



525 N. 4th Street, Wilmington, NC 28401
P.O. Box 1810, Wilmington, NC 28402
(910) 341-3258
www.wmpo.org

To proactively lead transportation planning and decisions in the lower Cape Fear region by fostering collaboration and strategic actions that deliver safer, more connected communities, economic opportunity, and an elevated quality of life.

**Wilmington Urban Area Metropolitan Planning Organization
Board
Meeting Agenda**

TO: Wilmington Urban Area MPO Board Members
FROM: Mike Kozlosky, Executive Director
DATE: August 20, 2026
SUBJECT: August 26th meeting

A meeting of the Wilmington Urban Area MPO's Board will be held on Wednesday, August 26, 2026, at 3 pm. The meeting will be held in the WMPO Board Room located at 525 North 4th Street in downtown Wilmington, NC. Members of the public, MPO Board Members and MPO Staff can attend the meeting in person and virtually through the Zoom platform. MPO Board member attendance will be subject to the adopted Remote Participation Policy. The meeting will be streamed live online so that simultaneous live audio, and video, if any, of the meeting is available at the following URL:

<https://us06web.zoom.us/j/84645497547>

Simultaneous live audio of the meeting is also available via audio conference at the following dial in number: 1-646-558-8656.

Meeting ID: 846 4549 7547

Please join the meeting from your computer, tablet or smartphone.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Roll Call
- 3) Conflict of Interest Statement
- 4) Approval of Board Member Excused Absences
- 5) Approval of the Agenda
- 6) Public Comment Period (15 min.)
- 7) Presentations (45 min)
 - a. WMPO Safe Streets and Roads for All Plan- Zach Bugg, Kittleson & Associates
 - b. NC State Ports Authority Update- Stephanie Ayers, NCSPA
 - c. National Environmental Policy Act (NEPA) Environment Review Process- Trevor Carroll, NCDOT
- 8) Consent Agenda (5 min.)
 - a. Approval of Board Regular Meeting Minutes- July 29, 2026 (pg. 4-12)

Wilmington Urban Area Metropolitan Planning Organization

City of Wilmington • Town of Carolina Beach • Town of Kure Beach • Town of Wrightsville Beach
County of New Hanover • Town of Belville • Town of Leland • Town of Navassa • County of Brunswick
County of Pender • Cape Fear Public Transportation Authority • North Carolina Department of Transportation

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- b. Opening of a 30-day Public Comment Period for 2026-2035 STIP/MPO Transportation Improvement Programs Amendment #26-6 (pg. 13)
 - c. Resolution approving 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modification #26-8 (pg. 14-15)
 - d. Resolution approving Amendment #2 to the FY 27 Unified Planning Work Program (pg. 16-49)
 - 9) Regular Agenda (15 min.)
 - a. Resolution approving the appointment of additional Active Transportation Advisory Committee Ex-Officio Members (pg. 50-52)
 - b. Resolution approving the WMPO's Prioritization 8.0 Regional Impact Tier Point Assignment (pg. 53-67)
 - c. Resolution supporting the allocation of additional Direct Attributable funds to the North Carolina Department of Transportation for the Lanvale Road (SR 1438) and Fletcher Road NE/Village Road (SR 1472) intersection improvements (HL-0179) (pg. 68-70)
 - 10) Discussion (15 min.)
 - a. 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modifications #26-9 (pg. 71)
 - b. Brunswick Heritage Riverside Ride
 - c. WMPO Board Subcommittees (pg. 72-73)
 - 11) Updates (15 min.)
 - a. Wilmington Urban Area MPO (pg. 74-84)
 - b. Cape Fear Public Transportation Authority (pg. 85-86)
 - c. NCDOT Division 3 (pg. 87-101)
 - d. NCDOT Integrated Mobility Division (pg. 102-103)
 - e. NCDOT Transportation Planning Division (pg. 104-105)
 - 12) Announcements
 - a. Cape Fear Memorial Bridge Public Hearing- September 14, 2026 (Cape Fear Community College, Daniels Hall)
 - b. Cape Fear Memorial Bridge Public Hearing- September 15, 2026 (Leland Cultural Arts Center)
 - c. Go Coast TDM Committee Meeting- September 17, 2026
 - 13) Next meeting – September 30, 2026

Attachments

- <https://www.wmpo.org/safetyactionplan/>
- MPO Board Regular Meeting Minutes- July 29, 2026
- Proposed 2026-2035 STIP/MPO Transportation Improvement Programs Amendment #26-6
- Proposed 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modification #26-8
- Resolution approving 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modification #26-8
- Proposed Amendment #2 to the FY 27 Unified Planning Work Program
- Resolution approving Amendment #2 to the FY 27 Unified Planning Work Program
- Active Transportation Advisory Committee Ex-Officio Members Appointment Memorandum
- Resolution approving the appointment of Active Transportation Advisory Committee Ex-Officio Members
- WMPO Prioritization 8.0 Regional Impact Tier Point Assignment Memorandum
- Prioritization 8.0 Public Comments and Responses
- WMPO Prioritization 8.0 Regional Impact Tier Point Assignment
- Resolution approving the WMPO's Prioritization 8.0 Regional Impact Tier Point Assignment

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- Letter from NCDOT requesting additional funds for the Lanvale Road (SR 1438) and Flether Road NE/Village Road (SR 1472) intersection improvements (HL-0179)
 - Resolution supporting the allocation of additional Direct Attributable funds to the North Carolina Department of Transportation for the Lanvale Road (SR 1438) and Flether Road NE/Village Road (SR 1472) intersection improvements (HL-0179)
 - Proposed 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modifications #26-9
 - WMPO Board Subcommittees Memorandum
 - Wilmington Urban Area MPO Update (August)
 - Cape Fear Public Transportation Authority Update (August)
 - NCDOT Division Project Update (August)
 - NCDOT Integrated Mobility Division (August)
 - NCDOT Transportation Planning Division Project Update (August)



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WMPO Board Meeting Minutes

Wednesday, July 29, 2026

525 N 4th Street

Wilmington, NC 28401

Members Present, In person

Hunter Smith, Town of Belville
Lynn Barbee, Town of Carolina Beach
Brenda Bozeman, Town of Leland
Allen Oliver, Town of Kure Beach
Brad George, Pender County
Bill Rivenbark, New Hanover County
JC Lyle, City of Wilmington
Cassidy Santaguida, City of Wilmington
Frank Williams, Brunswick County
Rose Terry, Town of Navassa

Members Present, Remote

Stephanie Walker, Cape Fear Transportation Authority

Others Present, In Person

Mike Kozlosky, WMPO
Abby Lorenzo, WMPO
Krysden Burden, WMPO
Caitlin Cerza, WMPO
Greer Templer, WMPO
Beth King, WMPO
Ronda Hogan, WMPO
Amanda Halbert, WMPO
Tessa Jones, WMPO
Luke Hutson, WMPO
Regina Hopkins, WMPO
Carolyn Caggia, WMPO
Doug Field, BFRCA
David Frankel, BFRCA
Chuck Brins, BFRCA
Jane Patterson, ROW
Peter Ruffin
Carol Bullock, HWF
Brayton Willis, Leland resident

Joan Keston, Wilmington resident
David Henrickson, Wilmington resident
Dennis McGarry, Wilmington resident
Nicholas Newell, Wilmington resident
Chris Coudriet, NHC
EJ Hanley, Wilmington resident
Mitchell Federman, Wilmington resident
Susan Federman, Wilmington resident
Jay Boyd, BBII
Mary Podolak, Leland resident
Jack Gillotte, Leland resident
David Roy, NCDOT
Dave Pupkiewicz, FDCI
Alan Gilbert, Carolina Beach resident
Susan Habina-Woolard, City of Wilmington
Thomas G. Wills, Leland resident
Michelle Howes, NCDOT
Lydia O'Quinn, NCDOT
Bill Kincannon, HDR
Veronica Scott, NCDOT
Adrienne Cox, NCDOT
Daniel Sheehan, Star News
David Ferrell, Maynard Nexsen
Thom Moton, City of Wilmington
Charlene Dail, GFT
George Willoughby, North Brunswick News
Hanna Davis, Wilmington Chamber of Commerce
Megan Mullins, Wilmington Chamber of Commerce
Mark Hairr, WAVE
Alain Norman, Castle Street Collective
Sofia Dinka, WHQR News
Grayson C
Coner Doherty, WWAY
Elizabeth O'Donnell

Wilmington Urban Area Metropolitan Planning Organization

City of Wilmington • Town of Carolina Beach • Town of Kure Beach • Town of Wrightsville Beach
County of New Hanover • Town of Belville • Town of Leland • Town of Navassa • County of Brunswick
County of Pender • Cape Fear Public Transportation Authority • North Carolina Department of Transportation

Matt Nichols,
Nikki Cooper,
Pat Batleman, Leland resident
Ron Batleman, Leland Resident

Others Present, Remote

Greg Laughter, WMPO
Stacey Mahoney, HNTB
Nick Amico, HDR
Veronica Carter, Town of Leland
Jason Doughty, Modjeski & Masters
Kyle Burden, City of Wilmington

Nazia Sarder, NDDOT

Walt Gray, Michael Baker International
Chris Werner, AECOM
Brenna Flanagan, Port City Daily
Melissa Dickerson, NC Ferry Division
Adam Freeman, WSP
Mark Jennings
Susan Draper
Seth Poole
Paul Lawler
Katie Hite, NCDOT

1. Call to Order

Chairman Barbee called the meeting to order at 3:00pm.

2. Roll Call

Mike Kozlosky, WMPO Executive Director, called the roll.

Present: Hunter Smith, Lynn Barbee, Brenda Bozeman, Allen Oliver, Brad George, Bill Rivenbark, Stephanie Walker, JC Lyle, Cassidy Santaguida, Frank Williams, and Rose Terry.

3. Conflict of Interest Statement

Chairman Barbee read the conflict-of-interest statement as required by North Carolina General Statute and requested any conflicts of interest be disclosed by the Board. There were no conflicts of interest.

4. Approval of Board Member Excused Absences

Mike Kozlosky stated that Landon Zimmer requested an excused absence. Frank Williams made a motion to excuse Landon Zimmer from the July 29th meeting, Brenda Bozeman seconded the motion. The motion passed unanimously.

5. Approval of the Agenda

Brenda Bozeman made a motion to approve the agenda; Allen Oliver seconded the motion. The agenda passed unanimously.

6. Public Comment

Due to the extent of citizens that wanted to participate in public comment, the Board agreed unanimously to allow all the fourteen citizens who had signed up for public comment to speak for two minutes each.

Brayton Willis, Leland resident, spoke to the Board and submitted a white paper, which he had written about the Cape Fear Memorial Bridge. Mr. Willis spoke in opposition to tolling the bridge, he questioned why primary beneficiaries of the bridge are not being asked to shoulder some of the cost. Mr. Willis stated before asking families, community

members and local business to pay tolls the major beneficiaries of the bridge should be asked to pay their fair share.

David Frankel, spoke to the Board about the Cape Fear Memorial Bridge, questioning why channel truncation has not been considered. Mr. Frankel states that channel truncation would relieve the need for the height on the bridge. Mr. Frankel would like channel truncation to be a viable option.

Daniel Wright, discussed the problem with tolls, stating he sees it as regressive tax on people and families traveling the bridge for employment, doctor's appointments, beach days etc. Mr. Wright questioned the financing, noting that Raleigh just had their Capitol Boulevard project "de-tolled" and he is curious if the Cape Fear Memorial Bridge could be as well.

Carol Bullock, Executive Director of Historic Wilmington Foundation, spoke to the Board about the choice between historic preservation versus economic growth. Ms. Bullock stated the Historic Wilmington Foundation is in favor of replacing the bridge, they would just like to see a choice in the bridge built. The Historic Wilmington Foundation would like to see alternative A as a replacement for the Cape Fear Memorial Bridge, believing it preserves the historic district and promotes economic growth.

Jane Patterson, President of Residents of Old Wilmington (ROW), spoke to the Board about the Cape Fear Memorial Bridge, she is asking for removal of the toll and to support bridge alternatives. She believes the toll is more of a regressive tax on the community. Ms. Patterson gave multiple reasons she is against the proposed bridge, including the slope of the bridge, the noise pollution it will create, and the effect it will have on emergency routes.

Peter Ruffin, spoke to the Board about the Cape Fear Memorial Bridge noting that his home is directly affected by the bridge, Mr. Ruffin states that his home will either be taken by the bridge project or he will end up a troll under a bridge. Mr. Ruffin believes there are many flaws in the current design process, including that the project is being forced on the community, the traffic to the Holmes bridge will end up another problem and lastly the impact to residents' homes and local businesses will be immense.

Doug Field, Leland resident, spoke to the Board about Cape Fear Memorial Bridge, stating that he understands bridge fatigue, that bridge conversation has been going on since 2004 at least. Mr. Field requested the Board withdraw concession for tolling, which would buy time to discuss truncation.

Chuck Bins, addressed the Board and told them to keep an open mind about avoiding tolls. Mr. Bins noted the changes that have occurred since the 2025 grant was approved, including the estimated cost of the project, and the ACOE has issued a new environmental impact study identifying several issues including dredging and the implications of that action. Mr. Bins noted channel truncation should be an option.

David Hendrickson, Wilmington resident, spoke to the Board about the Cape Fear Memorial Bridge, noting he is against tolling. Mr. Hendrickson reviewed the uses of the bridge and what soft consequences of tolling the bridge would be. Mr. Hendrickson asked the Board to please reassess the needs for tolls, he noted it is a state-owned bridge, and the state should pay for it, not tolling.

Joan Keston, Wilmington resident, spoke to the Board about spending over one billion dollars without a complete analysis of the effects of the project. Ms. Keston stated the Board does not include key partners in their study and believes the environment impact

study is incomplete. Ms. Keston asked if the Board has done a conflict-of-interest test analysis on the private company that is proposing construction or gone through the proper bidding proposals. She questioned if the Board is willing to charge taxpayers so a private company can make profits well in excess of cost.

Nick Newell, resident and owner of three businesses in New Hanover County and Brunswick County, spoke to the Board about the Cape Fear Memorial Bridge. Mr. Newell believes tolling of the bridge is an unjust double tax on the residents of southeast North Carolina. Mr. Newell questioned what is so special about this river crossing that it needs a toll, citing numerous bridges in the state that are not tolled. Mr. Newell stated that the state finds the money for numerous bridges that serve smaller vehicle counts, why can't they find the money for this bridge. Mr. Newell stated the STIP Program is broken, the Cape Fear Memorial Bridge project rated #211 however once a toll was added it jumped to #9. Mr. Newell believes better solutions exist, he not only would like the Board to oppose the bridge tolling but also to go to NCDOT and tell them to fix their scoring criteria. Mr. Newell submitted a flyer.

Mitchell Federmann, Leland resident, noted he had a presentation to make but previous speakers today have given all the important information, and he would like to echo what they have said. Mr. Federmann would like to see the life of the current bridge be extended, giving time to take advantage of channel truncation and build an appropriate bridge. He would like to see the Board explore all options before committing to the plan before them.

Alan Gilbert, Carolina Beach resident, former WMPO Board member, addressed the Board about the Cape Fear Memorial Bridge, requesting the Board to think of other options, no tolls, and look at alternative funding.

Jerod Patterson, President and CEO of Business Alliance for Sound Economy, spoke to the Board about U-5710. Mr. Patterson thanked the Board for advancing the intersection improvements at Eastwood Road and Military Cutoff. Mr. Patterson noted that construction will always bring temporary inconvenience, but that is the cost of bringing transportation improvements. Mr. Patterson also thanked the Board for prioritizing the replacement of the Cape Fear Memorial Bridge and encouraged them to keep an open mind and consider all potential solutions.

7. Presentations

- a. Recognition of WMPO Board Member Brad George – Chairman Lynn Barbee
Chairman Lynn Barbee presented Brad George with a plaque of recognition for his time serving on the WMPO Board. Mr. George thanked the WMPO Board members past and present that he worked with, noting that he hopes to return and help as a committee member after a much-needed break.
- b. Cape Fear Memorial Bridge Unsolicited Proposal – Trevor Carroll, NCDOT
Mike Kozlosky introduced Trevor Carroll from NCDOT to present to the Board a review of the Cape Fear Memorial Bridge Unsolicited proposal. Mr. Carroll gave a brief review of the project background, reviewing the timeline of the bridge. He stated that the unsolicited proposal was submitted February 26, 2026, and on March 27, 2026, the WMPO requested NCDOT to perform an initial screening of the proposal. Mr. Carroll noted that a working group and oversight committee were

formed and presented who those committee members are, he stated that the Working Group commenced on April 29, 2026, and by July 2nd they recommended to the Oversight Committee to not move forward with the proposal. Mr. Carroll presented the proposal's scope is not materially different than what was already submitted and programmed in the 2026-2035 STIP and the terms presented were either not allowable or not beneficial to NCDOT. Mr. Carroll concluded his presentation by presenting what the next steps will be, while NCDOT will not be moving forward with the proposal, the Department is continuing to work on delivering the bridge as a Traditional Toll Project, contingent on the necessary legislative change.

Mr. Carroll opened the floor for questions, Frank Williams asked if the NCDOT would be available to speak to interested groups, Mr. Carroll replied that he cannot commit to an answer either way to the question, but he did highlight different ways the public can submit their comments and concerns. Mike Kozlosky stated that as soon as the draft environmental document and notice of the meetings are available, he will distribute them to the Board.

8. Consent Agenda

- a. Approval of Board Special Meeting Minutes – June 24, 2026
- b. Resolution approving 2026-2035 STIP/MPO Transportation Improvement Programs Amendment #26-4
- c. Opening of a 30-day Public Comment Period for 2026-2035 STIP/MPO Transportation Improvement Programs Amendment #26-5
- d. Resolution approving 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modification #26-7
- e. Resolution supporting the WAVE Connect Advisory Committee's Recommendations for the Award of the FY 2027 Section 5310 Community Grant Project Funds
- f. Resolution supporting the City of Wilmington's application to the North Carolina Recreational Trails Program grant

Brenda Bozeman made a motion to approve the consent agenda. Cassidy Santaguida seconded the motion, the motion passed unanimously.

9. Regular Agenda

- a. Resolution approving Amendment #1 to the FY27 Unified Planning Work Program

Regina Hopkins, WMPO Accounting Manager, presented the Board the details of Amendment #1 to FY27 UPWP. Ms. Hopkins explained that back in March of 2026 the City of Wilmington decided not to charge the WMPO Indirect Costs, which left funds in our budget that the WMPO could utilize elsewhere. Ms. Hopkins explained that this amendment moves the funds out of the Indirect Costs fund line and into Management and Operations. Ms. Hopkins noted that it does not change the budget overall, it is just a housekeeping issue within the budget. Ms. Hopkins opened the floor for questions, there were no questions.

Allen Oliver made a motion to support approving Amendment #1 to the FY27 UPWP. Frank Williams seconded the motion, the motion passed unanimously.

10. Discussion

a. 2026-2035 STIP/MPO Transportation Improvement Program Administrative Modifications #26-8

Mike Kozlosky explained that this administrative modification is for informational purposes only and will be brought back for action at the next meeting.

b. Senate Bill 257 (NC State Budget) MPO/I-77 Provision

David Ferrell, from Maynard Nexsen, presented an overview of the MPO/I-77 Provision that was included in the State Budget Bill. Mr. Ferrell presented background and context, stating that Charlotte Regional Transportation Planning Organization (CRTPO) removed the I-77 South managed lanes project from the regional transportation planning process. NCDOT and legislative leaders estimate that \$60 million in state funds had already been spent by NCDOT on planning and preconstruction activities. The General Assembly responded with a budget provision establishing consequences. Mr. Ferrell reviewed the core principle and key elements of the provision, noting that the provision targets projects classified as statewide priorities in the State Transportation Improvement Program. Mr. Ferrell went on to review the specifics and mechanics of the provision, noting the triggers for reimbursement, the reimbursable costs and the allocation method for each local government. Mr. Ferrell presented the enforcement mechanisms that the NCDOT will adhere to as part of this provision. He also reviewed the specific application concerning CRTPO and the choice of next steps they face.

Mr. Ferrell presented the broader implications for all MPO's and the practical takeaways, including what it means for the WMPO. Mr. Ferrell opened the floor for questions, Bill Rivenbark questioned why Charlotte removed the project. Mr. Ferrell replied it is his understanding that there was a lot of community opposition to the project, which caused local leaders to make a vote to change. Cassidy Santaguida questioned, in the example given, who will be responsible to reimburse the state. Mr. Ferrell stated that the way the provision is drafted, the municipalities that vote to have the project removed will be the ones who pay. Ms. Santaguida asked for clarification if a municipality has multiple representatives involved in a vote, how would the percentages of reimbursement be divided. Mr. Ferrell responded that specifics like Ms. Santaguida's question are not currently addressed in the provision. Ms. Santaguida also questioned how far back in time will this provision encompass. Mr. Ferrell answered that the Charlotte project has a retroactive date of January 1, 2026 but he does not see where the provision itself has a retroactive date. Frank Williams questioned if a project has been ongoing for five years and was removed, would all the expenses incurred until that removal date be considered? Mr. Ferrell responded that is how it appears, with the way the provision is written. Mike Kozlosky clarified that this provision applies to projects funded at the Statewide Tier, and he has developed a spreadsheet that will be shared with the Board, that shows the projects funded at the Statewide Tier in our region. Chairman Barbee questioned if a project is

removed, how would the reimbursement payment be divided up between the voting members. Mr. Ferrell referred to how the Charlotte project is developing but did not have a specific answer.

c. Cape Fear Memorial Bridge – Section 106 – Project Programmatic Agreement

Mike Kozlosky, WMPO Executive Director, presented a draft Project Programmatic Agreement that has been received by the WMPO. Mr. Kozlosky noted the formalities of the agreement, as well as what they are used for. Mr. Kozlosky stated that FHWA, NC State Historic Preservation Office, NCDOT and the Advisory Council on Historic Resources are the signatory agencies of this project programmatic agreement and other entities have been invited to join as concurring or consulting party. Mr. Kozlosky reviewed the differences between a concurring or consulting party and recommended that the WMPO join as a concurring party, so they have a seat at the table. Mr. Kozlosky noted that FHWA has a deadline of August 7th for draft comments on the programmatic agreement. Mr. Kozlosky reviewed the next steps for the agreement, including determining if the WMPO wants to be a concurring or consulting party, submitting comments before the August 7th deadline and if the WMPO desires to sign, an agreement will be presented to the WMPO Board once the agreement is in its final form.

Frank Williams stated that he would suggest the WMPO be a concurring party and also clarified the list of other concurring or consulting partners and their roles. JC Lyle asked what the WMPO role would look like, would the seat at the table be a WMPO staff person or a Board member. Mr. Kozlosky noted that it would be a staff person, but if the Board prefers a sub-committee that could be arranged. Ms. Lyle also questioned why other members that were invited to participate declined. Mr. Kozlosky replied that the reasons they declined are unknown. The Board gave direction to move forward as a concurring party.

d. Prioritization 8.0 Regional Impact Tier Draft Local Input Point Assignment

Abby Lorenzo, WMPO Deputy Director, updated the Board on the Prioritization 8.0 Regional Impact Tier Draft Local Input Point Assignment, beginning with a quick review of what has already been completed and where we are currently. Ms. Lorenzo stated that the WMPO has 1,600 Regional Impact Tier Local Input Points available for assignment among eligible projects and noted that draft assignment was developed in accordance with the WMPO Board-approved Local Input Point Methodology. Ms. Lorenzo reviewed the point assignments via projects, noting a few staff recommendations and she presented a map of the locations of the projects. Ms. Lorenzo concluded her presentation with the next steps, reviewing the upcoming important dates and what will be accomplished.

Frank Williams made a motion to open the public comment period and amend the adopted P8.0 LIP Methodology to include a 14-day public comment period instead of a 30-day public comment period. Brenda Bozeman seconded the motion, the motion passed unanimously.

e. WMPO Training Series

Mike Kozlosky shared that the WMPO Board has expressed a desire for some additional training. WMPO staff is suggesting that trainings be held beginning in September, on the same day as the Board meetings, for about an hour, before the meeting. Chairman Barbee noted that Mr. Kozlosky has the support of the Board to move forward.

11. Updates

a. **Wilmington Urban Area MPO**

Mike Kozlosky presented the Board with printed copies of the Annual Report and noted that the WMPO staff will be delivering copies of this report to the individual jurisdictions Council, Managers and Planning Departments. Mr. Kozlosky stated that he will be presenting to the City of Wilmington, because they are the Lead Planning Agency, however if there is a desire for Mr. Kozlosky to speak at other Councils or Commissioners' meetings, he is available. Mr. Kozlosky updated the Board on the new signage for the Surface Transportation Block Grant projects, presenting the sign for viewing. Mr. Kozlosky presented that he has been working on the update to the strategic plan and will get it out to the Board following this meeting. The last update Mr. Kozlosky presented was he would like to organize a tour of the construction at the Hampstead Bypass and would like to gauge the interest of the Board in taking a tour. Board members expressed an interest in this tour.

b. **Cape Fear Public Transit Authority**

Updates are in the packet but Mark Hairr wanted to thank Mike Kozlosky for helping organize a successful site visit by Congressman David Rouzer, and thank Board members who attended the visit.

c. **NCDOT Division 3**

Updates are in the packet, but Trevor Carroll noted that the Market Street project is close to being finalized. Mr. Carroll also shared a one-pager for the Board regarding the U-5710 project. He noted that these one-page updates will be more frequent with the high-profile projects.

d. **NCDOT Transportation Planning Division**

Updates are in the packet.

12. Announcements

- a. WMPO Active Transportation Advisory Committee Meeting – August 18, 2026
- b. Go Coast TDM Committee Meeting – August 20, 2026

13. Closed Session

Frank Williams made a motion to enter closed session, Rose Terry seconded the motion. The motion passed unanimously, the Board entered closed session at 4:40 pm.

14. Next Meeting – August 26, 2026

15. Adjourn

Frank Williams made a motion to adjourn the meeting. Rose Terry seconded the motion, the meeting was adjourned at 5:26 p.m.

Respectfully submitted,

Mike Kozlosky

Director

Wilmington Urban Area Metropolitan Planning Organization

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

* HO-0038	- WILMINGTON URBAN AREA	BASIN STREET; SR 1437 (FAYETTEVILLE ROAD) TO SR	ENGINEERING	FY 2027 -	<u>\$3,900,000</u>	(HP)
BRUNSWICK	METROPOLITAN PLANNING ORGANIZATION	1472 (VILLAGE ROAD) IN LELAND. EXTEND BASIN			\$3,900,000	
PROJ.CATEGORY		STREET TO CONNECT SR 1437 (FAYETTEVILLE ROAD)				
DIVISION		TO SR 1472 (VILLAGE ROAD), AND CONSTRUCT MULTI- USE PATH.				
		<u>ADD PROJECT DUE TO AWARD OF FEDERAL EARMARK. HP FUNDS REPRESENT FEDERAL EARMARK FUNDS.</u>				

REVISIONS TO THE 2026-2035 STIP/MPO TIP
HIGHWAY PROGRAM
Administrative Modification #26-8

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

HS-2403AL NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1318 (BLUE CLAY ROAD); SR 1302 (N. 23RD STREET) CONSTRUCTION TO SR 1336 (SIDBURY ROAD). INSTALL RUMBLE STRIPS. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 26 TO FY 27.</u>		FY 2027 -	\$244,000	(HSIP)
				FY 2027 -	\$27,000	(T(M))
					\$271,000	
HL-0131 BRUNSWICK PROJ.CATEGORY EXEMPT	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC 133; BELVILLE RIVERWALK PARK ENTRANCE CONSTRUCT TRAFFIC SIGNAL AND RELATED PEDESTRIAN INFRASTRUCTURE <u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 26 TO FY 27.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2026 -	\$513,000	(L)
				FY 2027 -	\$1,166,000	(BGDA)
				FY 2027 -	\$292,000	(L(M))
					\$1,971,000	

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #26-8 TO THE
2026-2035 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

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, the Board has found that the Wilmington Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner; and

WHEREAS, the North Carolina Board of Transportation adopted the 2026-2035 State Transportation Improvement Program on July 9, 2025, and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the 2026-2035 State/MPO Transportation Improvement Programs on July 29, 2025; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2026-2035 State/MPO Transportation Improvement Programs for Administrative Modifications #26-8.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2026-2035 State/MPO Transportation Improvement Programs for Administrative Modifications #26-8.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on August 26, 2026.

Lynn Barbee, Chair

Mike Kozlosky, Secretary



WMPO

Wilmington Urban
Area Metropolitan
Planning Organization
www.wmpo.org

Unified Planning Work Program Fiscal Year 2027

Amendment # 2
August 26, 2026



Amendment #1 Approved July 29, 2026
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:

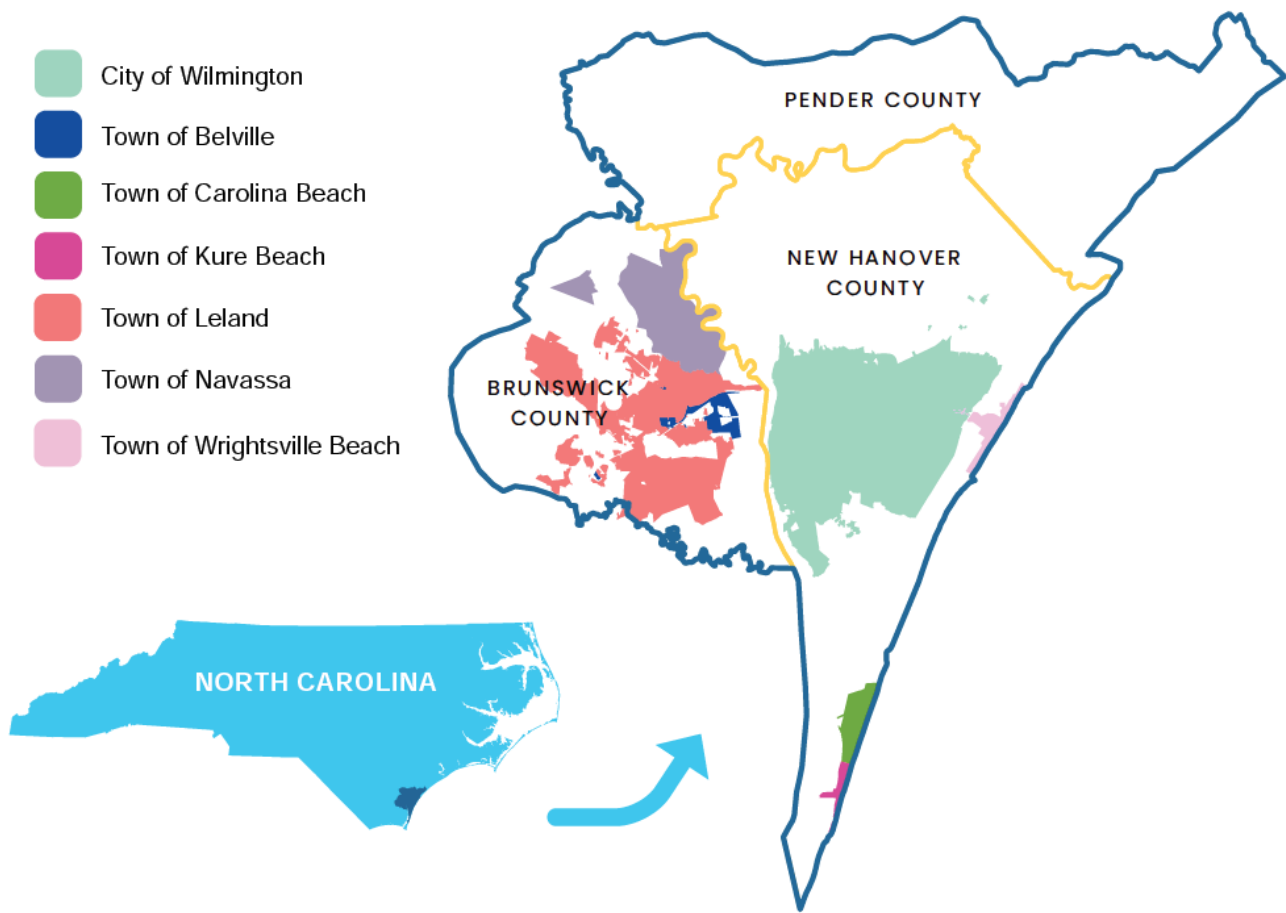
- **FHWA - Section 104(f) Funds (PL104)**
Funds dedicated to the urban area to perform transportation planning. PL104 funds require a 20% local match.
- **FHWA - Safe & Accessible Transportation Options Set Aside (SATO/Y410)**
These funds are dedicated to the urban area to perform transportation planning 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.

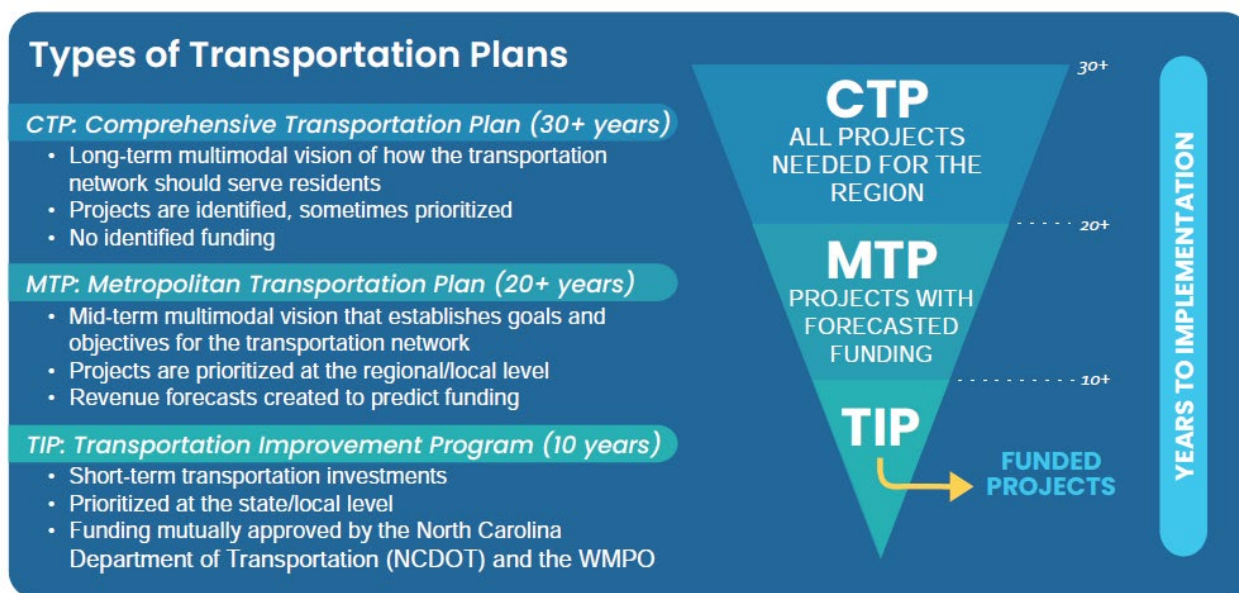
III-B Transportation Improvement Plan – Total: \$12,500

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%	

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%	

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

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%	

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. $(50,000 \text{ Wave Funds} + 41,053 \text{ WMPO funds}) \times 4\% = \$3,579$
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.



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2026 - 2027 Unified Planning Work Program Amendment # 1
Indirect Cost Funding Reallocation and
July 29, 2026

On March 31, 2026, the City of Wilmington notified the WMPO that City Leadership met to discuss the indirect costs budgeted in the FY 27 UPWP. At that meeting, the City decided not to move forward with claiming indirect costs, making those funds available for use elsewhere in the UPWP.

Amendment # 1 reallocates the funds budgeted in each grant's Indirect Costs 4% of MTDC line to the Management & Operations line. Management & Operations costs 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.

Amendment # 1 does not affect the grants' Federal, State and Local funding allocations, or overall total FY 27 UPWP budget. It simply reallocates existing funds to tasks where they can be better utilized.

PL104

44.27.00 III-E Indirect Costs 4% of MTDC

The City elected to waive all Indirect Costs; the line item decreased by \$19,289

Due to the City not seeking reimbursement of Indirect Costs, these funds were moved to the Management and Operations line where they can be utilized for staff time and operating expenditures as needed.

44.27.00 III-E Management & Operations

The City elected to waive all Indirect Costs; the line item increased by \$19,289

Due to the City not seeking reimbursement of Indirect Costs, these funds were moved to the Management and Operations line where they can be utilized for staff time and operating expenditures as needed.

PLY410 – Safe and Accessible Transportation Options (SATO)

44.27.00 III-E Indirect Costs 4% of MTDC

The City elected to waive all Indirect Costs; the line item decreased by \$320

Due to the City not seeking reimbursement of Indirect Costs, these funds were moved to the Management and Operations line where they can be utilized for staff time and operating expenditures as needed.

44.27.00 III-E Management & Operations

The City elected to waive all Indirect Costs; the line item increased by \$320

Due to the City not seeking reimbursement of Indirect Costs, these funds were moved to the Management and Operations line where they can be utilized for staff time and operating expenditures as needed.

STBG-DA

44.27.00 III-E Indirect Costs 4% of MTDC

The City elected to waive all Indirect Costs; the line item decreased by \$71,816

Due to the City not seeking reimbursement of Indirect Costs, these funds were moved to the Management and Operations line and Advanced Air Mobility (AAM) Initiative lines where they can be utilized for staff time and operating expenditures as needed.

44.27.00 III-E Management & Operations

The City elected to waive all Indirect Costs; the line item increased by \$71,816

Due to the City not seeking reimbursement of Indirect Costs, a portion of these funds were moved to the Management and Operations line where they can be utilized for staff time and operating expenditures as needed.

5303

44.27.00 III-E Indirect Costs 4% of MTDC

The City elected to waive all Indirect Costs; the line item decreased by \$3,579

Due to the City not seeking reimbursement of Indirect Costs, these funds were moved to the Management and Operations line where they can be utilized for staff time and operating expenditures as needed.

44.27.00 III-E Management & Operations

The City elected to waive all Indirect Costs; the line item increased by \$3,579

Due to the City not seeking reimbursement of Indirect Costs, these funds were moved to the Management and Operations line where they can be utilized for staff time and operating expenditures as needed.

MPO	Wilmington
FTA Code	44.27.00 - 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%	8,894
Section 5303 NCDOT 10%	8,894
Section 5303 FTA 80%	71,153

MPO	Wilmington
FTA Code	44.27.00 - 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. $(50,000 \text{ Wave Funds} + 41,053 \text{ WMPO funds}) \times 4\% = \$3,503$
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%	0
Section 5303 NCDOT 10%	0
Section 5303 FTA 80%	0
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	



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2026 - 2027 Unified Planning Work Program Amendment # 2
August 26, 2026

STBG-DA Funding Reallocation

44.27.00 II-B-3 Special Studies: Consultant - Compensation Analysis

Based on anticipated expenditures, the line item increased by \$4,000

Increase in expenditure based on additional scope needed for the consultant to perform the Compensation Analysis Special Study. These STBG-DA funds will be shifted from the Management & Operations task to offset the increase in that contract's amount.

44.27.00 III-E Management & Operations

Based on anticipated expenditures, the line item decreased by \$4,000

Decrease in expenditure needed to reallocate STBG-DA funds to the Compensation Analysis Special Study task. This shift will offset the increase in that contract's amount without increasing the current total STBG-DA amount budgeted for FY 27.

5303 Agreement Amounts Correction

44.27.00 III-E Management & Operations

Based on the Agreement, the Federal share decreased by \$1

Decrease in Federal share based on the 5303 application software automatically rounding down the Federal share and rounding up the Local match. This slight adjustment allows the UPWP to match the FY27 5303 agreement.

44.27.00 III-E Management & Operations

Based on the Agreement, the Local Share increased by \$1

Increase in Local share based on the 5303 application software automatically rounding down the Federal share and rounding up the Local match. This slight adjustment allows the UPWP to match the FY27 5303 agreement.

MPO	Wilmington
FTA Code	44.27.00 - 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%	8,895
Section 5303 NCDOT 10%	8,894
Section 5303 FTA 80%	71,152

WMPO 2026 - 2027 UPWP Administrative Table - Amendment # 2

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 # 693JJ32540101				WBS #: TBD				Funds				
			Local	Federal	Total	Federal Total	Local	Federal	Total	Local	State	Federal	Total	Local	State	Federal	Total	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	62,800	251,200	314,000	-	-	-	-	530	530	4,240	5,300	-	73,730	530	305,020	379,280
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 Aside	-	-	-	7,980	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7,980	7,980
44.27.00	II-B-3	Special Studies: Total	1,000	4,000	5,000	-	62,800	251,200	314,000	-	-	-	-	-	-	-	-	-	63,800	-	255,200	319,000
44.27.00	II-B-3	Special Studies: Staff Time - Resiliency Improvement Plan (RIP)	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 (SS4A)	-	-	-	-	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	1,000	-	4,000	5,000
44.27.00	II-B-3	Special Studies: Consultant - Resiliency Improvement Plan (RIP)	-	-	-	-	60,000	240,000	300,000	-	-	-	-	-	-	-	-	-	60,000	-	240,000	300,000
44.27.00	II-B-3	Special Studies: Consultant - Compensation Analysis	-	-	-	-	1,800	7,200	9,000	-	-	-	-	-	-	-	-	-	1,800	-	7,200	9,000
	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. Reqs.	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	291,440	1,165,760	1,457,200	-	-	-	-	8,895	8,894	71,152	88,941	131,000	495,235	8,894	1,492,832	1,996,961
44.27.00	III-E	Management Operations	63,900	255,600	319,500	320	291,440	1,165,760	1,457,200	-	-	-	-	8,895	8,894	71,152	88,941	131,000	495,235	8,894	1,492,832	1,996,961
44.27.00	III-E	Indirect Costs 4% of MTDC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY27 TOTALS:			100,300	401,200	501,500	8,300	373,440	1,493,760	1,867,200	-	-	-	-	13,685	13,684	109,472	136,841	131,000	618,425	13,684	2,012,732	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			
			N/A - Does Not Carry Forward			N/A - Does Not Carry Forward	WBS #: 44094.1.5			State WBS # 51360 / Federal Award # 693JJ32540101				N/A - Does Not Carry Forward				Funds				
FTA CODE	TASK CODE	TASK DESCRIPTION	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 (SS4A)	-	-	-	-	-	-	-	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	13,685	13,684	109,472	136,841	131,000	668,425	63,684	2,412,732	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	\$7,200	\$9,000
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

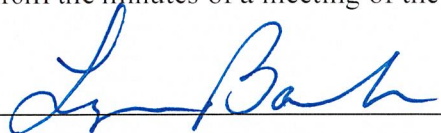
WHEREAS, the City of Wilmington serves as the Lead Planning Agency (LPA) for the Wilmington Urban Area Metropolitan Planning Organization and has been designated as the recipient of Metropolitan Planning Program funding; and

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.

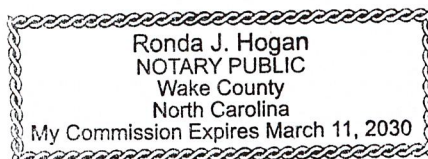
I, LYNN BARBEE, Chair of the Board of the Wilmington Urban Area Metropolitan Planning Organization do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Board, duly held on this the 25th day of March 2026.



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



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT # 1 TO THE FISCAL YEAR 2027
UNIFIED PLANNING WORK PROGRAM**

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, the Fiscal Year (FY) 2027 Unified Planning Work Program documenting the continuing, cooperative, and comprehensive transportation planning program in the Wilmington Urban Area was adopted by the Wilmington Urban Area Metropolitan Planning Organization's Board on March 25, 2026; and

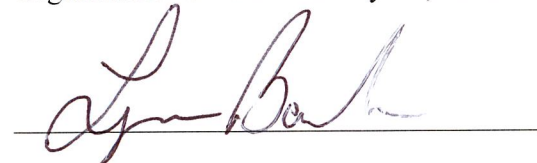
WHEREAS, the need for amendments to the FY 2027 Unified Planning Work Program has been evaluated and justified in order to effectively advance transportation planning for FY 2027; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the FY 2027 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

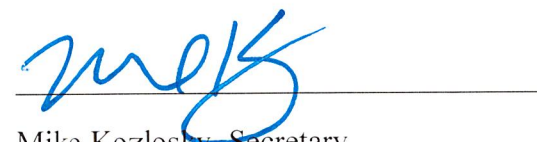
WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization proposes amendments to the FY 2027 Unified Planning Work Program to reflect current and anticipated expenditures.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves Amendment # 1 to the FY 2027 Unified Planning Work Program.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on July 29, 2026



Lynn Barbee, Chair



Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT # 2 TO THE FISCAL YEAR 2027
UNIFIED PLANNING WORK PROGRAM**

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, the Fiscal Year (FY) 2027 Unified Planning Work Program documenting the continuing, cooperative, and comprehensive transportation planning program in the Wilmington Urban Area was adopted by the Wilmington Urban Area Metropolitan Planning Organization's Board on March 25, 2026; and

WHEREAS, the Board of the Wilmington Urban Area Metropolitan Planning Organization approved Amendment # 1 on July 29, 2026; and

WHEREAS, the need for amendments to the FY 2027 Unified Planning Work Program has been evaluated and justified in order to effectively advance transportation planning for FY 2027; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the FY 2027 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization proposes amendments to the FY 2027 Unified Planning Work Program to reflect current and anticipated expenditures.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves Amendment # 2 to the FY 2027 Unified Planning Work Program.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on August 26, 2026.

Lynn Barbee, Chair

Mike Kozlosky, Secretary



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MEMORANDUM

To: WMPO Board Members
From: Beth King, Transportation Planner
Date: August 19, 2026
Subject: Active Transportation Advisory Committee Recommended Ex Officio Member Appointments

The WMPO's Active Transportation Advisory Committee (ATAC), formerly known as the Bicycle and Pedestrian Advisory Committee (BPAC) serves as an advisor to the Board on all matters related to active transportation activities and accommodation within the WMPO planning area. The Committee is responsible for making recommendations to the Board on the implementation of relevant programs, policies, regulations, projects, and funding priorities regarding active transportation access. The Committee also promotes active transportation as a safe and viable means of transportation and serves as an ambassador for the Board and the region in this regard.

The ATAC is comprised of a maximum of 21 members, 13 of which are identified and appointed by each WMPO Board member. An additional 7 members serve in ex officio positions and represent constituencies which have an interest and/or expertise in active transportation matters, including, but not limited to:

- a. Health and wellness
- b. Education
- c. Bicycle and pedestrian commuting
- d. Bicycle and pedestrian clubs and organizations
- e. Youth and children advocacy
- f. Senior and disability advocacy
- g. Marginalized communities
- h. Economic development
- i. Tourism

Ex officio members are identified by WMPO staff but must be approved by the Board to be officially appointed to the Committee. WMPO staff have identified the following individuals for ex officio positions:

Brenda Brooks | NHC Hispanic-Latino Commission

Brenda Brooks serves on the New Hanover County Hispanic-Latino Commission and is the chair of its public safety subcommittee. The Commission advises the NHC Board of Commissioners on Hispanic/Latino community needs, acts as a liaison, advocates for inclusiveness, and more.

Nicole Kohler | 3Wheel Therapy

Nicole Kohler is the Executive Director of 3Wheel Therapy and previously served on the Carolina Beach Bike/Pedestrian committee. 3Wheel Therapy utilizes adaptive tricycles to provide free rides to anyone unable to ride a traditional bicycle independently. She also has been a Recreation Therapist for 18 years, with a background in community parks & recreation and nonprofit leadership.

The individuals identified above represent unique perspectives and expertise that will strengthen the Committee's ability to advise the Board on active transportation matters. WMPO staff and the TCC recommend the Board approve these ex officio appointments to the Active Transportation Advisory Committee.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING EX OFFICIO MEMBERS TO THE WILMINGTON URBAN
AREA METROPOLITAN PLANNING ORGANIZATION'S ACTIVE TRANSPORTATION
ADVISORY COMMITTEE**

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, the Wilmington Urban Area Metropolitan Planning Organization Board established the Active Transportation Advisory Committee (ATAC) to advise the Board on matters related to active transportation within the WMPO planning area; and

WHEREAS, the Active Transportation Advisory Committee includes ex officio members who represent key stakeholder groups and bring subject matter expertise in areas such as health and wellness, education, economic development, tourism, and community advocacy; and

WHEREAS, Wilmington Urban Area Metropolitan Planning Organization staff have identified qualified individuals to serve in ex officio roles whose experience and perspectives will enhance the Committee's effectiveness and is consistent with its bylaws.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves the appointment of the following individuals to serve as ex officio members of the Active Transportation Advisory Committee:

- Brenda Brooks, New Hanover County Hispanic-Latino Commission
- Nicole Kohler, 3Wheel Therapy

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on August 26, 2026.

Lynn Barbee, Chair

Mike Kozlosky, Secretary



MEMORANDUM

To: WMPO Board Members

From: Greer Templer, Senior Transportation Planner

Date: August 13, 2026

Subject: Prioritization 8.0 – Final Regional Impact Local Input Point Assignments

The Prioritization 8.0 Local Input Point assignment period for Regional Impact Tier projects began in June, following the May 28 release of the Prioritization 8.0 Statewide Mobility Tier project funding and quantitative project scores, and will end on August 28, 2026. Regional Impact Tier projects are evaluated using a combination of quantitative scores and local input, with quantitative scoring accounting for 70 percent of the overall score and Local Input Points comprising the remaining 30 percent. Projects with higher overall scores (quantitative plus local input points) are more competitive for programming in the MPO/State Transportation Improvement Programs.

Based on funding availability published by NCDOT on May 28, approximately \$150 million is available for Regional Impact Tier projects competing within Region B (NCDOT Divisions 2 and 3). NCDOT has noted that the published funding amounts represent a snapshot in time and remain subject to change as project cost estimates, delivery schedules, anticipated revenues, and other programmatic factors are updated throughout the Prioritization process. Final Regional Impact project scores and draft programmed projects are anticipated to be released by NCDOT in late September 2026.

The WMPO has 1,600 Regional Impact Tier Local Input Points available for assignment among eligible projects. A maximum of 100 Local Input Points may be assigned to any individual project. The attached draft Regional Impact Tier Local Input Point assignment was developed in accordance with the WMPO Board-approved Local Input Point Methodology.

The Board-approved methodology evaluates eligible projects using the following criteria:

- Prioritization 8.0 quantitative score
- Coordination with NCDOT Division 3
- Consistency with adopted plans
- Status of project development
- Number of Prioritization cycles

Each criterion is worth up to 100 points, for a maximum of 500 points per project. Projects are then ranked by their methodology score, and the top 16 are each eligible to receive 100 points. The WMPO's adopted methodology also includes provisions that at least one project from each non-highway mode is awarded local input points; that allow the Board to deviate from the methodology for the final point assignment; and that public input be considered.

A draft WMPO Local Input Point assignment was presented to the WMPO Board on July 29, at which time a 14-day public comment period was opened. While the draft point assignment did not factor in the coordination with NCDOT Division 3 criterion due to continuing coordination efforts, the public was invited to provide comments through August 12. Three public comments were submitted during the comment period and are included as an attachment following this memorandum. No modifications to the local input point assignments are recommended as a result of the public comments received.

The attached point assignment reflects the application of the approved methodology, including the Coordination with NCDOT Division 3 criterion. Based on the strict application of the methodology and following discussions with planning organizations with which the WMPO shares some project limits, staff make the following deviation recommendations:

Deviate From	Deviate To	Reasoning
<i>US 117 (College Road) at US 76 (Oleander Drive) Grade Separated Intersection Improvements (H149006-E/U-5704)</i>	<i>US 76 (Oleander Drive) Access Management Improvements from Pine Grove Drive to Greenville Loop Road (H230971)</i>	- The <i>US 117 (College Road) at US 76 (Oleander Drive) At-Grade Intersection Improvements (H250015/U-5704)</i> project is receiving WMPO Local Input Points per the adopted methodology, has a higher Regional Impact quantitative score, and is also receiving Local Input Points from NCDOT Division 3. - Reassignment of points to <i>US 76 (Oleander Drive) Access Management Improvements from Pine Grove Drive to Greenville Loop Road (H230971)</i> would allow points to be allocated to an additional WMPO Board unfunded priority project, as identified in the WMPO 2026-2031 Strategic Business Plan.
<i>Restoration of the Wallace to Castle Hayne Rail Corridor/NCDOT AC Line (R140031)</i>	<i>Wilmington International Airport: Perimeter Road Improvements (Ph. 1) (A150420)</i>	- The scope of the <i>Restoration of the Wallace to Castle Hayne Rail Corridor/NCDOT AC Line (R140031)</i> project is included in the <i>Intercity Passenger Rail Service from Wilmington to Raleigh via Goldsboro (R230522)</i> project, which is recommended to receive Local Input Points under the WMPO's adopted methodology. <i>A150420</i> is the next-highest-scoring project following the top 16 projects identified for WMPO Local Input Point assignment per the adopted methodology.

The attached point assignment also provides for proposed point donations to and from the WMPO for shared projects:

Project	WMPO Proposed Point Assignment	WMPO Points to be Submitted	WMPO Points to be Donated or Received
<i>US 74/76 Upgrade to Interstate</i>	100	89	(11) donated to Cape Fear RPO
<i>Intercity Passenger Rail Service from Wilmington to Raleigh via Goldsboro</i>	100	10	(32) donated to Eastern Carolina RPO; (16) donated to Capital Area MPO; (16) donated to Cape Fear RPO; (13) donated to Upper Coastal Plain RPO; (13) donated to Goldsboro MPO
Southport – Ft Fisher Additional Ferry Vessel	100	50	(50) donated to Cape Fear RPO
Southport – Ft Fisher Additional Ramps	0	50	(50) received from Cape Fear RPO
Manns Harbor Shipyard Dorm Facilities	0	20	(20) received from Cape Fear RPO
Southport – Ft Fisher Operations Buildings and Visitor Center Replacements	0	50	(50) received from Cape Fear RPO

All Regional Impact Local Input Point assignments must be submitted to NCDOT by August 28, 2026.

WMPO Draft P8.0 Regional Impact Local Input Point Assignment - Public Comments							
Comment Number	Date Received	Time	Name of Commentor	Commentor Jurisdiction	Comment Subject	Comment	Response
RLIP-001	8/4/2026	10:27 AM	Rachel Sandler	Wilmington	2028-2037 State Transportation Improvement Program	"I would like to submit my comments for consideration in future projects. Please widen Castle Hayne Rd. It is unsafe, overused, and an overall nightmare for the people who are forced to use it daily. I have seen people and bikers nearly hit by cars because the road is not wide enough for everyone to use. I have sat in traffic on weekdays where it takes me 45 minutes to go from MLK to Kerr using Castle Hayne Rd. The county continues to irresponsibly approving housing developments and shopping along Castle Hayne Rd, a road that already sees 100,000 cars per day more than it was ever intended to service and has not improved any infrastructure. The accidents, deaths, and overall frustrations can be solved by widening the road and adding PROPER sidewalks, crosswalks, and bike lanes. By not doing these things, the State, County, and City are telling residents you do not care and you are not serious about safety."	The comment is not related to the WMPO's Draft P8.0 Regional Impact Local Input Point assignment or to a project that has been submitted for evaluation and consideration for funding in Prioritization 8.0. No deviations to the draft P8.0 Regional Impact Local Input Point assignment are recommended.
RLIP-002	8/4/2026	10:38 AM	Brayton Willis	Leland	Comments on NCDOT transportation regional project scoring	Thank you for allowing me to comment on the regional transportation priorities that will help shape the North Carolina Department of Transportation's next State Transportation Improvement Program (STIP). From my experience serving on the WMPO's 2045 Metropolitan Transportation Plan update, I found that the organization provides brief summaries of each proposed project, including its purpose, estimated cost, anticipated benefits, and other key planning information. Those project summaries are intended to provide an important foundation for public participation and help citizens understand the transportation needs being considered. However, as transportation projects become increasingly expensive and technically complex, an important question emerges: Is synopsis-level information enough for citizens and taxpayers. to meaningfully evaluate projects that may ultimately cost hundreds of millions, or even billions, of public dollars? Major transportation projects involve engineering judgments, funding assumptions, environmental tradeoffs, long-term maintenance responsibilities, risk, uncertainty, and reasonable alternatives that often cannot be fully conveyed in a brief project summary. That is not a criticism of the WMPO. It is simply the reality of modern infrastructure planning. Another question deserves equal attention: How well does the current STIP prioritization process identify the projects that will provide the greatest long-term public benefit? North Carolina's data-driven prioritization process was created to improve objectivity and consistency in transportation funding decisions. Those are worthwhile goals. Yet every methodology should be periodically reviewed to ensure it continues to produce logical, equitable, and understandable results. In reality, the purpose of the STIP is not to maximize project scores. Its purpose is to make the best transportation investments for the people of North Carolina.That distinction matters. Southeastern North Carolina is among the nation's fastest-growing regions. Brunswick, New Hanover, and Pender Counties continue to see rapid population growth, expanding commercial development, increased freight movement, and shifting commuting patterns. Transportation needs today are different from those of ten years ago and will almost certainly be different ten years from now. Unfortunately, transportation planning often moves more slowly than the communities it is intended to serve. Major highway and bridge projects often take ten to twenty years—or more—from initial planning through environmental review, permitting, design, funding, right-of-way acquisition, and construction. During that time, population forecasts, traffic volumes, construction costs, technology, environmental regulations, economic conditions, and even a project's fundamental purpose can change. Every major transportation decision is therefore based on assumptions about the future. Those assumptions are never certain. Managing uncertainty is a cornerstone of good engineering. Transportation planning should embrace the same philosophy. Long-range plans should be treated as living documents, periodically reassessed as new information becomes available and regional conditions evolve. The proposed Cape Fear Memorial Bridge replacement illustrates why this matters. Before decisions on such a significant public investment are finalized, citizens should understand not only the project's benefits but also its underlying assumptions, funding strategy, potential tolling, navigation requirements, freight implications, emergency response considerations, hurricane evacuation role, environmental impacts, and the alternatives that have been evaluated. The conversation should also include a broader issue of statewide transportation policy. North Carolina recently chose to advance the approximately \$1.34 billion Capital Boulevard Upgrade in Wake County without tolls, after state leaders concluded that replacing and modernizing an existing public highway should remain a public responsibility. The Cape Fear Memorial Bridge is likewise the replacement for an existing public transportation facility that has served North Carolinians for generations. It carries commuters, emergency responders, school buses, military traffic, commercial freight, tourists, and hurricane evacuation traffic daily. If one region receives a non-tolled replacement for an essential transportation corridor, it is reasonable for citizens elsewhere to ask whether similar principles should apply to equally important infrastructure. Transportation policy should be guided by consistency, transparency, and equitable treatment across North Carolina. None of these observations diminish the important work of the WMPO or the North Carolina Department of Transportation. Both organizations are responsible for planning transportation systems that must serve a rapidly changing state with limited financial resources. SEE FULL COMMENT IN ATTACHMENT A	The comment is not specific to the WMPO's Draft P8.0 Regional Impact Local Input Point assignment. No deviations to the draft P8.0 Regional Impact Local Input Point assignment are recommended.
RLIP-003	8/12/2026	5:45 PM	Peter Loftus	Wilmington	Comment on Transportation Funding Priorities	Comments as noted above as follows: Do not fund projects that have a low cost/benefit tradeoff - Ensure that the voting members of the WMPO understand and question all funding requests so as not to approve unnecessary and overly costly projects Prioritize congested intersections in Wilmington that are not currently funded or planned to be so in the next fiscal year - At a minimum take advantage of the state's intelligent traffic signal contract signed last July 2025 to install and test improved potential improvement in traffic flows without spending tens of millions of dollars on unnecessary road/congestion projects Do not waste funds on any passenger rail service between Wilmington and Raleigh - Completely not necessary Reduce the projects that place pedestrians, cyclists and motorists in close proximity on congested roads - These efforts only increase the likelihood of a bad outcome between these groups and defeats the efforts to reduce injury and deaths and improve safety.	The comment provides general input for transportation funding priorities. While not specific to the WMPO's draft P8.0 Regional Impact Local Input Point assignment, the comment references passenger rail service between Wilmington and Raleigh, and that funding should not be spent on it. The WMPO's draft P8.0 Regional Impact Local Input Point assignment recommends awarding 100 points to the Wilmington to Raleigh (Via Goldsboro) Passenger Rail Service project (R230522). The assignment is based on the WMPO's adopted P8.0 Local Input Point Methodology, and is further supported by the WMPO's adopted 2026-2031 Strategic Business Plan, in which 'Advocate for and support intercity rail' is a strategy under the Strategic Focus Area of Promotion of Alternative Transportation and Connectivity. No deviations to the draft P8.0 Regional Impact Local Input Point assignment are recommended.



Outlook

Comments on NCDOT transportation regional project scoring

From B W <bpwillis88@gmail.com>

Date Tue 8/4/2026 10:38 AM

To WMPO <wmpo@wilmingtonnc.gov>

Cc Brenda Boseman <bbozeman@townofleland.com>; Veronica Carter <vcarter@townofleland.com>

Thank you for allowing me to comment on the regional transportation priorities that will help shape the North Carolina Department of Transportation's next State Transportation Improvement Program (STIP).

From my experience serving on the WMPO's 2045 Metropolitan Transportation Plan update, I found that the organization provides brief summaries of each proposed project, including its purpose, estimated cost, anticipated benefits, and other key planning information. Those project summaries are intended to provide an important foundation for public participation and help citizens understand the transportation needs being considered.

However, as transportation projects become increasingly expensive and technically complex, an important question emerges:

Is synopsis-level information enough for citizens and taxpayers. to meaningfully evaluate projects that may ultimately cost hundreds of millions, or even billions, of public dollars?

Major transportation projects involve engineering judgments, funding assumptions, environmental tradeoffs, long-term maintenance responsibilities, risk, uncertainty, and reasonable alternatives that often cannot be fully conveyed in a brief project summary.

That is not a criticism of the WMPO. It is simply the reality of modern infrastructure planning.

Another question deserves equal attention: **How well does the current STIP prioritization process identify the projects that will provide the greatest long-term public benefit?**

North Carolina's data-driven prioritization process was created to improve objectivity and consistency in transportation funding decisions. Those are worthwhile goals. Yet every methodology should be periodically reviewed to ensure it continues to produce logical, equitable, and understandable results.

In reality, the purpose of the STIP is not to maximize project scores.

Its purpose is to make the best transportation investments for the people of North Carolina.

That distinction matters.

Southeastern North Carolina is among the nation's fastest-growing regions. Brunswick, New Hanover, and Pender Counties continue to see rapid population growth, expanding commercial development, increased freight movement, and shifting commuting patterns. Transportation needs today are different from those of ten years ago and will almost certainly be different ten years from now.

Unfortunately, transportation planning often moves more slowly than the communities it is intended to serve.

Major highway and bridge projects often take ten to twenty years—or more—from initial planning through environmental review, permitting, design, funding, right-of-way acquisition, and construction. During that time, population forecasts, traffic volumes, construction costs, technology, environmental regulations, economic conditions, and even a project's fundamental purpose can change.

Every major transportation decision is therefore based on assumptions about the future.

Those assumptions are never certain.

Managing uncertainty is a cornerstone of good engineering. Transportation planning should embrace the same philosophy. Long-range plans should be treated as living documents, periodically reassessed as new information becomes available and regional conditions evolve.

The proposed Cape Fear Memorial Bridge replacement illustrates why this matters.

Before decisions on such a significant public investment are finalized, citizens should understand not only the project's benefits but also its underlying assumptions, funding strategy, potential tolling, navigation requirements, freight implications, emergency response considerations, hurricane evacuation role, environmental impacts, and the alternatives that have been evaluated.

The conversation should also include a broader issue of statewide transportation policy.

North Carolina recently chose to advance the approximately \$1.34 billion Capital Boulevard Upgrade in Wake County without tolls, after state leaders concluded that replacing and modernizing an existing public highway should remain a public responsibility.

The Cape Fear Memorial Bridge is likewise the replacement for an existing public transportation facility that has served North Carolinians for generations. It carries commuters, emergency responders, school buses, military traffic, commercial freight, tourists, and hurricane evacuation traffic daily.

If one region receives a non-tolled replacement for an essential transportation corridor, it is reasonable for citizens elsewhere to ask whether similar principles should apply to equally important infrastructure.

Transportation policy should be guided by consistency, transparency, and equitable treatment across North Carolina.

None of these observations diminish the important work of the WMPO or the North Carolina Department of Transportation. Both organizations are responsible for planning transportation systems that must serve a rapidly changing state with limited financial resources.

That challenge is enormous.

But the larger and more expensive transportation projects become, the more important it is that the planning process itself remain transparent, understandable, adaptable, and willing to periodically reexamine its assumptions.

Public participation is most valuable when citizens are not merely invited to comment but are encouraged to understand the difficult engineering, financial, environmental, and policy decisions that shape their communities.

In the end, good transportation planning is not simply about selecting projects.

It is about making the right investments at the right time for the right reasons—and being willing to revisit yesterday's assumptions when tomorrow's realities demand it.

With that, the WMPO can learn a great deal from metropolitan planning organizations across the country about developing and managing Transportation Improvement Programs (TIP) and about influencing the STIP.

One distinction is important: the WMPO prepares and adopts the metropolitan TIP for our region, while NCDOT prepares the statewide STIP. The WMPO does not control the entire STIP, but it can improve how projects are developed, evaluated, prioritized, monitored, and presented to NCDOT and the public.

Lessons from leading MPOs

1. Treat project scoring as a decision aid—not the decision itself

The strongest MPOs use quantitative scoring to inform judgment, but they do not pretend that a mathematical formula can capture every relevant consideration.

The Boston Region MPO, for example, considers project scores alongside cost, readiness, regional needs, geographic distribution, public feedback, and available funding. Its published guidance acknowledges that numerical criteria have limitations and are only one part of project selection. [Boston Region MPO criteria guidebook](#)

[criteria guidebook](#)

WMPO should similarly disclose:

- The technical score for every candidate project.
- The assumptions and data behind that score.
- Factors the scoring formula does not adequately capture.
- Any board adjustment to the technically ranked order.
- The specific reasons for that adjustment.

This would provide an important safeguard where NCDOT's SPOT/STI ranking criteria produce results that do not make practical sense.

2. Apply a project-readiness test before assigning scarce priority points

A high-scoring project is not necessarily ready to be funded.

The Boston Region MPO has developed readiness standards based on real-world project-delivery experience. Projects must demonstrate progress in design, updated cost estimates, and realistic schedules. Projects that fall behind can be flagged as high-risk or moved to a more realistic programming year.

WMPO should establish readiness gates covering:

- Clearly documented purpose and need.
- Alternatives analysis.
- Preliminary engineering status.
- Environmental-review requirements.
- Right-of-way and utility risks.
- Local funding commitments.
- Permitting complexity.
- Updated cost estimate and contingency.
- Reasonable construction schedule.
- Public and local-government support.

Projects failing these tests should remain in the long-range plan or a project-development pipeline rather than displacing projects that are genuinely ready to proceed.

3. Rescore projects when their costs, scopes, or assumptions change

Projects can remain in transportation programs for years even as their costs increase dramatically and their original assumptions become obsolete.

Boston now requires regular rescoring of older projects and updated evaluations whenever costs or scopes change materially. Its policies also require ongoing design progress and current cost information for projects to remain programmed.

WMPO should require automatic reconsideration when:

- Estimated cost increases by a defined percentage.
- Project scope or delivery method changes.
- Traffic forecasts materially change.

- A new alternative becomes feasible.
- Environmental or community impacts increase.
- The project misses major development milestones.
- The projected benefits decline.
- Funding assumptions no longer appear reasonable.

Past inclusion in the STIP should not create a permanent entitlement to remain there.

4. Publish a public-facing project dashboard

The Boston MPO provides a searchable dashboard showing project location, description, funding, evaluation score, and other project information.

WMPO already provides STIP information and mapping, but it could produce a much clearer regional dashboard showing:

- Project purpose and need.
- Current scope and alternatives considered.
- Original and current cost.
- Funding source and funding gap.
- Technical score and local-input points.
- Current development stage.
- Environmental-review status.
- Right-of-way and utility status.
- Principal risks and uncertainties.
- Anticipated benefits and impacts.
- Changes since the previous STIP.
- Scheduled versus actual milestones.

The public should not have to search through lengthy agenda packets and spreadsheets to reconstruct a project's history.

5. Separate need, merit, readiness, affordability, and risk

Many scoring systems blend fundamentally different questions into a single number. Better practice is to evaluate projects through several separate lenses:

Decision question

What WMPO should evaluate

Is there a demonstrated problem? Safety, congestion, access, condition and community need

Is the proposal a good solution? Alternatives, effectiveness and unintended consequences

Is it ready? Design, environmental review, right-of-way, utilities and permits

Is it affordable? Current cost, lifecycle cost, funding certainty and contingency

Is it resilient? Flooding, storms, sea-level change, evacuation and system redundancy

Is it deliverable? Schedule, responsible agency, staffing and procurement risks

A project might address an important need yet still be an unaffordable, immature, or unnecessarily risky solution.

6. Build risk and uncertainty into prioritization

NCDOT decided not to incorporate resilience into the P8.0 scoring formula, although the issue continues to be studied.

That omission makes a WMPO supplemental risk review particularly important. Each major project should include a concise risk register addressing:

- Cost escalation.
- Revenue uncertainty.
- Environmental permitting.
- Right-of-way acquisition.
- Utility relocation.
- Geotechnical conditions.
- Flood and storm exposure.
- Community opposition.

- Legal challenges.
- Dependence on tolling or discretionary grants.
- Long-term operation and maintenance obligations.
- Risk that projected traffic or economic benefits will not materialize.

The risk assessment should be updated at every major programming decision.

7. Use different criteria for different project types

A bridge replacement, bus service, greenway, intersection improvement, ferry project, and highway widening should not all be forced through the same evaluation framework.

The Twin Cities Metropolitan Council uses project categories and category-specific scoring, followed by technical review and public consideration. Its process includes published criteria, applicant training, scoring committees, an opportunity to request reevaluation, and multiple levels of public decision-making.

WMPO could adopt mode-specific criteria while maintaining common regional standards for safety, affordability, environmental impacts, accessibility, and consistency with the metropolitan plan.

8. Allow a transparent review or appeal of project scores

Data errors and questionable assumptions can materially affect project rankings. Project sponsors should receive preliminary scores and supporting calculations before final local-input points are assigned.

A structured review period should allow sponsors and the public to identify:

- Incorrect traffic or crash data.
- Outdated cost estimates.
- Incorrect project limits.
- Missing environmental constraints.
- Unsupported benefit assumptions.
- Inconsistent application of scoring criteria.

Any correction should be documented publicly.

9. Connect public participation to actual decisions

Federal guidance calls for public involvement at meaningful decision points—not merely after the most important choices have already been made.

The public should be engaged when:

1. Transportation needs are identified.
2. Candidate projects and alternatives are developed.
3. Local scoring methodology is drafted.
4. Preliminary scores are released.
5. Local-input points are proposed.
6. The draft TIP is prepared.
7. Major amendments or cost changes are considered.

WMPO should publish a response matrix that lists each substantive comment, the staff response, and whether the comment changed the recommendation.

10. Track whether completed projects delivered their promised results

Most transportation planning emphasizes selecting projects. Strong performance management also asks what happened after construction.

For major completed projects, WMPO should compare promised and actual results for:

- Safety.
- Travel time and reliability.
- Congestion.
- Transit use.
- Bicycle and pedestrian activity.
- Construction cost.
- Completion date.
- Environmental effects.
- Maintenance costs.

- Community and economic impacts.

Those findings should then inform revisions to future scoring criteria. Otherwise, projections are never tested, and institutional lessons are lost.

A practical WMPO reform package

WMPO could adopt these practices without waiting for the General Assembly or NCDOT to rewrite the STI law:

1. Publish all candidate projects, scores, assumptions, costs, and local-input-point recommendations.
2. Establish independent readiness and risk ratings.
3. Require updated costs and documented alternatives.
4. Automatically rescore projects after major cost or scope changes.
5. Explain every departure from the technically ranked order.
6. Create a searchable project-development and delivery dashboard.
7. Provide a formal data-correction and score-review period.
8. Conduct post-completion performance evaluations.
9. Submit documented recommendations to NCDOT for improving the SPOT/STI methodology.
10. Include an annual “state of project delivery” report identifying delayed, underfunded, or high-risk projects.

Prioritization 8.0 Regional Impact Tier Projects - Final Point Assignment																						
Project Information														Local Input Criteria								
Rank	SPOT ID	Mode	TIP	Project Category	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Quantative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)	P 8.0 Quantitative Score (x of 100)	Division 3 Points (x of 100)	Consistency with Plans (x of 100)	Status of project in development (x of 100)	Number of Prioritization Cycles (x of 100)	Total (x of 500)	Final Point Assignment	Points to be Submitted to SPOT (less donated points)	Notes
1	H090499-B	Highway	U-4902B	Statewide Mobility	US 17 BUS (Market Street)	CSX Railroad	117/NC 132 (College Road)	Construct Access Management Improvements	11 - Access Management	\$ 30,900,000	62.07	48.43	37.29	69.19	100	100	50	100	419.19	100	100	
2	H110987	Highway	U-5729	Regional Impact	US 421 (Carolina Beach Road)	US 421 (Burnett Boulevard)	US 117 (Shipyard Boulevard)	Upgrade roadway	11 - Access Management	\$ 72,100,000	N/A	46.75	34.88	66.79	100	50	100	100	416.79	100	100	**U-5729SW is now included in the scope of U-5729 and no longer being scored separately.
3	H149006-D	Highway	U-5881	Statewide Mobility	US 117 (College Road)	South of SR 1272 (New Centre Drive)	NS-94068 (Ringo Drive)	Upgrade Roadway	2 - Upgrade Arterial to Freeway/ Expressway	\$ 55,700,000	64.91	46.63	37.14	66.62	100	100	50	100	416.62	100	100	
4	H090287-AG	Highway	R-4462	Statewide Mobility	US 74 (US 76)	NC 87 (Maco Road)	SR 1426 (Mount Misery Road)	Upgrade roadway to interstate standards	2 - Upgrade Arterial to Freeway/ Expressway	\$ 375,800,000	68.47	41.77	25.65	59.67	100	100	50	100	409.67	100	89*	*WMPO donating 11 points to Cape Fear RPO to support full point assignment to H090287-AG.
5	H250015	Highway	U-5704	Statewide Mobility	US 117 (College Road)	US 76 (Oleander Drive)	N/A	Upgrade the intersection to an at-grade quadrant design, utilizing utilize Parkway Drive with improvements including roadway widening and turn lanes.	10 - Improve Intersection	\$ 57,700,000	58.45	40.99	31.33	58.56	100	100	50	100	408.56	100	100	
6	H190398	Highway		Statewide Mobility	US 17	SR 2734 (Marsh Oaks Drive)	SR 1582 (Washington Acres Road)	Convert roadway to reduced conflict intersection corridor configuration and provide access management.	4 - Upgrade Arterial to Signalized RCI Corridor	\$ 94,400,000	65.86	45.53	33.99	65.04	100	100	25	50	340.04	100	100	
7	R230522	Rail		Regional Impact	NCRR/NS NC Line, CSX AC Line, NCDOT AC Line, & CSX SE Line (Wilmington to Raleigh Passenger Service)	Wilmington to Raleigh via Goldsboro	N/A	Upgrade rail infrastructure to support new intercity passenger service from Wilmington to Raleigh via Goldsboro. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void.	5 - Passenger rail service (line)	\$ 154,938,000	N/A	61.53	39.87	87.90	100	100	25	25	337.90	100	10*	*WMPO donating points to all PO partners that fall within the project extents to support full point assignment to R230522. Eastern Carolina RPO (32), Capital Area MPO (16), Cape Fear RPO (16), Upper Coastal Plain RPO (13), Goldsboro Urban Area MPO (13), Wilmington Urban Area MPO (10)
8	H149006-A	Highway	U-5702B	Regional Impact	NC 132 (College Road)	US 421 (Carolina Beach Road)	US 117 (Shipyard Boulevard)	Access management and travel time improvements.	11 - Access Management	\$ 129,300,000	N/A	40.71	31.59	58.15	0	100	50	100	308.15	100	100	
9	A150101	Aviation	AV-5795	Statewide Mobility	ILM - Wilmington International Airport: GA Apron Expansion	34.277476901379764, -77.91062332512783	N/A	The airport is experiencing unprecedented demand for GA and corporate tiedown and hangar space, exceeding ramp availability. Project Expands the North Apron toward new tenant ramp areas to expand capacity and enhance economic development within the corporate GA community. [DOA PRN = 3432]	1200 - Aircraft Apron / Helipad Requirements	\$ 1,000,000	73.06	52.80	37.10	75.43	0	100	50	75	300.43	100	100	
	H149006-E	Highway	U-5704	Statewide Mobility	US 117 (College Road)	US 76 Oleander Drive	N/A	Upgrade the intersection to a grade-separated quadrant design, utilizing utilize Parkway Drive with improvements including roadway widening and turn lanes.	7 - Upgrade At-grade Intersection to Interchange or Grade Separation	\$ 184,600,000	47.25	32.83	26.00	46.90	0	100	50	100	296.90			**WMPO staff recommend reassigning points from H149006-E to H230971, the highest-scoring highway WMPO Board priority project that fell outside the top 16 threshold per the adopted methodology. The at-grade alternative to H149006-E (H250015) is recommended to receive points under the adopted methodology.
10	F150235	Ferry		Regional Impact	Southport - Ft Fisher	Southport - Ft Fisher route	N/A	Additional River Class vessel	6 - Expand Vehicle Vessel	\$ 35,000,000	N/A	31.29	22.10	44.70	0	100	50	100	294.70	100	50*	*WMPO donating 50 points to Cape Fear RPO to support full point assignment to F150235.
11	H171924	Highway	U-4738	Statewide Mobility	US 117 (Shipyard Boulevard), US 17 (Ocean Highway), US 17 bus, US 421 (Carolina Beach Road), US 74	US 117 (Shipyard Boulevard)	I-140 (Wilmington BYP)	Upgrade existing roadways and construct new river crossing south of existing Cape Fear Memorial Bridge. [TOLL PROJECT]	6 - Widen Existing Roadway and Construct Part on New Location	\$ 1,629,700,000	58.57	39.44	29.96	56.34	0	100	25	100	281.34	100	100	
12	H090713	Highway		Regional Impact	NC 133 (River Road SE)	SR 1551 (Blackwell Road)	SR 1599 (Jackeys Creek Lane)	Widen NC133 (River Road SE) from SR 1551 (Blackwell Road) to SR 1599 (Jackey's Creek Lane SE) to four-lane, divided cross section with curb and gutter.	1 - Widen Existing Roadway	\$ 67,000,000	N/A	34.51	31.53	49.29	0	100	25	100	274.29	100	100	
13	H170244	Highway		Regional Impact	NC 133 (River Road SE)	SR 1599 (Jackeys Creek Lane SE)	Rabon Way SE	Widen NC133 (River Road SE) from SR 1599 (Jackey's Creek Lane SE) to Rabon Way to four-lane, divided cross section with curb and gutter.	1 - Widen Existing Roadway	\$ 65,500,000	N/A	24.12	23.00	34.46	0	100	25	100	259.46	100	100	
	R140031	Rail		Regional Impact	NCDOT AC Line	Wallace to Castle Hayne	N/A	Restoration of the Wallace to Castle Hayne Rail Corridor from just north of Wilmington to Wallace. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void.	5 - Passenger rail service (line)	\$ 52,845,600	N/A	23.40	13.09	33.43	0	100	25	100	258.43			**WMPO staff recommend reassigning points from R140031 to A150420, the next-highest-scoring project to fall outside the top 16 threshold per the adopted methodology. The scope of R140031 is encompassed by R230522, the WMPO's submittal for the reestablishment of passenger rail service and the associated supporting infrastructure, which is recommended to receive points under the adopted methodology.

Prioritization 8.0 Regional Impact Tier Projects - Final Point Assignment																						
Project Information													Local Input Criteria									
Rank	SPOT ID	Mode	TIP	Project Category	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Quantative Score (Out of 70)	Division Needs Quantitave Score (Out of 50)	P 8.0 Quantitative Score (x of 100)	Division 3 Points (x of 100)	Consistency with Plans (x of 100)	Status of project in development (x of 100)	Number of Prioritization Cycles (x of 100)	Total (x of 500)	Final Point Assignment	Points to be Submitted to SPOT (less donated points)	Notes
14	H230873	Highway		Statewide Mobility	US 17 BUS	US 74 Interchange	5th Street	Replace the existing Cape Fear Memorial Bridge	5 - Construct Roadway on New Location	\$ 1,029,800,000	56.00	36.69	30.36	52.42	0	100	25	75	252.42	100	100	
15	A150420	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Perimeter Road Improvements (Ph.1)	Various Areas, General Location: 34?, 16', 21.59"N 77?, 53',56.94"W	N/A	Project will improve safety and emergency response by relocating the Airport's vehicle perimeter road outside NAVAID critical areas and Object Free Areas while also providing enhanced separation of airport operational vehicles, emergency response vehicles and aircraft. [DOA PRN = 3415]	3000 - Other	\$ 1,000,000	23.89	16.60	10.20	23.71	0	100	25	100	248.71	100	100	**WMPO staff recommend reassigning points from R140031 to A150420, the next-highest-scoring project to fall outside the top 16 threshold per the adopted methodology.
	R150532	Rail		Statewide Mobility	NCDOT AC Line	From Burgaw to Castle Hayne	N/A	Restoration of the Wallace to Castle Hayne Rail Corridor from Burgaw to Castle Hayne (phase 2) per Pender Co CTP project PEND0001-R.	1 - Freight rail corridor improvement or construction (line)	\$ 202,239,824	7.80	5.76	7.80	8.23	0	100	25	100	233.23			
	F250422	Ferry		Regional Impact	Southport - Ft Fisher	Southport and Ft Fisher terminals	N/A	Additional (second) ramps at Southport and Fort Fisher	8 - Expand Facility	\$ 36,000,000	N/A	57.42	41.29	82.03	0	100	25	25	232.03		50*	*Cape Fear RPO donating 50 points to WMPO to support full point assignment to F250422.
	R150125	Rail		Statewide Mobility	CSX AF Line	MP AF 286.6, near the former Invista facility located on the New Hanover side of the New Hanover / Pender County boundary to the Pender County Commerce Park facility	N/A	Construction of approximately 1.5 mile rail line extension from MP AF 286.60 (near Invista) to support new rail volumes inbound & outbound from Pender Commerce Park. Project includes at-grade crossing improvements to US 421 (Crossing #629 171T).	1 - Freight rail corridor improvement or construction (line)	\$ 7,868,025	4.66	3.11	4.66	4.44	0	100	25	100	229.44			
	A170927	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Emergency Boat Ramp Access Launch Rwy 6	34?, 15', 33.49"N 77?, 54', 45.32"W	N/A	The existing emergency water rescue ramp (boat access) is an unimproved riverbank and regularly susceptible to erosion by tide and current. This project will Provide stabilized access for Rescue boat along with a dock to support life safety activities in response to waterway aircraft crash emergencies at runway end. [DOA PRN = 3806]	3000 - Other	\$ 1,000,000	27.63	20.26	12.64	28.94	0	100	25	75	228.94			
	F230649	Ferry		Regional Impact	Southport - Ft Fisher	Southport terminal	N/A	Additional (second) ramp at Southport	8 - Expand Facility	\$ 18,000,000	N/A	55.00	39.68	78.57	0	100	25	25	228.57			
	F230761	Ferry		Regional Impact	Southport - Ft Fisher	Ft Fisher terminal	N/A	Additional (second) ramp at Fort Fisher	8 - Expand Facility	\$ 18,000,000	N/A	55.00	39.68	78.57	0	100	25	25	228.57			
	R192033	Rail		Statewide Mobility	CSX AF Line (Yadkin Spur, CNC Lead)	US 17/421 South of I-140 Dan Cameron Bridge, Wilmington	N/A	Installation of grade crossing improvements at existing at-grade crossing (Crossing #629 163B) at US 421 in Wilmington. The project includes the installation of gates, signalization and supplementary safety measures per MUTCD guidelines and AREMA recommendations to achieve optimal benefit per spending.	3 - Highway-rail crossing improvement (point)	\$ 6,916,000	53.03	35.83	27.68	51.19	0	100	25	50	226.19			
	A231118	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Apron Maintenance	34?, 16', 18.6"N 77?, 54', 32.38"W	N/A	Perform maintenance and renovations on the Modern Aviation FBO Ramp to ensure a safe operating surface amid increasing demand. [DOA PRN = 4931]	1200 - Aircraft Apron / Helipad Requirements	\$ 500,000	73.63	53.08	37.30	75.83	0	100	25	25	225.83			
	A231184	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Airline and Customs Apron - Joint and Pavement Repair	34?, 16', 24.71"N 77?, 54', 35.45"W	N/A	Clean, seal, and repair joints and concrete pavement sections for the Air Carrier and Customs Aprons to ensure a safe and adequate pavement system at on the existing airline and customs ramp.	1200 - Aircraft Apron / Helipad Requirements	\$ 500,000	72.39	52.15	36.67	74.50	0	100	25	25	224.50			
	F230648	Ferry		Regional Impact	Southport - Ft Fisher	Southport and Ft Fisher terminals	N/A	Replace and expand Operations Buildings / Visitor Centers at Southport and Fort Fisher	8 - Expand Facility	\$ 4,448,500	N/A	45.16	32.74	64.51	0	100	25	25	214.51		50*	*Cape Fear RPO donating 50 points to WMPO to support full point assignment to F230648.
	F230763	Ferry		Regional Impact	Southport - Ft Fisher	Ft Fisher terminal	N/A	Terminal improvement: install 5' sidewalk at Fort Fisher between ferry terminal building entrance and US 421	8 - Expand Facility	\$ 39,006	N/A	40.16	30.00	57.37	0	100	25	25	207.37			

Prioritization 8.0 Regional Impact Tier Projects - Final Point Assignment																						
Project Information												Local Input Criteria										
Rank	SPOT ID	Mode	TIP	Project Category	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)	P 8.0 Quantitative Score (x of 100)	Division 3 Points (x of 100)	Consistency with Plans (x of 100)	Status of project in development (x of 100)	Number of Prioritization Cycles (x of 100)	Total (x of 500)	Final Point Assignment	Points to be Submitted to SPOT (less donated points)	Notes
	R230524	Rail		Regional Impact	CSX AC Line, NCDOT AC Line, & CSX SE Line (Wilmington to Goldsboro Passenger Service)	CSX AC Line (Goldsboro to Wallace), NCDOT AC Line (Wallace to Castle Hayne), CSX SE Line (Castle Hayne to Wilmington)	N/A	Improvement to and construction of rail infrastructure to support new intercity passenger service from Wilmington to Goldsboro on the CSX SE, NCDOT AC, and CSX AC Lines. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. This project would also include a layover facility at one endpoint. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void.	5 - Passenger rail service (line)	\$ 144,230,800	N/A	38.04	24.24	54.34	0	100	25	25	204.34			
	F250415	Ferry		Regional Impact	Southport - Ft Fisher	Southport - Ft Fisher route and terminals	N/A	Additional River Class vessel, additional (second) ramps at Southport and Fort Fisher, and replace/expand dorm at Southport	6 - Expand Vehicle Vessel	\$ 74,591,000	N/A	37.10	26.13	53.00	0	100	25	25	203.00			
	F250418	Ferry		Regional Impact	Southport - Ft Fisher	Southport - Ft Fisher route and Southport terminal	N/A	Additional River Class vessel, additional (second) ramp at Southport, and replace/expand dorm at Southport	6 - Expand Vehicle Vessel	\$ 56,591,000	N/A	36.13	25.48	51.61	0	100	25	25	201.61			
	F250416	Ferry		Regional Impact	Southport - Ft Fisher	Southport - Ft Fisher route and Southport terminal	N/A	Additional River Class vessel and additional (second) ramp at Southport	6 - Expand Vehicle Vessel	\$ 53,000,000	N/A	35.64	25.16	50.91	0	100	25	25	200.91			
16	H230971	Highway		Regional Impact	US 17 (Oleander Drive)	Pine Grove Drive	Greenville Loop Road	Construction of access management improvements to include raised median, turning lanes, and driveway access closures.	11 - Access Management	\$ 86,100,000	N/A	31.10	24.74	44.43	0	100	25	25	194.43	100	100	**WMPO staff recommend reassigning points from H149006-E to H230971, the highest-scoring highway WMPO Board priority project that fell outside the top 16 threshold per the adopted methodology.
	R192058	Rail		Statewide Mobility	CSX ACB Line	New railroad line: Cape Fear Memorial Bridge to Port of Wilmington's north end	N/A	Construction of new rail line connecting the Cape Fear Memorial Bridge to the NCSA-owned trackage at its north end in Wilmington (Surry St to CSX ACB Line to port). The project is funding-eligible since CSX uses trackage to conduct interchange with WTRY (port). The project would also maintain project funding eligibility if CSX reserved rights to own and/or operate over this stretch of trackage in the future.	1 - Freight rail corridor improvement or construction (line)	\$ 651,218,000	11.74	10.00	11.74	14.29	0	100	25	50	189.29			
	H230956	Highway		Regional Impact	US 421 (Carolina Beach Road)	SR 1576 (River Road)	Access Road	Replacement of existing bridge structure over Snow's Cut. Proposed cross section includes raised median, shoulders, and 12' MUP.	26 - Upgrade Roadway	\$ 113,500,000	N/A	26.74	21.67	38.20	0	100	25	25	188.20			
	F251118	Ferry		Regional Impact	Statewide: Support Vessel	Manns Harbor Shipyard	N/A	Replace Tug Vessel (Cape Fear)	1 - Replace Support Vessel	\$ 1,684,280	N/A	25.20	18.40	36.00	0	100	25	25	186.00			
	H230961	Highway		Regional Impact	US 74 (Causeway Drive), US 76 (Causeway Drive)	Airlie Road	US 74 (West Salisbury Street)	Replace moveable span, 4-lane, undivided bridge with fixed span, 4-lane divided bridge with 12' multi-use path facility.	26 - Upgrade Roadway	\$ 262,600,000	N/A	23.25	17.71	33.22	0	100	25	25	183.22			
	A231185	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Overlay Airport Blvd, Building Circulation and Surrounding Roadways	34?, 16', 4.44"N 77?, 55', 10.85"W	N/A	Overlay aging pavement on Airport Blvd. and ILM roadways leading to N 23rd St. to accommodate increasing traffic and support ILM passenger growth. [DOA PRN = 4934]	3000 - Other	\$ 1,000,000	33.23	23.18	14.58	33.11	0	100	25	25	183.11			
	A231119	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Perimeter Road Improvements (Ph. 2)	34?, 16', 24.33"N 77?, 53', 36.15"W	N/A	Project will improve safety by relocating the Airport's vehicle perimeter road outside NAVAID critical areas and Object Free Areas. The road will be all-weather road allowing traffic to be separated from Aircraft movement areas. (Phase 2) [DOA PRN = 3835]	3000 - Other	\$ 500,000	29.33	20.25	12.63	28.93	0	100	25	25	178.93			
	H193097	Highway		Statewide Mobility	US 17	SR 1563 (Sloop Point Loop Road)	NC 210	Upgrade to a controlled access facility with service roads.	2 - Upgrade Arterial to Freeway/Expressway	\$ 326,000,000	61.90	37.28	24.17	53.25	0	50	25	50	178.25			
	R230584	Rail		Regional Impact	CSX SE Line	MP 253.74 to MP 371 between Castle Hayne and Hamlet	N/A	Modernization of corridor (replace dark territory with signalized territory for a proposed passenger route) between MP 253.74 and 371 to increase the overall train capacity of the corridor.	7 - Corridor modernization (line)	\$ 233,046,000	N/A	13.60	7.13	19.43	0	100	25	25	169.43			
	R231037	Rail		Statewide Mobility	CSX AC Line (MRSX DOD Junction)	SE Quadrant of the AC/DOD junction, near Leland	N/A	Construction of a third leg to create a full wye junction where the MRSX DOD Line meets the CSX AC Line near MP AC 252.5, near Eliah. Proposed limits of Old Fayetteville Rd and Lanvale Rd NE. The project is funding-eligible since CSX uses the first two miles of DOD trackage to conduct interchanges with the DOD.	1 - Freight rail corridor improvement or construction (line)	\$ 13,462,368	8.49	6.67	8.49	9.53	0	100	25	25	159.53			

Prioritization 8.0 Regional Impact Tier Projects - Final Point Assignment																						
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	R170043	Rail		Statewide Mobility	CSX AC Line	From Malmo to the RJ Corman Carolina Line in Whiteville	N/A	Restoration of the former Atlantic Coast Rail line from Malmo to the RJ Corman Carolina line in Whiteville. Conceptual study completed by NCDOT FS-1706A.	1 - Freight rail corridor improvement or construction (line)	\$ 194,696,865	7.90	6.28	7.90	8.97	0	50	25	50	133.97			
	R170434	Rail		Statewide Mobility	CSX AC Line	From Malmo to the International Logistics Park near the Columbus/ Brunswick County Line	N/A	Restoration of the former Atlantic Coast Rail line from MP 255.05 on the CSX AC Line in Malmo to the International Logistics Park near the Columbus/Brunswick County Line.	1 - Freight rail corridor improvement or construction (line)	\$ 27,001,755	7.90	6.28	7.90	8.97	0	50	25	50	133.97			
	F231106	Ferry		Regional Impact	Manns Harbor Shipyard	Manns Harbor Shipyard	N/A	Replace and expand dorm facility at Manns Harbor Shipyard	8 - Expand Facility	\$ 4,480,000	N/A	55.00	40.00	78.57	0	0	25	25	128.57		20*	*Cape Fear RPO donating 50 points to WMPO to support full point assignment to F231106.
	F250420	Ferry		Regional Impact	Southport - Ft Fisher	Ft Fisher terminal	N/A	Replace and expand Operations Building / Visitor Center at Fort Fisher	8 - Expand Facility	\$ 1,382,500	N/A	52.90	38.39	75.57	0	0	25	25	125.57			
	F251115	Ferry		Regional Impact	Statewide: Support Vessel	Manns Harbor Shipyard	N/A	Replace Dredge (Manteo)	1 - Replace Support Vessel	\$ 7,909,095	N/A	39.40	28.20	56.29	0	0	25	25	106.29			
	F250411	Ferry		Regional Impact	Southport - Ft Fisher	Southport - Ft Fisher route	N/A	Replace and expand Operations Building / Visitor Center at Southport	8 - Expand Facility	\$ 3,066,000	N/A	38.55	27.90	55.07	0	0	25	25	105.07			
	F192751	Ferry		Regional Impact	Manns Harbor Shipyard	Manns Harbor Shipyard	N/A	Synchrrolift Refurbishment. Includes equipment upgrades, retrofits, and dredging.	8 - Expand Facility	\$ 5,000,000	N/A	38.06	27.10	54.37	0	0	25	25	104.37			
	F231109	Ferry		Regional Impact	Statewide: Support Vessel	Manns Harbor Shipyard	N/A	Replace Support Vessel (Skyco)	1 - Replace Support Vessel	\$ 40,000,000	N/A	37.80	27.80	54.00	0	0	25	25	104.00			
	R230594	Rail		Statewide Mobility	CSX AC Line	SR 1438 (Lanvale Rd), Brunswick County	N/A	Construction of grade separation with road OVER rail at SR 1438 (Lanvale Road NE) and closure of existing at-grade crossing (Crossing #629 191E) near Leland.	3 - Highway-rail crossing improvement (point)	\$ 19,100,000	51.81	35.77	28.72	51.10	0	0	25	25	101.10			
	R230591	Rail		Statewide Mobility	CSX SE Line	SR 1302 (23rd Street), New Hanover County	N/A	Construction of grade separation with road OVER rail at SR 1302 (23rd Street) and closure of existing at-grade crossing (Crossing #628 721N) near intersection of SR 1302 (23rd Street) and SR 1399 (Blue Clay Road) near Wilmington.	3 - Highway-rail crossing improvement (point)	\$ 26,800,000	48.41	33.85	28.23	48.36	0	0	25	25	98.36			
	F251117	Ferry		Regional Impact	Statewide: Support Vessel	Manns Harbor Shipyard	N/A	Replace Tug Vessel (Morehead City)	1 - Replace Support Vessel	\$ 1,684,276	N/A	24.20	17.60	34.57	0	0	25	25	84.57			

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING THE WILMINGTON URBAN AREA METROPOLITAN
PLANNING ORGANIZATION'S PRIORITIZATION 8.0 LOCAL INPUT POINT
ASSIGNMENTS FOR REGIONAL IMPACT TIER PROJECTS**

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, the Strategic Transportation Investments is the formula to determine how the North Carolina Department of Transportation (NCDOT), in partnership with local governments, will fund and prioritize transportation projects in the state of North Carolina; and

WHEREAS, Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs) and Division Engineers assign local input points to projects in the Regional Impact and Division Needs tiers; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization adopted a Local Input Methodology for Prioritization 8.0 on February 25, 2026; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization will allocate 1,600 points at the Regional Impact tier and 1,600 points at the Division Needs tier; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has reviewed the projects in Prioritization 8.0 and consistent with the approved methodology released a draft point assignment for projects at the Regional Impact Tier; and

WHEREAS, the Wilmington Metropolitan Planning Organization Board opened a 14-day public comment period on July 29, 2026, and the WMPO has conducted the public comment period for the Regional Tier projects.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves the Wilmington Urban Area Metropolitan Planning Organization's Local Input Point Assignment for the Regional Impact Tier projects in Prioritization 8.0.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on August 26, 2026.

Lynn Barbee, Chair

Mike Kozlosky, Secretary



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

DA GRANT LOCAL MATCH COMMITMENT LETTER

August 3, 2026

WMPO
Attn: Krysdyn Burden
Grants Coordinator
525 N. 4th Street
Wilmington, NC 28401

Re: Additional Funds for the Intersection Improvements at SR 1472 (Village Road / Village Rd NE / Fletcher Rd NE)

Dear Ms. Burden and WMPO Board Members,

At the November 19, 2025, Wilmington Urban Area Metropolitan Planning Organization's (WMPO) Board meeting, the North Carolina Department of Transportation (NCDOT) Division 3 was awarded \$3,875,100 from the Surface Transportation Block Grant – Direct Attributable (STBG – DA) program for Intersection Improvements at SR 1472 (Village Road / Village Rd NE / Fletcher Rd NE), Project HL-0179. At the time, the engineer's opinion of probable cost total was \$5,375,100. NCDOT applied for \$3,875,100 and is funding a local match of \$1,500,000.

To fully meet the WMPO MTP requirements to include the Complete Streets Policy identified at this intersection, NCDOT Division 3 respectfully requests an additional \$268,800 in STBG-DA funding from the WMPO for the installation of a 10' wide Multi-Use Path (MUP) along SR 1472 (Village Road / Village Rd NE / Fletcher Rd NE), between SR 1426 / 1438 (Lanvale Road NE) and Price Road (Non-System) with a total project cost of \$336,000; and that, funding for the required minimum 20% local grant match of \$67,200 from NCDOT has been identified and will be appropriated if this request is approved. Additionally, NCDOT Division 3 offers to cover any overrun costs to guarantee completion of the project through its close-out.

We appreciate the WMPO staff and Board members consideration of our request. If you require additional information, please contact me at 910.314.2001.

Sincerely,

A handwritten signature in black ink, appearing to read "Trevor Carroll". The signature is fluid and cursive, with the first name "Trevor" and last name "Carroll" clearly distinguishable.

Trevor Carroll, PE

Division Engineer

Division 3

North Carolina Department of Transportation

910-341-2001

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE ALLOCATION OF ADDITIONAL DIRECT ATTRIBUTABLE
FUNDS TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR
INTERSECTION IMPROVEMENTS AT SR 1472 (VILLAGE RD/VILLAGE RD NE/FLETCHER
RD NE) PROJECT HL-0179**

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, on July 18, 2012, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) designated the Wilmington Urban Area Metropolitan Planning Organization (WMPO) as a Transportation Management Area (TMA); and

WHEREAS, Direct Attributable funds are available for all designated TMAs; and

WHEREAS, at the November 19, 2025, WMPO Board meeting, the North Carolina Department of Transportation (NCDOT) Division 3 was awarded \$3,875,100 in Surface Transportation Block Grant - Direct Attributable (STBG-DA) funding for Intersection Improvements at SR 1472 (Village Rd/Village Rd NE /Fletcher Rd NE), Project HL-0179; and

WHEREAS, NCDOT committed funding in the amount of \$1,500,000 for a total project cost of \$5,375,100; and

WHEREAS, to fully incorporate the WMPO's Cape Fear Navigating Change 2050 recommendations and implement NCDOT's Complete Streets policy at this intersection, NCDOT is requesting an additional \$268,800 (80%) in Direct Attributable funding; and

WHEREAS, NCDOT will provide a local match of \$67,200 (20%) for a total project cost of \$336,000 to construct a 10' wide multi-use path along SR 1472 (Village Rd/Village Rd NE/Fletcher Rd NE), between SR 1426/1438 (Lanvale Road NE) and Price Road (Non-System).

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the allocation of additional Direct Attributable funding to the North Carolina Department of Transportation in the amount of \$268,800 for Intersection Improvements at SR 1472 (Village Rd/Village Rd NE/Fletcher Rd NE), Project HL-0179.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on August 26, 2026.

Lynn Barbee, Chair

Mike Kozlosky, Secretary

**REVISIONS TO THE 2026-2035 STIP/MPO TIP
HIGHWAY PROGRAM
Administrative Modification #26-9**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
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U-5534U	- WILMINGTON URBAN AREA	STIP MODIFICATIONS	CONSTRUCTION	FY 2027 -	\$168,000	(BGANY)
BRUNSWICK	METROPOLITAN PLANNING ORGANIZATION		BROOKLYN STREET; NAVASSA PARK; VARIOUS	FY 2027 -	\$991,000	(BGDA)
PROJ.CATEGORY			LOCATIONS. ADD BIKE LANES ON BROOKLYN STREET.	FY 2027 -	\$290,000	(L(M))
DIVISION			CONSTRUCT MULTI-USE PATH CONNECTING		\$1,449,000	
			BROOKLYN STREET TO NAVASSA PARK.			
		<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND</u>				
		<u>DESIGN, DELAY CONSTRUCTION FROM FY 26 TO FY</u>				
		<u>27.</u>				



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MEMORANDUM

TO: WMPO Board members

FROM: Mike Kozlosky, Executive Director

DATE: August 11, 2026

SUBJECT: WMPO Board Subcommittees

The WMPO Board's adopted Bylaws includes "Section II- Board Sub-Committees: The Board may create Subcommittees to assist with forwarding the mission and goals of the Wilmington MPO. These Subcommittees shall be created by a formal vote of the Board."

The WMPO currently has four established Board Subcommittees. These Subcommittees include Evaluation and Compensation; Boundary, Governance, and Structure; Cape Fear Memorial Bridge Aesthetics; and Alternative Funding. Below, please find a description of each subcommittee and the members as of December 2025.

Evaluation and Compensation Subcommittee: *This committee was established to review and provide a recommendation on the performance and compensation for the WMPO's Executive Director.*

Members:
Dane Scalise, Frank Williams, Luke Waddell, and Hank Miller

Boundary, Governance, and Structure Subcommittee- *This committee was established to periodically review and provide recommendations on the governance and structure of the WMPO as well as any potential MPO planning area boundary adjustments.*

Members:
Frank Williams, Dane Scalise, Lynn Barbee, Luke Waddell, and Brad George

Cape Fear Memorial Bridge Aesthetics Subcommittee- *This committee was established to provide recommendations on any potential aesthetic enhancements and cost share arrangements as part of the Cape Fear Memorial Bridge Replacement project. (This committee has never met because NCDOT was going to establish a group to include the WMPO subcommittee members and other members in the community to discuss aesthetic treatments.)*

Members:

Dane Scalise, Brenda Bozeman, Luke Waddell, Frank Williams, and Landon Zimmer

Alternative Funding Subcommittee- *This committee was established to review the alternative funding and financing strategies identified in Cape Fear Navigating Change 2050. In September 2025, the committee recommended to the WMPO Board further exploration of a local option sales tax.*

Members:

Brad George, Frank Williams (with Mike Forte as alternate), Landon Zimmer, Dane Scalise, Luke Waddell, and Hank Miller (as ex-officio)

Some of these subcommittees address on-going initiatives and continue to serve a purpose beyond a specific topic or focus area. Others may need to be modified or dissolved. In addition, significant Board turnover has occurred over the past year resulting in several members who previously served on these subcommittees no longer serving on the WMPO Board.

WMPO staff is seeking guidance from the WMPO Board regarding which subcommittees the Board desires to retain, modify, and/or dissolve. For subcommittees that are to continue, staff is seeking WMPO Board member appointments to these committees.



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WMPO Planning and Project Updates August 2026

Long-Range Planning Activities:

SAFE STREETS AND ROADS FOR ALL SAFETY ACTION PLAN

Project Description/Scope: The WMPO has continued work on its Safety Action Plan with the help of consultants Kittelson and Associates. Safety Action Plans are comprehensive safety plans aimed at reducing and eliminating serious injury and fatal crashes affecting all roadway users. They are developed through data analysis and community input to identify significant safety risks, which inform recommended countermeasures, strategies, and policies that aim to reduce crash severity and save lives. Planning activities for this effort began in April 2025, with plan adoption expected in Fall 2026.

Project Status and Next Steps:

- The final Steering Committee meeting was held at the WMPO Office on July 14.
- The project team worked on refining the report and appendices, including the project cut sheets, throughout July.
- The final plan will go before the WMPO TCC and Board in August, with consideration of adoption scheduled for September 2026

RESILIENCE IMPROVEMENT PLAN

Project Description/Scope: The WMPO has begun work on the development of a Resilience Improvement Plan (RIP), which will provide a comprehensive assessment of surface transportation system vulnerabilities and resilience needs across the planning area. Through technical analysis, stakeholder coordination, and public engagement, the plan will identify transportation assets that are vulnerable to natural hazards and evaluate strategies to reduce risk while improving the system's ability to withstand and recover from disruptive events. Initial planning activities are underway, with plan development anticipated to formally launch in Fall 2026 and the final plan anticipated in early 2028.

Project Status and Next Steps:

- A scope of work has been developed to guide plan development.
- HDR, Inc. has been selected as the consultant team that will support the planning process.
- Formal planning activities are anticipated to kickoff in September 2026.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Project Description/Scope: The TDM “Go Coast” program works to increase the use of alternative transportation by WMPO residents and decrease Vehicle Miles Traveled (VMT) by working with employers, WMPO member jurisdictions, higher education, and other partners. In October 2025, the WMPO board adopted *Cape Fear Navigating Change 2050*, the latest update

to the region's Metropolitan Transportation Plan (MTP). Appendix L of the plan includes a short-range Transportation Demand Management (TDM) plan outlining activities for 2026 through 2030. Action items for the Go Coast program included in the short-range plan are informed by the MTP's five goals of safe, fair, connected, resilient, and proactive.

Go Coast Current Initiatives and Project Statuses:

- Go Coast Committee - The next regular Go Coast committee meeting is scheduled to take place in person on Thursday, August 20, from 3-5 p.m.
- WMPO staff are drafting updates to the Go Coast Committee bylaws to align with those of other WMPO committees and clarify committee membership expectations and responsibilities. Staff are also developing Rules of Procedure for the committee. Both documents will be reviewed by the committee, with adoption anticipated at a special meeting on September 17. The bylaws and Rules of Procedure will then be presented to the TCC and Board for final approval at their October meetings.
- The WMPO was awarded 60 children's bicycle helmets through NCDOT's Bicycle Helmet Initiative in Spring 2026. The helmets will be distributed throughout the year at WMPO outreach events in conjunction with safety education through the Be A Looker campaign.
- WMPO staff are developing a carpool and vanpool toolkit that will provide information on shared commuting options, guidance for establishing a carpool or vanpool, and safety considerations for participants. This initiative supports Safe Objective 2.1 and Connected Objective 1.1 of the Go Coast Short-Range TDM Plan. Once completed, staff will promote the toolkit to area employers and make it available to commuters interested in shared transportation options.
- Planning efforts are underway for the 2026 Go Coast Commuter Challenge, which will be held October 5–18, 2026. The annual event encourages people who live or work within the WMPO planning area to swap drive-alone trips for alternative transportation, including bicycling, walking, carpooling, public transportation, or teleworking. Individuals and workplace teams are encouraged to participate, explore different transportation options, and have a chance to win prizes donated by local businesses.

Development Review Activities:

The WMPO assists with site development and Transportation Impact Analysis coordination and review for the MPO's member jurisdictions. During the last month, staff have reviewed the following development proposals:

SITE DEVELOPMENT PLAN REVIEW

35 total plan reviews (33 formal; 2 informal; 0 concept)

- City of Wilmington Formal Reviews: 10
- City of Wilmington Informal Reviews: 1
- City of Wilmington Concept Reviews: 0
- City of Wilmington Full Releases: 8
- Town of Leland Formal Reviews: 13
- Town of Leland Informal Reviews: 0
- New Hanover County Formal Reviews: 10
- New Hanover County Informal Reviews: 0
- New Hanover County Sketch Plan Reviews: 0
- Pender County Formal Reviews: 1

- Pender County Informal Reviews: 1
- Town of Belville Reviews: 0
- Town of Navassa Reviews: 0
- Town of Carolina Beach Reviews: 0
- Town of Kure Beach Reviews: 0
- Town of Wrightsville Beach Reviews: 0
- Brunswick County Reviews: 0

TRAFFIC IMPACT ANALYSIS (TIA) REVIEW

21 total active (1 new; 16 under review, 4 approved)

- New Hanover County 5 (0 new, 3 under review, 2 approved) Avenue One (revised) and Hilton Bluffs (revised) – approved.
- City of Wilmington 4 (0 new, 4 under review, 0 approved).
- Carolina Beach 0
- Town of Belville 0
- Town of Leland 3 (1 new, 2 under review, 0 approved).
- Town of Navassa 0
- Pender County 6 (0 new, 5 under review, 1 approved) Hampstead Shopping Center – approved.
- Brunswick County 3 (0 new, 2 under review, 1 approved) Hooper Road Subdivision (revised) – approved.

Locally Administered Projects Program (LAPP) Updates:

ACTIVE PROJECTS:

BL-0040 – New Hanover County - Middle Sound Loop Extension/Connector Construction & Porters Neck Walmart Connector Construction

Project Description: Construction of bicycle/pedestrian trails along Middle Sound Loop Road from Red Cedar Road to the Publix commercial lot. Also construct trails along US 17 Business (Market Street) from Mendenhall Drive to Porter’s Neck Wal-Mart commercial lot.

Project Status and Next Steps:

- Began construction along Market St portion on September 22, 2025
- Held final walk-through with NCDOT, design engineer, and contractor for Market St section; final punch list items are being addressed
- Middle Sound Loop Rd box elevations were adjusted with paving anticipated early August 2026

BL-0045 – City of Wilmington - Downtown Trail Phase 1 Design

Project Description: design and engineering for an approximately 1.7 mile long, 10’ to 12’ in width portion of the trail beginning at 3rd street in the Downtown within the NCDOT owned rail corridor to McRae St (defined in the Wilmington Rail Trail Master Plan); abutting the Dorothy B. Johnson Elementary School western parcel line; traversing east along CSX right-of-way to Archie Blue Park; and continuing north through Archie Blue Park, parallel to the creek and terminating at the Love Grove Bridge multi-use path facility.

Project Status and Next Steps:

- The WMPO Board approved the City of Wilmington's request and awarded an additional \$431,200 in federal funding to complete the design for Phase 1 on March 26, 2025. The supplemental agreement for the awarded funds was executed on July 23, 2025.
- Scope change request to utilize remaining originally awarded funds and bring design to 60% plans approved by NCDOT on July 22, 2025.
- 25% plans were submitted for review by the City on October 17, 2025, and comments were returned on November 14.
- WSP Supplemental Scope 3 (60%-100% design) executed by City and WSP on February 20, 2026.
- 60% plans were submitted on April 3, 2026, and distributed to the City review team. A 60% review meeting led by WSP with City departments, CFCC, and Friends of the Wilmington Rail Trail partners was held on May 11, 2026. Following the review meeting, all comments were provided to WSP. NCDOT Rail Division comments submitted to WSP on May 22, 2026.
- Monthly coordination meeting with NCDOT Rail Division held June 2, 2026, to discuss 60% plan submittal and the trail cross-section along NCDOT's recently acquired right-of-way.
- 90% plans are expected in the coming weeks

BL-0059 – Town of Kure Beach - Fort Fisher Boulevard/K Avenue and North 3rd Street Pedestrian Safety Improvements

Project Description: This project entails intersection improvements at Ft. Fisher Boulevard and K Avenue to include high-visibility crosswalks, ADA ramps, and pedestrian signals; and filling gaps in the sidewalk network on Ft. Fisher Boulevard and N. 3rd Street that will create a pedestrian network connected to the Ft. Fisher Boulevard and K Avenue intersection.

Project Status and Next Steps:

- Project kick-off meeting held in March 2023
- Contract approved by Kure Beach Town Council in June 2023
- 100% final design and signal plans are complete; currently under review by NCDOT
- ROW funding authorization in progress with NCDOT
- Continuing ROW negotiations with property owners
- Preparing for construction authorization and bid; expected in fall of 2026

BL-0074 – Town of Leland- US 17 Pedestrian Crossing At Olde Waterford Way/Ploof Road

Project Description: Installation of signalized pedestrian crossing at the intersection of US 17/Olde Waterford Way/Ploof Road in Leland, North Carolina.

Project Status and Next Steps:

- NCDOT Agreement executed August 24, 2023, and PE funds authorized September 14, 2023
- Exult Engineering contract fully executed August 19, 2024
- Categorical Exclusion (CE) Environmental Documents approved January 6, 2025
- ROW funding authorized on June 10, 2025
- Environmental consultation form approved January 27, 2026.

- Final design (100%) plans, specifications, and estimate approved February 19, 2026
- ROW documents approved on June 16, 2026; waiting for formal certification
- Exult Engineering Supplemental No. 2 and Estimate approved July 13, 2026
- Request for Construction Authorization by the end of September 2026, project completion is estimated for September 14, 2028

BL-0118 – New Hanover County - North College Road Pedestrian Improvements

Project Description: Project consists of the construction of a ten-foot wide, two-plus mile MUP along N. College from Gordon Road to Northchase Parkway West. In addition, it includes a sidewalk on the east side of N. College from Sirius Drive to Murrayville Road and New Village Way to the signalized intersection at Danny Pence Drive.

Project Status and Next Steps:

- Right of way acquisition complete
- Pre-con meeting held on July 9, 2026 at New Hanover County Government Center
- Notice to Proceed was issued on July 27, 2026
- Contractor plans to start construction in early August 2026

BL-0153 – Town of Belville – Gullah Geechee Heritage Trail Gap

Project Description: Completion of a 0.2-mile gap along the multi-use path on NC-133 (Gullah Geechee Heritage Trail).

Project Status and Next Steps:

- Currently working on PE funding authorization with NCDOT; waiting on schedule change update from NCDOT
- Commissioners passed a resolution to award PE/design contract to GFT and are currently drafting the agreement
- Anticipated PE start date is October 2026

BL-0154 – Pender County - Country Club Multi-Use Path

Project Description: Design of a 3.91-mile-long, 10'-12' wide multi-use path along Country Club Drive and Jenkins Road in Pender County.

- Interviews for PE/design firm selection occurred mid-July 2026
- A firm has been selected, and staff are currently working on obtaining approval from NCDOT

BL-0180 – City of Wilmington - Kerr Avenue Trail

Project Description: The 0.7-mile Kerr Avenue multi-use path will connect UNCW to nearby commercial areas and existing sidewalk and trail networks. The north end of the trail will connect to existing sidewalks, and the south end of the trail will connect to an existing signalized crosswalk along College Road.

Project Status and Next Steps:

- Project feasibility study and design have been completed
- ROW currently in progress
- Awaiting a finalized agreement with NCDOT to authorize funds to begin utility relocation and construction

BL-0181 – New Hanover County - South College Road and 17th Street To Piner Road Multi-Use Path

Project Description: The project consists of the construction of a ten-foot wide (10'), multi-use path along South College Road from Piner Road and Carolina Beach Road to South 17th Street Extension. The project also includes the implementation of additional pedestrian safety measures and a signalized pedestrian crossing.

Project Status and Next Steps:

- Received comments back from NCDOT on the final plan review; held meeting with design engineer to address comments
- Awaiting approved final plans to authorize construction funds

EB-5600 – City Of Wilmington – S. 17th Street Multi-Use Path

Project Description: This project consists of the construction of a 10' multi-use path along South 17th Street from Harbour Drive to Shipyard Boulevard and the installation of crosswalks and pedestrian signal heads at the intersection of South 17th Street and Shipyard Boulevard.

Project Status and Next Steps:

- Agreement executed with NCDOT on May 24, 2022
- PE Authorization obtained on January 20, 2023
- Design kick-off meeting between City and RS&H staff held on January 31, 2023
- 25% Plans approved by NCDOT on February 12, 2024
- Environmental Document approved on May 7, 2024
- Design put on hold in May 2024 due to insufficient funds for Construction.
- Additional funds through the MPO's DA program were awarded on October 30, 2024
- Design re-start meeting held on January 8, 2025
- ROW Plans returned to RS&H with comments on March 21, 2026. Revisions in progress.
- Utility Coordination has been completed and final UBO plans have been received
- Projected completion of 90% plans estimated late summer.

EB-6039 – Carolina Beach – Multimodal Improvements

Project Description: Construct an 8' multi-use path along St. Joseph Avenue from Lake Park Blvd to Hidden Hills Drive and sharrows improvements to Access Drive in Carolina Beach.

Project Status and Next Steps:

- On April 29, 2025, the Town and Kimley-Horn held a community meeting to discuss the plans and specifically Temporary Construction Easements (TCE) for property owners who will be directly impacted by the project
- All necessary TCEs have been acquired
- Categorical Exclusion documents revised, fully executed, and submitted
- 90% Plans uploaded to EBS
- Finalizing plans and bid documents
- A Request for Letters of Interest (RFLOI) for CEI services will be posted in August/September 2026

HL-0109 – NCDOT - 3rd Street/Ann Street Traffic Signal

Project Description: Project consists of the installation of a traffic signal at the intersection of 3rd Street and Ann Street in downtown Wilmington. The signal will be a black coated metal mast arm signal, along with black coated pedestrian signal pedestals.

Project Status and Next Steps:

- Private Engineering Firm has completed final signal design plans
- The contract has been awarded; shop drawings were approved in early April
- The anticipated pole delivery date is September 2026
- Tentatively planning to install this new signal and 3rd/Orange projects together in November 2026 when materials are available

HL-0110 – NCDOT - 3rd Street/Orange Street Traffic Signal

Project Description: Project consists of the installation of a traffic signal at the intersection of 3rd Street and Orange Street in downtown Wilmington. The signal will be a black coated metal mast arm signal, along with black coated pedestrian signal pedestals.

Project Status and Next Steps:

- Private Engineering Firm has completed final signal design plans
- The contract has been awarded; shop drawings were approved in April
- The anticipated pole delivery date is September 2026
- Tentatively planning to install this new signal and 3rd/Ann together in November 2026 when materials are available

HL-0131 – Town of Belville - Belville Elementary School and Riverwalk Park Entrance

Project Description: This project consists of moving the entrance to the Belville Riverwalk park from its existing location to across the street from the exit of Belville Elementary. A new traffic signal will be installed with full pedestrian access. This will tie into the paved trail in front of the school and also reconfigure the entrance to the park and redesign the parking lot to maximize parking.

Project Status and Next Steps:

- Currently working on PE funding authorization with NCDOT; waiting on schedule change update from NCDOT
- Commissioners passed a resolution to award PE/design contract to Bolton & Menk and are currently drafting the agreement
- Anticipated PE start date is October 2026

HL-0179 – NCDOT - Signal Installation at Lanvale Road and Fletcher Road NE/Village Road

Project Description: This project includes the installation of a traffic signal at the intersection of Lanvale Road and Fletcher Road NE/Village Road in Leland. The project also includes railroad signals with gates to improve safety at this multimodal intersection. Roadway improvements are included for both the northbound and southbound directions of Lanvale Road.

Project Status and Next Steps:

- Project currently in ROW phase, will then move to utility relocation
- Currently working on completing ROW acquisition, railroad coordination, and final plans

HL-0180 – NCDOT - Signal Installation at Sloop Point and Country Club Road

Project Description: This project includes a signal installation at the intersection of Sloop Point Road and Country Club Drive in Pender County. This project also includes the construction of a right-turn lane from Sloop Point Road onto Country Club Drive and the implementation of a signalized pedestrian crossing.

Project Status and Next Steps:

- Scoping meeting scheduled with the design firm on August 17, 2026

HL-0181 – NCDOT - Signal Installation at Lake Park Boulevard and Federal Point Driveway

Project Description: This project includes signal installation of Lake Park Boulevard and Federal Point Driveway in Carolina Beach to create a four-legged intersection. The project will also install signalized pedestrian crossings and crosswalks.

Project Status and Next Steps:

- Revised signal plans submitted

TC-0021 – WAVE - Passenger Amenities and Upgrades

Project Description: Cape Fear Public Transportation Authority (Wave Transit) currently has a total of 440 bus stops, 24 benches, and 27 shelters. Shelters account for only 6% of our passenger amenities, while other NC agencies average 14%. To meet the peer average for statewide systems, CFPTA needs to install an additional twenty-six (26) benches and twenty (20) shelters. This project will support the installation of a total of nineteen (19) bus stop benches and nineteen (19) bus stop shelters along eight (8) transit routes located within the City of Wilmington. The project includes engineering and design, construction of concrete pads, ADA ramps, ADA access, and purchase and installation of durable bench and/or shelter, waste receptacle, and solar lighting, where applicable.

Project Status and Next Steps:

- The project was awarded funds in November 2021
- NC Board of Transportation approved the flex request in January 2023
- Flex request confirmed end of April 2023
- Letters from NCDOT transmitted May 23, 2023
- FTA Grant #NC-2026-006 executed for shelter and bench project. Wave Board approved a resolution at its February 26, 2026 meeting to authorize the issuance of a purchase order to Tolar Manufacturing for \$236,782.94 for nineteen (19) new bus shelters. Purchase order subsequently issued to Tolar March 2, 2026 with an estimated delivery timeframe of 5 months.
- A Request for Qualifications (RFQ) for professional engineering services for bus shelters and benches was released by Wave Transit on July 27, 2026, with a due date of August 24, 2026.

TC-0027 – WAVE - Passenger Amenities and Upgrades

Project Description: Passenger Facilities and amenities replacement, security, and improvement: acquire, construct, or replace structures, equipment, and systems that provide passenger facilities and amenities for fixed route bus service in the Wilmington, NC UZA. Projects include acquisition and installation of bus shelters, lighting and landing platforms

along existing routes; evaluation of a new customer service enclosure at Forden Transfer Station; and extension of fencing at Padgett Transfer Station.

Project Status and Next Steps:

- The fencing at Padgett was completed in May 2023 (132 linear feet at Padgett for \$3,565.00)
- The Forden Station Customer Service Desk Project has been completed resulting in a fully enclosed and secure area for Wave Customer Service Representatives while maintaining a high level of convenience for passengers.
- Phase I completed the week of August 11, 2025, with bus shelter installations completed at Independence Mall, Greenfield St at 16th St across from New Hanover County Health and Human Services Facility and on Nixon St at 5th Ave next to The Pointe at Taylor Estates. Project also included removal of unused and old shelters in disrepair on N. 2nd St between Princess St & Market St and on Columb Dr.

U-5534C – City of Wilmington - Wrightsville Avenue/Greenville Avenue to Hinton Avenue

Project Description: The project is for the construction of intersection realignment improvements at the intersection of Wrightsville Avenue/Greenville Avenue and bike lanes and sidewalks along Greenville Avenue from Wrightsville Avenue to Hinton Avenue.

Project Status and Next Steps:

- Pre-Construction Meeting held on January 20, 2026
- Construction began in February 2026 and is currently ongoing
- Selective tree removals complete
- Project is being constructed concurrently with the Hooker Road MUP (U-5534G) and the Hinton Avenue MUP (U-5534H)
- Anticipated construction completion in February 2027

U-5534G – City Of Wilmington - Hooker Road Multi-Use Path

Project Description: The project consists of the construction of an 8' wide multi-use path along Hooker Road from Wrightsville Avenue to the Mallard Drive/Rose Ave intersection

Project Status and Next Steps:

- Pre-Construction Meeting held on January 20, 2026
- Construction began in February 2026 and is currently ongoing
- Selective tree removals complete
- Project is being constructed concurrently with the Hinton Avenue MUP (U-5534H) and the Wrightsville Avenue/Greenville Avenue Intersection Improvements (U-5534C)
- Anticipated construction completion in February 2027

U-5534H – City Of Wilmington- Hinton Ave Multi-Use Path

Project Description: This project consists of the construction of an 8' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

Project Status and Next Steps:

- Pre-Construction Meeting held on January 20, 2026
- Construction began in February 2026 and is currently ongoing

- Selective tree removals complete
- Project is being constructed concurrently with the Hooker Road MUP (U-5534G) and the Wrightsville Avenue/Greenville Avenue Intersection Improvements (U-5534C)
- Anticipated construction completion in February 2027

U-5534U – Town Of Navassa - Navassa Park Multi-Use Path

Project Description: This project will construct bike lanes on both sides of Brooklyn Street, a multi-use path connecting Brooklyn Street to the Navassa Park, and a multi-use path through the Navassa Park forming a loop within the park. Upon completion, the Navassa Park Multi-Use Path will provide a safe and accessible pedestrian and bicycle route connecting Navassa Park, surrounding neighborhoods, and key civic destinations, supporting local and regional goals for active transportation, connectivity, and equitable access.

Project Status and Next Steps:

- Davenport Engineering is currently updating the construction plan set in preparation for submitting the plans for NCDOT review
- The ROW certification, utility coordination documentation, and additional project certifications will be submitted to EBS with the final plan set

U-6235 – City Of Wilmington/New Hanover County - Signal Pre-Emption Phase 2

Project Description: The project will install traffic pre-emption equipment at 51 locations throughout the City of Wilmington and New Hanover County and GPS equipment on emergency response vehicles.

Project Status and Next Steps:

- Supplemental funding received for construction; contracts executed on 11/6/2024
- Project has received a 2-year extension to April 30, 2027, from NCDOT to allow additional funding requests, bidding, construction, and closeout
- Project was advertised January 12, 2026 and opened February 10, 2026
- Three bids were received, and City Council approved the lowest responsible bid at the April 21, 2026, meeting
- Construction started in June 2026 and is 80% percent complete
- Coordination with NCDOT project area overlap is underway
- A select group of plan revisions required by NCDOT prior to completion; project likely to require additional time to complete revisions and construction of remaining intersections

PROJECTS IN CLOSE-OUT PHASE:

EB-6025 – Town Of Belville - Rice Hope Multi-Use Path

Project Description: The project consists of the construction of a multi-use path of eight feet (8') wide located at the western side of NC 133 between Morecamble Blvd and Rice Hope Run.

Project Status and Next Steps:

- Project close-out in progress
- Ribbon-cutting ceremony was held on January 29, 2026

EB-6026 – Town Of Belville - Belville Elementary Multi-Use Path

Project Description: The project consists of the construction of a multi-use path of eight feet (8') wide located along NC 133 connecting the north and south entrances of Hawks Water Development to Belville Elementary School.

Project Status and Next Steps:

- Project close-out in progress
- Ribbon-cutting ceremony was held on January 29, 2026

EB-6027 – New Hanover County - Middle Sound Greenway

Project Description: Design only of the Middle Sound Greenway connection to Publix

Project Status and Next Steps:

- Project close-out is in progress

TCC Update August 2026

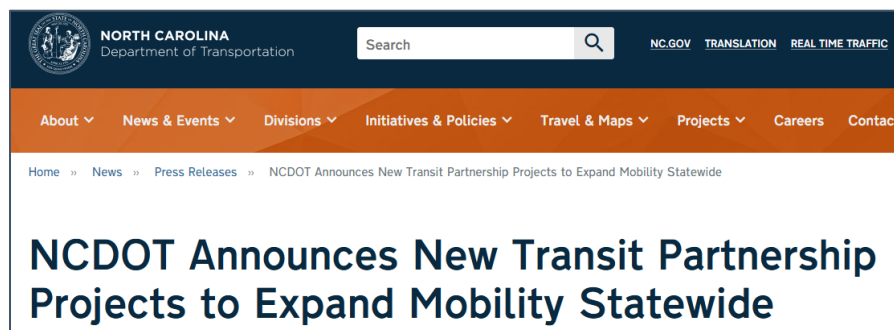
Microtransit in the Spotlight During Site Visit by U.S. Congressman David Rouzer

The North Carolina Department of Transportation, the Wilmington Urban Area Metropolitan Planning Organization and Wave Transit hosted Rep. David Rouzer (NC-07) at Forden Transit Station on July 28 to highlight the success of microtransit services across the state and in Wilmington. The site visit was attended by roomful of community leaders including local elected officials, Wave Transit Board members, and WMPO Board members. Presentations by NCDOT Integrated Mobility Division staff covered the various microtransit success stories across the state, then the program in Wilson NC was highlighted before Wave updated everyone on RideMICRO, Wave's microtransit service, which has experienced exponential ridership growth in the past year carrying twice as many passengers as last year.



Wave Awarded \$400,000 NCDOT Grant For Long-Distance Non-Emergency Medical Trips

NCDOT has awarded Wave Transit \$400,000 in ConCPT (Coordinated Public Transportation) Grant Funds for a project to support long-distance, non-emergency medical transportation for residents of New Hanover County. No local match funds are required and the New Hanover County Senior Resource Center will serve as Wave's partner in this initiative addressing transportation barriers for individuals who must travel to specialized medical care in other parts of North Carolina. The project includes capital funding for Wave to purchase a specialized accessible vehicle better suited for long-distance trips rather than using a standard Wave DART ADA vehicle designed for short urban trips in and around Wilmington. The long-distance trips are often necessary for accessing specialized care that is not available locally, particularly for individuals with disabilities, older adults, and those with limited transportation options. This project will expand mobility options, reduce transportation barriers to healthcare, and enhance regional connectivity while leveraging Wave's existing staff and scheduling resources. The first step is to work with NCDOT on vehicle acquisition with service commencing later this year.

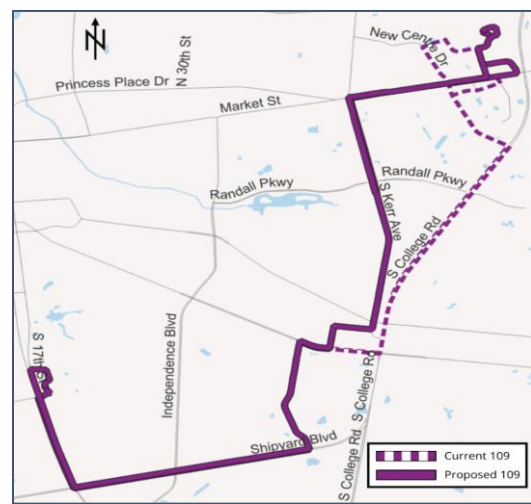


Wave is implementing a series of service improvements to improve persistent on-time performance issues on a few select routes. First, the Route 210-Greenfield-17th St route was adjusted June 28 to maintain 15-minute service between downtown and the Novant Regional Medical Center without compromising reliability. Specifically, Route 210 trips would continue to depart from Padgett Station as currently scheduled, but only every third trip would continue to Monkey Junction and all other trips would end at St Andrews Dr and Carolina Beach Rd. Connections would be maintained between St. Andrews Drive and Monkey Junction via Wave's RideMICRO service which would be fare-free for impacted stop

Princess Place Dr
N 30th St
Garland Hills Dr
Market St
Randall Pkwy
Castle St
S 17th St
Independence Blvd
S College Rd
S Kerr Ave
New Centre Dr

Current 105
Proposed 105

North Arrow



For July 2026, fixed-route service recorded 57,498 passenger trips, representing a 15.1% increase over the 49,950 trips recorded in July 2025. Please note that the July 2026 fixed-route ridership figures are preliminary and remain subject to minor revisions as the data validation process is completed.

86

Division 3 Project Update AUGUST 2026



WILMINGTON URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

WMPO AUGUST PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
Derek Pielech	Division POC Let (DPOC)	HB-0040	REPLACE BRIDGE 21 OVER BANKS CHANNEL ON US 76 (CAUSWAY DRIVE); REPLACE BRIDGE 22 OVER LEES CUT ON US 74 (W SALISBURY STREET); AND REPLACE BRIDGE 24 OVER BANKS CHANNEL ON US 74 (W SALISBURY STREET) IN WRIGHTSVILLE BEACH.	NEW HANOVER	2026.06.30
Ron Van Cleef	NON - DOT LET (LAP)	BL-0074	US 17 INSTALLATION OF SIGNALIZED ZEBRA-TYPE PEDESTRIAN CROSSING AT PLOOF ROAD AND OLDE WATERFORD WAY IN LELAND.	BRUNSWICK	2026.09.07
Colver Krietemeyer	On Call Contract (OCC)	50898	SIDEWALK LAKE PARK BOULEVARD. MOBILITY MODERNATION.	NEW HANOVER	2026.09.17
Ron Van Cleef	NON - DOT LET (LAP)	BL-0059	FORT FISHER BOULEVARD, K AVENUE, AND NORTH 3RD STREET INTERSECTION IMPROVEMENTS INCLUDING ADA CROSSWALKS, PEDESTRIAN ACTUATED PUSH BUTTONS, AND SIDEWALK CONNECTIONS IN KURE BEACH.	NEW HANOVER	2026.09.21
Ron Van Cleef	NON - DOT LET (LAP)	BL-0180	NC 132 (SOUTH COLLEGE ROAD) 17TH STREET TO SR 1521 (PINER ROAD / CAROLINA BEACH ROAD). CONSTRUCT MULTI-USE PATH.	NEW HANOVER	2026.09.30
Ron Van Cleef	NON - DOT LET (LAP)	U-5534U	NAVASSA BICYCLE AND PEDESTRIAN IMPROVEMENTS: ADD BIKES ON BROOKLYN STREET AND CONSTRUCT MULTI_USE PATH CONNECTING BROOKLYN STREET TO NAVASSA PARK.	BRUNSWICK	2026.10.22
Ron Van Cleef	NON - DOT LET (LAP)	HL-0131	NC 133 BELVILLE RIVERWALK PARK ENTRANCE. CONSTRUCT TRAFFIC SIGNAL AND RELATED PEDESTRIAN INFRASTRUCTURE.	BRUNSWICK	2026.12.15

WMPO AUGUST PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
Eric Murray	Division POC Let (DPOC)	BP3-R004	BRIDGE 181 OVER STURGEON CREEK ON SR 1437 (OLD FAYETTEVILLE ROAD).	BRUNSWICK	2027.05.20
Brian Harding	Division POC Let (DPOC)	HE-0018	SR 1302 (NORTH 23RD STREET) FROM US 74 (MARTIN LUTHER KING JR. PARKWAY) TO AIRPORT BOULEVARD. WIDEN NORTHBOUND LANE.	NEW HANOVER	2027.05.20
Aaron LeBeau	Division Design Raleigh Let (DDRL)	U-5710	US 74 (EASTWOOD ROAD) AND SR 1409 (MILITARY CUTOFF ROAD) INTERSECTION - CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE.	NEW HANOVER	2027.09.21
David Stutts	Division POC Let (DPOC)	BR-0008	BRIDGE PRESERVATION. BRIDGE 7 ON US 17 OVER US 76. THIS IS PART OF THE INTERCHANGE WEST OF THE CFMB.	BRUNSWICK	2029.09.18
Ron Van Cleef	NON - DOT LET (LAP)	BL-0153	GULLAH GEECHEE HERITAGE TRAIL GAP, CONSTRUCT MULTI-USE PATH ADJACENT TO NC 133.	BRUNSWICK	2027.09.23
Colver Krietemeyer	On Call Contract (OCC)	HL-0180	SIGNAL INSTALLATION AT SR 1563 (SLOOP POINT LOOP ROAD) AND SR 1565 (COUNTRY CLUB ROAD) WITH RIGHT TURN LANE ON SR 1565 (COUNTRY CLUB ROAD) AND SIDEWALK / CURB RAMP.	PENDER	2027.09.30
Derek Pielech	Division POC Let (DPOC)	BP3-R004A	INTERSECTION IMPROVEMENTS @ LANVALE AND VILLAGE.	BRUNSWICK	2027.12.11
Tim Sherrill	Raleigh Letting (LET)	15BPR.142	BRIDGE PRESERVATION 090096 (BELVILLE) OVER US 74 & US 76 ON US 17.	BRUNSWICK	2027.12.21

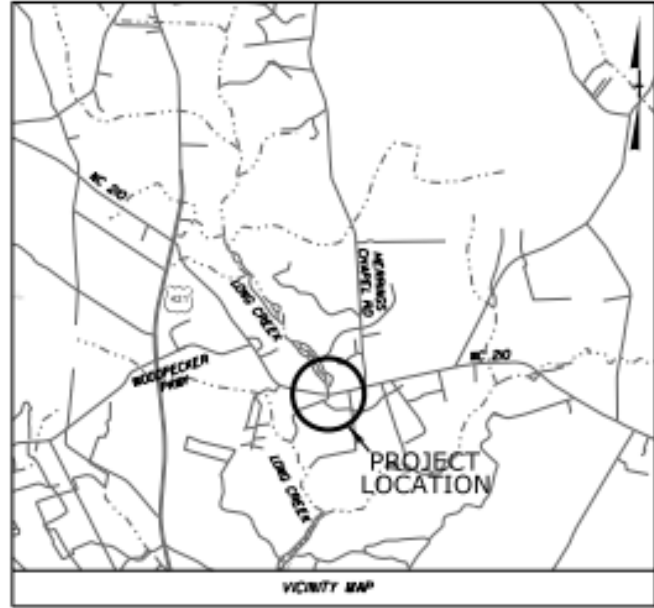
WMPO AUGUST PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
Nate Tew	Division Design Raleigh Let (DDRL)	I-6037	I-140 NEW HANOVER COUNTY FROM US 421 TO 1.45 MILES EAST I-40. PAVEMENT AND BRIDGE REHABILITATION.	NEW HANOVER	2028.02.15
Alex Stewart	Division Design Raleigh Let (DDRL)	U-5790	US 421 (CAROLINA BEACH ROAD) FROM NC 132 (SOUTH COLLEGE ROAD) TO SANDERS ROAD IN WILMINGTON. WIDEN EXISTING ROADWAY AND CONTRUCT FLYOVERS AT US 421 AND NC 132. INCLUDES U-5859.	NEW HANOVER	2029.03.20
Brian Harding	Division Design Raleigh Let (DDRL)	U-5734	US 421 (SOUTH FRONT STREET) FROM US 17 BUSINESS/US 76/US 421 (CAPE FEAR MEMORIAL BRIDGE) TO US 421 (BURNETT BOULEVARD) WIDEN TO MULTI-LANES.	NEW HANOVER	2029.06.19
Alex Stewart	Division Design Raleigh Let (DDRL)	U-5792	US 74 (MARTIN LUTHER KING JR. PARKWAY) AT US 117 / NC 132 (COLLEGE ROAD). CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	NEW HANOVER	2029.06.19
David Leonard	Division Design Raleigh Let (DDRL)	U-6199	VARIOUS, WILMINGTON CITYWIDE SIGNAL SYSTEM.	NEW HANOVER	2030.01.15
Derek Pielech	Division POC Let (DPOC)	B-5653	REPLACE BRIDGE 14 OVER TURKEY CREEK ON NC 133.	PENDER	2030.01.17
Derek Pielech	Division POC Let (DPOC)	BP3-R012	BRIDGE 208 OVER STURGEON CREEK ON SR 1472 (VILLAGE ROAD).	BRUNSWICK	2030.04.18
Alex Stewart	Division Design Raleigh Let (DDRL)	U-3338C	SR 1175 (KERR AVENUE) INTERCHANGE AT US 74 (MARTIN LUTHER KING JR PARKWAY).	NEW HANOVER	2030.06.18

WMPO AUGUST PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
Brian Harding	Division Design Raleigh Let (DDRL)	U-5731	US 74 AT US 17/US 421, CONSTRUCT A FLY-OVER AND FREE FLOW RAMP AT INTERCHANGE.	NEW HANOVER	2030.06.18
Colver Krietemeyer	Division POC Let (DPOC)	U-6128	US 76 (OLEANDER DRIVE) NEW HANOVER COUNTY AT GREENVILLE LOOP ROAD AND GREENVILLE AVENUE. UPGRADE INTERSECTION.	NEW HANOVER	2030.06.20
Brian Harding	Division Design Raleigh Let (DDRL)	U-5732	US 17 FROM SR 1582 (WASHINGTON ACRES ROAD) TO VISTA LANE. ACCESS MANAGEMENT.	PENDER	2032.01.20
Zach Howard	Division Design Raleigh Let (DDRL)	U-4902C	US 17 BUSINESS (MARKET STREET) FROM NORTH OF US 117 / NC 132 (COLLEGE ROAD) TO STATION ROAD. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	NEW HANOVER	2032.08.17
Brian Harding	Division Design Raleigh Let (DDRL)	U-5702A	NC 132 (COLLEGE ROAD) FROM SR 1272 (NEW CENTRE DRIVE) TO US 117 (SHIPYARD BOULEVARD).	NEW HANOVER	2033.02.15

WMPO JULY CONSTRUCTION PROJECTS						
Contract Number	Resident Eng	TIP/WBS /Program	County	Description	*Estimated Completion (year.month.date)	Percent Complete
C204319	Joshua Pratt	U-4902D	NEW HANOVER	SUPERSTREET MEDIAN ON MARKET STREET (US 17 BUS) FROM MARSH OAKS DRIVE TO LENDIRE DRIVE.	2026.06.30	93.82%
C204724	Brad Haste	B-5156	PENDER	BRIDGE #28 OVER LONG CREEK ON NC 210	2026.06.12	91.06%
C204553	Brad Haste	R-3300B	PENDER	NC 417 (HAMPSTEAD BYPASS) FROM SOUTH OF NC 210 TO NORTH OF SR 1563 (SLOOP POINT ROAD).	2027.12.11	71.68%
C204942	Joshua Pratt	U-6202	NEW HANOVER	SR 2048 (GORDON ROAD) FROM US 17 (MARKET STREET) TO I-40. WIDEN ROADWAY.	2029.12.18	23.26%
C205072	Brad Haste	R-3300A	PENDER	US 17 HAMPSTEAD BYPASS FROM US 17 BYPASS SOUTH OF HAMPSTEAD TO NC 210	2030.03.30	22.13%
DC00505	Joshua Pratt	W-5703C	NEW HANOVER	US 117 / NC 132 (COLLEGE ROAD) TO 200 FEET NORTH OF WILLOUGHBY PARK. INSTALL CURB AND GUTTER, MULTI-USE PATH, SIDEWALK, PEDESTRIAN SIGNALS, CROSSWALKS, AND LIGHTING.	2026.04.16	2.82%
DC00504	Nate Tew	N/A	PENDER	REDUCED CONFLICT INTERSECTION ALONG US 17 FROM SCOTTS HILL ROAD TO SIDBURY ROAD.	2027.12.18	0.00%

TIP PROJECT: B-5156

CONTRACT: C204724

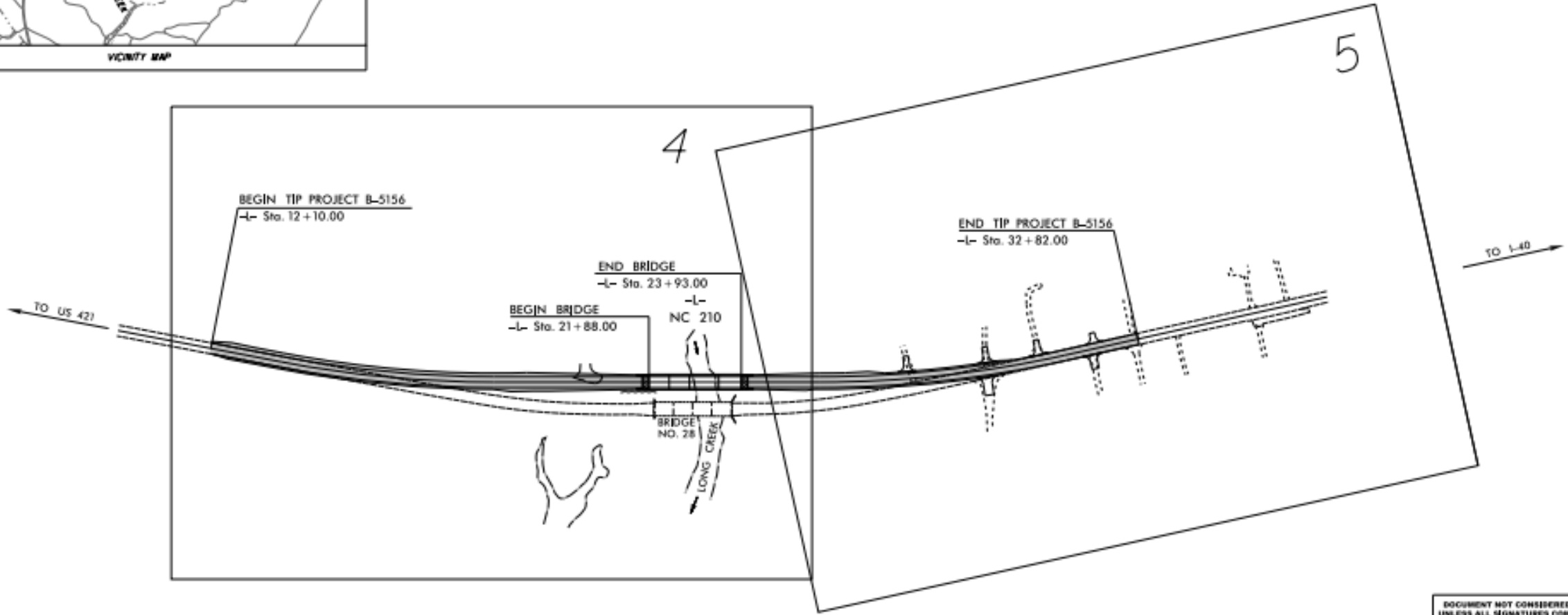


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
PENDER COUNTY

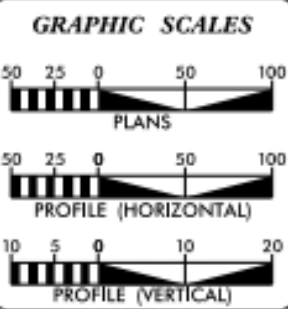
DATE	BY	REVISION
N.C.	B-5156	1
42331.1.2		P.E.
42331.2.1		RIGHT OF WAY
42331.2.1		UTILITIES
42331.3.1		CONSTRUCTION

LOCATION: BRIDGE 28 OVER LONG CREEK ON NC 210

TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND STRUCTURES



NTS



DESIGN DATA	
AADT 2020 =	3,000
AADT 2040 =	3,600
K =	10%
D =	55%
T =	12%
V =	60 MPH
* (TTST 4% + DUAL 8%)	
FUNCTIONAL	RURAL MAJOR
CLASSIFICATION:	COLLECTOR
REGIONAL TIER	

PROJECT LENGTH	
LENGTH ROADWAY TIP PROJECT B-5156	= 0.353 MILES
LENGTH STRUCTURES TIP PROJECT B-5156	= 0.039 MILES
TOTAL LENGTH TIP PROJECT B-5156	= 0.392 MILES

PLANS PREPARED FOR THE NCDOT BY:

2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: AUGUST 28, 2019

LETTING DATE: APRIL 16, 2024

Kimley-Horn

JEFFREY W. MOORE, P.E.
PROJECT ENGINEER

SETH DENNEY, P.E.
PROJECT DESIGN ENGINEER

DAVID STUTTS, P.E.
STRUCTURES MANAGEMENT UNIT
PROJECT ENGINEER-
PE/PROGRAM MANAGEMENT

HYDRAULICS ENGINEER

Developed by: David Horne 8/7/2019
Signature: [Signature]

ROADWAY DESIGN ENGINEER

Developed by: Jeffrey D. Moore 8/7/2019
Signature: [Signature]



Project Details:

Work Begin: 06/2024
Est. Completion: 03/2026
Rev. Completion: 06/2026
Contractor: SMITH-ROWE, LLC
NCDOT Contact: Brad Haste
Contract: \$5,022,225.46

Project Comments:

B-5156

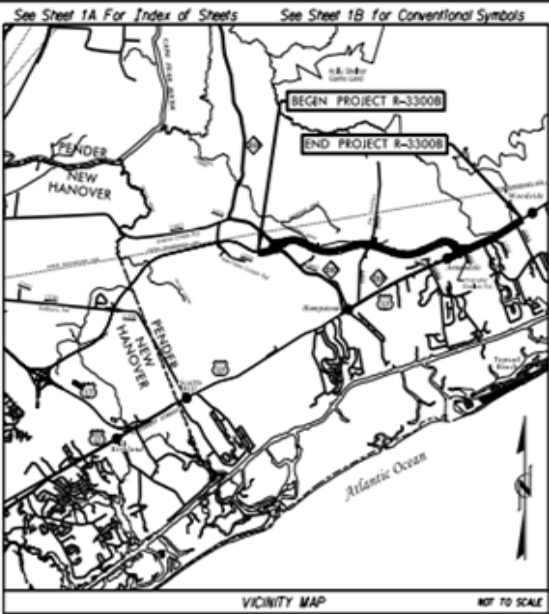
NC-210

BRIDGE 28 OVER LONG CREEK

Facility opened
Reforestation completed
Sediment loss fixed in March
Added silt fence and special sediment stone and reseeded entire project area

**CONSTRUCTION
PROGRESS**

91%



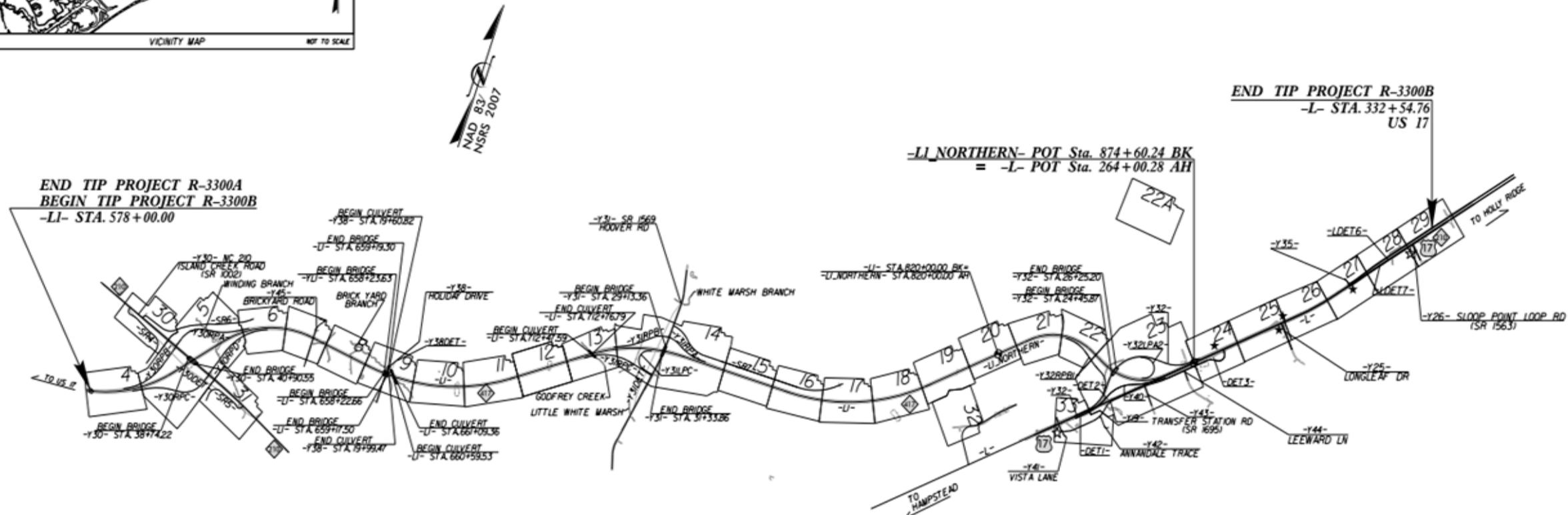
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PENDER COUNTY

LOCATION: NC 417 (HAMPSTEAD BYPASS) FROM SOUTH OF NC 210
TO NORTH OF SR 1563 (SLOOP POINT LOOP ROAD).

TYPE OF WORK: GRADING, DRAINAGE, PAVING, STRUCTURES,
SIGNALS, ITS, NOISE WALLS, RETAINING WALLS,
AND CULVERTS

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-3300B	1	
STATE PROJ. NO.	F.A.P. PROJ. NO.	DESCRIPTION	
40237.1.2	N/A	PE	
40237.2.5	N/A	R/W & UTIL	
40237.3.3	N/A	CONSTR	



NTS

SUNGATE DESIGN GROUP, P.A.
801 JONES FRANKLIN ROAD
RALEIGH, NORTH CAROLINA 27603
NC COA NO. C-0890

Dewberry
2410 WILLOW ROAD
RALEIGH, NC 27603
NC COA NO. F-2029

☆ UPDATE EXISTING SIGNAL -THIS IS A CONTROLLED-ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES.
★ PROPOSED SIGNAL

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES

50 25 0 50 100
PLANS

50 25 0 50 100
PROFILE (HORIZONTAL)

10 5 0 10 20
PROFILE (VERTICAL)

DESIGN DATA

ADT 2016 = N/A
ADT 2040 = 55,400
K = 8 %
D = 60 %
T = 6 % *
V = 70 MPH
(TTST 2% + DUALS 4%)
FUNC CLASS = FREEWAY
REGIONAL TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT R-3300B = 6.898 MILES
LENGTH STRUCTURE TIP PROJECT R-3300B = 0.018 MILES
TOTAL LENGTH TIP PROJECT R-3300B = 6.916 MILES

PREPARED IN THE OFFICE OF:
Stantec
STANTEC CONSULTING
801 JONES FRANKLIN ROAD | Suite 100 | Raleigh, NC 27603
Tel: (919) 831-4844 | Fax: (919) 831-7624 | www.stantec.com
License No. F-8672

FOR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: MARCH 16, 2018
LETTING DATE: JANUARY 18, 2022

MICHAEL D. LINDGREN, P.E.
PROJECT ENGINEER

TRACE HOWELL, P.E.
NCDOT DIVISION 3 CONTACT

HYDRAULICS ENGINEERS

JOHN G. DUBO, P.E.
SEAL 26871
SIGNATURE: 11/22/2022

STEVE BENDER, P.E.
SEAL 12786
SIGNATURE: 11/22/2022

ROADWAY DESIGN ENGINEER

MICHAEL D. LINDGREN, P.E.
SEAL 025513
SIGNATURE: 11/22/2022



Project Details:

Work Begin: 03/2022

Est. Completion: 03/2027

Rev. Completion: 12/2027

Contractor: CONTI CIVIL

NCDOT Contact: Brad Haste

Contract: \$185,680,442

Project Comments:

R-3300B

HAMPSTEAD BYPASS

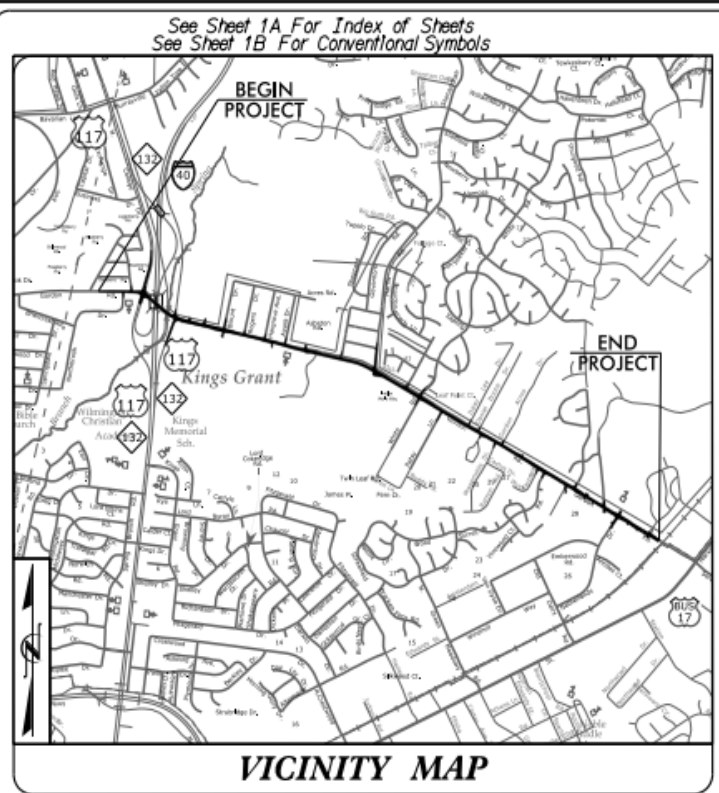
FROM SOUTH OF NC 210 TO
NORTH OF SR 1563 (SLOOP
POINT ROAD)

**CONSTRUCTION
PROGRESS**

71%

TIP PROJECT: U-6202

CONTRACT: C204942



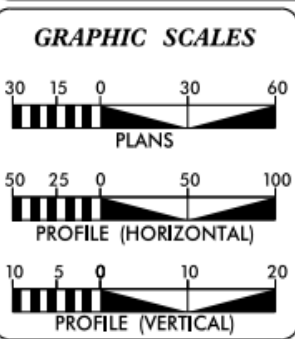
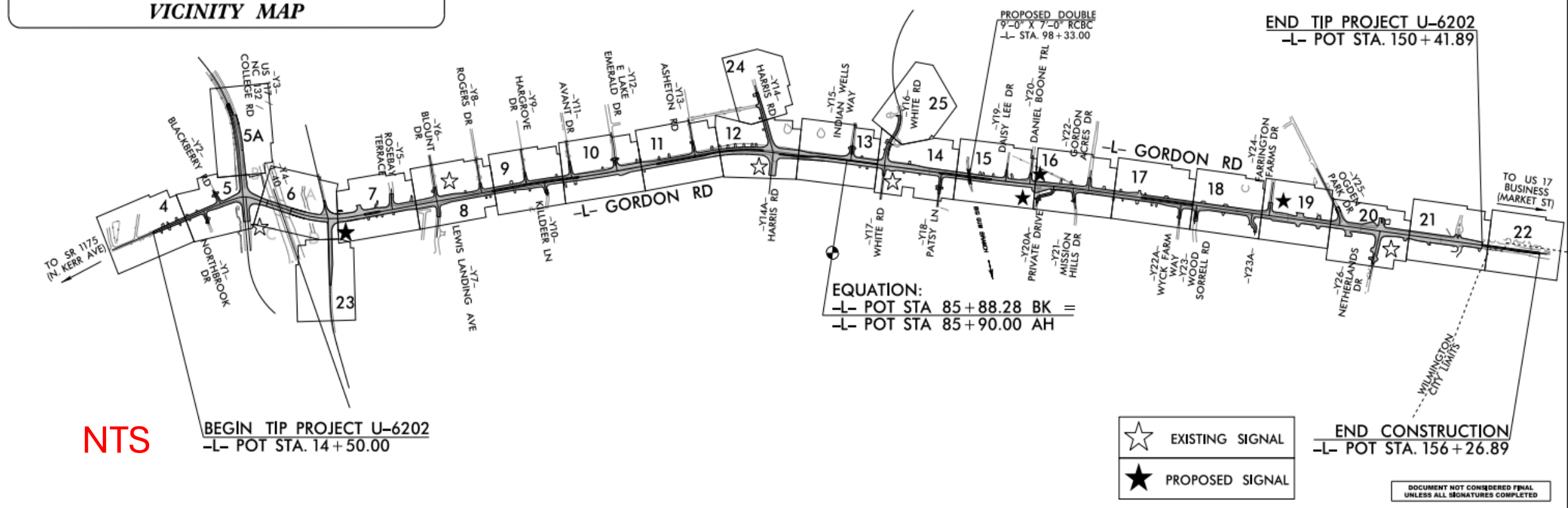
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

NEW HANOVER COUNTY

LOCATION: SR 2048 (GORDON ROAD) FROM
WEST OF INTERSTATE-40 TO
WEST OF US 17 BUS (MARKET STREET)

TYPE OF WORK: GRADING, DRAINAGE, PAVING, CULVERT, AND SIGNALS

STATE	STATE PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
N.C.	U-6202	1	
STATE PROGRAM	F.A. PROGRAM	DESCRIPTION	
48662.1.1		PE	
48662.2.1		ROW	
48662.2.2		UTILITY	
48662.3.1		CONSTRUCTION	



DESIGN DATA

ADT 2024 =	27,600
ADT 2044 =	35,300
K =	8 %
D =	55 %
T =	4 % *
V =	50 MPH
* TTST = 1% DUAL 3%	
FUNC CLASS =	
URBAN ARTERIAL	
REGIONAL TIER	

PROJECT LENGTH

LENGTH OF ROADWAY T.I.P. PROJECT U-6202 =	2.574 MILES
TOTAL LENGTH OF T.I.P. PROJECT U-6202 =	2.574 MILES
LENGTH BASED ON -L- CENTERLINE	

PREPARED IN THE OFFICE OF:

HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

FOR NCDOT DIVISION 3

2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: JUNE 17, 2022

LETTING DATE: NOVEMBER 19, 2024

J. MATTHEW PICKENS, PE
PROJECT ENGINEER

ANDREW J. McOMBER, PE
PROJECT DESIGN ENGINEER

BRIAN HARDING, PE
NCDOT CONTACT

HYDRAULICS ENGINEER

8/23/2024

SIGNATURE: _____ P.E.

ROADWAY DESIGN ENGINEER

8/23/2024

SIGNATURE: _____ P.E.



Project Details:

Work Begin: 03/2025

Est. Completion: 12/2029

Contractor: ST WOOTEN

NCDOT Contact: Josh Pratt

Contract: \$50,843,005

Project Comments:

U-6202

GORDON ROAD WIDENING

SR 2048 (GORDON ROAD) FROM US 17 (MARKET STREET) TO I-40. WIDEN ROADWAY.

CONSTRUCTION PROGRESS

24%

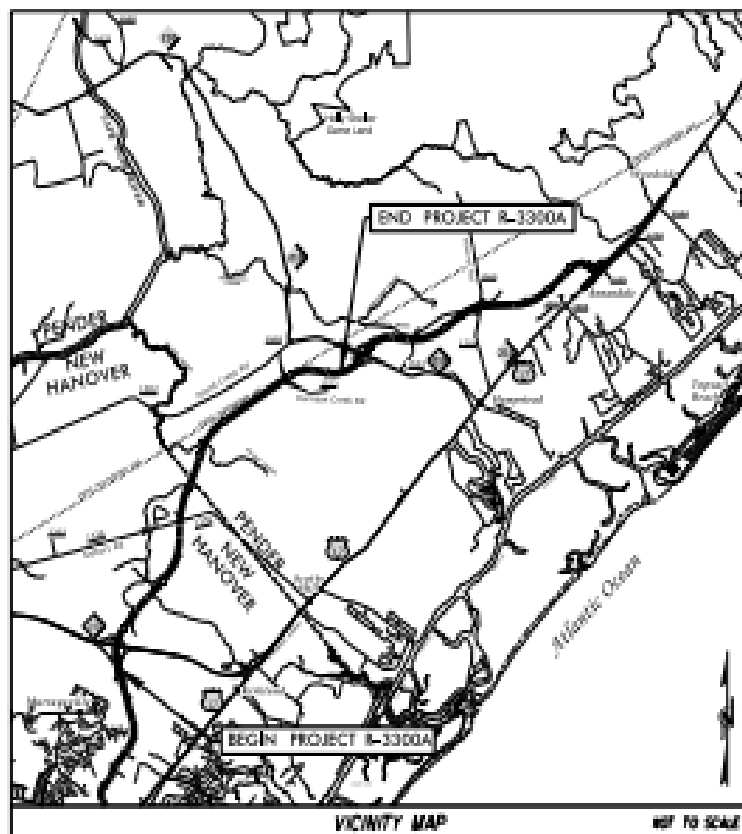
08/2026

95

TIP PROJECT: R-3300A

CONTRACT: C205072

See Sheet 1A For Index of Sheets See Sheet 1B For Conventional Symbols

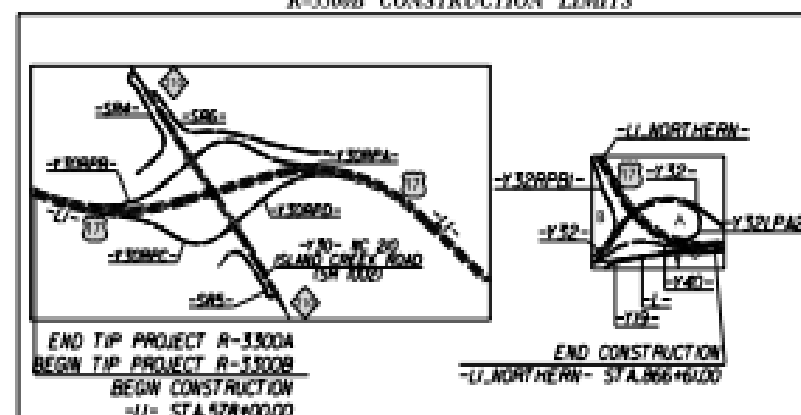
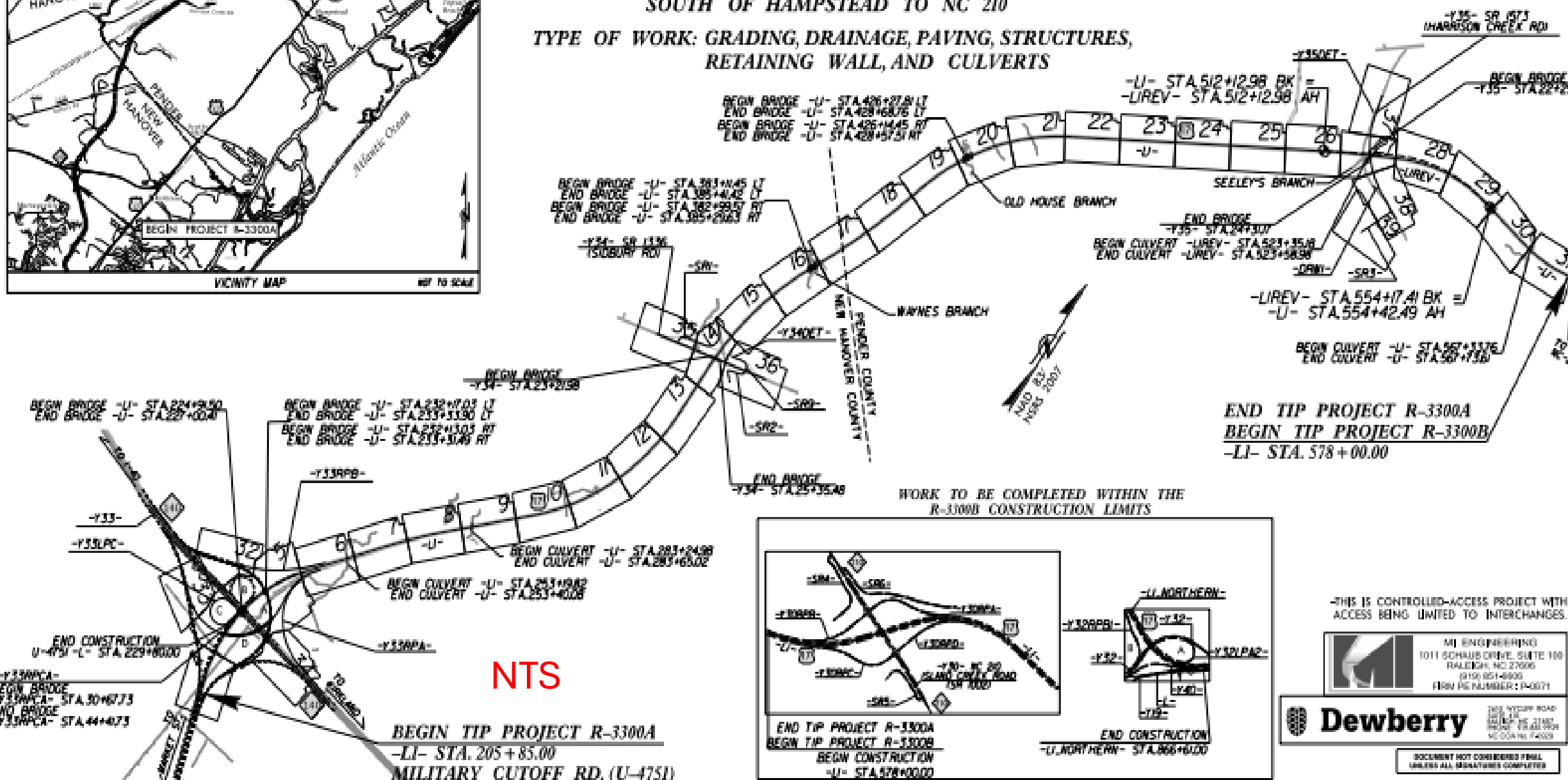


STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS NEW HANOVER & PENDER COUNTIES

LOCATION: US 17 HAMPSTEAD BYPASS FROM US 17 BYPASS
SOUTH OF HAMPSTEAD TO NC 210

TYPE OF WORK: GRADING, DRAINAGE, PAVING, STRUCTURES,
RETAINING WALL, AND CULVERTS

DATE	STATE PROJECT OFFICE NO.	TR	BL
N.C.	R-3300A	1	
DATE	REVISION	BY	CHK
4/23/17	1.1	N/A	PE
4/23/17	2.4	N/A	R/W
4/23/17	2.6	N/A	UTILITIES
4/23/17	3.3	N/A	CONST



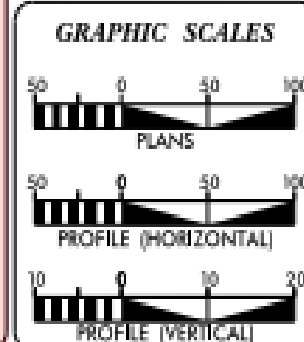
THIS IS CONTROLLED-ACCESS PROJECT WITH
ACCESS BEING LIMITED TO INTERCHANGES.

MI END FREEING
1011 SCHUBS DRIVE, SUITE 100
RALEIGH, NC 27603
(919) 851-4500
FIRM # NUMBER: P-0071

Dewberry

200 W. HARRIS ROAD
SUITE 100
RALEIGH, NC 27603
(919) 851-4500
FIRM # NUMBER: P-0071

DOCUMENT NOT FOR CONSTRUCTION
UNLESS ALL SIGNATURES COMPLETED



DESIGN DATA

ADT 2016	=	N/A
ADT 2040	=	54,800
K	=	8 %
D	=	60 %
T	=	6 % *
V	=	70 MPH
*(TTST 2% + DUALS 4%)		
FUNC CLASS = FREEWAY		
REGIONAL TIER		

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT R-3300A	=	6.869 MILES
LENGTH STRUCTURE TIP PROJECT R-3300A	=	0.175 MILES
(NORTHBOUND LANES STATIONS USED)		
TOTAL LENGTH TIP PROJECT R-3300A	=	7.044 MILES

APPROVED BY THE OFFICE OF
STANDARD CONSULTING
101 East Franklin Road | Suite 100 | Raleigh, NC 27603
(919) 851-4500 | Fax: (919) 851-4501 | www.stcnc.com
License No. 1-0071

FOR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DATE:
APRIL 1, 2019

LETTING DATE:
JULY 15, 2025

KATRINA N. HAZEL, P.E.
PROJECT DESIGN ENGINEER

TRACE HOWELL, P.E.
SCHEMATIC DESIGNER - CONTRACT

HYDRAULICS ENGINEERS

ROADWAY DESIGN
ENGINEER

TRACER

TRACER



Project Details:

Work Begin: 07/2025

Est. Completion: 10/2029

Rev. Completion: 03/2030

Contractor: S.T. Wooten

NCDOT Contact: Brad Haste

Contract: \$182,389,503

Project Comments:

R-3300A

(HAMPSTEAD BYPASS)

MORE BUILD-UP

CONSTRUCTION PROGRESS

22%

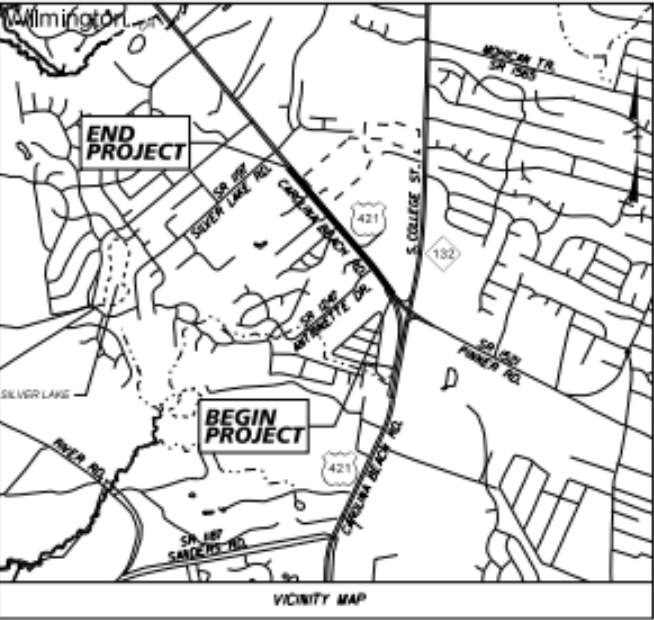
08/2026

96

TIP PROJECT: W-5703C

CONTRACT: DC00505

SEE SHEET 1A FOR INDEX OF SHEETS
SEE SHEET 1B FOR CONVENTIONAL PLAN SHEET SYMBOLS



STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
NEW HANOVER COUNTY

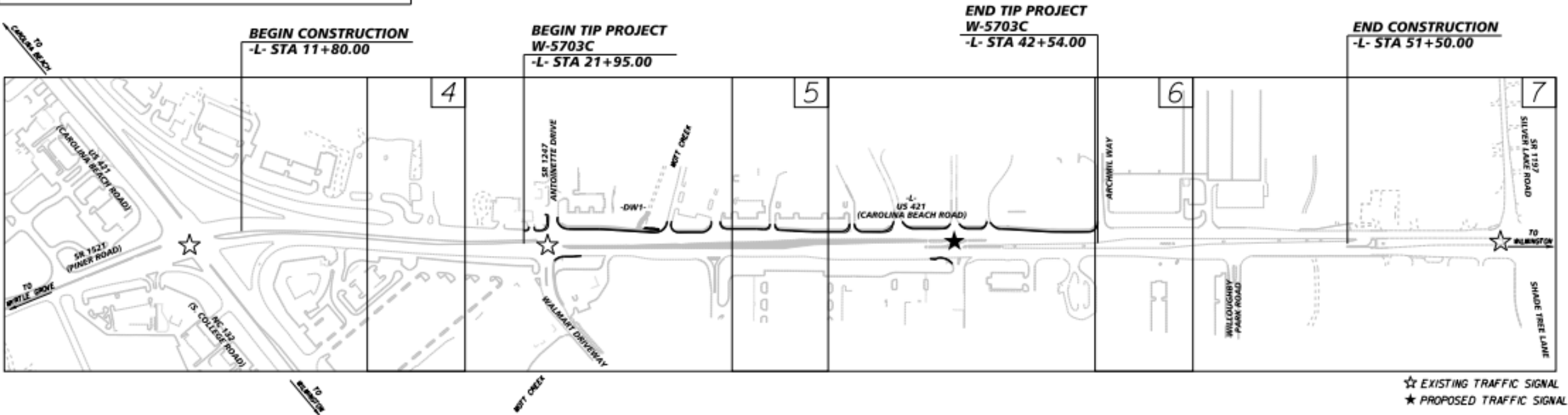
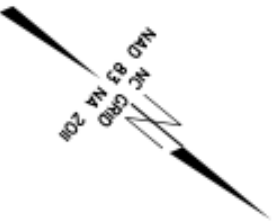
LOCATION: US 421 (CAROLINA BEACH ROAD) FROM S. COLLEGE ROAD TO APPROXIMATELY 200' NORTH OF WILLOUGHBY PARK ROAD

TYPE OF WORK: GRADING, DRAINAGE, PAVING, FENCE, AND SIGNALS

DATE	STATE PROJECT NUMBER	SHEET	TOTAL SHEETS
N.C.	W-5703C	1	
STATION	DESCRIPTION	DATE	BY
44849.1.3	HSIP-0421(091)	PE	
44849.2.9	HSIP-0421(091)	UTIL	
44849.2.3	HSIP-0421(091)	RAW	
44849.3.3	HSIP-0421(091)	CONSTR	

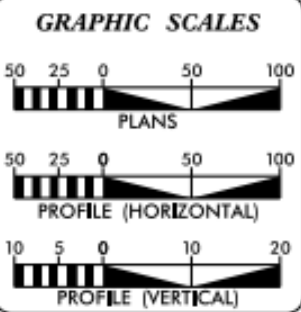
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

100% PLANS



NTS

THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF THE CITY OF WILMINGTON
NCDOT CONTACT: BRIAN HARDING, PE
DIVISION 3, DIVISION PROJECT MANAGER
(910) 341-2000



DESIGN DATA	
ADT 2024	= 35,400
ADT 2040	= 45,000
K	= 8%
D	= 55%
T	= 3%*
V	= 50 MPH
CLASSIFICATION:	
PRINCIPAL ARTERIAL	
* 1% TTST 2% DUAL STATEWIDE TIER	

PROJECT LENGTH	
LENGTH ROADWAY TIP PROJECT W-5703C	= 0.390 MILES
TOTAL LENGTH TIP PROJECT W-5703C	= 0.390 MILES

PLANS PREPARED FOR THE NCDOT BY:

2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: JANUARY 2025

LETTING DATE: APRIL 16, 2026

Kimley Horn

SEAN KANE, P.E.
PROJECT ENGINEER

BEN CRAWFORD, P.E.
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

3/6/2026

SIGNATURE: [Signature]

ROADWAY DESIGN ENGINEER

3/6/2026

SIGNATURE: [Signature]



Project Details:

Work Begin: 6/2026

Completion: 4/2028

Contractor: CHATHAM CIVIL

NCDOT Contact: Joshua Pratt

Contract Amount:
\$4,438,659.05

Project Comments:
W-5703C

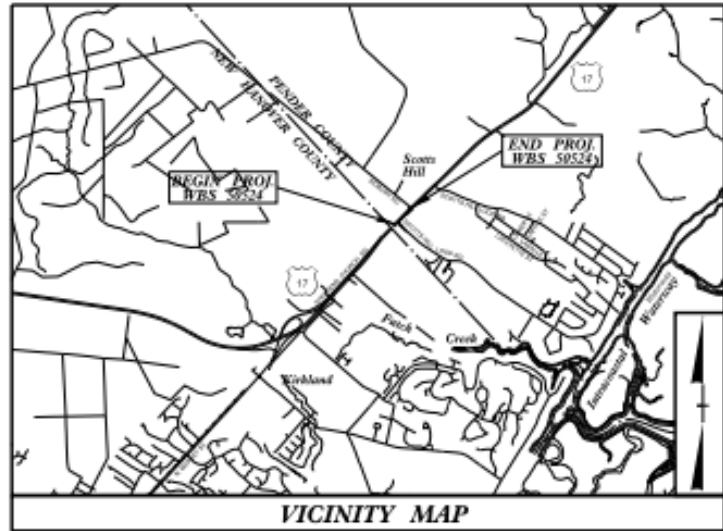
US 421 (Carolina Beach Road) from S College Road to 200' from Willoughby Park Road

Pedestrian Safety Improvements

CONSTRUCTION PROGRESS

3%

See Sheet 1A For Index of Sheets
See Sheet 1B For Conventional Symbols



VICINITY MAP

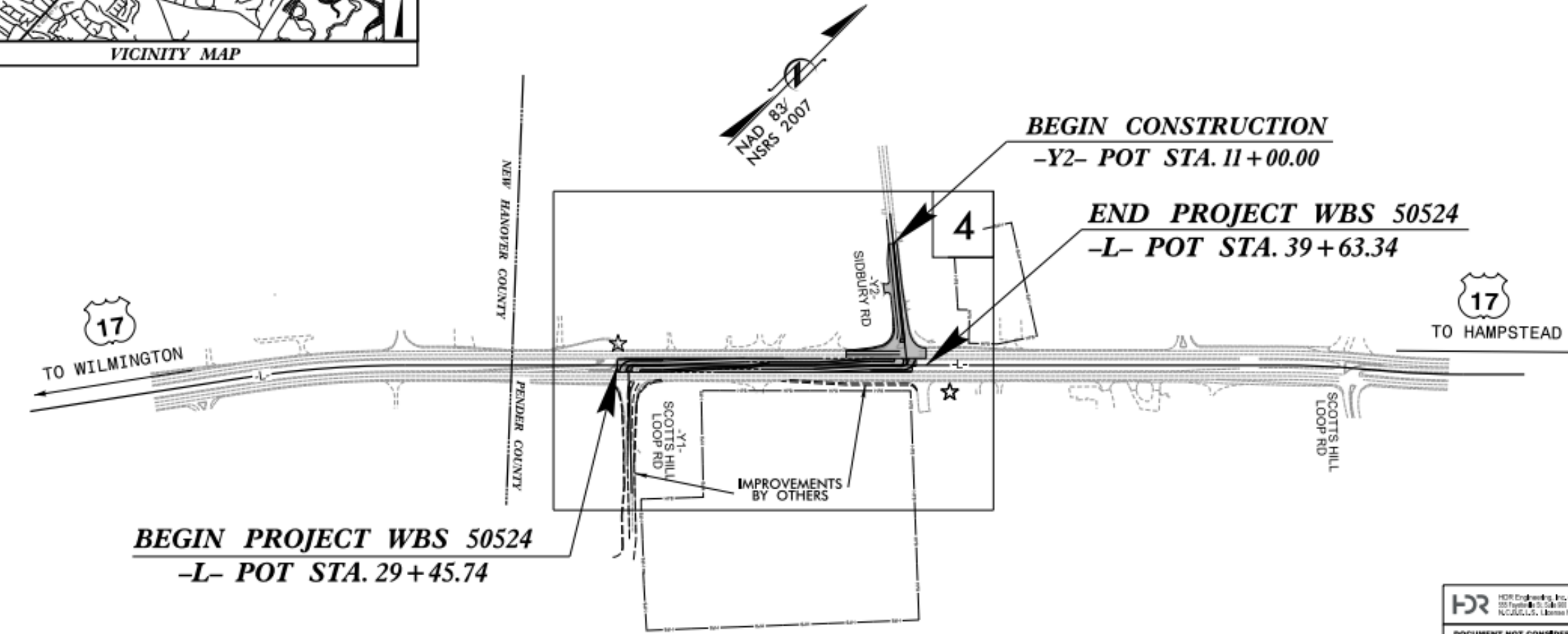
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PENDER COUNTY

LOCATION: US 17 FROM SCOTTS HILL LOOP RD TO
SIDBURY RD

TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND SIGNALS.

STATE	STATE PROJECT REFERENCE NO.	POST MILE	TOTAL MILES
N.C.	WBS 50524	1	
STATE FUNDING	F.A.F.FUNDING	REVENUE	
WBS 48864	N/A	PERROW/CONSTR.	
WBS 50524	N/A	PERROW/CONSTR.	



BEGIN PROJECT WBS 50524
-L- POT STA. 29+45.74

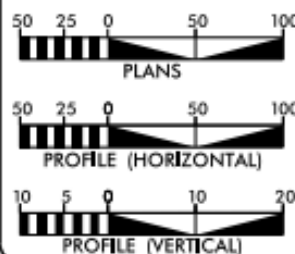
BEGIN CONSTRUCTION
-Y2- POT STA. 11+00.00

END PROJECT WBS 50524
-L- POT STA. 39+63.34

NTS



GRAPHIC SCALES



DESIGN DATA

ADT 2020 = 39,500
ADT =
K =
D =
T =
V = 60 MPH
* TTST =
FUNC CLASS =
PRINCIPAL ARTERIAL
REGIONAL TIER

PROJECT LENGTH

LENGTH ROADWAY PROJECT WBS 50524 = 0.193 miles
TOTAL LENGTH PROJECT WBS 50524 = 0.193 miles

Prepared for the Office of:
HIGHWAY DIVISION 3

5501 Barbados Blvd., Castle Hayne NC, 28429

2014 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
N/A

LETTING DATE:
MAY 21, 2026

CASEY HARRIS, P.E.
PROJECT ENGINEER

HUNTER FREDERICK
PROJECT DESIGN ENGINEER

BRIAN HARDING, P.E.
NCDOT CONTACT

HYDRAULICS
ENGINEER



P.E. 4/13/2026



ROADWAY DESIGN
ENGINEER

P.E. 4/13/2026



Project Details:

Work Begin: 5/2026
Completion: 12/2027
Contractor: King Asphalt, Inc
NCDOT Contact: Nate Tew
Contract: Unknown as of 7/26

Project Comments:

N/A

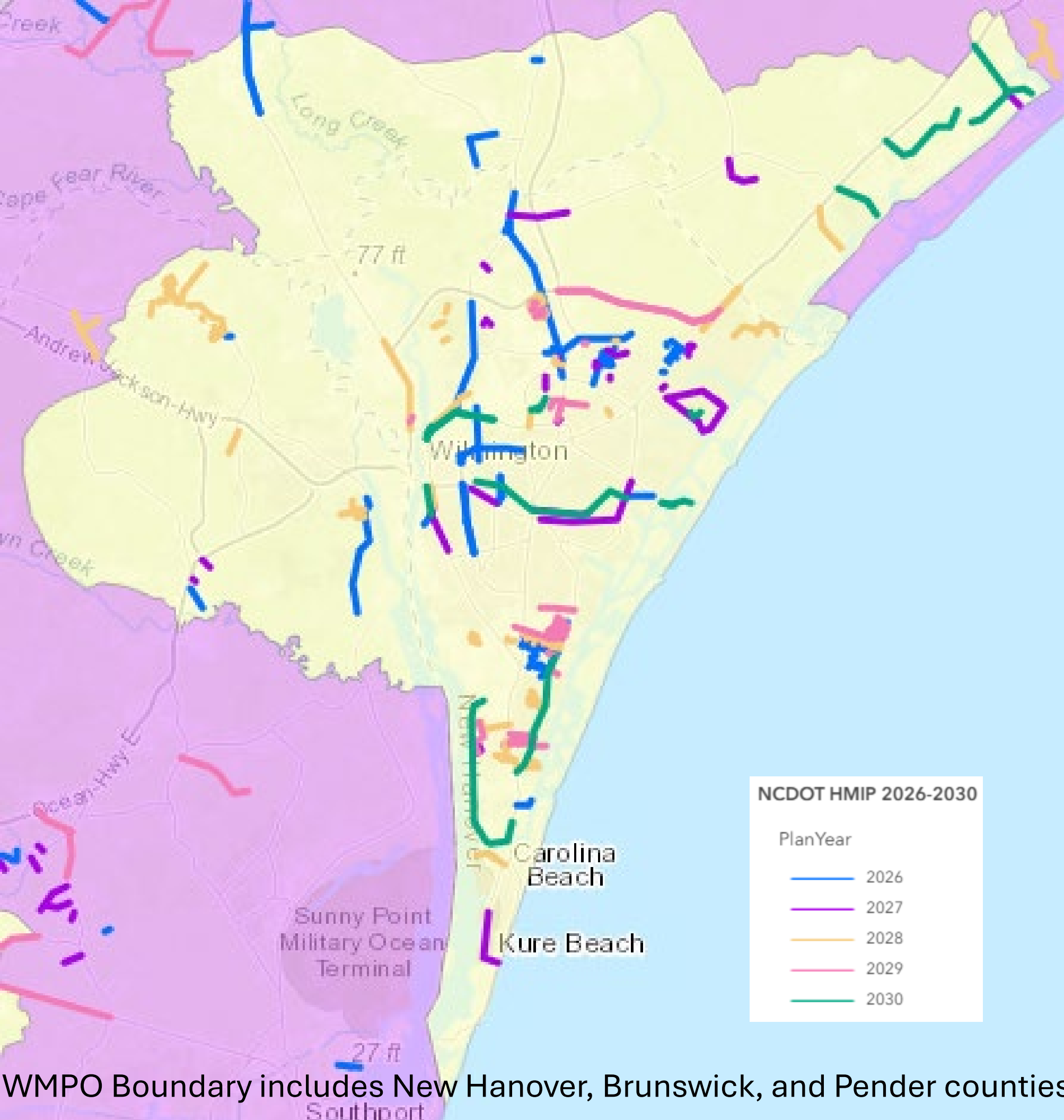
Reduced Conflict
Intersection Along US 17
From Scotts Hill Road to
Sidbury Road.

CONSTRUCTION
PROGRESS

0%

08/2026

WMPO AUGUST RESURFACING/PRESERVATION PROJECTS					
Contract Number	Contract Year	County	Routes	*Estimated Completion (year.month.date)	Percent Complete
C205101	2025	PENDER	RESURFACING AND PRESERVATION ALONG VARIOUS ROUTES	2026.12.15	92.24%
DC00492	2024	NEW HANOVER	RESURFACING AND PRESERVATION ALONG VARIOUS ROUTES	2027.07.16	29.01%
C205212	2026	PENDER	1 SECTION OF US-421, 9 SECTIONS OF SECONDARY ROADS, AND 6 SECTIONS OF TOWN ROADS.	2027.11.30	0.00%
C205213	2026	NEW HANOVER	5 SECTIONS OF US-117, 3 SECTIONS OF NC-133, AND 46 SECTIONS OF SECONDARY ROADS	2027.11.30	0.00%
C205199	2026	BRUNSWICK	3 SECTIONS OF NC-133, AND 19 SECTIONS OF SECONDARY ROADS	2027.11.30	0.00%
DC00487	2026	PENDER	RUMBLE INSTALLATION IN BICYCLE PATTERN, AND THERMOPLASTIC MARKINGS ALONG IDENTIFIED ROUTES IN PENDER	2027.08.13	0.00%
DC00503	2026	NEW HANOVER	ADA CURB RAMP UPGRADES/ADDITIONS WHERE NEEDS HAVE BEEN IDENTIFIED	2027.05.28	0.00%



WMPO Boundary includes New Hanover, Brunswick, and Pender counties

HMIP

Public

GO!NC NCDOT.GOV

NCDOT 2023-2027 HMIP (Highway Maintenance Improvement Program) as approved by the

**SCAN QR CODE
FOR LINK**



NOTE: Projects details are subject to change

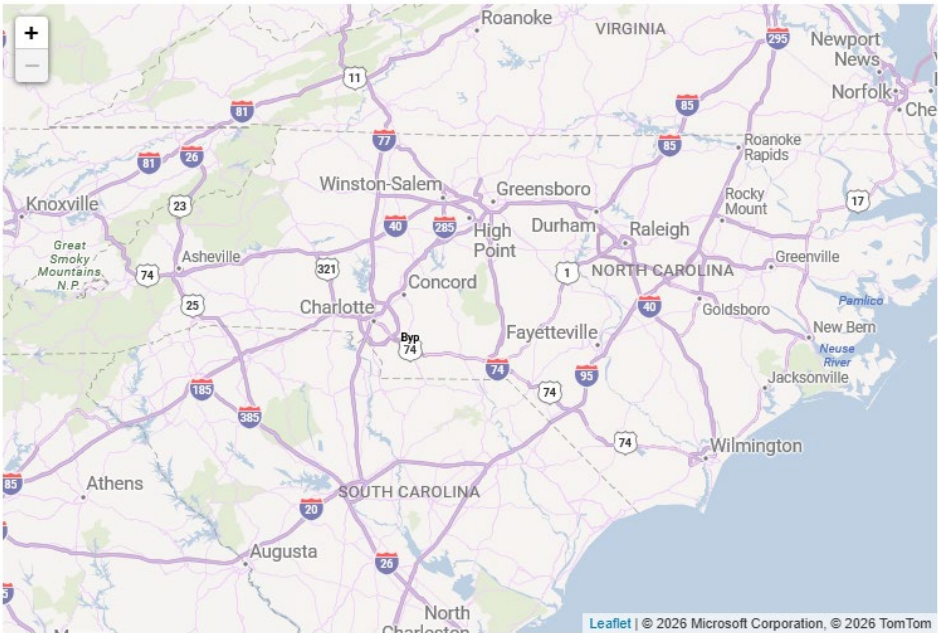
AUGUST NCDOT Resource Feature

How Can We Help You?

Report a Problem to NCDOT

- [Potholes](#)
- [Culvert Blockage](#)
- [Drainage Issue](#)
- [Guardrail Repair](#)
- [Malfunctioning Traffic Light](#)
- [Missing or Damaged Signage](#)
- [Shoulder Damage](#)
- [Highway Debris/Dead Animals](#)

 Zoom To Address



2 Describe It

Additional details (optional)

- ☐ Driveway pipe
- ☐ Pipe under road
- ☐ Causing flooding on the roadway

Division 3

Category	Subcategory	AR Count	ARs Addressed on Time	ARs Addressed Exceeds Time	ARs Not Yet Addressed
Maintenance	Drainage	124	91	2	31
Maintenance	Guardrail Damage	13	7	0	6
Maintenance	Pothole	143	95	28	20
Maintenance	Shoulder Repair	61	50	0	11
Traffic	Signal Malfunction	29	24	1	4
Traffic	Signing	36	30	0	6
Total		406	297	31	78

Rather Give Us A Call?

To report an issue or for questions regarding culvert blockage, please call 1-877-DOT-4YOU (1-877-368-4968) weekdays from 8 a.m. to 5 p.m.

For emergencies, please call 911.

2 Describe It

Additional details (optional)

- ☐ It is a stop sign
- ☐ Sign knocked down or damaged
- ☐ Issue with visibility

IMD PLANNING UPDATES & ANNOUNCEMENTS



Integrated Mobility Division
N.C. DEPARTMENT OF TRANSPORTATION



August 2026

STATEWIDE PLANNING

SAFE ROUTES TO SCHOOL STRATEGIC PLAN

IMD kicked off the Safe Routes to School (SRTS) Strategic Plan in coordination with the National Safe Routes to School Partnership. The plan will develop a roadmap for the Safe Routes to School program, focusing on the current state of the program, a review of peer states, stakeholder engagement, program recommendations, implementation and metrics.

[Safe Routes to School Statewide Strategic Plan Stakeholder Survey - PublicInput](#)

STATEWIDE ACTIVE TRANSPORTATION PLAN

The Plan has kicked off, in the process of establishing a committee with an anticipation of completion in summer 2027. Many touchpoints to come. This plan will be update the state's 2013 plan.

PLANNING GRANT PROJECT UPDATES

UNCW MULTIMODAL UNIVERSITY STUDY

The plan is underway and is wrapping up the existing conditions phase.

TRANSIT

2025 ON-DEMAND MICROTRANSIT ANNUAL REPORT

NCDOT Published the 2025 On-Demand Microtransit Report that provides an overview of all agencies operating microtransit services through FY2025, including operational statistics and other service characteristics. This is a great resource to review the variety and types of microtransit implementation happening around the State.

[On-Demand Microtransit Annual Report](#)

GRANTS AWARDED

CONCPT GRANT AWARDEES

The ConCPT Grant funded a total of 13 projects with the purpose of supporting transit agency coordination and collaboration within regions. The total amount of state funding approved in June was ~\$5.7 million. The participant for the WMPO is New Hanover County.

TDM PROGRAMS

Six programs were awarded FY 2027 funding during the June BOT: Centralina Regional Council, Central Pines Regional Council (CPRC), City of Charlotte Area Transit System (CATS), Land of Sky Regional Council, Piedmont Authority for Regional Transportation (PART), and Sustain Charlotte.

TDM programs promote the use of all travel options available to increase efficiency of North Carolina's transportation network and support community livability by decreasing vehicle miles traveled, reducing traffic congestion, and improving air quality.

FUNDING OPPORTUNITIES

PEDESTRIAN SAFETY CALL FOR PROJECTS

NCDOT Traffic Safety Unit has an open Call for Applications to Develop Projects that improve Pedestrian Safety. The Call for Projects will close on August 28th, 2026. This call for projects is specifically focused on improvements in smaller urban and rural areas that can be obligated relatively quickly and require little to no right-of-way acquisition. Eligible pedestrian safety projects include a range of pedestrian-focused improvements. The following website contains more details about the call for Projects, including a map of eligible areas, entities that are eligible to submit projects, scoring criteria, and a link to submit projects:

[Pedestrian Safety Call for Projects](#)

FTA AND STATE TRANSIT GRANT PROGRAMS

FY 2028

The fiscal year 2028 grant cycle opened in April for transit agencies statewide to apply for federal and state funding to support their transit operations. Application deadline is Oct. 2. During a typical grant cycle, IMD staff reviews and approves more than 400 applications.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

August 2026

Nazia Sarder
Transportation Engineer
NCDOT Transportation Planning Division
1 South Wilmington Street
Raleigh, NC 27601

AUGUST TPD UPDATES WILMINGTON MPO

AUGUST 2026

PENDER COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP): The Pender County CTP is under study. TPD has received the core document from our vendor. It is currently going through internal review. After internal review, the report will go to the CTP steering committee before public involvement starts.

WILMINGTON TRAVEL DEMAND MODEL (TDM): the Wilmington TDM was adopted at the end of October along with Wilmington MPO's MTP ([Cape Fear Navigating Change 2050](#)).

2027 NCDOT Multimodal Freight Plan: North Carolina's freight network continues to evolve. To keep pace, NCDOT is updating the Statewide Multimodal Freight Plan. This update will build on the 2023 plan, incorporating new economic trends, technology advancements and stakeholder priorities. We expect to share the draft plan by the end of 2026. There is an easy to read fact sheet that can [be viewed here](#).

North Carolina Intercity Bus Service: The N.C. Department of Transportation recognizes the importance of providing intercity bus connections between urban and rural communities throughout North Carolina. NCDOT provides funding for 13 routes that offer daily service for North Carolinians and provides connections to a larger national intercity bus network. The link provided shows all the routes, there are many that cross into the Wilmington MPO area. The few example routes that cross into the Wilmington MPO area is the [Dogwood Dasher](#) (Charlotte to Wilmington), [Coastal Plains Connector](#) (Norfolk to Myrtle Beach), and [Wave Rider](#) (Raleigh to Wilmington).

Click on links below to learn more:

- NCDOT home page—[ncdot.gov](#)
- Real-Time Traffic—[DriveNC.gov | North Carolina Traffic & Travel Information](#)

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING DIVISION
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27699

Telephone: 919 707 0980
Customer Service: 1-877-368-4968

Website: [ncdot.gov](#)

Location:
1554 MAIL SERVICE CENTER
RALEIGH, NC 27699

- Report a pothole—[NCDOT Contact Us Form](#)
- NCDOT: State Transportation Improvement Program— ncdot.gov/sti
- Interactive Bicycle Routes Map—<https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>
- Links to all traffic count data information—[Traffic Survey Group \(ncdot.gov\)](#)
- NCDOT Interactive Traffic Volume Map—[Interactive Traffic Volume map \(ncdot.gov\)](#)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](#)
- NCDOT Comprehensive Transportation Plans (CTPs) – [Connect NCDOT - CTPs](#)

NCDOT Statewide Plans:

To learn more, click on the following links:

- [NC Moves 2050 Plan](#) (or go to ncdot.gov/ncmoves)
- [NCDOT Strategic Transportation Corridors](#) (or go to ncdot.gov and search: Strategic Transportation Corridors)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](#) (or go to ncdot.gov and search: rail plan)
- [NC Statewide Multimodal Freight Plan \(2015-2040\)](#) (or go to ncdot.gov and search: public transportation plan)
- [IMD Great Trails State Plan](#) (or go to ncdot.gov and search: Great Trails)
- [Connecting North Carolinians to Opportunities](#) (Public Transportation strategic Plan—2018) (or go to ncdot.gov and search: public transportation plan)
- [NCDOT Resilience Strategy Report \(2021\)](#) (or go to ncdot.gov and search: resilience strategy report)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](#) (or go to ncdot.gov/bikeped/walkbikenc)