

# 2021

# WILMINGTON URBAN AREA MPO LEGISLATIVE AGENDA



## CORRIDOR PRESERVATION

The Wilmington Urban Area MPO requests the General Assembly identify techniques and continue support corridor protection that is vital implement projects in the state of North Carolina. The MPO requests the North Carolina General Assembly re-instate our previous protections included in the Map Act legislation and continue to indemnify, hold harmless, and defend the Wilmington Urban Area Metropolitan Planning Organization for the filing of the Transportation Corridor maps for the Hampstead Bypass (R-3300). The MPO also requests the North Carolina General Assembly and North Carolina Department of Transportation provide funding for advanced right-of-way acquisition for larger transportation projects.



## TRANSPORTATION FUNDING

The Wilmington Urban Area MPO supports prioritization and funding for local transportation and infrastructure projects and the need to explore new transportation and infrastructure revenue sources to address the growing needs of the state and the nation. Including, but not limited to road, bridges and highway projects, public transportation, ferry, bicycle and pedestrian infrastructure, beach nourishment, inlet and waterway maintenance, coastal storm damage reduction, port infrastructure, airports, etc.

The Wilmington Urban Area MPO encourage the North Carolina Department of Transportation, North Carolina General Assembly, and Governor of North Carolina to explore and implement new funding mechanisms that could raise the funds necessary to accelerate much needed transportation projects.



## TRANSPORTATION PROJECT PRIORITIES

Due to NCDOT cash management issues, many projects across the state and in our region were delayed in the STIP/MPO TIP. Support the acceleration of the Wilmington Urban Area MPO's top priorities for projects currently funded in the adopted 2020-2029 State/MPO Transportation Improvement Programs. The Board's transportation priorities are as follows:

- Hampstead Bypass (R-3300)
- Military Cutoff Road/Eastwood Road Interchange (U-5710)
- Independence Boulevard Extension (U-4434)
- Martin Luther King Jr. Parkway/Kerr Avenue Interchange (U-3338C)
- Martin Luther King Jr. Parkway/Market Street/Eastwood Road Interchange (U-4902C)

The Board also identified the replacement of the Cape Fear Memorial Bridge as their highest unfunded priority.





## OPPOSITION TO TRANSFER OF STATE ROAD MAINTENANCE

The Wilmington Urban Area MPO respectfully and urgently requests the North Carolina General Assembly reject proposals which would transfer responsibility for large portions of the state's road system to local governments, and weaken or dismantle municipal Powell Bill Street maintenance funding.



## LIMITATION ON CITY REQUIREMENTS FOR STREET IMPROVEMENTS RELATED TO SCHOOLS

Senate Bill 257 included language related to street improvements for schools. The Wilmington Urban Area MPO is concerned that on non-state maintained facilities where improvements related to schools are needed, the funding burden has fallen on the municipalities or the level of service on the roadways will be compromised. The Wilmington Urban Area MPO encourages the General Assembly to review this language and seek solutions to address this funding concern.



## MOPED LEGISLATION

The Wilmington Urban Area MPO supports the North Carolina Department of Transportation's policy recommendation of restricting mopeds on public roadways with posted speed limits of 45 mph or greater. The MPO also encourages the North Carolina General Assembly to implement laws that regulate the use of mopeds in a manner that promotes the safety and welfare of the citizens and visitors of North Carolina and pursue education and clarity on existing regulations for mopeds, golf carts, and low-speed vehicles.



## ELECTRIC SCOOTER LEGISLATION

The Wilmington Urban Area MPO supports the use of electric scooters to provide an alternative mode of transportation so long as the scooters are used in a safe and responsible manner, do not create visual clutter, and do not block parking or ADA accessibility. The allowance and/or use of electric scooters should be subject to local government control through their adopted codes and ordinances.