



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: July 24, 2026
SUBJECT: July 29th meeting

A meeting of the Wilmington Urban Area MPO's Board will be held on Wednesday, July 29, 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 (30 min)
 - a. Recognition of WMPO Board Member Brad George- Chairman Lynn Barbee
 - b. Cape Fear Memorial Bridge Unsolicited Proposal- Trevor Carroll, NCDOT
- 8) Consent Agenda (5 min.)
 - a. Approval of Board Regular Meeting Minutes- June 24, 2026 (pg. 4-9)
 - b. Resolution approving 2026-2035 STIP/MPO Transportation Improvement Programs Amendment #26-4 (pg. 10-13)

Wilmington Urban Area Metropolitan Planning Organization

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- c. Opening of a 30-day Public Comment Period for 2026-2035 STIP/MPO Transportation Improvement Programs Amendment #26-5 (pg. 14)
 - d. Resolution approving 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modification #26-7 (pg. 15-16)
 - e. Resolution supporting the Wave Connect Advisory Committee's Recommendations for the Award of the FY 2027 Section 5310 Community Grant Project Funds (pg. 17-18)
 - f. Resolution supporting the City of Wilmington's application to the North Carolina Recreational Trails Program grant (pg. 19)
- 9) Regular Agenda (5 min.)
 - a. Resolution approving Amendment #1 to the FY 27 Unified Planning Work Program (pg. 20-50)
 - 10) Discussion (45 min.)
 - a. 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modifications #26-8 (pg.51)
 - b. Senate Bill 257 (NC State Budget) MPO/I-77 Provision (pg. 52-53)
 - c. Cape Fear Memorial Bridge - Section 106 - Project Programmatic Agreement (pg.54-86)
 - d. Prioritization 8.0 Regional Impact Tier Draft Local Input Point Assignment (pg 87-93)
 - e. WMPO Training Series (pg. 94)
 - 11) Updates (15 min.)
 - a. Wilmington Urban Area MPO (pg. 95-105)
 - b. Cape Fear Public Transportation Authority (pg. 106-107)
 - c. NCDOT Division 3 (pg. 108-123)
 - d. NCDOT Integrated Mobility Division (pg. 124)
 - e. NCDOT Transportation Planning Division (pg. 125-126)
 - 12) Announcements
 - a. WMPO Active Transportation Advisory Committee Meeting- August 18, 2026
 - b. Go Coast TDM Committee Meeting- August 20, 2026
 - 13) Closed Session
 - 14) Next meeting – August 26, 2026

Attachments

- MPO Board Regular Meeting Minutes- June 24, 2026
- Proposed 2026-2035 STIP/MPO Transportation Improvement Programs Amendment #26-4
- Resolution approving 2026-2035 STIP/MPO Transportation Improvement Programs Amendment #26-4
- Proposed 2026-2035 STIP/MPO Transportation Improvement Programs Amendment #26-5
- Proposed 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modification #26-7
- Resolution approving 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modification #26-7
- Section 5310 Community Grant Awards for FY 2027 Memorandum
- Resolution supporting the Wave Connect Advisory Committee's Recommendations for the Award of the FY 2027 Section 5310 Community Grant Project Funds
- Resolution supporting the City of Wilmington's application to the North Carolina Recreational Trails Program grant
- Proposed FY 27 Unified Planning Work Program Amendment #1
- Resolution approving Amendment #1 to the FY 27 Unified Planning Work Program
- Proposed 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modifications #26-8
- Senate Bill 257 (NC State Budget) MPO/I-77 Provision Summary
- Draft Cape Fear Memorial Bridge - Section 106 - Project Programmatic Agreement

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- Advisory Council on Historic Preservation Electronic Section 106 Documentation Submittal System (e106) Form
 - Prioritization 8.0 Regional Impact Tier Draft Local Input Point Assignment Memorandum
 - Prioritization 8.0 Regional Impact Tier Draft Local Input Point Assignment
 - WMPO Trainings Series Memorandum
 - Wilmington Urban Area MPO Update (July)
 - Cape Fear Public Transportation Authority Update (July)
 - NCDOT Division Project Update (July)
 - NCDOT Integrated Mobility Division Update (July)
 - NCDOT Transportation Planning Division Project Update (July)



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WMPO Board Meeting Minutes
Wednesday, June 24, 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
Ken Dull, Town of Wrightsville Beach
Stephanie Walker, Cape Fear Transportation
Authority
Kevin Spears, City of Wilmington

Members Present, Remote

Landon Zimmer, NC Board of
Transportation
Cassidy Santaguida, City of Wilmington
Frank Williams, Brunswick County
Rose Terry, Town of Navassa

Others Present, In Person

Mike Kozlosky, WMPO
Abby Lorenzo, WMPO
Krysden Burden, WMPO
Caitlin Cerza, WMPO
Amanda Halbert, WMPO
Tessa Jones, WMPO
Luke Hutson, WMPO

Regina Hopkins, WMPO

William Piatt, Wilmington Resident
Richard Alber, Wilmington Resident
Lydia O'Quinn, NCDOT
Doug Pruden, Wilmington Resident
Chris Coudriet, NHC
Megan Mullins, Greater Wilmington
Chamber
Bijan Saleni, A Caring Heart
Veronica Scott, NCDOT
Michelle Howes, NCDOT
Mark Hairr, WAVE

Others Present, Remote

Greg Laughter, WMPO
Eric Seidel, CFPUA
Carolyn Caggia, WMPO
Susan Bullock, Wrightsville Beach Chamber
of Commerce
Bill Kincannon, HDR
Katie Hite, NCDOT
Veronica Carter, Town of Leland
Leta Huntsinger, WSP
Adam Freeman, WSP
Behshad Norowzi, NCDOT

1. Call to Order

Chairman Barbee called the meeting to order at 3:02pm.

2. Roll Call

Mike Kozlosky, WMPO Director, called the roll.

Present: Hunter Smith, Lynn Barbee, Brenda Bozeman, Allen Oliver, Brad George, Ken Dull, Stephanie Walker, Kevin Spears, Cassidy Santaguida, Frank Williams, Rose Terry, and Landon Zimmer

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

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 Bill Rivenbark requested an excused absence. Brenda Bozeman made a motion to excuse Bill Rivenbark from the June 24th meeting, Stephanie Walker seconded the motion. The motion passed unanimously.

5. Approval of the Agenda

Allen Oliver made a motion to approve the agenda; Kevin Spears seconded the motion. The agenda passed unanimously.

6. Public Comment

Bill Piatt, Wilmington resident. Mr. Piatt addressed the Board with his concerns about the U-5710 project at Military Cutoff Road and Eastwood Road. Mr. Piatt explained to the Board that in his opinion, eighty percent of the traffic issue has already been resolved with the new Drysdale Drive Extension. He believes that there is no need whatsoever to have left turn lanes on either Military Cutoff or Eastwood Road. Mr. Piatt would like to implement the “no left turn” on both Military Cutoff and Eastwood Road. and see how much difference that makes and then decide if the overpass is still necessary.

Richard Alber, Lionsgate resident. Mr. Alber addressed the Board about the U-5710 project. He noted that he spends a lot of time on the road and has a good perspective on traffic, he believes that most of the congestion on Military Cutoff is north or south of the Military Cutoff/Eastwood intersection. Mr. Alber believes the public deserves to know the expected benefits from the U-5710 project, and questions if the proposed U-5710 project improves end-to-end travel time on Military Cutoff Road, or will the delay just shift to another intersection? What bottlenecks will remain after the project is completed? Were other alternatives fully evaluated? Mr. Alber also had requests from the Board, he would like updated traffic counts at and around Military/Eastwood intersection, he would like updated traffic forecasts using current development data and post Covid travel patterns, release updated modeling assumptions and results to the public before final implementation, re-evaluate whether Military Cutoff should be grade separated or whether a corridor wide alternative would produce a greater benefit, and hold public hearings after updated analysis are completed.

7. Presentations

- a. WMPO Annual Member and Stakeholder Survey Results – Tessa Jones, WMPO
Tessa Jones, Public Information Officer for the WMPO, gave an overview of the results of the survey offered previously to member jurisdictions and stakeholders of the WMPO. Ms. Jones reviewed the results from this year, comparing them with the results from last year’s survey, and noting the differences. Overall, the results were

comparable with previous year's results and gave the WMPO considerable feedback which is extremely useful.

b. Projects Near Me Demonstration – Eric Ritzel, NCDOT

Eric Ritzel, Division Corridor Development Engineer for NCDOT Division 3, gave a presentation of the new application developed by NCDOT IT called Projects Near Me, which was developed to improve transparency and make project information easier for everyone to access. Mr. Ritzel explained what the app does, noting that it combines multiple existing datasets into one view. It allows users to search by location, county or project ID. Mr. Ritzel also explained what the app is not, noting that it is not a project management system, it is not a new database, and it is not a tool where users manually enter project information. Mr. Ritzel reviewed the nine different sources that the app data is coming from and answered the question, "Why some projects may not appear on Projects Near Me". He stated that geolocation data is important and if that data is missing, the project may not appear. Mr. Ritzel also noted that if the project has been archived, removed or closed out in the source system, they will no longer feed into the application. He stated that the development team is aware of these limitations and continues to look for ways to improve project coverage. Mr. Ritzel concluded his presentation by demonstrating the new application, highlighting how to navigate the map, search for projects, and how to filter by county, division and project type or mode. Ken Dull questioned if there is or will be an app available for phones. Mr. Ritzel responded that there is not an app available because this site pulls data from multiple locations and to have it as an app it would slow down the processing of a phone.

8. Consent Agenda

- a. Approval of Board Special Meeting Minutes – May 27, 2026
- b. Approval of Board Regular Meeting Minutes – May 27, 2026
- c. Resolution approving 2026-2035 STIP/MPO Transportation Improvement Programs Amendment #26-3
- d. Opening of a 30-day Public Comment Period for 2026-2035 STIP/MPO Transportation Improvement Programs Amendment #26-4
- e. Resolution approving 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modification #26-6
- f. Resolution supporting the Cape Fear Public Transportation Authority's application to the Federal Transit Administration's Transit-Oriented Development Planning Program

Brenda Bozeman made a motion to approve the consent agenda. Stephanie Walker seconded the motion, the motion passed unanimously.

9. Regular Agenda

- a. Resolution supporting the Wilmington Urban Area Metropolitan Planning Organization's application to NCDOT's Advanced Air Mobility Planning Program
Krysden Burden, WMPO Grants Coordinator, presented information on the Advanced Air Mobility Planning Program, including definitions of what an eVTOL is and showed a video describing the different prototypes. Ms. Burden gave some

background on the Advanced Air Mobility (AAM) Planning Program and described how this emerging technology could complement current transportation systems. Ms. Burden explained that North Carolina Department of Transportation's Division of Aviation has developed the AAM Planning Program to support regional planning organizations in exploring and preparing for the integration of AAM technologies into future transportation efforts and processes. This program is only open to MPO's, RPO's and COG's, a 10% contribution is required from selected participants and the typical plan costs around \$250,000. Ms. Burden explained that to move forward, WMPO staff are looking for WMPO Board support to fill out an interest form, which is due June 26, 2026. Ms. Burden clarified that if the WMPO was chosen, the 10% contribution needed is available in the UPWP, no addition of funds are needed. Ms. Burden opened the floor for questions. Kevin Spears asked if the WMPO had spoken or coordinated with Raleigh or Charlotte regarding the program. Ms. Burden responded that they have been in conversations with the Raleigh MPO and they have been very helpful. Kevin Spears asked if the program was feasible for our region, Ms. Burden answered that this is what she is hoping this planning program will answer, the feasibility and reality of the program.

Kevin Spears made a motion to support the WMPO's application to NCDOT's Air Mobility Planning Program. Brad George seconded the motion, the motion passed unanimously.

b. Resolution adopting the 2026-2031 WMPO Strategic Plan

Mike Kozlosky gave a brief overview of the final updated results of the WMPO Strategic Plan that was sent to the Board on June 11, 2026. Mr. Kozlosky noted that this plan will guide the actions of the organization for the next five years. Mr. Kozlosky stated that the plan was presented to the Board for comments and questions and there were none submitted, so at this time the WMPO staff is requesting approval of the plan.

Brad George made a motion to adopt the 2026-2031 WMPO Strategic Plan. Allen Oliver seconded the motion, the motion passed with a vote of 11-0, Board member Walker had to leave the meeting prior to the vote.

10. Discussion

a. 2026-2035 STIP/MPO Transportation Improvement Program Administrative Modifications #26-7

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

b. Prioritization 8.0 Statewide Tier Funded Projects and Project Scoring

Greer Templer, WMPO Senior Planner, presented the Prioritization 8.0 Quantitative Scoring Results and Statewide Mobility Funding. She began with a brief overview of the projects included. Ms. Templer stated a total of 2,122 projects were scored for six modes of transportation. At the Statewide level, 466 projects were eligible: 15 aviation, 304 highway and 147 rail. Ms. Templer noted that \$296 million was

available in the Statewide Mobility Tier, this funded 43 projects: 25 highway projects, 3 aviation projects and 15 rail projects.

The Wilmington MPO has two funded projects at Wilmington International Airport (ILM), project AP-0008 and AP-0009. Ms. Templer reviewed the project scope of both projects, explaining what will be accomplished.

Ms. Templer highlighted all the WMPO Statewide Mobility Tier eligible highway project scores and the forecasted funding availability in the Regional Impact and Division Needs tiers as of May 28, 2026. Ms. Templer concluded her presentation by reviewing the revised schedule, stating that currently we are in the Regional Impact local input point assignment phase until August. Ms. Templer opened the floor for questions.

Chairman Barbee asked Ms. Templer to revisit the breakdown slide, clarifying funding for statewide projects. Mike Kozlosky mentioned some observations, of the \$296 million available, and the 43 projects funded. The monies available are for PE only and the projects will have to compete again in the next prioritization cycle.

Mr. Kozlosky also shared that he has asked NCDOT for data about how funds were distributed this round of projects and back to 2015 when the Strategic Transportation Investment (STI) formula was first used. NCDOT responded that they have that information and will compile it, by county, from 2015 to present, and Mr. Kozlosky noted that he will share that information when it becomes available.

The last point Mr. Kozlosky mentioned is that there are not a lot of funds available, and additional revenue is needed to fund projects, which goes back to the support the Board had previously for alternative funding mechanisms.

Brad George questioned what areas correspond to Region C and Region F on the Funding Availability slide. Michelle Howes, NCDOT, responded that she can look up that information and get back to the Board. Ms. Howes also noted that the funding availability depends on what projects are already programmed in the STIP.

Chairman Barbee commented that getting the information Mr. Kozlosky requested will allow the Board to look at the program over the last ten years, and it will show a better picture of how the funds are being distributed in our area and across the state. Brad George asked what counties are in our Division. Ms. Howes responded, Sampson, Duplin, Onslow, Pender, New Hanover, and Brunswick counties.

11. Updates

a. Wilmington Urban Area MPO

Mike Kozlosky noted updates are in the packet, however he has an update on the e-bike legislation. Mr. Kozlosky, he noted that the provisions have been included in the Omnibus bill, which was passed by the Senate and expected to be passed by the House, which means it will proceed to the Governor for signature. Cassidy

Santaguida questioned if the e-bike regulations would still go into effect December 31st of this year. Mr. Kozlosky responded that they would confirm that date and get back with Ms. Santaguida. The second update Mr. Kozlosky had was regarding the unsolicited proposal for the Cape Fear Memorial Bridge. He noted that there will be a review of that proposal at the next WMPO Board meeting.

b. **Cape Fear Public Transit Authority**

Updates are in the packet.

c. **NCDOT Division 3**

Updates are in the packet, however, Michelle Howes had an additional update on the new “No Mow May” process, stating that they are just a bit behind but catching up across the state and closing in on everything being mowed.

d. **NCDOT Transportation Planning Division**

Updates are in the packet, with a few additions, Pender County CTP is moving forward very quickly, the draft and appendix are completed. There is a new Director for planning division, Brian Wert.

12. Announcements

- a. WMPO Active Transportation Advisory Committee Meeting – August 18, 2026

13. Next Meeting – July 29, 2026

14. Adjourn

The meeting was adjourned at 4:16 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.

REVISIONS TO THE 2026-2035 STIP/MPO TIP
HIGHWAY PROGRAM
Amendment #26-4

STATEWIDE PROJECT

STIP DELETIONS

TC-0003 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT; VARIOUS LOCATIONS, FUNDING FOR 5311(B) CAPITAL FUNDING FOR RURAL PROJECTS. <u>REMOVE PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CAPITAL	FY 2023 - \$137,000 (S) FY 2023 - \$137,000 (L) FY 2023 - <u>\$1,097,000</u> (5311) \$1,371,000
TC-0005 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE; VARIOUS LOCATIONS, FUNDING FOR 5339(B) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION. <u>REMOVE PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CONSTRUCTION	FY 2022 - \$750,000 (L) FY 2022 - <u>\$3,000,000</u> (5339) \$3,750,000
TC-0006 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE; VARIOUS LOCATIONS, FUNDING FOR 5339(B) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION. <u>REMOVE PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CONSTRUCTION	FY 2021 - \$84,000 (L) FY 2021 - \$335,000 (5339) FY 2022 - \$300,000 (L) FY 2022 - <u>\$1,100,000</u> (5339) \$1,819,000
TC-0007 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE; VARIOUS LOCATIONS, FUNDING FOR 5339(B) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION. <u>REMOVE PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CAPITAL	FY 2021 - \$297,000 (L) FY 2021 - \$1,189,000 (5339) FY 2023 - \$490,000 (L) FY 2023 - <u>\$2,000,000</u> (5339) \$3,976,000

REVISIONS TO THE 2026-2035 STIP/MPO TIP
HIGHWAY PROGRAM
Amendment #26-4

STATEWIDE PROJECT

STIP DELETIONS

TC-0008	- STATEWIDE PROJECT	STATEWIDE; VARIOUS LOCATIONS, FUNDING FOR 5339(B) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION.	CONSTRUCTION	FY 2025 -	\$100,000	(L)
STATEWIDE				FY 2025 -	\$400,000	(5339)
PROJ.CATEGORY			CAPITAL	FY 2023 -	\$1,500,000	(L)
PUBLIC TRANS		<u>REMOVE PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>		FY 2023 -	\$5,600,000	(5339)
				FY 2024 -	\$875,000	(L)
				FY 2024 -	\$350,000	(5339)
					\$8,825,000	
TC-0010	- STATEWIDE PROJECT	STATEWIDE; VARIOUS LOCATIONS, FUNDING FOR 5339(B) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION.	CONSTRUCTION	FY 2023 -	\$1,000,000	(L)
STATEWIDE				FY 2023 -	\$4,000,000	(5339)
PROJ.CATEGORY				FY 2024 -	\$900,000	(L)
PUBLIC TRANS		<u>REMOVE PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>		FY 2024 -	\$3,600,000	(5339)
				FY 2025 -	\$1,400,000	(L)
				FY 2025 -	\$4,200,000	(5339)
					\$15,100,000	
TC-0011	- STATEWIDE PROJECT	NCDOT; VARIOUS LOCATIONS, FUNDING FOR 5339(B) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION.	CONSTRUCTION	FY 2023 -	\$719,000	(5339)
STATEWIDE			CAPITAL	FY 2021 -	\$598,000	(L)
PROJ.CATEGORY				FY 2021 -	\$2,391,000	(5339)
PUBLIC TRANS		<u>REMOVE PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>		FY 2022 -	\$1,700,000	(L)
				FY 2022 -	\$4,000,000	(5339)
					\$9,408,000	
TC-0012	- STATEWIDE PROJECT	STATEWIDE; VARIOUS LOCATIONS, FUNDING FOR 5339(B) DISCRETIONARY GRANT TO PURCHASE ELECTRIC BUSES AND CHARGING STATIONS.	CAPITAL	FY 2024 -	\$625,000	(L)
STATEWIDE				FY 2024 -	\$2,500,000	(5339)
PROJ.CATEGORY					\$3,125,000	
PUBLIC TRANS		<u>REMOVE PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>				

REVISIONS TO THE 2026-2035 STIP/MPO TIP
HIGHWAY PROGRAM
Amendment #26-4

STATEWIDE PROJECT

STIP DELETIONS

TC-0013 - STATEWIDE PROJECT
STATEWIDE
PROJ.CATEGORY
PUBLIC TRANS

STATEWIDE; VARIOUS LOCATIONS, FUNDING FOR 5310 CAPITAL
DISCRETIONARY GRANT AWARDED BY FTA.
REMOVE PROJECT AT THE REQUEST OF THE
INTEGRATED MOBILITY DIVISION.

FY 2021 - \$70,000 (S)
FY 2021 - \$280,000 (5310)
 \$350,000

TM-0033 - STATEWIDE PROJECT
STATEWIDE
PROJ.CATEGORY
PUBLIC TRANS

NCDOT; VARIOUS LOCATIONS, 5311(F) INTERCITY ADMINISTRATIVE
BUS - STATE ADMIN.
REMOVE PROJECT AT THE REQUEST OF THE
INTEGRATED MOBILITY DIVISION.

FY 2022 - \$494,000 (5311)
 \$494,000

TU-0003 - STATEWIDE PROJECT
STATEWIDE
PROJ.CATEGORY
PUBLIC TRANS

NCDOT; VARIOUS LOCATIONS, H.O.P.E GRANT PLANNING
OPPORTUNITY FROM THE FTA. DISCRETIONARY
GRANT AWARDED BY FTA. PLANNING AND DESIGN IN
PREPARATION FOR ELECTRIC VEHICLE DEPLOYMENT.
REMOVE PROJECT AT THE REQUEST OF THE
INTEGRATED MOBILITY DIVISION.

FY 2021 - \$12,000 (S)
FY 2021 - \$110,000 (5312)
FY 2023 - \$20,000 (S)
FY 2023 - \$80,000 (5303)
 \$222,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT #26-4 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 amend the adopted 2026-2035 State/MPO Transportation Improvement Programs for Amendment #26-4; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has conducted a 30-day public comment period to receive citizen input on these proposed amendments.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves amending the 2026-2035 State/MPO Transportation Improvement Programs for Amendment #26-4.

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

REVISIONS TO THE 2026-2035 STIP/MPO TIP
HIGHWAY PROGRAM
Amendment #26-5

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* HS-2603E NEW HANOVER PROJ.CATEGORY REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 74/76 (EASTWOOD ROAD); LIONS GATE DRIVE / PEMBROKE JONES DRIVE INTERSECTION IN WILMINGTON. INSTALL CROSSWALK AND PEDESTRIAN SIGNAL HEADS. <u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	CONSTRUCTION	FY 2027 -	\$87,000	(HSIP)
				FY 2027 -	\$10,000	(T(M))
					\$97,000	
* HS-2603N BRUNSWICK PROJ. CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC 24 / US 76 (ANDREW JACKSON HIGHWAY); COMPASS POINTE SOUTH WYNDE INTERSECTION WEST OF LELAND. INSTALL TRAFFIC SIGNAL AND ADVANCED FLASHERS. <u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	CONSTRUCTION	FY 2027 -	\$310,000	(HSIP)
				FY 2027 -	\$35,000	(T(M))
					\$345,000	
* HS-2603O NEW HANOVER PROJ. CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1217 (17TH STREET); GLEN MEADE ROAD INTERSECTION IN WILMINGTON. UPGRADE TRAFFIC SIGNAL, AND INSTALL PEDESTRIAN SIGNALS AND IMPROVEMENTS. <u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	CONSTRUCTION	FY 2027 -	\$256,000	(HSIP)
				FY 2027 -	\$29,000	(T(M))
					\$285,000	

STIP DELETIONS

U-4434 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1209 (INDEPENDENCE BOULEVARD EXTENSION); RANDALL PARKWAY TO US 74 (MARTIN LUTHER KING, JR. PARKWAY) IN WILMINGTON. EXTEND ROADWAY ON NEW LOCATION. <u>REMOVE PROJECT AT THE REQUEST OF THE MPO. PROJECT WAS PREVIOUSLY FUNDED FOR PRELIMINARY ENGINEERING ONLY.</u>
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REVISIONS TO THE 2026-2035 STIP/MPO TIP
HIGHWAY PROGRAM
Administrative Modification #26-7

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

HS-2403AS BRUNSWICK PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 74; I-140 RAMP INTERSECTIONS IN LELAND, UPGRADE TRAFFIC SIGNALS AND INSTALL ADVANCED WARNING FLASHER. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 26 TO FY 27.</u>	CONSTRUCTION	FY 2027 - \$189,000 (HSIP) FY 2027 - <u>\$21,000</u> (T(M)) \$210,000
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**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #26-7 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 #26-7.

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 #26-7.

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



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MEMORANDUM

To: WMPO Board Members
From: Abby Lorenzo, Deputy Director
Date: July 6, 2026
Subject: Section 5310 Community Grant Awards for FY 2027

On June 27, 2014, the North Carolina Secretary of Transportation designated the Cape Fear Public Transportation Authority as “the designated recipient” of the Persons with Disabilities Funding Program (Section 5310). The allocation of these funds required a Federal Transit Administration (FTA) approved Program Management Plan (PMP) which was adopted by the Cape Fear Public Transportation Authority Board on April 23, 2015, and supported by the MPO Board on June 24, 2015.

Eligible applicants for Section 5310 funding are non-profit organizations, state or local governmental agencies, and private operators of public transportation services. These applicants provide matching funds (80/20 capital or 50/50 operating). The total expected federal funding available for this grant award is approximately \$120,000.

The Cape Fear Public Transportation Authority received one application for FY 2027 funding. Following its review and scoring of the application, the WaveConnect Advisory Group recommends awarding \$96,000 to the New Hanover County (NHC) Senior Resource Center (SRC). The SRC will provide \$19,200 in local matching funds for a total project amount of \$115,200. WMPO staff also recommends supporting the awarded funding.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE AWARD OF SECTION 5310 COMMUNITY GRANT
PROJECT FUNDS FOR FISCAL YEAR 2027**

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 June 27, 2014, the North Carolina Secretary of Transportation designated the Cape Fear Public Transportation Authority as “the designated recipient” of the Persons with Disabilities Funding Program (Section 5310); and

WHEREAS, the allocation of Section 5310 funds required a Federal Transit Administration approved Program Management Plan which was adopted by the Cape Fear Public Transportation Authority Board on April 23, 2015, and supported by the MPO Board on June 24, 2015; and

WHEREAS, eligible applicants for Section 5310 funding are non-profit organizations, state or local governmental agencies, and private operators of public transportation services; and

WHEREAS, eligible applicants provide matching funds; and

WHEREAS, eligible projects benefit older adults and people with disabilities and are included in the Locally Coordinated Transportation Plan adopted by the Cape Fear Public Transportation Authority Board on May 27, 2021; and

WHEREAS, the Cape Fear Public Transportation Authority received one application for FY 2027 funding; and

WHEREAS, the WaveConnect Advisory Group has reviewed and scored this application and recommends the New Hanover County (NHC) Senior Resource Center (SRC) for \$96,000 of this funding with SRC providing \$19,200 in local match funding for a total project amount of \$115,200.

NOW THEREFORE be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the WAVE Connect Advisory Committee’s recommendation to award Section 5310 funding to the New Hanover County (NHC) Senior Resource Center for FY 2027.

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 SUPPORTING THE CITY OF WILMINGTON’S APPLICATION TO THE NORTH
CAROLINA RECREATIONAL TRAILS PROGRAM GRANT**

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 North Carolina Recreational Trails Program (RTP) is a federally funded grant program that provides funding for the construction of new trails, maintenance and repair of existing trails, land acquisition, purchase of trail tools and planning, and costs associated with legal, environmental, and permitting; and

WHEREAS, the City of Wilmington is applying to the RTP to fund a Trail Signage Pilot Program; and

WHEREAS, in 2013, the City of Wilmington adopted the Wilmington/New Hanover County Comprehensive Greenway Plan, which provides a strategic framework for local governments and project partners to build a cohesive network of greenways across Wilmington and New Hanover County; and

WHEREAS, wayfinding signage was identified as a key priority to ensure users receive clear directions and safety information; and

WHEREAS, on February 25, 2026, the Wilmington Urban Area Metropolitan Planning Organization’s Board adopted the Cape Fear Trails Signage Guide, which provides a comprehensive framework for consistent, high-quality communication by outlining recommended signage and wayfinding elements, ensuring a regional branding approach throughout the trail network; and

WHEREAS, the recommendations of both the Wilmington/New Hanover County Comprehensive Greenway Plan and the Cape Fear Trails Signage Guide would be integrated into the Trail Signage Pilot Program to improve navigation and user experience for residents and visitors while also strengthening the visibility and identity of the area’s regional trail system.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the City of Wilmington’s application for a Trail Signage Pilot Program through the North Carolina Recreational Trails 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



WMPO

Wilmington Urban
Area Metropolitan
Planning Organization
www.wmpo.org

Unified Planning Work Program Fiscal Year 2027

Amendment # 1
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:

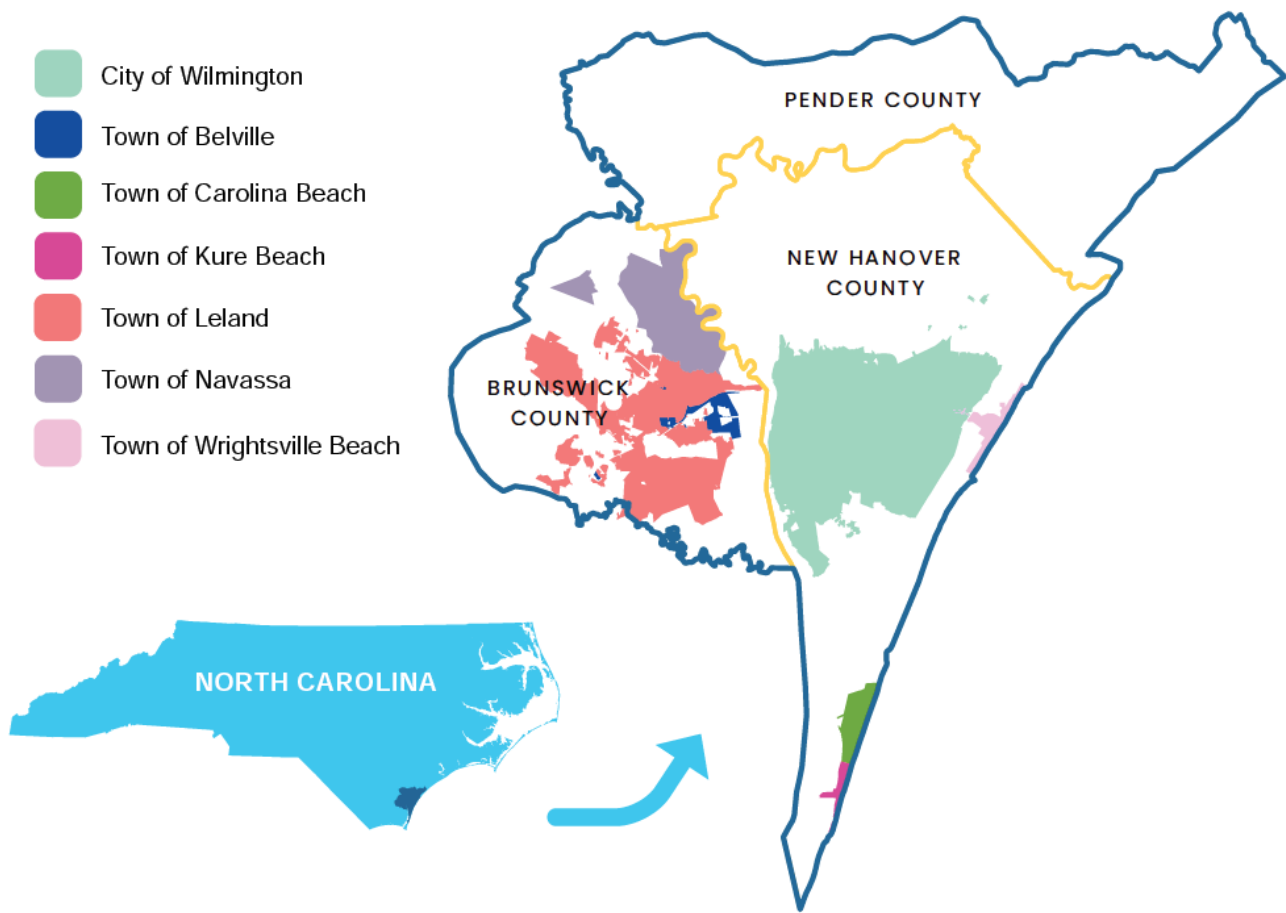
- **FHWA - Section 104(f) Funds (PL104)**
Funds dedicated to the urban area to perform transportation planning. PL104 funds require a 20% local match.
- **FHWA - Safe & Accessible Transportation Options Set Aside (SATO/Y410)**
These funds are dedicated to the urban area to perform transportation planning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

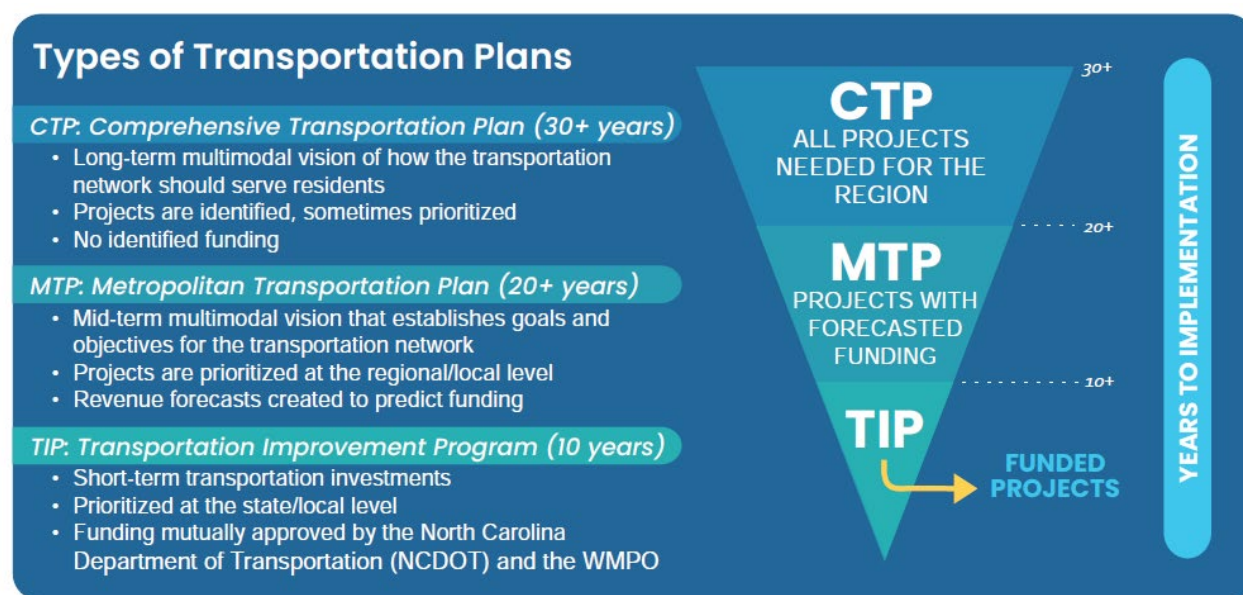
III-B Transportation Improvement Plan – Total: \$12,500

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

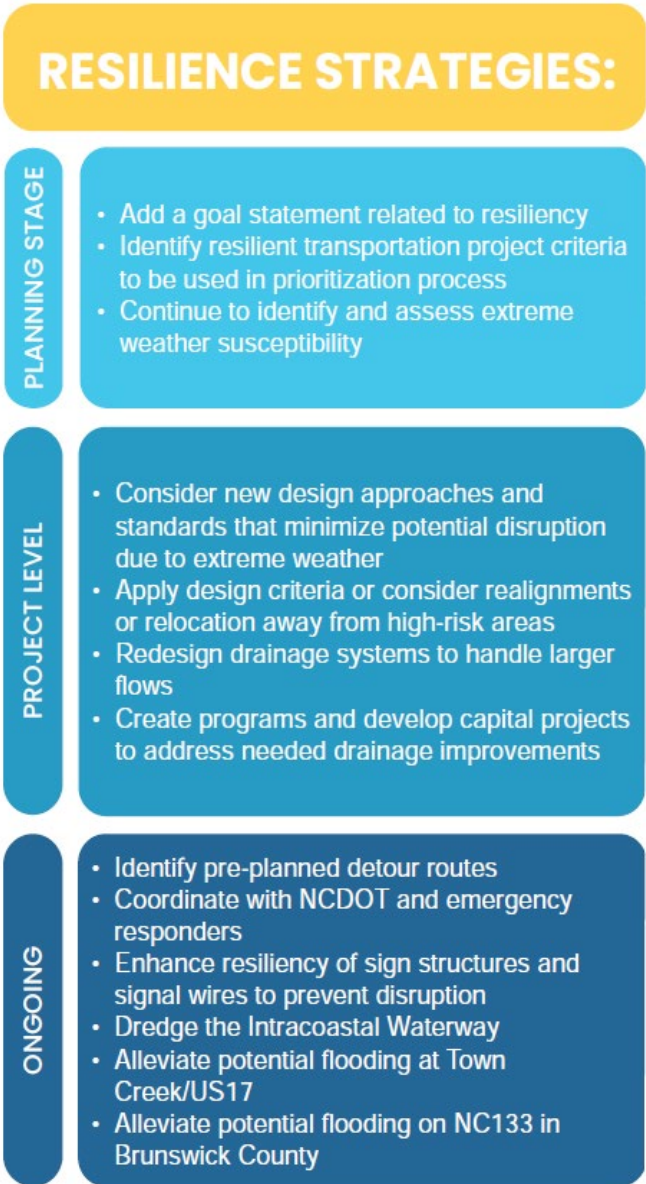
II-B-3 Special Studies: \$310,000

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.



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
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 Wave Funds + 41,053 WMPO funds) x 4% = \$3,503
Responsible Agency	City of Wilmington
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	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%	

WMPO 2026 - 2027 UPWP Administrative Table - Amendment #1

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 Totals	State Totals	Federal Totals	Grand Totals
			Local 20%	Federal 80%	Total 100%	Federal Total 100%	Local 20%	Federal 80%	Total 100%	Local 10%	State 10%	Federal 80%	Total 100%	Local 10%	State 10%	Federal 80%	Total 100%	Local (100%)				
	II-A	Data and Planning Support	20,400	81,600	102,000	-	19,200	76,800	96,000	-	-	-	-	3,820	3,820	30,560	38,200	-	43,420	3,820	188,960	236,200
44.24.00	II-A-1	Networks and Support Systems	20,160	80,640	100,800	-	19,200	76,800	96,000	-	-	-	-	2,970	2,970	23,760	29,700	-	42,330	2,970	181,200	226,500
44.23.01	II-A-2	Travelers and Behavior	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
44.23.02	II-A-3	Transportation Modeling	240	960	1,200	-	-	-	-	-	-	-	-	850	850	6,800	8,500	-	1,090	850	7,760	9,700
44.23.02	II-B	Planning Process	10,400	41,600	52,000	7,980	62,000	248,000	310,000	-	-	-	-	530	530	4,240	5,300	-	72,930	530	301,820	375,280
44.23.02	II-B-1	Target Planning	1,400	5,600	7,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,400	-	5,600	7,000
44.23.01	II-B-2	Regional Planning	8,000	32,000	40,000	-	-	-	-	-	-	-	-	530	530	4,240	5,300	-	8,530	530	36,240	45,300
	Y-410 SATO	Safe and Accessible Transportation Options - Y-410 Set Aside	-	-	-	7,980	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7,980	7,980
44.27.00	II-B-3	Special Studies: Total	1,000	4,000	5,000	-	62,000	248,000	310,000	-	-	-	-	-	-	-	-	-	63,000	-	252,000	315,000
44.27.00	II-B-3	Special Studies: Staff Time - Resiliency Improvement Plan (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	-	-	-	-	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	1,000	-	4,000	5,000
	III-A	Planning Work Program	400	1,600	2,000	-	-	-	-	-	-	-	-	-	-	-	-	-	400	-	1,600	2,000
44.21.00	III-A-1	Planning Work Program	200	800	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	200	-	800	1,000
44.24.00	III-A-2	Metrics and Performance Measures	200	800	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	200	-	800	1,000
44.25.00	III-B	Transp. Improvement Plan	2,500	10,000	12,500	-	-	-	-	-	-	-	-	-	-	-	-	-	2,500	-	10,000	12,500
44.25.00	III-B-1	Prioritization	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000	-	4,000	5,000
44.25.00	III-B-2	Metropolitan TIP	500	2,000	2,500	-	-	-	-	-	-	-	-	-	-	-	-	-	500	-	2,000	2,500
44.25.00	III-B-3	Merger/Project Development	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000	-	4,000	5,000
44.27.00	III-C	Cvl Rgts. Cmp./Otr.Reg. 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	292,240	1,168,960	1,461,200	-	-	-	-	8,894	8,894	71,153	88,941	131,000	496,034	8,894	1,496,033	2,000,961
44.27.00	III-E	Management Operations	63,900	255,600	319,500	320	292,240	1,168,960	1,461,200	-	-	-	-	8,894	8,894	71,153	88,941	131,000	496,034	8,894	1,496,033	2,000,961
44.27.00	III-E	Indirect Costs 4% of MTDC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY27 TOTALS:			100,300	401,200	501,500	8,300	373,440	1,493,760	1,867,200	-	-	-	-	13,684	13,684	109,473	136,841	131,000	618,424	13,684	2,012,733	2,644,841
			Local	Federal	Total	Total / Federal	Local	Federal	Total	Local	Federal	Federal	Total	Local	State	Federal	Total	Local	Local	State	Federal	Grand Total
			PL 104(f)			PL Y410 SATO	STBG-DA			Safe Streets for All				5303 - Normal Planning				Additional	Totals			

WMPO FY24 Task and Cost Allocations - Carry Forward			FHWA/TPD Planning - PL104(f)			FHWA/TPD Planning - PL-Y410	FHWA/TPD Planning - STBG-DA			FHWA - Safe Streets 4 All				FTA/IMD - 5303 - Normal Planning				Additional	FY24 CARRY FORWARD TOTALS			
			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	13,684	13,684	109,473	136,841	131,000	668,424	63,684	2,412,733	3,144,841

Anticipated DBE Contracting Opportunities for FY 2027

Name of MPO: Wilmington Urban Area MPO

Person Completing Form: Mike Kozlosky

Telephone Number: 910-342-2781

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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

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

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

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

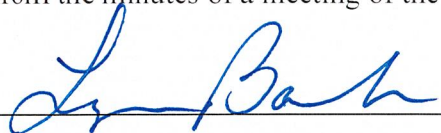
WHEREAS, the City of Wilmington serves as the Lead Planning Agency (LPA) for the Wilmington Urban Area Metropolitan Planning Organization and has been designated as the recipient of Metropolitan Planning Program funding; and

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

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

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

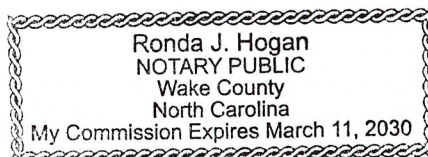
I, LYNN BARBEE, Chair of the Board of the Wilmington Urban Area Metropolitan Planning Organization do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Board, duly held on this the 25th day of March 2026.



Lynn Barbee, Chair

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

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



**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

**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	

MPO / I-77 Provision in the 2026 North Carolina State Budget
Session Law 2026-41, Senate Bill 257

The 2026 North Carolina State Budget (Session Law 2026-41, Senate Bill 257) includes a transportation policy provision prompted by the cancellation of the I-77 South managed lanes project after local governments and the Charlotte Regional Transportation Planning Organization (CRTPO) removed the project from the regional transportation planning process. NCDOT and legislative leaders estimated that approximately \$60 million in state funds had already been spent on planning and preconstruction activities.

Summary

The budget establishes a financial penalty when a Metropolitan Planning Organization (MPO) or Rural Planning Organization (RPO) “unilaterally” removes or blocks a State Transportation Improvement Program (STIP) project after the State has already invested in predevelopment. If an MPO removes a statewide priority project from its Metropolitan Transportation Improvement Program (MTIP), or otherwise prevents the project from being delivered as programmed, the Department of Transportation may recover the State's sunk costs.

For the I-77 South project, the provision specifically requires the affected local governments within the Charlotte region to reimburse the State for approximately \$60 million in previously incurred project development costs. If repayment is not made, NCDOT is directed to withhold future transportation funds otherwise allocated to those jurisdictions until the State has recovered the amount owed. Cities and towns can avoid the repayment if they change their opposition vote within 90 days (early October 2026).

Mecklenburg County Representatives have called the maneuver “retaliatory” and “unconstitutional.” It is yet to be seen whether there will be a court challenge to the budget provision.

Specifics of the Budget Provision

Under the provision, if an MPO removes a statewide project from its Metropolitan Transportation Improvement Program (MTIP), or otherwise prevents the project from being delivered or funded as originally programmed for reasons that are not required by federal law, court order, or formal written direction from NCDOT, the municipalities and counties that voted in favor of the action must reimburse NCDOT for all preliminary project costs incurred prior to cancellation. Reimbursable costs include preliminary engineering, environmental studies, consultant fees, labor, and other project development expenses. Each local government's financial responsibility is allocated based on its weighted voting percentage within the MPO.

The legislation also establishes significant enforcement mechanisms. Until reimbursement is made, NCDOT must withhold Powell Bill funds from municipalities that voted in favor of the project removal and may not initiate any new STIP projects, including predevelopment activities, within the boundaries of those local governments. Reimbursement payments are deposited into the Highway Trust Fund.

Before approving the removal or cancellation of a statewide project, the Board of Transportation must provide the General Assembly with a report at least 90 days in advance identifying the project, the preliminary costs incurred, the reasons for cancellation, and NCDOT's determination as to whether the action constituted a unilateral action under the statute.

Impacts For All MPOs

For MPOs, this provision represents a policy change. While the reimbursement obligation falls on the individual municipalities and counties—not the MPO itself—the legislation creates substantial financial consequences for local governments that vote to remove or delay statewide projects. For all MPOs, the provision has implications beyond I-77:

- It establishes a precedent that local planning organizations may face financial consequences for removing or blocking major state transportation projects after significant State expenditures have been made.
- It strengthens NCDOT's leverage in preserving projects that have advanced into predevelopment.
- MPOs may need to evaluate potential fiscal exposure before amending their MTIPs in a manner that affects statewide priority projects.
- The provision could influence future negotiations between NCDOT and MPOs over project scope, timing, and prioritization, particularly for large, controversial transportation projects.

The budget provision signals that while MPOs retain an important planning role under federal and state transportation law, the North Carolina General Assembly expects local planning decisions to account for State investments already made in project development and is willing to impose financial consequences when those investments are effectively abandoned.

As a practical matter, MPOs will likely need to work more closely with NCDOT before considering amendments affecting Statewide Strategic Mobility Projects, given the potential liability, loss of Powell Bill funding, and delays to future transportation investments.

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**PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICER,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
AND THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION,
REGARDING
THE REPLACEMENT OF THE CAPE FEAR MEMORIAL BRIDGE (BRIDGE NO. 13)
NEW HANOVER AND BRUNSWICK COUNTIES, NORTH CAROLINA
TIP PROJECT HB-0039**

13 **WHEREAS**, the Cape Fear Memorial Bridge (CFMB) is a four-lane, steel vertical-lift bridge built over
14 the Cape Fear River in 1969, that carries US 17/US 76/US 421 traffic between the cities of Leland and
15 Wilmington; and

16 **WHEREAS**, while the CFMB is safe, it is becoming functionally obsolete; reaching the end of its
17 lifecycle; and must be monitored, inspected, and maintained on a more frequent basis; and

18 **WHEREAS**, traffic delays due to repair and maintenance activities and the operation of the bridge lift
19 cause congestion and make travel times unreliable; and

20 **WHEREAS**, the bridge also lacks bicycle and pedestrian lanes to support other modes of transportation;
21 and

22 **WHEREAS**, on July 17, 2024, the Federal Highway Administration (FHWA) selected the North Carolina
23 Department of Transportation (NCDOT) to receive \$242 million in grant funding to be used for
24 replacement of the CFMB, as part of its Bridge Investment Program; and

25 **WHEREAS**, the proposed CFMB Replacement Project is expected to result in operational and capacity
26 improvements that will meet existing and growing transportation demands, ensure efficient traffic flow on
27 a key corridor in the state, and improve a critical evacuation route for the area's residents when hurricanes
28 and other natural disasters hit, while also connecting bicyclists and pedestrians in New Hanover and
29 Brunswick counties; and

30 **WHEREAS**, the CFMB Replacement Project constitutes an Undertaking subject to Section 106 of the
31 National Historic Preservation Act of 1966, as amended (NHPA), (54 U.S.C. § 306108), and its
32 implementing regulations, 36 C.F.R. Part 800; and

33 **WHEREAS**, FHWA, as lead federal agency for the Undertaking, is considering the effects of the
34 Undertaking on historic properties pursuant to 36 CFR Part 800; and

35 **WHEREAS**, NCDOT has participated in the consultation and has been invited as a signatory to this PA;
36 and

37 **WHEREAS**, the United States Army Corps of Engineers (USACE) has Federal Involvement in the
38 Undertaking as a permitting agency; and USACE will rely on this Section 106 review for its permit
39 decision; and USACE declined an invitation to be included in this PA as a signatory; and

1 **WHEREAS**, the United States Coast Guard (USCG) has Federal Involvement in the Undertaking as a
2 permitting agency; and USCG will rely on this Section 106 review for its permit decision; and USCG
3 declined an invitation to be included in this PA as a signatory; and

4 **WHEREAS**, identification of historic properties within the Undertaking's Area of Potential Effects (APE)
5 has been carried out in accordance with the Advisory Council on Historic Preservation's (ACHP)
6 regulations (36 CFR Part 800) for implementing Section 106 of the National Historic Preservation Act
7 (NHPA) (16 U.S.C. 470f); and

8 **WHEREAS**, the CFMB has been determined eligible for listing on the National Register of Historic
9 Places (NRHP); and the Wilmington Historic District is listed on the NRHP and the CFMB has been
10 identified as a contributing feature to the district; and

11 **WHEREAS**, in addition to the CFMB and Wilmington Historic District, the Undertaking's APE also
12 includes the NRHP-listed USS North Carolina, which is a National Historic Landmark (NHL) and subject
13 to Section 110 of the NHPA regulations in addition to those found in Section 106 of the NHPA; and

14 **WHEREAS**, NCDOT's Archaeology Team reviewed the APE for any potentially affected archaeological
15 resources, both terrestrial and submerged; and its review resulted in a conclusion that the Federal
16 Undertaking would not affect NRHP-listed or eligible archaeological sites; and

17 **WHEREAS**, this conclusion was shared with the North Carolina Office of State Archaeology (OSA),
18 which concurred with the finding; and

19 **WHEREAS**, FHWA and NCDOT have consulted with the North Carolina State Historic Preservation
20 Officer (NC SHPO) on the Undertaking; and

21 **WHEREAS**, current alternatives considered in an Environmental Assessment (EA) being prepared for
22 the project include replacement with a similar vertical lift bridge (65-feet vertical clearance when
23 lowered, 135-feet when raised) and a fixed 135-foot span; and

24 **WHEREAS**, FHWA, NCDOT, and the NC State Historic Preservation Officer (NC SHPO) have found
25 that either action alternative being considered for the Undertaking will have an adverse effect on the Cape
26 Fear Memorial Bridge due to its removal; and

27 **WHEREAS**, FHWA, NCDOT, and the NC SHPO recognize that the Undertaking's overall adverse effect
28 on the Wilmington Historic District is dependent upon NCDOT's selection of a preferred alternative and
29 the final design of the new bridge; and

30 **WHEREAS**, the USACE's selection of the Least Environmentally Damaging Practicable Alternative
31 (LEDPA), will also shape the degree and intensity of the adverse effect; and

32 **WHEREAS**, FHWA's Large Bridge Program grant funding obligation timeline constrains the ability to
33 fully determine if the Undertaking would have adverse effects on the Wilmington Historic District, or to
34 fully avoid, minimize, or mitigate adverse effects, prior to completing the appropriate National
35 Environmental Policy Act (NEPA) of 1969, 42 U.S.C. § 4321, *et seq.* documentation and FHWA's
36 approval of the Undertaking; and

37 **WHEREAS**, nothing herein constitutes a commitment of federal grant funding for the Undertaking,
38 which requires a separate grant agreement between FHWA and NCDOT; and

1 **WHEREAS**, FHWA and NCDOT, in consultation with the NC SHPO, determined that the most effective
2 approach to consider, avoid, minimize, and/or mitigate adverse effects to the historic district and USS
3 North Carolina as a result of the Undertaking would be through a Programmatic Agreement (PA); and

4 **WHEREAS**, FHWA and NCDOT identified one federally-recognized tribe as a potential consulting
5 party: the Catawba Indian Nation, and initiated consultation with the tribe on August 30, 2023; and

6 **WHEREAS**, the Catawba Indian Nation indicated it had no immediate concerns related to the
7 Undertaking in a written response on October 3, 2023, but did ask to be notified if Native American
8 artifacts and/or human remains are located during the ground disturbance phase of the Undertaking; and

9 **WHEREAS**, FHWA and NCDOT, pursuant to 36.CFR 800.2(d) have sought and considered the views of
10 the public regarding the Undertaking following NCDOT's public involvement procedures under the
11 National Environmental Policy Act (NEPA); and

12 **WHEREAS**, NCDOT has shared information about the Undertaking via a project website and through
13 the NEPA process, including a public meeting held in conjunction with development of an Environmental
14 Assessment (EA) in September 2024; and

15 **WHEREAS**, an additional public meeting will be held when the EA is released to the public; and

16 **WHEREAS**, pursuant to 36 C.F.R. § 800.2(c), FHWA and NCDOT identified and initiated contact with
17 the following potential consulting parties during project scoping: Eagles Island Coalition Conservation
18 Planning Committee, Gullah Geechee Cultural Heritage Corridor Commission, Historic Wilmington
19 Foundation, Inc., Cape Fear River Watch, USS North Carolina Battleship Commission, the Wilmington
20 Historic Preservation Commission, and the Wilmington Metropolitan Planning Organization (MPO); and

21 **WHEREAS**, FHWA and NCDOT received affirmative responses from the following groups, who are
22 now formally recognized as consulting parties to the Undertaking: City of Wilmington's Historic
23 Preservation Commission, Historic Wilmington Foundation, and USS North Carolina Battleship
24 Commission; and

25 **WHEREAS**, although no response was received during the initial outreach during project scoping, the
26 remaining entities (Eagles Island Coalition Conservation Planning Committee, Gullah Geechee Cultural
27 Heritage Corridor Commission, Cape Fear River Watch, and the Wilmington MPO) have now been
28 invited to consult on the development of this PA in accordance with 36 CFR § 800.2 (c), along with the
29 three entities that did respond and are currently recognized as consulting parties; and

30 **WHEREAS**, Eagles Island Coalition Conservation Planning Committee, Gullah Geechee Cultural
31 Heritage Corridor Commission, Historic Wilmington Foundation, Inc., Cape Fear River Watch, USS
32 North Carolina Battleship Commission, the Wilmington Historic Preservation Commission, and the
33 Wilmington MPO, chose to participate and were invited to sign the PA as a Concurring Party; and

34 **WHEREAS**, Eagles Island Coalition Conservation Planning Committee, Gullah Geechee Cultural
35 Heritage Corridor Commission, Historic Wilmington Foundation, Inc., Cape Fear River Watch, USS
36 North Carolina Battleship Commission, the Wilmington Historic Preservation Commission, and the
37 Wilmington MPO, either did not respond or chose not to participate or to sign the PA as a Concurring
38 Party; and

39 **WHEREAS**, in accordance with 36 CFR § 800.6 (a)(1), FHWA and NCDOT have notified the Advisory
40 Council on Historic Preservation (ACHP) of its pending adverse effect finding with specified

documentation, and the ACHP has chosen to participate / not to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and

WHEREAS, due to the involvement of the USS North Carolina, which has been designated as an NHL, and in accordance with 36 CFR § 800.10, FHWA and NCDOT have notified the NPS of its pending adverse effect finding with specified documentation; and the NPS has chosen to participate / not to participate in the consultation pursuant to 36 CFR § 800.10; and

WHEREAS, FHWA and NCDOT have determined that the Undertaking will result in an overall adverse effect on historic properties. The effect of the proposed bridge replacement on the NRHP-eligible CFMB under either alternative under consideration will be adverse. The effect on the USS North Carolina is to be determined and may be dependent upon the alternative chosen. Because the CFMB is a contributing element of the NRHP-listed Wilmington Historic District, the proposed bridge replacement would be an adverse effect on the district under either alternative. However, the degree and intensity of the adverse effect will be dependent upon the project's selected alternative, as the fixed span alternative appears likely to impose a visual effect on several houses near the intersection of South 2nd Street and Queen Street that contribute to the district. In addition, the eventual alternative selection and/or decision on whether to toll the new bridge may affect traffic patterns in the district. As such, FHWA and NCDOT have agreed that development of a PA, which stipulates measures to resolve known and potential adverse effects, is the appropriate instrument for satisfying Section 106 requirements; and has developed this PA in consultation with the NC SHPO, in accordance with 36 CFR § 800.14(b)(1)(ii) when effects on historic properties cannot be fully determined prior to approval of an undertaking; and

NOW, THEREFORE, the Signatories agree that the Undertaking shall be implemented in accordance with the following stipulations to resolve adverse effects as their nature becomes known during project development, to include alternative selection in the NEPA process and LEDPA in the Section 404 permitting process.

STIPULATIONS

FHWA and NCDOT, in coordination with the other Signatories and Concurring Parties, shall ensure that the following measures are carried out:

I. General Principles

- A. FHWA and NCDOT commit to plan, design, and implement the Undertaking in accordance with the best practices and context sensitive solutions available at the time to avoid, minimize, and/or mitigate impacts to historic properties while meeting the purpose and need for the project.
- B. NCDOT, in coordination with FHWA, shall seek, discuss, and consider the views of the other Signatories and the Concurring Parties concerning design and construction options.
- C. NCDOT, in coordination with FHWA, commits to work with the Signatories and Concurring Parties to consider and develop, where reasonable, feasible, and cost effective, mitigation measures to resolve adverse effects on historic properties.

II. Roles and Responsibilities

A. FHWA (Signatory)

1. As lead federal agency, FHWA has the primary responsibility to ensure the provisions of this Agreement are carried out.
2. FHWA is responsible for all government-to-government consultation with federally-recognized Indian Tribes.

3. FHWA is responsible for all findings and determinations, including determinations of eligibility and effects of the Undertaking, as well as resolution of objections or disputes.
 4. FHWA's Preconstruction & Environment staff will be present at all scheduled meetings to discuss avoidance, minimization, and/or mitigation of effects.
- B. NCDOT (Invited Signatory)
1. NCDOT or its consultants will prepare any necessary analyses, documentation, renderings, plans, and cost estimates as required by this Agreement.
 2. NCDOT or its consultants will ensure that all work carried out pursuant to this Agreement is done by or under the direct supervision of a qualified professional in the disciplines of Archaeology, Architectural History and/or Historic Architecture, meeting relevant standards outlined in the *Secretary of the Interior's Professional Qualifications Standards*.
 3. NCDOT shall ensure that its employees, contactors, sub-contractors, laborers, and consultants are made aware that in the event of an unexpected discovery involving a previously unidentified historic property or human remains or affecting a known historic property in an unanticipated manner, the employee/contractor/consultant will comply with Stipulation VII (Inadvertent Discovery).
 5. NCDOT's Historic Architecture Group Leader will be present at all scheduled meetings to discuss avoidance, minimization, and/or mitigation of effects.
- C. NC SHPO (Signatory)
1. The NC SHPO will review, provide guidance/comments, and approve submittals as specified in this Agreement.
 2. The NC SHPO's Environmental Review Coordinator will be present at all scheduled meetings to discuss avoidance, minimization, and/or mitigation of effects.
- D. ACHP (Signatory)
1. The ACHP will participate in dispute resolution as outlined in Stipulation XI (Dispute Resolution), as well as fulfill the responsibilities outlined in Stipulation VII (Inadvertent Discovery), and Stipulation XIV (Emergency Situations), as well as any other duties as specified in this Agreement.
 2. ///add text here if ACHP wants to participate in meetings///
- E. Concurring Parties (///TBD – may include Eagles Island Coalition Conservation Planning Committee, Gullah Geechee Cultural Heritage Corridor Commission, Historic Wilmington Foundation, Inc., National Park Service, Cape Fear River Watch, USS North Carolina Battleship Commission, Wilmington MPO and the Wilmington Historic Preservation Commission – will update as we hear from each entity///)
1. The Concurring Parties will provide input and guidance regarding the development and implementation of stipulations of this Agreement.
 2. The Concurring Parties shall be invited to attend all scheduled meetings to discuss avoidance, minimization, and/or mitigation of effects; however, their participation is optional. They may also submit comments in writing in advance of scheduled meetings for the Signatory's consideration.

III. Coordination

A. Timeframes

1. All time designations are in calendar days unless otherwise stipulated. If a review period ends on a Saturday, Sunday, or Federal holiday, the review period will be extended until the next business day.

- 1 2. All review periods start on the day the documents are provided to the relevant parties,
2 which constitutes notification, unless otherwise stipulated in this Agreement.
- 3 B. Communication
- 4 1. Unless otherwise stated elsewhere in this Agreement, Signatories, Invited Signatories,
5 and Concurring Parties, where appropriate, will provide comments on the documents they
6 review to FHWA, and as set forth in this stipulation.
- 7 2. Signatories, Invited Signatories, and Concurring Parties, where appropriate, will have up
8 to thirty (30) days from the date of receipt to review and provide written comments to
9 FHWA on documents provided for their review and comment as stipulated in this
10 Agreement. This thirty- (30) day period will be shortened to seven (7) days under
11 emergency or post-review discovery conditions.
- 12 3. FHWA will send all notifications required by this Agreement by electronic mail and/or
13 other electronic means, unless a mailed notification is requested by a recipient.
- 14 4. FHWA will ensure any written comments received within the review timeframe are
15 considered and incorporated, as appropriate, into the documentation.
- 16 5. If the Signatories and Concurring Parties, where appropriate, do not submit written
17 comments to FHWA within thirty (30) days of receipt of any document, FHWA will
18 assume that the non-responding parties have no comments on the submittal and concur
19 with the relevant determination, as applicable.
- 20 6. FHWA may consider written requests to extend the thirty- (30) day review period or may
21 determine that an additional round of review of draft document is necessary. All such
22 written requests must be received in a timely manner (at least five (5) days prior to the
23 30- (thirty) day review period end date) and provide adequate justification to extend a
24 review period. FHWA will notify Signatories, Invited Signatories, and Concurring Parties
25 of FHWA's decision in writing including the newly extended review timeframes.
- 26 7. If the Signatories and Concurring Parties, where appropriate, object to or recommend
27 extensive revisions to submissions stipulated in this Agreement, FHWA will work
28 expeditiously to respond to the recommendations and resolve disputes.
- 29 8. If FHWA cannot resolve a dispute within thirty (30) days, and if further consultation is
30 deemed unproductive by any party, the parties will adhere to the dispute resolution
31 procedures detailed under Stipulation XI (Dispute Resolution).

32
33 IV. Assessment of Effects on Historic Properties

- 34 A. On August 28, 2025, FHWA and NCDOT met with NC SHPO and shared preliminary
35 opinions regarding how the Undertaking may affect three historic properties located
36 within the project APE.
- 37 1. CFMB – adverse effect under either alternative
- 38 i. While effects to other historic properties are still to be determined, the
39 CFMB will be adversely affected under either action alternative due to its
40 proposed removal.
- 41 ii. The NC SHPO expressed its agreement.
- 42 2. USS North Carolina – to be determined
- 43 i. FHWA and NCDOT shared preliminary opinions that the USS North
44 Carolina will not be affected by the alternative that includes a new vertical
45 lift bridge, as it would be similar in appearance and scale as the existing
46 CFMB.

- ii. FHWA and NCDOT shared preliminary opinions that the USS North Carolina would not be adversely affected by the alternative that includes a fixed span, as the characteristics that provide its NRHP and NHL significance will be unchanged, and the relative distance to a new fixed bridge would result in no more than a negligible change in viewshed for observers looking to and from the resource.
- iii. The NC SHPO indicated that it would discuss internally before responding with its opinion.

3. Wilmington Historic District – adverse effect, degree to be determined

- i. FHWA and NCDOT shared preliminary opinions that the Wilmington Historic District would be adversely affected under either alternative due to the removal of the existing CFMB, which is a contributing structure in the district.
- ii. Under the alternative that includes a new vertical lift bridge, it appears that there would be no additional contributing elements of the district affected.
- iii. Under the fixed bridge alternative, there may be additional adverse effects to contributing structures near the intersection of South 2nd and Queen Streets due to proximity of an on/off ramp to the new bridge. Design of the fixed bridge and/or a decision to toll the bridge may also result in changes to traffic patterns within the district that could be found to increase the degree of adverse effect as well. At this time, design is not refined to the degree necessary to have more meaningful conversations, and this PA will serve as a vehicle to facilitate future discussion of the nature of any effect and potential resulting mitigation.

- B. Effect findings for the USS North Carolina and Wilmington Historic District will be finalized under this PA as project development continues, and will subsequently inform mitigation to resolve any adverse effect caused by the Undertaking.

V. Avoidance, Minimization, and/or Mitigation of Adverse Effects on Historic Properties

- A. A summary of modifications made to preliminary design to avoid or minimize adverse effects will be documented in a written report supplied by NCDOT to the NC SHPO, and the other Concurring Parties for concurrent review and comment.
- B. Under either alternative, the CFMB will be adversely affected by its removal. Mitigation of the adverse effect on this historic property shall include the following:
 - 1. Prior to the initiation of construction, NCDOT will record the existing conditions of the CFMB in accordance with the attached Historic Structures and Landscape Recordation Plan (Appendix A). The NC SHPO will have thirty (30) days in which to comment on the adequacy of the recordation. If the NC SHPO does not respond within the allotted time, the documentation will be considered acceptable. Copies of the documentation will be deposited in the files of the North Carolina Historic Preservation Office (NC HPO) and NCDOT's Historic Architecture Group.
 - 2. The appearance of the proposed bridge, its approaches, on/off ramps, signals, lighting, any infrastructure associated with potential tolling (such as license plate readers), and associated landscaping will be coordinated with the Signatories and Concurring Parties. NCDOT will provide renderings that illustrate aesthetic choices and request comments and preferences.

- i. The design, materials, and installation of aesthetic treatments will be in keeping with NCDOT's current public art policy, as applicable.
 - ii. Choices of aesthetic treatments and landscaping will be provided to SHPO, the City of Wilmington, and the concurring parties for their review and comment prior to final approval and inclusion in the final design plans.
- C. Under the raisable bridge alternative, it is anticipated that there would be no effect on the Wilmington Historic District beyond the loss of one contributing element – the bridge itself. The following minimization and mitigation measures would be pursued by FHWA and NCDOT in consultation with the other Signatories and Concurring Parties:
 1. Modifications and/or conditions will be included in the appropriate final design and construction contracts and plans and described via annual reporting as detailed below in Stipulation IX (Reporting)
 2. Acknowledging that removal of the existing Cape Fear Memorial Bridge, a contributing element of the Wilmington Historic District, would constitute an adverse effect on the district, FHWA and NCDOT, in consultation with other Signatories, Invited Signatories, and Concurring Parties will identify methods to mitigate the adverse effects of the Undertaking on the district using aesthetic and context-sensitive design for the new bridge that shall be formalized via a mitigation plan.
 3. Upon approval of the mitigation plan, FHWA shall distribute the final mitigation plan to Signatories, Invited Signatories, and Concurring Parties.
 4. NCDOT, in coordination with FHWA, will ensure that the provisions of the final mitigation plan are included in final construction plans and implemented during construction.
 5. Should any Signatory, Invited Signatory, or Consulting Party object to the final mitigation plan, FHWA shall attempt to resolve the dispute through continued consultation. Where the objection cannot be resolved in this manner, FHWA shall resolve the dispute in accordance with Stipulation XI.
 6. The mitigation plan detailing adverse effect resolution will be compiled and supplied by NCDOT to all Signatories and Concurring Parties via annual reporting as detailed below in Stipulation IX (Reporting).
- D. Under the 135-foot fixed bridge alternative, there would likely be an adverse effect on the Wilmington Historic District near the intersection of South 2nd and Queen Streets due to proximity of an on/off ramp to the new bridge. The following minimization and mitigation measures would be pursued by FHWA and NCDOT in consultation with the other Signatories and Concurring Parties.
 7. Modifications and/or conditions will be included in the appropriate final design and construction contracts and plans and described via annual reporting as detailed below in Stipulation IX (Reporting)
 8. Acknowledging that avoidance and minimization measures are unlikely to be adequate to avoid an adverse effect on the district, FHWA and NCDOT, in consultation with other Signatories, Invited Signatories, and Concurring Parties will identify methods to mitigate the adverse effects of the Undertaking on the district using aesthetic and context-sensitive design that shall be formalized via a mitigation plan.
 9. Upon approval of the mitigation plan, FHWA shall distribute the final mitigation plan to Signatories, Invited Signatories, and Concurring Parties.

10. NCDOT, in coordination with FHWA, will ensure that the provisions of the final mitigation plan are included in final construction plans and implemented during construction.
11. Should any Signatory, Invited Signatory, or Consulting Party object to the final mitigation plan, FHWA shall attempt to resolve the dispute through continued consultation. Where the objection cannot be resolved in this manner, FHWA shall resolve the dispute in accordance with Stipulation XI.
12. The mitigation plan detailing adverse effect resolution will be compiled and supplied by NCDOT to all Signatories and Concurring Parties via annual reporting as detailed below in Stipulation IX (Reporting).
13. Vibration monitoring specification(s) will be prepared for any structures that contribute to the district that are determined to be vulnerable to vibration during construction activities. The vibration monitoring plans will be included in the construction contract and will be provided to the NC SHPO and other Concurring Parties for concurrent review and comment in accordance with Stipulation III (Coordination).
- E. Should the Undertaking, during construction and/or upon completion, result in substantial projected increases in traffic on Front Street, Third Street, and/or Fifth Avenue to the extent that FHWA finds that the severity of the overall expected adverse effect on the Wilmington Historic District is increased, minimization and mitigation measures would be pursued by FHWA and NCDOT in consultation with the other Signatories and Concurring Parties.
 1. Associated traffic management and/or aesthetic plans will developed and distributed by NCDOT to all Signatories and Concurring Parties, and subsequently incorporated into final construction plans and implemented, in the same manner as described in Stipulations V. D. 1-7 above.

VI. Changes in Undertaking Scope

- A. NCDOT will notify the other Signatories and Concurring Parties of all changes to the Undertaking's scope of work. NCDOT will submit written documentation, including plan sheets or sketches, showing the changes and a brief explanation of why the change(s) is needed.
- B. FHWA will determine if these changes are of a nature that could potentially result in changes to previous effect findings. For minor changes with no changes in the effects findings, FHWA will document the changes within its files and notify the NC SHPO and the other Concurring Parties in writing of the change.
- C. If changes to effect findings are necessary, NCDOT will prepare appropriate updates to account for the changes in effects and submit to the NC SHPO and other Concurring Parties. The NC SHPO, and the other Concurring Parties, as appropriate, will review and provide comments on the proposed changes in accordance with the timeframes and communication procedures outlined in Stipulation III.
- D. If necessary, FHWA will coordinate with Signatories to amend the PA to account for scope changes and/or attempt to resolve any disputes via continued consultation, or by the process outlined in Stipulation XI (Dispute Resolution).

VII. Unanticipated Discovery

- 1 A. In accordance with 36 C.F.R. § 800.13(b)(3), if NCDOT identifies additional cultural
2 resource(s) during construction, other than human remains, all work will be halted within
3 twenty-five (25) feet of the discovered resource(s) and FHWA will be contacted
4 immediately. FHWA will initiate the appropriate agency coordination required for a
5 determination of eligibility or recovery effort and within 48 hours will notify SHPO,
6 ACHP, and any THPOs and Indian tribe that might attach religious and cultural
7 significance to the affected property. The SHPO, ACHP, THPO, and Indian tribes shall
8 respond within 48 hours of the notification. NCDOT will take all reasonable measures to
9 avoid, minimize harm, and protect the discovery until further consultation with the SHPO
10 and any other consulting parties has concluded. If after consultation between the
11 Signatories and Consulting Parties, additional mitigation is determined necessary, the
12 NCDOT, in consultation with the Signatories and Consulting Parties, will develop and
13 implement appropriate protection/mitigation measures for the resource(s).
- 14 A. If human remains are discovered, NCDOT shall notify the local law enforcement office,
15 coroner/medical examiner, and State Archaeologist immediately in accordance with
16 North Carolina General Statue Chapter 70, Article 3, and protect the remains from any
17 harm under NCGS Chapter 65. NCDOT must also notify Signatories and Invited
18 Signatories within twenty-four (24) hours. No photographs of human remains should be
19 taken or distributed. NCDOT will require the contractor to immediately halt work within
20 a fifty (50)-foot perimeter and immediately secure and protect the human remains and
21 any associated funerary objects in place in such a way that minimizes further exposure or
22 damage to the remains from the elements, looting, and/or vandalism. Within the
23 perimeter there will be no excavation, operation of heavy machinery, or stockpiling. No
24 activity is to be resumed without authorization from either the county medical examiner
25 of the State Archaeologist in accordance with NCGS Chapter 70-29.

26 VIII. Duration

- 27 A. This Agreement will expire if its terms are not carried out within fifteen (15) years from
28 the date of its execution. Prior to such time, FHWA may consult with the other
29 Signatories and Invited Signatories to reconsider the terms of the Agreement and amend
30 it in accordance with Stipulation XII (Amendments) below.
- 31 B. Unless terminated, the Agreement will remain in full force and effect until FHWA, in
32 consultation with other Signatories and Invited Signatories, determines that construction
33 of all aspects of the Undertaking have been completed and all terms of the Agreement
34 have been fulfilled in a satisfactory manner.
- 35 C. Signatories and Invited Signatories may agree to extend the Agreement through an
36 amendment, provided the original Agreement has not expired.

37
38 IX. Reporting

- 39 A. Final Reports, Deliverables, and Documentation: NCDOT will ensure that all final
40 reports, deliverables, and documentation resulting from this Agreement are provided to
41 FHWA. FHWA will distribute to Signatories, Invited Signatories, and Concurring
42 Parties, as appropriate.
- 43 B. Following the execution of this Agreement until it expires, or is terminated, or the
44 Undertaking is completed or cancelled, NCDOT Division 3, in coordination with
45 NCDOT's Environmental Analysis Unit (EAU) shall provide to FHWA an annual
46 summary report detailing work undertaken pursuant to its terms. Such report shall include
47 overall project development and/or construction progress, status of implementation to

1 minimize adverse effects, details on vibrational monitoring, any scheduling changes
2 proposed, and any changes the NCDOT believes should be made in the implementation
3 of this Agreement.

- 4 C. FHWA will review, approve, and distribute the annual report from NCDOT to all
5 Signatories, Invited Signatories, and Concurring Parties and further supply information
6 on any disputes or objections received in FHWA's efforts to carry out the terms of this
7 Agreement.
- 8 D. The first annual report shall be distributed one year after the execution of this PA and on
9 that date annually thereafter until the terms of the PA have been satisfied, it expires, or it
10 is terminated.
- 11 E. Within thirty (30) days of receipt of the report, the Signatories, Invited Signatories, and
12 Concurring Parties may request a meeting to discuss the contents as a group. This
13 meeting may occur in person or by teleconference or as a web meeting.

14 X. Confidentiality

- 15 A. Signatories and Invited Signatories to this Agreement acknowledge that information
16 about historic properties is subject to the provisions of Section 304 of the NHPA (54
17 U.S.C. § 307103) and 36 CFR § 800.11(c), relating to the disclosure of information about
18 the location, character or ownership of an historic property, and will ensure that any
19 disclosure under this Agreement is consistent with the terms of this Agreement and with
20 Section 304 of the NHPA, 36 CFR § 800.11(c), the Freedom of Information Act (5
21 U.S.C. § 552), as amended.
- 22 B. Confidentiality regarding the specific nature and location of the archaeological sites and
23 any other cultural resources discussed in this Agreement shall be maintained to the extent
24 allowable by law. Dissemination of such information shall be limited to appropriate
25 personnel within NCDOT (including its contractors), FHWA, Concurring Parties and
26 those parties involved in planning, reviewing, and implementing this Agreement.
- 27 C. When information is provided to FHWA or NCDOT by the NC SHPO or others who
28 wish greater control over the discretionary dissemination of that information, FHWA and
29 NCDOT will make a good faith effort to do so, provided the information to be controlled
30 and the rationale for withholding is clearly identified, to the extent consistent with
31 applicable law.
32

33 XI. Dispute Resolution

- 34 A. In the event the NC SHPO, NCDOT, or a Concurring Party objects in writing to any
35 actions proposed or the manner in which the terms of this Agreement are implemented,
36 FHWA will first consult with the objecting party and then with other Signatories, Invited
37 Signatories, and Concurring Parties, as appropriate, within thirty (30) days to resolve the
38 objection. If FHWA determines that such objection cannot be resolved, FHWA will
39 proceed as set forth below.
- 40 B. Should the NC SHPO, NCDOT, or a Concurring Party object at any time to any actions
41 proposed or the manner in which the terms of this Agreement are implemented, FHWA
42 shall consult with such party to resolve the objection. If FHWA determines that such
43 objection cannot be resolved, FHWA will:
 - 44 1. Forward all documentation relevant to the dispute, including FHWA's
45 proposed resolution, to the ACHP. The ACHP shall provide FHWA with
46 its advice on the resolution of the objection within thirty (30) days of

1 receiving adequate documentation. Prior to reaching a final decision on
2 the dispute, FHWA shall prepare a written response that considers any
3 timely advice or comments regarding the dispute from the ACHP,
4 Signatories, Invited Signatories, and Concurring Parties, and provide
5 them with a copy of this written response. FEMA will then proceed
6 according to its final decision.

- 7 2. If the ACHP does not provide its advice regarding the dispute within the
8 thirty (30) day-period, FHWA may make a final decision on the dispute
9 and proceed accordingly. Prior to reaching such a final decision, FEMA
10 shall prepare a written response that considers any timely comments
11 regarding the dispute from the Signatories, Invited Signatories, and
12 Concurring Parties, and provide them and the ACHP with a copy of such
13 written response.

- 14 C. The Signatories' responsibility to carry out all other actions subject to the terms of this
15 Agreement that are not the subject of the dispute would remain unchanged.
16 D. Should disputes arise under exigent circumstances (e.g., concerns over construction
17 suspensions or delays), all parties except ACHP agree to expedite their respective
18 document review and dispute resolution obligations within seven (7) days.
19 E. In the event any member of the public raises a timely and substantive objection related to
20 historic preservation and pertaining to the manner in which the terms of this PA are
21 implemented, at any time during its implementation, FHWA will take the objection into
22 account by consulting with the objector to resolve the objection. When FHWA responds
23 to such an objection, it will notify Signatories, Invited Signatories, and Concurring
24 Parties, as appropriate, of the objection and the manner in which it was resolved.
25 Depending on the subject of the objection, FHWA may request the assistance of a
26 Signatory, Invited Signatory and/or a Consulting Party to resolve the objection. FHWA's
27 responsibility to fulfill all other parts of the Undertaking that are not the subject of the
28 dispute would remain unchanged.

29 XII. Amendments

- 30 A. This Agreement may be amended when such an amendment is agreed to in writing by all
31 Signatories and Invited Signatories. The amendment will be effective on the date a copy
32 is signed by all of the Signatories and Invited Signatories.
33 B. If any Signatory determines that an amendment to the terms of the Agreement must be
34 made, the Signatories and Invited Signatories shall consult for no more than ninety (90)
35 days to seek amendment of the PA.

36 XIII. Termination

- 37 A. The Signatories and Invited Signatories may terminate this Agreement by providing
38 thirty (30) days written notice to the other Signatories and Invited Signatories, provided
39 that the Signatories and Invited Signatories consult during this period to seek
40 amendments or other actions that would prevent termination.
41 B. If this Agreement is terminated, FHWA will comply with Section 106 through other
42 applicable means pursuant to 36 CFR Part 800. Prior to work continuing on the
43 Undertaking, FHWA must either (a) execute a Memorandum of Agreement or a new
44 Programmatic Agreement or (b) request, consider, and respond to the comments of the
45 ACHP under 36 CFR § 800.7. Upon such determination, FHWA will provide all other

1 Signatories and Invited Signatories with written notice of the termination of this
2 Agreement.

- 3 C. This Agreement may be terminated by the implementation of a subsequent Agreement
4 pursuant to 36 CFR § 800.14(b) that explicitly terminates or supersedes this Agreement,
5 or by FHWA's implementation of Alternate Procedures pursuant to 36 CFR § 800.14(a).
6 D. If any provision of the Agreement is deemed by a Federal Court to be contrary to, or in
7 violation of, any applicable existing law or regulation of the United States, only the
8 conflicted provision(s) shall be deemed null and void, and the remaining provisions of the
9 Agreement remain in effect.

10 XIV. Emergency Situations

- 11 A. Should a natural disaster or an emergency situation occur that is an imminent threat to
12 public health or safety, or creates a hazardous condition and has the potential to affect
13 historic properties, NCDOT will contact the appropriate local law enforcement, as
14 needed, and FHWA, as soon as possible. FHWA will notify Signatories, Invited
15 Signatories, and Concurring Parties within twenty-four (24) hours of the condition that
16 created the emergency, the immediate action taken in response to the emergency, the
17 expected effects to historic properties, and, where appropriate, further plans to address
18 the emergency. This will include any further proposals to avoid, minimize, or mitigate
19 potential adverse effects to historic properties. Procedures to follow in the event of a
20 natural disaster or emergency situation will be in accordance with 36 CFR § 800.12(b).
21 B. Signatories, Invited Signatories, and Concurring Parties will have seven (7) days to
22 review and comment on the plan(s) for further action. If Signatories, Invited Signatories,
23 and Concurring Parties do not object to the plan within the review period, NCDOT will
24 implement the proposed plan(s).
25 C. Where possible, NCDOT will ensure that emergency response activities allow for future
26 preservation or restoration of historic properties, consider the Secretary's *Standards for*
27 *the Treatment of Historic Properties* (36 CFR Part 68), and include on-site monitoring by
28 the appropriate qualified professional as appropriate.
29 D. Immediate rescue and salvage operations conducted to preserve life or property are
30 exempt from these and all other provisions of this Agreement in accordance with 36 CFR
31 § 800.12(d).
32

33 XV. Effective Date of This Agreement

- 34 A. This Agreement will go into effect on the date ACHP signs the document, which will be
35 the final signature among all the Signatories.

36 XVI. Execution

- 37 A. Within one (1) week of execution of this Agreement, FEMA will provide each Signatory,
38 Invited Signatory, and Consulting Party with one (1) high quality, legible, full color,
39 electronic copy of the fully-executed Agreement and all its appendices fully integrated
40 into a single document.
41 B. If the electronic copy is too large to send by electronic mail, FEMA will make copies
42 available through an online site or through another suitable electronic means.
43 C. NCDOT will also make the Agreement available to the public on its project website
44 within thirty (30) days of execution. Proprietary, sensitive, or otherwise protected
45 information, including the locations of archaeological sites, will be redacted in any
46 publicly shared information about the Agreement or its appendices.

1 **PROGRAMMATIC AGREEMENT**
2 **AMONG**
3 **THE FEDERAL HIGHWAY ADMINISTRATION,**
4 **THE NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICER,**
5 **THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,**
6 **AND**
7 **THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION,**
8 **REGARDING**
9 **THE REPLACEMENT OF THE CAPE FEAR MEMORIAL BRIDGE (BRIDGE NO. 13)**
10 **NEW HANOVER AND BRUNSWICK COUNTIES, NORTH CAROLINA**
11 **TIP PROJECT HB-0039**
12
13

14 **SIGNATORY**

15 **Advisory Council on Historic Preservation**
16
17

18 _____
19 Reid Nelson
20 Chairman
21
22

Date

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TIP PROJECT HB-0039**

INVITED SIGNATORY

North Carolina Department of Transportation

TBD

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CONCUR

Wilmington Historic Preservation Commission

Name
Title

Date

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CONCUR

Historic Wilmington Foundation

Name	Title
Dr. J. K. Smith	Professor of Mathematics
Dr. A. B. Jones	Associate Professor of Science
Dr. C. D. Lee	Assistant Professor of History
Dr. E. F. Garcia	Associate Professor of English
Dr. G. H. Kim	Assistant Professor of Economics
Dr. I. J. Patel	Associate Professor of Law
Dr. K. L. Brown	Assistant Professor of Sociology
Dr. M. N. Davis	Associate Professor of Psychology
Dr. O. P. Wilson	Assistant Professor of Political Science
Dr. Q. R. Taylor	Associate Professor of Art History
Dr. S. T. White	Assistant Professor of Music
Dr. U. V. Green	Associate Professor of Philosophy
Dr. W. X. Black	Assistant Professor of Computer Science
Dr. Y. Z. Gray	Associate Professor of Environmental Studies
Dr. A. B. Blue	Assistant Professor of International Relations
Dr. C. D. Yellow	Associate Professor of Anthropology
Dr. E. F. Purple	Assistant Professor of Linguistics
Dr. G. H. Pink	Associate Professor of Geography
Dr. I. J. Brown	Assistant Professor of Business Administration
Dr. K. L. Green	Associate Professor of Health Sciences
Dr. M. N. Blue	Assistant Professor of Education
Dr. O. P. Yellow	Associate Professor of Public Health
Dr. Q. R. Purple	Assistant Professor of Social Work
Dr. S. T. Pink	Associate Professor of Criminal Justice
Dr. U. V. Brown	Assistant Professor of Forensic Science
Dr. W. X. Green	Associate Professor of Biotechnology
Dr. Y. Z. Blue	Assistant Professor of Nanotechnology
Dr. A. B. Yellow	Associate Professor of Space Science
Dr. C. D. Purple	Assistant Professor of Oceanography
Dr. E. F. Pink	Associate Professor of Atmospheric Science
Dr. G. H. Brown	Assistant Professor of Earth Science
Dr. I. J. Green	Associate Professor of Environmental Engineering
Dr. K. L. Blue	Assistant Professor of Environmental Policy
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Dr. A. B. Pink	

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CONCUR

USS North Carolina Battleship Commission

Name	Title
Dr. John Doe	Professor of Mathematics
Dr. Jane Smith	Associate Professor of Biology
Dr. Michael Chen	Assistant Professor of Physics
Dr. Emily White	Visiting Professor of Chemistry
Dr. Robert Brown	Adjunct Professor of History

Date _____

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6 **AND**
7 **THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION,**
8 **REGARDING**
9 **THE REPLACEMENT OF THE CAPE FEAR MEMORIAL BRIDGE (BRIDGE NO. 13)**
10 **NEW HANOVER AND BRUNSWICK COUNTIES, NORTH CAROLINA**
11 **TIP PROJECT HB-0039**

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14 **CONCUR**

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16 **National Park Service**

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20 **Name**
21 **Title**
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Date

**PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICER,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
AND
THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION,
REGARDING
REPLACEMENT OF THE CAPE FEAR MEMORIAL BRIDGE (BRIDGE NO. 13)
NEW HANOVER AND BRUNSWICK COUNTIES, NORTH CAROLINA
TIP PROJECT HB-0039**

CONCUR

Eagles Island Coalition Conservation Planning Committee

Name	Title
Dr. J. K. Smith	Professor of Mathematics
Dr. A. B. Jones	Associate Professor of Science
Dr. C. D. Lee	Assistant Professor of History
Dr. E. F. Garcia	Associate Professor of English
Dr. G. H. Kim	Assistant Professor of Economics
Dr. I. J. Patel	Associate Professor of Law
Dr. K. L. Brown	Assistant Professor of Sociology
Dr. M. N. Davis	Associate Professor of Psychology
Dr. O. P. Wilson	Assistant Professor of Political Science
Dr. Q. R. Taylor	Associate Professor of Education
Dr. S. T. Moore	Assistant Professor of Business
Dr. U. V. White	Associate Professor of Art
Dr. W. X. Black	Assistant Professor of Music
Dr. Y. Z. Green	Associate Professor of Computer Science
Dr. A. B. Clark	Assistant Professor of Environmental Science
Dr. C. D. Evans	Associate Professor of Social Work
Dr. E. F. King	Assistant Professor of Health Sciences
Dr. G. H. Scott	Associate Professor of Public Health
Dr. I. J. Adams	Assistant Professor of Human Resources
Dr. K. L. Baker	Associate Professor of Management
Dr. M. N. Carter	Assistant Professor of Finance
Dr. O. P. Hall	Associate Professor of Marketing
Dr. Q. R. Young	Assistant Professor of Operations
Dr. S. T. King	Associate Professor of Logistics
Dr. U. V. Green	Assistant Professor of Supply Chain
Dr. W. X. White	Associate Professor of Procurement
Dr. Y. Z. Black	Assistant Professor of Quality Management
Dr. A. B. Brown	Associate Professor of Project Management
Dr. C. D. Green	Assistant Professor of Risk Management
Dr. E. F. White	Associate Professor of Business Development
Dr. G. H. Black	Assistant Professor of Entrepreneurship
Dr. I. J. Green	Associate Professor of Innovation
Dr. K. L. White	Assistant Professor of Research
Dr. M. N. Black	Associate Professor of Development
Dr. O. P. Green	Assistant Professor of Planning
Dr. Q. R. White	Associate Professor of Policy
Dr. S. T. Black	Assistant Professor of Evaluation
Dr. U. V. Green	Associate Professor of Monitoring
Dr. W. X. White	Assistant Professor of Reporting
Dr. Y. Z. Black	Associate Professor of Communication
Dr. A. B. Green	Assistant Professor of Outreach
Dr. C. D. White	Associate Professor of Engagement
Dr. E. F. Black	Assistant Professor of Partnership
Dr. G. H. Green	Associate Professor of Collaboration
Dr. I. J. White	Assistant Professor of Network
Dr. K. L. Black	Associate Professor of Community
Dr. M. N. Green	Assistant Professor of Stakeholder
Dr. O. P. White	Associate Professor of Interest
Dr. Q. R. Black	Assistant Professor of Group
Dr. S. T. Green	Associate Professor of Organization
Dr. U. V. White	Assistant Professor of System
Dr. W. X. Black	Associate Professor of Process
Dr. Y. Z. Green	Assistant Professor of Method
Dr. A. B. White	Associate Professor of Approach
Dr. C. D. Black	Assistant Professor of Technique
Dr. E. F. Green	Associate Professor of Strategy
Dr. G. H. White	Assistant Professor of Policy
Dr. I. J. Black	Associate Professor of Plan
Dr. K. L. Green	Assistant Professor of Program
Dr. M. N. White	Associate Professor of Project
Dr. O. P. Black	Assistant Professor of Task
Dr. Q. R. Green	Associate Professor of Role
Dr. S. T. White	Assistant Professor of Function
Dr. U. V. Black	Associate Professor of Responsibility
Dr. W. X. Green	Assistant Professor of Authority
Dr. Y. Z. White	Associate Professor of Power
Dr. A. B. Black	Assistant Professor of Influence
Dr. C. D. Green	Associate Professor of Impact
Dr. E. F. White	Assistant Professor of Effect
Dr. G. H. Black	Associate Professor of Result
Dr. I. J. Green	Assistant Professor of Outcome
Dr. K. L. White	Associate Professor of Benefit
Dr. M. N. Black	Assistant Professor of Advantage
Dr. O. P. Green	Associate Professor of Gain
Dr. Q. R. White	Assistant Professor of Profit
Dr. S. T. Black	Associate Professor of Revenue
Dr. U. V. Green	Assistant Professor of Income
Dr. W. X. White	Associate Professor of Earnings
Dr. Y. Z. Black	Assistant Professor of Salary
Dr. A. B. Green	Associate Professor of Wage
Dr. C. D. White	Assistant Professor of Pay
Dr. E. F. Black	Associate Professor of Compensation
Dr. G. H. Green	Assistant Professor of Benefit
Dr. I. J. White	Associate Professor of Perk
Dr. K. L. Black	Assistant Professor of Allowance
Dr. M. N. Green	Associate Professor of Stipend
Dr. O. P. White	Assistant Professor of Grant
Dr. Q. R. Black	Associate Professor of Scholarship
Dr. S. T. Green	Assistant Professor of Fellowship
Dr. U. V. White	Associate Professor of Award
Dr. W. X. Black	Assistant Professor of Prize
Dr. Y. Z. Green	Associate Professor of Honor
Dr. A. B. White	Assistant Professor of Recognition
Dr. C. D. Black	Associate Professor of Appreciation
Dr. E. F. Green	Assistant Professor of Acknowledgment
Dr. G. H. White	Associate Professor of Praise
Dr. I. J. Black	Assistant Professor of Compliment
Dr. K. L. Green	Associate Professor of Flattery
Dr. M. N. White	Assistant Professor of Eulogy
Dr. O. P. Black	Associate Professor of Oration
Dr. Q. R. Green	Assistant Professor of Speech
Dr. S. T. White	Associate Professor of Address
Dr. U. V. Black	Assistant Professor of Lecture
Dr. W. X. Green	Associate Professor of Presentation
Dr. Y. Z. White	Assistant Professor of Display
Dr. A. B. Black	Associate Professor of Show
Dr. C. D. Green	Assistant Professor of Exhibit
Dr. E. F. White	Associate Professor of Demonstration
Dr. G. H. Black	Assistant Professor of Illustration
Dr. I. J. Green	Associate Professor of Example
Dr. K. L. White	Assistant Professor of Model
Dr. M. N. Black	Associate Professor of Pattern
Dr. O. P. Green	Assistant Professor of Form
Dr. Q. R. White	Associate Professor of Shape
Dr. S. T. Black	Assistant Professor of Structure
Dr. U. V. Green	Associate Professor of Design
Dr. W. X. White	Assistant Professor of Style
Dr. Y. Z. Black	Associate Professor of Fashion
Dr. A. B. Green	Assistant Professor of Appearance
Dr. C. D. White	Associate Professor of Look
Dr. E. F. Black	Assistant Professor of Sight
Dr. G. H. Green	Associate Professor of Vision
Dr. I. J. White	Assistant Professor of View
Dr. K. L. Black	Associate Professor of Perspective
Dr. M. N. Green	Assistant Professor of Outlook
Dr. O. P. White	Associate Professor of Opinion
Dr. Q. R. Black	Assistant Professor of Belief
Dr. S. T. Green	Associate Professor of Faith
Dr. U. V. White	Assistant Professor of Trust
Dr. W. X. Black	Associate Professor of Confidence
Dr. Y. Z. Green	Assistant Professor of Assurance
Dr. A. B. White	Associate Professor of Security
Dr. C. D. Black	Assistant Professor of Safety
Dr. E. F. Green	Associate Professor of Protection
Dr. G. H.	

Date _____

**PROGRAMMATIC AGREEMENT
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NEW HANOVER AND BRUNSWICK COUNTIES, NORTH CAROLINA
TIP PROJECT HB-0039**

CONCUR

Cape Fear River Watch

Name	Title
Dr. John Doe	Professor of Mathematics
Dr. Jane Smith	Associate Professor of Biology
Dr. Michael Chen	Assistant Professor of Physics
Dr. Emily White	Visiting Professor of Chemistry
Dr. Robert Brown	Adjunct Professor of History
Dr. Sarah Green	Guest Professor of Economics
Dr. David Black	Senior Lecturer of English
Dr. Lisa Gold	Senior Lecturer of Sociology
Dr. James Silver	Senior Lecturer of Psychology
Dr. Karen Copper	Senior Lecturer of Political Science
Dr. Thomas Iron	Senior Lecturer of Law
Dr. Patricia Zinc	Senior Lecturer of Education
Dr. Christopher Lead	Senior Lecturer of Business
Dr. Rebecca Tin	Senior Lecturer of Art History
Dr. Benjamin Nickel	Senior Lecturer of Music
Dr. Victoria Platinum	Senior Lecturer of Theater
Dr. Daniel Silver	Senior Lecturer of Film Studies
Dr. Elizabeth Gold	Senior Lecturer of Media Studies
Dr. William Copper	Senior Lecturer of Digital Arts
Dr. Margaret Iron	Senior Lecturer of Game Design
Dr. Christopher Zinc	Senior Lecturer of Animation
Dr. Patricia Lead	Senior Lecturer of Interactive Media
Dr. Thomas Tin	Senior Lecturer of Virtual Reality
Dr. Rebecca Nickel	Senior Lecturer of Augmented Reality
Dr. Benjamin Platinum	Senior Lecturer of Mixed Reality
Dr. Victoria Silver	Senior Lecturer of Extended Reality
Dr. Daniel Gold	Senior Lecturer of Immersive Media
Dr. Elizabeth Copper	Senior Lecturer of Digital Media
Dr. William Iron	Senior Lecturer of Digital Technology
Dr. Margaret Zinc	Senior Lecturer of Digital Innovation
Dr. Christopher Lead	Senior Lecturer of Digital Research
Dr. Patricia Tin	Senior Lecturer of Digital Development
Dr. Thomas Nickel	Senior Lecturer of Digital Design
Dr. Rebecca Platinum	Senior Lecturer of Digital Production
Dr. Benjamin Silver	Senior Lecturer of Digital Distribution
Dr. Victoria Gold	Senior Lecturer of Digital Marketing
Dr. Daniel Copper	Senior Lecturer of Digital Sales
Dr. Elizabeth Iron	Senior Lecturer of Digital Support
Dr. William Zinc	Senior Lecturer of Digital Training
Dr. Margaret Lead	Senior Lecturer of Digital Consulting
Dr. Christopher Tin	Senior Lecturer of Digital Strategy
Dr. Thomas Nickel	Senior Lecturer of Digital Planning
Dr. Rebecca Platinum	Senior Lecturer of Digital Implementation
Dr. Benjamin Silver	Senior Lecturer of Digital Evaluation
Dr. Victoria Gold	Senior Lecturer of Digital Improvement
Dr. Daniel Copper	Senior Lecturer of Digital Optimization
Dr. Elizabeth Iron	Senior Lecturer of Digital Innovation
Dr. William Zinc	Senior Lecturer of Digital Research
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Dr. Margaret Lead	Senior Lecturer of Digital Sales
Dr. Christopher Tin	Senior Lecturer of Digital Support
Dr. Thomas Nickel	Senior Lecturer of

Date _____

1 **PROGRAMMATIC AGREEMENT**
2 **AMONG**
3 **THE FEDERAL HIGHWAY ADMINISTRATION,**
4 **THE NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICER,**
5 **THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,**
6 **AND**
7 **THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION,**
8 **REGARDING**
9 **THE REPLACEMENT OF THE CAPE FEAR MEMORIAL BRIDGE (BRIDGE NO. 13)**
10 **NEW HANOVER AND BRUNSWICK COUNTIES, NORTH CAROLINA**
11 **TIP PROJECT HB-0039**

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14 **CONCUR**

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16 **Gullah Geechee Cultural Heritage Corridor Commission**
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18
19
20 **Name**
21 **Title**
22

Date

**PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
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AND
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REGARDING
REPLACEMENT OF THE CAPE FEAR MEMORIAL BRIDGE (BRIDGE NO. 13)
NEW HANOVER AND BRUNSWICK COUNTIES, NORTH CAROLINA
TIP PROJECT HB-0039**

CONCUR

Wilmington Metropolitan Planning Organization

Name	Date
Title	



Advisory Council on Historic Preservation
Electronic Section 106 Documentation Submittal System (e106) Form
MS Word format

Send to: *e106@achp.gov*

Please review the instructions at www.achp.gov/e106-email-form prior to completing this form. Questions about whether to use the e106 form should be directed to the assigned ACHP staff member in the Office of Federal Agency Programs.

I. Basic information

1. Purpose of notification. Indicate whether this documentation is to:

- ☒ Notify the ACHP of a finding that an undertaking may adversely affect historic properties
- ☒ Invite the ACHP to participate in a Section 106 consultation
- ☒ Propose to develop a project Programmatic Agreement (project PA) for complex or multiple undertakings in accordance with 36 C.F.R. 800.14(b)(3)
- ☐ Supply additional documentation for a case already entered into the ACHP record system
- ☐ File an executed MOA or PA with the ACHP in accordance with 800.6(b)(iv) (where the ACHP did not participate in consultation)
- ☐ Other, please describe

2. ACHP Project Number (If the ACHP was previously notified of the undertaking and an ACHP Project Number has been provided, enter project number here and skip to Item 7 below): N/A

3. Name of federal agency (If multiple agencies, list them all and indicate whether one is the lead agency):

Federal Highway Administration (FHWA)

4. Name of undertaking/project (Include project/permit/application number if applicable):

Cape Fear Memorial Bridge Replacement Project
NCDOT Project HB-0039

5. Location of undertaking (Indicate city(s), county(s), state(s), land ownership, and whether it would occur on or affect historic properties located on tribal lands):

The undertaking is located in New Hanover and Brunswick Counties in North Carolina and involves proposed replacement of a bridge that crosses the Cape Fear River, connecting the cities of Wilmington and Leland and points beyond. It may affect historic properties that include the bridge itself, the adjacent Wilmington Historic District, and the nearby USS North Carolina, a National Historic Landmark (NHL). No tribal lands are involved in the undertaking.

6. Name and title of federal agency official and contact person for this undertaking, including email address and phone number:

Seth Wilcher, Preconstruction and Environment Specialist
Federal Highway Administration
310 New Bern Avenue
Raleigh, NC 27601
seth.wilcher@dot.gov

II. Information on the Undertaking*

7. Describe the undertaking and nature of federal involvement (if multiple federal agencies are involved, specify involvement of each):

The N.C. Department of Transportation (NCDOT) proposes replacing Bridge 13 over the Cape Fear River on US 17/US 76/US 421 in New Hanover and Brunswick counties. The existing bridge was constructed in 1969 and has been classified as functionally obsolete by the National Bridge Inventory (NBI). The proposed project is approximately 0.66 miles in length with a proposed design speed of 50 miles per hour on the bridge.

An NCDOT 2020 Feasibility Study for the project stated the bridge replacement is needed to accommodate the high growth areas of New Hanover and Brunswick Counties and truck traffic increases that support the growing population, military preparedness, and port activities in southeastern North Carolina. The corridor is a part of the Strategic Highway Network (STRAHNET) for military transportation and serves as a strategic corridor for hurricane evacuation. The 2021 annual average daily traffic (AADT) on the bridge was approximately 69,000 vehicles, including 8,280 trucks, according to the NBI. Traffic volumes are projected to increase to 94,900 by 2050, based on the 3.27% annual growth rate projected by the NBI.

The purpose of the proposed project is to replace the functionally-obsolete US 17/76/421 bridge over the Cape Fear River (Cape Fear Memorial Bridge) and to address the forecasted capacity needs of the bridge corridor. Repair and maintenance costs are expected to increase as the bridge ages and traffic increases. In 2019, approximately \$15 million was spent on a major rehabilitation for the bridge, and average annual maintenance costs were estimated at \$550,000. NCDOT recently completed a major deck rehabilitation in Spring 2024 with an estimated construction cost of \$15 million.

Two alternatives are currently under consideration for the replacement bridge. Each alternative includes the following typical section: three 12-foot lanes in each direction separated by a 22-foot median including 11-foot inside shoulders, 15-foot multi-use path on the north side of the bridge, and 12-foot outside paved shoulders.

Alternative A would consist of a movable span similar to the existing bridge, with a vertical clearance of 65-feet when closed and 135-feet when raised. Alternative B would consist of a fixed span 135-foot vertical clearance structure with trumpet interchange improvements. Each alternative would slightly modify the existing eastern loop ramps at South Front Street and tie into the current one-way pair of Wooster Street and Dawson Street in downtown Wilmington. Across the river, the bridging of Eagles Island wetlands would extend to the US 17/US 76/US 421 interchange, with possible ramp modifications.

to that interchange with Alternative B. NCDOT also considered a third alternative, which would have consisted of a fixed structure at the lowest height (between 65- and 135-feet) that could meet permit requirements set forth by the U.S. Coast Guard (USCG) and U.S. Army Corps of Engineers (USACE).

In accordance with Section 14 of the Rivers and Harbors Act of 1899, 33 U.S.C. 408 (Section 408), NCDOT coordinated with USACE and USCG in May 2025. A Navigation Impact Report was prepared for the project that detailed characteristics of waterways upstream, downstream and within the project study area, identified and interviewed users of the waterway, and discussed potential impacts and improvements to navigation at the proposed bridge site. This report was used by USCG to provide feedback on the proposed alternatives. NCDOT also initiated the USACE Section 408 consultation process to determine permissible horizontal and vertical clearances for a replacement bridge.

Based on a technical analysis and review performed by USACE, it determined that the construction of a bridge with a vertical clearance less than 135-feet would be “injurious to the purposes” of its federal project and could therefore not be permitted. The USCG bridge permit decision is informed by USACE’s determination under Section 408. In May 2025, USCG similarly issued a Preliminary Navigation Clearance Determination (PNCD) which stated that any proposed drawbridge or fixed bridge should provide at least 135-feet of vertical clearance and at least 400-feet of horizontal clearance. It stipulated that if a drawbridge is proposed, the drawbridge should provide at least 65-feet of vertical clearance in the closed position. As such, the potential third action alternative was dismissed from further consideration because it could not be successfully permitted by USCG and USACE.

FHWA is the lead federal agency for the undertaking, as the project was selected for a \$242 million grant in 2024. FHWA invited USCG and USACE to participate in this proposed project PA, but each declined.

8. Describe the Area of Potential Effects (APE):

The proposed project study area for overall compliance with the National Environmental Policy Act (NEPA) was developed in coordination with appropriate state and federal agencies and is shown in the attached Figure 1. The project study area ranges between approximately 750 - 2,700 feet wide and begins just east of Alligator Creek and extends approximately 3 miles east along US 17/76/421 to the project study area terminus near S 6th Street in downtown Wilmington. The project study area also extends along the following intersecting roads:

- Approximately 2,200 linear feet north along US 17
- Approximately 1,800 linear feet south along S Front Street
- Approximately 900 linear feet south along S 3rd Street, S 4th Street, and S 5th Avenue

In additional discussions with the North Carolina Historic Preservation Office (NC HPO), FHWA and NCDOT agreed that potential effects related to changes in viewshed, traffic, and noise may extend beyond the study area developed for NEPA purposes and would be considered, as appropriate, as the project design advances and more details are available.

9. Describe steps taken to identify historic properties:

NCDOT architectural history staff prepared an ‘Effects Required’ form for the project in August 2023. The project study area falls within the NRHP-listed Wilmington Historic District. The existing Cape Fear Memorial Bridge is a contributing resource within this district and has been recommended for individual eligibility as well. Many other structures in downtown Wilmington are also considered contributing resources. Additionally, the USS North Carolina Battleship, an NRHP-listed resource and NHL, is located approximately 0.6 miles north of the project on the west side of the Cape Fear River, within the viewshed

of the existing and proposed bridges.

NCDOT archaeology staff conducted a screening of the project on August 4, 2023 and issued a ‘No Archaeological Survey Required’ form, as a majority of the project study area has already been surveyed for other adjacent projects (terrestrial and underwater). Over forty archaeological sites have been recorded within 1/2 mile of the proposed project, most of which are elements of the Wilmington Historic Shipwreck District, which falls within the boundary for the NRHP-listed Wilmington Historic District. Notably, two shipwrecks fall within the project study area – BW1113 – Little Barge and BW1114 – Government Barge) on the west bank of the Cape Fear River north of US 421.

10. Describe the historic property (or properties) and any National Historic Landmarks within the APE (or attach documentation or provide specific link to this information):

The **Wilmington Historic District** is one of the largest and most architecturally rich NRHP districts in the United States. First listed in 1974 and significantly expanded in 2003, it encompasses roughly 1,070 acres and spans more than 230 blocks in downtown Wilmington along the Cape Fear River. The district serves as a visual timeline of Wilmington’s evolution from an 18th-century colonial port into North Carolina's largest commercial city in the late 19th and early 20th centuries.

The **Cape Fear Memorial Bridge** serves as the southern gateway to downtown Wilmington and has been determined eligible for individual listing on NRHP because of its unique engineering, historical status as a local icon, and its role as a contributing resource to the surrounding historic landscape. Completed in 1969, it is a Polygonal Warren Through Truss vertical-lift bridge. It features a 408-foot central lift span suspended between two steel towers that rise 160 feet above the river. It is the only remaining operational vertical-lift highway bridge in North Carolina and represents mid-20th-century movable bridge engineering in the state. In its resting position, the bridge sits 65 feet above the water, allowing smaller recreational boats and tugs to pass freely without disrupting vehicular traffic. For larger vessels, the center span can be lifted to a maximum vertical clearance of 135 feet.

The **USS North Carolina** is World War II battleship permanently moored across the river from downtown Wilmington and has been designated as an NHL. It serves as the state's foremost memorial to its WWII veterans. Commissioned in 1941, it was the first newly constructed American battleship to enter service during World War II. Its sleek, heavily armed design set the standard for modern fast battleships that could keep pace with rapid aircraft carrier task forces during World War II.

The **Wilmington Historic Shipwreck District** falls within the boundary of the NRHP-listed Wilmington Historic District. Additional details are withheld from the general public due to the sensitive nature of the underwater archaeological resources, but are available upon request to archaeologists meeting Secretary of Interior qualifications.

11. Describe the undertaking’s effects on historic properties:

FHWA, NCDOT, and NC HPO have conducted preliminary discussions about potential project effects to architectural resources; however, the project PA proposed in this correspondence will serve as a vehicle to further those discussions and reach an effect finding under Section 106 to include coordination with consulting parties that choose to participate in the project PA, as well as the ACHP.

With regard to archaeological resources, NCDOT archaeologists’ review of previous surveys in the APE found that there is a low probability for significant prehistoric and/or historic archaeological materials to be present within the project study area and that the study area is unlikely to contain intact and significant archaeological resources. Design plans, once available, will be provided to NCDOT archaeologists for

review to confirm its determination remains valid.

12. Explain how this undertaking would adversely affect historic properties (include information on any conditions or future actions known to date to avoid, minimize, or mitigate adverse effects):

Under either action alternative, the project would result in an adverse effect because it includes removal of the existing Cape Fear Memorial Bridge. FHWA, NCDOT, and the North Carolina SHPO have conducted preliminary discussions about other potential project effects; however, the project PA proposed in this correspondence will serve as a vehicle to further those discussions and reach a detailed effect finding under Section 106. This will allow for coordination with consulting parties that choose to participate in the project PA and recognizes that effects will be influenced by which alternative is chosen, and then further influenced by refinement of the designs for the selected alternative.

To date, NCDOT revised its initial conceptual design for the alternative that includes a 135-foot fixed structure to avoid original design elements that would have resulted in the loss of multiple structures that contribute to the Wilmington Historic District. Avoidance and minimization efforts are ongoing, and mitigation measures commensurate with effects will be developed as part of the project PA.

13. Provide copies or summaries of the views provided to date by any consulting parties, Indian tribes or Native Hawaiian organizations, or the public, including any correspondence from the SHPO and/or THPO.

Tribal coordination was initiated with the Catawba Indian Nation on August 30, 2023. A response was received on October 3, 2023, noting no immediate concerns but the Catawba should be notified if Native American artifacts and/or human remains are located during ground disturbance for the project.

Potential consulting parties were identified by NCDOT and FHWA and invited to participate in the Section 106 process via email on March 15, 2024. Those contacted included Eagles Island Coalition Conservation Planning Committee, Gullah Geechee Cultural Heritage Corridor Commission, Historic Wilmington Foundation, Inc. (HWF), National Park Service (NPS), Cape Fear River Watch, USS North Carolina Battleship Commission, City of Wilmington Historic Preservation Commission (HPC), and the Wilmington Metropolitan Planning Organization (MPO). Affirmative responses were received from HWF, City of Wilmington HPC, and USS North Carolina Battleship Commission. No other responses were received. All the parties listed above are being contacted again with an invitation to participate in the project PA now proposed for this undertaking.

III. Additional Information

14. Please indicate the status of any consultation that has occurred to date, including whether there are any unresolved concerns or issues the ACHP should know about in deciding whether to participate in consultation. Providing a list of consulting parties, including email addresses and phone numbers if known, can facilitate the ACHP's review response.

As stated previously, consulting parties were identified and contacted in 2024. In the interim, FHWA and NCDOT have had preliminary discussions with NC SHPO regarding the project and are now reaching out again to consulting parties with an invitation to participate in a project PA. The transportation agencies and SHPO worked together in late 2025 and early 2026 to develop a draft of the project PA. Consulting parties and the ACHP will now have an opportunity to review and comment on the draft and participate in the ongoing Section 106 process.

Both FHWA and the NC HPO have had ongoing, informal discussions with HWF over the last two years

to answer questions about the project and hear concerns about potential effects. HWF has shared many concerns about the project and its potential effects on historic properties. It expressed strong support for the alternative that was ultimately dismissed from consideration due to its inability to secure required permits from USCG and USACE. Of the two remaining action alternatives, it prefers a bridge replacement that would feature a raisable structure similar to the existing bridge. It opposes a new fixed span structure that it views as more impactful.

FHWA, NCDOT, and NC HPO also recently responded to comments received in early June 2026 from the City of Wilmington's planning and preservation staff to discuss the project and informed them that they could expect the draft project PA in the near future. No other discussions have occurred to date.

Contact information for confirmed and potential consulting parties is as follows:

Confirmed Consulting Parties

City of Wilmington Historic Preservation Commission (HPC)

Ben Riggle, Planning Manager, Historic Preservation
ben.riggle@wilmingtonnc.gov

Historic Wilmington Foundation, Inc. (HWF)

Carol Bullock, Executive Director
bullock@historicwilmington.org

USS North Carolina Battleship Commission

Jay Martin, Executive Director
exdir@battleshipnc.com

Potential Consulting Parties

National Park Service (NPS)

Ellen Rankin, Architectural Historian
gwilym_rankin@nps.gov

Eagles Island Coalition Conservation Planning Committee

Kristina Fischer, Chair
kristina.fischer@ncagr.gov

Gullah Geechee Cultural Heritage Corridor Commission

Djuanna Brockington, Executive Director
info@gullahgeecheecorridor.org

Cape Fear River Watch

Kemp Burdette, Executive Director
kemp@cfrw.us

Wilmington Metropolitan Planning Organization

Mike Kozlosky, Executive Director
Mike.Kozlosky@wilmingtonnc.gov

15 Does your agency have a website or website link where the interested public can find out about this project and/or provide comments? Please provide relevant links:

The project website is as follows:

<https://www.ncdot.gov/projects/cape-fear-bridge-replacement/Pages/default.aspx>

NCDOT hosted two public meetings in October 2024 to introduce the public to the undertaking and gather input on preliminary designs. An additional public meeting is expected to be held later this year in conjunction with the release of an Environmental Assessment (EA) being prepared as part of the NEPA process.

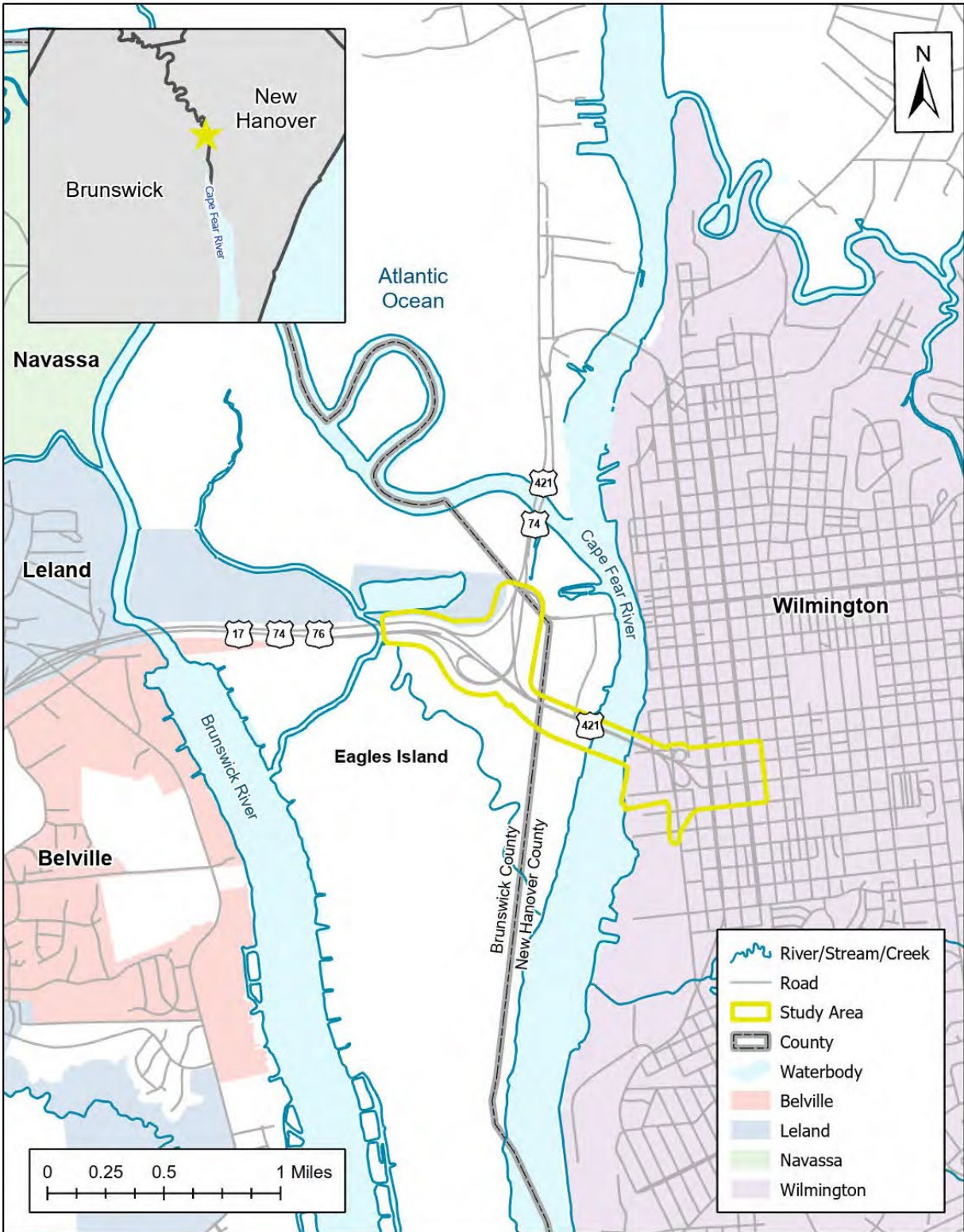
16. Is this undertaking considered a “major” or “covered” project listed on the Federal Infrastructure Projects Permitting Dashboard? If so, please provide the link:

The project is considered a ‘major’ project by FHWA, as the current costs estimates are in excess of \$1 billion. The link to the dashboard is as follows:

<https://www.permits.performance.gov/permitting-project/dot-projects/cape-fear-memorial-bridge-replacement>

The following are attached to this form (check all that apply):

- ☐ Section 106 consultation correspondence
- ☒ Maps, photographs, drawings, and/or plans
- ☐ Additional historic property information
- ☐ Consulting party list with known contact information
- ☐ Other: Click here to enter text.



VICINITY MAP

HB-0039 | BRUNSWICK & NEW HANOVER COUNTY

FIGURE 1



525 N. Fourth Street, Wilmington, NC 28401
P.O. Box 1810, Wilmington, NC 28402
O: (910) 341-3258 | F: (910) 341-7870
www.wmpo.org

MEMORANDUM

To: WMPO Board Members

From: Greer Templer, Senior Transportation Planner

Date: July 22, 2026

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

On May 28, 2026, the North Carolina Department of Transportation (NCDOT) released Prioritization 8.0 Statewide Mobility Tier project funding and quantitative scores for Aviation, Ferry, Highway, Public Transportation, and Rail projects, along with funding availability for the Regional Impact and Division Needs tiers. Quantitative scores for Bicycle and Pedestrian projects were subsequently released on June 10, 2026.

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). Additionally, approximately \$31 million is available for Division Needs Tier projects competing within NCDOT Division 3, which includes Brunswick, Duplin, New Hanover, Onslow, Pender, and Sampson counties. NCDOT has noted that these 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.

Project selection differs by tier. Statewide Mobility Tier projects are evaluated entirely through quantitative scoring and are not eligible to receive Local Input Points. 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. Division Needs Tier projects are evaluated using an equal weighting of quantitative scores and local input. As a result, projects with stronger overall scores are more competitive for programming in the MPO/State Transportation Improvement Programs.

The Local Input Point assignment period for Regional Impact Tier projects is open from June 1 through August 28, 2026. Following the Regional Impact Tier assignment period, projects are anticipated to be programmed in 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.

Wilmington Urban Area Metropolitan Planning Organization

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 assigned a score of up to 100 points, resulting in a maximum methodology score of 500 points per project. These methodology scores are used to evaluate and prioritize eligible projects for consideration of Local Input Point assignment. The methodology provides the basis for identifying projects recommended to receive up to 100 Local Input Points, while also ensuring the Regional Impact Tier assignment includes at least one project from each non-highway mode represented in the eligible project pool.

The attached draft assignment reflects the application of the approved methodology using the information currently available. Scores for the Coordination with NCDOT Division 3 criterion have not yet been incorporated, as coordination efforts with Division 3 are ongoing. Staff will continue coordinating with Division 3 over the coming weeks and will incorporate this criterion into the final scoring, which will be presented to the Board in August.

Per the adopted Local Input Point Methodology, the WMPO Board reserves the option to deviate from the local input methodology point assignment process to award points to projects of priority or importance. In these instances, justification and/or rationale shall be given at an advertised, open meeting of the WMPO Board.

Staff are recommending one deviation from the WMPO Board-approved Local Input Point Methodology. Specifically, staff recommends assigning Local Input Points to upgrade US 74/76 to interstate standards from NC 87/Maco Road to SR 1426/Mount Misery Road (H090287-AG) in lieu of the restoration of the Wallace to Castle Hayne Rail Corridor/NCDOT AC Line (R140031).

Under the adopted methodology, R140031 receives the highest methodology score for rail projects. However, the scope of R140031 encompasses upgrading rail infrastructure to support a new intercity passenger service from Wilmington to Raleigh via Goldsboro (R230522). R230522 is recommended to receive Local Input Points under the adopted methodology.

Because the scope of R140031 is included in R230522, staff recommends that the Board deviate from the adopted Local Input Point Methodology by assigning Local Input Points to H090287-AG, the next highest-scoring project under the adopted methodology, rather than R140031.

A finalized Regional Impact Tier Local Input Point recommendation will be presented to the Board in August, prior to NCDOT's August 28, 2026, submission deadline.

Prioritization 8.0 Draft Regional Impact Projects - Draft Point Assignment																				
Project Information													Local Input Criteria							
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)	Draft Point Assignment	Notes
H110987	Highway	U-5729	Regional Impact	US 421 (Carolina Beach Road)	US 421 (Burnett Boulevard)	US 117 (Shipyard Boulevard)	Upgrade roadway	11 - Access Management	\$ 46,600,000	N/A	49.22	36.49	70.31	-	100	50	100	320.31	100	
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	50	100	319.19	100	
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/Express way	\$ 55,700,000	64.91	46.63	37.14	66.62	-	100	50	100	316.62	100	
H150425	Highway	U-5729SW	Statewide Mobility	US 421 (Carolina Beach Road)	US 117 Shipyard Blvd	N/A	Construct intersection improvements	10 - Improve Intersection	\$ 25,500,000	70.16	46.14	33.49	65.91	-	100	50	100	315.91	100	
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	50	100	308.56	100	
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	-	100	50	100	308.15	100	
A150101	Aviation	AV-5795	Statewide Mobility	ILM - Wilmington International Airport: GA Apron Expansion	34.277476901379 764, - 77.910623325127 83	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	-	100	50	75	300.43	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	-	100	50	100	296.90	100	
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	-	100	50	100	294.70	100	*50% of project located in CFRPO planning area.
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	-	100	25	100	281.34	100	
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	-	100	25	100	274.29	100	
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	-	100	25	100	259.46	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	-	100	25	100	258.43		*20% of project located in WMPO planning area. **Staff recommends deviating from the adopted methodology by reassigning Local Input Points from R140031 to H090287-AG. 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. As a result, staff recommends reallocating the points assigned to R140031 to H090287-AG, the next highest-scoring project under the adopted methodology.
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	-	100	25	75	252.42	100	

Prioritization 8.0 Draft Regional Impact Projects - Draft Point Assignment																				
Project Information													Local Input Criteria							
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)	Draft Point Assignment	Notes
A150420	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Perimeter Road Improvements (Ph.1)	Various Areas, General Location: 347, 16', 21.59"N 777, 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	-	100	25	100	248.71	100	
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	25	25	237.90	100	*9% of project located in WMPO planning area.
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/Express way	\$ 375,800,000	68.47	41.77	25.65	59.67	-	50	25	100	234.67	100	*11% of project located in CFRPO planning area. **Staff recommends deviating from the adopted methodology by reassigning Local Input Points from R140031 to H090287-AG. 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. As a result, staff recommends reallocating the points assigned to R140031 to H090287-AG, the next highest-scoring project under 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	-	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	-	100	25	25	232.03		
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	-	100	25	100	229.44		
A170927	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Emergency Boat Ramp Access Launch Rwy 6	347, 15', 33.49"N 777, 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	-	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	-	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	-	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	-	100	25	50	226.19		
A231118	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Apron Maintenance	347, 16', 18.6"N 777, 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	-	100	25	25	225.83		
A231184	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Airline and Customs Apron - Joint and Pavement Repair	347, 16', 24.71"N 777, 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	-	100	25	25	224.50		

Prioritization 8.0 Draft Regional Impact Projects - Draft Point Assignment																				
Project Information													Local Input Criteria							
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)	Draft Point Assignment	Notes
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	-	100	25	25	214.51		
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	-	100	25	25	207.37		
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	-	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	-	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	-	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	-	100	25	25	200.91		
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	-	100	25	25	194.43		
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	-	50	25	50	190.04		
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 NCSPA-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	-	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	-	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	-	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	-	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	-	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	-	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/Express way	\$ 326,000,000	61.90	37.28	24.17	53.25	-	50	25	50	178.25		

Prioritization 8.0 Draft Regional Impact Projects - Draft Point Assignment																				
Project Information													Local Input Criteria							
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)	Draft Point Assignment	Notes
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	-	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 Elijah. 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	-	100	25	25	159.53		
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	-	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	-	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	25	25	128.57		
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	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	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	25	25	105.07		
F192751	Ferry		Regional Impact	Manns Harbor Shipyard	Manns Harbor Shipyard	N/A	Synchrolift Refurbishment. Includes equipment upgrades, retrofits, and dredging.	8 - Expand Facility	\$ 5,000,000	N/A	38.06	27.10	54.37	-	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	25	25	104.00		

Prioritization 8.0 Draft Regional Impact Projects - Draft Point Assignment																				
Project Information													Local Input Criteria							
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)	Draft Point Assignment	Notes
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	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	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	25	25	84.57		



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MEMORANDUM

TO: WMPO Board members

FROM: Mike Kozlosky, Executive Director

DATE: July 20, 2026

SUBJECT: WMPO Trainings Series

Through the development of the WMPO's 2026-2031 Strategic Plan and WMPO Annual survey, the Board has identified training on transportation topics and initiatives as a priority. Desired training sessions include:

- Traffic Impact Analysis (TIAs)
- Prioritization Process
- Transportation Funding
- Project Delivery and Implementation Process
- Public Outreach and Engagement
- Resiliency/Sustainability

To delivery on this priority, WMPO staff proposes to host a WMPO Board member training series. These informational sessions would be optional for Board members based on your availability. The training sessions would be offered at either 1:30 pm or 2 pm on the same day as the WMPO Board meetings.

WMPO staff requests feedback on this proposed WMPO Board member training series.



WMPO Planning and Project Updates July 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:

- A summary of the third and final round of community engagement is available on the project website.
- The project team is currently working on refining the cutsheets and cost estimates for the top 10 projects.
- The project team will work on revisions to the draft plan throughout July.
- The final Steering Committee meeting will be held at the WMPO Office on July 14.
- The final plan will be presented to the WMPO TCC and Board in August, with adoption planned 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 the planning process.
- Efforts are underway to identify and select a consultant team to support plan development.

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.
- The WMPO was awarded 60 children's bicycle helmets through NCDOT's Bicycle Helmet Initiative, after applying in February 2026. Helmets will be distributed throughout the year at WMPO outreach in conjunction with safety education from the Be A Looker campaign.
- WMPO staff have developed a series of short-form videos as part of a social media campaign highlighting the benefits of utilizing alternative transportation. The campaign aligns with Resilient Objective 1.1a of the Go Coast Short-Range TDM Plan. The videos will be published on the WMPO and Go Coast social media channels throughout July.
- WMPO staff are developing a carpooling and vanpooling toolkit that will include information about shared commuting options, guidance on establishing a carpool or vanpool, and safety considerations for participants. This initiative aligns with 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 while also making 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.

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

45 total plan reviews (40 formal; 5 informal; 0 concept)

- City of Wilmington Formal Reviews: 13
- City of Wilmington Informal Reviews: 2
- City of Wilmington Concept Reviews: 0
- City of Wilmington Full Releases: 3
- Town of Leland Formal Reviews: 12
- Town of Leland Informal Reviews: 0
- New Hanover County Formal Reviews: 6
- New Hanover County Informal Reviews: 2
- New Hanover County Sketch Plan Reviews: 0
- Pender County Formal Reviews: 9
- 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; 19 under review, 0 approved)

- New Hanover County 4 (0 new, 4 under review, 0 approved).
- City of Wilmington 5 (0 new, 5 under review, 0 approved).
- Carolina Beach 0
- Town of Belville 0
- Town of Leland 2 (0 new, 2 under review, 0 approved).
- Town of Navassa 0
- Pender County 6 (1 new, 5 under review, 0 approved).
- Brunswick County 3 (0 new, 3 under review, 0 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
- Construction completed along Market St corridor; currently waiting on final asphalt to be laid on Market St by NCDOT complete project
- Duke Power repaired and completed the utility conflict on Middle Sound Loop Rd on May 20, 2026
- Open pit trench dug, drain pipe installed, and the area was repaved on June 23-24, 2026, saving considerable time over horizontal drilling option
- Entering final stages of construction along Middle Sound Loop Rd

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.

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 submitted in EBS on June 15, 2026
- Exult Engineering Supplemental No. 2 and Estimate submitted in EBS on June 26, 2026
- Request for Construction Authorization is TBD, 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
- Four bids were received at April 23, 2026 bid opening; approved lowest bidder was identified
- County staff assembling all administrative requirements from the contractor (insurance and licenses)
- Pre-con meeting scheduled for July 9, 2026 at New Hanover County Government Center

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
- RFLOI for PE/design advertised with a submission deadline of June 10, 2026 (this project was advertised with HL-0131)
- Anticipate awarding PE/design contract in August 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.

- Agreement is in place as of January 8, 2026
- RFLOI for PE/design advertised with a submission deadline of May 29, 2026
- Interviews for PE/design firm selection expected to occur mid-July 2026

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:

- Project design has been finalized, pending final approval from NCDOT
- Awaiting a finalized agreement with NCDOT to authorize funds to begin construction.

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, with design kick-off meeting between City and RS&H staff held on January 31, 2023
- 25% plans and environmental documents approved in 2024
- Additional funds awarded through the MPO's DA program on October 30, 2024
- Design re-start meeting held on January 8, 2025
- ROW and utility coordination in progress
- Projected completion of 90% plans estimated in the early 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 sharrow improvements to Access Drive in Carolina Beach.

Project Status and Next Steps:

- 90% Plans have been uploaded to EBS
- On April 29, 2025, the Town and Kimley Horne 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
- Held a meeting with NCDOT on February 24, 2026 to discuss project progress and next steps.
- Tentative construction bid date is expected in July/August 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
- RFLOI for PE/design advertised with a submission deadline of June 10, 2026 (this project was advertised with BL-0153)
- Anticipate awarding PE/design contract in August 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:

- Awaiting finalized agreement before proceeding

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:

- Awaiting finalized agreement before proceeding

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:

- Awaiting finalized agreement before proceeding

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.

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)
- Proposals were received as part of an Invitation to Bid for the shelters and benches in Spring 2023. Tolar Shelter Manufacturing Company was selected; however, Tolar's bid submission and pricing has expired. A new Invitation to Bid for shelters to be issued Q2 FY26

- 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; fence relocations in progress
- 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
- Waterline relocation and the installation of stormwater boxes and pipes are in progress
- Installation of curb and gutter in progress
- 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:

- Currently working on the necessary documentation for construction authorization
- WMPO and the Town of Navassa met on April 30, 2026
- Per the meeting, the request for bids is tentatively scheduled for November 2026, and construction is to be in spring/summer 2027

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.
- 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 currently ongoing

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 July 2026

Wave Secures Approval of FY2027 Budget to Fund Future Enhancements

The Cape Fear Public Transportation Authority (CFPTA) Board approved Wave's FY2027 budget at its June 25, 2026 meeting which will provide \$17.4M in operating and capital funds. Special recognition goes to the City of Wilmington and New Hanover County for providing operating, local capital match and additional funding to improve on-time performance. The FY2027 funding will allow Wave to continue to move forward on a number of critically important projects including, but not limited to the following:

- A. Addressing ongoing on-time performance challenges and expanding service area coverage on Routes 105-Randall Pkwy-Medical Center, 107-College Rd, 109-College Rd-Medical Center and the UNCW Teal route.
- B. Purchasing six new CNG shuttles replacing older diesel vehicles.
- C. Completing the Wave Ops Center Emergency Generator Project
- D. Installing additional bus shelters and stop amenities
- E. Replacing CNG fuel station major components.
- F. Upgrading Wave website

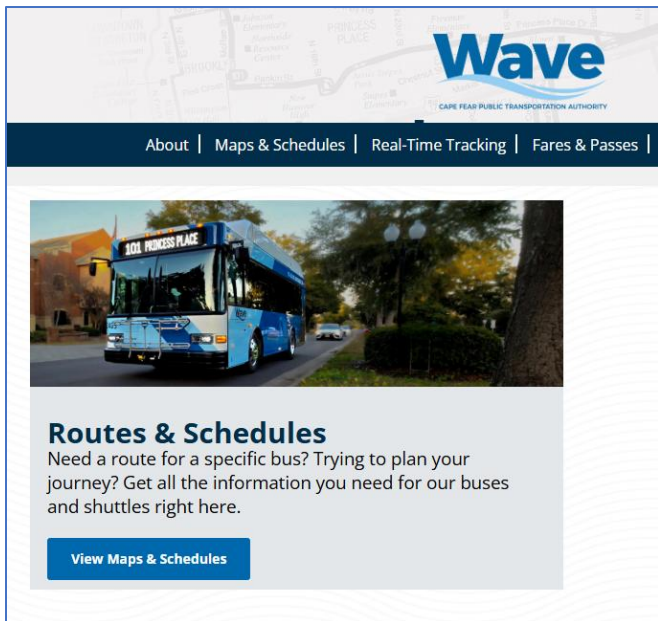
Wave Closely Monitoring 5-Year Federal Transportation Bill Reauthorization

The U.S. House Committee on Transportation and Infrastructure (T&I) passed a five-year surface transportation reauthorization bill called the BUILD America 250 Act on May 22, 2026. The existing 5-year transportation bill known as the Infrastructure Investment and Jobs Act (IIJA) expires on September 30 of this year. These 5-year bills fund roads, bridges, transit systems, rail transportation, and highway and motor carrier safety programs. David Rouzer (R-NC-07) serves as Chair of the Highways and Transit Subcommittee of the House Committee on Transportation and Infrastructure and is a key legislative leader involved with this bill that funds transportation and transit needs in Wilmington, across the state of North Carolina and beyond. Additional work is forthcoming by the U.S. Senate and House prior to the September 30 expiration date of the current bill and Wave will continue to coordinate with the North Carolina Public Transportation Association, the Bus Coalition, the American Public Transportation Association and other transit leadership associations as this process moves forward.



Wave Secures \$130,000 for Vehicle Camera Purchases & Website Redesign and Upgrade

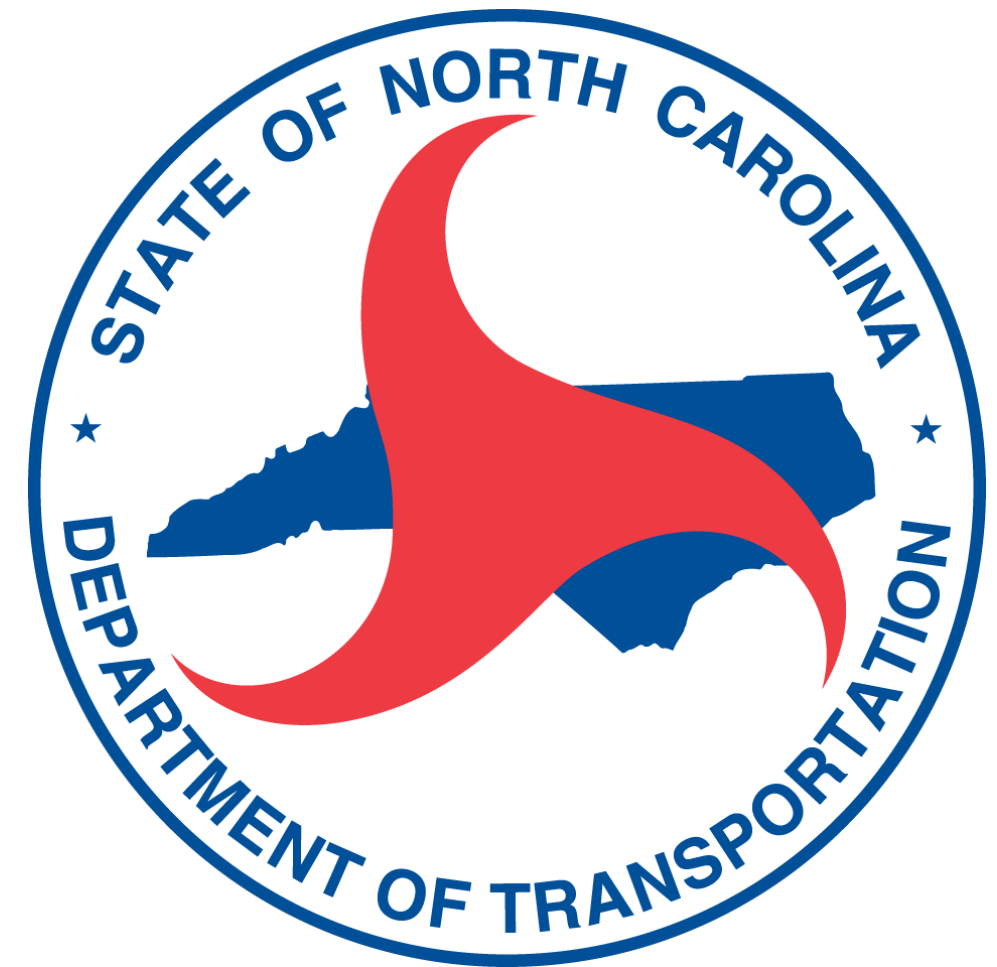
The Federal Transit Administration (FTA) recently designated \$130,000 in funds to Wave Transit to upgrade vehicle video cameras on four Wave ADA DART vehicles and to redesign and upgrade Wave's website. These funds are provided under the FTA Section 5310 Grant Program which supports programs, equipment and services for persons with disabilities and elderly persons. Video systems are critically important in training and investigating incidents, assessing liability and responding appropriately. Video footage helps resolve a significant percentage of liability cases without further investigation. In regard to the Wave website, it is currently functional, but is quite dated so a complete overhaul and redesign is scheduled to improve public and customer interfaces and make the site more accessible to everyone.



Ridership

For June 2026, fixed-route service recorded 56,859 passenger trips, a 26.0% increase over the 45,142 trips recorded in June 2025. RideMICRO provided 3,490 trips in June 2026, representing a 97.4% increase over the 1,768 trips recorded in June 2025. Please note that the June 2026 fixed-route ridership figures are preliminary and may be subject to minor revisions as the data validation process is completed.

Division 3 Project Update JULY 2026



WILMINGTON URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

WMPO JULY 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
Eric Murray	Division POC Let (DPOC)	BP3-R004	BRIDGE 181 OVER STURGEON CREEK ON SR 1437 (OLD FAYETTEVILLE ROAD).	BRUNSWICK	2027.05.20

WMPO JULY PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
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
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
Nate Tew	Division Design Raleigh Let (DDRL)	I-6037	I-140 NEWHANOVER 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

WMPO JULY PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
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
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

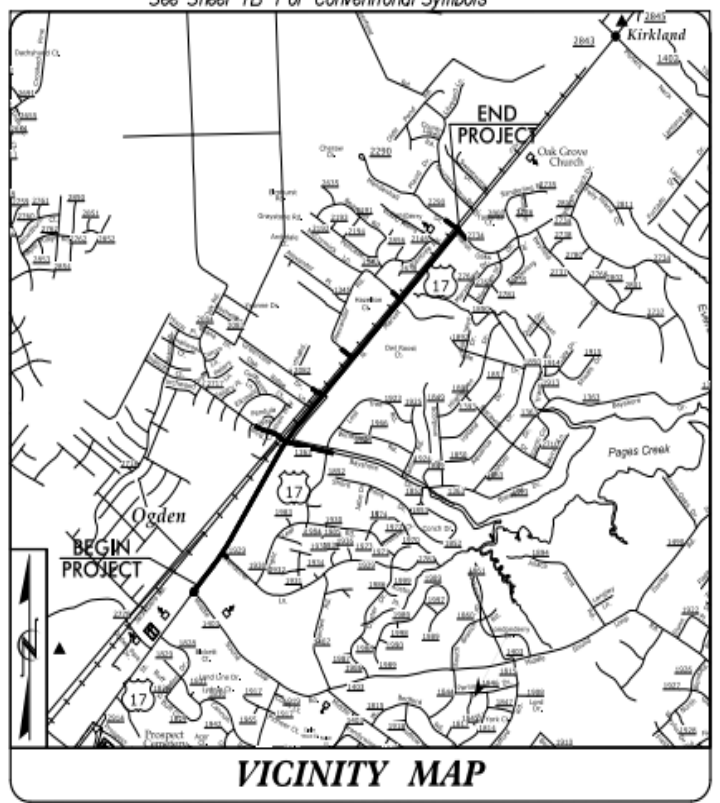
WMPO JULY PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
Brian Harding	Division Design Raleigh Let (DDRL)	U-5734	US 421 (SOUTH FRONT STREET) FROM US 17 BUSINESS/US 76/US 421 (CAPE FEAR MEMORIAL BRIDGE) TO US 421 (BURNETT BOULEVARD) WIDEN TO MULTI-LANES.	NEW HANOVER	2029.06.19
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%

09/08/19 CONTRACT: C204319

TIP PROJECT: U-4902D

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



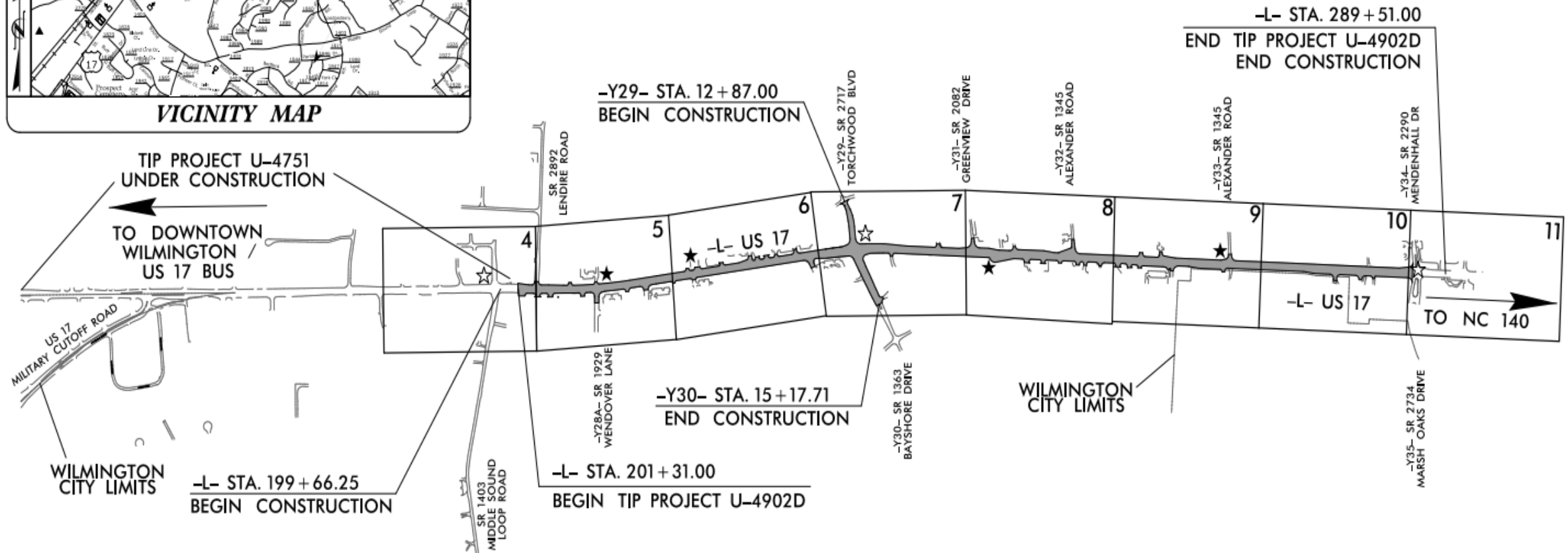
VICINITY MAP

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
NEW HANOVER COUNTY

LOCATION: US 17 (MARKET STREET) FROM
SR 1403 (MIDDLE SOUND LOOP ROAD)
TO SR 2290 (MENDENHALL DRIVE)
SR 2734 (MARSH OAKS DRIVE)

TYPE OF WORK: GRADING, PAVING, DRAINAGE, SIGNALS,
AND RETAINING WALL

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-4902D	1	
STATE PROJ. NO.	P.A. PROJ. NO.	DESCRIPTION	
40238.1.4		P.E.	
40238.2.4		R/W/UTIL	
40238.3.5		CONST	



NTS

☆

EXISTING SIGNAL

★

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 2018 = 52,130
ADT 2038 = 65,390
K = 11 %
D = 55 %
T = 6 % *
V = 50 MPH
* TTST = 2% DUAL 4%
FUNC CLASS =
PRINCIPAL ARTERIAL
STATEWIDE TIER

PROJECT LENGTH

LENGTH OF ROADWAY T.I.P. PROJECT U-4902D = 1.670 MILES

TOTAL LENGTH OF T.I.P. PROJECT U-4902D = 1.670 MILES

LENGTH BASED ON -L- CENTERLINE

PREPARED IN THE OFFICE OF

HNTB

FOR DIVISION OF HIGHWAYS

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
JANUARY 30, 2017

LETTING DATE:
FEBRUARY 19, 2019

DOUGLAS M. WHEATLEY, PE
PROJECT ENGINEER

ROY TELLIER, PE
PROJECT DESIGN ENGINEER

KRISTA KIMMEL, PE
NCDOT CONTACT

HYDRAULICS ENGINEER

James A. Byrd
1/7/2019

ROADWAY DESIGN ENGINEER

Ray Tellier
1/4/2019

Seal of the State of North Carolina

Project Details:

Work Begin: 04/2019

Est. Completion: 11/2022

Rev. Completion: 06/2026*

Contractor: Sealand Contractors

NCDOT Contact: Joshua Pratt

Contract: \$24,654,091

Project Comments:

U-4902D

US 17 (MARKET STREET)

FROM SR 1403 TO SR 2734
IN WILMINGTON.

**CONSTRUCTION
PROGRESS**

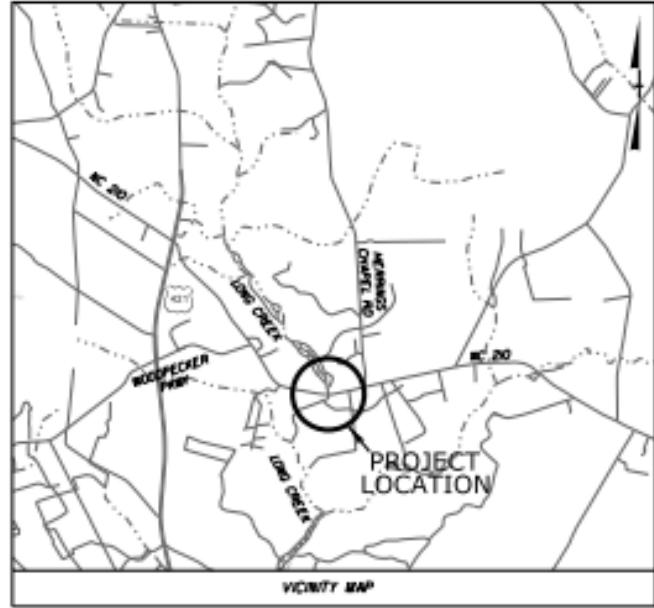
94%

07/2026

114

TIP PROJECT: B-5156

CONTRACT: C204724

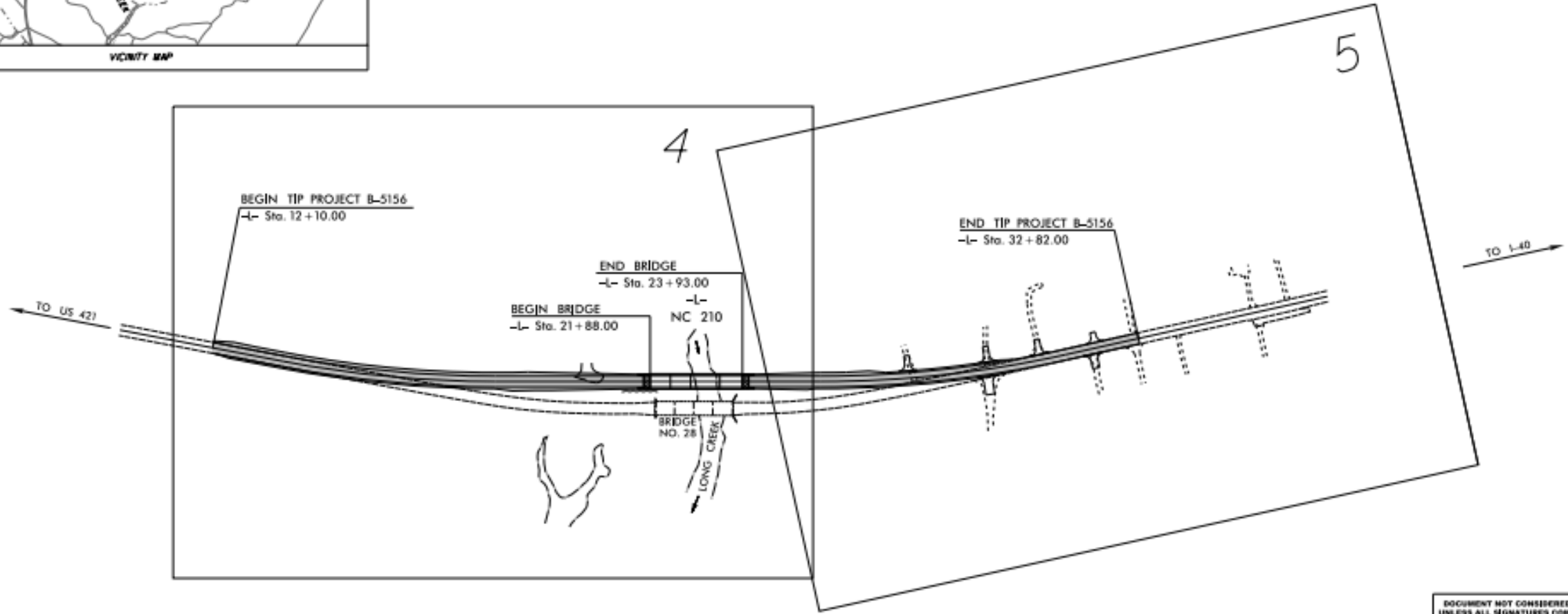


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
PENDER COUNTY

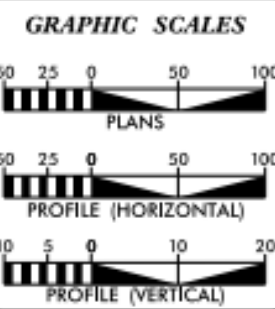
STATE	PROJECT NUMBER	PROJECT TYPE	PROJECT YEAR
N.C.	B-5156	1	2024
DATE	REVISION	DESCRIPTION	BY
4/23/21	1.2	P.E.	
4/23/21	2.1	RIGHT OF WAY	
4/23/21	2.1	UTILITIES	
4/23/21	3.1	CONSTRUCTION	

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
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

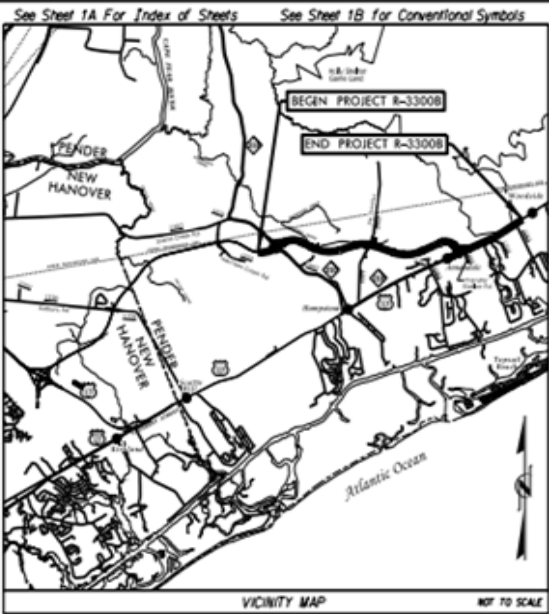
NC-210

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%



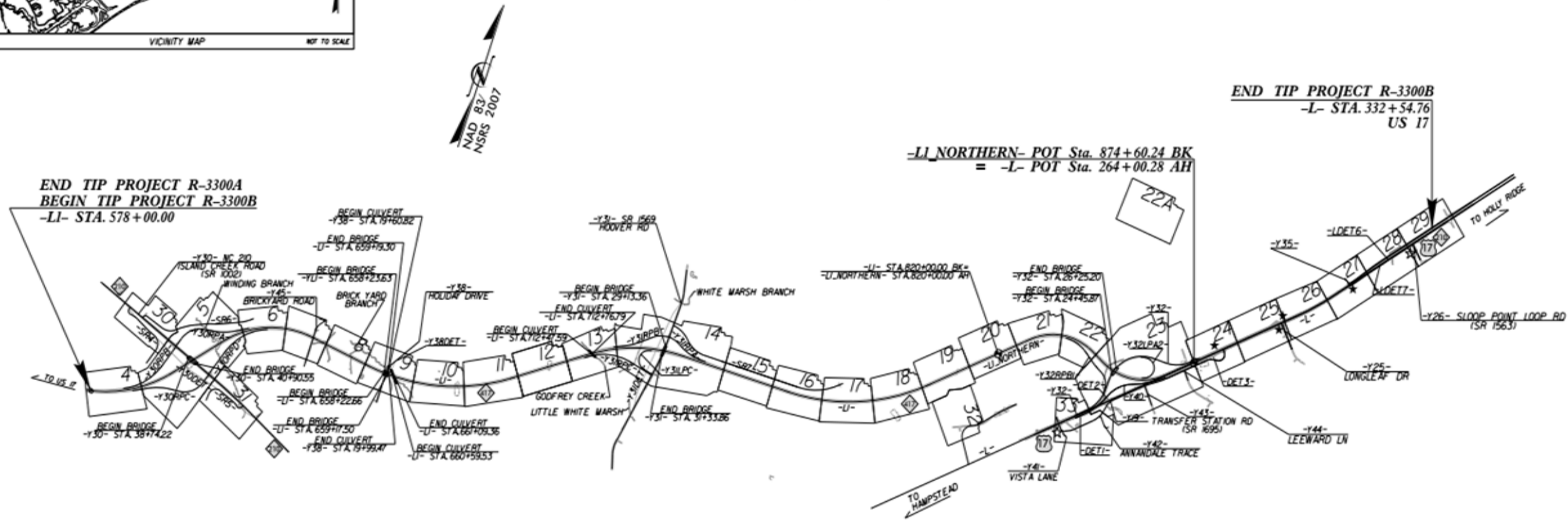
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

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

Seal: John G. Dillen, P.E., 12/22/2022
Seal: Steve Bender, P.E., 12/22/2022

ROADWAY DESIGN ENGINEER

Seal: Mike Lindgren, P.E., 12/22/2022



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)

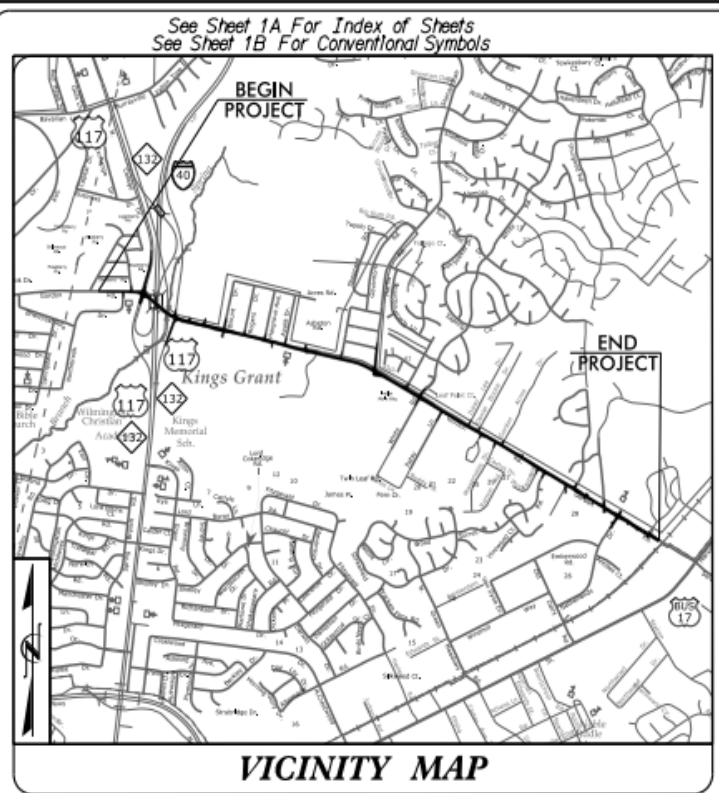
**CONSTRUCTION
PROGRESS**

71%

07/2026 116

TIP PROJECT: U-6202

CONTRACT: C204942



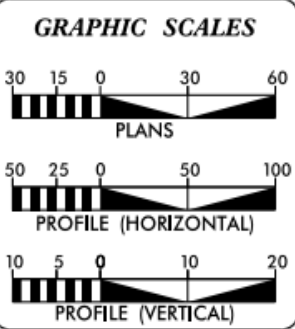
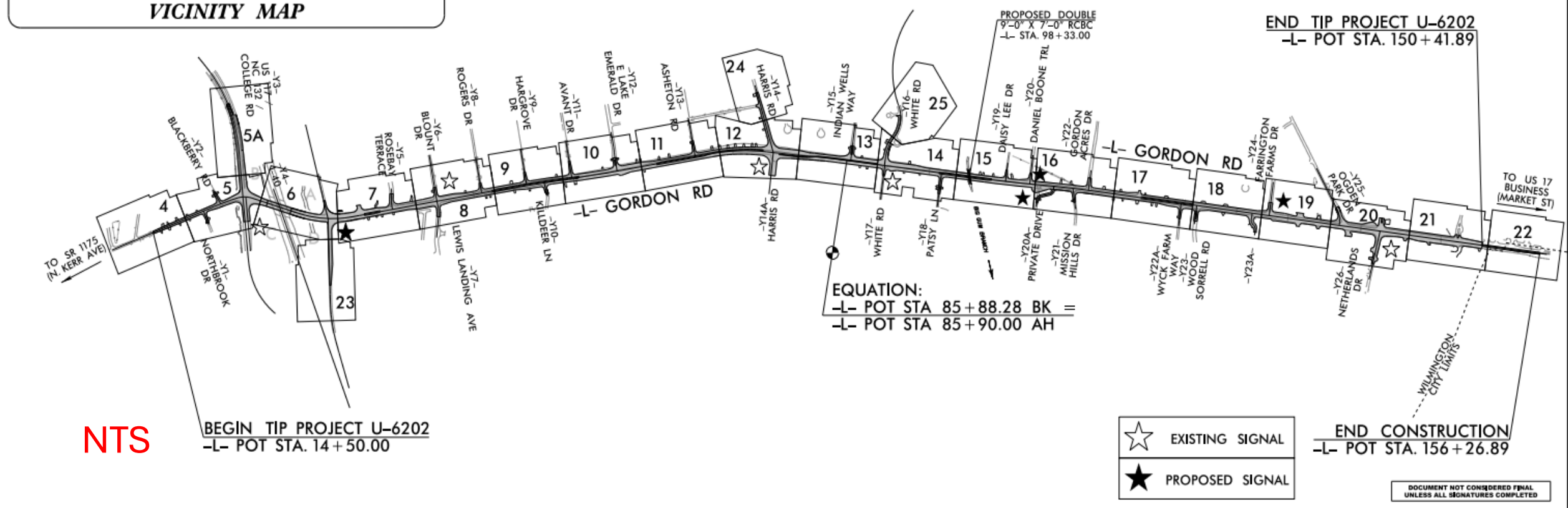
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

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:
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**

23%

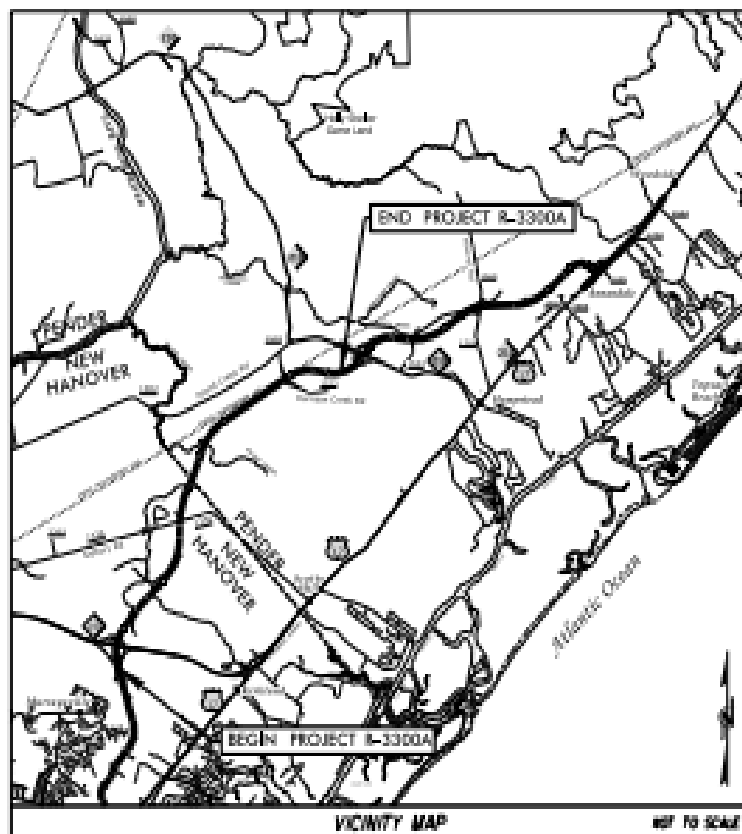
07/2026

117

TIP PROJECT: R-3300A

CONTRACT: C205072

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

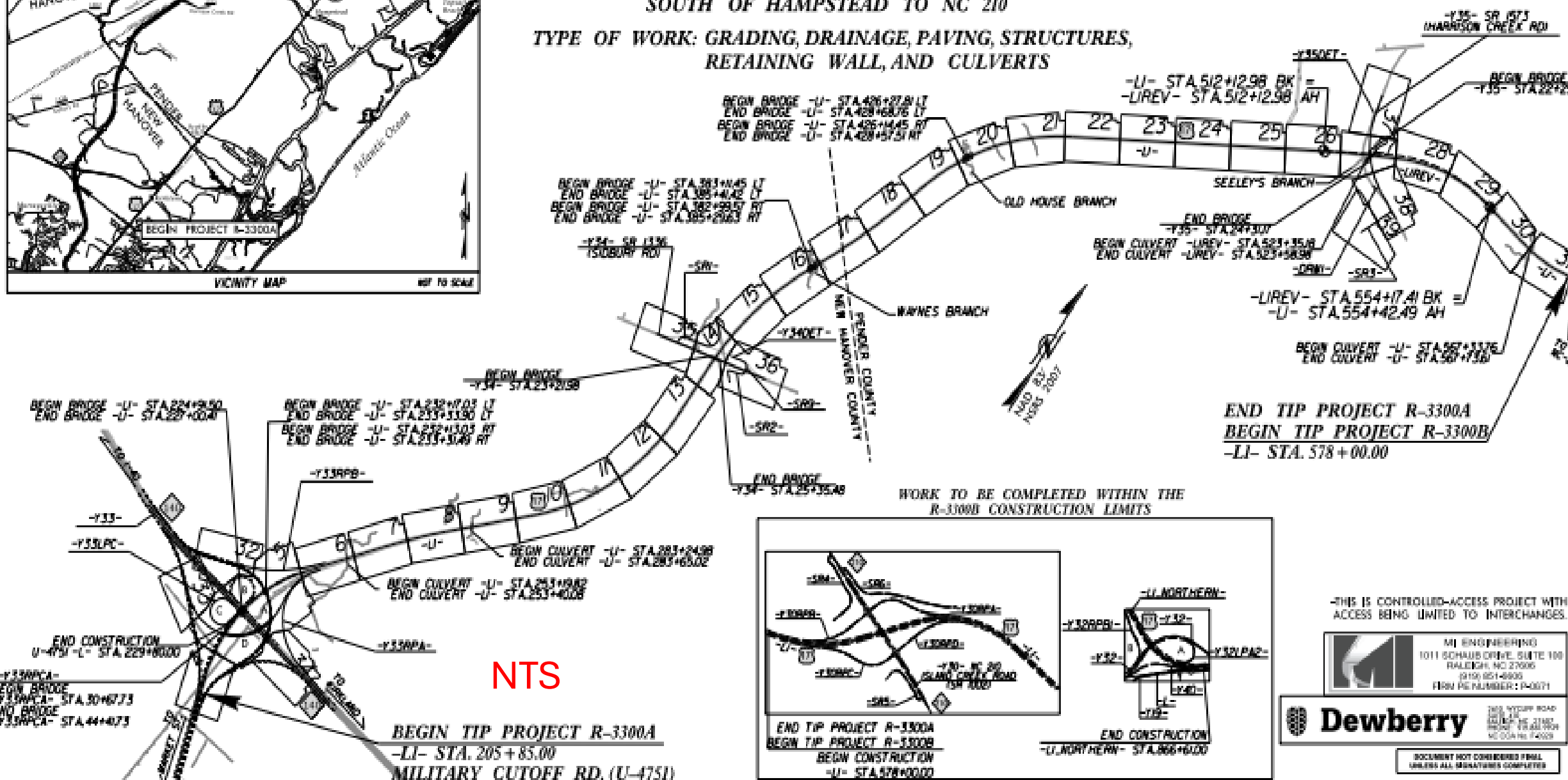


STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS NEW HANOVER & PENDER COUNTIES

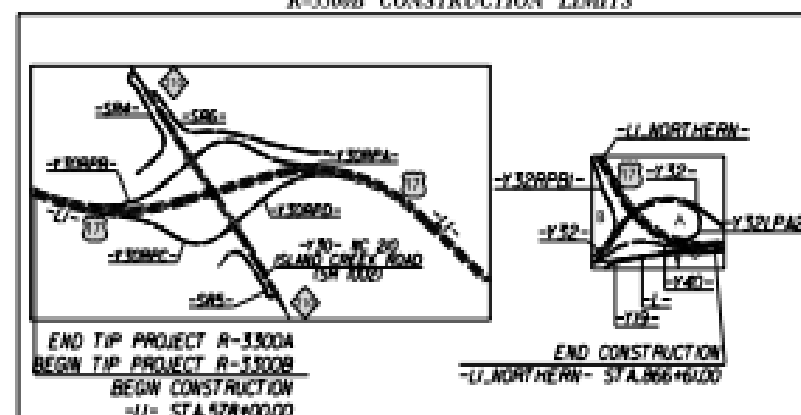
LOCATION: US 17 HAMPSTEAD BYPASS FROM US 17 BYPASS
SOUTH OF HAMPSTEAD TO NC 210

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

DATE	STATE PROJECT APPROVAL 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



NTS



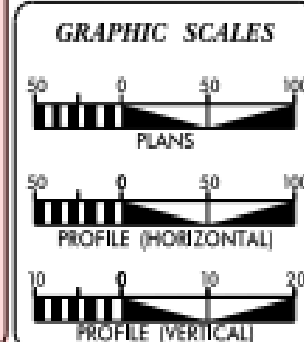
THIS IS CONTROLLED-ACCESS PROJECT WITH
ACCESS BEING LIMITED TO INTERCHANGES.

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
NC CEA No. 14008

DOCUMENT NOT CONSIDERED FINAL
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

PREPARED BY THE OFFICE OF
STANDARD CONSULTING
101 East Franklin Road | Suite 100 | Raleigh, NC 27603
(919) 851-4500 | Fax: (919) 851-4501 | www.standardsc.com
License No. 14-0071

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

HYDRAULICS ENGINEERS

101 East Franklin Road | Suite 100 | Raleigh, NC 27603
(919) 851-4500 | Fax: (919) 851-4501 | www.standardsc.com
License No. 14-0071

ROADWAY DESIGN
ENGINEER

101 East Franklin Road | Suite 100 | Raleigh, NC 27603
(919) 851-4500 | Fax: (919) 851-4501 | www.standardsc.com
License No. 14-0071



CONSTRUCTION
PROGRESS
22%

07/2026

CONTRACT: DC00505

Wilmington, DE

END PROJECT

BEGIN PROJECT

SILVER LAKE

DELAWARE RIVER

VICINITY MAP

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

100% PLANS

NAO 83 NA 200

NC 200

NAO 83 NA 200

Work Begin: 6/2026

Completion: 4/2028

Contractor: CHATHAM
CIVIL

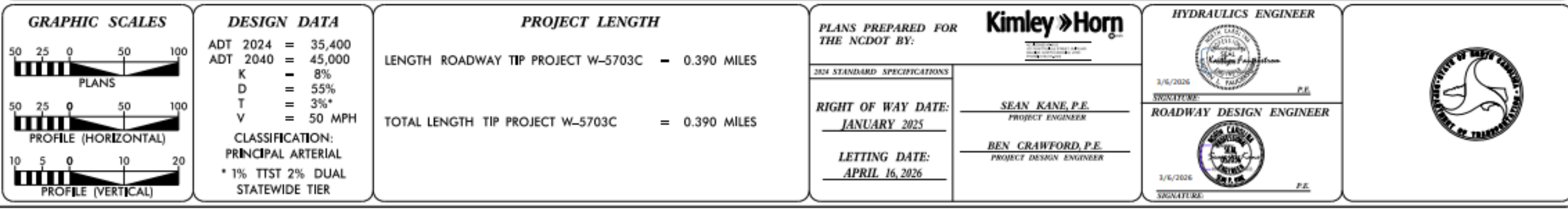
NCDOT Contact: Joshua
Pratt

Contract Amount:
\$4,438,659.05

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

Pedestrian Safety Improvements

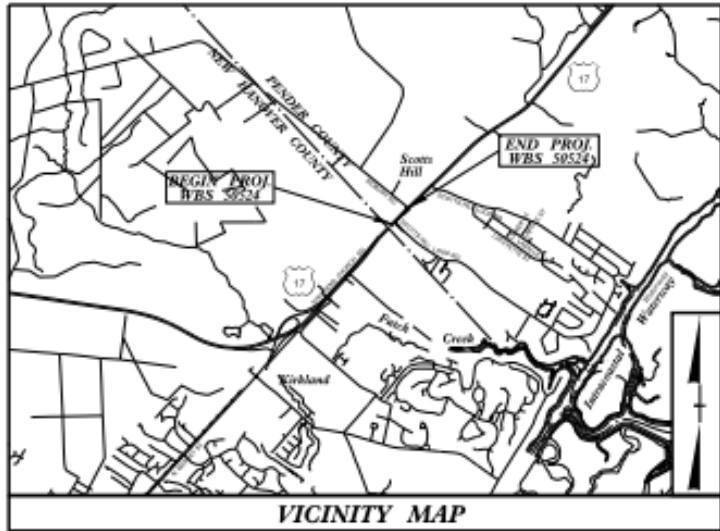
THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF THE CITY OF WILMINGTON
NCDOT CONTACT: BRIAN HARDING, PE
DIVISION 3, DIVISION PROJECT MANAGER
(910) 341-2000



**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	BUDGET	
WBS 48864	N/A	PEROW/CONSTR.	
WBS 50524	N/A	PEROW/CONSTR.	



Project Details:

Work Begin: 5/2026

Completion: 12/2027

Contractor: King Asphalt, Inc

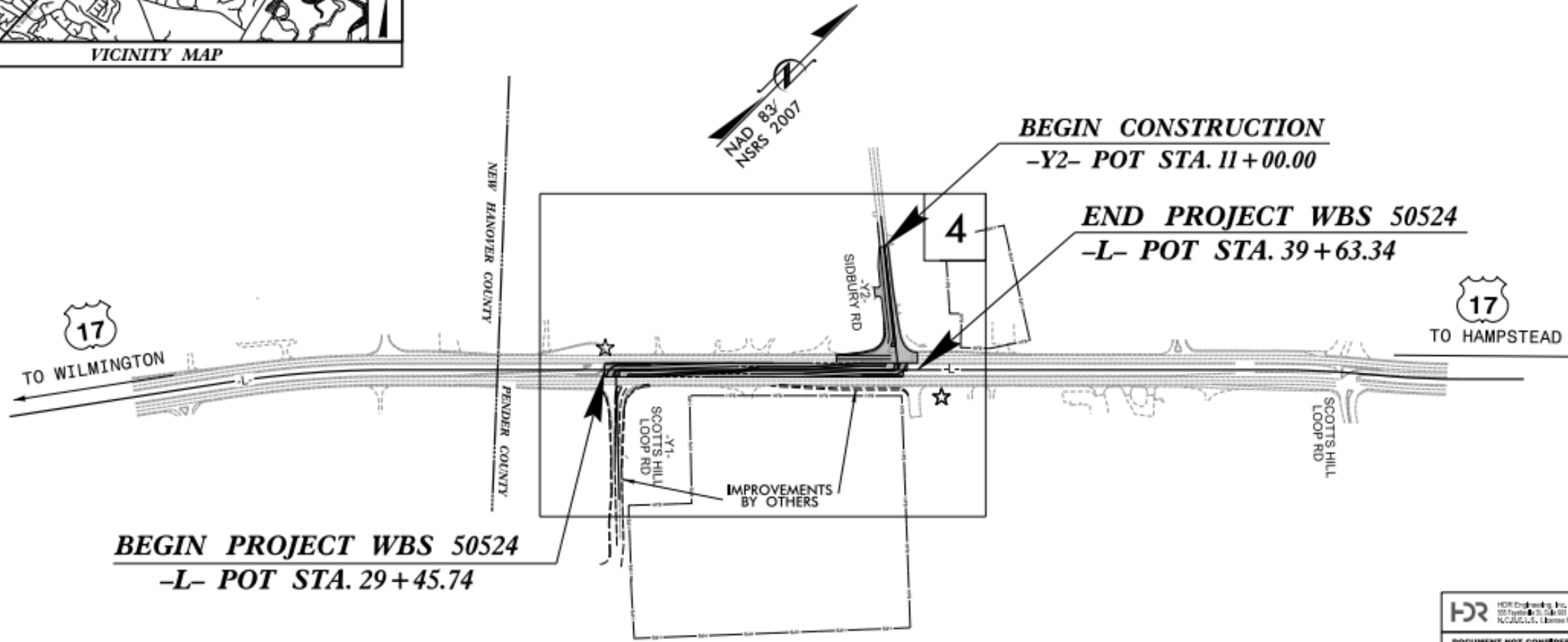
NCDOT Contact: Nate Tew

Contract: Unknown as of 7/26

Project Comments:

N/A

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



NTS

HDR HDR Engineering, Inc. of the Carolinas
105 Fayetteville Rd., Suite 100, Fayetteville, NC 28401
N.C. License Number: F-01116

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

★ MODIFIED SIGNAL

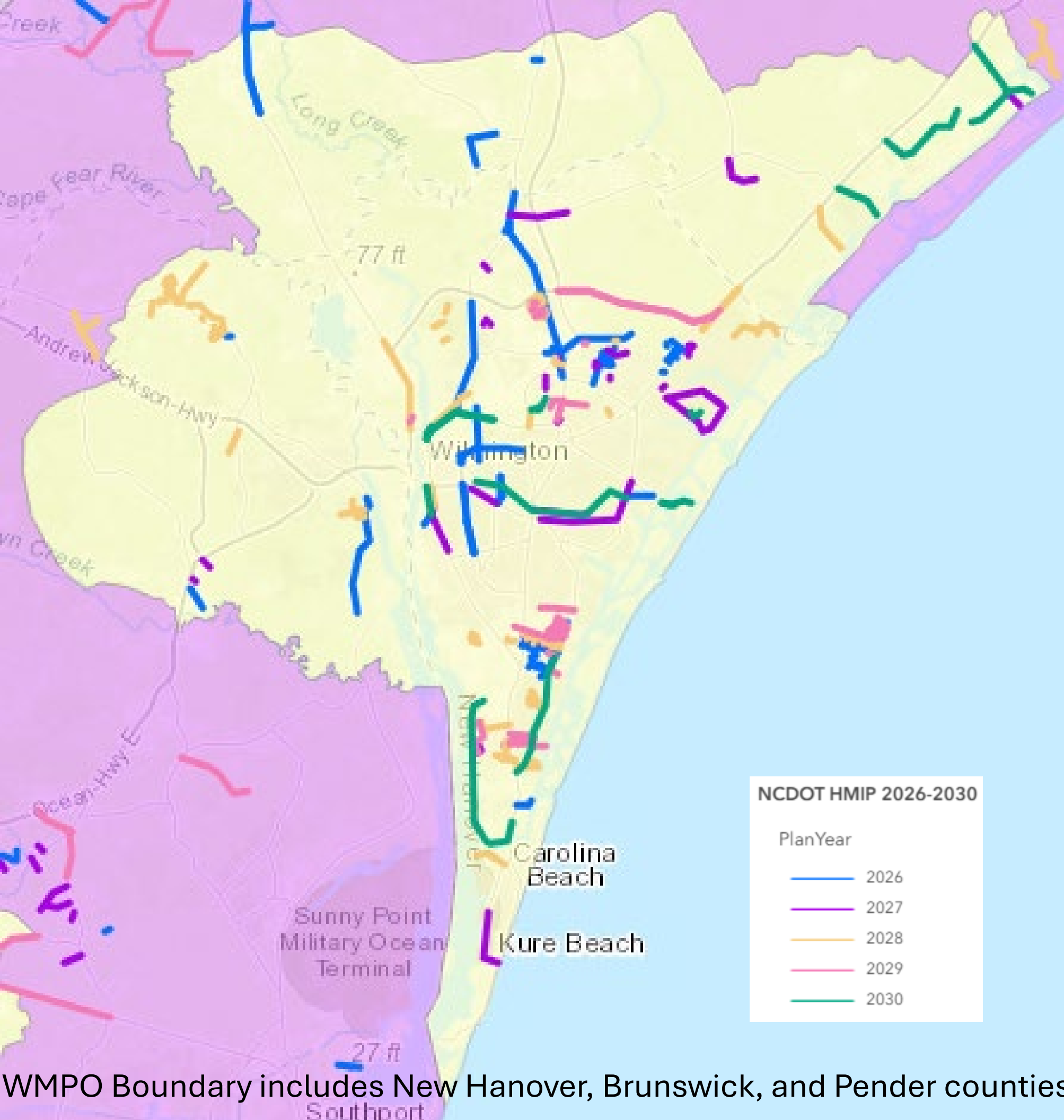
GRAPHIC SCALES 50 25 0 50 100 PLANS 50 25 0 50 100 PROFILE (HORIZONTAL) 10 5 0 10 20 PROFILE (VERTICAL)	DESIGN DATA ADT 2020 = 39,500 ADT = K = D = T = V = 60 MPH * TTST = FUNC CLASS = PRINCIPAL ARTERIAL REGIONAL TIER	PROJECT LENGTH LENGTH ROADWAY PROJECT WBS 50524 = 0.193 miles TOTAL LENGTH PROJECT WBS 50524 = 0.193 miles	Prepared for the Office of: HIGHWAY DIVISION 3 5581 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	
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CONSTRUCTION PROGRESS

0%

07/2026 120

WMPO JULY RESURFACING/PRESERVATION PROJECTS					
Contract Number	Contract Year	County	Routes	*Estimated Completion (year.month.date)	Percent Complete
DC00464	2024	NEW HANOVER, PENDER	NC 210 AND 5 SECONDARY ROUTES	2026.05.29	94.89%
C205101	2025	PENDER	RRESURFACING AND PRESERVATION ALONG VARIOUS ROUTES	2026.12.15	92.24%
DC00492	2024	NEW HANOVER	RESURFACING AND PRESERVATION ALONG VARIOUS ROUTES	2027.07.16	28.85%



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

JULY NCDOT Resource Feature

P8

NCDOT • STRATEGIC PRIORITIZATION

NCDOT P8 Prioritization Map

2.1k projects

588 priority votes

40 comments

How this works

Search by SPOT ID, route, or location...

Kenansville

Greeneville

Chinquapin

Greeneville

Wallace

Willard

Maple Hill

Angola

Cypress Creek

Beula

Potters Hill

Gum Branch

Half Moon WESTGATE

Pumpkin Center

Jacksonville

Piney Green

Hubert

Bear Creek

Willis Landing

Camp Lejeune

Swansboro

Peletier

THE POINT

Stella

Maysville

LEGEND

Hide

Select a mode to show or hide it on the map.

Highway

978

Bicycle & Pedestrian

520

Rail

218

Aviation

209

Public Transit

141

GET STARTED

Pick a project on the map

This map shows the projects evaluated in NCDOT Prioritization 8.0 (P8) for the draft 2028-2037 STIP. Colored lines and points represent individual projects. Click any project to see its details and P8 scores and tell us whether it should be a priority for funding.

For the full list of projects and their P8 scores, [open the P8 project scores spreadsheet](#).

1

Click a colored line or point — each one is a project under consideration.

2

Tell us: *Should this project be a priority?*

3

Add a comment so planners understand your view.

Your feedback is recorded against the specific project, so it travels with that project through the program.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

July 2026

Cambell Pfister
Regional Planner- Coastal Plains
Integrated Mobility Division
1550 Mail Service Center
Raleigh, NC 27601

July 2026 IMD UPDATES Wilmington MPO

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.

Statewide Active Transportation Plan: The plan has kicked off and is in the process of finalizing the scope and establishing a committee with an anticipated completion in summer 2027.

ConCPT Grant Awardees: The ConCPT Grant funded a total of 13 projects in an effort to support the transit agency in coordinating trips between different transit agencies for regional connection. The total amount of state funding approved in June was ~\$5.7 million. 5 additional applications are currently being scored and pending approval.

UNCW Multimodal Study: The plan is underway. A steering committee meeting was recently held with the WMPO, Division 3, the City of Wilmington, and Brunswick County.

Sincerely,

Cambell Pfister
Regional Planner- Coastal Plains
Integrated Mobility Division

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
INTEGRATED MOBILITY DIVISION
1550 MAIL SERVICE CENTER
RALEIGH, NORTH CAROLINA 27699

Telephone:
919-707-2600
Customer Service: 1-877-368-4968

Website: ncdot.gov

Location:
1 SOUTH WILMINGTON STREET
RALEIGH, NORTH CAROLINA 27601



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

July 2026

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

JULY TPD UPDATES WILMINGTON MPO

JULY 2026

PENDER COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP): The Pender County CTP is under study. The TPD engineers have put the report together for production and the appendix is ready in draft format. After the report comes back from the vendor, the CTP will go through internal management and CTP steering committee review.

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](#).

Click on links below to learn more:

- NCDOT home page—[ncdot.gov](https://www.ncdot.gov)
- Real-Time Traffic—[DriveNC.gov](https://www.drive.nc.gov) | [North Carolina Traffic & Travel Information](#)
- Report a pothole—[NCDOT Contact Us Form](#)
- NCDOT: State Transportation Improvement Program—[ncdot.gov/sti](https://www.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](#)

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](https://www.ncdot.gov)

Location:
1554 MAIL SERVICE CENTER
RALEIGH, NC 27699

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)