, it appears that several projects (BP-581 (Carolina Beach Road & College Road), BP-646 (College Road and Oleander Drive), BP-584 (College Road & Monkey Junction Shopping Center Entrance), BP-577 (Bayshore Drive & Market Street), BP-627 (Piner Road & Myrtle Grove Road)) are already included in the design or recommended cross sections for roadway projects anticipated for funding prior to the anticipated funding year of the bike/ped projects. If there is not a need for this redundancy, approximately \$113,800 (not considering inflation) could be freed-up, which could allow projects such as BP-147a (Central Blvd/ Morningside Dr. Bike Lanes), the Front Street sharrows (BP-471 and 370), etc. to be funded.


The top priority projects are programmed for funding between 2020-2025. With NCDOT facing financial issues, how will that affect these projects?

There are planned bicycle improvements on Lendire. What will this project look like?



PUBLIC OUTREACH PHASE II
2/26/20 - 5/15/20

 **IN PERSON
OPEN HOUSES:**
3/4/2020
3/10/2020

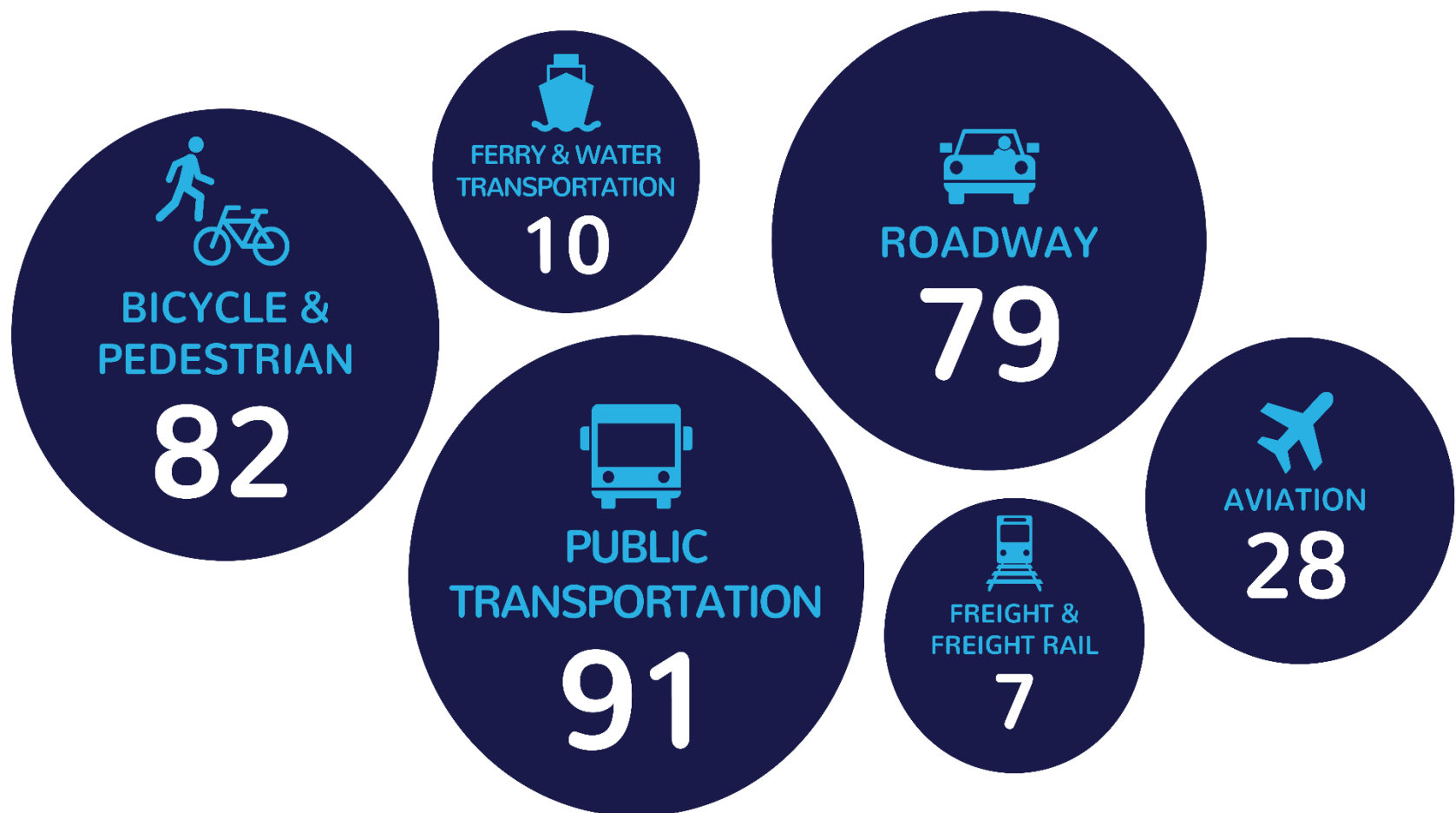
 **VIRTUAL
OPEN HOUSES:**
7/6/2020
7/7/2020
7/8/2020

 **113 COMMENTS
ADDRESSED
BY STAFF**



Final Plan Outcomes

NUMBER OF FISCALLY CONSTRAINED PROJECTS BY MODE:





Your Role in Supporting the Plan

- Consider during development review, CIP planning, and local plan development
- Promote WMPO initiatives
- Participate in all efforts to develop the 2050 plan





Questions?

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(910) 341-7890

Wmpo.org