



WMPO

Wilmington Urban
Area Metropolitan
Planning Organization
www.wmpo.org

Unified Planning Work Program Fiscal Year 2027

**Original UPWP
Adopted March 25, 2026**



**FY 2027 UNIFIED PLANNING WORK PROGRAM
for the
WILMINGTON URBAN AREA METROPOLITAN PLANNING
ORGANIZATION**

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Introduction

In compliance with Federal law and in the spirit of cooperation, the Wilmington Urban Area MPO (WMPO) conducts a “cooperative, comprehensive, and continuing” transportation planning process. This Unified Planning Work Program (UPWP) outlines the tasks and associated funding sources dedicated to the Wilmington Urban Area MPO’s transportation planning process during Fiscal Year 2027 (FY 27). Depending on the specific funding source, tasks funded through the UPWP are eligible for reimbursement of 80-100% of their cost from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) through the North Carolina Department of Transportation (NCDOT).

The UPWP for the Wilmington Urban Area MPO identifies six separate funding sources for transportation planning. A brief description of these funding sources follows:

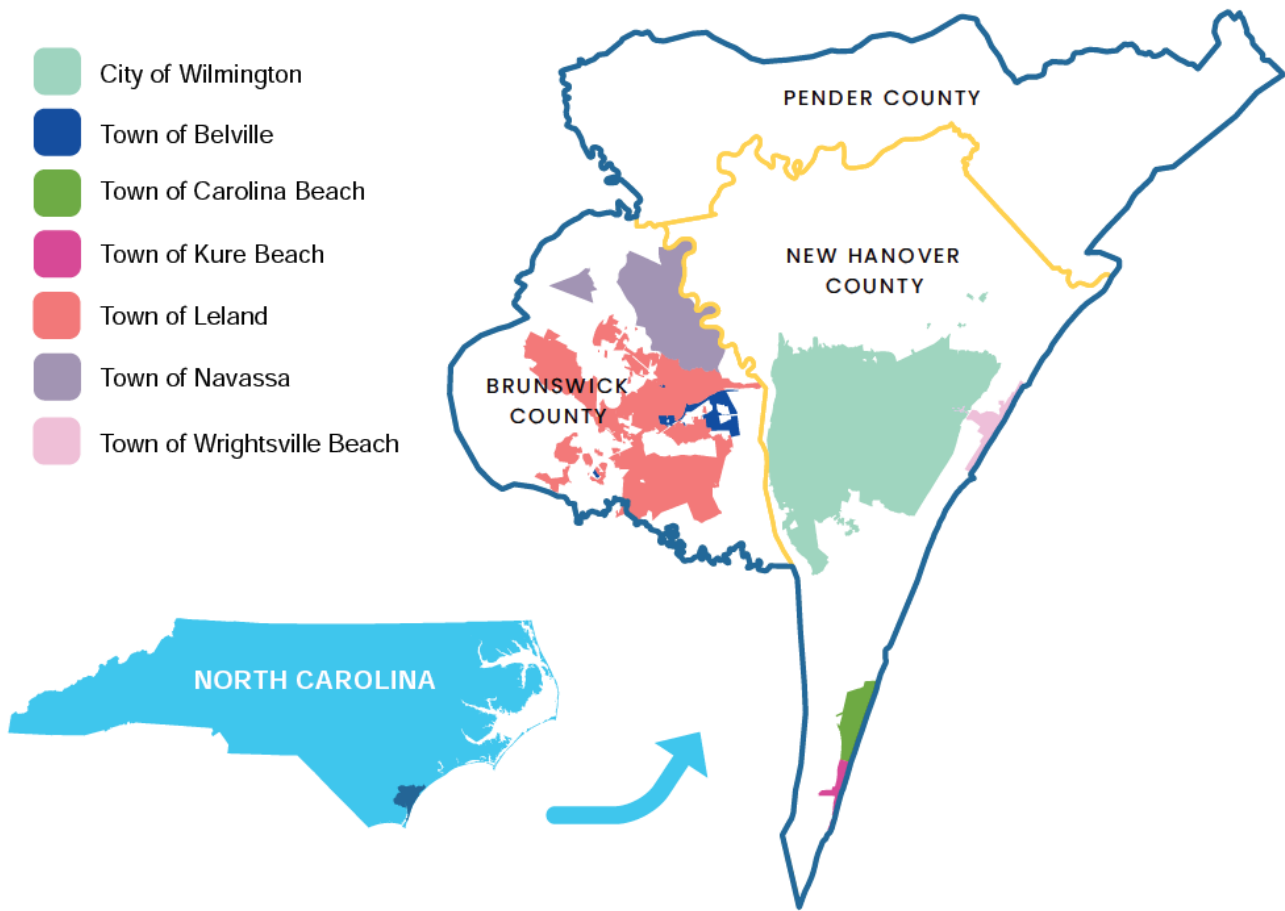
- **FHWA - Section 104(f) Funds (PL104)**
Funds dedicated to the urban area to perform transportation planning. PL104 funds require a 20% local match.
- **FHWA - Safe & Accessible Transportation Options Set Aside (SATO/Y410)**
These funds are dedicated to the urban area to perform transportation planning to increase safe and accessible options for multiple travel modes for people of all ages and abilities. SATO/Y410 funds are 100% reimbursable.
- **FHWA - Surface Transportation Block Grant - Direct Attributable Funds (STBG-DA)**
Funds dedicated to Transportation Management Areas and these funds can be used to perform transportation planning. STBG-DA funds require a 20% local match.
- **FHWA - Safe Streets for All (SS4A)**
These are discretionary grant funds to be used for the development of a Comprehensive Safety Action Plan for the WMPO’s planning area. SS4A funds require a 20% local match. The WMPO’s FY 24 UPWP included a 20% local match (50% from the state, 50% member contributions) for a \$400,000 SS4A planning grant for the development of a regional Comprehensive Safety Action Plan. The WMPO applied during the FY 24 funding cycle and received notification of the award in December 2023. Plan development began in FY 25, continued into FY 26, and is projected to conclude in FY 27.
- **FTA - Section 5303 Funds**
These funds are used for transit planning in the urban area. The Federal Transit Administration provides 80% of these funds, NCDOT 10%, and there is a required 10% local match.

- **Local Member Non-Grant Contributions - Member Only Additional Funds**
Local only supplied funds for WMPO operating expenses and initiatives not eligible for grant funding.

The local match requirements will be shared by all members of the Wilmington Urban Area MPO as defined in the Wilmington Urban Area MPO's adopted Memorandum of Understanding.

WMPO Members and Planning Area Boundary

The WMPO's planning area is approximately 494-square miles and encompasses all of New Hanover County and portions of Brunswick and Pender Counties. These three counties and the seven municipalities below make up the 10 members of the WMPO.



Planning Section 104(f) – (PL104)

Narrative of Work Tasks to be Performed in FY 27

(Primary work to be performed by WMPO staff except where noted.)

II-A Data and Planning Support – Total: \$102,000

II-A-1 Networks and Support Systems: \$100,800

Traffic Volume Counts – Wilmington MPO staff collects and maintains an ongoing traffic count program. An annual summary of the planning area traffic counts will be prepared and uploaded to the WMPO website. Necessary costs to support this Program include, but are not limited to, staff time and effort, equipment purchases and leases, software purchases and leases, data collection and processing fees, consulting and/or contractual services related to the task, traffic counter vehicle lease, maintenance, fuel, and insurance costs, etc.

Bike & Pedestrian Facilities Inventory – Staff will facilitate inventory of significant municipal, state, and federal bicycle and pedestrian transportation facilities. This data will be used in the development of the WMPO's Core Products; including the Congestion Management Process (CMP) and the next Metropolitan Transportation Plan (MTP).

II-A-3 Transportation Modeling: \$1,200

Financial Planning – Develop realistic, best estimates of funding sources available and project cost estimates throughout the forecast years for the MTP. Ensure fiscal constraint in the MTP. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

II-B Planning Process – Total: \$52,000

II-B-1 Target Planning: \$7,000

Congestion Management Strategies – Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions, and transportation system management strategies. Evaluate strategies developed for the CMP. This data will be used in the development of the WMPO's Core Products; including the CMP and the next MTP. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

Freight Movement / Mobility Planning – Identification of freight movement deficiencies, priorities, and proposed improvement solutions and strategies. This data will be used in the development of the WMPO’s Core Products; including the CMP and the next MTP. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

Hazard Mitigation & Disaster Planning – Hazard mitigation planning reduces loss of life and property by minimizing the impact of disasters. After identifying these risks, develop long-term strategies for protecting people and property from similar events. Mitigation plans are key to breaking the cycle of damage and reconstruction.



Aerial view of the future passenger rail corridor in Historic Downtown Wilmington is just one example of regional planning within the WMPO’s boundary.

II-B-2 Regional Planning: \$40,000

Airport/Air Travel Element of the of the Metropolitan Transportation Plan – Identify airport and air service deficiencies, priorities, and proposed airport and air service improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP.

Bicycle & Pedestrian Element of the Metropolitan Transportation Plan – Identify bicycle and pedestrian deficiencies, priorities, and proposed bicycle and pedestrian improvement solutions and strategies. This data will be used in the development of the WMPO’s Core Products; including the CMP and the next MTP. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

Collector Street Element of the Metropolitan Transportation Plan – Collector Street planning will be conducted as required to develop standards and preliminary locations for collector streets in advance of development. The objective of this planning activity is to ensure optimum traffic operations for the developing street system and transit accessibility to developing areas.

Community Goals & Objectives – Monitor public input as it pertains to goals and objectives set forth in the adopted Metropolitan Transportation Plan. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

Highway Element of the Metropolitan Transportation Plan – Identification of highway deficiencies, priorities, and proposed highway improvement solutions and strategies. This data will be used in the development of the WMPO's Core Products; including the CMP and the next MTP. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

Rail, Water, or other mode of the Metropolitan Transportation Plan – Identify rail and waterway deficiencies, priorities, and proposed rail and waterway improvement solutions and strategies. This data will be used in the development of the WMPO's Core Products; including the CMP and the next MTP.

II-B-3 Special Studies: \$5,000

Special Studies: Staff Time - Resiliency Improvement Plan (RIP) – \$5,000

Staff time allocated to managing and coordinating with the NCDOT and contracted consultant(s) to develop the WMPO's Resiliency Improvement Plan (RIP). For a detailed description of the Resiliency Improvement Plan (RIP), please see the Special Study section in the STBG-DA funding narrative.

III-A Planning Work Program – Total: \$2,000

III-A-1 Planning Work Program: \$1,000

Staff will develop a Unified Planning Work Program (UPWP) with the guidance of the Technical Coordinating Committee (TCC) and WMPO Board. Staff will present the UPWP for approval to the WMPO Board and submit it to the NCDOT Transportation Planning Division (TPD) and Integrated Mobility Division (IMD).

III-A-2 Metrics and Performance Measures: \$1,000

Facilitate updates to the UPWP, MTP, etc., to address performance tracking and reporting. This includes preparing quarterly reports, the annual report, requests for reimbursement, and establishing/developing/refinement/updating of performance measures/targets.

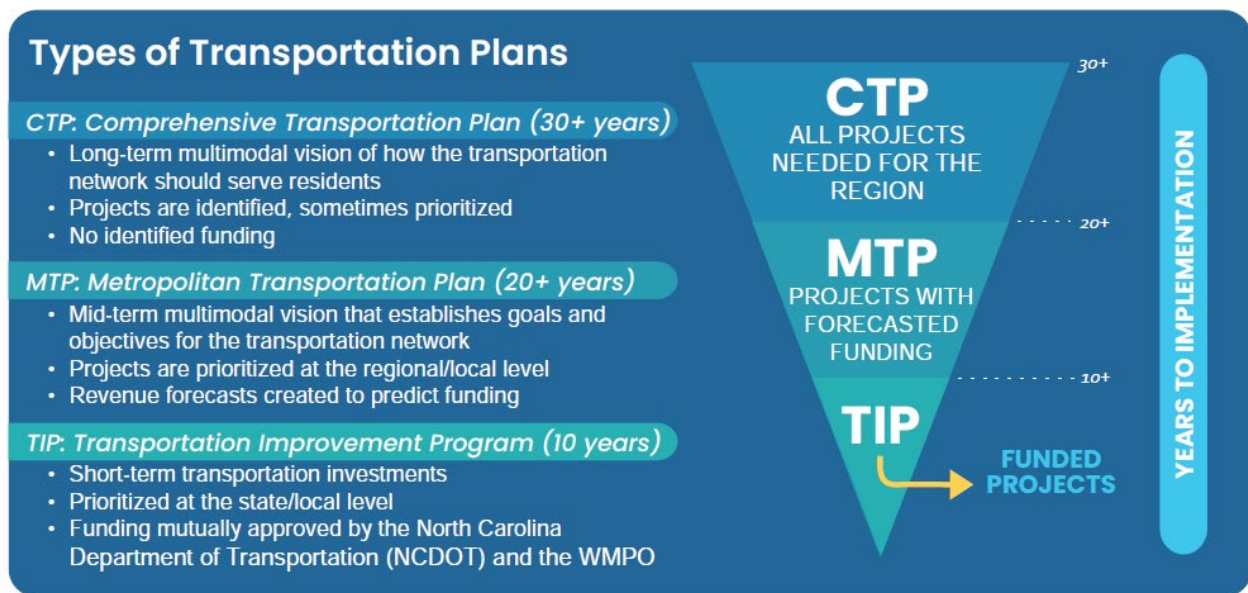
III-B Transportation Improvement Plan – Total: \$12,500

III-B-1 Prioritization: \$5,000

Maintain the SPOT list of STIP projects across all modes. Develop purpose and needs statements, as appropriate/needed. Work to update and improve local prioritization process for SPOT projects. Coordinate data, maps, and resolutions for STIP Project Recommendations as needed. Gather and enter data required for SPOT ranking of projects. Complete local input point assignment.

III-B-2 Metropolitan Transportation Improvement Program (TIP): \$2,500

Work cooperatively with the NCDOT and other partner agencies to review and provide comments on the draft STIP, the final STIP, and then adopt the corresponding MPO TIP. This includes reviewing and refining TIP project schedules and descriptions in the Draft TIP and coordinating meaningful public involvement in the TIP process.



III-B-3 Merger/Project Development: \$5,000

General work associated with development of projects in the adopted STIP/MPO TIP. Review designs for TIP Projects and provide comments to appropriate agencies. Participate in the environmental study process for STIP/MPO TIP projects and provide an MPO representative on NEPA/404 Merger Teams. Monitor the public involvement process for STIP/MPO TIP projects and ensure adequate community input; assist with Planning Development Environmental Analysis (PDEA) as requested. Participation in project-specific workgroup meetings, as needed. Facilitate dialog between NCDOT and MPO-member communities. Participate in scoping meetings, public input, and merger meetings.

III-C Civil Rights Compliance & Other Regulatory Requirements – Total: \$8,500

III-C-6 Public Involvement: \$7,500

Extensive public participation effort will be carried out to solicit input and gauge public input for planning studies and projects within the Wilmington Urban Area MPO's planning area boundary.

III-C-7 Private Sector Participation: \$1,000

Activities to encourage private sector participation in planning and project activities.

III-D Statewide & Extra-Regional Planning – Total: \$5,000

III-D Statewide & Extra-Regional Planning: \$5,000

Environmental Analysis & Pre-TIP Planning – Conduct environmental analysis and planning for the development of transportation projects in the Wilmington Urban Area.

Regional or Statewide Planning – Coordination of urban area activities with statewide and regional initiatives.

III-E Management, Operations, & Program Admin – Total: \$319,500

III-E Management & Operations: \$300,211

Required ongoing administrative and operational tasks to support MPO committees and reporting requirements. Necessary costs to support Management & Operations include, but are not limited to, staff time and effort, equipment purchases and leases, maintenance service and use contracts for copiers, printers, AV equipment, and other office equipment, consulting and professional contractual services not listed under Special Studies, website hosting, compliance, and maintenance, direct costs of rent, maintenance, and utilities for the WMPO's office space, office and supply purchases, travel & training costs, software subscriptions and purchases, printing and advertising services, insurance coverages, vehicle lease, maintenance, and fuel costs, general operating costs, etc.

III-E Indirect Costs: \$19,289

Indirect Costs are costs to the Lead Planning Agency (LPA) that are not direct costs and are not related to a specific activity but are shared costs across multiple activities. These are costs incurred for a common or joint purpose benefiting more than the one cost objective, and not readily assignable to the cost objective specifically benefitted, without effort disproportionate to the results achieved. The maximum de minimis indirect cost rate as of October 1, 2024, is 15%, however a lower de minimis cost rate may be applied. The negotiated indirect cost rate between the City of Wilmington (LPA) and WMPO for FY 27 is 4% of the Modified Total Direct Cost.

Safe & Accessible Transportation Options Set Aside (SATO/Y410)

Narrative of Work Tasks to be Performed in FY 27

(Primary work to be performed by WMPO staff except where noted.)

In 2022, the Infrastructure Investment and Jobs Act (IIJA) added a new Metropolitan Planning set-aside for Increasing Safe & Accessible Transportation Options. The Act requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]. The 2.5% set aside is provided by a separate allocation of PL funds (federal program code Y410). The MPO's share of this amount is distributed using the same allocation formula.

This funding requires no local match and the full funding amount of \$8,300 is 100% reimbursable.

This task may include the following activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities:

1. Adoption of Complete Streets standards or policies.
2. Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street.
3. Development of transportation plans to:
 - a. Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers.
 - b. Integrate active transportation facilities with public transportation service or improve access to public transportation.
 - c. Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities.
 - d. Increase public transportation ridership; and
 - e. Improve the safety of bicyclists and pedestrians.
4. Regional and megaregional planning (i.e., multi-jurisdictional transportation planning that extends beyond MPO and/or State boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and
5. Development of transportation plans and policies that support transit-oriented development.

II-B Planning Process – Total: \$7,980

Safe and Accessible Transportation Options – Y-410 Set Aside: \$7,980

Provide safe and accessible transportation options as outlined above.

III-E Management, Operations, & Program Admin – Total: \$320

III-E Indirect Costs: \$320

Indirect Costs are costs to the Lead Planning Agency (LPA) that are not direct costs and are not related to a specific activity but are shared costs across multiple activities. These are costs incurred for a common or joint purpose benefiting more than the one cost objective, and not readily assignable to the cost objective specifically benefitted, without effort disproportionate to the results achieved. The maximum de minimis indirect cost rate as of October 1, 2024, is 15%, however a lower de minimis cost rate may be applied. The negotiated indirect cost rate between the City of Wilmington (LPA) and WMPO for FY 27 is 4% of the Modified Total Direct Cost.



Riders of all ages enjoy the annual River to Sea Bike Ride. This casual paced 20-mile, round-trip, ride follows the historic route of the Wilmington Beach Car Line from Downtown Wilmington to Wrightsville Beach and back.

Surface Transportation Block Grant – Direct Attributable (STBG-DA)
Narrative of Work Tasks and Special Studies to be Performed in FY 27
(Primary work to be performed by WMPO staff except where noted.)

II-A Data and Planning Support – Total: \$96,000

II-A-1 Networks and Support Systems: \$96,000

Mapping – Creation or maintenance of base maps, zone maps, land use, etc. for the study area. The MPO will create, maintain, and store mapping for the study area for each update of the study. The WMPO has a full-time GIS Analyst dedicated to this task. Necessary costs to support this task include, but are not limited to, staff time and effort, equipment purchases and leases, software purchases and leases, data collection and processing fees, consulting and/or contractual services related to the task, etc.

II-B Planning Process – Total: \$310,000

II-B-3 Special Studies: \$310,000

Special Studies: Staff Time - Safe Streets and Roads for All – \$5,000

Time utilized by Staff to manage the Safe Streets and Roads for All funded Comprehensive Safety Action Plan. An outside consultant is being utilized and contracted to perform the study. Kittleson & Associates has been selected to perform this task. For a comprehensive description of this study, please see the UPWP section titled: Narrative of Safe Streets and Roads for All (SS4A) Continued Funding for a Special Study.

Special Studies: Consultant – Resiliency Improvement Plan (RIP) – \$300,000

The 2021 Infrastructure Investment and Jobs Act (IIJA) established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant program to “fund projects that address the climate crisis by improving the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail.” In 2023, the WMPO applied for a planning grant to develop a Resilience Improvement Plan for the WMPO planning area. The WMPO was unsuccessful in receiving a funding award and intended to apply for funding in subsequent years. Due to changes in federal priorities and the upcoming expiration of the current federal transportation authorization, IIJA, on September 30, 2026, there is uncertainty about whether and when future PROTECT grant cycles may be held.

RESILIENCE STRATEGIES:

PLANNING STAGE

- Add a goal statement related to resiliency
- Identify resilient transportation project criteria to be used in prioritization process
- Continue to identify and assess extreme weather susceptibility

PROJECT LEVEL

- Consider new design approaches and standards that minimize potential disruption due to extreme weather
- Apply design criteria or consider realignments or relocation away from high-risk areas
- Redesign drainage systems to handle larger flows
- Create programs and develop capital projects to address needed drainage improvements

ONGOING

- Identify pre-planned detour routes
- Coordinate with NCDOT and emergency responders
- Enhance resiliency of sign structures and signal wires to prevent disruption
- Dredge the Intracoastal Waterway
- Alleviate potential flooding at Town Creek/US17
- Alleviate potential flooding on NC133 in Brunswick County

Recognizing the criticality of a Resilience Improvement Plan for the region, the WMPO aims to develop a Resilience Improvement Plan that identifies both short-term and long-term planning activities and investments to enhance the resilience of the region's surface transportation assets. The Wilmington region holds strategic importance for the state's economy and the defense of the United States, both of which rely on accessibility via the surface transportation network to the Port of Wilmington. Wilmington and its neighboring towns and counties attract thousands of visitors annually for purposes spanning from tourism to education to business. In addition, the Wilmington region's population continues to grow rapidly, as does the number of jobs and interest from businesses in relocating or expanding to the area. Natural hazard-related vulnerabilities in the surface transportation network within the region have the potential to impact the region's critical transportation infrastructure and significantly

complicate recovery efforts and the region's return to normal operations. The identification of these vulnerabilities and a plan for addressing them through project and policy implementation would ultimately provide benefits to, and extend well beyond, the southeastern region of North Carolina.

The planned activities for the development of the WMPO's Resilience Improvement Plan include the identification of natural hazard related vulnerabilities in the surface transportation network through various scenario modeling; review and identification of infrastructure improvement projects, programs, and policies realistic for the WMPO region; and a list of prioritized short- and long-term infrastructure improvements to address these identified vulnerabilities and improve system resilience. All these activities will include significant stakeholder and public input, and the final plan will inform the future development of the WMPO's other transportation planning requirements, including the Metropolitan Transportation Plan and the MPO Transportation Improvement Program.

Special Studies: Consultant – Compensation Analysis – \$5,000

Anticipated contracted amount to hire a consultant to update a Compensation Analysis update.

An HR Consultant will compile a competitive market-based compensation analysis for the WMPO's current positions. This study will review the WMPO's existing job descriptions to understand each position's key responsibilities, requirements, levels within respective career progressions, and place within the organizational reporting and decision-making hierarchy.

The result will be a market analysis of current staff positions and compensation against similar organizations to ensure the WMPO is in line with our peers. In addition, the consultant will provide strategies that bolster internal equitable compensation and support the WMPO's ability to recruit and retain skilled employees necessary to meet the federal requirements and overall functions of the MPO.

III-E Management, Operations, & Program Admin – Total: \$ 1,461,200

II-B-3 Management & Operations: \$ 1,389,384

Required ongoing administrative and operational tasks to support MPO committees and reporting requirements. Necessary costs to support Management & Operations include, but are not limited to, staff time and effort, equipment purchases and leases, maintenance service and use contracts for copiers, printers, AV equipment, and other office equipment, consulting and professional contractual services not listed under Special Studies, website hosting, compliance, and maintenance, direct costs of rent, maintenance, and utilities for the WMPO's office space, office and supply purchases, travel & training costs, software subscriptions and purchases, printing and advertising services, insurance coverages, vehicle lease, maintenance, and fuel costs, general operating costs, etc.

III-E Indirect Costs: \$ 71,816

Indirect Costs are costs to the Lead Planning Agency (LPA) that are not direct costs and are not related to a specific activity but are shared costs across multiple activities. These are costs incurred for a common or joint purpose benefiting more than the one cost objective, and not readily assignable to the cost objective specifically benefitted, without effort disproportionate to the results achieved. The maximum de minimis indirect cost rate as of October 1, 2024, is 15%, however a lower de minimis cost rate may be applied. The negotiated indirect cost rate between the City of Wilmington (LPA) and WMPO for FY 27 is 4% of the Modified Total Direct Cost.

Safe Streets and Roads for All (SS4A)

Narrative of Continued FY 24 Funding for a Special Study

(Primary work to be performed by a contracted consultant.)

The federal Infrastructure Investment and Jobs Act (IIJA) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion to be dispersed over the life of the program. The grant program funds are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micro-mobility users; motorists; and commercial vehicle operators.

The SS4A program provides funding for the completion of Comprehensive Safety Action Plans and Implementation. To access the implementation funding, a Comprehensive Safety Action Plan meeting the USDOT standards must first be completed. Applications are accepted annually. The cost to complete A Comprehensive Safety Action Plan for the WMPO's planning area is \$500,000. The grant provides federal funding in the amount of 80% and requires a 20% local match. The North Carolina Department of Transportation is not an eligible applicant but committed to provide \$50,000 in funding as a contribution towards the MPO's local match. The WMPO's members will provide the remaining \$50,000 local match. The match requirements from NCDOT and MPO members were committed in the FY 24 UPWP and the WMPO applied during the SS4A FY 24 funding cycle call for \$400,000 to develop a regional Comprehensive Safety Action Plan. The grant was awarded in December 2023; plan development began in FY 25 and is scheduled to conclude in FY 27.

Following adoption of the Comprehensive Safety Action Plan, this plan will provide an opportunity for our members with the ability to seek SS4A Implementation funding to improve and enhance safety in the communities served by the WMPO.

As of December 2025,, the Comprehensive Safety Action Plan is over 50% completed.

II-B Planning Process – Total: \$500,000

II-B-3 Special Studies: Consultant – SS4A: \$500,000

Special Studies: Consultant - Safe Streets and Roads for All – Kittleson & Associates will continue to prepare a Comprehensive Safety Action Plan. This is scheduled for completion in September of 2026.

Tables of FTA Section 5303

(Primary work to be performed by WMPO staff and WAVE staff.)

| | |
|--------------------------------------|---|
| MPO | Wilmington |
| FTA Code | 44.21.00 - Program Support Administration |
| Task Code | II-A-1 |
| Title | Networks and Support Systems |
| 5303 Task Objective | Collect and analyze data for route planning and submission to NTD |
| Tangible Product Expected | Transit System Data - Accurate data from multiple data collection devices onboard Wave Transit vehicles and other sources to ensure compliance with National Transit Database requirements |
| Expected Completion Date of Products | June 2027 1 Year Contract |
| Previous Work | Collection of data and submission to NTD |
| Relationship | This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (CFPTA) aka Wave Transit |
| Responsible Agency | CFPTA (WAVE) |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 2,970 |
| Section 5303 NCDOT 10% | 2,970 |
| Section 5303 FTA 80% | 23,760 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |

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| MPO | Wilmington |
| FTA Code | 44.21.00 - Program Support Administration |
| Task Code | II-A-3 |
| Title | Transportation Modeling |
| 5303 Task Objective | Financial Planning - Plan capital and operating cost estimates to ensure fiscal compliance and maintain the adopted level of transit service |
| Tangible Product Expected | Financial Planning – Short range financial plans based on current federal and state legislation to ensure that transit services are provided in a consistent manner utilizing the most economical and efficient methods |
| Expected Completion Date of Products | June 2027 1 Year Contract |
| Previous Work | Financial planning of the public transportation program |
| Relationship | This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (CFPTA) aka Wave Transit |
| Responsible Agency | CFPTA (WAVE) |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 850 |
| Section 5303 NCDOT 10% | 850 |
| Section 5303 FTA 80% | 6,800 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |

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|--------------------------------------|---|
| MPO | Wilmington |
| FTA Code | 44.21.00 - Program Support Administration |
| Task Code | II-B-2 |
| Title | Regional Planning |
| 5303 Task Objective | Community Goals & Objectives – Interpret and communicate with members of the Authority and WMPO TCC and Board adopted planning documents defining community goals and objectives Transit Element of the LRTP – Provide input to CAC, TCC and BOARD regarding long range transit plans for the region |
| Tangible Product Expected | Community Goals & Objectives – Service offerings that are compliant with adopted plans that outlined the goals of the community for public transportation in the region Transit Element of the LRTP – Long range transit plans for the region. |
| Expected Completion Date of Products | June 2027 1 Year Contract |
| Previous Work | Communication of goals and objectives to decision makers and the public |
| Relationship | This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (CFPTA) aka Wave Transit |
| Responsible Agency | CFPTA (WAVE) |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 530 |
| Section 5303 NCDOT 10% | 530 |
| Section 5303 FTA 80% | 4,240 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |
| MPO | Wilmington |

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|--------------------------------------|--|
| FTA Code | 44.21.00 - Program Support Administration |
| Task Code | III-C-6 |
| Title | Public Involvement |
| 5303 Task Objective | Hear and analyze public comment from monthly meetings of the Authority, email comments, written comments and other comments outlined in the Authority Public Involvement Program. Work with public to update LCP, LRTP, SRTP and other planning documents. |
| Tangible Product Expected | Make recommendations to appropriate parties from comments made to the Authority by members of the community. |
| Expected Completion Date of Products | June 2027 1 Year Contract |
| Previous Work | Public comment |
| Relationship | This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (CFPTA) aka Wave Transit |
| Responsible Agency | CFPTA (WAVE) |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 440 |
| Section 5303 NCDOT 10% | 440 |
| Section 5303 FTA 80% | 3,520 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |

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|--------------------------------------|--|
| MPO | Wilmington |
| FTA Code | 44.21.00 - Program Support Administration |
| Task Code | III-E |
| Title | Management & Operations |
| 5303 Task Objective | Management & Operations - MPO and CFPTA staff will conduct required administrative and operational tasks to support Wave Transit. Periodical reviews of administrative agreements and procedures. Staff will perform daily operations to disseminate planning information to the BOARD/TCC committee members, the public and/or other agencies. Required ongoing administrative and operational tasks to support MPO committees and reporting requirements. Necessary costs to support Management & Operations include, but are not limited to, staff time and effort, equipment purchases and leases, maintenance service and use contracts for copiers, printers, AV equipment, and other office equipment, consulting and professional contractual services not listed under Special Studies, website hosting, compliance, and maintenance, direct costs of rent, maintenance, and utilities for the WMPO's office space, office and supply purchases, travel & training costs, software subscriptions and purchases, printing and advertising services, insurance coverages, vehicle lease, maintenance, and fuel costs, general operating costs, etc. |
| Tangible Product Expected | Compliance with FTA and NCDOT requirements, well informed community and elected officials about the public transit program, and functional system that meets the needs of the community |
| Expected Completion Date of Products | June 2027 1 Year Contract |
| Previous Work | Collection of data and submission to NTD |
| Relationship | This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (CFPTA) aka Wave Transit |
| Responsible Agency | CFPTA (WAVE) & WMPO |
| Section 5303 Local 10% | 8,537 |
| Section 5303 NCDOT 10% | 8,536 |
| Section 5303 FTA 80% | 68,289 |

| | |
|--------------------------------------|--|
| MPO | Wilmington |
| FTA Code | 44.21.00 - Program Support Administration |
| Task Code | III-E |
| Title | Management & Operations |
| 5303 Task Objective | Indirect Costs – Indirect Costs are costs to the Lead Planning Agency that are not direct costs and are not related to a specific activity but are shared costs across multiple activities. These are costs incurred for a common or joint purpose benefiting more than the one cost objective, and not readily assignable to the cost objective specifically benefitted, without effort disproportionate to the results achieved. The maximum de minimis indirect cost rate as of October 1, 2024, is 15%, however a lower de minimis cost rate may be applied. The negotiated indirect cost rate negotiated between the City of Wilmington (LPA) and WMPO for FY 27 is 4% of the Modified Total Direct Cost. |
| Tangible Product Expected | Indirect Costs –LPA’s indirect costs associated with administering the 5303 Grant. |
| Expected Completion Date of Products | June 2027 1 Year Contract |
| Previous Work | |
| Relationship | Per MTDC rules, the indirect cost is can only be applied to \$50,000 of WAVE's \$95,788 passthrough funds. (50,000 Wave Funds + 41,053 WMPO funds) x 4% = \$3,503 |
| Responsible Agency | City of Wilmington |
| SPR - Highway - NCDOT 20% | |
| SPR - Highway - F11WA 80% | |
| Section 104 (f) PL, Local 20% | |
| Section 104 (f) PL, FHWA 80% | |
| Section 5303 Local 10% | 357 |
| Section 5303 NCDOT 10% | 358 |
| Section 5303 FTA 80% | 2,864 |
| Section 5307 Transit - Local 10% | |
| Section 5307 Transit - NCDOT 10% | |
| Section 5307 Transit - FTA 80% | |
| Additional Funds - Local 100% | |

Narrative of Additional Local Only Participation

(Primary work to be performed by WMPO staff except where noted.)

As part of the FY 27 UPWP, staff recommends our members contribute non-grant related funds for non-grant eligible related expenses.

III-E Management, Operations, & Program Admin - Total: \$131,000

Management & Operations – Administrative tasks and operational costs to support WMPO non-grant funded activities and initiatives.



WMPO staff promoting the WMPO's Go Coast Be A Looker initiative with printed bike suitability maps, stickers, bike lights, bells, and helmets at an event to promote bike safety for cyclists and drivers.

These funds allow us to maximize our public outreach efforts through the use of promotional items, prizes awarded for public participation in WMPO sponsored events, and the ability to provide light refreshments during public engagement events. In addition, the WMPO proposes to continue to contract with a lobbying firm to advance the WMPO Board's legislative priorities at the state and federal levels.

Neither promotional items, lobbying, nor refreshments, are allowable grant-funded expenses. These costs require the use of funding from the WMPO's local members that are not associated with any grant or grant match funds.

Reauthorization Contingency – the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, serves as the current federal surface transportation authorization legislation and is set to expire September 30, 2026. The next surface transportation reauthorization bill is currently being crafted and there are still many unknowns as to how the programs and funding contained within the current bill will change with this next reauthorization. To be flexible in these uncertain times, WMPO staff recommends funds in the amount of \$50,000 (local only funds) be programmed into the Unified Planning Work Program so that if programs change or additional funds become available to MPOs, funds are available within our budget to accommodate these changes.

WMPO 2026 - 2027 UPWP Administrative Table

| WMPO FY27 Task and Cost Allocations | | | FHWA/TPD Planning - PL104(f) | | | FHWA/TPD Planning - PL-Y410 | FHWA/TPD Planning - STBG-DA | | | FHWA - Safe Streets & Roads 4 All | | | | FTA/IMD - 5303 - Planning | | | | Additional | FY27 PROGRAM TOTALS | | | |
|-------------------------------------|--------------|--|------------------------------|----------------|----------------|-----------------------------|-----------------------------|------------------|------------------|--|--------------|----------------|---------------|---------------------------|---------------|----------------|----------------|-----------------|---------------------|-----------------|-------------------|------------------|
| FTA CODE | TASK CODE | TASK DESCRIPTION | WBS #: TBD | | | WBS #: TBD | WBS #: TBD | | | State WBS # 51360 / Federal Award # 693J32540101 | | | | WBS #: TBD | | | | Funds | | | | |
| | | | Local 20% | Federal 80% | Total 100% | Federal Total 100% | Local 20% | Federal 80% | Total 100% | Local 10% | State 10% | Federal 80% | Total 100% | Local 10% | State 10% | Federal 80% | Total 100% | Local (100%) | Local Totals | State Totals | Federal Totals | Grand Totals |
| | II-A | Data and Planning Support | 20,400 | 81,600 | 102,000 | - | 19,200 | 76,800 | 96,000 | - | - | - | - | 3,820 | 3,820 | 30,560 | 38,200 | - | 43,420 | 3,820 | 188,960 | 236,200 |
| 44.24.00 | II-A-1 | Networks and Support Systems | 20,160 | 80,640 | 100,800 | - | 19,200 | 76,800 | 96,000 | - | - | - | - | 2,970 | 2,970 | 23,760 | 29,700 | - | 42,330 | 2,970 | 181,200 | 226,500 |
| 44.23.01 | II-A-2 | Travelers and Behavior | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 44.23.02 | II-A-3 | Transportation Modeling | 240 | 960 | 1,200 | - | - | - | - | - | - | - | - | 850 | 850 | 6,800 | 8,500 | - | 1,090 | 850 | 7,760 | 9,700 |
| 44.23.02 | II-B | Planning Process | 10,400 | 41,600 | 52,000 | 7,980 | 62,000 | 248,000 | 310,000 | - | - | - | - | 530 | 530 | 4,240 | 5,300 | - | 72,930 | 530 | 301,820 | 375,280 |
| 44.23.02 | II-B-1 | Target Planning | 1,400 | 5,600 | 7,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,400 | - | 5,600 | 7,000 |
| 44.23.01 | II-B-2 | Regional Planning | 8,000 | 32,000 | 40,000 | - | - | - | - | - | - | - | - | 530 | 530 | 4,240 | 5,300 | - | 8,530 | 530 | 36,240 | 45,300 |
| | Y-410 SATO | Safe and Accessible Transportation Options - Y-410 Set | - | - | - | 7,980 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 7,980 | 7,980 |
| 44.27.00 | II-B-3 | Special Studies: Total | 1,000 | 4,000 | 5,000 | - | 62,000 | 248,000 | 310,000 | - | - | - | - | - | - | - | - | - | 63,000 | - | 252,000 | 315,000 |
| 44.27.00 | II-B-3 | Special Studies: Staff Time - Resiliency Improvement Plan | 1,000 | 4,000 | 5,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,000 | - | 4,000 | 5,000 |
| 44.27.00 | II-B-3 | Special Studies: Staff Time - Safe Streets & Roads for All | - | - | - | - | 1,000 | 4,000 | 5,000 | - | - | - | - | - | - | - | - | - | 1,000 | - | 4,000 | 5,000 |
| 44.27.00 | II-B-3 | Special Studies: Consultant - Resiliency Improvement Plan | - | - | - | - | 60,000 | 240,000 | 300,000 | - | - | - | - | - | - | - | - | - | 60,000 | - | 240,000 | 300,000 |
| 44.27.00 | II-B-3 | Special Studies: Consultant - Compensation Analysis | - | - | - | - | 1,000 | 4,000 | 5,000 | - | - | - | - | - | - | - | - | - | 1,000 | - | 4,000 | 5,000 |
| | III-A | Planning Work Program | 400 | 1,600 | 2,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | 400 | - | 1,600 | 2,000 |
| 44.21.00 | III-A-1 | Planning Work Program | 200 | 800 | 1,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | 200 | - | 800 | 1,000 |
| 44.24.00 | III-A-2 | Metrics and Performance Measures | 200 | 800 | 1,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | 200 | - | 800 | 1,000 |
| 44.25.00 | III-B | Transp. Improvement Plan | 2,500 | 10,000 | 12,500 | - | - | - | - | - | - | - | - | - | - | - | - | - | 2,500 | - | 10,000 | 12,500 |
| 44.25.00 | III-B-1 | Prioritization | 1,000 | 4,000 | 5,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,000 | - | 4,000 | 5,000 |
| 44.25.00 | III-B-2 | Metropolitan TIP | 500 | 2,000 | 2,500 | - | - | - | - | - | - | - | - | - | - | - | - | - | 500 | - | 2,000 | 2,500 |
| 44.25.00 | III-B-3 | Merger/Project Development | 1,000 | 4,000 | 5,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,000 | - | 4,000 | 5,000 |
| 44.27.00 | III-C | Cvl Rgts. Cmp./Otr. Reg. Regs. | 1,700 | 6,800 | 8,500 | - | - | - | - | - | - | - | - | 440 | 440 | 3,520 | 4,400 | - | 2,140 | 440 | 10,320 | 12,900 |
| 44.27.00 | III-C-1 | Title VI Compliance | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 44.27.00 | III-C-2 | Environmental Justice | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 44.27.00 | III-C-3 | Minority Business Enterprise Planning | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 44.27.00 | III-C-4 | Planning for the Elderly | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 44.27.00 | III-C-5 | Safety/Drug Control Planning | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 44.27.00 | III-C-6 | Public Involvement | 1,500 | 6,000 | 7,500 | - | - | - | - | - | - | - | - | 440 | 440 | 3,520 | 4,400 | - | 1,940 | 440 | 9,520 | 11,900 |
| 44.27.00 | III-C-7 | Private Sector Participation | 200 | 800 | 1,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | 200 | - | 800 | 1,000 |
| 44.27.00 | III-D | Statewide & Extra-Regional Planning | 1,000 | 4,000 | 5,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,000 | - | 4,000 | 5,000 |
| 44.27.00 | III-D | Statewide & Extra-Regional Planning | 1,000 | 4,000 | 5,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,000 | - | 4,000 | 5,000 |
| 44.27.00 | III-E | Management Ops, Program Support Admin | 63,900 | 255,600 | 319,500 | 320 | 292,240 | 1,168,960 | 1,461,200 | - | - | - | - | 8,894 | 8,894 | 71,153 | 88,941 | 131,000 | 496,034 | 8,894 | 1,496,033 | 2,000,961 |
| 44.27.00 | III-E | Management Operations | 60,042 | 240,169 | 300,211 | - | 277,877 | 1,111,507 | 1,389,384 | - | - | - | - | 8,537 | 8,536 | 68,289 | 85,362 | 131,000 | 477,456 | 8,536 | 1,419,965 | 1,905,957 |
| 44.27.00 | III-E | Indirect Costs 4% of MTDC | 3,858 | 15,431 | 19,289 | 320 | 14,363 | 57,453 | 71,816 | - | - | - | - | 357 | 358 | 2,864 | 3,579 | - | 18,578 | 358 | 76,068 | 95,004 |
| FY27 TOTALS: | | | 100,300 | 401,200 | 501,500 | 8,300 | 373,440 | 1,493,760 | 1,867,200 | - | - | - | - | 13,684 | 13,684 | 109,473 | 136,841 | 131,000 | 618,424 | 13,684 | 2,012,733 | 2,644,841 |
| | | | Local | Federal | Total | Total / Federal | Local | Federal | Total | Local | Federal | Federal | Total | Local | State | Federal | Total | Local | Local | State | Federal | Grand Total |
| | | | PL 104(f) | | | PL Y410 SATO | STBG-DA | | | Safe Streets for All | | | | 5303 - Normal Planning | | | | Additional | Totals | | | |

| WMPO FY24 Task and Cost Allocations - Carry Forward | | | FHWA/TPD Planning - PL104(f) | | | FHWA/TPD Planning - PL-Y410 | FHWA/TPD Planning - STBG-DA | | | FHWA - Safe Streets 4 All | | | | FTA/IMD - 5303 - Normal Planning | | | | Additional | FY24 CARRY FORWARD TOTALS | | | |
|---|-----------|--|------------------------------|----------------|---------------|------------------------------|-----------------------------|----------------|---------------|--|---------------|----------------|----------------|----------------------------------|--------------|----------------|---------------|-----------------|---------------------------|-----------------|-------------------|-----------------|
| FTA CODE | TASK CODE | TASK DESCRIPTION | N/A - Does Not Carry Forward | | | N/A - Does Not Carry Forward | WBS #: 44094.1.5 | | | State WBS # 51360 / Federal Award # 693J32540101 | | | | N/A - Does Not Carry Forward | | | | Funds | | | | |
| | | | Local 20% | Federal 80% | Total 100% | Total 100% | Local 20% | Federal 80% | Total 100% | Local 10% | State 10% | Federal 80% | Total 100% | Local 10% | State 10% | Federal 80% | Total 100% | Local (100%) | Local Totals | State Totals | Federal Totals | Grand Totals |
| | II-B | Planning Process | - | - | - | - | - | - | - | 50,000 | 50,000 | 400,000 | 500,000 | - | - | - | - | - | 50,000 | 50,000 | 400,000 | 500,000 |
| 44.27.00 | II-B-3 | Special Studies: Consultant - Safe Streets & Roads for All | - | - | - | - | - | - | - | 50,000 | 50,000 | 400,000 | 500,000 | - | - | - | - | - | 50,000 | 50,000 | 400,000 | 500,000 |
| FY 24 CONTINUANCE TOTALS: | | | - | - | - | - | - | - | - | 50,000 | 50,000 | 400,000 | 500,000 | - | - | - | - | - | 50,000 | 50,000 | 400,000 | 500,000 |
| | | | Local | Federal | Total | Total | Local | Federal | Total | Local | Federal | Federal | Total | Local | State | Federal | Total | Local | Local | State | Federal | Grand Total |
| | | | PL 104(f) | | | PL Y410 SATO | STBG-DA | | | Safe Streets for All | | | | 5303 - Normal Planning | | | | Additional | Totals | | | |

| Combined Total of FY27 and FY24 Continuance | | | PL 104(f) | | | PL Y410 SATO | STBG-DA | | | Safe Streets for All | | | | 5303 - Normal Planning | | | | Additional | FY27 & FY24 Combined Total | | | |
|---|--|--|----------------|----------------|----------------|----------------------|----------------|------------------|------------------|----------------------|---------------|----------------|----------------|------------------------|---------------|----------------|----------------|----------------|----------------------------|---------------|------------------|------------------|
| | | | Local | Federal | Total | Total / 100% Federal | Local | Federal | Total | Local | Federal | Federal | Total | Local | State | Federal | Total | Local | Local | State | Federal | Grand Total |
| TOTALS: | | | 100,300 | 401,200 | 501,500 | 8,300 | 373,440 | 1,493,760 | 1,867,200 | 50,000 | 50,000 | 400,000 | 500,000 | 13,684 | 13,684 | 109,473 | 136,841 | 131,000 | 668,424 | 63,684 | 2,412,733 | 3,144,841 |

Anticipated DBE Contracting Opportunities for FY 2027

Name of MPO: Wilmington Urban Area MPO

Person Completing Form: Mike Kozlosky

Telephone Number: 910-342-2781

| Task Code | Prospectus Description | Name of Agency Contracting Out | Type of Contracting Opportunity (Consultant, etc.) | Federal Funds to be Contracted Out | Total Funds to be Contracted Out |
|------------------|---|---------------------------------------|---|---|---|
| II-B-3 | FY 27: New Special Studies: Resiliency Improvement Plan (RIP) | City of Wilmington | Consultant | \$240,000 | \$300,000 |
| II-B-3 | FY 27: New Special Studies: Consultant Compensation Analysis | City of Wilmington | Consultant | \$4,000 | \$5,000 |
| | | | | | |
| | | | | | |
| II-B-3 | FY 24: Continuance Special Studies: Consultant Safe Streets & Roads for All | City of Wilmington | Consultant | \$400,000 | \$500,000 |

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ADOPTING THE FY 2027 UNIFIED PLANNING WORK
PROGRAM FOR THE WILMINGTON URBAN AREA METROPOLITAN
PLANNING ORGANIZATION**

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority, and the North Carolina Board of Transportation; and

WHEREAS, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Wilmington Urban Area; and

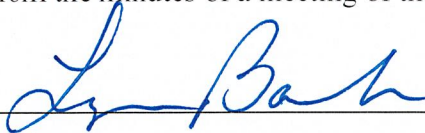
WHEREAS, the City of Wilmington serves as the Lead Planning Agency (LPA) for the Wilmington Urban Area Metropolitan Planning Organization and has been designated as the recipient of Metropolitan Planning Program funding; and

WHEREAS, members of the Wilmington Urban Area Metropolitan Planning Organization Board agree that the Planning Work Program will effectively advance transportation planning for State Fiscal Year 2026-2027.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the FY 2026-2027 Planning Work Program for the Wilmington Urban Area.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 25, 2026.

I, LYNN BARBEE, Chair of the Board of the Wilmington Urban Area Metropolitan Planning Organization do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Board, duly held on this the 25th day of March 2026.



Lynn Barbee, Chair

*****Subscribed and sworn to me this 25 day of MARCH, 2026.

Notary Public Ronda J. Hogan My commission expires 03-11-2030

