



**WILMINGTON URBAN AREA
METROPOLITAN PLANNING ORGANIZATION**
Information Manual

Table of Contents

	PAGES
Introduction	2-11
Mission and Vision Statements	12
Core Values.....	13
Memorandum of Understanding.....	14-26
MPO Board Bylaws	27-30
MPO Board Rules of Procedure.....	31-45
MPO Board Remote Participation Policy and Procedure.....	46-48
MPO Board Closed Session Policy	49-51
MPO Board Conflict of Interest Policy	52-53
MPO Public Participation Plan	54-70
FY 26 Unified Planning Work Program (UPWP).....	71-108
2022-2026 Strategic Plan.....	109-117
Metropolitan Transportation Plan:	
Cape Fear Navigating Change 2050	118-260
STI Session Law (HB 817)	261-289
MPO Adopted Local Input Methodology – Prioritization.....	290-304
State/MPO Transportation Improvement Program	
(STIP/MTIP) 2026-2035	304-346
NCDOT’s Alternative Selection Process.....	347-360
State Ethics Forms and Information	361-379
Transportation Acronyms	380-381
2026 MPO Board Meeting Schedule	382



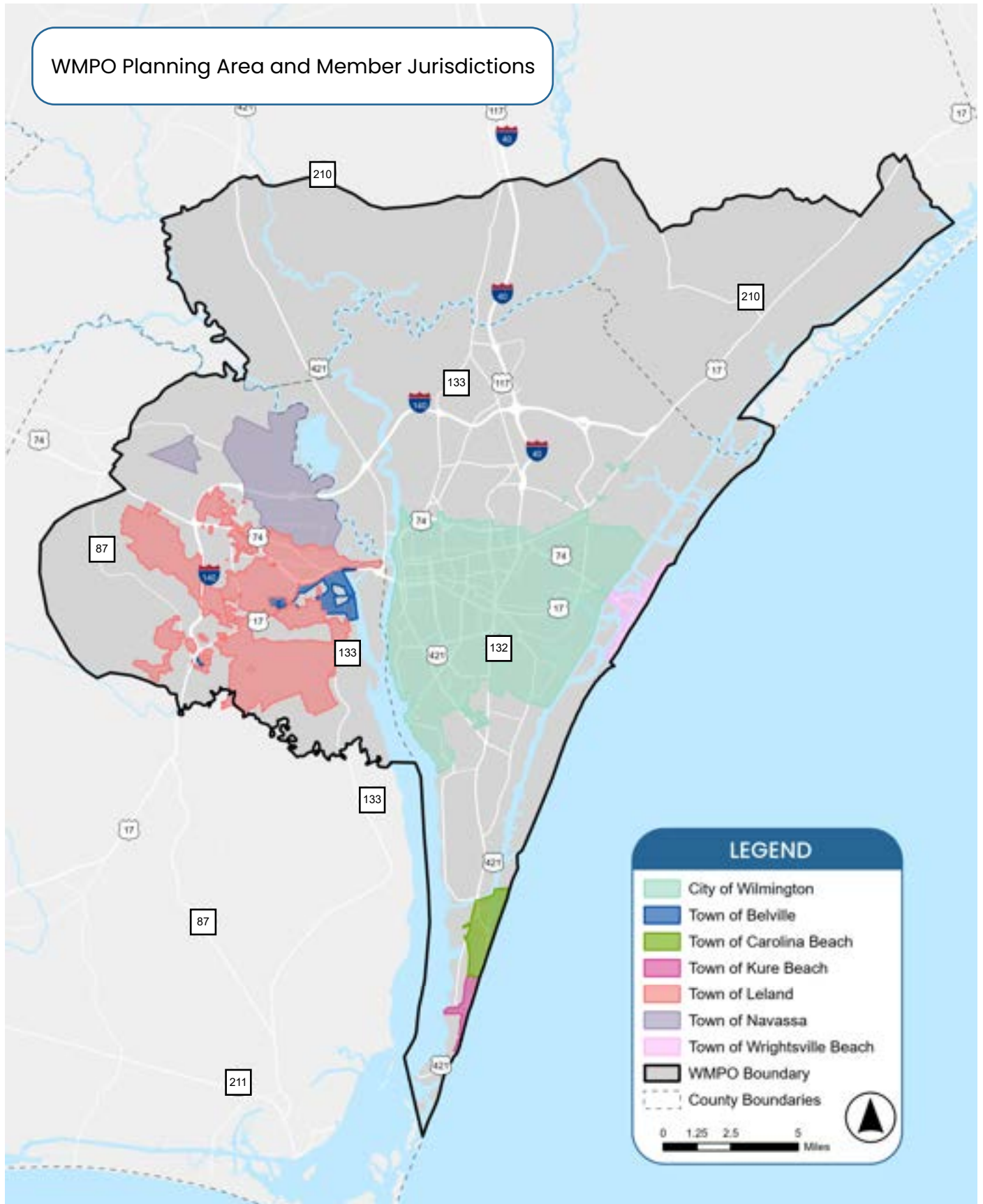
Wilmington Urban Area Metropolitan Planning Organization (WMPO)

Introduction

The Federal Aid Highway Act of 1962 required that transportation projects in urbanized areas with a population of 50,000 or more be based on a continuing, comprehensive, and cooperative urban transportation planning process undertaken by the states and local governments. To complete this transportation planning process in an effective manner in the Wilmington region, the Wilmington Urban Area Metropolitan Planning Organization (WMPO) was created in the early 1970s.

The WMPO is the regional transportation planning organization, comprised of elected and appointed officials from each of the Wilmington Urbanized Area's local governments within the planning area boundary, the Cape Fear Public Transportation Authority, and the North Carolina Board of Transportation. The WMPO's member jurisdictions include the City of Wilmington (lead planning agency), the Town of Wrightsville Beach, the Town of Carolina Beach, the Town of Kure Beach, the Town of Belville, the Town of Leland, the Town of Navassa, New Hanover County, Brunswick County, and Pender County. The current WMPO planning area boundary encompasses 494.3 square miles. Figure 1 depicts the WMPO's current planning area boundary.

Figure 1: Wilmington Urban Area Metropolitan Planning Area Boundary Map



The WMPO is tasked with providing a regional, cooperative planning process that serves as the basis for the expenditure of all federal transportation funds in the area for streets and highways, bridges, public transit, and bicycle and pedestrian paths. Under Section 134 of the Federal Highway Act of 1973, MPOs are required to prepare a long-range transportation plan for the planning area with a minimum of a 20-year planning horizon. Additionally, the WMPO is federally required to prepare an annual Unified Planning Work Program (UPWP) and to assist in prioritizing projects for inclusion in the State/MPO Transportation Improvement Programs.

In July 2012, the WMPO was designated as a Transportation Management Area (TMA). This designation requires FWHA/FTA certification review, development of a Congestion Management Process, and administration of the Surface Transportation Block Grant Program- Direct Attributable (STBGP-DA), Transportation Alternatives Set Aside Program- Direct Attributable (TASA-DA), and Carbon Reduction Program – Direct Attributable (CRP-DA) funding.

The 13-member WMPO Board, comprised of local elected officials, a representative from the Cape Fear Public Transportation Authority, and a NCDOT Board of Transportation member, provides policy direction and approval for all WMPO matters. The current voting WMPO Board members are as follows:

- Two members of the Wilmington City Council;
- One member of the Carolina Beach Town Council;
- One member of the Kure Beach Town Council;
- One member of the Wrightsville Beach Board of Alderman;
- One member of the New Hanover County Board of Commissioners;
- One member of the Belville Board of Commissioners;
- One member of the Leland Town Council;
- One member of the Navassa Town Council;
- One member of the Brunswick County Board of Commissioners;
- One member of the Pender County Board of Commissioners;
- One member of the Cape Fear Public Transportation Authority
(This member shall be the appointee to the Cape Fear Public Transportation Authority from the New Hanover Board of Commissioners); and
- One member of the North Carolina Board of Transportation

The following are current non-voting members of the WMPO Board:

- Federal Highway Administration (North Carolina Division Administrator)
- Cape Fear Council of Governments
- North Carolina State Ports Authority
- New Hanover County Airport Authority
- North Carolina Turnpike Authority
- Other Local, State, or Federal agencies impacting transportation in the planning area at the invitation of the MPO Board.

Each of the WMPO's member jurisdictions, the Cape Fear Public Transportation Authority, NCDOT, and other planning partners are also represented on the WMPO's Technical Coordinating Committee (TCC). The TCC provides technical recommendations and coordination for projects and programs that are presented to the WMPO Board. The TCC consists of representatives from the following organizations:

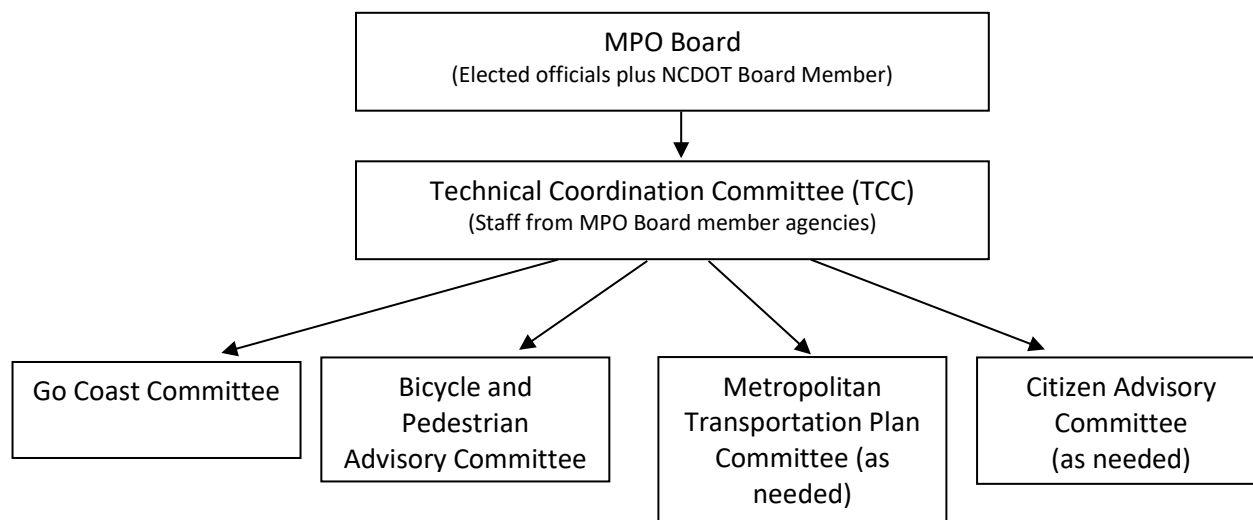
- Executive Director, WMPO;
- Transportation Demand Management Coordinator, WMPO;
- Traffic Engineer, City of Wilmington;
- Planner, Town of Carolina Beach;
- Town Clerk, Town of Kure Beach;
- Director of Planning and Parks, Town of Wrightsville Beach;
- Director, New Hanover County Planning Department;
- Deputy Director, Wilmington International Airport;
- Planner, North Carolina State Ports Authority;
- Planner, Town of Belville;
- Town Manager, Town of Leland (alternate: Director of Developmental Services);
- Planning Administrator, Town of Navassa;
- Director, Brunswick County Planning Department;
- Director, Pender County Planning Department;
- Planning Director, Cape Fear Council of Governments;
- Division Engineer, Division of Highways, North Carolina Department of Transportation;
- Wilmington Urban Area Coordinator, Transportation Planning Branch, North Carolina Department of Transportation;
- Planning Director, Cape Fear Public Transportation Authority

Representatives from each of the following bodies serve as non-voting members of the TCC.

- Director of Planning and Development Services, City of Wilmington;
- Assistant Manager, New Hanover County;
- Division Operations Engineer, Division of Highways, North Carolina Department of Transportation;
- Division Construction Engineer, Division of Highways, North Carolina Department of Transportation;
- Planning Division Manager, City of Wilmington (alternate: Senior Long Range Planner);
- Division Traffic Engineer, Division of Highways, North Carolina Department of Transportation;
- District Engineer, North Carolina Division, Federal Highway Administration, United States Department of Transportation;
- Planning and Research Engineer, North Carolina Division, Federal Highway Administration, United States Department of Transportation (Advisory and non-voting);
- General Manager, Brunswick Transit Systems
- Director, Pender Adult Services

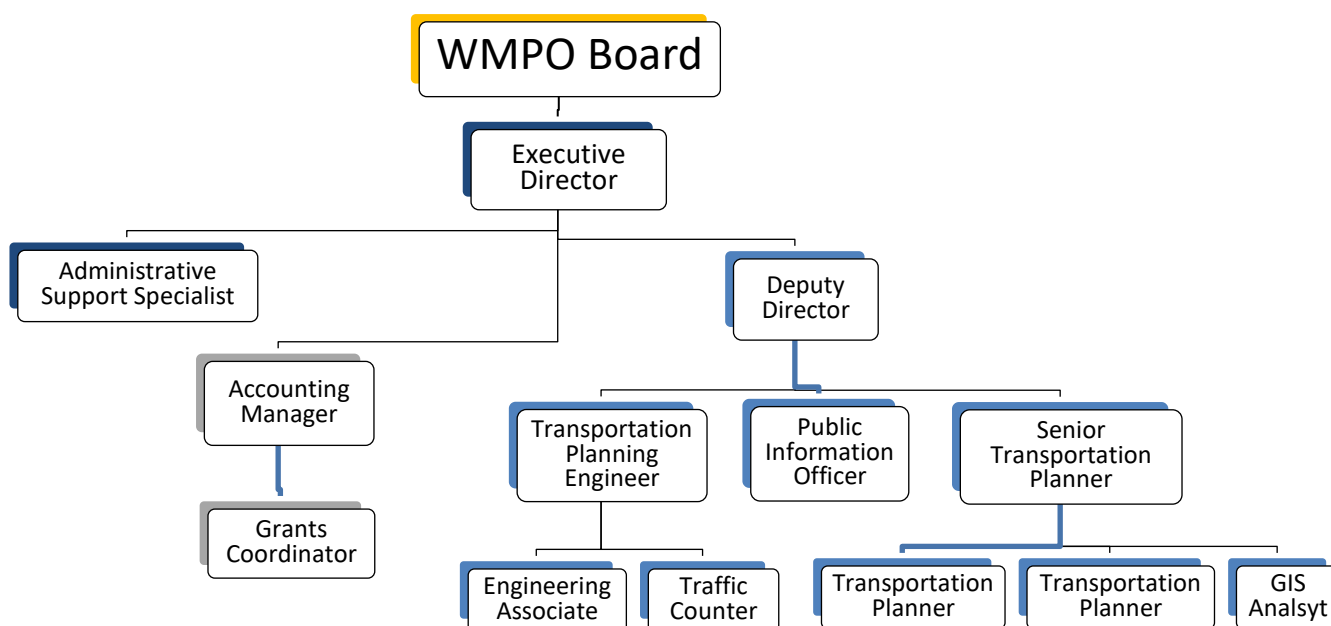
Figure 2 depicts the Board and Committee structure for the WMPO.

Figure 2: WMPO Board and Committees



The City of Wilmington serves as the Lead Planning Agency for the WMPO. The WMPO is located at 525 N. 4th Street in Downtown Wilmington. Figure 3, below, depicts the Organizational Chart for the WMPO.

Figure 3: Adopted WMPO FY24 Organizational Chart



Roles and Responsibilities

The WMPO is required to complete the transportation planning process in a continuing, cooperative, and comprehensive manner. To accomplish these goals, the WMPO has the responsibility to coordinate TCC and MPO Board activities, adopt a Metropolitan Transportation Plan and Comprehensive Transportation Plan, prepare a Unified Planning Work Program (UPWP), review and approve the MPO Transportation Improvement Program, approve changes to the Federal-Aid Functional Classification System, administer the Direct Attributable programs and establish goals and objectives for the Transportation Planning Process.

Coordination of TCC and MPO Board Activities

According to the adopted Public Participation Policy, the TCC and MPO Board will hold regularly scheduled meetings and establish a meeting schedule for each calendar year. It is anticipated that these committees will meet approximately eleven times per year, with all meetings being open to the public. At the beginning of each WMPO Board meeting, the MPO Board will hold a public comment period.

Metropolitan Transportation Plan and Comprehensive Transportation Plan

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) required Metropolitan Planning Organizations (MPOs) to have a multimodal transportation network. The Transportation Equity Act of the 21st Century (TEA-21), Moving Ahead for Progress in the 21st Century (MAP-21), Fixing America's Surface Transportation" (FAST) Act, and the current Infrastructure Investment and Jobs Act (IIJA) have all built upon these initiatives, requiring MPOs to develop a Long Range Transportation Plan (LRTP) or Metropolitan Transportation Plan (MTP). The Metropolitan Transportation Plan is required to be multi-modal, financially constrained, contain a minimum 20-year planning horizon, adhere to the MPO's adopted public involvement policy, have growth forecasts consistent with the latest local land use plan, and the plan must be adopted by the MPO. The MTP must also be updated every 5 years.

The Federal transportation legislation continues to emphasize ten planning factors that MPOs must consider to guide the development of the MTP. The ten federal planning factors are outlined below:

- Support the economic vitality of the community, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and

- between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

The WMPO's currently adopted Metropolitan Transportation Plan, Cape Fear Navigating Change 2050, supports these planning factors and was adopted by the WMPO Board on October 29, 2025. The 2055 Metropolitan Plan will be required to be adopted by the MPO Board by October 29, 2030.

Unified Planning Work Program

The Unified Planning Work Program (UPWP) outlines work tasks and responsibilities for the various agencies participating in the transportation planning process. The UPWP includes a budget and description of each task anticipated to be completed during the fiscal year, and reviews accomplishments of the previous year. The Planning Work Program is adopted prior to June 30th and serves as the budget for the WMPO.

MPO Transportation Improvement Program

The Metropolitan Transportation Improvement Program (MPO TIP) is coordinated with the State Transportation Improvement Program (STIP).

Prepared every two years, the MPO TIP is a short-range, multi-modal program that identifies transportation improvements planned for advancement during the program period, prioritizes projects, categorizes improvements into staging periods, includes estimated costs and revenues, and is fiscally constrained.

The Strategic Transportation Investments Law, passed by the North Carolina General Assembly in 2013, stipulates how transportation investments are to be prioritized and funded in North Carolina. Strategic Transportation Investments categorizes projects into three levels: Statewide, Regional, and Division. Transportation projects eligible in the Statewide funding category are prioritized based solely on data, while projects eligible in the Regional and Division categories are prioritized based on both data and local input. Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and Division Engineers assign local input points to projects at the Regional and Division levels based on their adopted local input methodologies for assigning local input points.

The North Carolina Department of Transportation established the Strategic Planning Office of Transportation (SPOT) and a prioritization process to implement the Strategic Transportation Investments Law. The Prioritization process is developed through coordination with Metropolitan Planning Organizations, Rural Planning Organizations, NCDOT Division Engineers, and other NCDOT Business Units. The outcome of the Prioritization process is the MPO/Statewide Transportation Improvement Program.

The WMPO's participation in the Strategic Transportation Investments consists of the following steps:

- (1) Selection of projects from the adopted MTP for consideration in the Statewide, Regional and Division levels;
- (2) Quantitative scoring of submitted projects by SPOT;
- (3) Develop draft qualitative scoring of projects and ranking;
- (4) Public involvement process and
- (5) Finalize project scoring and ranking.

The WMPO's Prioritization Process is developed biennially to communicate the WMPO's priorities regarding the funding for projects to be incorporated into the Metropolitan/Statewide Transportation Improvement Program.

Congestion Management Process

A congestion management process (CMP) is a systematic and regionally accepted approach for managing congestion that is collaboratively developed and implemented throughout a metropolitan region. CMPs are regionally developed processes intended to ensure the safe and effective management and operation of new and existing transportation facilities using demand reduction and operational management strategies on the most congested corridors in the region. The CMP is required to be developed and implemented as an integral part of the metropolitan planning process in Transportation Management Areas (TMAs), which are urbanized areas with a population exceeding 200,000. The WMPO was designated a TMA in 2012, and a congestion management process was developed and approved by the WMPO Board in 2013. The Congestion Management Process Biennial Report was adopted in 2016, 2018, 2021, and 2023. The WMPO will now prepare a 5-year process report, with the next report to be developed and adopted in 2027.

Surface Transportation Block Grant Program- Direct Attributable, Transportation Alternatives Set Aside Program- Direct Attributable Funding, and Carbon Reduction Program- Direct Attributable Funding

The Surface Transportation Block Grant Program- Direct Attributable (STBGP-DA), Transportation Alternatives Set Aside Program- Direct Attributable (TASA-DA), and Carbon Reduction Program- Direct Attributable funds are a sub-allocation of Surface Transportation Program (STP) funding apportioned by the federal Infrastructure Investment and Jobs Act (IIJA). This sub-allocation is only made available to Transportation Management Areas (TMAs) – urbanized areas with a population over 200,000.

Designated as a TMA in 2012, the WMPO has access to programming the STBGP-DA sub-allocation in the amount of approximately \$4 million annually; TASA-DA allocation in the amount of approximately \$513,872; and CRP-DA allocation in the amount of \$492,634 (accounting for NCDOT's obligation ceiling). To apportion these funds to local governments, the WMPO utilizes an adopted competitive process that holds a call for projects on a

biennial basis and maintains a 5-year project program. Once the WMPO awards funding for successful project applicants, local governments directly manage the STBGP-DA, TASA-DA, and CRP-DA funds through direct oversight from and accountability to the federal government. WMPO staff provides technical assistance with this program.

Federal-Aid Functional Classification System

All Federal-aid Systems are based on the highway's functional classification which is determined in accordance with the "Highway Functional Classification, Concepts, Criteria and Procedures" published by the U.S. Department of Transportation, Federal Highway Administration (revised March 1989).

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. The functional classification system is characterized and classified by subsystem. The hierarchy is identified in Table 1.

Rural areas	Urbanized areas	Small Urban areas
Principal arterials	Principal arterials	Principal arterials
Minor arterial roads	Minor arterial streets	Minor arterial streets
Collector roads	Collector streets	Collector streets
Local roads	Local streets	Local streets

Table 1- Functional Classification Hierarchy

Section 103(b), of title 23, U.S.C., allows the States to propose modifications to the National Highway System (NHS) and authorizes the Secretary to approve such modifications if they meet the criteria established for the NHS and enhance the characteristics of the NHS. When proposing modifications under 23 U.S.C. 103(b), states must cooperate with local and regional officials. In urbanized areas, the local officials must act through the metropolitan planning organization (MPO) designated for such areas under 23 U.S.C. 134. The following guidelines should be used by the States to develop proposed modifications to the NHS.

1. Proposed additions to the NHS should be included in either an adopted State or metropolitan transportation plan or program.
2. Proposed additions should connect at each end with other routes on the NHS or serve a major traffic generator.
3. Proposals should be developed in consultation with local and regional officials.
4. Proposals to add routes to the NHS should include information on the type of traffic served (i.e., percent of trucks, average trip length, local, commuter, interregional, interstate) by the route, the population centers or major traffic generators served by the route, and how this service compares with existing NHS routes.

5. Proposals should include information on existing and anticipated needs and any planned improvements to the route.
6. Proposals should include information concerning the possible effects of adding or deleting a route to or from the NHS on other existing NHS routes that are in close proximity.
7. Proposals to add routes to the NHS should include an assessment of whether modifications (adjustments or deletions) to existing NHS routes, which provide a similar service, may be appropriate.
8. Proposed modifications that might affect adjoining States should be developed in cooperation with those States.
9. Proposed modifications consisting of connections to major intermodal facilities should be developed using the primary and secondary criteria. The primary criteria are based on annual passenger volumes, annual freight volumes, or daily vehicular traffic on one or more principal routes that serve the intermodal facility. The secondary criteria include factors that underscore the importance of an intermodal facility within a specific State.

Establish Goals and Objectives for the Transportation Planning Process

The Technical Coordinating Committee (TCC) and WMPO Board shall establish goals and objectives to ensure that transportation planning is completed in a continuing, cooperative, and comprehensive manner. The goals and modal objectives for the WMPO can be found in the WMPO's Metropolitan Transportation Plan, Cape Fear Navigating Change 2050.

Adoption of Bylaws for the Purpose of Establishing Operating Procedures and Policies

The Technical Coordinating Committee (TCC) and MPO Board should establish Bylaws and establish operating procedures and policies for the WMPO.

**Mission Statement:**

To create and execute continuing, cooperative, and comprehensive regional long-range planning efforts that proactively drive transportation decisions to improve safety, connectivity, economic development, and quality of life in the Wilmington region.

Vision Statement:

The Wilmington Metropolitan Planning Organization seeks to provide safe, reliable, and seamless options for transportation for all in the Wilmington Metropolitan Area. The WMPO will speak with a unified voice and work with residents to anticipate the transportation needs of a growing and changing community.

WMPO Core Values

INTEGRITY

Act with honesty, authenticity, and accountability to oneself and others

COMMUNITY

Foster belonging through teamwork, collaboration, compassion, and service that supports growth.



RESILIENCE

Strive to be adaptable and dependable, growing stronger through change, challenge, and experience.

INNOVATION

Pursue progress through creative thinking, bold ideas, and meaningful action that creates lasting impact.

Wilmington Urban Area Metropolitan Planning Organization

In Brunswick County, New Hanover County and Pender County, North Carolina



Memorandum of Understanding

**Adopted by the Board
March 30, 2016**

**MEMORANDUM OF UNDERSTANDING
FOR**

COOPERATIVE, COMPREHENSIVE, AND CONTINUING TRANSPORTATION PLANNING

AMONG

**THE 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 AND THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION**

IN COOPERATION WITH THE UNITED STATES DEPARTMENT OF TRANSPORTATION

WITNESSETH

WHEREAS, Each MPO is required to develop a comprehensive transportation plan in cooperation with NCDOT and in accordance with 23 U.S.C., Section 134, any subsequent amendments to that statute, and any implementing regulations; and Chapter 136, Article 3A, Section 136-66.2(a) of the General Statutes of North Carolina,

WHEREAS, the said Chapter 136, Article 3A, Section 136-66.2(b) provides that:

“After completion and analysis of the plan, the plan shall be adopted by both the governing body of the municipality or MPO and the Department of Transportation as the basis for future transportation improvements in and around the municipality or within the MPO. The governing body of the municipality and the Department of Transportation shall reach agreement as to which of the existing and proposed streets and highways included in the adopted plan will be a part of the State highway system and which streets will be a part of the municipal street system. As used in this Article, the State highway system shall mean both the primary highway system of the State and the secondary road system of the State within municipalities;” and,

WHEREAS, the said Chapter 136, Article 3A, Section 136.66.2(d) provides that:

“For MPOs, either the MPO or the Department of Transportation may propose changes in the plan at any time by giving notice to the other party, but no change shall be effective until it is adopted by both the Department of Transportation and the MPO;” and

WHEREAS, a transportation planning process includes the operational procedures and working arrangements by which short and long-range transportation plans are soundly conceived and developed and continuously evaluated in a manner that will:

1. Assist governing bodies and official agencies in determining courses of action and in formulating attainable capital improvement programs in anticipation of community needs; and
2. Guide private individuals and groups in planning their decisions which can be important factors in the pattern of future development and redevelopment of the area; and

WHEREAS, it is the desire of these agencies that a previously established continuing, comprehensive, cooperative transportation planning process as set forth in a Memorandum of Understanding dated the 6th day of August 2007 be revised and updated to comply with 23 U.S.C. 134; any subsequent amendments to that statute, and any implementing regulations; and

WHEREAS, the effective date of this document shall be the date on which it was signed by the Governor of the State of North Carolina or his/her designee.

NOW THEREFORE BE IT RESOLVED by the Wilmington Urban Area Metropolitan Planning Organization which will serve as the Metropolitan Planning Organization for the Wilmington Urban Area that the following Memorandum of Understanding (MOU) is made:

:

SECTION I. It is hereby agreed that the municipalities of City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, the Counties of Brunswick, New Hanover and Pender, Cape Fear Public Transportation Authority and the North Carolina Department of Transportation, in cooperation with the United States Department of Transportation, will participate in a continuing, coordinated, comprehensive transportation planning process with the responsibilities and undertakings as outlined in the following paragraphs:

- A. The Wilmington Urban Area Metropolitan Planning Organization's planning area will consist of the Wilmington Urbanized Area as defined by the United States Department of Commerce, Bureau of the Census, in addition to that area beyond the existing urbanized area boundary that is expected to become urban within a twenty-year planning period. This area is hereinafter referred to as the Metropolitan Planning Area.
- B. The Wilmington Urban Area Metropolitan Planning Organization's planning, hereinafter referred to as the Wilmington Urban Area MPO, shall include the local governments of the Municipalities and the Counties, Cape Fear Public Transportation Authority and the North Carolina Department of Transportation, a Board hereinafter defined, a Technical Coordinating Committee hereinafter defined, and the various agencies and units of local and State government participating in the transportation planning for the area.
- C. The Wilmington Urban Area MPO is an organization that is funded through federal, state and local funds to conduct transportation planning in a continuing, cooperative and comprehensive manner. The Wilmington Urban Area population has exceeded 200,000 and in July 2012 the Federal Highway Administration designated the Wilmington Urban Area as a Transportation Management Area (TMA). This new designation provides for additional requirements. Along with the TMA designation, the additional requirements include the completion and monitoring of a Congestion Management Process, official FHWA/FTA Certification process, additional federal and reporting requirements and the administration of Surface Transportation Block Grant Program.
- D. The continuing transportation planning process will be a cooperative one, and all planning discussions will be reflective of and responsible to the comprehensive plans for growth and development of the Metropolitan Planning Area.
- E. The continuing transportation planning process will be conducted in accordance with the intent, procedures, and programs of Title VI of the Civil Rights Act of 1964, as amended.

- F. The Urbanized Area Boundary and the Metropolitan Planning Area shall be periodically reviewed and revised in light of new developments and basic data projections.
- G. Transportation plans, programs and data collection will be coordinated with the Lead Planning Agency for the adjacent Rural Planning Organization and shall be conducted according to applicable interagency agreements.

H. Wilmington Urban Area Metropolitan Planning Organization Board Established

The Wilmington Urban Area MPO Board [hereinafter referred to as “Board” or “the Board”] is hereby established with the responsibility for cooperative transportation planning decision making for the Wilmington Urban Area MPO. The Board shall have the responsibility for keeping the policy boards of the participating local governments informed of the status and requirements of the transportation planning process; for assisting in the dissemination and clarification of the decisions and policies of the policy boards; and for providing opportunities for citizen participation in the transportation planning process.

The Board, in cooperation with the State, and in cooperation with publicly owned operators of mass transportation services, shall be responsible for carrying out the urban transportation planning process specified in the U. S. Department of Transportation Program Manuals and shall develop the planning work program, Metropolitan Transportation Plan, and Transportation Improvement Program as specified in such manuals.

This shall be the forum for cooperative decision-making by elected officials of the member local governments. However, this shall not limit the Board’s local responsibility for insuring that the transportation planning process, plans and improvement projects which emerge from that process are consistent with the policies and desires of local government. This shall also serve as a forum for the resolution of conflicts which arise during the course of developing the Metropolitan Transportation Plan and the Transportation Improvement Program.

I. Board Membership

The Wilmington Urban Area MPO Board will consist of the Chief Elected or other elected representative(s) from the following Local Government as well as the appointed member from the North Carolina Board of Transportation. Each agency will have a single representative except as indicated below:

1. Two members of the Wilmington City Council;
2. One member of the Carolina Beach Town Council;
3. One member of the Kure Beach Town Council;
4. One member of the Wrightsville Beach Board of Alderman;
5. One member of the New Hanover County Board of Commissioners;
6. One member of the Belville Board of Commissioners;
7. One member of the Leland Town Council;
8. One member of the Navassa Town Council;
9. One member of the Brunswick County Board of Commissioners;
10. One member of the Pender County Board of Commissioners;
11. One member of the Cape Fear Public Transportation Authority (New Hanover County Representative);
12. One member of the North Carolina Board of Transportation;

Each of the above member agencies may also appoint an alternate, in accordance with the rules contained within the Wilmington Urban Area MPO Bylaws. If alternates attend meetings where the primary representative is present, only the primary representative(s) shall be counted for voting purposes as specified in the Bylaws.

Representatives from each of the following bodies will serve as non-voting members of the Board.

- Federal Highway Administration (North Carolina Division Administrator, or his designee)
- Cape Fear Council of Governments
- North Carolina State Ports Authority
- New Hanover County Airport Authority
- North Carolina Turnpike Authority

At the invitation of the Board, other local, regional, State, or Federal agencies impacting transportation within the Planning Area may serve as advisory, non-voting members of the Board. The Executive Director will serve as secretary to the Board.

J. Board Duties.

The duties and responsibilities of the Board are as follows:

1. Establish **mission, goals and objectives** for the transportation planning process reflective of and responsive to comprehensive plans for growth and development in the Metropolitan Planning Area adopted by Boards of General Purpose Local Government.
2. Review and approve a **Prospectus** for transportation planning which defines work tasks and responsibilities for the various agencies participating in the transportation planning process.
3. Review and approve changes to the **Urbanized Area Boundary** and the **Metropolitan Planning Area** as well as review and recommend changes to the **National Highway System** and the Federal Functional Classification System in conformance with Federal regulations.
4. Review and approve the transportation **Unified Planning Work Program**.
5. Review and approve the **Metropolitan Transportation Plan** and adopt the **Comprehensive Transportation Plan** pursuant to G.S. 136-66.2. The Comprehensive Transportation Plan shall be mutually adopted by the Board and the State of North Carolina.
6. Develop and Approve the **Metropolitan Transportation Improvement Program (MTIP)**.
7. Develop prioritized needs list (PNL) for transportation improvements in conjunction with development of the MTIP. This list represents candidate projects for inclusion in the MTIP.

8. Review and approve related **air quality planning** in conformance with Federal regulations.
9. Distribute funds distributed directly to MPO's under the provisions of the FAST Act and any subsequent re-authorization of the FAST Act.
10. The Wilmington Urban Area MPO is responsible for ensuring that their planning process is being carried out in accordance with applicable Federal requirements as outlined in 23 CFR 334.
11. The Wilmington Urban Area MPO shall be responsible for the development and implementation of a performance-based transportation planning process; including the establishment of measures, metrics, targets, the processes for the collection of performance based data, and for identifying the roles and responsibilities for the performance-based planning process.
12. Develop, approve, and implement a **Public Involvement Policy**.
13. The Wilmington Urban Area MPO shall have the primary responsibility for citizen input into the continuing transportation planning process.
14. The Wilmington Urban Area MPO is responsible for conducting public involvement and technical analysis to determine preliminary alignments for all modes of transportation included in the MTP and CTP. These alignments will be used by the MPO and local jurisdictions through their land development ordinances for right of way protection purposes. Once the Wilmington Urban Area MPO has adopted an official alignment, it can be modified only by the official action of the Board. The Wilmington Urban Area MPO adopts the alignment for right of way purposes even if the alternatives are produced through a State or locally funded environmental study process. Adoption of any alignment shall not predetermine a corridor through the state and federal environmental review processes.
15. Develop and approve committee **Bylaws** governing operating policies and procedures. Through the Bylaws, the Board may establish subcommittees and may delegate duties of planning and analysis to these subcommittees as outlined in Section M. below.
16. **Self-Certify** the Long-Range Planning Process.
17. Conduct any other duties identified as necessary to further facilitate the transportation planning process.

K. Board Voting Policy

1. Voting representatives of the Municipalities and the Counties shall be designated by their respective governing boards. A quorum is required for the transaction of all business, including conducting meetings or hearings, participation in deliberations, or voting upon or otherwise transacting the public business. A quorum consists of fifty-one percent (51%) of the voting members of the Board, plus as many additional members as may be required to ensure that fifty-one percent (51%) of the total votes are present.

2. Each member shall receive one vote. A simple majority of the members present shall determine all issues.

L. Metropolitan Transportation Improvement Program (MTIP) Development

1. The Metropolitan Transportation Improvement Program (MTIP) shall be adopted in accordance with adoption schedules for the State Transportation Improvement Program (STIP). The MTIP shall include all information typically contained in the STIP, including, but not limited to route number, project I.D. number, project limits, project description, proposed implementation schedule, funding source, and projected cost. The MTIP is intended to represent local priorities for transportation improvements. Once it is adopted, any discrepancies between the MTIP and the STIP will be negotiated through established State and Federal processes.
2. For the purpose of implementing its transportation priorities, the Board may develop a supplement to the MTIP containing descriptions of project design. Design information for a particular project will be included in the supplement on an as needed basis at the request of member jurisdictions. For roadway projects, the information may include the preferred alignment, the number of lanes, the inclusion of medians, and the extent and location of pedestrian and bicycle facilities. Other design information will be included in the supplement as needed to establish the general parameters of project design. The supplement shall serve as a planning document to guide MTIP development, and shall be amended as needed. Generally, project design information will not be included in the supplement until a project has completed the NEPA process, design public hearing process, or any other required public involvement process.

M. Project Prioritization

The Board shall develop a list of projects for transportation improvements in conjunction with the NCDOT prioritization process as codified in NCGS § 136-18.42. This entails preparing a list of projects to evaluate against NCDOT's quantitative measures, then choosing a subset of projects. The subset of projects chosen will be assigned points by the Board based on locally and regionally developed criteria and submitted to NCDOT and the Wilmington Urban Area MPO Board to compete for available funding in the STIP and MTIP, respectively.

N. Board Subcommittees

The Board may establish subcommittees and advisory groups through its bylaws or through a vote at a regularly scheduled meeting. The subcommittees may consist of existing members of the Board, the Technical Coordinating Committee, and other officials and citizens as appropriate to achieve the objectives of the subcommittee. Subcommittees may include, but are not limited to the following groups: Bicycle and Pedestrian Advisory Committee, Citizen Advisory Committee, Transportation Demand Committee and others. Further, the Wilmington Urban Area MPO Board shall allow these groups to establish their own bylaws, meeting schedule, and elected officers. The purpose of the subcommittees will be to provide analysis and recommendations to the Board.

O. Transit Planning and Programming

The Wilmington Urban Area MPO will coordinate transit planning and programming within the Metropolitan Planning Area. The duties and responsibilities of the Board with regard to transit planning and programming are as follows:

1. Establish policies for distribution of federal mass transit funds that are provided directly to the Metropolitan Planning Organization. These policies will be reviewed and approved annually by the Board
2. Develop and approve a list of prioritized projects for transit improvements.
3. Program transit improvements in the Metropolitan Transportation Improvement Program (MTIP).

In developing transit plans, programs, and funding formulas, the Board shall consider the following factors: federal mass transit funding formulas, population served by the transit system, ridership, and present and future demand for transit service.

P. Technical Coordinating Committee Established

A Technical Coordinating Committee, hereinafter referred to as the TCC, shall be established with the responsibility of general review, guidance, and coordination of the transportation planning process for the Metropolitan Planning Area and with the responsibility for making recommendations to the respective local and State governmental agencies and the Board regarding any necessary actions relating to the continuing transportation planning process. The TCC shall be responsible for development, review, and recommendation for approval of goals and objectives, the Prospectus, Unified Planning Work Program (UPWP), Urbanized Area Boundary, Metropolitan Planning Area, National Highway System, Metropolitan Transportation Plan, Comprehensive Transportation Plan, Metropolitan Transportation Improvement Program (MTIP), Priority Needs List (PNL), air quality planning, distribution of directly allocated funds, public involvement, and any other duties identified as necessary to facilitate the transportation planning process.

Membership of the TCC shall include technical representation from all local and State governmental agencies directly related to and concerned with the transportation planning process for the planning area. Membership to the TCC may be altered on the basis of a majority vote of its membership, provided that any party may appeal decisions regarding TCC membership changes to the Board. The initial TCC voting membership shall include, but not be limited to the following:

1. MPO Executive Director, Wilmington Urban Area MPO
2. Transportation Demand Management Coordinator; Wilmington Urban Area MPO
3. Traffic Engineer, City of Wilmington;
4. Assistant Town Manager, Town of Carolina Beach;
5. Town Clerk, Town of Kure Beach;
6. Director of Planning and Parks, Town of Wrightsville Beach;
7. Director, New Hanover County Planning Department;
8. Deputy Director, Wilmington International Airport;
9. Planner, North Carolina State Ports Authority;
10. Director, Cape Fear Public Transportation Authority
11. Town Administrator, Town of Belville;
12. Planning Director, Town of Leland (Alternate Town Manager)
13. Town Planning Administrator, Town of Navassa;
14. Director, Brunswick County Planning Department;

15. Director, Pender County Planning Department;
16. Planning Director, Cape Fear Council of Governments;
17. Division Engineer, Division of Highways, North Carolina Department of Transportation;
18. Wilmington Urban Area Coordinator, Transportation Planning Branch, North Carolina Department of Transportation;

Representatives from each of the following bodies will serve as non-voting members of the Technical Coordinating Committee.

19. Director of Department of Planning, Development and Transportation Services, City of Wilmington;
20. Assistant Manager, New Hanover County;
21. Division Construction Engineer, Division of Highways, North Carolina Department of Transportation;
22. Planning, Development and Transportation Director, City of Wilmington
23. Division Traffic Engineer, Division of Highways, North Carolina Department of Transportation;
24. Transit Planner, Public Transportation Division, North Carolina Department of Transportation;
25. District Engineer, North Carolina Division, Federal Highway Administration, United States Department of Transportation;
26. Transportation Planner, North Carolina Division, Federal Highway Administration, United States Department of Transportation (Advisory and non-voting);
27. General Manager, Brunswick Transit Systems
28. Director, Pender Adult Services

Each TCC member shall have one vote. Through the Wilmington Urban Area MPO's bylaws, the TCC may designate other local agencies, organizations, or individuals as voting and non-voting members of the TCC.

A quorum is required for the transaction of all business, including conducting meetings, participation in deliberations, or voting upon or otherwise transacting the public business. A quorum consists of fifty-one percent (51%) of the voting members of the TCC.

The Board may establish subcommittees and advisory groups through the bylaws or through a vote at a regularly scheduled meeting. The purpose of the subcommittees will be to provide analysis and recommendations to the TCC and Board.

The TCC shall operate as determined by the Wilmington Urban Area MPO's adopted bylaws. Any agency not listed above which wishes representation on the TCC may request such representation for consideration.

SECTION II. It is further agreed that the subscribing agencies will have the following responsibilities:

The Municipalities and Counties

The Municipalities and the Counties will assist in the transportation planning process by providing assistance, data and inventories in accordance with the Prospectus. The Municipalities and the Counties shall be responsible for any zoning and subdivision approvals that are impacted by adopted Transportation Plans. The City of Wilmington will serve as the Lead Planning Agency for the Wilmington Urban Area MPO.

North Carolina Department of Transportation

The Department will assist in the transportation planning process by providing planning assistance, data and inventories in accordance with the Prospectus.

SECTION III. The rules contained in the current edition of Robert's Rules of Order, Newly Revised, shall govern the Board in all cases to which they are applicable and in which they are not inconsistent with this "Memorandum of Understanding", the bylaws and/or any special rules of order the Board may adopt.

SECTION IV. The Board by a majority vote may invite other municipalities located within the Metropolitan Planning Area Boundary to join the MPO. The municipality may join the MPO by agreeing to become party to this MOU by signing an Addendum to this MOU authorized by appropriate and proper resolution of the municipality to sign the Addendum. The Addendum shall become part of this MOU and shall be distributed to all parties to this MOU.

SECTION V. All transportation and related federal aid planning grant funds available to promote the comprehensive transportation planning process will be expended in accordance with the Unified Planning Work Program adopted by the Board. These funds require a twenty percent (20%) Local Match. Parties to this Memorandum of Understanding agree to fund the Local Match in an amount in direct proportion to their share of the total population contained in the approved Metropolitan Area Boundary. Population figures for determination of Local Match contribution shall be determined based on the most recent Federal decennial Census. Member governments may be asked to contribute additional local funding for projects.

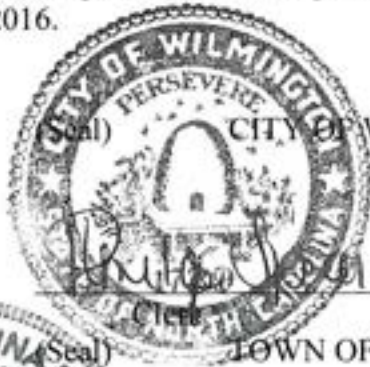
This funding share shall be invoiced on a regular basis by the City of Wilmington, acting as Lead Planning Agency, and as recipient of the Federal Planning funds distributed by the North Carolina Department of Transportation.

SECTION VI. This Amended Memorandum of Understanding supersedes and replaces any prior memorandum(s) of understanding between the parties regarding the Wilmington Urban Area MPO.

SECTION VII. Parties to this Memorandum of Understanding may terminate their participation in the continuing transportation planning process of the MPO by giving (60) days written notice to the other parties prior to the date of termination. When annexation occurs and member municipality boundaries extend beyond the adopted urbanized area boundary, the new boundaries will automatically become part of the urbanized area. It is further agreed that these agencies will assist in the transportation planning process by providing planning assistance, data, and other requested information. Additionally, these agencies shall coordinate zoning and subdivision approval in accordance with the adopted Transportation Plan(s). All files, records and planning maps and documents will remain the property of the MPO.

SECTION VIII. In witness whereof, the parties of this Memorandum of Understanding have been authorized by appropriate and proper resolutions to sign the same, the City of Wilmington by its mayor, the Town of Carolina Beach by its mayor, the Town of Kure Beach by its mayor, the Town of Wrightsville Beach by its mayor, New Hanover County by its chairman of the Board of Commissioners, the Town of Belville by its mayor, the Town of Leland by its mayor, the Town of Navassa by its mayor, Brunswick County by its chairman of the Board of Commissioners, Pender County by its chairman of the Board of Commissioners, the Cape Fear Public Transportation Authority by its Chairman and the

North Carolina Department of Transportation by the Secretary of Transportation, this 30 day of June, 2016.



CITY OF WILMINGTON

Donald J. Sidbury
Clerk

Mayor

Bill Sypp



TOWN OF CAROLINA BEACH

Kimberly Wood
Clerk

By

Mayor

[Signature]

(Seal)

TOWN OF KURE BEACH



[Signature]
Clerk

By

Mayor

[Signature]

(Seal)

TOWN OF WRIGHTSVILLE BEACH



[Signature]
Clerk

By

Mayor

Will J. Blair

(Seal)

NEW HANOVER COUNTY



Teresa P. Elmore
Clerk

By

Chairman of the Board of Commissioners

Beth Dawson



(Seal)

TOWN OF BELVILLE

[Signature]

Clerk

By [Signature]
Mayor



(Seal)

TOWN OF LELAND

[Signature]

Clerk

By [Signature]
Mayor



(Seal)

TOWN OF NAVASSA

[Signature]

Clerk

By [Signature]
Mayor



(Seal)

BRUNSWICK COUNTY

[Signature]

Clerk

By [Signature]
Chairman of the Board of Commissioners

(Seal)

PENDER COUNTY

[Signature]

Clerk

By [Signature]
Chairman of the Board of Commissioners



(Seal)

CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY

[Signature]

By [Signature]

Clerk

Chairman

(Seal)
OF TRANSPORTATION

NORTH CAROLINA DEPARTMENT

By  _____
Secretary

BYLAWS

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD

ARTICLE I – NAME

The name of this organization shall be the Wilmington Urban Area Metropolitan Planning Organization Board, hereinafter referred to as the "Board."

ARTICLE II – PURPOSE

The purposes of the Board are outlined in the most recent "Memorandum of Understanding" approved by the appropriate local governments.

ARTICLE III – MEMBERS

Section I – Number of Qualifications: The Board shall consist as specified in the "Memorandum of Understanding". The eligible voting member list consists of a representative from each of the appropriate boards with the City of Wilmington having two representatives.

Section II – Terms of Office: All elected representatives serving on the Board may serve for the length of their elected terms. A member may serve successive terms.

Section III – Alternates: Each of the member boards may appoint one (1) Alternate provided each Alternate also meets the same qualifications of membership. The Alternate member will serve as a full voting member during any meeting where the board's representative(s) is not in attendance. Proxy and absentee voting are not permitted.

ARTICLE IV – OFFICERS

Section I – Officers Defined: The Board shall, upon majority vote of its membership, appoint one voting member of the Committee to act as Chairman and one voting member to act as Vice-Chairman. A member of the staff of the Wilmington Urban Area Metropolitan Planning Organization will serve as Secretary to the Committee.

Section II – Duties: The Chairman shall call and preside at meetings and appoint committees. In absence of the Chairman, the Vice-Chairman shall preside and complete all duties of the Chairman.

Section III – Elections: The Chairman and Vice-Chairman shall be elected annually by the voting members of the Board, with their terms to begin at that meeting. In the event that there is no Chairman or Vice-Chairman, the TCC Chairman shall preside until a Chairman and Vice-Chairman are elected. The Chairman and Vice-Chairman shall serve for a period of one (1) year from their election and may be re-elected.

ARTICLE V - MEETINGS

Section I – Meetings: Regular schedules will be adopted by the Board at the last meeting of the calendar year. If there is insufficient reason for a regularly scheduled meeting, as determined by the Chairman, the Secretary will notify Board members of the meeting's cancellation. Meetings shall be conducted under parliamentary procedures consistent with Robert's Rules of Order.

A Special or Emergency meeting is a separate session of society held at a time different from that of a regular meeting, and convened only to consider one or more items of business specified in the call of the meeting. Notice of the time, place and exact purpose of the meeting must be mailed to all members a reasonable number of days in advance. The reason for the special or emergency meeting is to deal with important matters that may arise between regular meetings and that urgently require action by the society before the next regular meeting. As in the case of a regular meeting, the session of a special or emergency meeting in an ordinary society is normally concluded in a single meeting, unless the assembly at the special meeting schedules an adjourned meeting.

Special Meetings – The Chairman or a majority of board members may at any time call a special meeting of the Board by signing a notice stating the time and place of the meeting and the subjects to be discussed. The person or persons calling the meeting shall cause the notice to be posted at City Hall in downtown Wilmington or the door of the regular meeting place at least forty-eight hours before the meeting. In addition, the notice shall be e-mailed or mailed to individuals and news organizations. Only items of business specified in the notice may be transacted at a special meeting.

Emergency Meetings- If a special meeting is called to deal with an unexpected circumstance requiring immediate consideration, the notice requirements of this rule do not apply. However, the person or persons calling an emergency meeting shall take responsible action to inform the other board members and the public of the meeting. Local news organizations having requested notice of the special meetings shall be notified of such emergency meetings by the same method used to notify the board members. Only business connected to the emergency may be discussed at this meeting.

Section II- Board Sub-Committees: The Board may create Sub-Committees to assist with forwarding the mission and goals of the Wilmington MPO. These Sub-Committees shall be created by a formal vote of the Board. The notice of Sub-Committee meetings shall be posted at City Hall in downtown Wilmington or the door of the regular meeting place at least forty-eight hours before the meeting. In addition, the notice shall be e-mailed or mailed to all Board members and news organizations.

Section III- Quorums and Majority Vote: A quorum is required for the transaction of all business, including conducting meetings or hearings, participating in deliberations or voting upon or otherwise transacting public business. A quorum consists of 51% of the members of the Board, plus as many additional members as may be required to ensure that 51% of the possible votes are present.

Section IV- Attendance: Each member shall be expected to attend each scheduled meeting. Any Board member asking to be excused shall require a call to the MPO's Executive Director at least 24 hours in advance of the meeting. The Executive Director will at the beginning of the Board meeting, list the members requesting to be excused which will require a vote from the Board to approve these excused absences. If an Alternate attends a meeting in place of the member, this will not count as an absence for the member. For members not attending three (3) consecutive Board meetings, the Chairman will send to the chief elected officer of the jurisdiction of the member in question, a letter indicating the number of absences and requesting re-affirmation or re-designation of the jurisdiction's representative.

ARTICLE VI – VOTING PROCEDURES

Section I – Majority Votes: Any member may call for a vote on any issue provided that it is seconded and within the purposes set forth in the "Memorandum of Understanding." Each voting member of the Board shall have one vote, and a majority vote of those present and voting shall constitute approval of any motion, provided a quorum exists. Abstentions are not included in the tally of the votes. Proxy and absentee voting are not permitted.

Section II – Agenda: The agenda is the list of items suggested for discussion at a Board meeting. Agenda items originate from the Executive Director or as a carry-over from previous meetings, are placed on the agenda prior to its distribution by any member of the Board, by request from any jurisdiction party to the "Memorandum of Understanding," or by the request of a member of the Technical Coordinating Committee (TCC). TCC and Board members may submit an item(s) to their respective TCC and Board agendas. In order for a Board member to submit an item(s) to the TCC or Board, the item(s) must be submitted no later than 5:00 p.m. the first business day of the calendar month in which the item is requested to be considered. The item must include all pertinent background materials (resolution, maps, etc.). The Board shall approve

the agenda at the beginning of each meeting. At this time, the Board shall have the ability to add or remove any item on the agenda by a super-majority vote of the Board's voting members present. An item added to the agenda will be placed for consideration at the end of the meeting.

ARTICLE VII – AMENDMENTS TO BYLAWS

Amendments to these Bylaws of the Board shall require the affirmative vote of at least two-thirds (2/3) of the eligible voting members, provided that written notice of the proposed amendment has been received by each member at least seven (7) days prior to the meeting at which the item is to be considered and provided that such amendment does not conflict with the letter or the fundamental intent of the "Memorandum of Understanding" governing this document. In the event of any conflict, the "Memorandum of Understanding" shall carry precedence over these Bylaws.

Date Adopted 8/30/17


Signature of Chairman



Rules of Procedure

Wilmington Urban Area Metropolitan Planning
Organization

Adopted

September 25, 2019

Amended January 25, 2023

TABLE OF CONTENTS

CHAPTER 1 – AUTHORITY OF RULES.....	4
A. AUTHORITY	4
B. APPLICATION	4
C. DEFINITIONS.....	4
CHAPTER 2 – MPO BOARD ORGANIZATION AND DUTIES.....	5
A. GOVERNING BODY.....	5
B. DUTIES OF THE GOVERNING BODY	5
C. ELECTION OF OFFICERS	5
D. DUTIES OF THE CHAIRMAN	5
E. DUTIES OF THE VICE-CHAIRMAN	5
G. APPOINTMENTS TO COMMITTEES	6
<i>Vacancies</i>	6
<i>Candidate Qualifications</i>	6
<i>Appointment Process</i>	6
<i>Compensation</i>	6
<i>Attendance</i>	6
CHAPTER 3 – CONDUCT OF THE MPO BOARD	7
A. GENERAL CONDUCT.....	7
B. CONDUCT WITH MEMBERS	7
C. CONDUCT WITH COMMITTEES.....	8
D. CONDUCT WITH THE MEDIA.....	8
E. LITIGATION AND CONFIDENTIAL INFORMATION	8
F. ETHICAL CONDUCT	8
CHAPTER 4 –MPO BOARD MEETINGS AND SCHEDULES.....	9
A. REGULAR MEETINGS.....	9
B. SPECIAL MEETINGS.....	9
C. EMERGENCY MEETINGS.....	9
D. CLOSED SESSIONS	9
E. PUBLIC HEARINGS	10
F. ATTENDANCE.....	10
G. MEETING RULES.....	10
CHAPTER 5 - MEETING GUIDELINES & PROCEDURES	11
A. GENERAL	11
<i>Authority</i>	11
<i>Majority Vote</i>	11
<i>Meetings to be Public</i>	11
<i>Quorum</i>	11
<i>Location</i>	11
<i>Action</i>	11
<i>Sequence of Agenda Items</i>	11
<i>Minutes</i>	12
<i>Right of Floor</i>	12
<i>MPO Executive Director</i>	12
B. AGENDA	12
C. REQUIREMENTS FOR AGENDA ITEM SUBMISSION.....	12
D. AGENDA PACKET PREPARATION	12
E. AGENDA FORMAT	13
<i>Call to Order</i>	13
<i>Conflict of Interest Statement</i>	13
<i>Approval of Board Member Excused Absences</i>	13
<i>Approval of the Agenda</i>	13
<i>Election of Officers</i>	13
<i>Public Comment Period</i>	13
<i>Closed Session</i>	14
<i>Presentation(s)</i>	14
<i>Consent Agenda</i>	14

<i>Public Hearings</i>	14
<i>Old Business</i>	14
<i>Regular Agenda</i>	14
<i>Discussion</i>	14
<i>Updates</i>	14
<i>Announcements</i>	14
<i>Adjournment</i>	14

CHAPTER 1 – AUTHORITY OF RULES

A. AUTHORITY

The MPO Board shall establish its own Rules of Procedure in a clear and concise manner to assist them in the general conduct of MPO business. These rules shall prevail to govern the order and conduct of business of the MPO Board until modified or new rules are adopted.

During MPO Board's discussions, deliberations, and proceedings, the Chairman has been designated with the primary responsibility to ensure that the Board and members of the public adhere to the Board's procedures.

B. APPLICATION

These procedures shall be applicable to all members of the MPO Board.

C. DEFINITIONS

MPO Member Jurisdictions: City of Wilmington, Town of Belville, Town of Carolina Beach, Town of Kure Beach, Town of Leland, Town of Navassa, Town of Wrightsville Beach, Brunswick County, New Hanover County, Pender County, Cape Fear Public Transportation Authority, and the North Carolina Board of Transportation.

MPO Board Members: The MPO Board is the policy and decision-making body for the Wilmington Urban Area Metropolitan Planning Organization. The Board is comprised of elected and appointed officials from the City of Wilmington, Towns of Belville, Carolina Beach, Kure Beach, Leland, Navassa, Wrightsville Beach, Brunswick County, New Hanover County, Pender County, Cape Fear Public Transportation Authority, and the North Carolina Board of Transportation.

Alternates: Each of the member boards may appoint one (1) Alternate provided each Alternate also meets the same qualifications of membership. The Alternate member will serve as a full voting member during any meeting where the board's representative(s) is not in attendance.

CHAPTER 2 – MPO BOARD ORGANIZATION AND DUTIES

A. GOVERNING BODY

The MPO Board shall constitute the Governing Body of the Wilmington Urban Area Metropolitan Planning Organization. The Board shall consist as specified in the adopted Memorandum of Understanding. The eligible voting member list consists of a representative from each of the appointment boards with the City of Wilmington having two representatives.

B. DUTIES OF THE GOVERNING BODY

MPO Board Members and MPO staff shall conduct the business of the Wilmington Urban Area Metropolitan Planning Organization. The MPO Board's duties and responsibilities are outlined in the adopted Memorandum of Understanding.

C. ELECTION OF OFFICERS

The Chairman and Vice-Chairman shall be elected annually by the voting members of the Board with their term to begin at that meeting. In the event that there is no Chairman or Vice-Chairman, the TCC Chairman shall preside until a Chairman and Vice-Chairman are elected. The Chairman and Vice-Chairman shall serve for a period of one (1) year from their election and may be re-elected.

D. DUTIES OF THE CHAIRMAN

The Chairman shall:

- preside at all meetings of the Board.
- be responsible for the control, debate and order of speakers.
- decide all questions of order.
- confine debate to matters under discussion.
- put to a vote all matters properly presented before the MPO Board and to declare the result thereof for the record.

E. DUTIES OF THE VICE-CHAIRMAN

The Vice-Chairman shall:

- in the absence of the Chairman, the Vice Chairman shall assume the duties of the Chairman.

G. APPOINTMENTS TO COMMITTEES

The Wilmington Urban Area Metropolitan Planning Organization utilizes direct citizen input through the voluntary appointment of individuals to various committees (e.g., Bicycle and Pedestrian Advisory Committee and Citizen Advisory Committee).

The MPO Board members shall be charged with the responsibility of appointing individuals to serve on these MPO Committees.

Vacancies

A vacancy on a committee shall be effective on the date stated in the individuals' written notice of resignation filed with the MPO.

Candidate Qualifications

Preferred candidates for appointment shall be at least 18 years of age or older and a resident of the jurisdiction of which the committee member will represent, or be otherwise connected to the community in terms of property ownership, business affairs, or by offering a unique and necessary expertise.

Appointment Process

The appointment process will be determined by the MPO Board member making the appointment to the Committee.

Compensation

The Appointees serve on a volunteer basis and shall not be compensated for their services.

Attendance

Each committee member shall be expected to attend each scheduled meeting.

CHAPTER 3 – CONDUCT OF THE MPO BOARD

A. GENERAL CONDUCT

These rules are intended to facilitate professional and orderly conduct of meetings of the Wilmington Urban Area Metropolitan Planning Organization. The purpose of these rules are to provide an orderly and consistent procedure for conducting such meetings. These rules should be followed as necessary to conduct the Board meetings of the Wilmington Urban Area Metropolitan Planning Organization.

All members shall have and share equal rights, privileges, responsibilities and obligations which include but are not limited to the following:

- All Members present and participating in meetings have the right to make, second, or amend motions.
- All Members present and participating have the right to participate in debate when discussion is permitted.
- All Members have the right to make inquiries and seek clarification or further information on pending matters.
- All Members present for meetings have the right to vote on matters, unless prevented by a conflict of interest. If a conflict exists, the member(s) shall request to be recused from discussion and voting on the item. A Conflict of Interest statement will be attached to the minutes of the meeting in which any discussion or vote was taken relating to that conflict disclosure.

B. CONDUCT WITH MEMBERS

Members shall conduct themselves in a proper, professional and ethical manner during all proceedings, and shall respect each other and follow the rules. Each Member shall demonstrate courtesy and respect for the Board and its members, public, and staff.

MPO Board Members shall:

- treat each other and everyone with courtesy and respect.
- refrain from inappropriate behavior and derogatory comments.
- respect and value each other's time.
- limit their comments to the subject matter, item, or motion being currently considered.
- maintain order and decorum during the meeting.
- abide by the *Governing Body Rules of Procedure* in conducting the business of the Wilmington Urban Area Metropolitan Planning Organization.

- exercise control as to the length of their comments.
- respect each other's opportunity to speak and, if necessary, agree to disagree.

C. CONDUCT WITH COMMITTEES

MPO Board Members shall:

- treat all members of MPO committees with appreciation and respect.
- value and respect the service these committee members provide to improve transportation in the Wilmington region.

D. CONDUCT WITH THE MEDIA

MPO Board Members shall:

- not discuss with the media confidential or privileged information pertaining to closed sessions, attorney-client privileged or attorney work product communications including without limitation personnel or litigation.

Press releases will be prepared by the Executive Director or MPO staff for release to the media.

E. LITIGATION AND CONFIDENTIAL INFORMATION

MPO Members shall:

- keep all materials and verbal communication provided to them on matters that are privileged or confidential pursuant to federal or state law in complete confidence to ensure that the MPO's position is not compromised.

F. ETHICAL CONDUCT

MPO Board Members shall:

- conduct themselves in an ethical manner.
- conduct themselves in a manner compliant with Chapter 138A of the North Carolina General Statutes.
- abide by certain ethics standards and certain provisions of the Ethics Act (S.B. 411; S.L. 2013-156) and the Ethics Act through G.S. 136-200.2.

CHAPTER 4 – MPO BOARD MEETINGS AND SCHEDULES

A. REGULAR MEETINGS

Regular meeting schedules will be adopted by the Board at the last meeting of the calendar year for the upcoming year. These meetings will typically be held eleven (11) times per calendar year unless otherwise approved. Notice of these meetings will be posted in accordance to the State Open Meetings Laws. These meetings and agendas will also be published on the WMPO's website. These meetings are open to members of the public and upon request anyone can be placed on the Board mailing list. At the beginning of each regular meeting, a sign-in sheet will be available before each meeting for those who wish to sign up to speak. Each speaker is limited to three (3) minutes and the entire public comment period shall not exceed fifteen (15) minutes. If necessary, the Chairman can extend the public comment period by a vote of the Board.

Regular meetings of the MPO Board shall be held on the last Wednesday of each month at three (3:00) o'clock P.M., in the 6th Floor Conference Room at 320 Chestnut Street in downtown Wilmington or at such other locations as determined by a majority of the MPO Board members. Any alternate location or change in meeting time shall be specified in the meeting notice.

B. SPECIAL MEETINGS

The Chairman or a majority of board members may at any time call a special meeting of the Board by signing a notice stating the time and place of the meeting and the subjects to be discussed. The person or persons calling the meeting shall cause the notice to be posted at City Hall in downtown Wilmington or the door of the regular meeting place at least forty-eight hours before the meeting. In addition, the notice shall be e-mailed or mailed to individuals and local news organizations. Only items of business specified in the notice may be transacted at a special meeting.

C. EMERGENCY MEETINGS

If a special meeting is called to deal with an unexpected circumstance requiring immediate consideration, the notice requirements of this rule do not apply. However, the person or persons calling an emergency meeting shall take responsible action to inform the other board members and the public of the meeting. Local news organizations having requested notice of the special meetings shall be notified of such emergency meetings by the same method used to notify the board members. Only business connected to the emergency may be discussed at this meeting.

D. CLOSED SESSIONS

Closed sessions shall generally be conducted as needed. In accordance with the North Carolina General Statutes, closed sessions shall be held only when required to permit a public body to act in the public interest as permitted in N.C.G.S. § 143-318.11. A public body may hold a closed

session only upon a motion duly made and adopted at an open meeting. Every motion to close a meeting shall state one or more of the authorized purpose(s) for the closed session.

Closed sessions are closed to the public. The closed session is to protect important privacy interests and matters that are confidential or privileged under federal or state law, and subjects discussed during these sessions should not be shared outside of the session. No action will be taken during closed session except as permitted by state law.

No closed session will be held without the presence of MPO legal counsel.

E. PUBLIC HEARINGS

The MPO Board shall hold public hearings when required by federal, state or local law. Public hearings are officially opened and closed by the Chairman.

F. ATTENDANCE

Each member shall be expected to attend each scheduled meeting. Any Board member asking to be excused shall require a call to the MPO's Executive Director at least 24 hours in advance of the meeting. The Executive Director will at the beginning of the Board meeting, list the members requesting to be excused which will require a vote from the Board to approve these excused absences. If an Alternate attends a meeting in place of the member, this will not count as an absence for the member. For members not attending three (3) consecutive Board meetings, the Chairman will send to the chief elected officer of the jurisdiction of the member in question, a letter indicating the number of absences and requesting re-affirmation or re-designation of the jurisdiction's representative.

G. MEETING RULES

Meetings shall be conducted under parliamentary procedures consistent with Robert's Rules of Order, most recent edition.

CHAPTER 5 - MEETING GUIDELINES & PROCEDURES

A. GENERAL

Authority

The MPO Board acts as a body and policy is established by majority vote.

Majority Vote

Any member may call for a vote on any issue provided that it is seconded and within the purposes set forth in the "Memorandum of Understanding." Each voting member of the Board shall have one vote, and a majority vote of those present and voting shall constitute approval of any motion, provided a quorum exists and provided that a super-majority vote is not required for approval of the item under applicable law, the WMPO Board Bylaws or these Rules of Procedure. Abstentions are not included in the tally of the votes. A Board member's absence, whether excused or unexcused, shall not be counted as an affirmative or negative vote on any matter. Proxy and absentee voting are not permitted.

Meetings to be Public

All meetings of the MPO Board are required to be open to the public with the exception of closed sessions.

Quorum

A quorum is required for the transaction of all business, including conducting meetings or hearings, participating in deliberations or voting upon or otherwise transacting public business. A quorum consists of 51% of the members of the Board, plus as many additional members as may be required to ensure that 51% of the possible votes are present.

Location

All public meetings shall be held at 320 Chestnut Street in the 6th Floor Conference Room, or at such other locations as determined by a majority of the MPO Board members. Any alternate location or change in meeting time or location shall be specified in the notice for the meeting.

Action

Action by the Board shall be taken by means of resolution or oral motion duly made and passed by the majority as a body.

Public actions of the Board shall be recorded in the minutes of all regular meetings, special meetings and/or emergency meetings. Resolutions shall also be recorded and filed in the MPO offices.

The Board may take action on items calendared on the agenda. Items may be added or removed prior to adoption of the agenda.

Sequence of Agenda Items

The MPO Board adopts the agenda at the beginning of the meeting. The sequencing of the items can be modified by the Board upon adoption of the agenda.

Minutes

It is the responsibility of the MPO's Clerk or designated recording secretary to keep and enter a written account of all Board meetings. The official record of the meeting is the minutes after they have been approved by the MPO Board.

Right of Floor

The Chair will recognize members of the Board, staff or audience desiring to speak, and confine remarks to the subject under consideration.

MPO Executive Director

The Executive Director or designee attends all MPO Board meetings and work sessions and may make recommendations to the Board.

B. AGENDA

The agenda is the list of items suggested for consideration and/or discussion at a Board meeting. Agenda items originate from the Executive Director or as a carry-over from previous meetings.

C. REQUIREMENTS FOR AGENDA ITEM SUBMISSION

Technical Coordinating Committee (TCC) and Board members may submit an item(s) to their respective TCC and Board agendas. In order for a Board member to submit an item(s) to the TCC or Board, the item(s) must be submitted no later than 5:00 p.m. the first business day of the calendar month in which the item is requested to be considered. The item must include all pertinent background materials (resolution, maps, etc.). The Board shall approve the agenda at the beginning of each meeting. At this time, the Board shall have the ability to add or remove any item on the agenda by a vote of at least two-thirds (2/3) of the Board's voting members present. An item added to the agenda will be placed for consideration at the end of the meeting.

D. AGENDA PACKET PREPARATION

The Executive Director shall review and approve all items for the MPO Board agendas. The agenda packets shall be provided to the Board at least 5 days prior to the Board meetings for Regular Meetings. For Special Meetings, the packets shall be provided no less than 48 hours prior to the meeting. For Emergency Meetings, the agenda may be provided in advance or at the meeting.

The agenda and agenda packets are compiled and distributed through the Executive Director. Packet information will be electronically transferred via e-mail to the MPO Board members. In addition, the agenda packets are also placed on the Wilmington Urban Area Metropolitan Planning Organization's website.

E. AGENDA FORMAT

The Board may reorder the agenda items to expedite the agenda or for the benefit of the public.

Call to Order

The Chairman shall open each regular meeting at the appointed hour.

Conflict of Interest Statement

In accordance with Senate Bill 411, it is the duty of all MPO Board members, alternates or designees to disclose in writing any conflicts of interest. The statement will be attached to the minutes of the meeting in which any discussion or vote was taken relating to that conflict disclosure.

Approval of Board Member Excused Absences

Each member shall be expected to attend each scheduled meeting. Any Board member asking to be excused shall require a call to the MPO's Executive Director at least 24 hours in advance of the meeting. The Executive Director will at the beginning of the Board meeting, list the members requesting to be excused which will require a vote from the Board to approve these excused absences.

Approval of the Agenda

The MPO Board shall approve the agenda at the beginning of each regular meeting. This approval will outline the business of the Board's meeting.

Election of Officers

The Chairman and Vice-Chairman shall be elected annually by the voting members of the Board, with their terms to begin at that meeting. The Chairman and Vice-Chairman shall serve for a period of one (1) year from their election and may be re-elected. This election shall occur during the first Board meeting of the calendar year or as needed upon a resignation of the Chairman or Vice-Chairman.

Public Comment Period

Time shall be set aside at every regular meeting and work session to allow the public to address the Board on matters that are listed or not listed on the printed agenda. Those wishing to speak may do so during the "Public Comment" period. At the beginning of each regular meeting, a sign-in sheet will be available before each meeting for those who wish to sign up to speak. Each speaker is limited to three (3) minutes and the entire public comment period shall not exceed fifteen (15) minutes. If necessary, the Chairman can extend the public comment period by a vote of the Board.

Each person addressing the MPO Board must approach the front of the room when recognized by the Chairman, communicate his or her name and address and then their public comments.

Members of the MPO Board are discouraged from engaging in debate with a member of the public at the Board meetings.

Closed Session

The Closed Session portion of the meeting is reserved for times when the Board determines it necessary to enter into a Closed Session as allowed by North Carolina General Statute. It does not preclude the Board from entering into Closed Session at any point during an open meeting as the Board deems necessary.

Presentation(s)

This time may be used as necessary to present awards or to receive remarks and presentations by distinguished guests or staff on items of interest to the Board.

Consent Agenda

These are items on the MPO Board agenda which are considered to be of a routine and noncontroversial nature by the Executive Director, shall be listed on the consent agenda. These items shall be acted upon collectively under a single motion. A member of the Board may remove any item from the consent agenda for discussion. Any item removed will be heard immediately following action on the remaining consent agenda items.

Public Hearings

The Public Hearings portion of the meeting is reserved for any items requiring a formal public hearing when required by federal, state or local law.

Old Business

Old Business contains items which have been previously discussed and require Board action or direction.

Regular Agenda

The Regular Agenda contains items which may not have been previously discussed and require Board action or direction. These items may or may not be considered controversial. These items will be accompanied by a resolution.

Discussion

Discussion items are items that require Board discussion. These items will not include an accompanying resolution. Items listed under discussion may or may not receive action and/or direction during a meeting. The Board may decide to take action on any discussion item or may request staff to return with an accompanying resolution at a future date.

Updates

This time is reserved to receive updates from the MPO and the various transportation partners on efforts underway in their respective organizations. Typically this information is provided in written form and included in the agenda packet.

Announcements

This is the time when any upcoming public meetings that would be of interest to the Board are provided.

Adjournment

Before there can be an adjournment, the Board must, by proper action, move and vote for adjournment. Upon adjournment, the meeting is ended and no further business can be conducted.

WMPO Board Member Remote Participation Policy and Procedure

Adopted September 29, 2021

Amended August 30, 2023

WHEREAS, the Board of the Wilmington Urban Area Metropolitan Planning Organization (WMPO) acknowledges that Board member attendance at Board meetings is essential for Board members to perform their official duties and to add to the diversity of thought and opinion in the Board's deliberations;

WHEREAS, the Board strongly encourages its members to be physically present for all Board meetings, and it is the goal of the Board that Board meetings be held in-person with Board members physically present at the meeting location. The Board recognizes, however, that extenuating circumstances may prevent a Board member from being physically present at a meeting;

WHEREAS, the Board further recognizes that advances in online, audio and video conferencing technology make it possible for Board members in remote locations to communicate and deliberate effectively with each other during meetings via electronic methods which provide for simultaneous communication;

WHEREAS, the Board also recognizes that allowing Board members to participate remotely in meetings will help ensure full participation of the Board at its meetings.

NOW THEREFORE, in order to promote full participation of Board members at meetings while also ensuring access and transparency for the public as required by the Open Meetings Law, the Board authorizes its members to participate remotely in Board meetings subject to the following rules and requirements:

A. AUTHORIZED CIRCUMSTANCES FOR REMOTE PARTICIPATION. The Board authorizes remote participation by its members in any meeting of the Board consistent with the following conditions and requirements.

1. A Board member may attend a meeting and participate in Board deliberations and decisions by remote participation if the member is prevented from physically attending the meeting due to any of the following reasons:

- a. personal illness or disability
- b. out-of-town travel
- c. unexpected lack of child-care
- d. family member illness or emergency
- e. weather conditions
- f. military service
- g. employment or business obligations
- h. an unexpected scheduling conflict

Remote participation is not intended to be used solely for a Board member's convenience.

2. Acceptable means of remote participation include telephone-, Internet-, or satellite enabled audio or video conferencing, or any other technology that provides for simultaneous communication during the meeting and enables the remote member(s) and all persons present at the meeting location to be clearly audible to one another. "Simultaneous communication" shall mean any communication by conference telephone, conference video, or other electronic means. Text messaging, instant messaging, email, and web chat without audio are not acceptable means of remote participation.

3. No Board member may participate remotely more than two (2) times during a calendar year; provided however, that in justifiable circumstances, the Board may, by majority vote, agree to waive this limitation. The two-meeting per year limitation on remote participation in this section does not apply to situations where a Board member is in quarantine or is experiencing a long-term illness.

B. CONDITIONS AND REQUIREMENTS FOR REMOTE PARTICIPATION.

1. A Board member may participate remotely only when the acceptable means of simultaneous communication allows for the member who is participating remotely to do all of the following:

- a. Hear what is said by other members of the Board.
- b. Hear what is said by any individual addressing the Board.
- c. To be heard by all members of the Board when speaking to the Board.
- d. To be heard by all other persons present at the meeting location.

2. A Board member participating remotely will be considered present at the meeting for purposes of establishing a meeting quorum only during the period where simultaneous communication is maintained for that member.

3. A Board member considered present through remote participation will be permitted to vote on any action item at the meeting except:

- a. any item for which the member was not participating remotely during the entire discussion and deliberation of the matter preceding the vote; and
- b. any item that was being discussed when an interruption to the electronic communication occurred, if the Board's discussion was not suspended during the interruption. A brief loss of simultaneous communication will not disqualify the member from voting on the matter under discussion.

4. A Board member may participate remotely in a closed session of the Board provided the member provides assurance to the Board that no other person is able to hear, see, or otherwise participate in the closed session from the remote location.

C. PROCEDURE FOR REMOTE PARTICIPATION.

1. A Board member who desires to participate in a meeting remotely shall use his or her best efforts to notify the Chair or Executive Director at least one business day prior to the meeting so that necessary arrangements for remote participation can be made.

2. The Chair or the Chair's designee at the meeting location shall initiate contact with the Board member prior to the start of the meeting to secure remote participation.

3. The Chair shall announce the remote participant and the means of remote participation at the beginning of the meeting.

4. Any Board member participating remotely must identify himself or herself in each of the following situations:

- a. When the roll is taken or the meeting is commenced.
- b. Prior to participating in the deliberations, including making motions, proposing amendments, and raising points of order.
- c. Prior to voting.

5. The Chair may decide how to address technical difficulties that arise when utilizing remote participation.

6. When possible, the Chair should temporarily suspend discussion while reasonable efforts are made to correct any problem that interferes with the ability of a member who is participating remotely to hear or be heard clearly by all persons present at the meeting location and by any other Board members who may also be participating remotely at that meeting. If, however, the technical difficulties distract from or impede the orderly progress of the meeting, a majority of the members physically present may vote to end the remote participation.

7. A Board member participating remotely shall notify the Chair if leaving the meeting before it is adjourned or rejoining the meeting after a period of absence.

8. All votes taken during any meeting where a Board member is participating remotely will be by a voice vote and a roll call vote may be taken if requested by any member of the Board.

9. All remote participation will be noted in the official Board minutes. Any interruption to or discontinuation of the Board member's remote participation will also be noted in the minutes.

10. The Executive Director is directed to provide the technology sufficient to implement this policy in accordance with all applicable laws.

D. NOT EXCLUSIVE. This remote participation policy is intended to apply when there is no declaration of emergency under N.C.G.S. sec. 166A-19.20 in effect. Upon the issuance of a declaration of emergency under N.C.G.S. sec. 166A-19.20, the provisions of N.C.G.S. sec. 166A-19.24 and any other applicable statutes or regulations shall control. This remote participation policy does not apply to remote meetings under N.C.G.S. sec. 166A-19.24.

Wilmington Urban Area Metropolitan Planning Organization
Closed Session Policy
Adopted August 30, 2023

It is the policy of the Wilmington Urban Area Metropolitan Planning Organization ("WMPO") that closed sessions shall be held only when required to permit the WMPO to act in the public interest as permitted by N.C.G.S. § 143-318.11. The WMPO Board hereby adopts the following Closed Session Policy:

A. The Board may hold a closed session and exclude the public only when a closed session is required for the purposes set forth in N.C.G.S. § 143-318.11(a), as follows:

- (1) To prevent the disclosure of information that is privileged or confidential pursuant to the law of this State or of the United States, or not considered a public record within the meaning of Chapter 132 of the General Statutes.
- (2) To prevent the premature disclosure of an honorary degree, scholarship, prize, or similar award.
- (3) To consult with an attorney employed or retained by the public body in order to preserve the attorney-client privilege between the attorney and the public body, which privilege is hereby acknowledged. General policy matters may not be discussed in a closed session and nothing herein shall be construed to permit a public body to close a meeting that otherwise would be open merely because an attorney employed or retained by the public body is a participant. The public body may consider and give instructions to an attorney concerning the handling or settlement of a claim, judicial action, mediation, arbitration, or administrative procedure. If the public body has approved or considered a settlement, other than a malpractice settlement by or on behalf of a hospital, in closed session, the terms of that settlement shall be reported to the public body and entered into its minutes as soon as possible within a reasonable time after the settlement is concluded.
- (4) To discuss matters relating to the location or expansion of industries or other businesses in the area served by the public body, including agreement on a tentative list of economic development incentives that may be offered by the public body in negotiations, or to discuss matters relating to military installation closure or realignment. Any action approving the signing of an economic development contract or commitment, or the action authorizing the payment of economic development expenditures, shall be taken in an open session.
- (5) To establish, or to instruct the public body's staff or negotiating agents concerning the position to be taken by or on behalf of the public body in negotiating (i) the price and other material terms of a contract or proposed contract for the acquisition of real property by purchase, option, exchange, or lease; or (ii) the amount of compensation and other material terms of an employment contract or proposed employment contract.

- (6) To consider the qualifications, competence, performance, character, fitness, conditions of appointment, or conditions of initial employment of an individual public officer or employee or prospective public officer or employee; or to hear or investigate a complaint, charge, or grievance by or against an individual public officer or employee. General personnel policy issues may not be considered in a closed session. A public body may not consider the qualifications, competence, performance, character, fitness, appointment, or removal of a member of the public body or another body and may not consider or fill a vacancy among its own membership except in an open meeting. Final action making an appointment or discharge or removal by a public body having final authority for the appointment or discharge or removal shall be taken in an open meeting.
 - (7) To plan, conduct, or hear reports concerning investigations of alleged criminal misconduct.
 - (8) To formulate plans by a local board of education relating to emergency response to incidents of school violence or to formulate and adopt the school safety components of school improvement plans by a local board of education or a school improvement team.
 - (9) To discuss and take action regarding plans to protect public safety as it relates to existing or potential terrorist activity and to receive briefings by staff members, legal counsel, or law enforcement or emergency service officials concerning actions taken or to be taken to respond to such activity.
 - (10) To view a recording released pursuant to G.S. 132-1.4A.
- B. The Board may go into closed session only upon a motion duly made and adopted at an open meeting by a majority vote of the Board Members voting in-person or participating remotely. The motion must state one or more of the permissible purposes for holding a closed session listed in N.C.G.S. § 143-318.11(a).
- C. Pursuant to the *WMPO Board Member Remote Participation Policy and Procedure*, Board Members may participate in a closed session remotely provided the Board Member provides assurance to the Board that no other person is able to hear, see, or otherwise participate in the closed session from the remote location.
- D. If the purpose of the closed session is to prevent the disclosure of information that is privileged or confidential under State or Federal law, or not considered a public record within the meaning of Chapter 132 of the North Carolina General Statutes, the motion to go into closed session must also state the name or citation of the law that renders the information to be discussed privileged or confidential.
- E. If the purpose of the closed session is to consult with the WMPO's attorney pursuant to N.C.G.S. § 143-318.11(a)(3), the motion to go into closed session must identify the parties in each existing lawsuit concerning which the Board expects to receive advice during the closed

session.

- F. The Executive Director, the Clerk to the Board and the WMPO's attorney shall attend the closed session unless otherwise directed by the Board. Any closed session held pursuant to N.C.G.S. § 143-318.11(a)(3) must include an attorney employed or retained by the WMPO. The Board may allow staff or agents of the WMPO to attend the closed session if necessary or appropriate to the matter at hand. No other person shall attend the closed session unless specifically invited by a majority vote of the Board.
- G. In the absence of the Clerk, the Board Chair shall designate one of the Board Members or another person authorized to attend the closed session to prepare minutes and the general account of the closed session.
- H. Upon completing its closed session business, the Board shall end the closed session by adopting a duly made motion to return to open session.
- I. This Policy is in addition to all other applicable Federal and State laws, regulations and requirements. In the event that this Policy conflicts or is inconsistent with any applicable Federal or State law, regulation or requirement, the Federal and/or State law, regulation or requirement shall control.
- J. This Policy supplements the Board's other adopted rules and policies and shall also apply to any Committees of the Board.
- K. This policy may be revised or amended as determined appropriate by the Board.

Adopted this ____ day of August, 2023.

ADOPTED

2/20/2023

**Wilmington Urban Area Metropolitan Planning Organization
Conflict of Interest Policy: Recusal Procedure and Guidelines**

The Wilmington Urban Area Metropolitan Planning Organization (“WMPO”) seeks to prevent and avoid any conflicts of interest in the conduct of its business and to avoid any appearance of such conflicts to the public it serves. Each WMPO Board Member, and his/her alternate, has the duty to place the interests of the WMPO and the public it serves foremost in the conduct of business by the WMPO and has a continuing responsibility to comply with this policy.

WMPO Board Members shall comply with the provisions of G.S. 136-200.2(g) through (k), and all other applicable provisions of law. In the event that a conflict of interest is identified and no statutory exceptions allow the Board Member to participate in a matter, the Board Member shall recuse him/herself and shall not participate in any verbal or written action regarding the matter. In addition to all statutory requirements, the Board Member shall:

1. Promptly Disclose the Conflict or Potential Conflict of Interest. The Board Member shall promptly disclose in writing to the Board any conflict of interest or potential conflict of interest, which written disclosure shall be attached to the minutes of the meeting in which any discussion or vote was taken by the Board related to that disclosure.
2. Decline to Vote or Take Action on the Matter. The Board Member shall not vote and shall not otherwise take action or make a determination on the matter. To the extent permitted and feasible, the Board Member may request that his/her alternate participate in the matter on behalf of the member jurisdiction, provided that such participation by the alternate does not also create a conflict of interest or the appearance of a conflict of interest, and provided further that such participation by the alternate does not delay the Board’s timely consideration of and/or action upon the matter.
3. Decline to Participate in Discussions on the Matter. The Board Member shall avoid participating in verbal or written discussions about the matter with fellow Board Members, WMPO Staff, NCDOT Staff and other government officials, interested parties, and members of the media or the public. This includes both formal discussions of the full Board or a Board committee or informal conversations concerning the matter.
4. Not Seek or Accept Non-Public Information Concerning the Matter. The Board Member shall not be provided with or accept non-public information related to the matter or

request such information. This includes information accepted or requested from fellow Board Members, WMPO Staff, NCDOT Staff or other government officials, and interested parties.

This policy shall be distributed to each WMPO Board Member and (if applicable) his/her alternate.

This policy may be revised or amended as deemed appropriate by the WMPO Board.

This policy is in addition to all applicable Federal and State ethics, disclosure and confidentiality laws, rules, and requirements. In the event that this policy conflicts or is inconsistent with any applicable Federal or State law, rule or requirement, the Federal and/or State law, rule or requirement shall control.

Adopted this 20th day of February, 2023.

Wilmington Urban Area
Metropolitan Planning Organization
Public Participation Plan



Adopted
September 30, 2020

Amended
January 25, 2023

Contents

1	Introduction	4
1.1	Overview	4
1.2	The WMPO Mission Statement	4
1.3	The WMPO Board	4
1.3.1	Board Meetings	5
1.4	Technical Coordinating Committee (TCC)	5
1.5	Bicycle and Pedestrian Advisory Committee	5
1.6	Electronic Meetings	6
2	Purpose	7
2.1	Goals	7
2.2	Objectives	7
3	Federal Requirements	8
3.1	Federal Regulation	8
3.2	Title VI of the Civil Rights Act of 1964	8
3.3	The Americans with Disabilities Act of 1990, the Rehabilitation Act of 1973 (Section 504), and the Rehabilitation Act Amendments of 1998 (Section 508)	9
3.4	Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (2000)	9
3.5	Executive Order 12898, USDOT Order 5610.2(a), and FHWA Order 6640.23A	9
3.5.1	Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994)	9
3.5.2	Department of Transportation Update Environmental Justice Order 5610.2(a)	9
3.5.3	Federal Highway Administration Order 6640.23A Actions to Address Environmental Justice in Minority Populations and Low-Income Populations	10
3.6	Environmental Justice and Limited English Proficiency Outreach Strategies	10
3.6.1	Develop and Implement a Plan to Reach Non-Participating Minority and Low Income Populations	11
3.6.2	Develop Outreach and Education Programs	11
4	Outreach Efforts	12
4.1	Stakeholder Interviews	12
4.2	Publicize WMPO Activities	12
4.3	Establish a Speaker Bureau	12
4.4	Maintain a Website	13
4.5	Develop and Distribute Brochures	13
4.6	Conduct Public Informational Workshops, Charrettes and Public Open Houses	13

4.7	Conduct Surveys	13
4.8	Create Newsletters.....	13
4.9	Periodic Transportation Summits.....	14
4.10	Citizen Advisory Committee (CAC)	14
4.11	Social Media	14
4.12	Annual Report.....	14
4.13	Visualization Techniques	14
5	Plan Specific Guidelines	15
5.1	Public Comment for MTP, UPWP, and MTIP	15
5.2	Metropolitan Transportation Plan (MTP)	15
5.2.1	Objectives	15
5.3	Metropolitan Transportation Improvement Program (MTIP).....	16
5.3.1	Annual Listing of Obligated Projects	16
5.4	Unified Planning Work Program (UPWP).....	16
5.5	Plan Specific Chart.....	17

1 Introduction

1.1 Overview

The Wilmington Urban Area Metropolitan Planning Organization's (WMPO) Public Participation Plan is an umbrella policy, encompassing the plans and programs of the greater Wilmington Urban Area's transportation planning process. Public participation is an integral part of the WMPO's planning efforts. The Public Participation Plan is comprised of the public involvement programs for all the major planning activities, including the Metropolitan Transportation Plan (MTP), Metropolitan Transportation Improvement Program (MTIP), the Unified Planning Work Program (UPWP) and federal requirements (FAST Act, Civil Rights Act, Environmental Justice, Limited English Proficiency and Americans with Disabilities Act).

The WMPO is an intergovernmental transportation planning agency created by an agreement among the City of Wilmington, Town of Belville, Town of Carolina Beach, Town of Kure Beach, Town of Leland, Town of Navassa, Town of Wrightsville Beach, Brunswick County, New Hanover County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation. Federal and state laws require the formation of Metropolitan Planning Organizations (MPO) in urbanized areas with populations of greater than 50,000 in order for surface transportation projects to be eligible for federal transportation funding.

The Wilmington Urban Area population has exceeded 200,000 and in July 2012 the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) designated the Wilmington Urban Area as a Transportation Management Area (TMA). This new designation provides for additional requirements including a Congestion Management Process, official FHWA/FTA Certification Review, additional federal reporting requirements and the administration of the Direct Attributable Programs.

The WMPO is responsible for conducting a continuing, cooperative, and comprehensive transportation planning process for all of the members within the WMPO urbanized area. The WMPO must plan for the movement of both people and goods within the WMPO boundaries by all modes of travel, including highways, public transportation, bicycles, and pedestrians. It also plans for the connections (such as airports, seaports, buses, railroads, and pipeline terminals) linking these modes and connecting the greater Wilmington area to the rest of the State, country, and world.

1.2 The WMPO Mission Statement

Create and execute continuing, cooperative and comprehensive regional long-range planning efforts that proactively drive transportation decisions to improve safety, connectivity, economic development and quality of life in the Wilmington region.

1.3 The WMPO Board

The Board is the policy and decision-making body for the WMPO. The Board is comprised of elected and appointed officials from the City of Wilmington, Town of Belville, Town of Carolina Beach, Town of Kure Beach, Town of Leland, Town of Navassa, Town of Wrightsville Beach, Brunswick County, New Hanover County, Pender County, Cape Fear Public Transportation Authority, and the North Carolina Board of

Transportation. The Board is ultimately responsible for providing opportunities for citizen participation in the transportation planning process.

WMPO Voting Members:

Brunswick County: One elected official

New Hanover County: One elected official

Pender County: One elected official

City of Wilmington: Two elected officials

Town of Belville: One elected official

Town of Carolina Beach: One elected official

Town of Kure Beach: One elected official

Town of Leland: One elected official

Town of Navassa: One elected official

Town of Wrightsville Beach: One elected official

Cape Fear Public Transportation Authority: One elected official (appointed by the New Hanover County Board of Commissioners to the Authority Board)

North Carolina Board of Transportation: One appointed official

WMPO Non-Voting Members:

Federal Highway Administration

Cape Fear Council of Governments

North Carolina State Ports Authority

Wilmington Airport Authority

North Carolina Turnpike Authority

1.3.1 Board Meetings

Regular schedules will be adopted by the Board at the last meeting of the calendar year for the upcoming year. These meetings will typically be held eleven (11) times per calendar year unless otherwise approved. Notice of these meetings will be posted in accordance to the State Open Meetings Laws. These meetings and agendas will also be published on the WMPO's website. These meetings are open to members of the public and upon request anyone can be placed on the Board mailing list. At the beginning of each regular meeting, a sign-in sheet will be available before each meeting for those who wish to speak. Each speaker is limited to three (3) minutes and the entire public comment period shall not exceed fifteen (15) minutes. If necessary, the Chairman can extend the public comment period by a vote of the Board.

1.4 Technical Coordinating Committee (TCC)

The Technical Coordinating Committee (TCC) is made of planners, engineers, and other staff from each of the member agencies to facilitate coordination of the WMPO's planning activities and transportation planning and related activities occurring within each member agency's jurisdiction. The TCC makes recommendations to the Board.

1.5 Bicycle and Pedestrian Advisory Committee

The Bicycle and Pedestrian Advisory Committee is composed of members appointed by the Board, the Chancellor of the University of North Carolina at Wilmington, and the Chairman of the Bicycle and Pedestrian Advisory Committee. The Bicycle and Pedestrian Advisory

Committee promotes the safe use of bicycling and walking for transportation, fitness, and recreation; provides recommendations on policies and plans that affect the development of bicycle and pedestrian facilities; and contributes to the development of the MTP.

1.6 Electronic Meetings

The Wilmington Urban Area Metropolitan Planning Organization may choose to hold electronic meetings solely online or electronically. In these cases, a telephone number will also be provided for individuals without internet access to call in.

When Feasible:

- Meetings will be streamed live on an online platform that allows visual and audio capabilities to the general public.
- Meeting agendas and materials will be posted online in advance of the meeting.
- If a public comment period is undertaken during the meeting and public cannot be made in person, a means to provide comments by phone, email and/or video will be provided.

2 Purpose

The purpose of the WMPO Public Participation Plan is to create an open decision-making process whereby citizens have the opportunity to be involved in all stages of the transportation planning process. This policy is designed to ensure that transportation decisions will reflect public priorities.

2.1 Goals

The goals of the WMPO's Public Participation Plan are:

- A. The WMPO will actively seek and consider public input and incorporate or otherwise respond to the views of its stakeholders in making its decisions.
- B. The public will be informed in a timely manner about and empowered to participate in the WMPO's decision-making processes, which are open, understandable, and consistently followed. Access points for public input will be clearly defined from the earliest stages of a decision process and provide adequate time for stakeholders to participate.
- C. Credible, effective public participation processes will be consistently incorporated into the WMPO's program operations, planning activities, and decision-making processes, at headquarters and in the field. Every employee within the WMPO will share responsibility to promote, practice, and improve public participation.

2.2 Objectives

- Bring a broad cross-section of the public into the public policy and transportation planning decision-making process.
- Maintain public involvement from the early stages of the planning process through detailed project development.
- Use different combinations of public involvement techniques to meet the diverse needs of the general public.
- Determine the public's knowledge of the metropolitan transportation system and the public's values and attitudes concerning transportation.
- Educate citizens and elected officials in order to increase general understanding of transportation issues.
- Make technical and other information available to the public.
- Establish a channel for an effective feedback process. Evaluate the public involvement process and procedures to assess their success at meeting requirements specified in the FAST Act (or most current regulation), NEPA, and FTA/FHWA Guidance on Public Participation.

3 Federal Requirements

The federal laws and processes covering public participation in the transportation planning process include the following:

- *Fixing America's Surface Transportation Act (FAST Act)*, (or most current regulation);
- *Title VI of the Civil Rights Act of 1964*;
- *Executive Order 13161, Improving Access to Services for Persons with Limited English Proficiency (2000)*;
- *The Americans with Disabilities Act of 1990, the Rehabilitation Act of 1973 (Section 504)*, and *Rehabilitation Act Amendments of 1998 (Section 508)*; and
- *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994)*, *USDOT Order 5610.2(a)*, and *FHWA Order 6640.23A*.

In order to be in compliances with the federal requirements for Environmental Justice (EJ) and Limited English proficiency (LEP), the WMPO may develop strategies that encourage EJ and LEP populations to participate in the transportation planning process.

3.1 Federal Regulation

As mandated under the 23 U.S. Code § 134 and directed by the FAST Act, or other, current supporting federal regulations, MPOs must establish, periodically review and update public participation processes. These processes should assure early and continued public awareness of and access to the transportation decision-making process.

The planning regulations contain a number of performance standards for public involvement, including:

- Providing timely notice and reasonable access to information about transportation issues and processes;
- Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the MTIP;
- Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the MTIP;
- Employing visualization techniques to describe metropolitan transportation plans and MTIPs; and
- Making public information (technical information and meeting notices) available in electronically accessible formats and means.

3.2 Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 states that “no person in the United States shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

3.3 The Americans with Disabilities Act of 1990, the Rehabilitation Act of 1973 (Section 504), and the Rehabilitation Act Amendments of 1998 (Section 508)

The *Americans with Disabilities Act of 1990* mandates that public facilities be made accessible to people with disabilities and has been the basis for requiring that transit buses and street curbs be retrofitted or reconstructed with appropriate equipment and design details.

The *Rehabilitation Act of 1973* (Section 504) states that “no qualified individual with a disability in the United States shall be excluded from, denied the benefits of, or be subjected to discrimination under” any program or activity that receives federal financial assistance.

The *Rehabilitation Act Amendments of 1998* (Section 508) states that federal agencies must ensure that electronic and information technology is accessible to employees and members of the public with disabilities to the extent it does not pose an “undue burden.”

All notices for planning activities of the **WMPO** will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (e.g., having available large print documents, audio material, someone proficient in sign language, a translator or other provisions requested). Public meetings will be held in locations accessible to persons with disabilities and will be located near or on a transit route if possible. TTY users may dial 711 to contact the WMPO.

3.4 Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (2000)

The basis of *Executive Order 13166* lies in *Title VI of the Civil Rights Act of 1964*. It requires that federal agencies work to ensure that recipients of federal financial assistance provide “meaningful access” to their limited English proficiency applicants and beneficiaries.

3.5 Executive Order 12898, USDOT Order 5610.2(a), and FHWA Order 6640.23A.

3.5.1 Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994)

The basis of *Executive Order 12898* lies in *Title VI of the Civil Rights Act of 1964*. The Executive Order directs that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

3.5.2 Department of Transportation Update Environmental Justice Order 5610.2(a)

The *USDOT Order 5610.2(a)* sets forth the U.S. Department of Transportation (USDOT) policy to consider environmental justice principles in all USDOT programs, policies, and activities. The three fundamental environmental justice principles include:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;

- To ensure full and fair participation by all potentially affected communities in transportation decision-making; and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

3.5.3 Federal Highway Administration Order 6640.23A Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

The *FHWA Order 6640.23A* is the directive that establishes policies and procedures for the FHWA to use in complying with *Executive Order 12898*. In addition, it defines the following terms:

Low-Income – A person whose median household income is at or below the Department of Health and Human Services poverty guidelines.

Low-Income Population – Any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons who will be similarly affected by a proposed program, policy, or activity.

Minority – A person who is:

- Black: a person having origins in any of the black racial groups of Africa;
- Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
- Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent;
- American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or
- Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands.

Minority Population – Any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons who will be similarly affected by a proposed program, policy, or activity.

3.6 Environmental Justice and Limited English Proficiency Outreach Strategies

The WMPO places great emphasis on reaching people and groups that have not traditionally been participants in the transportation planning process. These traditional non-participants include low-income, minority, elderly and disabled; do not have vehicles; and low literate or have limited English proficiency. The WMPO will develop strategies to address participation barriers that may include the following listed below. In addition, staff may modify the techniques listed in the next section, Outreach Efforts, to ensure traditionally non-participating populations are involved in the transportation planning process.

3.6.1 Develop and Implement a Plan to Reach Non-Participating Minority and Low Income Populations

WMPO staff should identify and meet with organizations and community leaders who represent traditional non-participant populations. The purpose of these meetings will be to build relationships with the groups and leaders as well as identify strategies to bring traditional non-participants into the planning process. The identified strategies will be implemented in cooperation with the organizations and community leaders. Detailed plans may outline the meetings with group leaders and implementing strategies.

3.6.2 Develop Outreach and Education Programs

The WMPO should develop outreach and education program designed to educate the public about the regional transportation planning process and its relevancy to all stakeholders. English and Spanish materials may be produced as part of this program and may include such tools as pamphlets and brochures which can be used in various presentations and for distribution.

Special considerations and arrangements will be made to design a program that is tailored for traditional non-participants. These considerations may include developing materials specifically targeted to those communities. It will be necessary to periodically review and update the program and materials.

4 Outreach Efforts

The WMPO will seek public input through a menu of techniques, including public notices, comment periods, workshops, charrettes, public hearings, newsletters, surveys, media relations, periodic transportation summits, and the Citizen's Advisory Committee (CAC). The techniques employed will vary, depending on the specific planning task and a menu of options are outlined in this section. The WMPO will hold a forty-five (45) day public comment period for amendments to the Public Participation Plan and will seek input and feedback on the WMPO's public involvement efforts.

4.1 Stakeholder Interviews

A stakeholder is defined as any person or group that is affected by a transportation plan, program or project, including those who are not aware they will be affected. In accordance with the FAST Act, stakeholders will include "individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties."

Individuals will include the general public; environmental, health, neighborhood, citizen and civic organizations; and, traditionally underserved communities such as people with disabilities, and/or low-income, minority, and elderly.

The WMPO will create a database holding contact information for individual stakeholders and representative stakeholder groups. The WMPO will continually work to identify new stakeholders interested in and or affected by the transportation planning process. With their consent, these names, addresses, phone numbers and e-mail addresses will be included in the stakeholder, contact database.

Ongoing meetings with stakeholders will be conducted to share information and for the WMPO to receive feedback on transportation issues throughout the community and region.

4.2 Publicize WMPO Activities

Media coverage will be actively cultivated to ensure that mainstream and ethnic radio, television and newspaper outlets understand the importance of providing information on transportation planning activities. In addition, articles, new releases and/or media releases will be used to disseminate information to announce public review and comment periods and public meetings. In order to accomplish this task, a current list of media outlets such as mainstream and ethnic television and radio stations and newspapers, including small community-based publications, will be established and maintained.

4.3 Establish a Speaker Bureau

The Speaker's Bureau will consist of WMPO members and staff who can speak to civic organizations, professional organizations, neighborhood associations and other groups about the

regional transportation planning process. Members of the Speaker's Bureau will present information in order to educate the public regarding the WMPO planning process and on-going transportation projects within the region. A goal of holding a Speaker's Bureau will be that WMPO staff will gain further insight on the public's issues/concerns and transportation needs within the region.

4.4 Maintain a Website

The WMPO's website (www.wmpo.org) provides information about WMPO meetings and activities, including listing all upcoming meetings. This website includes a calendar, agendas and minutes; plans and documents and updates on current transportation projects. This website should provide the public with an opportunity to provide input and formal comments on an ongoing basis through the e-mail links.

4.5 Develop and Distribute Brochures

The WMPO may produce a brochure in English and Spanish dedicated to explaining the WMPO and its roles and responsibilities. If requested, this brochure will be provided in large print format. The brochure should be available on-line and made available to identified stakeholders, libraries, government buildings, WMPO offices and other locations. Specialized brochures may be required to be provided to targeted groups.

4.6 Conduct Public Informational Workshops, Charrettes and Public Open Houses

Public Informational Workshops, Charrettes and Public Open Houses may be conducted on topics associated with the transportation planning process. Such workshops, charrettes and/or open houses will be designed based on the intent of the meeting. These can be used to educate the participants on specific topics, e.g. transportation projects, the transportation model, planning efforts, etc. Public Informational Workshops, Charrettes and Public Open Houses provide a means for allowing the public to express their ideas and concerns in an informal setting. The workshops, charrettes and open houses may be conducted on an as-needed basis.

4.7 Conduct Surveys

Surveys may be used to gather information from peoples' perceptions, preferences and practices. In areas where low literacy exists; surveys should be conducted in person. In limited English proficient communities, these surveys should be published in Spanish. In areas where the public is literate, surveys may be mailed, e-mailed or posted on the WMPO's website.

4.8 Create Newsletters

The WMPO may produce a quarterly newsletter in both English and Spanish dedicated to transportation planning activities in the Wilmington region. If requested, this newsletter should be provided in a large print format. This newsletter should include information regarding technical issues written in layman's terms for the general public. In addition, the newsletter should provide the public with periodic updates of WMPO activities. The newsletter should be available on-line and distributed to all identified stakeholders, made available to libraries, government buildings, WMPO offices and other locations. Additionally, a specialized newsletter may be needed to provide timely information on targeted projects/topics.

4.9 Periodic Transportation Summits

Periodic Transportation Summits may be conducted by the WMPO to educate local elected officials, business, transportation, and community leaders on topics in the transportation industry. These summits will be focused on federal, state and local transportation issues and serves as an avenue to bring these leaders together to discuss transportation concerns and needs. The WMPO may utilize Transportation Summits for State and local leaders to discuss local and regional transportation issues.

4.10 Citizen Advisory Committee (CAC)

The WMPO Board may establish a Citizen Advisory Committee (CAC). The CAC is a volunteer group consisting of representatives from community organizations, professional associations, neighborhood associations, civic and community organizations and the private sector. The CAC will assist in developing public participation programs and collecting public input for the decision making process. Comments received from the CAC members and non-members are treated equally. The CAC will establish a meeting schedule approved at the last meeting of the calendar year for the upcoming year. These meetings are open to the public and provide an opportunity for interested parties to hear and discuss transportation matters to guide developing the MTP and other studies.

4.11 Social Media

The WMPO may use social media outlets to provide an additional avenue to effectively communicate information and encourage citizen participation. Adjusting practices to involve innovative technologies ensures that the WMPO is capitalizing on cost-effective resources that citizens use when obtaining and sharing information. Posts and comments directed to the WMPO through social media outlets will not be considered to be public comments for planning activities or projects.

4.12 Annual Report

The WMPO may publish an Annual Report that highlights annual agency accomplishments and provides a review of the services provided to the community.

4.13 Visualization Techniques

The WMPO may use visualization techniques for communicating information to the public, elected and appointed officials, and other stakeholders. Visualization techniques should deliver information in a clear and concise manner, promoting a better understanding of existing or proposed transportation planning activities.

Depending on the planning activity, visualization techniques may include, but not limited to: GIS maps; web-based surveys; videos; brochures or flyers; PowerPoint presentations; or photographic renderings. The WMPO should evaluate the effectiveness of visualization techniques and seek guidance from other partnering agencies, including, but not limited to FHWA's "Visualization in Planning" website.

5 Plan Specific Guidelines

The WMPO's Public Participation Plan is consist of a number of procedures and all planning programs and activities are required to go through the Board's public participation process. In addition, the WMPO has initiated specific public participation techniques for the MTP, the MTIP, the UPWP complying federal requirements – FAST Act, Civil Rights Act, Environmental Justice, Limited English Proficiency and Americans with Disabilities Act.

5.1 Public Comment for MTP, UPWP, and MTIP

The WMPO will provide an opportunity for meaningful public involvement in the development and update of the MTP; final draft of the MTIP; and in the development of the UPWP. The public comment period will be a minimum thirty (30) day period, effective from the date of the public notice publication. Written comments will be received during the comment period and will be directed to the WMPO. The WMPO's contact person, phone number and e-mail address will be included in the public notice. The Board shall hold at least one public hearing prior to the adoption of the MTIP every two years. A public comment period is not required for administrative modifications to the MTIP.

The WMPO will assemble all comments and forward summary of comments to the TCC and the Board. The Board typically acknowledges public comments for the MTP, UPWP, and MTIP in one of the following two ways: the Board may incorporate a summary of public comments and the WMPO's response, as an appendix, into the specific planning document, or, depending on the number of comments, the Board may instruct the planning staff to respond directly by letter. Acknowledging public comments is a way to let the public know that its comments are being addressed and is part of the public involvement feedback process.

5.2 Metropolitan Transportation Plan (MTP)

The MTP is developed for the Metropolitan Planning Area (MPA) and covers at least a 20-year planning horizon. The MTP encompasses transportation strategies to maintain the existing transportation infrastructure while meeting the future needs of all federally funded transportation modes in the MPA, including highways, public transportation, bicycle and pedestrian, freight and rail, ferry, and aviation.

5.2.1 Objectives

- Proactive participation techniques may be employed to involve citizens and provide fuller access to information and technical data on the Transportation Plan. The technique may include, but not be limited to, public meetings/hearings, surveys, focus groups, newsletters, public service announcements, charrettes, transportation advisory group, mass media, etc.
- Public meetings may be held to formulate a vision for the MTP development, provide the public background information on the metropolitan transportation system and other issues as well as the proposed framework of the MTP update process, and to receive citizen input.

- Public meetings (forums) designed to solicit public comment may be held at various locations around the metropolitan area to encourage the greatest public participation.
- Efforts will be made to hold public meetings at a locations which are accessible to persons with disabilities and preferably located along a transit route.

Notifications will inform the public of the availability of the draft MTP for review and comment, where to send written comments, and addresses and phone numbers of contact persons. The notices also will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (e.g. having available large print documents, audio material, someone proficient in sign language, a translator, or other provisions as requested). Additionally, the notice will inform the public where copies of the draft MTP will be on file for public review. A copy will also be available in a PDF format for downloading on the WMPO website.

5.3 Metropolitan Transportation Improvement Program (MTIP)

The federally required Metropolitan Transportation Improvement Program, or MTIP, is a comprehensive listing of all the WMPOs transportation projects that receive federal funds. The MTIP sets forth the Board's priorities, funding and scheduling of transportation improvement projects (highway, bicycle, pedestrian, transit capital and operating assistance, and other transportation improvements in the WMPO) using State and federal funds. The MTIP serves as the project selection document for transportation projects and, therefore, is the implementation mechanism by which the objectives of the MTP are reached.

The MTIP and the State Transportation Improvement Program (STIP) must match exactly in projects, schedule, and scope, for projects to move forward with federal funding. It is therefore critical that close coordination be held with the State to assure that both parties are in agreement with the program and thus allow projects and programs (including transit elements) to move forward.

The Board adopts the MTIP and STIP every two years. By law, the MTIP and STIP must cover at least a three-year period and contain a priority list of projects grouped by year. Further, the MTIP and STIP must be financially constrained by year (meaning that the amount of dollars programmed must not exceed the amount of dollars estimated to be available). Federal regulations also require an opportunity for public comment prior to MTIP approval.

5.3.1 Annual Listing of Obligated Projects

The WMPO publishes the annual listing of obligated projects which displays projects and strategies that were authorized and committed using federal funds in the previous year. The annual listing will be published on the WMPO website at www.wmpo.org within ninety (90) days following the end of the program year. Hard copies are available upon request by contacting the WMPO.

5.4 Unified Planning Work Program (UPWP)

The FAST Act requires each MPO, as a condition to the receipt of federal highway and transit capital or operating assistance, to conduct a documented comprehensive transportation planning

process. A Unified Planning Work Program (UPWP), which includes planning and project development activities that address transportation issues in the area, is required by this process. Annual certification that the planning process is being carried on in conformance with stated requirements is necessary for the receipt of funding for surface transportation programs, air quality, national highway system, Interstate maintenance, state bridge replacement, and transit capital and operating funds.

The purpose of the UPWP is to administer the MPO planning program and carry out the planning activities necessary to implement the MTP. It also serves to document the proposed expenditures of federal, state and local transportation planning funds, and provides a management tool for the WMPO and the funding agencies in scheduling major transportation planning activities and projects.

The major elements of the Unified Planning Work Program include:

- Surveillance of Change
- Metropolitan Transportation Plan
- Planning Work Program
- Transportation Improvement Plan
- Civil Rights/Other Regulatory Requirements
- Incidental Planning/Project Development
- Management and Operations

The UPWP must identify the MPO's planning tasks to be undertaken with the use of federal transportation funds, including highway and transit funds. The purpose of public involvement in the UPWP process is to keep the public apprised of and to receive input on the planning activities to be undertaken by the MPO.

5.5 Plan Specific Chart

	Public Comment Period	Public Hearing	Draft Document Availability	Responding to Public Comment	Final Plan Availability
MTP	Minimum 30 days	Not required	WMPO offices and website, WMPO member planning department offices, and at area libraries	When significant written/oral comments are received on the draft, a summary, analysis, and report on the disposition of comments shall be made as part of the final MTP	WMPO offices and website, WMPO member planning department offices, and at area libraries
MTIP	Minimum 30 days	Yes, prior to the MTIP adoption every 2 years	WMPO offices and website	When significant written/oral comments are received shall be presented to the Board	WMPO offices and website
UPWP	Minimum 30 days	Not required	WMPO offices and website	When significant written/oral comments are received shall be presented to the Board	WMPO offices and website
PPP	Minimum 45 days	Not required	WMPO offices and website	When significant written/oral comments are received shall be presented to the Board	WMPO offices and website



Unified Planning Work Program

Fiscal year 2026

Amendment #1
November 19, 2025

Original UPWP
Adopted March 26, 2025

**FY 2026 UNIFIED PLANNING WORK PROGRAM
for the
WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

TABLE OF CONTENTS

<u>Subject</u>	<u>Page</u>
Table of Contents.....	2
Introduction.....	3
Narrative of Planning Section 104(f) (PL104) Work Tasks to be Performed in FY 26.....	5
Narrative of Safe & Accessible Transportation Options Set Aside (SATO/Y410) Work Task to be Performed in FY 26	10
Narrative of Surface Transportation Block Grant – Direct Attributable (STBG-DA) Work Tasks and Special Studies to be Performed in FY 26.....	12
Narrative of Safe Streets for All (SS4A) Continued Fund Source to Support a Special Study	14
Tables of UPWP FTA Section 5303 FY 26 Funding for Work Tasks to be Performed in FY 26	15
Narrative of Additional Local Only Participation Non-Grant Funded Operations	24
Amendment #1	25
Planning Work Program Funding Sources FY 26	28
Anticipated DBE Contracting Opportunities for FY 26	29
Resolution Adopting the FY 26 Unified Plan Work Program	30
Resolution Approving Amendment #1	31
WMPO Certification Process	32
WMPO Certification	38

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 2026 (FY 26). Depending on the specific funding source, tasks funded through the UPWP are eligible for reimbursement of 80-90% 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:

- Federal Highway Administration - Section 104(f) Funds (PL104)
Funds dedicated to the urban area to perform transportation planning. PL104 funds require a 20% local match.
- Federal Highway Administration - 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.
- Federal Highway Administration - 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.
- Federal Highway Administration - 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 will begin in 2025.
- Federal Transit Administration - 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 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.

Narrative of UPWP Section 104(f) Work Tasks to be Performed in FY 26

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

II-A Data and Planning Support Line-Item Codes: \$103,300

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

Bike & Ped. Facilities Inventory – Staff will facilitate inventory of significant municipal, state, and federal bicycle and pedestrian transportation facilities. These systems shall be incorporated in the Metropolitan Transportation Plan (MTP) update and analyzed in conjunction with other transportation performance measures.

Traffic Volume Counts – Wilmington MPO staff maintains an ongoing traffic counting program. An annual summary of the urban area traffic counts will be prepared and uploaded to the WMPO website.

II-A-2 Travelers and Behavior: \$1,300

Dwelling Unit, Population, Employment Changes – Changes in population and development across the service area will be identified and evaluated to determine necessary restructuring of transportation services to meet current and forecasted demand. Census data, local parcel, zoning, and tax data records; Employment Security Commission; and private vendors are acceptable sources of information for this purpose. This item may include the development and maintenance of a GIS database.

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 update of the MTP. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

II-B Planning Process Line-Item Codes: \$63,500

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 Congestion Management Process. Document process and solutions in the update of the MTP and CMP reports. 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. Provide documentation of process and recommendations in the update of the 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.

II-B-2 Regional Planning: \$46,500

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. Provide documentation of the process and recommendations in the update of the 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. Provide documentation of process and recommendations in the 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. Provide documentation of process and recommendations in the update of the MTP.

II-B-3 Special Studies: \$10,000

Special Studies: Staff Time - Time Spent with Special Study Consultants – \$10,000

Planning Staff time allocated to managing and coordinating with the NCDOT and contracted consultant(s) to develop both the WMPO's 2027-2031 Strategic Plan and the Metropolitan Transportation Plan (MTP): Cape Fear Navigating Change 2050.

III-A Planning Work Program Line-Item Codes: \$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).

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. This task also includes updated plans (CTP/MTP/TIP), as required to track performance measure requirements.

III-B Transportation Improvement Plan Line-Item Codes: \$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.

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 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 Line-Item Codes: \$24,000

III-C-1 Title VI Compliance: \$13,000

Work to ensure compliance with the requirements of Title VI in the WMPO's policies and practices.

III-C-6 Public Involvement: \$10,000

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. Outreach will be used in the development and adoption of the Cape Fear Navigating Change 2050 Plan.

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 Line-Item Codes: \$7,000

III-D Statewide & Extra-Regional Planning: \$7,000

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 Support Admin Line-Item Codes: \$249,700

III-E Management & Operations: \$233,530

Management & Operations – Required ongoing administrative and operational tasks to support MPO committees and reporting requirements.

III-E Indirect Costs: \$16,170

Indirect Costs – 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 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 (Lead Planning Agency) and WMPO for FY 26 is 3.5% of the Modified Total Direct Cost.

Narrative of Safe & Accessible Transportation Options Set Aside (SATO/Y410) Work Tasks to be Performed in FY 26

(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 \$8,200 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 Line-Item Codes: \$7,913

Safe & Accessible Transportation Options - Provide safe and accessible transportation options.

III-E Management, Operations, & Program Support Admin Line-Item Codes:
\$287

III-E Indirect Costs: \$287

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 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 (Lead Planning Agency) and WMPO for FY 26 is 3.5% of the Modified Total Direct Cost.

Narrative of Surface Transportation Block Grant – Direct Attributable Work Tasks and Special Studies to be Performed in FY 26

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

II-A Data and Planning Support Line-Item Codes: \$93,800

II-A-1 Networks and Support Systems: \$93,800

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.

II-B Planning Process Line-Item Codes: \$26,300

II-B-3 Special Studies: \$26,300

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 Special Study. An outside consultant will be utilized and contracted to perform the study. Kittleson & Associates have 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 – 2027-2031 Strategic Plan Update – \$15,000

Anticipated funds to hire an outside consultant to assist in developing the WMPO's 2027-2031 Strategic Plan.

Special Studies: Consultant – Compensation Analysis – \$6,300

Anticipated contracted amount to hire a consultant to perform 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 Support Admin Line-Item Codes:
\$1,353,761

II-B-3 Management & Operations: \$1,302,139

Management & Operations – Required ongoing administrative and operational tasks to support MPO committees and reporting requirements.

III-E Indirect Costs: \$51,622

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 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 (Lead Planning Agency) and WMPO for FY 26 is 3.5% of the Modified Total Direct Cost.

Narrative of Safe Streets and Roads for All (SS4A)

Continued 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 estimated cost to complete A Comprehensive Safety Action Plan for the Wilmington MPO'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 and development of the plan will begin in 2025.

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 MPO.

II-B Planning Process Line-Item Codes:

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

Special Studies: Consultant - Safe Streets for All – Kittleson & Associates will be contracted to complete a Comprehensive Safety Action Plan.

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 2026 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%	2,610
Section 5303 NCDOT 10%	2,610
Section 5303 FTA 80%	20,880
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 2026 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%	750
Section 5303 NCDOT 10%	750
Section 5303 FTA 80%	6,000
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 TAC adopted planning documents defining community goals and objectives
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
Expected Completion Date of Products	June 2026 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%	380
Section 5303 NCDOT 10%	380
Section 5303 FTA 80%	3,040
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	Transit Element of the LRTP – Provide input to CAC, TCC and TAC regarding long range transit plans for the region
Tangible Product Expected	Transit Element of the LRTP – Informed decisions regarding long range public transportation plans leading to a realistic planning document for the region
Expected Completion Date of Products	June 2026 1 Year Contract
Previous Work	Provided input and educated decision makers regarding the federal and state 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%	90
Section 5303 NCDOT 10%	90
Section 5303 FTA 80%	720
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-1
Title	Title VI Compliance
5303 Task Objective	Interpret and prepare Title VI documents and monitor Title VI efforts to ensure compliance with FTA approved Title VI program
Tangible Product Expected	Compliance with the Title VI circular and adopted Title VI program
Expected Completion Date of Products	June 2026 1 Year Contract
Previous Work	Title VI program development and compliance efforts
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%	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%	

MPO	Wilmington
FTA Code	44.21.00 - Program Support Administration
Task Code	III-C-3
Title	Minority Business Enterprise
5303 Task Objective	Implement and monitor the MBE program to be compliant with adopted MBE program, update MBE goals as required, and undertake MBE outreach
Tangible Product Expected	MBE participation that is equal to or greater than the adopted and approved MBE goal
Expected Completion Date of Products	June 2026 1 Year Contract
Previous Work	MBE program oversight
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%	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%	

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 2026 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%	390
Section 5303 NCDOT 10%	390
Section 5303 FTA 80%	3,120
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 TAC/TCC committee members, the public and/or other agencies.
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 2026 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
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	6,950
Section 5303 NCDOT 10%	6,949
Section 5303 FTA 80%	55,595
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	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 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 (Lead Planning Agency) and WMPO for FY 26 is 3.5% of the Modified Total Direct Cost.
Tangible Product Expected	Indirect Costs –Cost is to cover the LPA's indirect costs associated with administering the 5303 Grant.
Expected Completion Date of Products	June 2026 1 Year Contract
Previous Work	
Relationship	Per MTDC rules, the indirect cost is can only be applied to \$50,000 of WAVE's \$80,253 passthrough funds. $(50,000 \text{ Wave Funds} + 34,395 \text{ WMPO funds}) \times 3.5\% = \$2,954$
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%	296
Section 5303 NCDOT 10%	295
Section 5303 FTA 80%	2,363
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 26 UPWP, staff recommends our members contribute non-grant related funds for non-grant related expenses.

II-B-3 Special Studies: \$100,000

Special Studies: Local Only – Pilot Program for Grant Assistance – \$100,000.

The Bipartisan Infrastructure Law (BIL) authorized \$1.2 trillion for transportation and infrastructure with \$550 billion for new investments. In addition, the Inflation Reduction Act (IRA) directed \$500 billion towards clean energy initiatives, healthcare reduction, and increased tax revenues. A portion of funding from each of these laws has been directed to discretionary grants that are administered through the US Department of Transportation (USDOT). MPOs are eligible grant recipients for some of these grant opportunities, while our members (municipalities and counties) are eligible for some of the same as well as other grant opportunities.

The WMPO hired HDR to complete an analysis and determine potential opportunities that would be applicable for the WMPO. HDR presented these potential opportunities to the WMPO Board on June 26, 2024. There is a cost associated with the WMPO and/or our members applying for these potential grant opportunities. The Grant Assistance Pilot Program (\$100,000) is being established to provide the MPO and our members with funding assistance to cover the expenses related to transportation grant application submittal.

III-E Management, Operations, & Program Support Admin Line-Item Codes: \$79,000 (TBD)

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

These funds will 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, refreshments, nor lobbying are allowable grant funded expenses and require the use of funding from the WMPO's local members that are not associated with any grant or grant match funds.



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2025 - 2026 Unified Planning Work Program Amendment # 1
PL-104(f) Funding Reallocation
November 19, 2025

III-C-1 Title VI Compliance

Based on anticipated expenditures, the line item decreased by \$13,000
Decrease in expenditure based on NC DOT's DBE Interim Final Rule Implementation Memo issued on October 6, 2025. These funds were reallocated to the Management Operations task.

III-E Management Operations

Based on anticipated expenditures, the line item increased by \$13,000
Increase in expenditure based on NC DOT's DBE Interim Final Rule Implementation Memo issued on October 6, 2025. In effort to not impact the total PL-104(f) funding allocation budgeted for FY26, the reduction in funding of the Title VI Compliance task was reallocated to the Management Operations task.

2025 - 2026 Unified Planning Work Program Amendment # 1
STBG-DA Funding Reallocation
November 19, 2025

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

Based on anticipated expenditures, the line item decreased by \$1,500

Decrease in expenditure based on finalized contracted amount for a consultant to perform the Compensation Analysis Special Study. These STBG-DA funds will be shifted to the 2027-2031 Strategic Plan Update Special Study task to help offset the increase in that contract's amount.

III-E Management Operations

Based on anticipated expenditures, the line item decreased by \$2,200

Decrease in expenditure needed to reallocate STBG-DA funds to the 2027-2031 Strategic Plan Update Special Study task. This shift will offset the increase in that contract's amount without increasing the current total STBG-DA amount budgeted for FY26.

II-B-3 Special Studies: Consultant - 2027-2031 Strategic Plan Update

Based on anticipated expenditures, the line item increased by \$3,700

Increase in expenditure based on finalized contracted amount for a consultant to perform the 2027-2031 Strategic Plan Update Special Study. These funds will be reallocated from the Special Studies: Consultant - Compensation Analysis and Management Operations tasks to the 2027-2031 Strategic Plan Update Special Study task to offset the increase in that contract's amount without increasing the current STBG-DA budgeted amount.

2025 - 2026 Unified Planning Work Program Amendment # 1
5303 Funding Reallocation
November 19, 2025

44.27.00 III-C-1 Title VI Compliance

Based on anticipated expenditures, the line item decreased by \$1,400

Decrease in expenditure based on NC DOT's DBE Interim Final Rule Implementation Memo issued on October 6, 2025. The funding for this task is part of the 5303 Passthrough Agreement with WAVE Transit. Because the agreement was not executed prior to October 3rd, these funds were reallocated to the Management Operations task so as not to affect the total funding allocated to WAVE nor the 5303 funding awarded to the WMPO for FY26.

44.27.00 III-C-3 Minority Business Enterprise Planning

Based on anticipated expenditures, the line item decreased by \$600

Decrease in expenditure based on NC DOT's DBE Interim Final Rule Implementation Memo issued on October 6, 2025. The funding for this task is part of the 5303 Passthrough Agreement with WAVE Transit. Because the agreement was not executed prior to October 3rd, these funds were reallocated to the Management Operations task so as not to affect the total funding allocated to WAVE nor the 5303 funding awarded to the WMPO for FY26.

44.27.00 III-E Management Operations

Based on anticipated expenditures, the line item increased by \$2,000

Increase in expenditure based on NC DOT's DBE Interim Final Rule Implementation Memo issued on October 6, 2025. In effort to not affect the overall 5303 funds budgeted for FY26, the reduction in funding allocated to the Title VI Compliance and Minority Business Enterprise Planning tasks were reallocated to the Management Operations task.

WMPO 2025 - 2026 UPWP Administrative Table

WMPO FY26 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	FY26 PROGRAM TOTALS				
			WBS #: TBD			WBS #: TBD	WBS #: TBD			State WBS # 51360 / Federal Award # 693JJ32540101				WBS #: TBD				Funds					
FTA CODE	TASK CODE	TASK DESCRIPTION	Local	Federal	Total	Federal Total	Local	Federal	Total	Local	State	Federal	Total	Local	State	Federal	Total	Local	Local	State	Federal	Grand	
			20%	80%	100%	100%	20%	80%	100%	10%	10%	80%	100%	10%	10%	80%	100%	(100%)	Totals	Totals	Totals	Totals	
	II-A	Data and Planning Support	20,660	82,640	103,300	-	18,760	75,040	93,800	-	-	-	-	3,360	3,360	26,880	33,600	-	42,780	3,360	184,560	230,700	
44.24.00	II-A-1	Networks and Support Systems	20,160	80,640	100,800	-	18,760	75,040	93,800	-	-	-	-	2,610	2,610	20,880	26,100	-	41,530	2,610	176,560	220,700	
44.23.01	II-A-2	Travelers and Behavior	260	1,040	1,300	-	-	-	-	-	-	-	-	-	-	-	-	-	260	-	1,040	1,300	
44.23.02	II-A-3	Transportation Modeling	240	960	1,200	-	-	-	-	-	-	-	-	750	750	6,000	7,500	-	990	750	6,960	8,700	
44.23.02	II-B	Planning Process	12,700	50,800	63,500	7,913	5,700	22,800	28,500	-	-	-	-	470	470	3,760	4,700	100,000	118,870	470	85,273	204,613	
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	9,300	37,200	46,500	-	-	-	-	-	-	-	-	470	470	3,760	4,700	-	9,770	470	40,960	51,200	
	Y-410 SATO	Safe and Accessable Transportation Options - Y-410 Set Aside	-	-	-	7,913	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7,913	7,913	
44.27.00	II-B-3	Special Studies: Total	2,000	8,000	10,000	-	5,700	22,800	28,500	-	-	-	-	-	-	-	-	100,000	107,700	-	30,800	138,500	
44.27.00	II-B-3	Special Studies: Staff Time - 2027-2031 Strategic Plan & 2050 MTP	2,000	8,000	10,000	-	-	-	-	-	-	-	-	-	-	-	-	-	2,000	-	8,000	10,000	
44.27.00	II-B-3	Special Studies: Staff Time - Safe Streets & Roads for All	-	-	-	-	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	1,000	-	4,000	5,000	
44.27.00	II-B-3	Special Studies: Consultant - 2027-2031 Strategic Plan Update	-	-	-	-	3,740	14,960	18,700	-	-	-	-	-	-	-	-	-	3,740	-	14,960	18,700	
44.27.00	II-B-3	Special Studies: Consultant - Compensation Analysis	-	-	-	-	960	3,840	4,800	-	-	-	-	-	-	-	-	-	960	-	3,840	4,800	
44.27.00	II-B-3	Special Studies: Local Only - Grant Assistance Pilot Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100,000	100,000	-	-	100,000	
	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	Cvt Rgts. Cmp./Otr. Reg. Reqs.	2,200	8,800	11,000	-	-	-	-	-	-	-	-	390	390	3,120	3,900	-	2,590	390	11,920	14,900	
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	2,000	8,000	10,000	-	-	-	-	-	-	-	-	390	390	3,120	3,900	-	2,390	390	11,120	13,900	
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	1,400	5,600	7,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,400	-	5,600	7,000	
44.27.00	III-D	Statewide & Extra-Regional Planning	1,400	5,600	7,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,400	-	5,600	7,000	
44.27.00	III-E	Management Ops. Program Suppt Admin	52,540	210,160	262,700	287	270,312	1,081,249	1,351,561	-	-	-	-	7,246	7,244	57,958	72,448	79,000	409,098	7,244	1,349,654	1,765,996	
44.27.00	III-E	Management Operations	49,306	197,224	246,530	-	259,988	1,039,951	1,299,939	-	-	-	-	6,950	6,949	55,595	69,494	79,000	395,244	6,949	1,292,770	1,694,963	
44.27.00	III-E	Indirect Costs 3.5% of MTDC	3,234	12,936	16,170	287	10,324	41,298	51,622	-	-	-	-	296	295	2,363	2,954	-	13,854	295	56,884	71,033	
FY26 TOTALS:			92,400	369,600	462,000	8,200	294,772	1,179,089	1,473,861	-	-	-	-	11,466	11,464	91,718	114,648	179,000	577,638	11,464	1,648,607	2,237,709	
			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 FY26 and FY24 Continuance			PL 104(f)			PL Y410 SATO	STBG-DA			Safe Streets for All				5303 - Normal Planning				Additional	FY26 & 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:			92,400	369,600	462,000	8,200	294,772	1,179,089	1,473,861	50,000	50,000	400,000	500,000	11,466	11,464	91,718	114,648	179,000	627,638	61,464	2,048,607	2,737,709

Anticipated DBE Contracting Opportunities for FY 2026

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 26: New Special Studies: Consultant 2027 – 2031 Strategic Plan Update	City of Wilmington	Consultant	\$14,960	\$18,700
II-B-3	FY 26: New Special Studies: Consultant Compensation Analysis	City of Wilmington	Consultant	\$3,840	\$4,800
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 2026 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

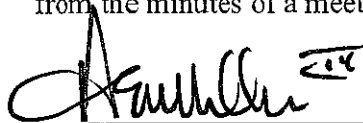
WHEREAS, the City of Wilmington has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program (Section 5303) funds and Federal Highway Administration Metropolitan Planning (Section 104(f)) funds; and

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 2025-2026.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the FY 2025-2026 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 26, 2025.

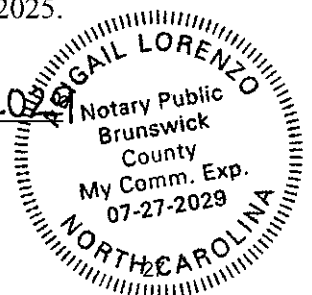
I, Henry E. Miller III, Chair of the Board of the Wilmington Urban Area Metropolitan Planning Organization do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Board, duly held on this the 26th day of March 2025.



Henry E. Miller III, Chair

***** Subscribed and sworn to me this 26 day of March, 2025.

Notary Public Abigail Lorenzo My commission expires 7/27/2029



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT # 1 TO THE FISCAL YEAR 2026
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) 2026 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 26, 2025; and

WHEREAS, the need for amendments to the FY 2026 Unified Planning Work Program has been evaluated and justified in order to effectively advance transportation planning for FY 2026; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the FY 2026 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 2026 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 2026 Unified Planning Work Program.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 19, 2025

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD

FY 2026 Wilmington Urban Area Metropolitan Planning Organization (WMPO) Self-Certification Process

Introduction

CFR 450.336 requires the North Carolina Department of Transportation (NCDOT) and the Wilmington Urban Area Metropolitan Planning Organization (MPO) to annually certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that their planning processes are addressing the major issues facing the urban area and is being conducted in accordance with all applicable requirements of:

- Section 134 of Title 23 U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607); and
- Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and
- Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794; and
- Section 103 (b) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) (Public Law 102-240) regarding the involvement of disadvantaged business enterprises (DBE) in the FHWA and FTA funded planning projects; and
- The provisions of the Americans with Disabilities Act of 1990 (ADA) (Public Law 101-136) 104 Stat. 327, as amended and U.S. DOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38).

In addition, the following checklist was provided by NCDOT to help guide the Wilmington Urban Area MPO as they review their processes and programs for self-certification. There are several transportation acronyms that have been defined above and several more that will be used frequently below including: CFR – Code of Federal Regulations; U.S.C. – United States Code; MTP – Metropolitan Transportation Plan; CMP – Congestion Management Process/Plan; TIP – Transportation Improvement Program; TMA – Transportation Management Area; and, EO – Executive Order.

The MPO’s responses are in **bold**.

Self-Certification Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance with procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]

Response: Yes.

2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U. S. C. 5303 (c) 23 CFR 450.306 (i)]

Response: Yes.

The Wilmington Urban Area Metropolitan Planning Organization Board (MPO Board) is comprised of 12 elected officials and one appointed member from the NC Board of Transportation. The Cape Fear Public Transportation Authority (Wave Transit) is represented on the WMPO Board by a New Hanover County Commissioner that serves on the Wave Board.

3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the next 20-year forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]

Response: Yes.

In 2023 the WMPO reviewed its planning area boundary to ensure the recently defined urbanized area (UA) boundary, as designated by the 2020 Decennial Census, and anticipated urbanized area within the next 20 years, were included within its extents. The WMPO Board determined that no changes to the WMPO planning area boundary were necessary.

4. Is there a currently adopted (Unified) Planning Work Program (U/PWP)? 23 CFR 450.314?

Response: Yes.

- a. Is there an adopted prospectus?

Response: Yes.

- b. Are tasks and products clearly outlined?

Response: Yes.

- c. Is the U/PWP consistent with the MTP?

Response: Yes.

Work tasks in the UPWP align with work necessary for the development and implementation of the adopted MTP.

- d. Is the work identified in the U/PWP completed in a timely fashion?

Response: Yes.

5. Does the urban area have a valid transportation planning process?

23 U.S.C. 134; 23 CFR 450

Response: Yes.

As indicated in the WMPO's 2023 federal certification review.

a. Is the transportation planning process continuous, cooperative, and comprehensive?

Response: Yes.

b. Is there a valid MTP?

Response: Yes.

c. Did the MTP have at least a 20-year horizon at the time of its adoption?

Response: Yes.

d. Does it address the 10 planning factors?

Response: Yes.

e. Does it cover all modes of transportation applicable to the area?

Response: Yes.

f. Is it financially constrained?

Response: Yes.

g. Does it include funding for the maintenance and operation of the system?

Response: Yes.

h. Does it conform to the State Implementation Plan (SIP) if applicable?

Response: Yes.

i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)?

Response: Yes.

The currently adopted MTP, Cape Fear Moving Forward 2045 was adopted by the WMPO Board on November 18, 2020. Work is underway on the development of the WMPO's next MTP, Cape Fear Navigating Change 2050, to be adopted by November 18, 2025.

6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 332

Response: Yes.

a. Is it consistent with the MTP?

Response: Yes.

b. Is it fiscally constrained?

Response: Yes.

Please see 5f above.

- c. Is it developed cooperatively with the state and local transit operators?
Response: Yes.
 - d. Is it updated at least every 4 years and adopted by the MPO and Governor?
Response: Yes.
7. Does the urban area have a Congestion Management Process (CMP)? (TMA only)
23 CFR 450.320
Response: Yes.
- a. Is it consistent with the MTP?
Response: Yes.
 - b. Was it used for the development of the TIP?
Response: Yes.
 - c. Is it monitored and reevaluated to meet the needs of the area?
Response: Yes.
The process and system performance are reviewed and reported every five years.
8. Does the urban area have a process for including environmental mitigation discussions in the planning process?
Response: Yes.
- a. How?
Response: In consultation with NCDOT.
 - b. Why not?
Response: N/A.
9. Does the planning process meet the following requirements:
- a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart?
Response: Yes
 - b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93
Response: N/A
 - c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21
Response: Yes
 - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity
Response: Yes

- e. The appropriate sections of the current federal transportation funding bill regarding the involvement of disadvantaged business enterprises in USDOT funded projects
Response: Yes
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
Response: Yes
 - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38
Response: Yes
 - h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
Response: Yes
 - i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender
Response: Yes
 - j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities
Response: Yes
 - k. All other applicable provisions of Federal law. (e.g. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations)
Response: Yes
10. Does the urban area have an adopted Public Involvement Plan (PIP)/Public Participation Plan? 23 CRR 450.316 (b)(1)
Response: Yes.
- a. Did the public participate in the development of the PIP?
Response: Yes.
 - b. Was the PIP made available for public review for at least 45-days prior to adoption?
Response: Yes.
 - c. Is adequate notice provided for public meetings?
Response: Yes.
 - d. Are meetings held at convenient times and at accessible locations?
Response: Yes.
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process?
Response: Yes.

f. Is the PIP periodically reviewed and updated to ensure its effectiveness?

Response: Yes.

It was amended in January 2023.

g. Are plans/program documents available in an electronic format, i.e. MPO website?

Response: Yes.

They are available at WMPO.org and GoCoastNC.org

11. Does the area have a process for including environmental, state, other transportation, historic, local land use, and economic development agencies in the planning process? (23 CFR 450.324(h))

Response: Yes.

a. How?

Response: The Technical Coordinating Committee (TCC) includes representation from several of these agencies. The TCC reviews and provides recommendations to the WMPO Board on all planning processes and activities. Additionally, the WMPO's MTP is guided by a technical steering committee with representatives from additional relevant agencies.

b. Why not?

Response: N/A.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION CERTIFYING THE FY26 WILMINGTON URBAN AREA
METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION
PLANNING PROCESS**

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 in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

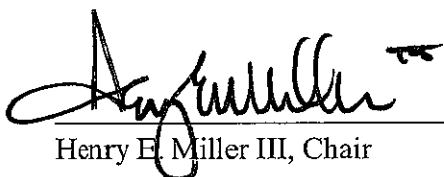
WHEREAS, the Board has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; and

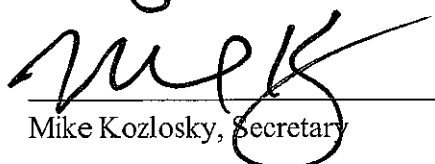
WHEREAS, the Board has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Section 1003(b) of ISTEA of 1991 (Pub. L. 102-240), Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and

WHEREAS, the Board has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR parts 27, 37, and 38); and

WHEREAS, the Metropolitan Transportation Plan has a planning horizon year of 2045, and meets all the requirements for an adequate Metropolitan Transportation Plan.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby certifies the transportation planning process for the Wilmington Metropolitan Planning Organization on this the 26th day of March 2025.


Henry E. Miller III, Chair


Mike Kozlosky, Secretary



WILMINGTON URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

Wilmington Urban Area Metropolitan Planning Organization

2022 - 2026 Strategic Plan

Presented by:



fountainworks

FACILITATION • MANAGEMENT CONSULTING

Executive Summary

The Wilmington Urban Area Metropolitan Planning Organization (WMPO) provides a regional and cooperative transportation planning process that serves as the basis for the expenditure of all federal transportation funds in the greater Wilmington, NC area. The WMPO is committed to working with regional partners and community stakeholders to identify and implement transportation projects that serve the needs of residents in the metropolitan area.

The WMPO worked tirelessly to create a strategic plan that will guide us in achieving the vision we set for the future. This document describes the process and results of the strategic plan and outlines the focus areas and top priorities that we developed to meet our goals.

Guiding our work over the next five years, to meet the transportation needs and expectations of our communities, the WMPO identified seven key focus areas throughout this process:

- Improve Safety
- Multi-Modal Focus
- Regionally Focused
- Economic Development
- Community Engagement
- More Organized, Vocal and Cohesive Voice
- Organizational and Operational Effectiveness

The WMPO will use these focus areas to identify and solve transportation challenges in the Wilmington Metropolitan Area. We will refer to these as we plan, develop, and advocate for our residents. These focus areas will also be used as a framework to develop and plan transportation projects under the purview of the WMPO.

WMPO's Strategic Plan in Context

Over the last decade the Wilmington area has maintained steady growth that requires updated and increased levels of transportation planning and projects. This growth also has brought new priorities and perspectives around our region's transportation infrastructure. Our changing communities will require new and updated infrastructure as well as innovative, safe, and equitable programs to increase the overall mobility in the Wilmington Metropolitan Area.

In 2021, the WMPO engaged its Board and regional stakeholders in robust discussions to understand the future needs of the metropolitan area, the most pressing transportation projects, and the challenges associated with these priorities.

For this strategic planning process, the WMPO utilized a facilitated approach to develop and analyze surveys and conducted Board meetings to identify challenges and opportunities facing the WMPO. This collaborative approach to identifying challenges allowed WMPO to determine priorities, focus areas, and potential solutions for present and emerging challenges. This process, and the resulting plan, gives the WMPO an advantage in anticipating and meeting the needs of residents and stakeholders.

Organizational Overview

The WMPO is governed by the WMPO Board, which is tasked with providing policy and direction and approving all the WMPO projects. The Board is made up of thirteen voting members that represent twelve government bodies from the municipal, county, regional, and state levels. The Board also contains non-voting members who represent various government entities whose operations impact transportation planning in the Wilmington area. Non-voting members serve at the invitation of the WMPO Board.

The WMPO is required to conduct the transportation planning process in a continuing, cooperative, and comprehensive manner. In order to accomplish these goals, the WMPO has the responsibility of coordinating TCC and Board activities, adopting a Metropolitan Transportation Plan and Comprehensive Transportation Plan, reviewing and approving the Metropolitan Transportation Improvement Program, completing a Unified Planning Work Program (UPWP), approving changes to the Federal-Aid Functional Classification System, and establishing goals and objectives for the transportation planning process.

The WMPO began this strategic planning process by conducting a survey that asked Board and TCC members about the WMPO's organizational effectiveness, projects, direction, and staff effectiveness. The survey results were presented to the Board for discussion with the goal of finding areas that need improvement and areas in which the MPO can build upon its success. The Board also participated in vision exercises to better understand what will be needed in the coming years. These processes gave the Board an opportunity to review and recertify its current mission and draft a new vision to lead the MPO into the future.

Mission:

To create and execute continuing, cooperative, and comprehensive regional long-range planning efforts that proactively drive transportation decisions to improve safety, connectivity, economic development, and quality of life in the Wilmington region.

Vision:

The vision statement below describes our aspirations for the WMPO. This statement indicates our current and future commitments, and where we would like to see the WMPO progress over the next five years.

The Wilmington Metropolitan Planning Organization seeks to provide safe, reliable, and seamless options for transportation for all in the Wilmington Metropolitan Area. The WMPO will speak with a unified voice and work with residents to anticipate the transportation needs of a growing and changing community.

Strategic Focus Areas

The WMPO will continue to work on behalf of the residents in the Wilmington Metropolitan Area by focusing on areas of need to improve our transportation infrastructure. This mission calls for the WMPO to identify these areas of need and implement plans to address them. Through the strategic planning process, we will use the seven identified focus areas to guide our work in the future.

These focus areas will guide the WMPO in developing plans and projects that meet the long-term infrastructure priorities of the Wilmington Area. As we plan for growth and more robust transportation infrastructure, the WMPO will consistently refer to these seven areas to ensure that we are moving in a direction that accomplishes our mission and helps to achieve our vision.

Strategic Focus Areas

The WMPO Board understands that as the Wilmington Metropolitan Area grows and changes in the next five years there will be significant opportunities and challenges in the area's transportation infrastructure needs. This understanding has led the Board to highlight following seven areas of focus for the WMPO:

- Improve Safety
- Multi-Modal Focus
- Regionally Focused
- Economic Development
- Community Engagement
- More Organized, Vocal and Cohesive Voice
- Organizational and Operational Effectiveness

Improve Safety

The WMPO is committed to providing safe and reliable transportation throughout the Wilmington Metropolitan Area. The members of our communities utilize various modes of transportation in their daily lives, and we seek to ensure that every mode of transportation is as safe as the next.

- Adopt Safety Performance Measures and track these measures to determine if and how the area is performing
- Perform data collection/analysis, perform an annual review of the highest vehicle, bicycle, and pedestrian crashes and assist with road safety audits when needed
- Support safety programs such as Vision Zero, "Be A Looker," Watch for Me NC, Bike Safe NC, etc.
- Program funding and pursue grants for projects that reduce crashes, injuries, and fatalities
- Successful implementation of the Traffic Separation Study
- Support the Wilmington Rail Re-alignment Project
- Promote safety, education, and enforcement - give high priority to safety improvements in the vicinity of schools, public transportation, commercial corridors, and other high use bicycle and pedestrian destinations
- Support the NC Ferry System for emergency evacuations and distressed boaters

- Support the Cape Fear Public Transportation Authority for improvements to bus stop amenities and improved access to stop locations
- Focus on Roadway projects that improve safety (access management, turn lanes, signal pre-emption, lighting, signage, etc.)

Multi-Modal Focus

The WMPO will continue to invest in and expand accessibility to non-traditional modes of transportation. We will focus on ensuring that residents in our communities have a choice in how they travel throughout the area.

- Encourage and provide funding to enhance walking, biking, public transportation, and the ferry system in the Wilmington region
- Support critical infrastructure improvements that include multi-use paths, bike lanes, sidewalks, high-visibility crosswalks, push-button pedestrian signal heads, and other improvements for multi-modal transportation
- Encourage an increased focus on multi-modal transportation infrastructure
- Support “complete streets” and incorporate complete streets design into transportation projects in the Wilmington region
- Provide multi-modal connectivity between the various modes of transportation
- Support the development and implementation of plans that encourage multi-modal transportation
- Support the completion of the Wilmington Multi-modal Transportation Center
- Continue to utilize MPO’s surface transportation block grant and transportation alternatives; set aside direct attributable programs to fund our members’ local priorities and needs that support our larger regional network

Regionally Focused

As a planning organization it is crucial that we focus on all communities in our metropolitan area. The WMPO will work to build a robust transportation infrastructure that contributes to economic growth and development throughout the region, becoming less centrally focused and supporting all our members’ needs.

- Provide regional accessibility from our transportation infrastructure
- Work collaboratively with our partners (MPO member jurisdictions, Cape Fear RPO, ILM, CFPTA, NCDOT, etc.)
- Educate WMPO members on services and programs provided by the MPO
- Continue to support projects and policies in the MPO’s long range plan
- Continue to support projects in the MPO Transportation Improvement Program and State Transportation Improvement Program

Economic Development Focused

We understand that economic growth and vitality are crucial to meeting the needs of our residents, communities, and partners. The WMPO will work to enhance the Wilmington Area’s economic development opportunities by planning and implementing infrastructure projects that will enable global competitiveness. We will work to enable growth in all levels of the economy by enhancing transportation network effectiveness, efficiency, and safety.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Promote economic growth in the region through enhanced transportation infrastructure
- Support economic vitality and innovation, transportation network efficiency and safety, and supply chain resilience and reliability
- Support economic development at Wilmington International Airport (business park, improve international and domestic trade and commerce facilities, general aviation improvements), biking (bike tourism, events, etc.), walking, ferry, freight/rail, and public transportation
- Support the NC Ports in their efforts to grow and expand

Community Engagement

The WMPO exists to serve the transportation needs of the residents in our communities. We understand that this is not possible without input and feedback from people who are affected by our decisions. With this understanding we will work with community groups and members to plan and develop programs and projects that anticipate the concerns of our residents.

- Educate citizens and elected officials in order to increase general understanding of transportation issues
- Utilize the adopted Public Participation Plan and enhance efforts related to community engagement
- Enhance the use of social media to disseminate information regarding MPO projects and programs

More Organized, Vocal, and Cohesive Voice

The WMPO seeks to become an organization that effectively communicates with a singular voice on a regular basis. We will use our voice to inform our partner organizations and communities of the projects and plans that we develop as an MPO.

- Continue to develop a Legislative Agenda that outlines the MPO's legislative priorities
- Prioritize transportation projects in order to facilitate conversations amongst local, state, and federal delegation
- Utilize Board and staff relationships to advocate for transportation infrastructure in the Wilmington region

Organizational and Operational Effectiveness

As an MPO it is crucial that we operate effectively and efficiently to achieve the goals that we set for ourselves. The WMPO will continue to improve our operations and find ways to increase operational effectiveness for the people of the Wilmington Metropolitan Area.

- Enhance the utilization of technology to improve operations
- Complete the Compensation Study to compare the MPO staff salaries to the public/private sector and in an effort to mitigate turnover
- Continue annual updates from the MPO's partner and supportive organizations (NCDOT Division 3, NC Rail Division, NC Ferry Division, Wilmington International Airport, and Cape Fear Public Transportation Authority)
- Celebrate and communicate successes to the public- utilize available member jurisdictions communication resources

Top Project Priorities

Through the strategic planning process, the WMPO identified six major projects that we consider to be our top priorities. We view the completion of these projects as crucial to the network of transportation infrastructure in the Wilmington Area. The completion of these projects will vastly improve mobility throughout the region and create opportunities to advance towards the goals that we have for our communities.

Top Priorities (Physical Projects)

- Hampstead Bypass A Section
- Military Cutoff, Eastwood Acceleration
- Independence Boulevard Acceleration
- MLK - Kerr Acceleration
- MLK - Market - Eastwood Acceleration
- Cape Fear Memorial Bridge Replacement

Transportation Funding Methods

As the Wilmington Area continues to grow, we understand that exploring alternative funding methods will be necessary to ensure that we are meeting the needs of our communities and the ambitious and critical goals that we set. The WMPO staff will work with our partners and funding agencies to identify and seek out potential funding methods, including state and federal grants; we will also provide the Board with further funding opportunities to consider.

- Evaluate all potential funding sources for important transportation projects
- Evaluate state and federal grants as potential funding sources
- Develop a list of potential options for MPO Board consideration
- Delineate between larger and smaller projects when developing these options

Key Performance Indicators

The tactical actions and performance indicators for this strategic plan will be developed by the WMPO staff as they take the strategic priorities and create an annual implementation plan. Performance indicators will be used to track progress and support shared accountability across the organization regarding progress on the various priorities. The WMPO Staff will outline the indicators of success and provide them, along with the strategic plan, in a presentation to the Board for final approval. The staff will provide updates to the Board on the progress of the plan at regular intervals.

Implementation Plan and Process

The implementation plan will be developed by the WMPO staff as they finalize the tactical actions and performance indicators. This plan will outline the steps and timelines necessary to meet the objectives of this plan and achieve the goals that derive from it. As the WMPO moves forward with this plan some aspects of implementation will change; thus, it is important that we remain flexible and agile.

Appendix

Appendix 1: Implementation Template

The following template provides an example of how the WMPO may implement the strategic plan. This template contains space to outline the action steps, necessary participants, and proposed timeline for each Focus Area.

Focus Area 1: Improve Safety			
	Action Steps	Participants	Timeline
a			
b			
c			
Focus Area 2: Multi-Modal Focus			
	Action Steps	Participants	Timeline
a			
b			
c			



Cape Fear



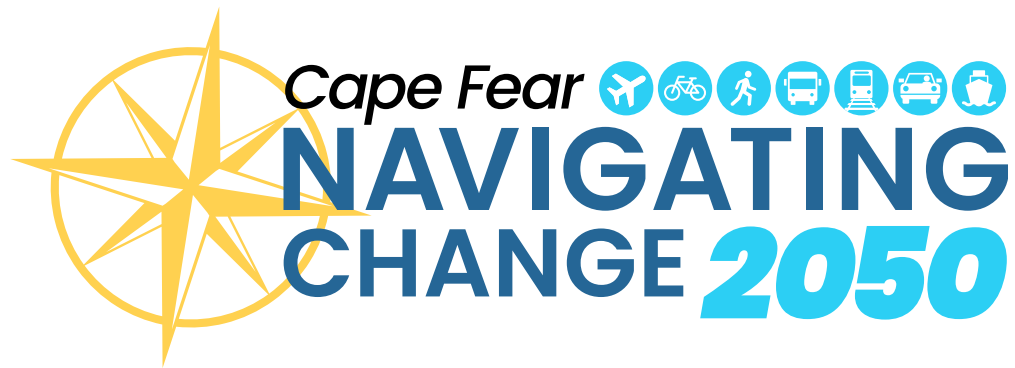
NAVIGATING CHANGE **2050**

Metropolitan Transportation Plan



Adopted October 29, 2025





Metropolitan Transportation Plan

Adopted October 29, 2025



WILMINGTON URBAN AREA
METROPOLITAN PLANNING ORGANIZATION



Acknowledgments

WMPO Board of Directors

Hank Miller, Chair, Town of Wrightsville Beach
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Brenda Bozeman, Town of Leland
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Table of Contents

Chapter 1: Introduction 1

Chapter 2: About Our Region 9

Chapter 3: Developing the Plan 51

Chapter 4: Identifying Priorities 79

Chapter 5: Analyzing Our Choices 95

Chapter 6: The Roadmap to 2050 119

Appendices

List of Acronyms

3-C	Continuing, Cooperative, and Comprehensive Planning Process	MTIP	Metropolitan Transportation Improvement Program
AADT	Average Annual Daily Traffic	NAA	Non-attainment Area
ADT	Annual Daily Traffic	NCDOT	North Carolina Department of Transportation
BIL	Bipartisan Infrastructure Law	NEPA	National Environmental Policy Act of 1969
CAC	Citizens Advisory Committee	RPO	Rural Planning Organization
CMAQ	Congestion Mitigation and Air Quality Improvement Quality	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
CMP	Congestion Management Process	SHSP	Strategic Highway Safety Plan
CRP	Carbon Reduction Program	SIP	State Implementation Plan
CTP	Comprehensive Transportation Plan	SOV	Single-Occupancy Vehicle
DOT	Department of Transportation	STBG-DA	Surface Transportation Block Grant Program - Direct Attributable
EPA	Environmental Protection Agency	STIP	Statewide Transportation Improvement Program
FAA	Federal Aviation Administration	STRAHNET	Strategic Highway Network
FAST	Fixing America's Surface Transportation	TASA-DA	Transportation Alternatives Set Aside - Direct Attributable
FC	Functional Classification	TCC	Technical Coordinating Committee
FHWA	Federal Highway Administration	TDM	Transportation Demand Management
FRA	Federal Railroad Administration	TEA-21	Transportation Equity Act for the 21st Century
FTA	Federal Transit Administration	TIA	Traffic Impact Analysis
FY	Fiscal Year	TIP	Transportation Improvement Program
GIS	Geographic Information Systems	TMA	Transportation Management Area
HOV	High-Occupancy Vehicle	TOD	Transit-Oriented Development
HSIP	Highway Safety Improvement Program	UA	Urbanized Area
IJA	Infrastructure Investment and Jobs Act	UNCW	University of North Carolina at Wilmington
IHS	Interstate Highway System	UPWP	Unified Planning Work Program
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991	VMT	Vehicle Miles Traveled
ITS	Intelligent Transportation Systems	VPD	Vehicles Per Day
L RTP	Long Range Transportation Plan	WRTDM	Wilmington Regional Travel Demand Model
MAP-21	Moving Ahead for Progress in the 21st Century		
M&O	Management and Operations		
MPO	Metropolitan Planning Organization		
MTP	Metropolitan Transportation Plan		



1 *Introduction*

Table of Contents

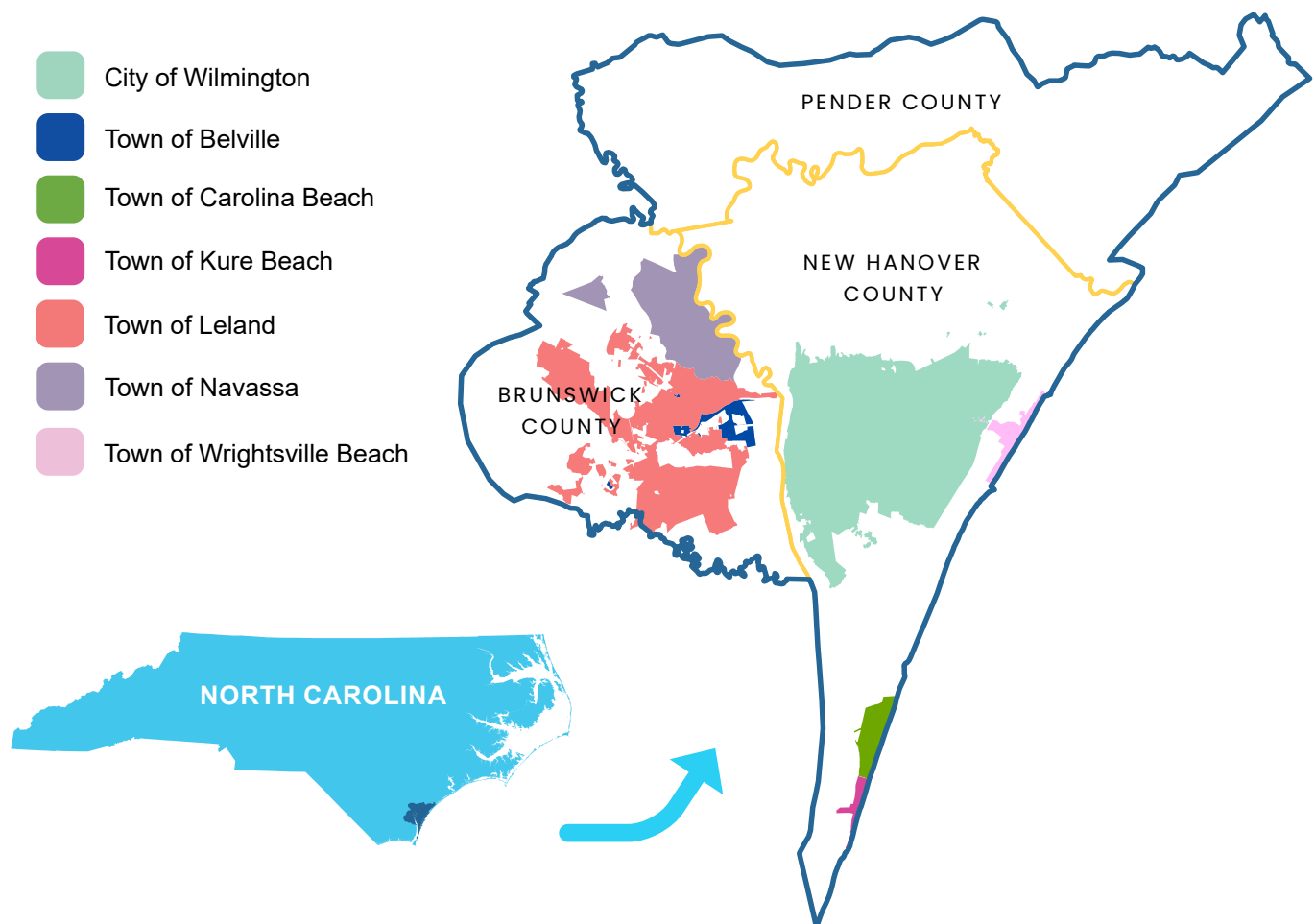
1. What is an MPO?
2. What is *Cape Fear Navigating Change 2050*?
3. Transportation Plans
4. Metropolitan Transportation Plans
5. Federal Plan Requirements
6. How will this Plan be Used?

What is an MPO?

Metropolitan Planning Organizations (MPOs) are federally designated regional transportation planning agencies that are responsible for conducting regional transportation planning in a continuing, cooperative, and comprehensive manner. MPOs were introduced by the Federal-Aid Highway Act of 1973 and are required to represent localities in all urbanized areas with populations over 50,000. The Wilmington Urban Area Metropolitan Planning Organization (WMPO) is the MPO recognized by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for the Wilmington Urban Area.

A 13-member Board of Directors sets the policy and direction for the region and consists of representatives from the City of Wilmington, the Town of Wrightsville Beach, the Town of Carolina Beach, the Town of Kure Beach, the Town of Belville, the Town of Leland, the Town of Navassa, New Hanover County, Brunswick County, Pender County, the Cape Fear Public Transportation Authority and the North Carolina Department of Transportation (NCDOT). The WMPO's planning area is approximately 494-square miles and encompasses all of New Hanover County and portions of Brunswick and Pender Counties.

WMPO Boundary

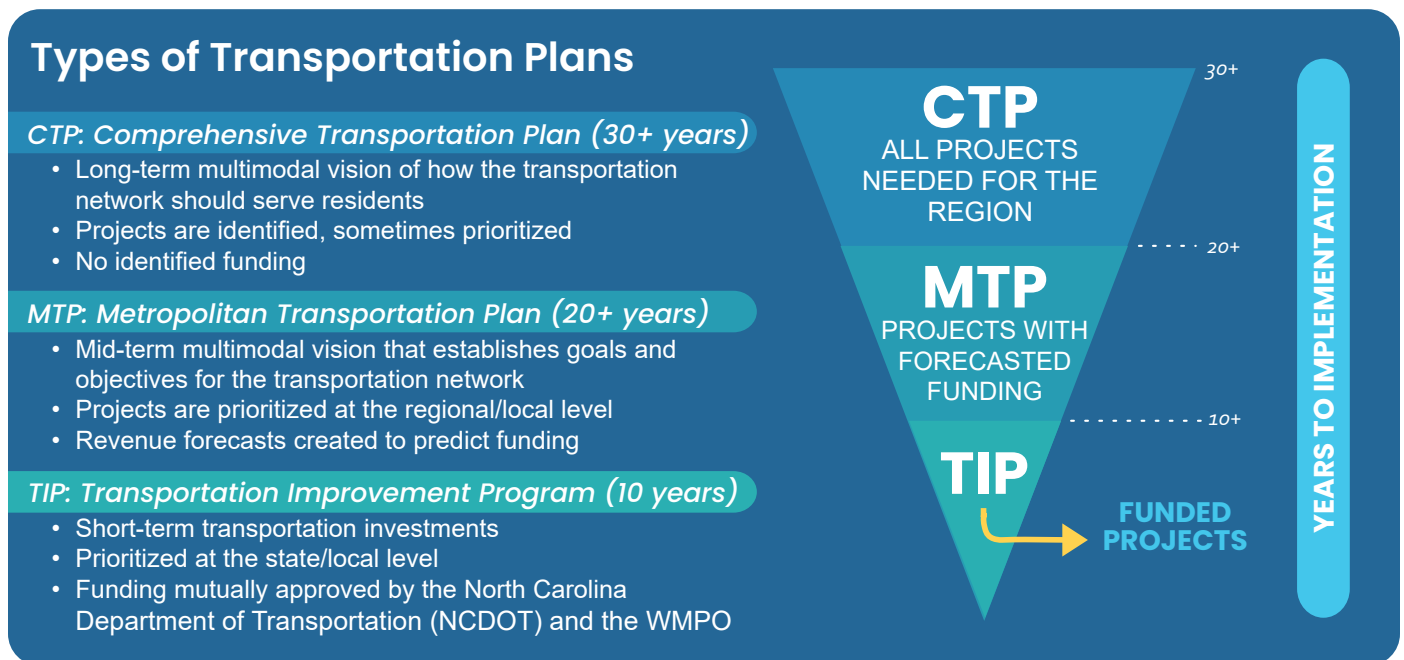


What is Cape Fear Navigating Change 2050?

Cape Fear Navigating Change 2050 is the WMPO's Metropolitan Transportation Plan (MTP). The plan identifies the Wilmington region's anticipated transportation direction and needs and provides a blueprint for the next 25 years.

Transportation Plans

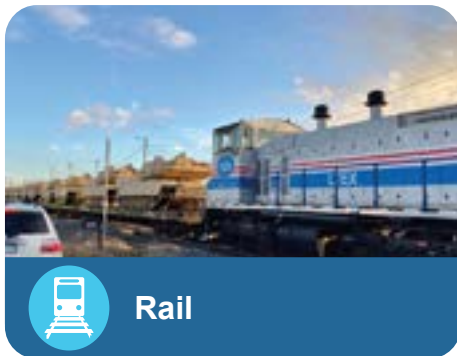
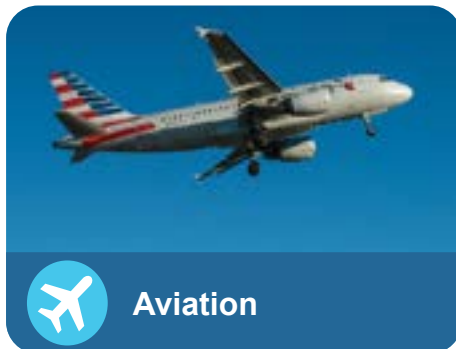
A transportation plan is essential for building an effective multimodal transportation system. The implementation of any transportation project often requires several years to complete from concept to construction. Once a community determines that a project is needed, there are many detailed steps to be completed including public involvement, environmental impact analysis, right-of-way-acquisition, design, funding, and finally construction. In southeastern North Carolina, a roadway project often takes between 20 and 25 years from planning to construction; however, depending upon the complexity of the project and the associated environmental, community, and economic impacts, a project could take as many as 30 years or more to complete. MPOs use a variety of plans to turn their transportation visions into a reality. These plans start out as documenting the transportation needs of the community which are eventually prioritized and funded as the scope of the plan narrows. The MTP is used as a fiscally constrained, long-term guide of regionally significant priorities that informs which projects can be programmed into the State Transportation Improvement Program (STIP) and Metropolitan Planning Organization Transportation Improvement Program (MPO TIP).



Metropolitan Transportation Plans

The Metropolitan Transportation Plan (MTP) is used to help inform decisions needed for the preservation, expansion, or operation of the multimodal transportation system. The MTP defines the regional policies, programs, and projects to be implemented over a minimum 20-year planning horizon and is ultimately used to develop the MPO Transportation Improvement Program and the Statewide Transportation Improvement Program (MPO/State TIP), through which many projects are funded. This plan assesses the current state of, and contains recommendations for, the following modes of transportation:

The Six Modes of Transportation Evaluated in This Plan:



While a project might not be first identified in the MTP, it is within this plan that a project begins to develop support within the region. Being included in the MTP means a project has been recognized as a regional priority that has potential funding. This can be a critical step toward a project being included in the TIP and then constructed. Regions like Wilmington must develop their MTP at least every five years. MTPs must be adopted by the MPO Board and must be formally amended if regionally significant transportation investments are added, deleted, or modified.

The MTP is also federally required to have a financial plan component that is fiscally constrained. This means that projects in this plan have been prioritized, and anticipated funding has been identified for them to be programmed. This is done so that programmed project costs will not exceed anticipated funds over the life of the plan.

Additionally, being an urbanized area with a population over 200,000, the WMPO is designated as a Transportation Management Area (TMA). This designation is in recognition of the greater complexity of transportation issues in large urban areas. Additional planning tools are necessary to address these issues, such as a Congestion Management Process (CMP). The purpose of the CMP is to systematically and continually address traffic congestion as an integral part of the planning process, and implement strategies to reduce travel demand, increase capacity, and improve operations. The results and metrics of this process feed into the development of the MTP.



See Chapter 4 for more information on the financial forecast and fiscal constraint.

Federal Plan Requirements

The federal regulations that mandate the creation of metropolitan planning organizations (MPOs) also regulate the contents of, and process used for, the development of the MTP. Title 23 of the United States Code Chapter 1 – Federal-Aid Highways, Section 134 – Metropolitan Transportation Planning requires the plan development process to consider several critical factors:

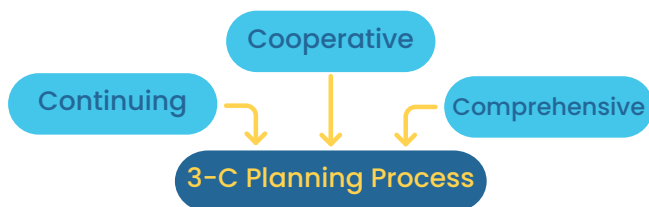
- Support economic vitality
- Increase safety
- Increase security
- Increase accessibility
- Protect and enhance the environment
- Enhance connectivity
- Promote efficient management
- Emphasize preservation
- Improve resiliency and reliability
- Enhance travel and tourism

The section also stipulates the contents of the plan to include consideration of the following:

- A vision that meets community goals;
- A multimodal approach that provides for alternative modes such as public transportation, walking, and bicycling as well as highway projects;
- A minimum 20-year planning horizon;
- A financial plan that balances revenues and costs to demonstrate that the plan is financially responsible and constrained; and
- A public involvement process that meets federal guidelines.

The 3-C Planning Process

Federal regulations require that the planning process be conducted utilizing the 3-C approach—Continuing, Cooperative, and Comprehensive. A continuing planning process means that documents such as the MTP are updated on a four- or five-year cycle. A cooperative approach ensures all WMPO members participate with a regional perspective. Lastly, a comprehensive planning process ensures the inclusion of all transportation modes.



Performance-Based Approach

MPOs are required to establish and utilize a performance-based approach to decision making within the metropolitan transportation planning process. The performance-based approach must support national transportation goals, shown to the right.



National Transportation Goals are defined in Title 23 of the United States Code, Section 150.

Each MPO must establish performance measures and targets in order to track progress toward the achievement of its goals and objectives. Performance measures are specific, measurable attributes of performance which are used to assess implementation strategies. Performance measures can be monitored and tracked to determine progress toward a goal. Performance targets identify a desired level of performance by defining specific critical amounts of progress expected over a designated time frame. Performance measures and targets are coordinated with public transportation providers as well as the NCDOT to the maximum extent possible to ensure consistency and are adopted by the WMPO.

Examples of Performance Measures and Targets	Performance Measures for Safety	Performance Target for Safety
	Number of crashes Number of fatalities	Reduce the number of crashes that result in fatalities by 20% each year



See Appendix B for more information on federal regulations.

How Will This Plan Be Used?

Metropolitan Transportation Plans (MTPs) provide a financially realistic framework for implementing regional visions for multimodal transportation systems. *Cape Fear Navigating Change 2050* will be the plan used by federal, state, and local governments to guide transportation projects in our region over the next 25 years. The plan will play a significant role in decision-making, including:

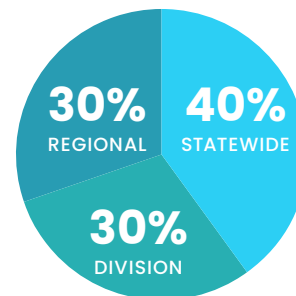
Selecting Projects for Construction

Only projects recommended by an MTP may be included in the MPO's Transportation Improvement Program (TIP) for funding. The TIP outlines efforts from the MTP that are planned to be implemented over the next 10 years that involve state or federal funding.

The MTP bridges the gap between the regional comprehensive plan and the MPO and State TIP. The TIP is prepared through a process called Prioritization, governed by the Strategic Transportation Investments (STI) law. The law, passed in 2013, allows NCDOT to use its funding more efficiently and effectively to enhance the state's infrastructure, while supporting economic growth, job creation, and a higher quality of life. NCDOT and the WMPO use a transparent, data-driven method for prioritizing transportation investment decisions. In Prioritization, projects are scored and ranked at the statewide mobility, regional impact, and division needs funding levels based on mode and facility classification. The highest scoring projects are programmed into the TIP based on project costs and estimated revenues. Like the MTP, the TIP is required to be fiscally constrained.

PRIORITIZATION PROCESS

REVENUE DISTRIBUTION:



PROJECT TIERS:

STATEWIDE MOBILITY
ADDRESS SIGNIFICANT CONGESTION AND BOTTLENECKS

REGIONAL IMPACT
IMPROVE CONNECTIVITY BETWEEN REGIONS

DIVISION NEEDS
ADDRESS LOCAL NEEDS

Informing Project Development

MTPs chiefly address larger transportation facilities with regional impact. The projects in this plan represent the WMPO's suggested cross sections for these facilities. This information will be used during the project development process. Communities can then use this larger network as a framework to connect to when planning local streets and other transportation facilities.

Making Land Use Decisions

In addition to allocating resources for specific transportation investments, local, state, and federal agencies will utilize this plan to ensure that land is preserved for these investments, and to coordinate land use and development decisions with planned transportation infrastructure.

Identifying Projects for Further Plans and Studies

Cape Fear Navigating Change 2050 will be used by various agencies to identify future projects and investments that may require more in-depth plans and studies. While the Comprehensive Transportation Plan (CTP) outlines all of the transportation planning efforts the region would eventually like to implement, the Metropolitan Transportation Plan (MTP) outlines those efforts which are financially feasible within the horizon of the plan. *Cape Fear Navigating Change 2050* has a 25-year planning horizon and includes lists of projects to guide future transportation infrastructure priorities in the region for the duration of that time frame. The MTP also includes policies to guide action on transportation-related issues within the region for the next 25 years. The plan will be used to allocate resources for specific aviation, bicycle and pedestrian, ferry, rail, public transportation, and roadway projects listed, as well as Transportation Demand Management (TDM) and Transportation Systems Management and Operations (TSMO).



Clockwise from top left: In Wilmington, Drysdale Dr. extension; Barclay development; Construction for Gordon Rd. widening and multiuse path project.

Sources

- FHWA FAST Act (2015)
<https://www.fhwa.dot.gov/fastact/>
- NCDOT: Strategic Transportation Investment Law: Article 14B (2013)
https://www.ncleg.net/EnactedLegislation/Statutes/PDF/ByArticle/Chapter_136?Article_14B.pdf
- NCDOT: Guidance for North Carolina's Comprehensive Transportation Planning (CTP) Process (2015)
<https://connect.ncdot.gov/project/planning/TPB%20Documents/MASTER-15Apr24-CTP-Guidance-POSTED2.pdf>
- United States Code of Federal Regulations, Title 23: Highways, Part 450.306: Scope of the Metropolitan Planning Process
- NCDOT Prioritization Resources
<https://connect.ncdot.gov/projects/planning/Pages/PrioritizationResources.aspx>
- NCDOT State Transportation Improvement Program Development: P6.0 Fact Sheet
<https://www.ncdot.gov/initiatives-policies/Transportation/stip/development/Documents/p6-fact-sheet.pdf>
- Infrastructure Investment and Jobs Act (2021)
<https://www.congress.gov/bill/117th-congress/house-bill/3684>





2

About our Region

Table of Contents

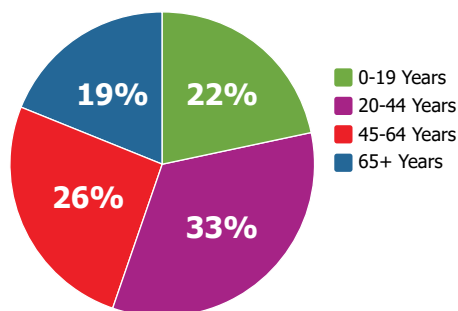
1. Demographic Trends
2. Transportation Modes and Existing Conditions
3. Economic Conditions

Demographic Trends

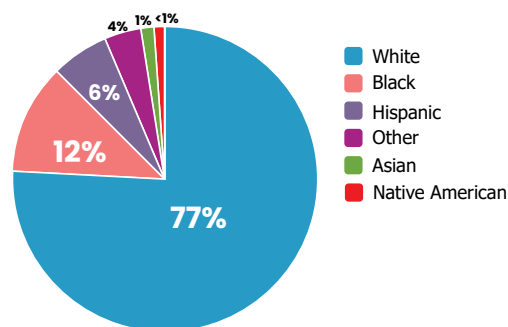
The Wilmington Urban Area Metropolitan Planning Organization (WMPO) planning area is approximately 494 square miles, encompassing all of New Hanover County and portions of Brunswick and Pender Counties. Municipalities within the boundary include the City of Wilmington, the Town of Belville, the Town of Carolina Beach, the Town of Kure Beach, the Town of Leland, the Town of Navassa, and the Town of Wrightsville Beach. The WMPO boundary area population is estimated at 300,000 residents, and the area is impacted significantly by non-resident populations of students and visitors seasonally. Population density for the area is 282 persons per square mile.

According to the 2021 American Community Survey (ACS), the median household income for the WMPO area is \$72,951. Forty-two percent (42%) of the residents within the WMPO boundary hold a bachelor's degree or higher. Thirteen percent (13%) of households in the region fall below the poverty line. Less than two percent (2%) of households do not own a vehicle. The Wilmington Regional Travel Demand Model (WRTDM) predicts a population of 606,399 residents by the year 2050. The model analyzes over 700 Traffic Analysis Zones (TAZs) and 11 data points to predict population, household, and employment growth in the region.

Age Breakdown



Race Breakdown



DEMOGRAPHIC TREND MAPS:

FIGURE 2-1:
Population Density

FIGURE 2-2:
Household Density

FIGURE 2-3:
Employment Density

FIGURE 2-4:
Median Household Income

FIGURE 2-5:
Higher Education

FIGURE 2-6:
Zero-Vehicle Households

FIGURE 2-7:
Projected Population Density Change (2021 - 2050)





Figure 2-1:
 Population Density

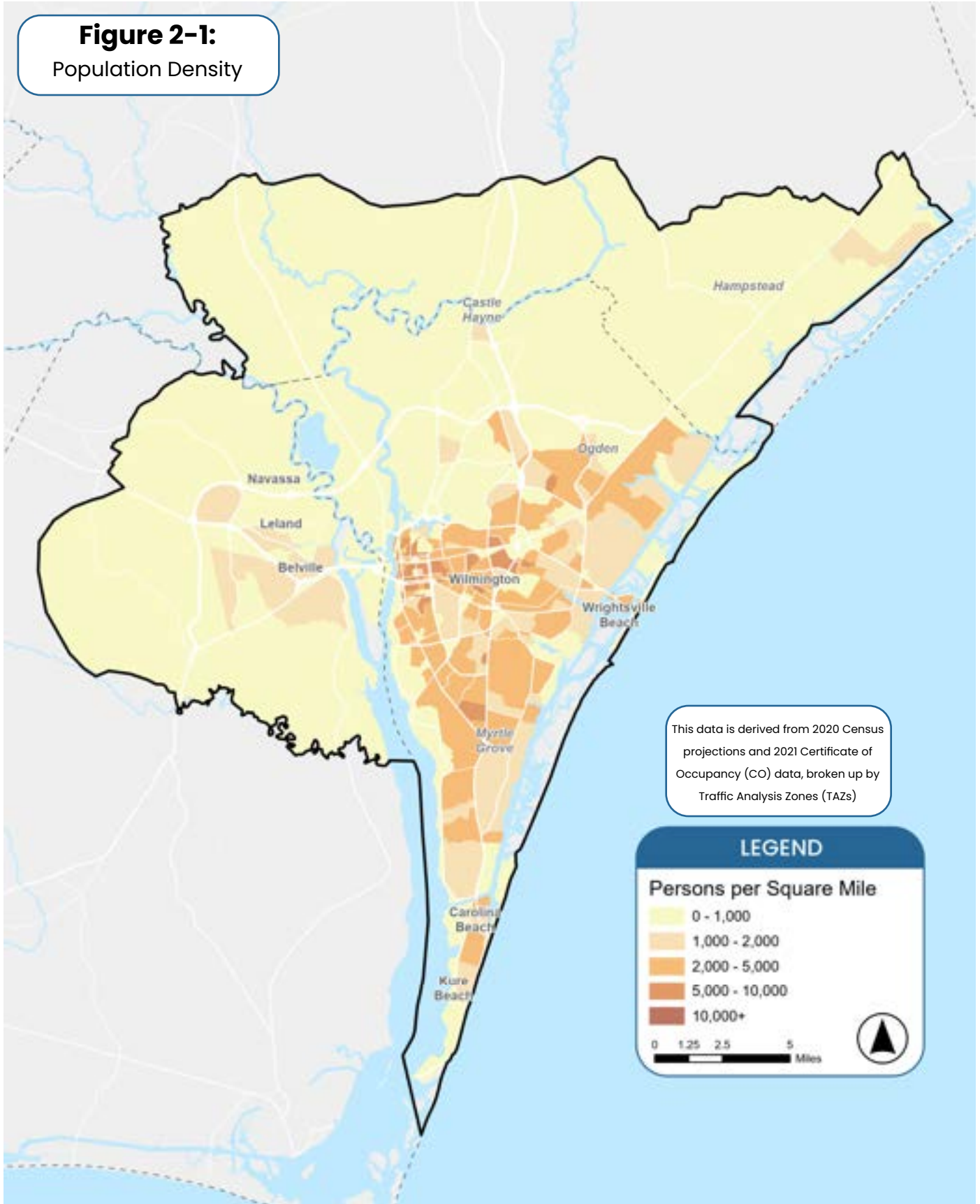


Figure 2-2:
Household Density

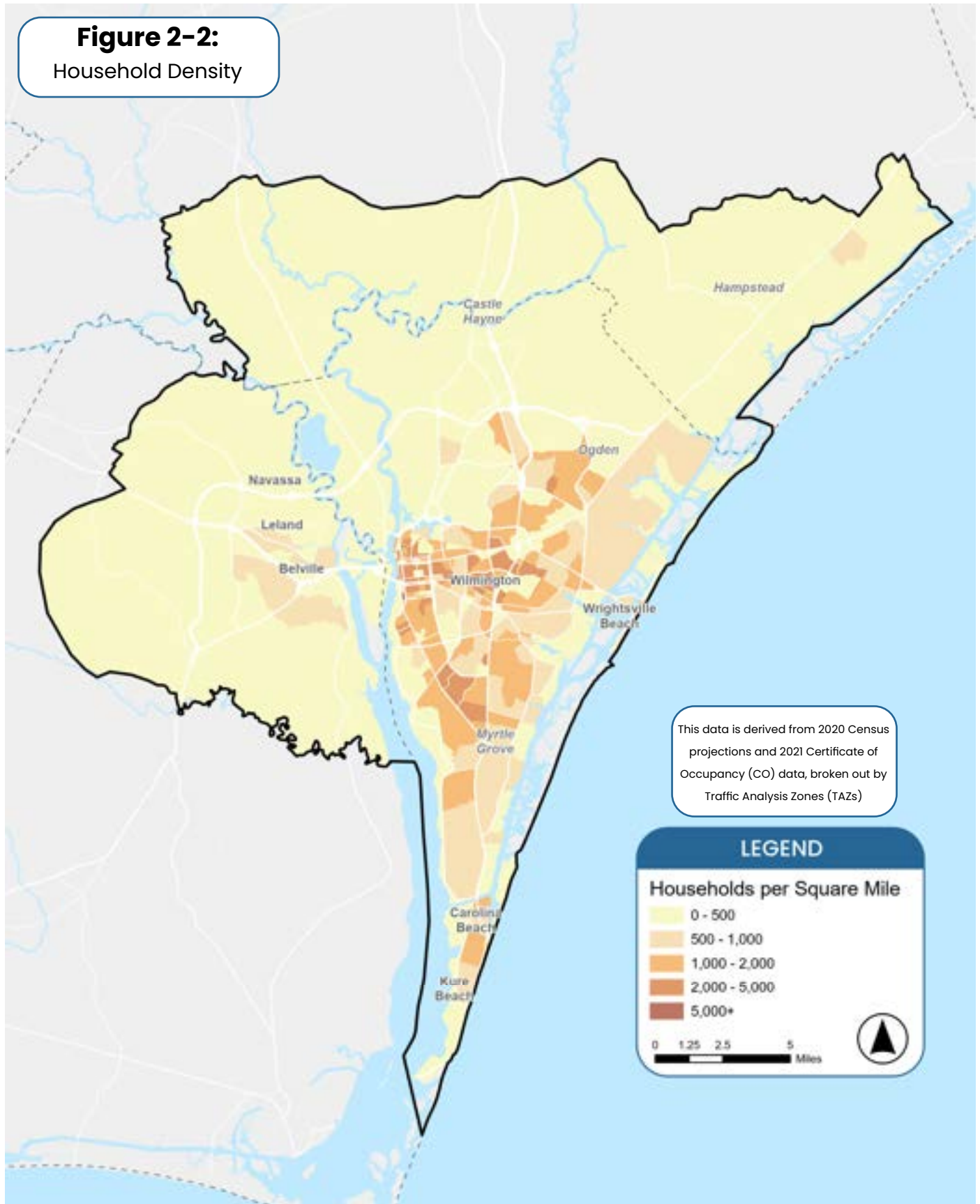




Figure 2-3:
Employment Density

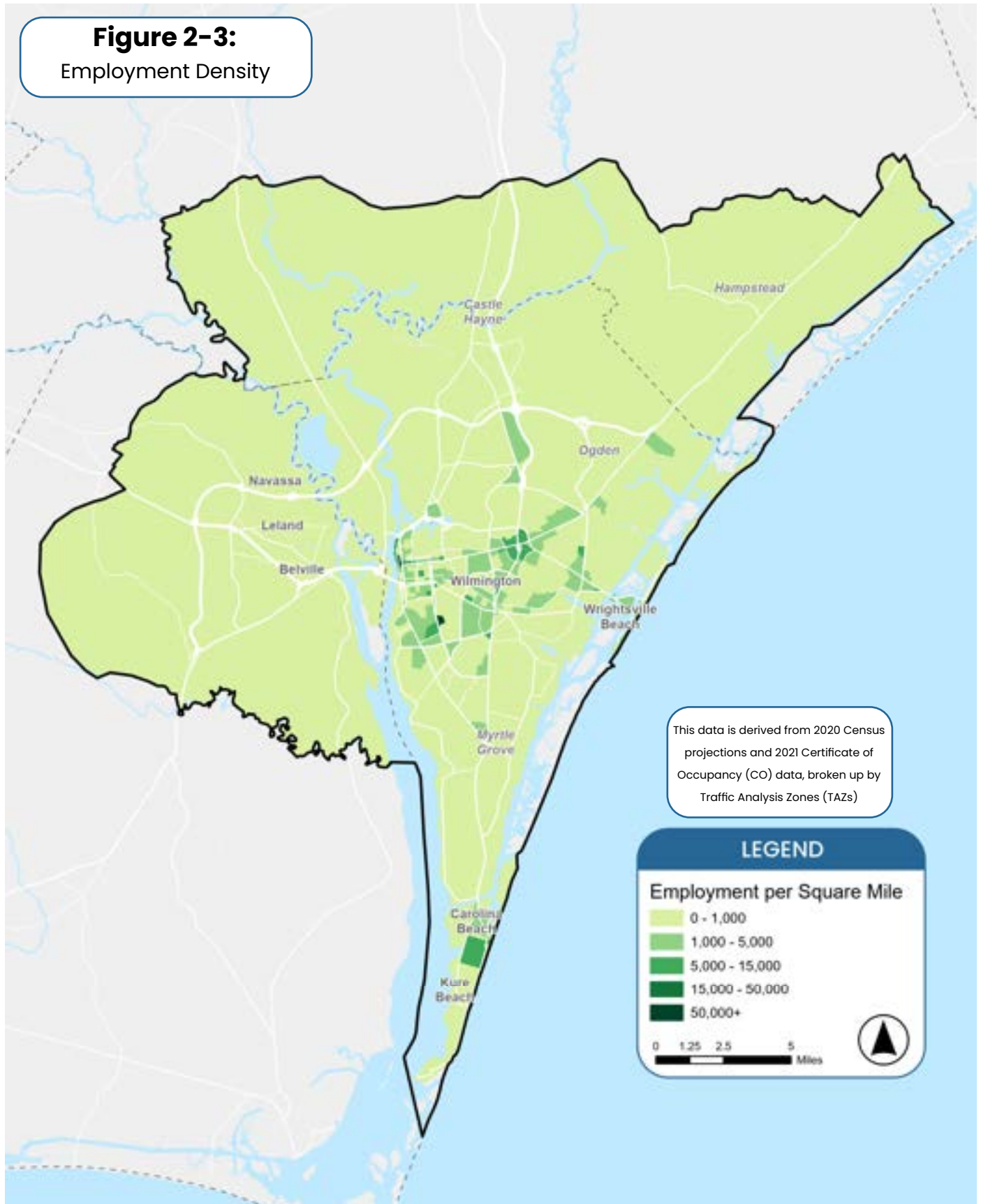


Figure 2-4:
Median Household Income

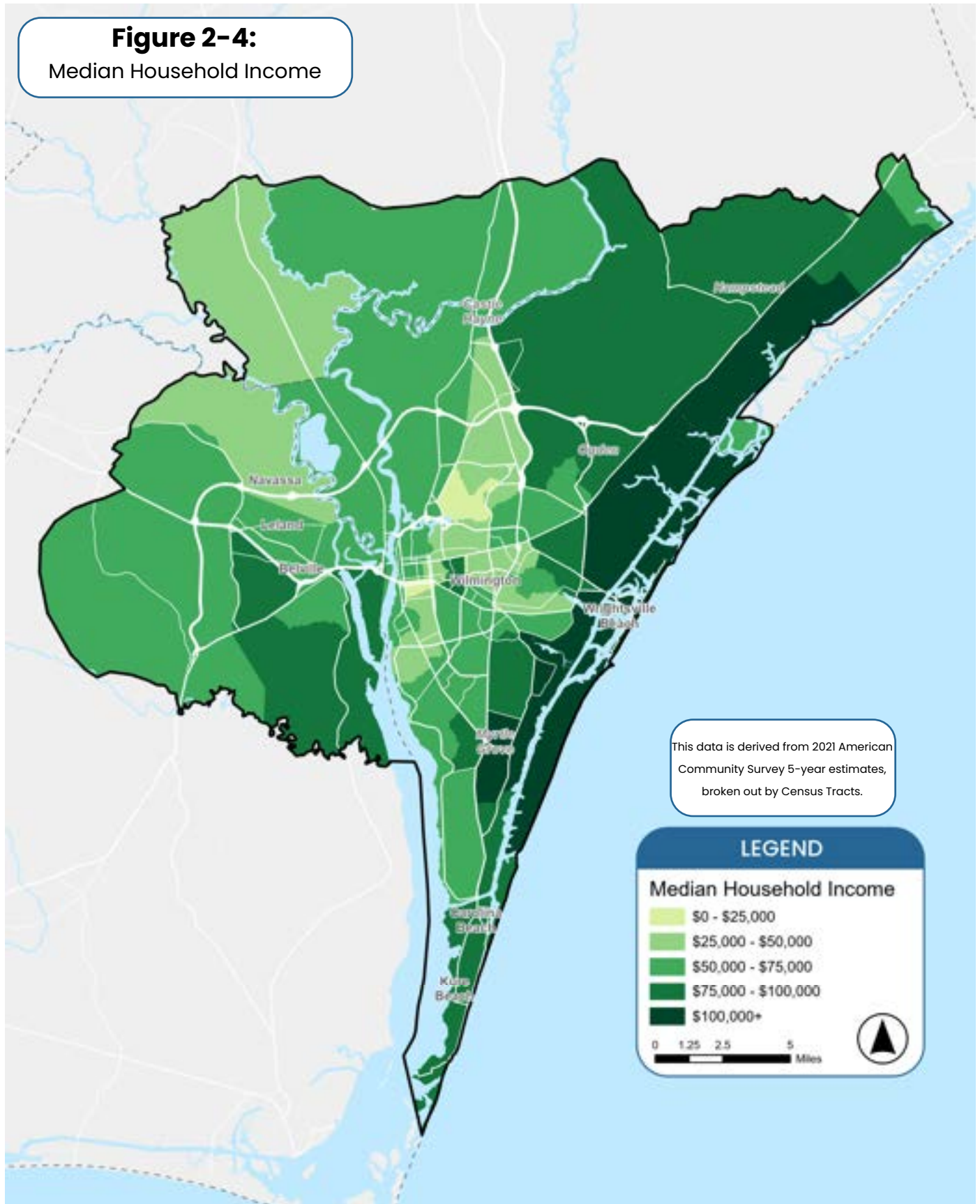




Figure 2-5:
Higher Education

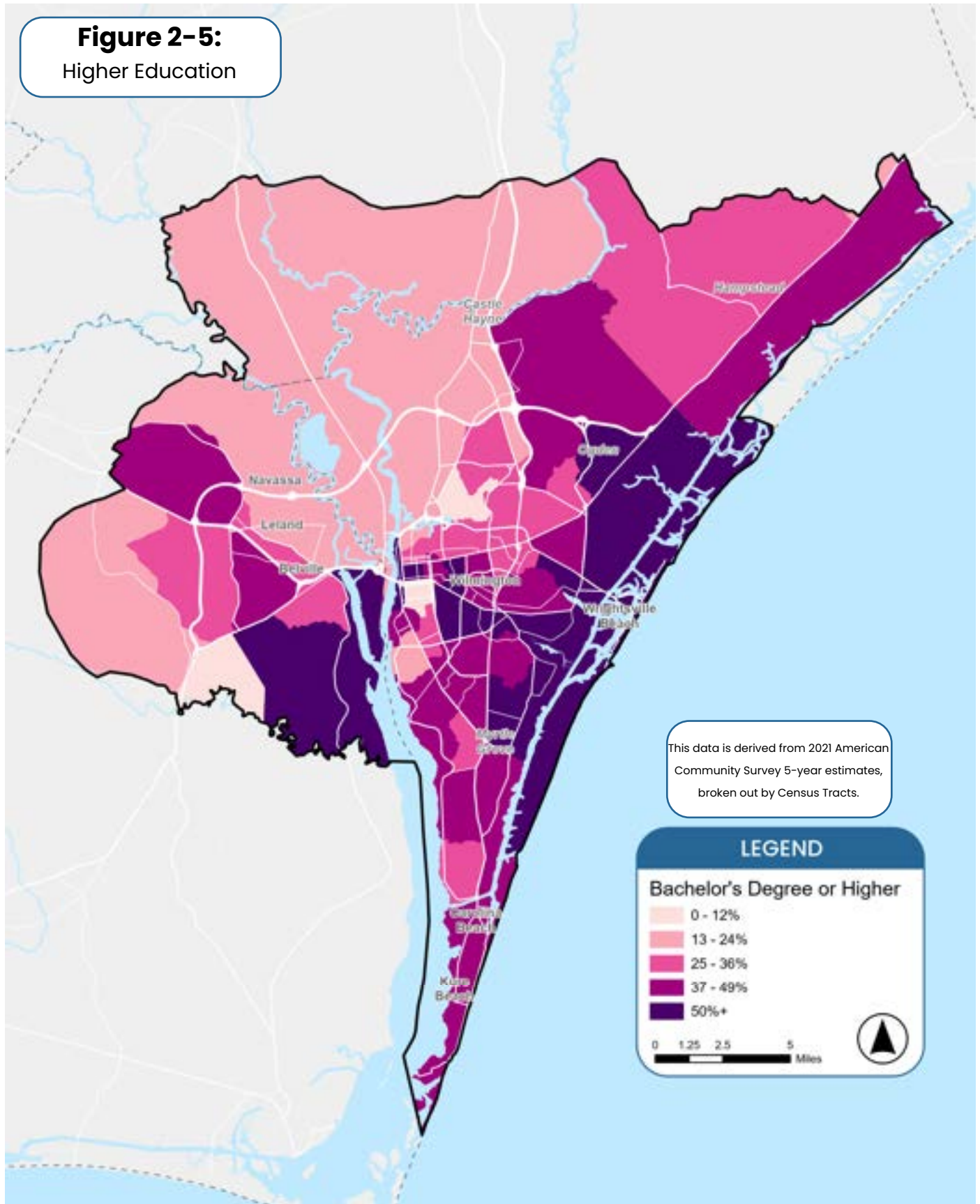


Figure 2-6:
Zero-Vehicle Households

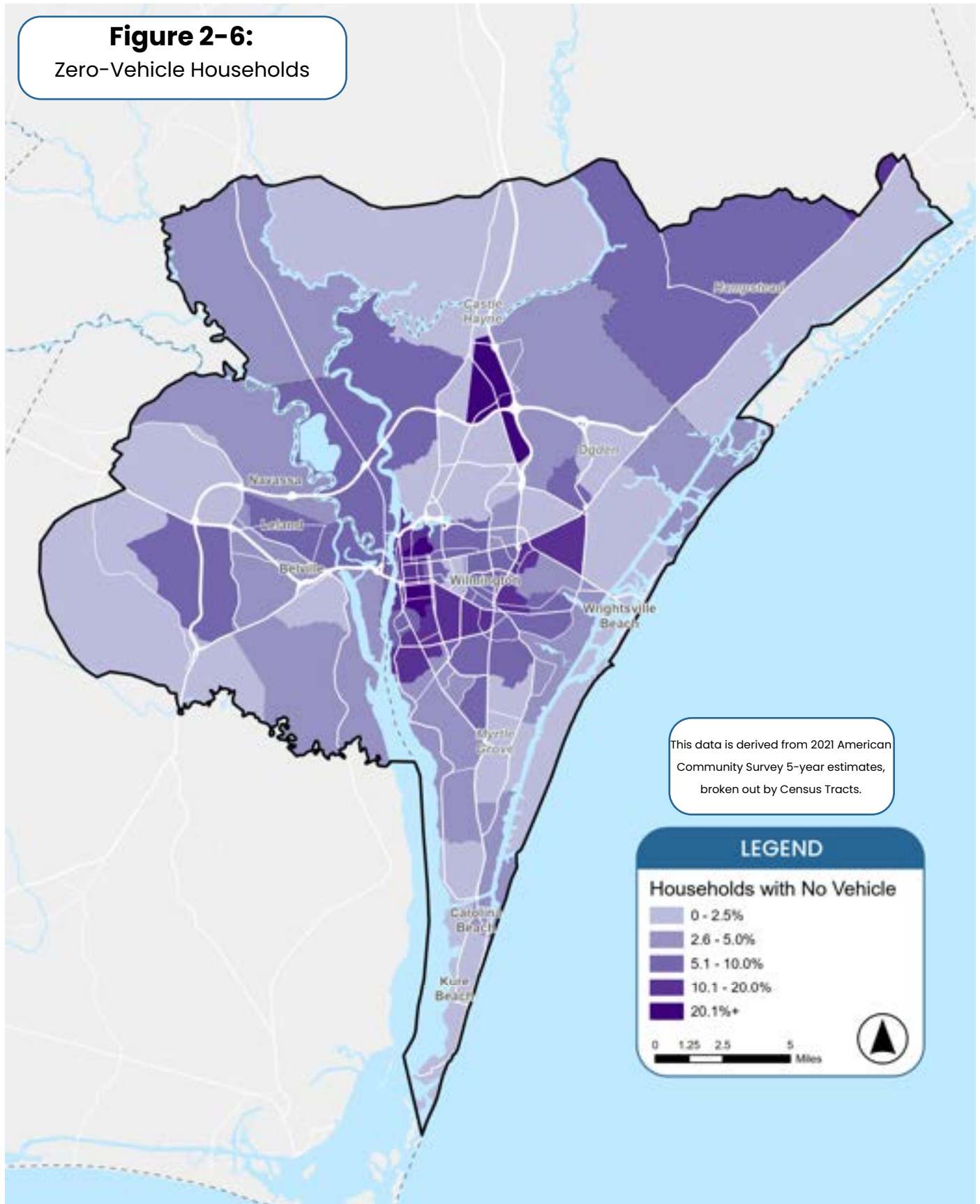
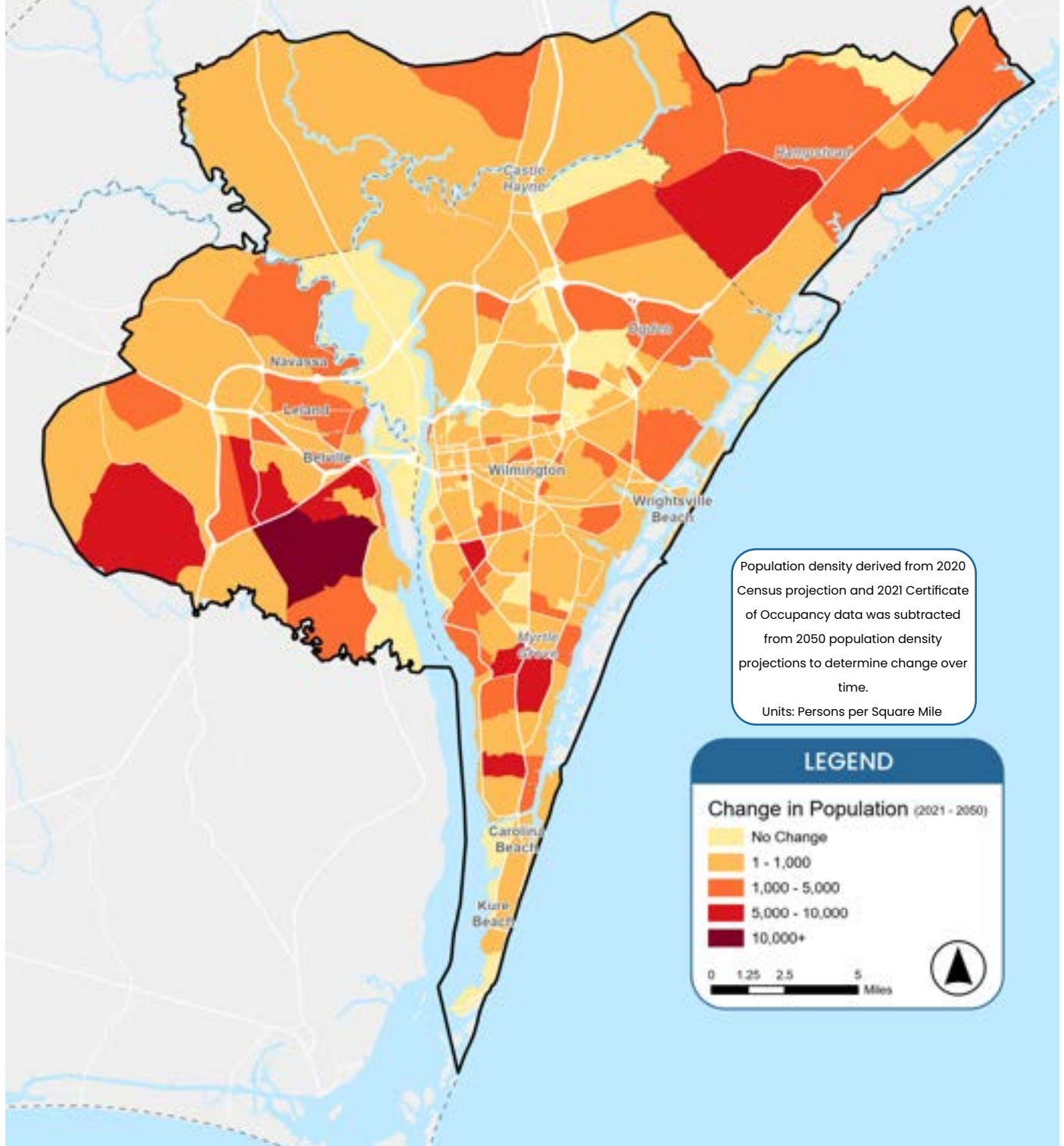




Figure 2-7:

Projected Population Density Change
(2021-2050)



Transportation Modes and Existing Conditions

Cape Fear Moving Forward 2050 is a multimodal, long-range plan that considers the future of all transportation modes, and how they interact, in the region. These modes are Aviation, Bicycle and Pedestrian, Ferry and Water Transportation, Rail, Public Transportation, and Roadway. Descriptions of each are included in this chapter. During the development of the plan, regionally significant projects for each mode were identified through several sources, analyzed, scored, and ranked based on expert-derived, publicly-vetted, quantifiable factors. This process is further outlined in Chapter 4 and the modal appendices.

FOR MORE INFORMATION ON EACH MODE, REFER TO THE FOLLOWING APPENDICES:					
 AVIATION	 BICYCLE & PEDESTRIAN	 FERRY & WATER TRANSPORTATION	 RAIL	 PUBLIC TRANSPORTATION	 ROADWAY
E	F	G	H	I	J



Aviation

Aviation operations are a critical component of the movement of people and goods within the Wilmington region’s transportation network. Wilmington International Airport (ILM), founded in the 1920s, is the WMPO’s only public airport and supports three types of aviation operations: commercial (travel and cargo), general (private), and military. ILM currently provides 31 nonstop flights that connect to over 500 destinations worldwide, doubling the number of nonstop flight offerings from 2022. From 2022 to 2025 ILM added four new airlines: Avelo Airlines, Sun Country Airlines, Breeze Airways, and JetBlue Airlines, resulting in a total of seven airlines operating out of the airport. ILM’s first nonstop international route was announced in Summer 2025 to Punta Cana, Dominican Republic. Commercial aviation makes up most of the airport’s operations, while general aviation supports business travel and recreational flying. Additionally, military procedures at ILM account for approximately 13.2% of aircraft operations.

ILM has maintained a focus on development and growth in recent years, highlighted by the increase in nonstop flight offerings and a \$60 million terminal expansion, completed in 2023. As demand for commercial flights and cargo capacity increases, ILM continues to accommodate growth through the expansion of their airside and landside facilities and business park.



Airside facilities that support airport operations include runways, taxiways, and aprons. ILM has two runways and a taxiway system with two full parallel taxiways and several stub or connecting taxiways that serve the primary and secondary runways. ILM has several aircraft aprons utilized for aircraft movement and parking along with navigational aids for pilots. Landside facilities at the airport complement the airside facilities and include passenger terminals, aircraft hangars, fuel storage facilities, airport access roads, and automobile parking.

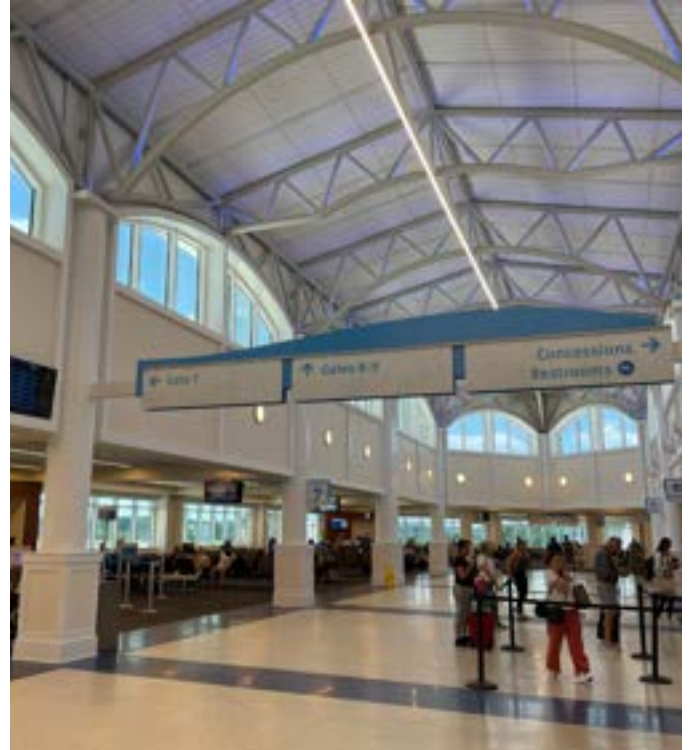
The ILM Vision Plan 2023-2027 outlines complete and upcoming developments in the Business Park, including Aero Center Wilmington, investments for storage and distribution facilities, and plans for an on-airport hotel.



In July 2025, ILM was ranked first in growth over the last three years among major airports across the United States. Since 2022, ILM has reported a 66 percent increase in seat capacity growth and added 20 new nonstop flights. ILM has grown from its foundational roots to become a crucial regional transportation hub with ongoing growth and development aimed at expanding its services, infrastructure, and economic impact for the future.



Photo by Aveo Airlines



Clockwise from top left: Front exterior of Wilmington International Airport (ILM); Gate area in ILM, photo by ILM; Plane on a runway, photo by ILM; Aerial view of ILM gates and terminals, photo by ILM.



Bicycle and Pedestrian

Bicycle and pedestrian facilities are essential components of a transportation system and often serve as primary transportation modes or vital connections between other modes, while also supporting recreational exercise.

Bicycle and pedestrian improvements have been a high priority within the Wilmington region and have seen continued support from citizens and stakeholders. The success of the 2014 Wilmington Transportation Bond shows the financial commitment that citizens have made to improving the safety and connectivity of these facilities, with many roadway projects including bicycle and pedestrian elements in their design. WMPO member jurisdictions have also taken advantage of Surface Transportation Block Grant (STBG) funds. Member jurisdictions may apply to fund their projects this way through a competitive process, which requires a twenty percent local match in funding. Examples of projects completed in recent years that have utilized STBG funds include the Old Fayetteville Loop Road Pedestrian Loop and Leland Middle School Sidewalk in Leland, Park Avenue MUP Phase II in Wilmington, and S Lake Park Boulevard/Hamlet Avenue Intersection Improvements in Carolina Beach.

North Carolina's first statewide bicycle and pedestrian plan, *Bicycling and Walking in North Carolina: A Long-Range Transportation Plan*, was completed in 1996. WalkBikeNC, an update to the 1996 plan, was adopted by the NC Board of Transportation in 2013. Since 2013, many of the WMPO's member jurisdictions have also adopted plans to address the bicycle and pedestrian needs of their communities, including:

- Wilmington-New Hanover County Comprehensive Greenway Plan (adopted in 2013)
- Leland Pedestrian Plan (adopted in 2016)
- Town of Navassa Comprehensive Bicycle and Pedestrian Plan (adopted in 2022)
- Kure Beach Bicycle and Pedestrian Plan (adopted in 2022)
- Pender County Bicycle and Pedestrian Plan (adopted in 2023)
- Walk Wilmington Comprehensive Pedestrian Plan update (originally adopted in 2009, updated in 2023)
- Wrightsville Beach Bicycle and Pedestrian Plan (adopted in 2024)
- Carolina Beach Bicycle and Pedestrian Plan (adopted in 2025)
- Town of Leland Integrated Mobility Plan (adopted in 2025)

One concept central to bicycle and pedestrian infrastructure is complete streets. Complete streets is an approach to planning, designing, building, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, and others of all abilities. NCDOT's "Complete Streets" policy, updated in 2019, mandates the incorporation of multimodal facilities in both new transportation projects and upgrades to existing infrastructure. Similarly, the WMPO Board's 2009 policy requires that all projects within its planning boundary be designed to support bicyclists, public transit, and pedestrians of all ages and abilities.

Bicycle and pedestrian infrastructure includes multiuse paths (MUPs), sidewalks, pedestrian crossings, bicycle lanes, and sharrows. Within the WMPO area, there are approximately 57 miles of MUPs, 865 miles of sidewalks, 1,900+ marked crosswalks, 74 miles of dedicated bike lanes, and eight miles of sharrows. The maps on pages 25 through 28 illustrate the current bicycle and pedestrian infrastructure within the region.



Clockwise from top left: New HAWK signal at Market and 21st streets in Wilmington, photo by City of Wilmington; Multiuse path (MUP) on the Park Avenue Trail / River to Sea Bikeway; Sharrows on Ann St. in Wilmington; Bike lane on Dow Rd.

Technology is changing the bicycle and pedestrian landscape through shared micromobility, the emergence of electric-assisted bicycles, and easier access through the use of smartphones. Shared micromobility is the shared-use of small, fully or partially human-powered single-person vehicles such as bikes, e-bikes, and e-scooters. Shared micromobility is gaining in popularity and usage throughout urban areas in the US largely due to its convenience and accessibility, cost-effectiveness for users, and an increase in supportive infrastructure. These transportation options are accessed through smartphone apps and can be used with a few taps. Though not established in the Wilmington region, pockets of shared micromobility are cropping up. For example, the University of North Carolina Wilmington offers a fleet of e-bikes and e-scooters for students and staff to use through the Bird Bike Share Program.



E-bikes are gaining popularity due to their lower environmental impact compared to cars and their appeal to users who may prefer them over traditional bicycles. As their benefits become more recognized, e-bikes are helping to reduce urban congestion and carbon footprints, though challenges such as battery life and charging infrastructure remain. High purchase costs and the need for new legislation and enforcement around e-bike use could act as barriers to further growth. The WMPO Board adopted a model e-bike policy in 2020, and have since advocated for legislation defining e-bike classes and the ability for local jurisdictions to regulate. While technology continues to reshape the bicycle and pedestrian transportation landscape, challenges such as enforcement, safety concerns, and infrastructure limitations remain. Through coordinated efforts, these micromobility and active transportation solutions may help create more sustainable, accessible, and connected transportation networks in the WMPO region.



Electric Bicycle Classes

Class 1

Pedal assist only, no throttle.
Assistance ends at 20 mph.

Class 2

Pedal assist and throttle.
Assistance ends at 20 mph.

Class 3

Pedal assist only, no throttle.
Assistance ends at 28 mph.



Photo by: UNCW

Another challenge regarding bicycle and pedestrian transportation is safety. Within the Wilmington region, there is an average of 72 pedestrians and 57 bicyclist involved in crashes annually. The WMPO's Be A Looker education campaign seeks to address this problem, providing safety tips for drivers, pedestrians, and bicyclists. Additionally, the WMPO was awarded a USDOT Safe Streets and Roads for all (SS4A) grant to develop a Safety Action Plan for the WMPO region. This plan will identify safety issues and provide project and policy recommendations to improve roadway safety for all users, including pedestrians, bicyclists, and drivers. The plan also incorporates the Safe Systems Approach, which is a comprehensive, proactive way of thinking about roadway safety. This approach focuses on designing a transportation system that protects everyone, even when people make mistakes. Core principles of Safe Systems include safer people, safer roads, safer speeds, safer vehicles, and better post-crash care. The WMPO Safety Action Plan is currently in development and is expected to be completed in Fall 2026.

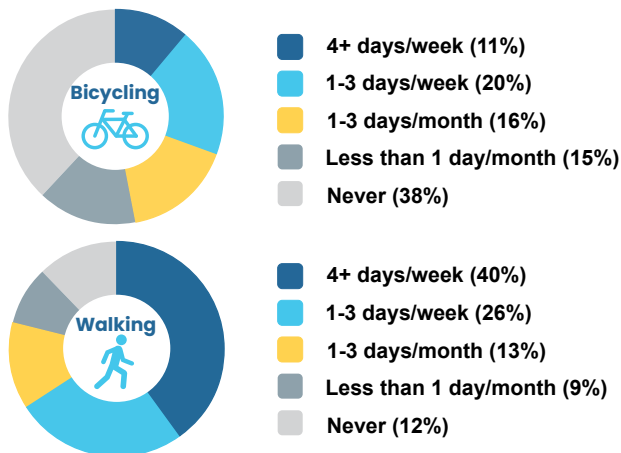
WMPO

Safe Streets for All

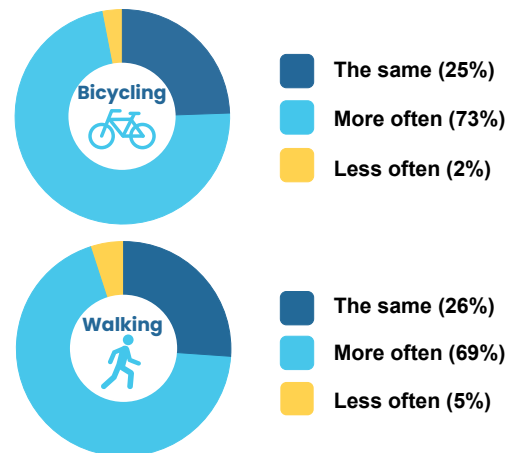


As part of the planning process for *Cape Fear Navigating Change 2050*, public outreach was conducted through open houses and marketing campaigns to gather feedback from citizens. The responses revealed a desire for a variety of transportation options within the region, with bicycle and pedestrian facilities identified as one of the top three funding priorities. In fact, more than 60% of survey respondents indicated they would like to walk or bicycle more often, while 66% of survey respondents indicated they had walked at least once per week within the last 30 days of taking the survey, and 30.7% indicated they have biked at least once per week. The graphics below highlight respondents' current travel behavior, future travel preferences, and the factors that would encourage them to walk or bike more in our region.

Current Travel Behavior

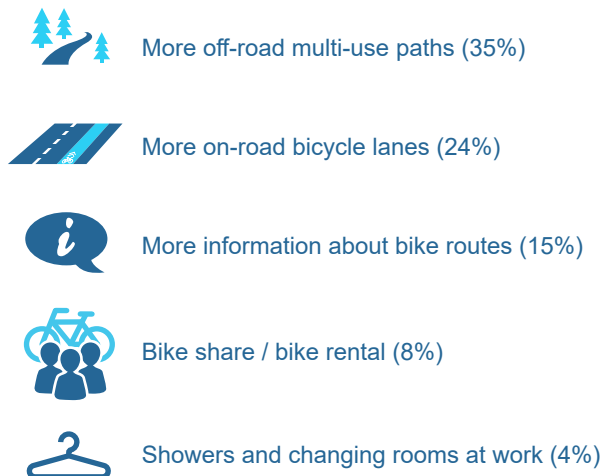


Preferences for Future Travel



Factors That Would Increase Travel by Walking or Biking

Bicycling



Walking





Figure 2-8:

Existing Bicycle Facilities
Central New Hanover County

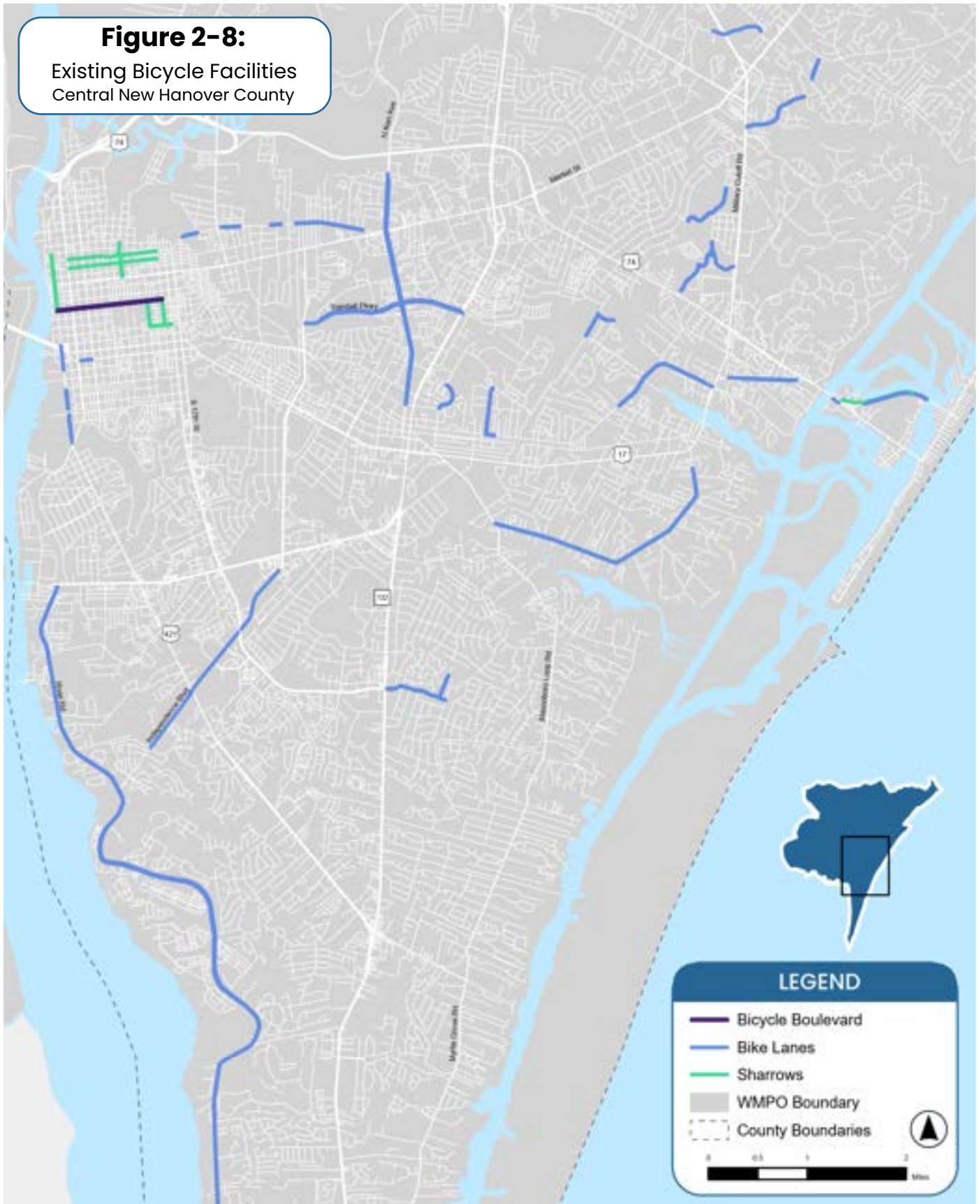


Figure 2-9:
Existing Pedestrian Facilities
Central New Hanover County

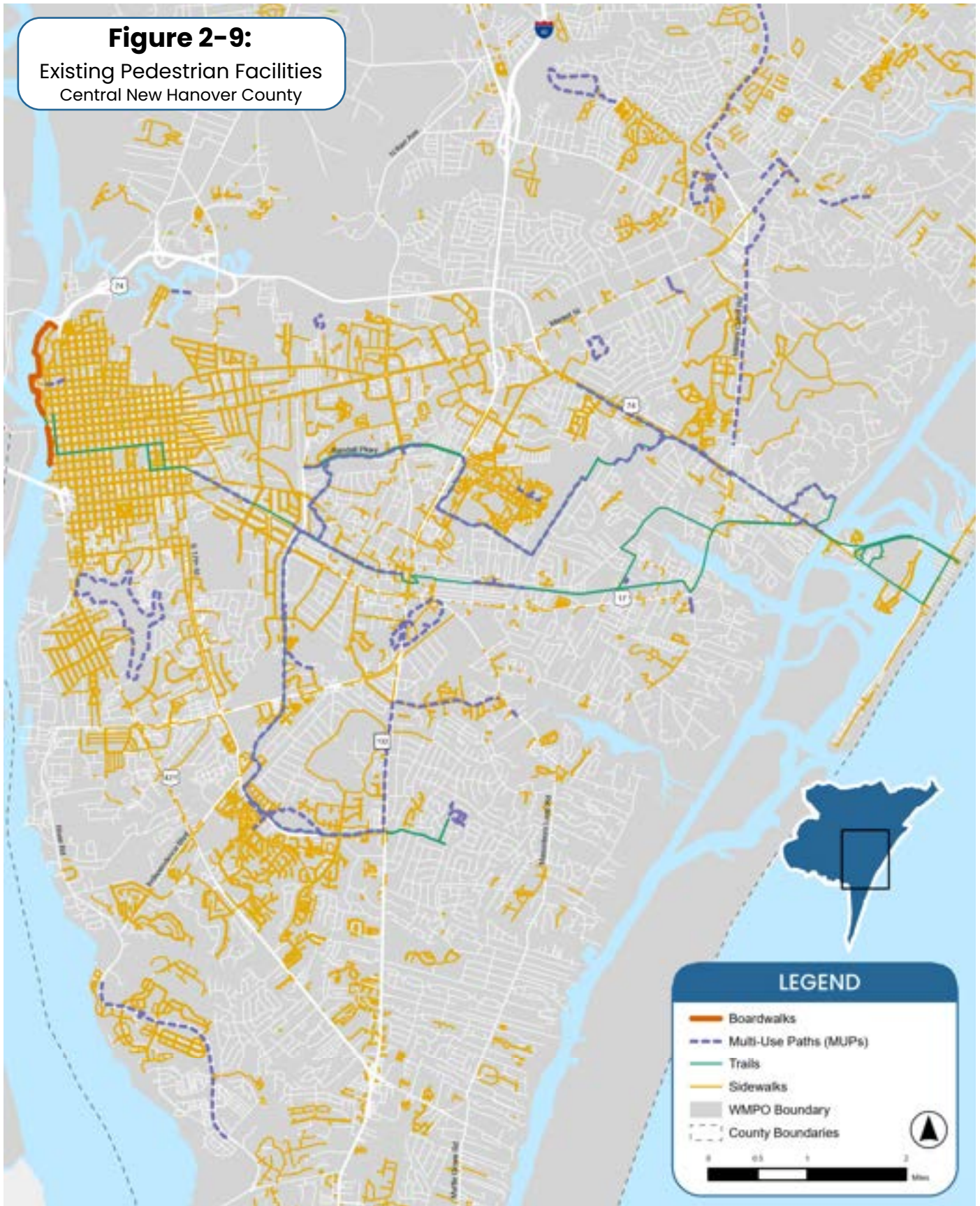




Figure 2-10:
Existing Pedestrian Facilities
Brunswick County

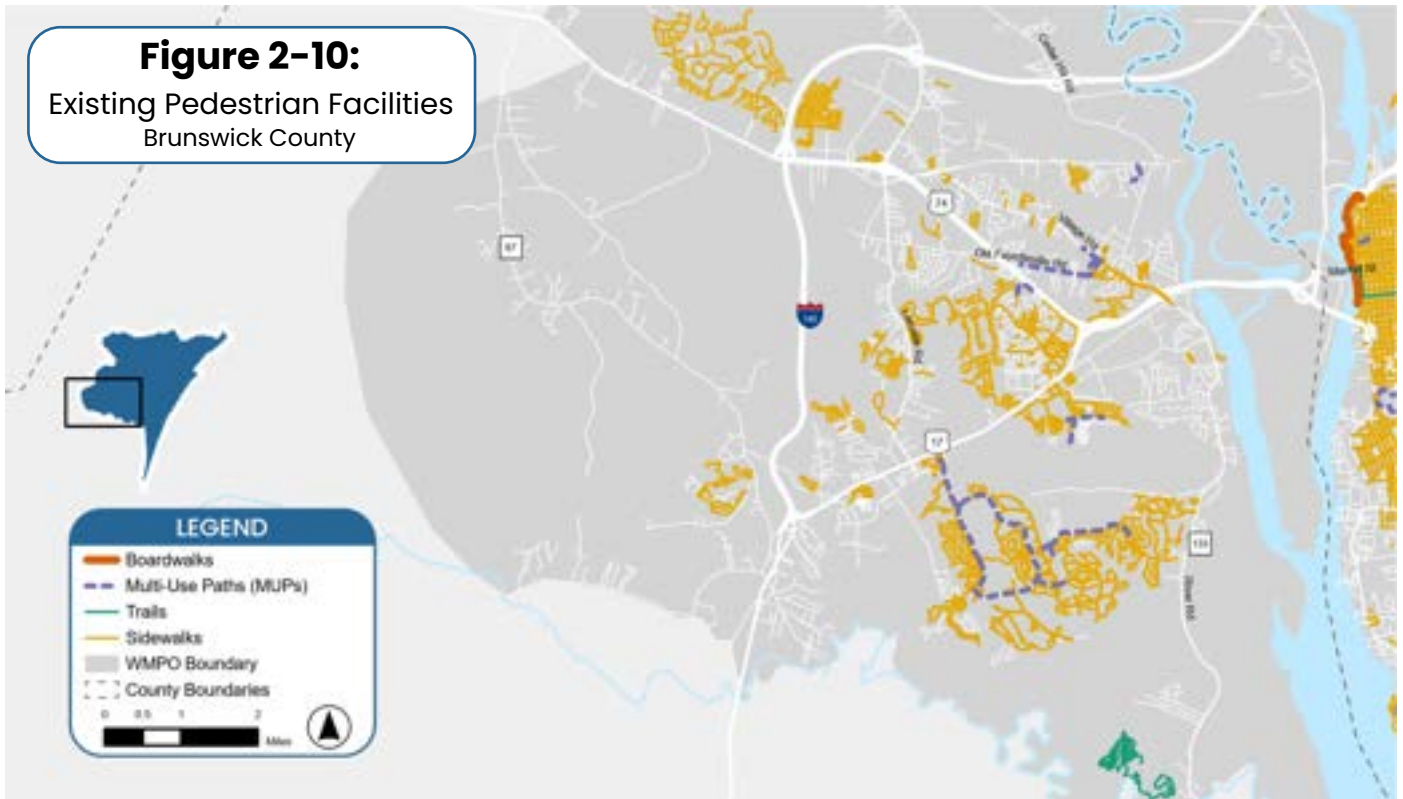


Figure 2-11:
Existing Pedestrian Facilities
Northern New Hanover and Southern
Pender Counties

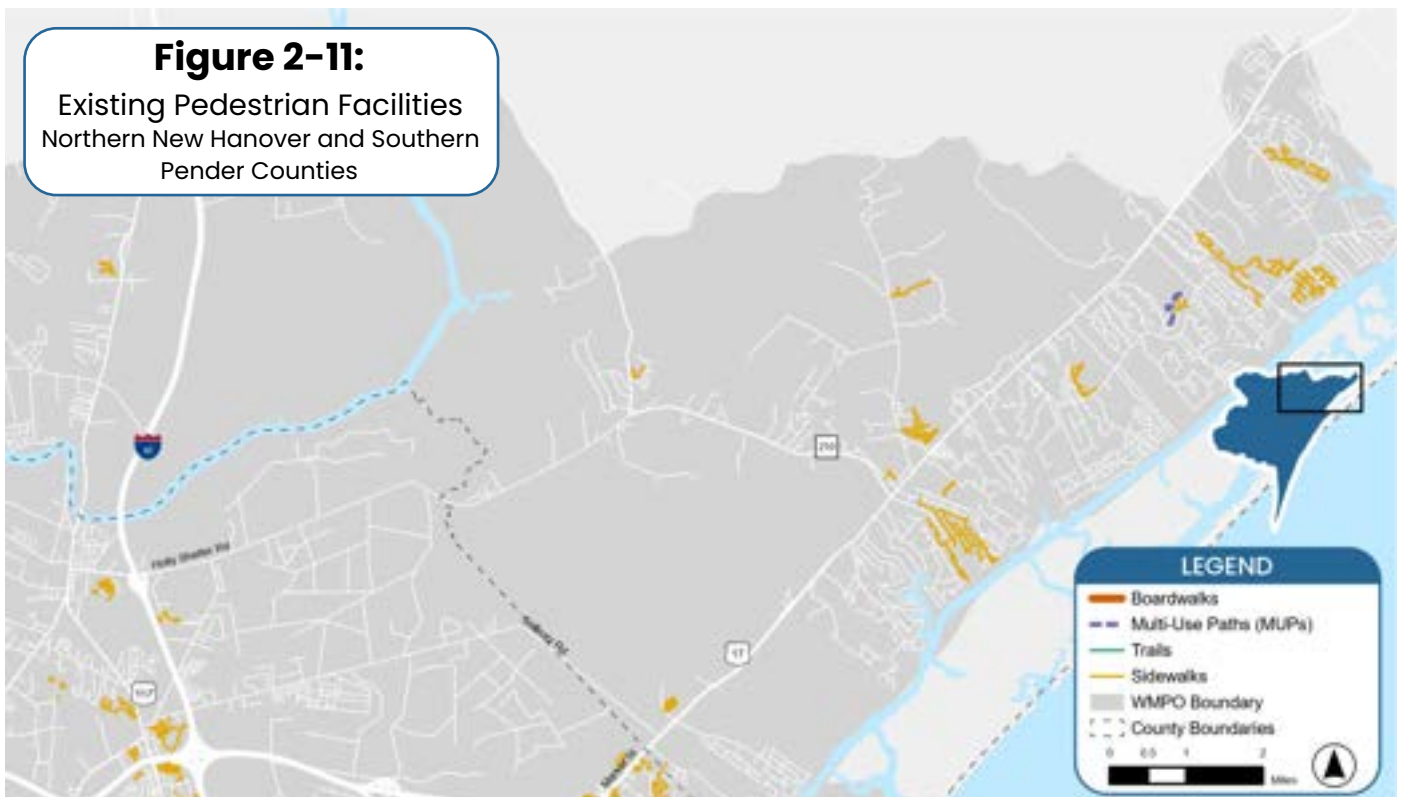
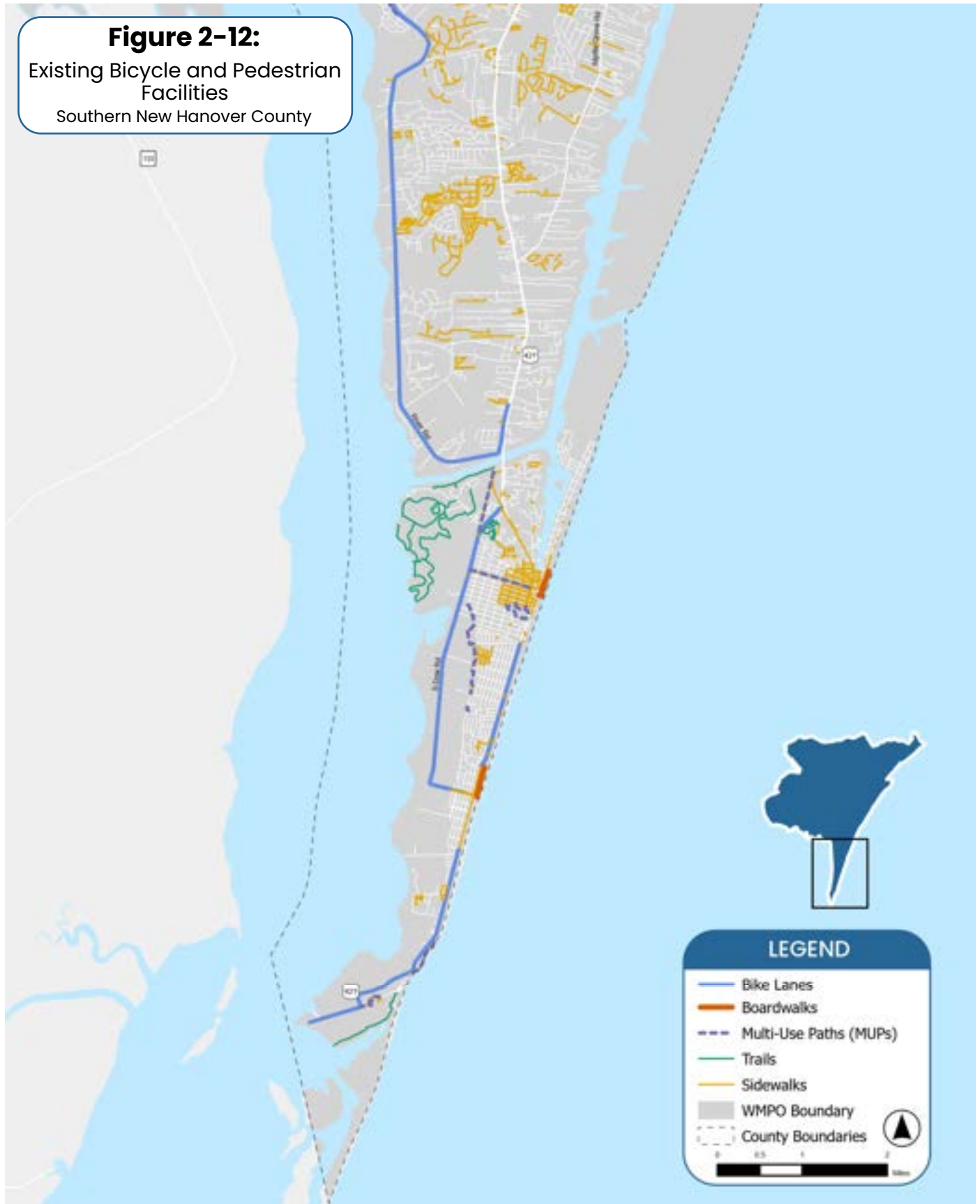


Figure 2-12:
Existing Bicycle and Pedestrian
Facilities
Southern New Hanover County





Ferry and Water Transportation

Ferries and water transportation provide an alternative mode of travel in coastal and river areas, potentially reducing trip distances. Ferry systems also play a critical role in community service and public safety, assisting in water rescue or emergency evacuation efforts. North Carolina has the second-largest state-operated ferry system in the United States. The NCDOT Ferry Division operates 23 ferries on eight routes, transporting approximately 1.5 million passengers in 2024. The expected growth of the tourism industry and new developments in the area are driving conversations about improvements to, and the expansion of, the current ferry system. As roadways in the region become increasingly congested, the ferry system may provide an alternative to vehicular travel, especially if connections are established with transportation networks such as bus routes and greenways. Regional leaders are also interested in exploring the expansion of existing water transportation.

Public ferry and water transport facilities in the Wilmington region include the North Carolina Ferry System landings at Southport (Brunswick County, outside of WMPO boundary) and Fort Fisher (New Hanover County), the Port of Wilmington, and locally managed water transportation infrastructure primarily serving recreational boaters. According to the NCDOT Ferry Division, the Southport to Fort Fisher ferry transported 448,856 passengers in 2024, or 30% of all riders on its eight routes.

The North Carolina Ferry System



Consists of 23 ferries on 8 regular routes



Transported 694,585 vehicles in 2024

25% of which were on the Southport - Fort Fisher route



Transported 1,485,328 passengers in 2024

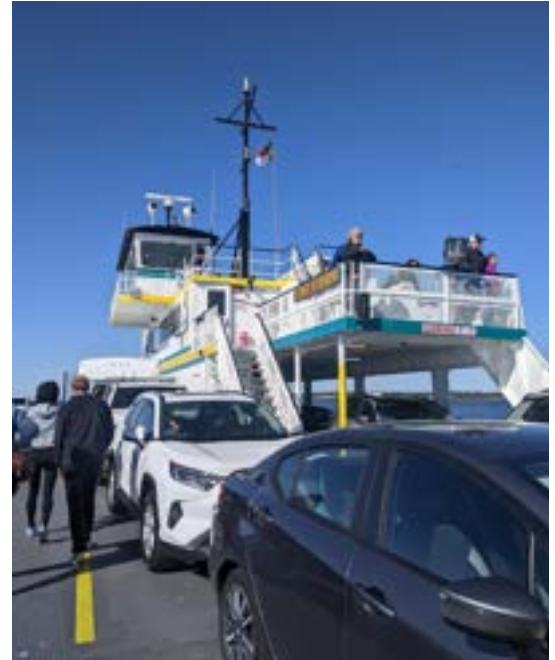
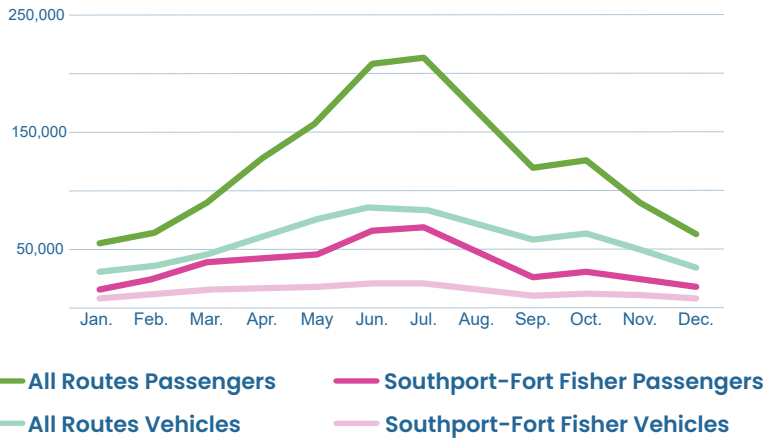
30% of which were on the Southport - Fort Fisher route



L to R: Boat traveling north on the Cape Fear River; Dock in Belville with the NC Port visible in the background.

In 2024, 51% of the Southport-Fort Fisher ferry ridership were residents, with 8% being seasonal residents and 41% being visitors to the region. Additionally, private boat operators offering taxi services and tourist vessels for hire may utilize public facilities for launching and mooring.

2024 Ferry Operations: Southport-Fort Fisher vs. All Routes



Clockwise from top left: graph showing ferry operations for the Southport - Fort Fisher ferry compared to all NC Ferry routes. Top right: On board the Southport - Fort Fisher Ferry in April 2025. Bottom right: Ferry approaching the Fort Fisher terminal. Bottom left: Map of existing ferry routes within/near the WMPO boundary.

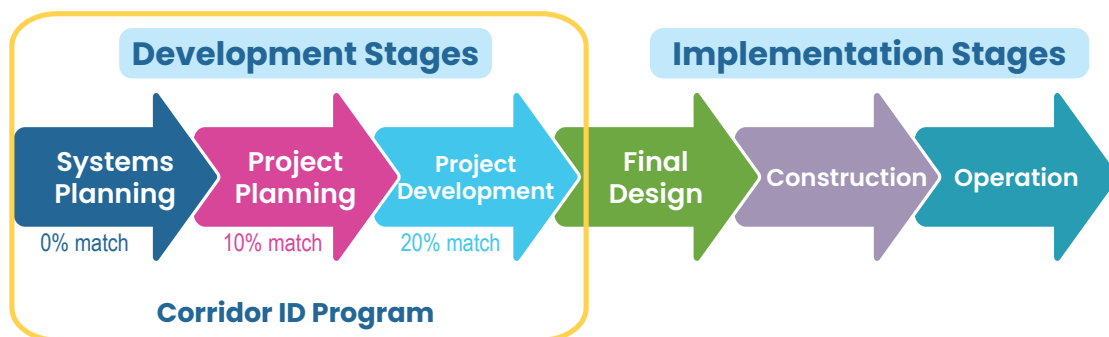
Installing facilities and operating services at the shoreline of waterways requires plans, permits, and maintenance similar to surface transportation projects. Expanding water transportation in the region would likely require strong local support and funding to succeed.



Rail (Passenger and Freight)

The future of rail is shifting in the Wilmington region from primarily being focused on freight to the potential resurgence of passenger rail. While there are currently no passenger rail services within the WMPO boundary, continued efforts by various agencies such as NCDOT have created more momentum for the transportation option. In September 2024, NCDOT also completed the update to the Southeastern North Carolina Passenger Rail Feasibility Study, which evaluated potential routes, costs, ridership, and infrastructure needs to reestablish a passenger rail connection between Wilmington and Raleigh. The study recommended an eastern route via Goldsboro and serves as the foundation for future intercity rail planning in the region. While the feasibility study was ongoing, NCDOT secured up to \$500,000 from the Federal Railroad Administration's Corridor Identification and Development (CID) program to begin the scoping process for a passenger rail service between Wilmington and Raleigh. The Federal Railroad Administration's (FRA) Corridor Identification and Development (CID) Program is a national initiative established under the Infrastructure Investment and Jobs Act (IIJA) to support the development of intercity passenger rail service across the country. The program identifies viable corridors and provides funding and technical support to guide them through early planning phases, helping to create a pipeline of future passenger rail projects. This funding enables NCDOT to begin Step 1 of the Service Development Plan (SDP), which outlines the scope, timeline, and costs necessary to advance the project.

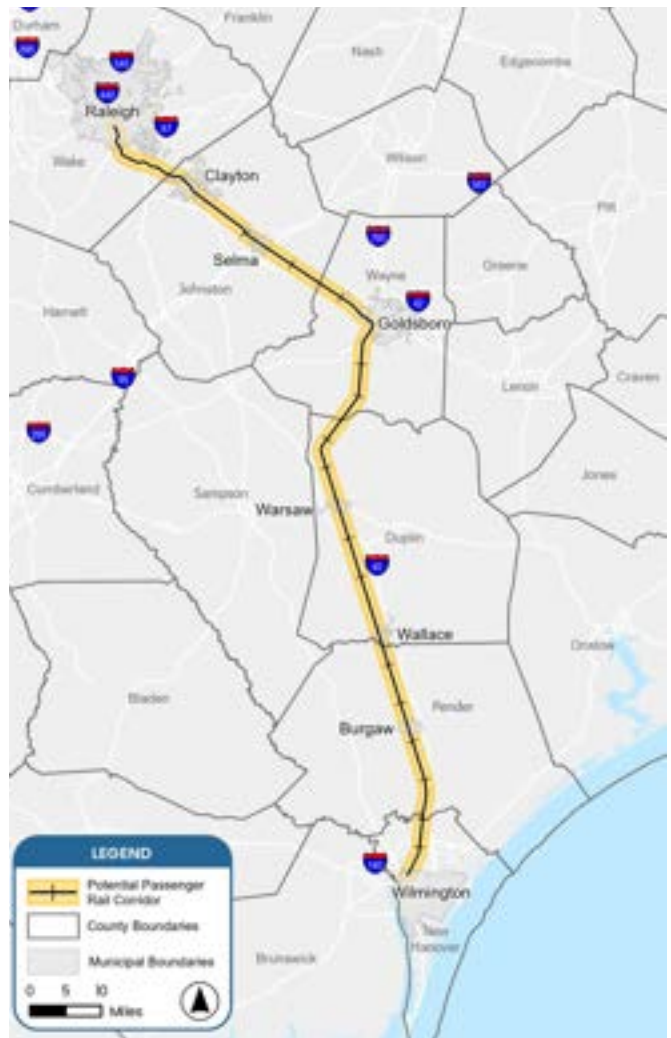
Intercity Passenger Rail Service Development



Freight rail remains an important aspect of the transportation network, providing efficient and more direct access to important freight destinations within and outside of the Cape Fear region. A key focus of this plan is improving freight movement within the region by promoting intermodal connections for ports, rail terminals, military bases, and major logistics and manufacturing sites. The North Carolina Port Authority's Port of Wilmington, an important intermodal connection and destination for freight, has been experiencing steady growth. The Port predicts it will see a 90% and 53% increase in imports and exports, respectively, in 2045 from their 2015 totals.

The Port relies heavily on rail service to support its growing intermodal operations. CSX Transportation, through the Wilmington Terminal Railroad (WTRY), provides daily service, connecting the Port and other freight-generating facilities to broader national and global supply chains. In addition, a rail storage project is underway, adding 6,000 feet of track near the North Gate entrance to increase storage capacity. Key projects like the Wilmington Rail Realignment and the restoration of rail service between Wallace and Castle Hayne further support the Port's growth and freight operations and help improve traffic flow and safety on local roadways. Identifying and securing new funding sources will be critical to the development and construction of these regionally significant, large-scale projects.

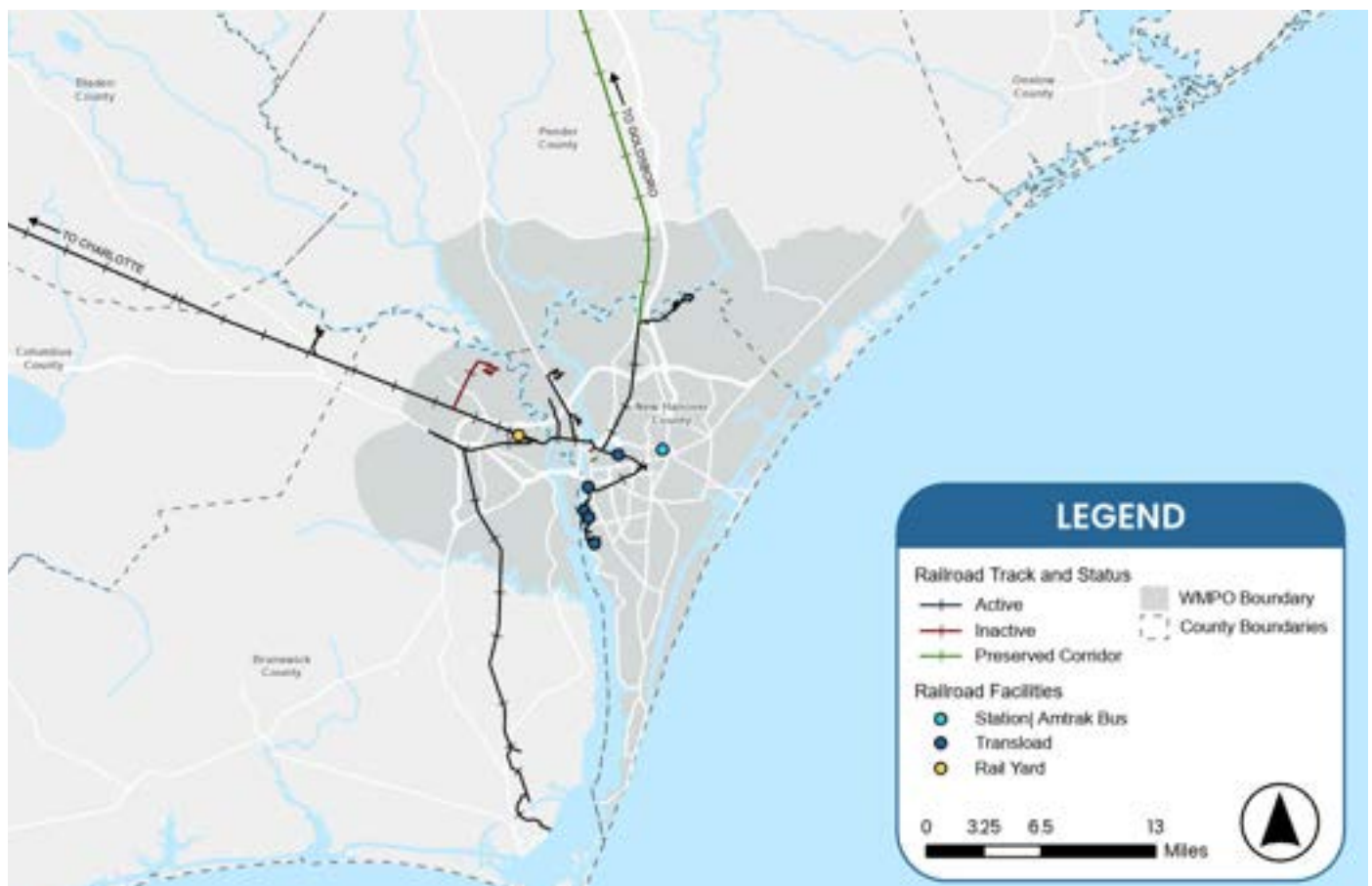
A vital freight rail facility in the transportation network of southeast North Carolina is Davis Yard, which is situated in the Town of Navassa in Brunswick County. The yard is run by CSX Transportation and acts as a hub for the staging, sorting, and assembly of railcars to support both long-distance and local freight operations. Effective connections between industrial users, regional corridors, and the larger national rail network are made possible by its advantageous location. Although the yard is crucial to the flow of goods to and from the Port of Wilmington, its use is not just restricted to port-related activities. Davis Yard serves a variety of freight requirements throughout the area, enhancing supply chain efficiency, lowering traffic on the highways, and boosting economic competitiveness. Additionally, the US Army operates a rail connection to Military Ocean Terminal Sunny Point (MOTSU). Although MOTSU is not within the WMPO planning area, the rail line is partially located within the planning area boundary and the activities at MOTSU, and on the rail line, could have significant impacts on large portions of the Wilmington region.



L to R: Aerial view of the future passenger rail corridor; Rail tracks near S. 2nd and S. 3rd Streets.

The Wilmington Beltline (P-5740) project, funded by NCDOT and Consolidated Rail Infrastructure and Safety Improvements (CRISI) program, represents a key step in addressing longstanding freight and roadway interaction challenges in the Wilmington region. The project is comprised of a series of infrastructure upgrades along approximately 13 miles of the CSX Southeast Line, commonly referred to as the Wilmington Beltline, stretching from CSX's Davis Yard in Navassa to S 2nd Street in Wilmington. This corridor currently serves as the only active freight rail route through Wilmington and provides direct access to the Port of Wilmington. The project includes track rehabilitation, curve realignments, upgrades to switch operations, and safety and surface enhancements at roadway crossings, including selective roadway closures. These enhancements aim to improve safety, increase rail efficiency, and reduce driver delays at crossings throughout the city.

The Wilmington Beltline project complements the larger, long-term vision of the Wilmington Rail Realignment Project, which proposes rerouting freight rail traffic from the existing Beltline to a new four-mile alignment with new crossings over the Cape Fear River. Currently, freight traffic traveling between the Port of Wilmington and the Davis Yard must traverse the full length of the Beltline, including many at-grade crossings that disrupt local mobility and pose safety risks. While freight demand and movement patterns fluctuate, daily operations result in recurring conflicts with vehicular traffic along South Front Street and other city roadways. By improving existing rail infrastructure and advancing the long-term goal of realignment, the Wilmington Beltline project helps lay the groundwork for a safer, more efficient freight network in southeastern North Carolina.



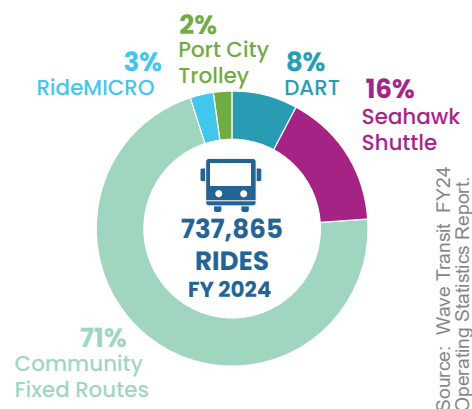
Existing rail facilities in southeastern North Carolina.



Public Transportation

As growth of communities within the WMPO planning boundary outpaces the capacity of the existing roadway network, public transportation will serve an increasingly vital role in meeting the transportation needs of the region. The benefits of a robust public transportation network include reduced traffic congestion, and increased mobility for customers with limited transportation options. The Public Transportation element of *Cape Fear Navigating Change 2050* strives to address both the current and future needs of the region.

Cape Fear Public Transportation Authority (CFPTA), also known as Wave Transit, is the WMPO's only public transportation provider. Wave Transit currently offers a fixed route coverage model for its community routes, Seahawk Shuttle routes serving UNCW, and seasonal downtown trolley. Wave also offers Demand-Responsive Transit (DRT) in its RideMICRO microtransit service and its DART (Dial-A-Ride Transportation) System for eligible riders. Wave Transit's funding is provided through federal (nearly half), state (less than 10%), and local (approximately 30%) sources.



Wave Transit's fixed-route system has historically favored a model which prioritized geographic coverage over frequency to reach the greatest number of riders, the system was re-evaluated with the development and adoption of Reimagine Wave Transit Short-Range Transportation Plan. The planning effort was launched in 2024 and was implemented in January 2025. System changes from the plan's recommendations were implemented in 2025 and include improvements to shorten wait time for passengers between buses, including 15-minute service between Padgett Station and the New Hanover Regional Medical Center. Other changes include additional frequency offerings, increased service hours for several routes, new bus stops along important routes and more. Figure 2-13 on page 35 depicts Wave's current fixed route system.

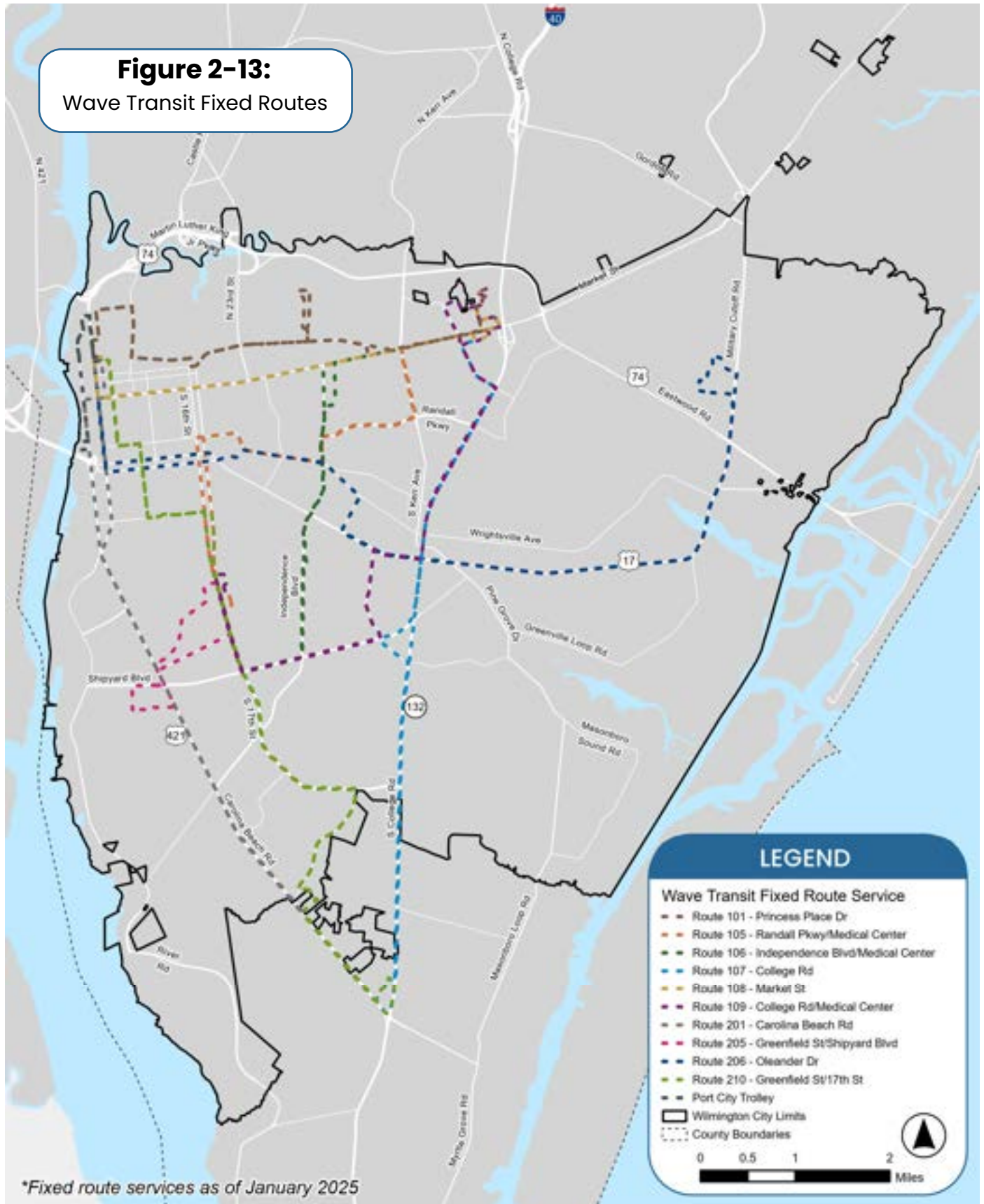
Transit represents a convenient, affordable option for many passengers. According to the Reimagine Wave Transit Plan, traveling by bus in the region costs riders less than \$1,000 a year. This contrasts with automobile ownership and gas costs that average \$10,237 per year for New Hanover County residents. Despite this significant difference in cost to travel, other factors influence the market for transit ridership and can shift mode choice.



See Appendix I for more information on Wave's services and funding.



Figure 2-13:
Wave Transit Fixed Routes



These factors include population density, economic characteristics, job types and job density, major activity centers, and travel patterns. How residents perceive the attractiveness of using transit as a means of transport over other options is also a factor. The attractiveness of transit relies on the service quality. Service quality considers the entire transit system, including first- and last-mile connections, reliable and frequent service, amenities at bus stops, and increased infrastructure for vulnerable road users.

Public-Identified Factors to Increase Transit Usage

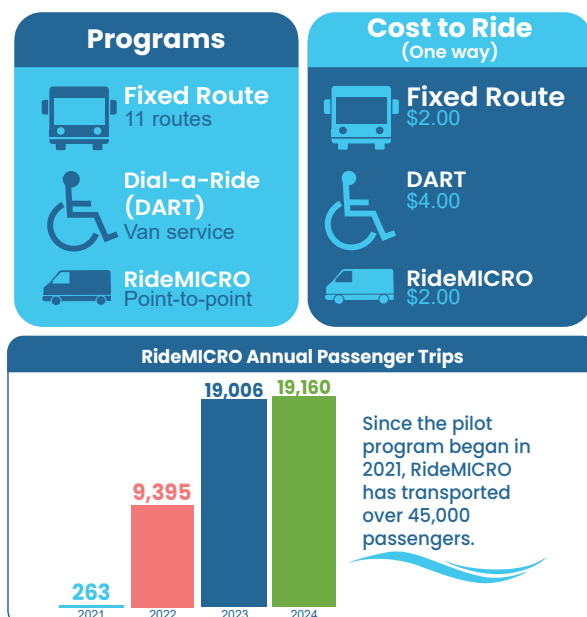
 1. Better access to bus stops (sidewalks, etc.) (18%)	 4. Amenities (benches, shelters, etc.) (10%)
 2. More frequent bus service (18%)	 5. Park and Ride availability (11%)
 3. Express routes along major roads (17%)	 6. Free or lower cost transit (8%)

Phase I of public outreach for *Cape Fear Navigating Change 2050* revealed that Wilmington region residents identified safety, travel time, and convenience as their top three travel priorities. While nearly half of survey respondents indicated that they would like to use transit more often, only around eight percent of respondents selected public transit as their preferred method of transportation. Those surveyed during the development of Reimagine

Wave Transit shared similar sentiments, stating that increased funding would allow more frequent and reliable service and could perhaps attract a wider ridership base.

RideMICRO is a point-to-point service available to anyone who is traveling within the designated service zones. The microtransit service, which started in October 2021 as a pilot program, allows users to schedule rides to destinations within the service network. Passengers can book an on-demand ride from a virtual stop within the service zone and be connected to fixed-route service or brought directly to a destination with a zone. The benefit of this service is that it provides greater flexibility, decreases wait times, and increases stop locations relative to a traditional fixed-route bus. Since the pilot program began in fall 2021, RideMICRO has transported over 45,000 passengers throughout the WMPO region.

There are currently four service zones, with two in portions of northern and southern New Hanover County, one serving a portion of Brunswick County, and one serving a portion of southeast Pender County. All zones connect to the fixed-route service area, allowing those who live outside of that area to connect to other Wave services.

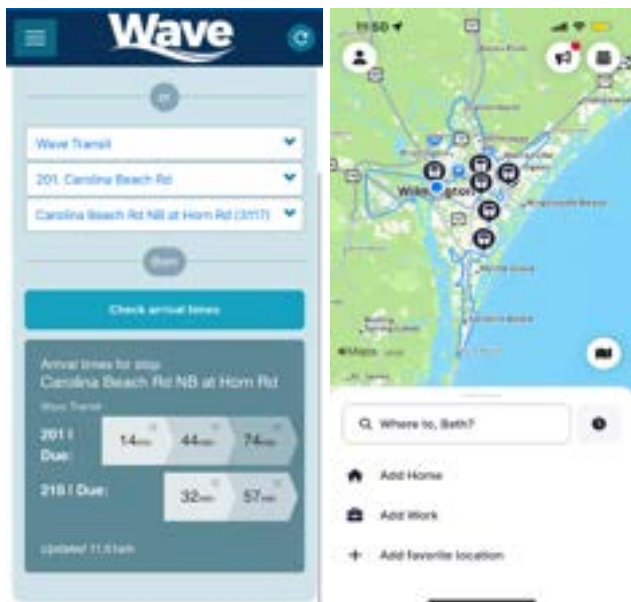


RideMICRO Zones as of January 2025



Wilmington is served by intercity bus providers such as Greyhound Lines and Amtrak Thruway, which offer regional and national connections to major cities such as Charlotte, Raleigh, and Charleston across the Southeast and beyond. These services are based out of Forden Station, one of the two transit stations managed by Wave Transit, which serves as Wilmington's main hub for intercity bus operations. Greyhound Lines operates a comprehensive network of regional and long-distance routes, providing critical connectivity between Wilmington and numerous metropolitan centers across the Southeast and the broader United States. Meanwhile, Amtrak Thruway offers scheduled bus service linking Wilmington to the Amtrak rail station in Wilson, North Carolina.

Technology will continue to shape public transportation, serving to make it more efficient and economical. Technologies already being implemented in the Wilmington urban area include alternative energy fuel sources such as compressed natural gas (CNG) and electric vehicles (EV); alternative fare payment options including cellular devices; apps communicating and monitoring real-time arrivals, departures, and delays; and on-demand service (also known as microtransit). Wave has already transitioned some of its vehicles to CNG. Wave's RideMICRO service has passengers pay through the app. The development of autonomous vehicles could have a significant impact on public transportation, while the combination of EVs, autonomous vehicles, mobile connectivity and route planning has the potential to revolutionize transportation. In addition, the introduction of these technologies provides opportunity for future implementation of services such as Bus Rapid Transit.



Clockwise from top left: People riding Wave Transit route 210; RideMICRO; Route 109 at Forden Station waits for people to board; RideMICRO App.



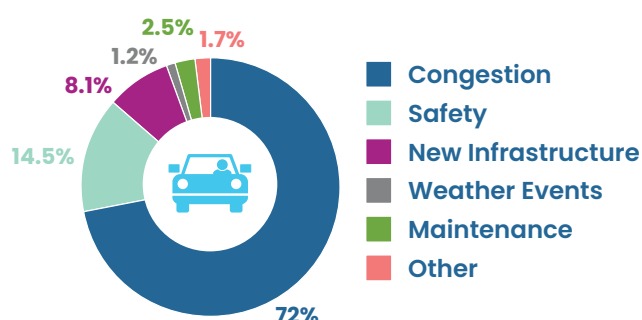
Roadway

While the WMPO is dedicated to developing a balanced, multimodal transportation system, automobile travel remains the primary mode of transportation for many. Land use patterns play a critical role in shaping travel demand and influencing roadway capacity needs. Changes to road infrastructure, whether through widening, bypass construction, or context-sensitive street design, are often driven by adjacent land uses.

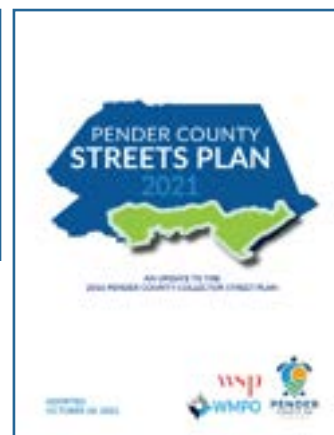
The region continues to experience rapid population growth, particularly in Brunswick and Pender counties, alongside steady expansion in residential and commercial development. The WMPO has worked with member jurisdictions in these rapidly growing areas to develop Collector Street Plans to guide the expansion of the roadway network to accommodate the greater demand. Additionally, recently adopted land use plans across the WMPO's planning area emphasize higher residential densities and mixed-use development in key areas, fostering conditions that support the operation of public transportation services. While presenting the potential for reducing vehicle miles traveled (VMT) by shifting travel demand needs, these land use recommendations also underscore the need for a connected and efficient roadway network.

Major Roadway Concerns

CFNC 2050 Public Survey Responses

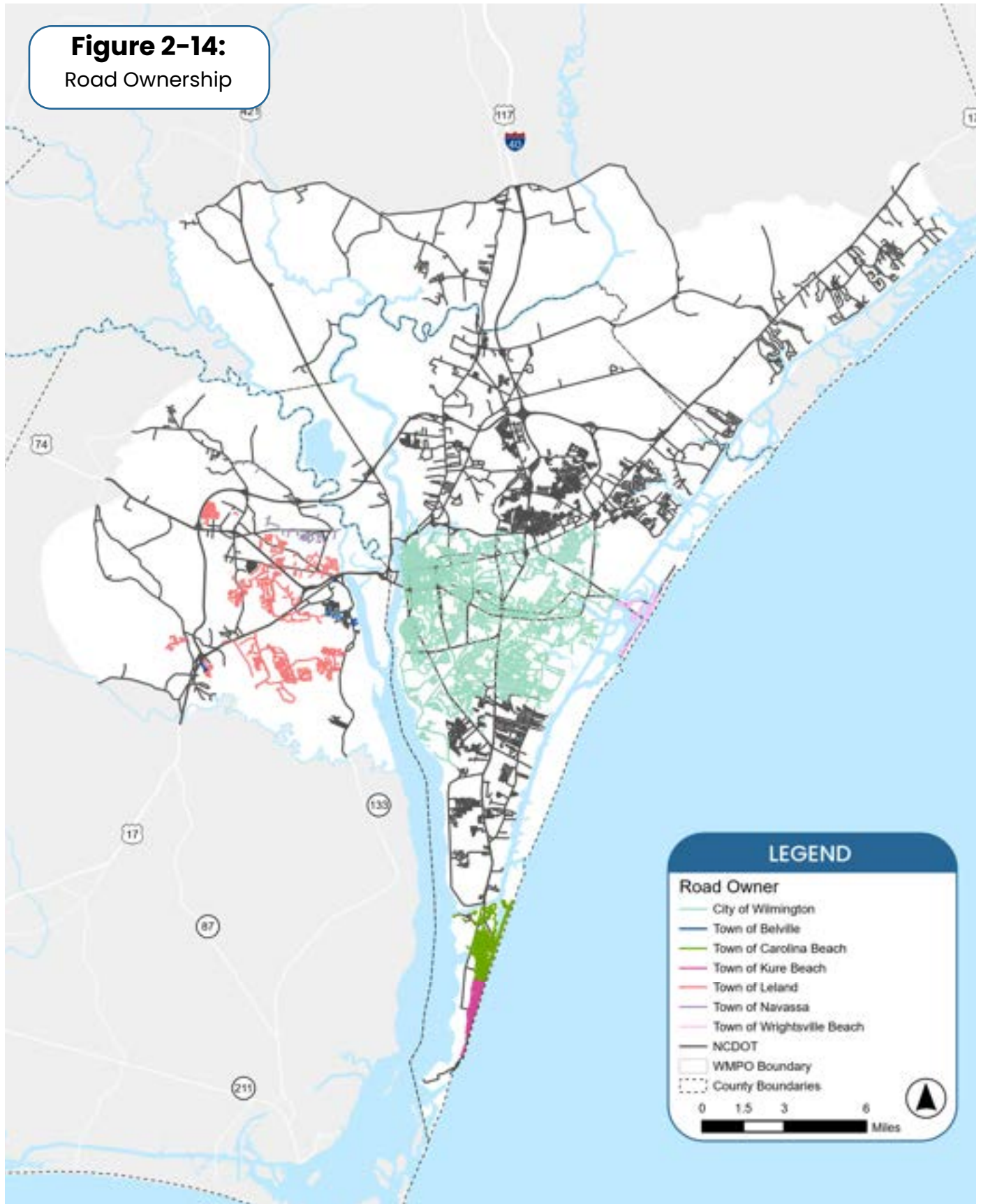


Above: Navassa Collector Street Plan (2022). Right: Pender County Streets Plan (2021)



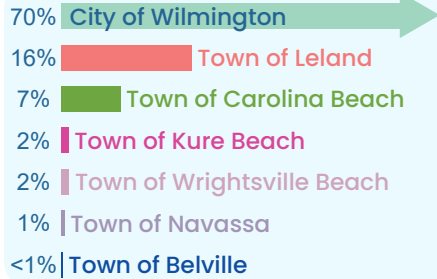
The roadway system in the Wilmington region relies on a combination of NCDOT and locally maintained roadways and faces unique geographic challenges that limit connectivity within the transportation network. Towns and counties are often separated by waterways such as the Cape Fear River and the Intracoastal Waterway, which create barriers to efficient travel and infrastructure expansion. To address these limitations, the region is prioritizing efforts to enhance mobility, modernize transportation assets, and implement strategic plans and programs to meet future needs. Additionally, the region is working to implement smart transportation technologies to optimize traffic flow and reduce congestion. The emergence of rapidly advancing autonomous vehicle (AV) technology confirms the need for a well-maintained roadway network as well as the potential for additional capacity. While full autonomy is still decades in the future, AVs will likely increase the efficiency and travel time reliability of vehicles on the roadway network.

Figure 2-14:
Road Ownership



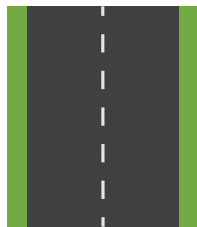
Existing Roadway Infrastructure

Ownership of Local Roads



1,000
NCDOT
Center-Line Miles

1,728
Local
Center-Line Miles



247
Traffic Signals
Operated by
the City
of Wilmington



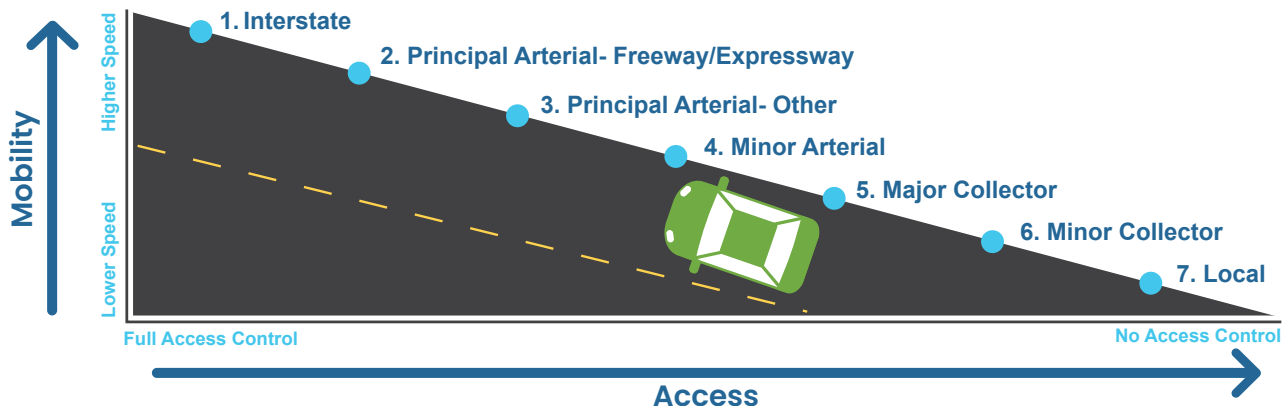
148
NCDOT
Maintained
Bridges

Cities and towns typically utilize property and sales tax revenues as well as Powell Bill funding for building and maintaining the local roadway network. A Capital Improvement Program (CIP) is developed by a local jurisdiction to prioritize project needs. The process for developing these plans varies for each jurisdiction. These localities also have the option of enacting and collecting a motor vehicle license fee or a bond referendum (by voter approval) to supplement typical capital revenue sources. In the WMPO region, the City of Wilmington and the Town of Leland have both implemented a motor vehicle license fee.

NCDOT is responsible for and maintains the second largest highway system in the country. US and NC routes make up nearly 81,000 miles of roadway, reaching every corner of the state. The Department's Asset Management Unit develops and implements a comprehensive strategy for keeping North Carolina's transportation system in a good working order, while making the most efficient use of taxpayer dollars. Examples of NCDOT's assets include highways, bridges, equipment, and rest areas. Maintenance investments comprise 27% of NCDOT's budget and includes resurfacing highways, bridge replacement, and paving unpaired secondary roads. Funds are programmed within the STIP and distributed across the state based on need.

Significant improvements, such as widenings and interchanges, on NCDOT-maintained roadways are programmed and funded through the State/MPO Transportation Improvement Program (State/MPO TIP). A roadway capital project's eligibility for State/MPO TIP funding is based on the roadway's federal functional classification. Functional classification is a system that organizes roadways based on the type of service they provide, ranging from major arterials that carry large volumes of traffic over long distances to local roads that primarily provide access to individual properties. Only roads designated in the Federal-aid Highway System, primarily arterials and collectors, are eligible for federal

Functional Classification

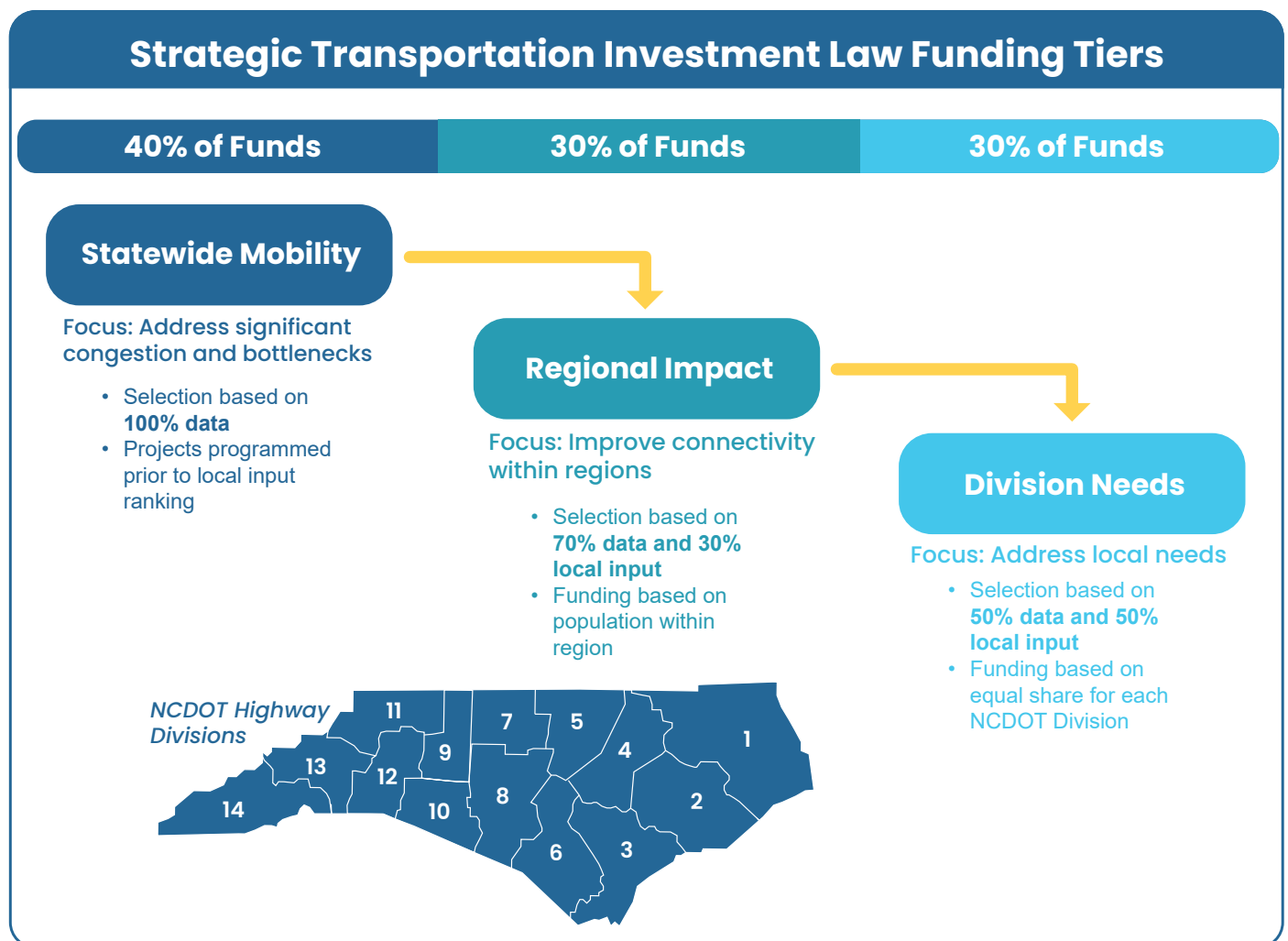


The WMPO began working on the review and update for the functional classification in early spring 2025. Changes to the region's functional classification will be accepted by FHWA by the end of 2025.

funding. The WMPO, through coordination with NCDOT, is responsible for reviewing and updating the regional roadway network's functional classifications after each decennial census.

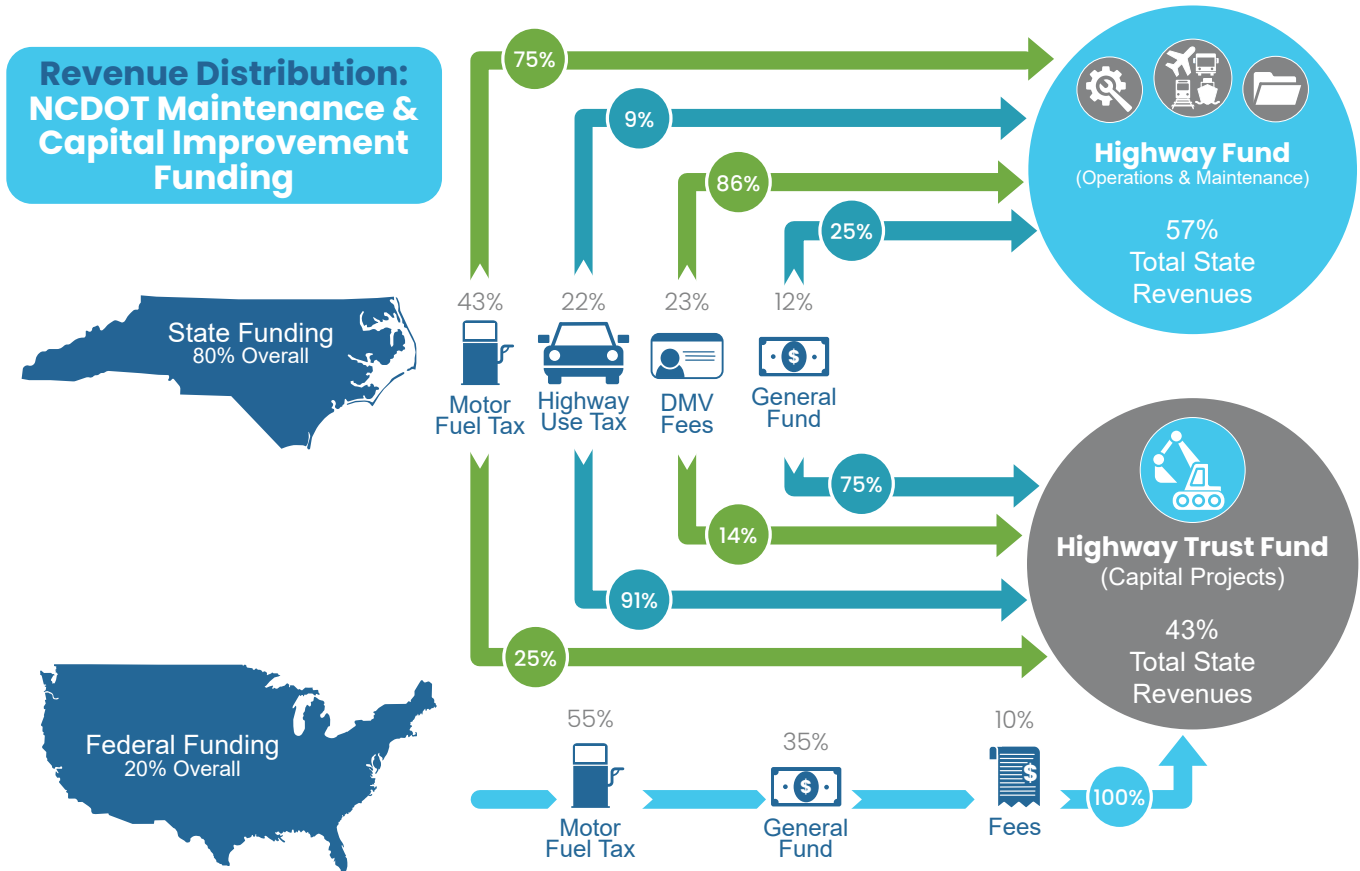
The State/MPO TIP is a 10-year program of projects and funding that is updated every two years. The State/MPO TIP is developed through NCDOT's Prioritization Process, which is based on the 2013 Strategic Transportation Investments Law.

The law outlines a statewide funding plan for transportation investments, requiring NCDOT to develop a quantitative method to evaluate and prioritize transportation projects. The highest-scoring projects are programmed into the State/MPO TIP based on projected revenues. The WMPO works collaboratively with NCDOT during the Prioritization Process, submitting regional priority projects; developing a local input point methodology and assigning regional impact and division needs local input points; and adopting the WMPO's portion of the State TIP.



NCDOT has implemented specific vehicle registration for EVs. Starting in January 2024, plug-in hybrid vehicles will incur an additional \$107.25 fee, while EVs will be charged \$214.50, in addition to the standard vehicle registration fee.

The State/MPO TIP's projected revenues are sourced from Federal Funding and the State Highway Trust Fund. Both of these funding sources are dependent upon motor fuel taxes (federal and state), highway use taxes and fees, and general funds (federal and state).



Source: NCDOT, FY 2024-25

With the rise in vehicle fuel efficiency and the growing utilization of alternative fuel vehicles, gas tax revenues are anticipated to begin declining. Additionally, construction costs have grown exponentially during and since the Covid-19 pandemic. While a national trend, and North Carolina will need to identify new ways to compensate for this decrease in revenue. One potential solution could be a tax on vehicle miles traveled (VMT), which is anticipated to grow faster than gasoline consumption and continue to grow throughout the lifetime of this plan.

Recognizing stagnant revenues and increasing costs will impact the region's transportation initiatives prior to 2050, the WMPO Board has taken actions to confirm the region's top project priorities and created an Alternative Funding Subcommittee in 2025 tasked with pursuing alternative funding opportunities to advance these priorities. The WMPO has also continued to work closely with NCDOT and support their efforts to advance regional priorities. This has included coordination and cooperation on State/MPO TIP project schedules to ensure priority roadway projects, such as the Hampstead Bypass, have remained on schedule for delivery.



Alternative Funding Subcommittee meeting

The WMPO continues to support NCDOT in applications for several USDOT discretionary grant programs available through the 2021 Bipartisan Infrastructure Law (BIL) to secure funding for the replacement of the Cape Fear Memorial Bridge. The WMPO Board passed a resolution in February 2022 urging NCDOT to evaluate and consider all options for funding the replacement of the Cape Fear Memorial Bridge, to include traditional funding methods, the pursuit of discretionary grants, considerations for tolling, and Public-Private-Partnerships (P3). In July 2024, NCDOT was awarded a \$242 million grant from the USDOT Bridge Investment Program (BIP), the largest federal discretionary grant award ever awarded to North Carolina. An additional \$85 million in funding was programmed for the project in the 2026-2035 State/MPO Transportation Improvement Program that was adopted in July 2025. While a significant funding gap remains, the WMPO Board continues coordinated efforts to pursue all options for the remaining funding, including tolling.

WMPO Board's Project Priorities (2022–2026 Strategic Plan):

- Hampstead Bypass
- Military Cutoff Road at Eastwood Road Interchange
- Independence Blvd Extension
- Martin Luther King Jr Blvd at Kerr Ave Interchange
- Martin Luther King Jr Blvd at Market Street and Eastwood Road Interchange
- Cape Fear Memorial Bridge Replacement

With daily volumes on the region's existing roadway network increasing due to ongoing and anticipated population growth, the need to maximize the efficiency of the existing network is critical. In January 2025, the WMPO partnered with NCDOT to develop a Wilmington Regional Intelligent Transportation Systems (ITS) Deployment Plan to guide the implementation of Transportation Systems Management and Operations (TSMO) strategies throughout its planning area. Intelligent Transportation Systems apply technology and communications to improve the safety, efficiency, and monitoring of the existing roadway network. Examples of ITS include real-time vehicle and freight navigation, coordinated signal systems, and emergency management and evacuation planning. These systems can include a number of various TSMO and other strategies, including dynamic messaging signs to communicate real-time hazards or delays to drivers; emergency vehicle preemption; and freight-specific navigation. The Wilmington Regional ITS Plan will provide guidance to local and state stakeholders for implementing and investing in ITS technologies and strategies best suited for the unique needs of the region.



Left: Elected officials and other guests at the NCDOT press conference following the completion of the Cape Fear Memorial Bridge Preservation Project in 2024. Right: FHWA administrator Shailen Bhatt, center, announcing \$242 million in federal funds towards the replacement of the Cape Fear Memorial Bridge; seated nearby are Wilmington Mayor Bill Saffo, left, and former NC Governor Roy Cooper, right. Source: NCDOT



See Appendix K for more on TSMO.

Economic Conditions

Tourism

Since 2021, the Cape Fear region has experienced steady and meaningful growth in travel and tourism. The most recent data available from 2023 shows continued increases in visitor spending, tourism-related employment, and state and local tax revenues across New Hanover, Pender, and Brunswick counties. While the industry began to recover in the years following the pandemic, recent trends reflect ongoing momentum and the region's strong appeal as a destination for recreation, culture, and coastal experiences. Tourism remains a major contributor to the local economy and community well-being.

Tourism in the WMPO Region (2023)

New Hanover County



\$1.17 BILLION
in visitor spending



7.5% INCREASE
in visitor spending
from 2022

Brunswick County



\$1.12 BILLION
in visitor spending



5.9% INCREASE
in visitor spending
from 2022

Pender County



\$199 MILLION
in visitor spending



5% INCREASE
in visitor spending
from 2022

Tourism supports:



Jobs, including lodging,
dining, recreation, and film



Visitor facilities and the
convention center in
Wilmington



Beach renourishment



Ocean safety initiatives



Left: Live Oak Bank Pavilion in downtown Wilmington. Right: Wrightsville Beach. Photos courtesy Wilmington and Beaches CVB.

Industry

From 2021 to 2025, the greater Wilmington area experienced significant industrial and economic growth, supported by public-private investments, targeted incentive programs, and expanding infrastructure. New Hanover County played a central role with major developments like the Wilmington Trade Center, a Class-A industrial park along U.S. 421 that received over \$3 million in public investment to unlock up to 3.2 million square feet of space, supporting an estimated 1,500 new jobs. In nearby Leland, the town advanced its first-ever economic incentive policy in 2023 to attract industries such as life sciences, advanced manufacturing, and renewable energy. These efforts were aimed at guiding future growth in strategic areas like Leland Innovation Park and the Gateway District. Industrial demand remained strong across the region, evidenced by speculative development in locations such as the Pender Commerce Park and Brunswick County's International Commerce Center. Several major employers expanded into the region, including Amazon with its first robotics fulfillment center, and FedUp Foods, a national beverage manufacturer that opened a Wilmington facility in 2025. Technology firms like Protocase/45Drives also established operations in the region, while GE Vernova invested over \$50 million in upgrades to its local nuclear fuel plant.

Economic development also extended to workforce initiatives. New Hanover County adopted a five-year strategic plan focused on increasing wages, maintaining low unemployment, and investing in infrastructure with measurable returns. Cape Fear Community College expanded its allied health training capacity, while local partners secured funding to grow workforce pipelines in health care and the film industry. Overall, the Wilmington area emerged as a hub for industrial innovation, logistics, and advanced manufacturing, while leveraging regional coordination and investment tools to promote long-term, inclusive economic growth.



Clockwise from top left: Amazon robotics fulfillment center at Pender Commerce Park, photo by WECT; Leland Innovation Park, photo by Town of Leland; GE-Hitachi in New Hanover County, photo by WHQR; FedUp Foods in Wilmington, photo by FedUp Foods

Top Industries

WMPO Counties



Management & Business

Including management, education, and finance occupations.



Sales & Office

Including sales, office, and administrative support occupations.



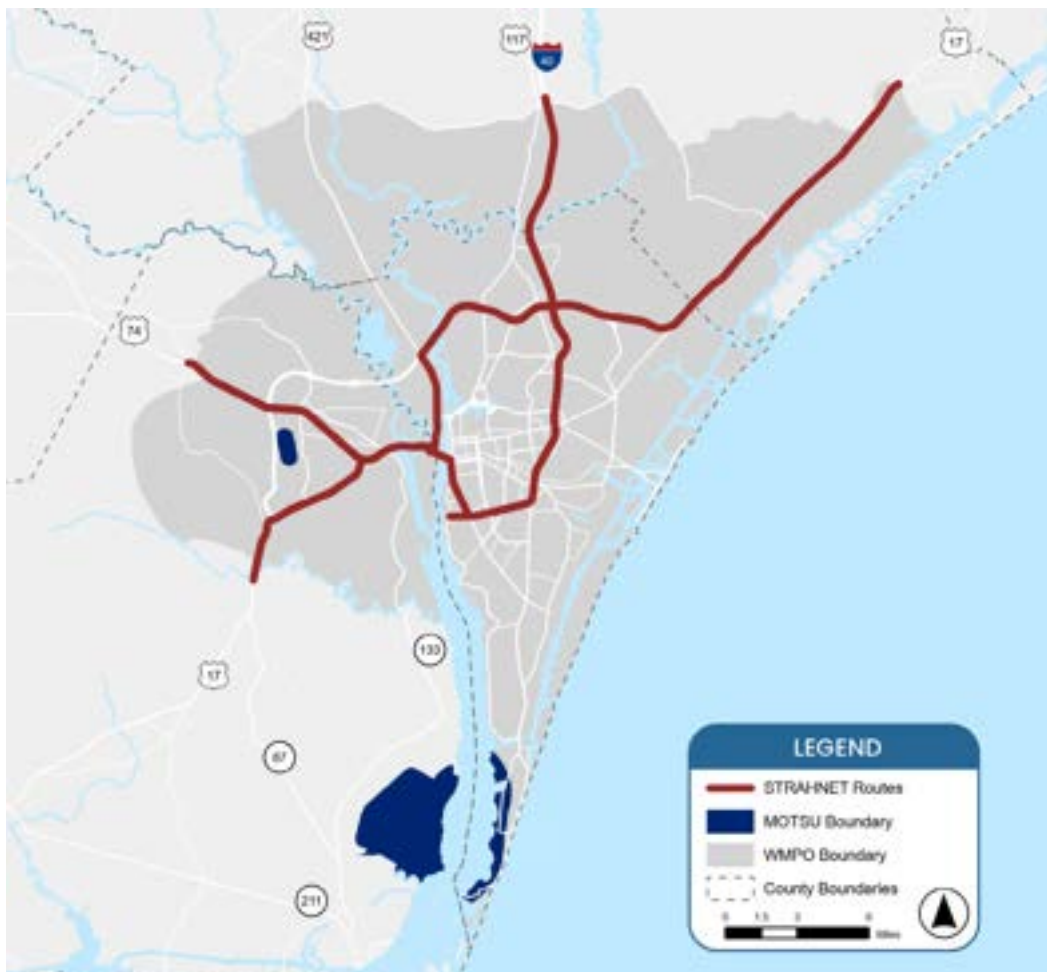
Service

Including food, cleaning, healthcare, and law enforcement occupations.

Military

Wilmington serves as a key logistical hub supporting state and national military operations through its strategic transportation infrastructure. Just south of the WMPO planning area in Brunswick County lies Military Ocean Terminal Sunny Point (MOTSU), one of the most critical defense shipping facilities in the country. Operated by the U.S. Army and managed by the 596th Transportation Brigade, MOTSU spans more than 16,000 acres and includes three deepwater berths, over 60 miles of internal rail, and secure access to road and rail networks. The facility is exclusively used for the transport of arms, ammunition, and explosives, playing a vital role in supporting military missions worldwide, including contingency and humanitarian operations.

Complementing the maritime capabilities of MOTSU, the region is integrated into the Strategic Highway Network (STRAHNET), a federally designated system of highways essential for moving military equipment and personnel. STRAHNET routes in southeastern North Carolina connect MOTSU and other defense-supportive facilities to inland military bases and national deployment corridors. Although Wilmington itself does not host an active-duty military installation, its transportation infrastructure plays a crucial supporting role by enabling secure and efficient multimodal movement for military logistics across the state and the nation. A 2020 United State Department of Transportation (USDOT) and Department of Defense (DoD) Power Projection Platform (PPP) Route Study evaluating the 5,000-mile Fort Bragg–Port of Wilmington STRAHNET corridor further emphasized this role, identifying key infrastructure needs to maintain rapid deployment readiness along the route.



STRAHNET routes and military bases in the WMPO region.

The Port of Wilmington

The North Carolina State Port's Authority's (NCSPA) Port of Wilmington is North Carolina's primary deepwater port for all types of cargo, including container, bulk, breakbulk, and roll on roll off shipments, serving both local and global markets. The Port of Wilmington is designated as a Foreign Trade Zone 214, along with Wilmington International Airport (ILM). Primary Highway Freight System (PHFS) routes, North Carolina Priority Highway Freight Network (NCPHFN) routes, Critical Rural Freight Corridors (CRFCs), Critical Urban Freight Corridors (CUFCs), and local truck routes are all found adjacent to the Port of Wilmington and are heavily utilized by freight traffic. The Port of Wilmington is one of 15 Strategic Seaports as designated by the U.S. Department of Defense, and as such must maintain the capability and capacity to meet the national security needs of the nation. This role is critical to Army and Marine Corps Power Projection Platforms (PPPs), which facilitate the rapid, strategic deployment of troops and equipment to assist in various domestic or global crises.

It has nine active berths and approximately 6,800 feet of wharf space along a 42-foot-deep channel to accommodate large ships, whether they're for containers, bulk, breakbulk, or roll on roll off cargo. The container terminal has seven ship-to-shore cranes, including post-Panamax and neo-Panamax models, with productivity rates of over 40 moves per hour and quick vessel turnaround times. Specialized berths support roll on roll off operations for vehicles and equipment, while multipurpose cranes handle heavy lifting and project cargo right next to the quay. The Port of Wilmington has also been expanding its cold chain cargo capabilities by adding more refrigerated container plugs and nearby storage locations to support growing volumes of temperature sensitive cargos.



Clockwise from top left: Cranes at the Port of Wilmington, photo by NC Ports; Port of Wilmington, photo by NC Ports; Container ship docked at the Port, photo by WECT; Cold storage facility in Port of Wilmington, photo by Port City Daily



See Appendix H for more information on the Port of Wilmington.

The Port of Wilmington currently maintains a competitive edge over its neighboring facilities in terms of efficiency. One measure of this efficiency is the average truck turn times. A truck turn is the amount of time it takes for a freight truck to enter the facility, conduct its business, and leave the port. The average single and double (import/export) truck turns at the Port of Wilmington are 20 minutes and 30 minutes, respectively, which is several minutes less than Norfolk, Charleston, and Savannah. Container throughput has also continued to steadily grow, surpassing 320,000 TEUs by the end of fiscal year 2021 and increasing by an average rate of seven percent annually through fiscal year 2023. General cargo, including bulk and breakbulk, climbed from 2.8 million short tons in 2020 to nearly 4.6 million short tons by 2023. Investments in channel deepening and berth enhancements continue to position the Port of Wilmington to handle larger vessels and an increasingly diverse cargo portfolio. The NCSPA also received nearly \$11 million from the USDOT to support the relocation of the North Gate, easing congestion on residential streets and providing trucks an entrance closer to the Cape Fear Memorial Bridge. Other ongoing improvements to the Port of Wilmington include a new intermodal rail yard that will provide four new working tracks totaling 5,000 linear feet. This facility will help divert more than 250,000 container boxes from trucks to rail over the next decade and will expand intermodal rail capacity to more than 50,000 container movements by rail annually. A separate rail storage project will also add 6,000 feet of track near the new North Gate entrance for increased storage capacity. These investments align with the NCSPA's goal to provide safe and efficient access to the Port of Wilmington to enable continued port growth.

The rapid growth and successes of North Carolina Ports has also spurred positive economic and jobs growth. The NCSPA's 2021 Economic Contribution Study reported that North Carolina Ports contribute an estimated \$16.1 billion in economic output, including 88,200 jobs and \$660 million in local and state tax revenue.

Port of Wilmington Top Imports and Exports

Top Imports



Top Exports



Left: Intermodal Rail Yard courtesy NC Ports. Right: General cargo terminal courtesy NC Ports.

Sources

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3

Developing the Plan

Table of Contents

1. Development Strategy Overview
2. Planning Considerations
3. Vision, Goals, and Objectives

Development Strategy Overview

The development of Cape Fear Navigating Change 2050 Metropolitan Transportation Plan (MTP) was deeply rooted in public participation, aiming to create a transportation network that reflects the needs and priorities of the region's residents. By utilizing a variety of outreach methods, the WMPO ensures that public feedback is integral to decision-making, while actively involving a broad range of stakeholders in shaping the region's transportation future. Central to this process are the Citizen Advisory Committee (CAC) and the Metropolitan Transportation Plan Committee (MTPC), which played a critical role in refining the plan's vision, goals, and guided outreach efforts. Other considerations that acted as a basis for the development of goals and objectives include emerging technology and future innovation, congestion management, and transportation demand management. This comprehensive approach ensured that *Cape Fear Navigating Change 2050* is not only a technical road map but also a plan that prioritizes community involvement and effectively addresses the transportation challenges of the future.



Guiding Committees

Citizen Advisory Committee

The WMPO established a Citizen Advisory Committee (CAC), as described within the Public Participation Plan (PPP), to oversee and guide the development of Cape Fear Navigating Change 2050. The 13-member volunteer committee was composed of citizen representatives, appointed by each WMPO Board member, representing various community and civic organizations, professional and neighborhood associations, and the private sector. The CAC was instrumental in providing citizen perspectives and insights on the plan, while also advising the WMPO on ways to more effectively engage the public and assisting in outreach efforts.

Metropolitan Transportation Plan Committee

The WMPO convened a second committee, the Metropolitan Transportation Plan Committee (MTPC), as an additional resource during the planning process. The 18-member committee involved a variety of subject matter experts in transportation, urban planning, public health, emergency management, and others. The MTPC was created to advise and direct plan progression, including criteria and metric development, project evaluation, and policy recommendation review. The committee was instrumental in creating and adopting the plan's vision and goals, as well as reviewing the work of other advisory committees.

Planning Considerations

Public Involvement

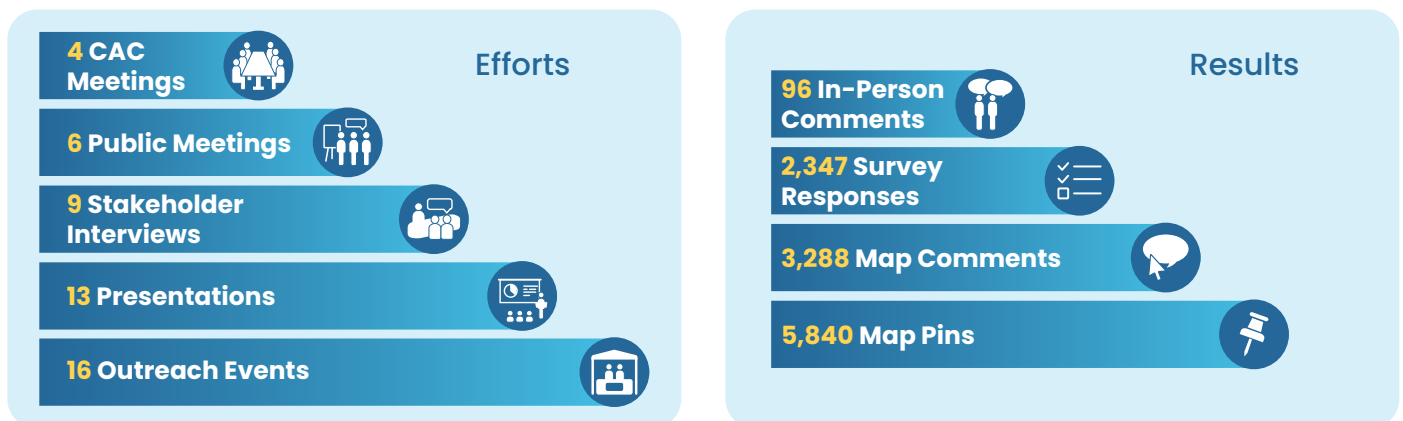
Public participation is a critical component of the development of the plan. The WMPO's Public Participation Plan (PPP) outlines the public involvement process of the Metropolitan Transportation Plan (MTP), which includes a variety of tools and methods of distributing information to the public and gathering feedback. The PPP underscores the importance of public participation in all stages of the transportation planning process. The methods contained within the plan are designed to ensure the priorities of the public are incorporated into transportation decisions.

Outreach for *Cape Fear Navigating Change 2050* was conducted in two phases. Phase I began on August 1, 2023, concluding on November 30, 2023, and included a survey with an interactive map, public meetings, pop-up events, presentations, stakeholder interviews, and the convening of the Citizen Advisory Committee (CAC) to guide outreach strategies. Phase II of public outreach began on May 28, 2025, and concluded on June 27, 2025. Phase II included a one-month public comment period for the draft *Cape Fear Navigating Change 2050* MTP. Phase I is detailed below, while Phase II is overviewed in Chapter 5.

Public Outreach Phase I

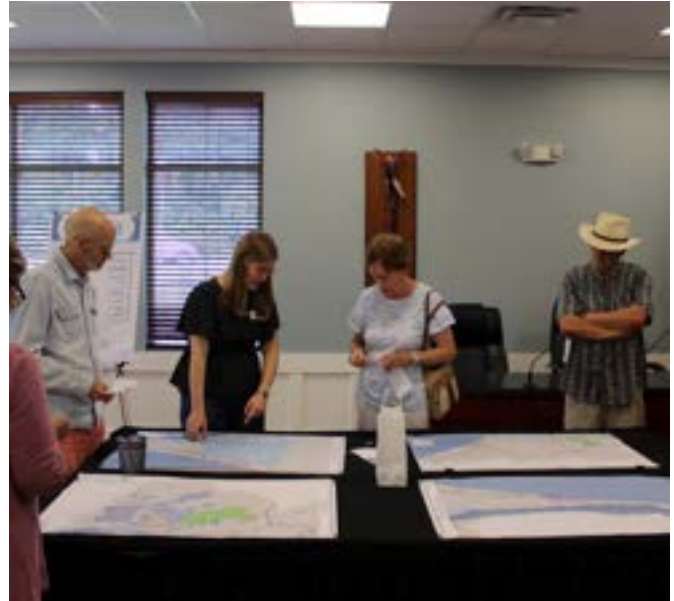
Over the four-month period of Phase I, the WMPO conducted nine stakeholder interviews, held six public meetings, provided 13 presentations, and attended 16 pop-up events. Along with public outreach events, the WMPO engaged in a social media campaign, distributed posters and handouts, created three informational videos, published three press releases, and facilitated three paid and one donated advertisement opportunities. WMPO staff were on hand at all public outreach events to assist citizens in taking the survey, which was available online and in person at outreach events and available in both English and Spanish. Additionally, the survey had an interactive mapping section where citizens were able to provide input by transportation mode with an associated geographic location.

Phase I Public Engagement Summary



See Appendix C for more information on public involvement during the development of this plan.

The online survey, which included an interactive map element, opened on July 26, 2023, and closed on December 6, 2023. The additional four days prior to the official start of Phase I on August 1, 2023, and six days after the official end of Phase I on November 30, 2023, provided a grace period for early and late survey takers. The survey received a total of 2,347 responses, while the map received 5,840 pins and 3,288 comments. An additional 96 comments were collected in-person during public meetings. The responses collected through the survey were analyzed by WMPO staff and each comment submitted was categorized into one of the four categories based on the type of comment received: concern, maintenance, policy, or project. The classified responses were provided to the staff of member jurisdictions, modal planning partners, and the MTPC to assist in the development of projects, goals, and objectives.



Clockwise from top left: List of open house sessions; Public meeting at Belville; Survey advertisement; person leaving a comment

The survey asked respondents about their current travel choices and behaviors, top transportation priorities and concerns, and preferences for future travel.



Phase 1 Survey Results: Top Investment Priorities

1st Maintaining existing roads



2nd Bicycle and pedestrian infrastructure



3rd Public transportation system



Phase 1 Survey Results: Current Travel Choices



76%
Drive alone for over 50% of trips



11%
Bike for over 50% of trips



2%
Carpool for over 50% of trips



40%
Walk for over 50% of trips



3%
Use public transportation for over 50% of trips

Phase 1 Survey Results: Future Transportation Mode Preferences



3.5 out of 5 would prefer to bike more often in the future.



1 out of 5 would prefer to carpool more often in the future.



4 out of 5 would prefer to walk more often in the future.



2.5 out of 5 would prefer to use public transportation more often in the future.



Less than 1 out of 5 would prefer to drive alone more often in the future.

Phase 1 Survey Results: Budget Allocation

Given a budget of \$100, how much would you spend?



\$19
Bicycle/pedestrian facilities



\$22
Maintaining roads



\$10
More roads



\$4
Water transportation



\$10
Rail



\$12
Roadway safety



\$5
Aviation



\$14
Public transportation

Population and Economic Trends

Population Growth

The greater Wilmington region is experiencing robust population growth, establishing itself as one of the fastest growing areas in North Carolina. This growth is reflected statewide, where Brunswick and Pender Counties ranked among the fastest growing counties in North Carolina between 2022 and 2023, according to the North Carolina Office of State Budget and Management. It should be noted that this data represents the entirety of all three counties, though only portions of Brunswick and Pender Counties fall within the WMPO's planning area.

Looking ahead, the region is projected to continue its upward trajectory, with sustained growth expected through 2050. This anticipated increase underscores the importance of a data-driven planning process to effectively respond to the evolving needs of the population. To support this effort, the Wilmington Regional Travel Demand Model (WRTDM) was developed as a key analytical tool to evaluate the impacts of proposed projects on the roadway network, while also capturing future travel patterns and multimodal transportation demands. The model's insights are critical in guiding infrastructure investments and shaping policy decisions that promote a resilient and efficient regional transportation system that meets the demands of the growing population. The following pages highlight the socioeconomic data for the Base Year (2021) and Future Year (2050) of the TDM, which was developed through close coordination with NCDOT Transportation Planning Division and WMPO member jurisdictions to ensure the accuracy of population and employment forecasts through 2050.

2020–2025 POPULATION GROWTH



New Hanover County

↑ 8% 243,333 residents



Brunswick County

↑ 22% 167,112 residents



Pender County

↑ 16% 70,077 residents

Table 3.1 - Summary of WRTDM Socioeconomic Data

Category	2021	2050
Population	310,009	606,399
Number of Households	134,233	265,618
Employment	122,856	259,727

PROJECTED SOCIOECONOMIC TREND MAPS:

FIGURE 3-1:
Projected Population Density (2050)

FIGURE 3-2:
Projected Employment Density (2050)

FIGURE 3-3:
Distribution of Projected Population Growth
(2021 – 2050)

FIGURE 3-3:
Distribution of Projected Employment Growth
(2021 – 2050)



See Appendix J for more information on the development of the Wilmington Regional Travel Demand Model.



Figure 3-1:
Projected Population Density (2050)

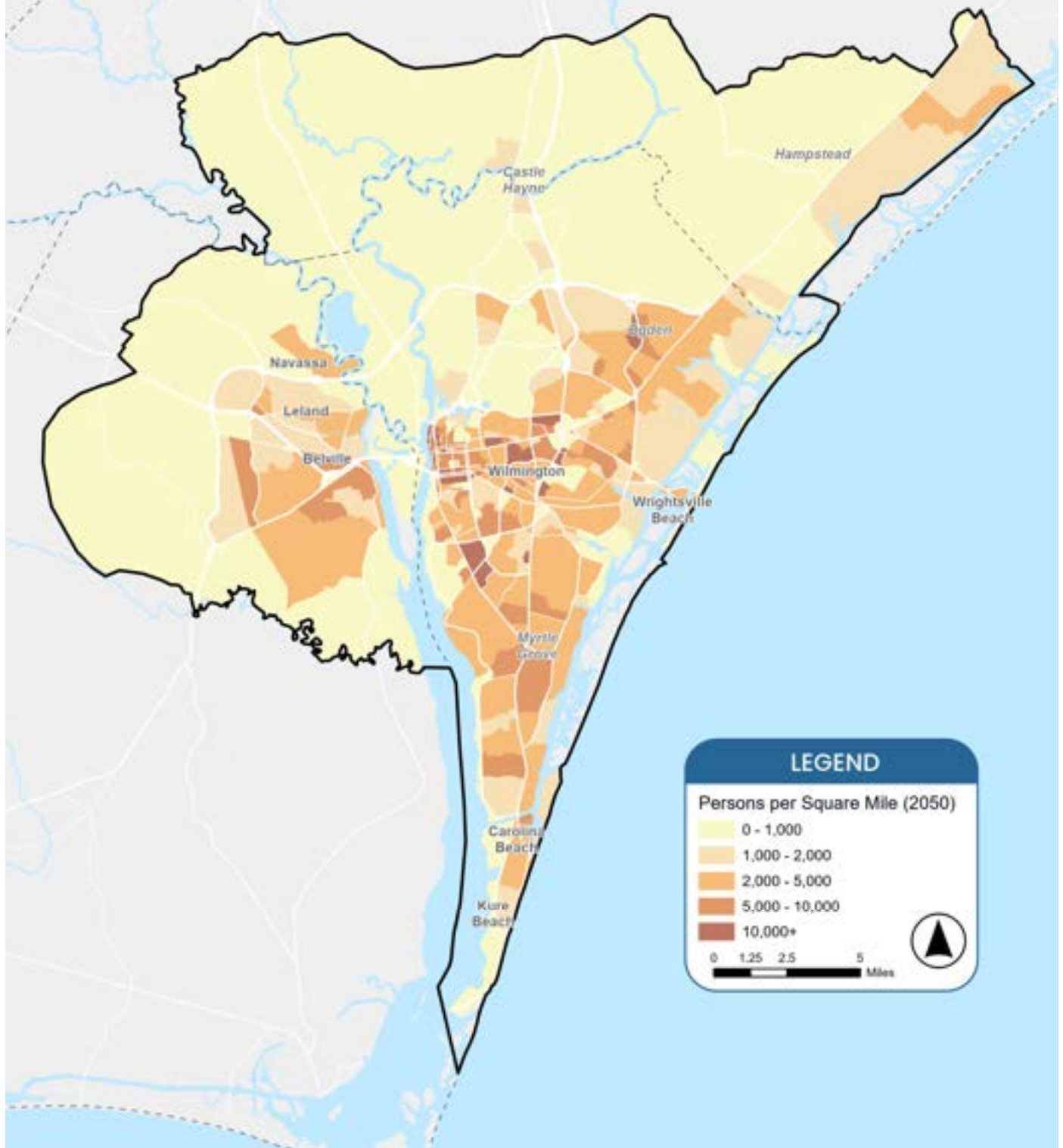


Figure 3-2:
Projected Employment Density (2050)

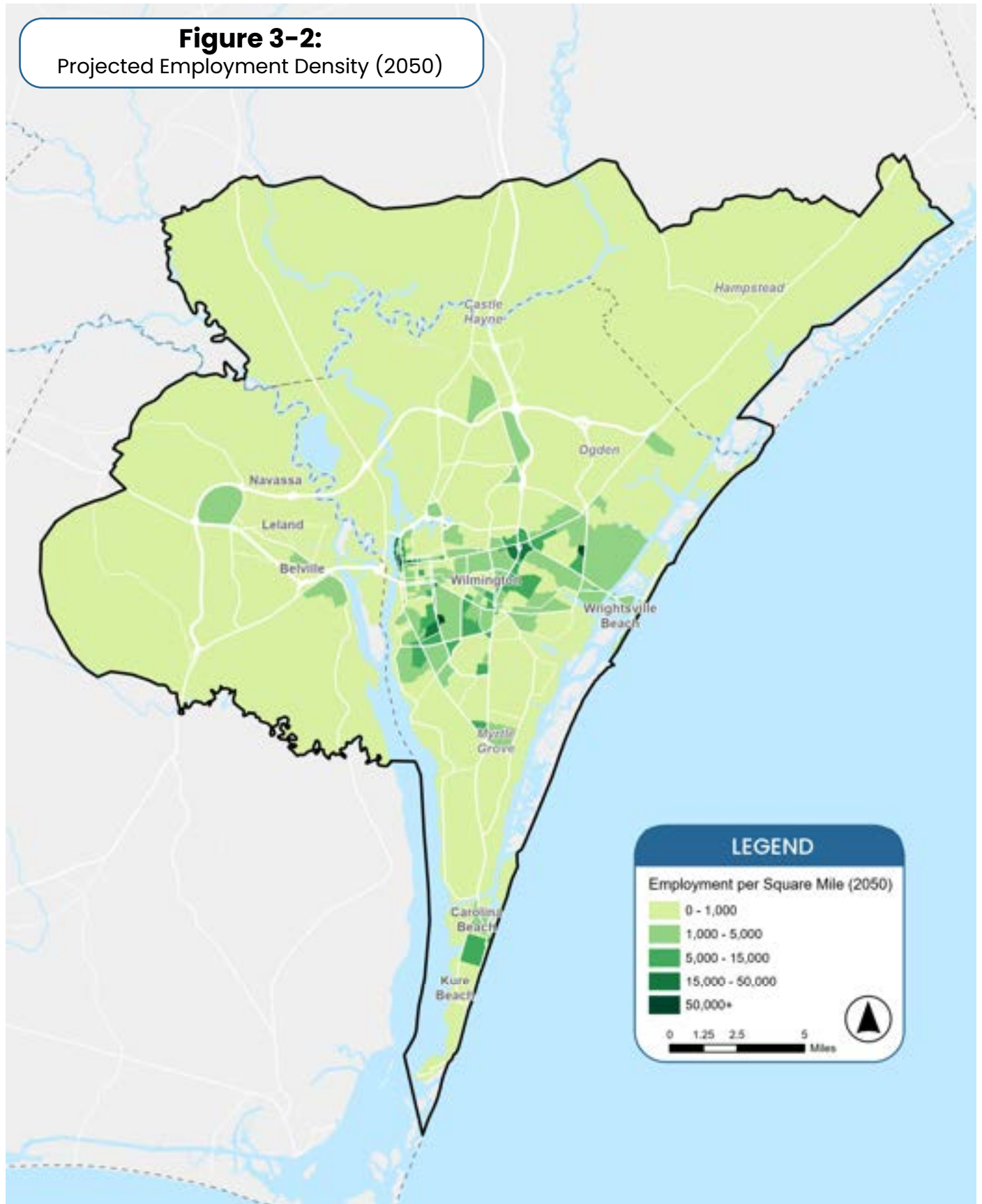




Figure 3-3:

Distribution of Projected Population Growth
(2021-2050)

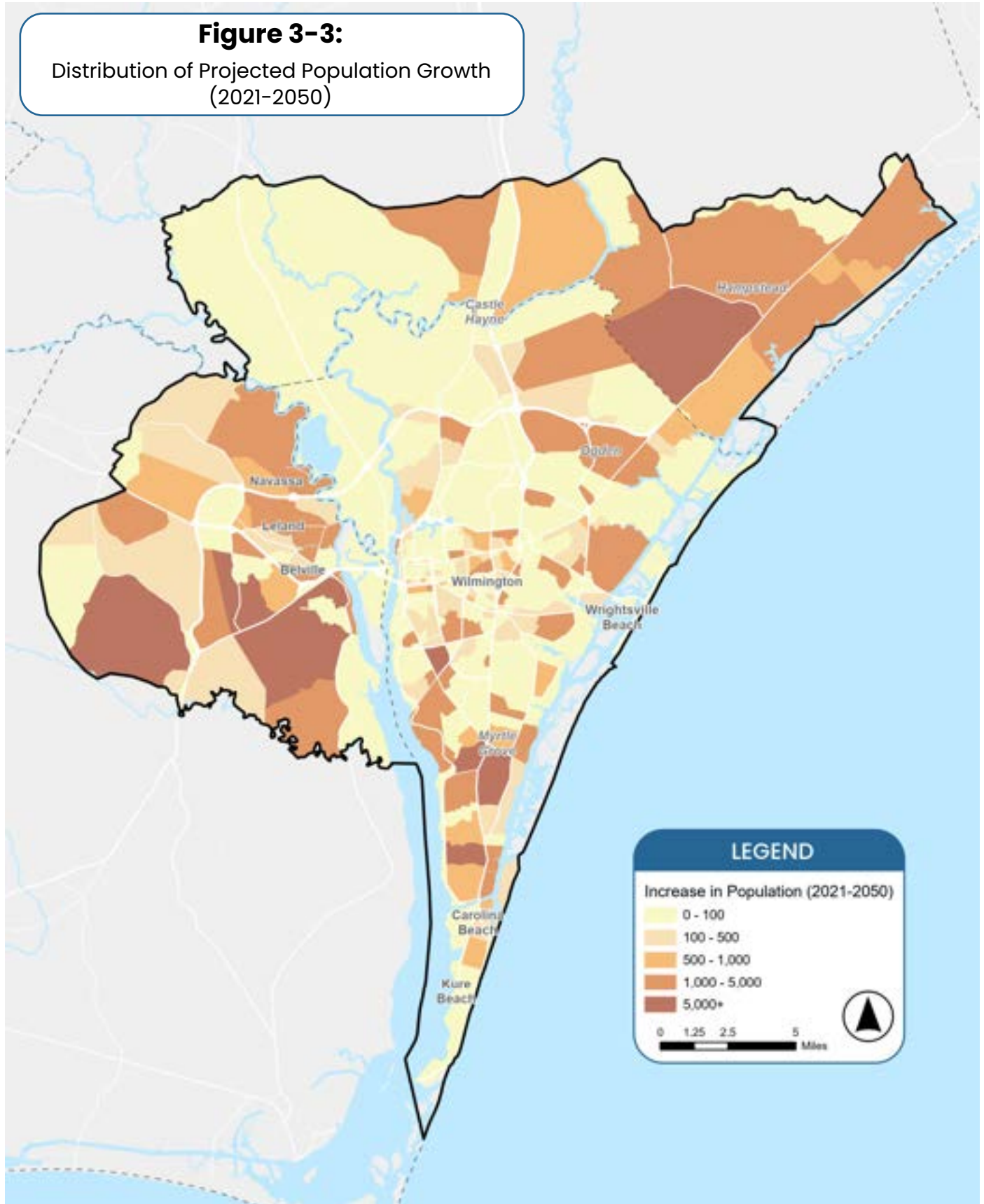
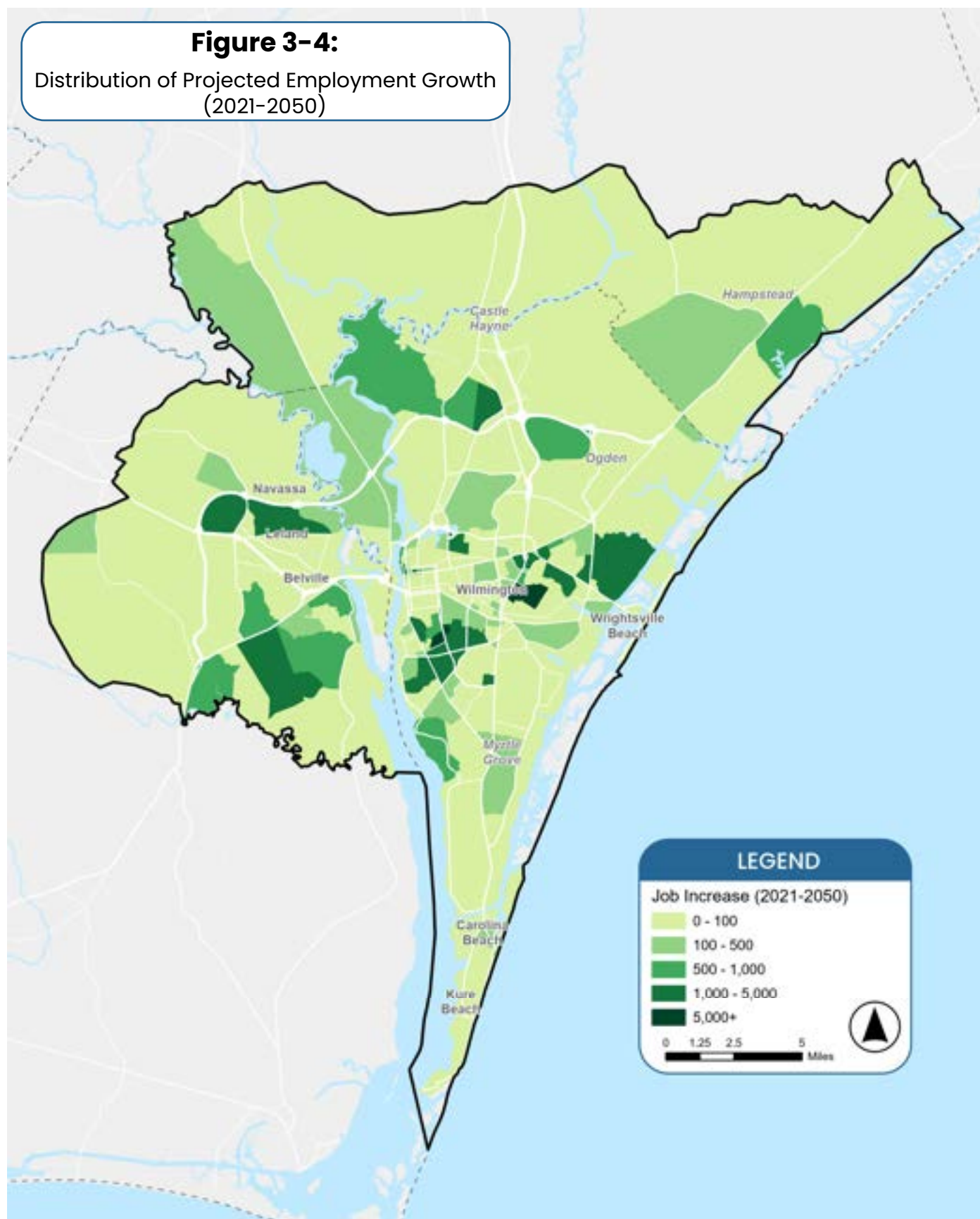


Figure 3-4:

Distribution of Projected Employment Growth
(2021-2050)



Freight Growth

Wilmington stands at the forefront of a dynamic freight growth opportunity driven by its strategic coastal location, robust multimodal infrastructure, and proactive investments in North Carolina's statewide logistics system. Per NCDOT's Statewide Multimodal Freight Plan, it is projected that total freight volumes in the state will grow by 40% in tonnage and 72% in value by 2045. These trends position Wilmington as a critical hub for the state's expanding freight movement. Enhancements such as the expansion of the Queen City Express rail service and the development of the Carolina Connector intermodal terminal in Rocky Mount are key catalysts that have enabled the Wilmington region to broaden its reach into inland markets. These developments help encourage a sustainable modal shift from road to rail which significantly boosts freight network efficiency, lowers transportation costs, and reduces congestion on regional highways.

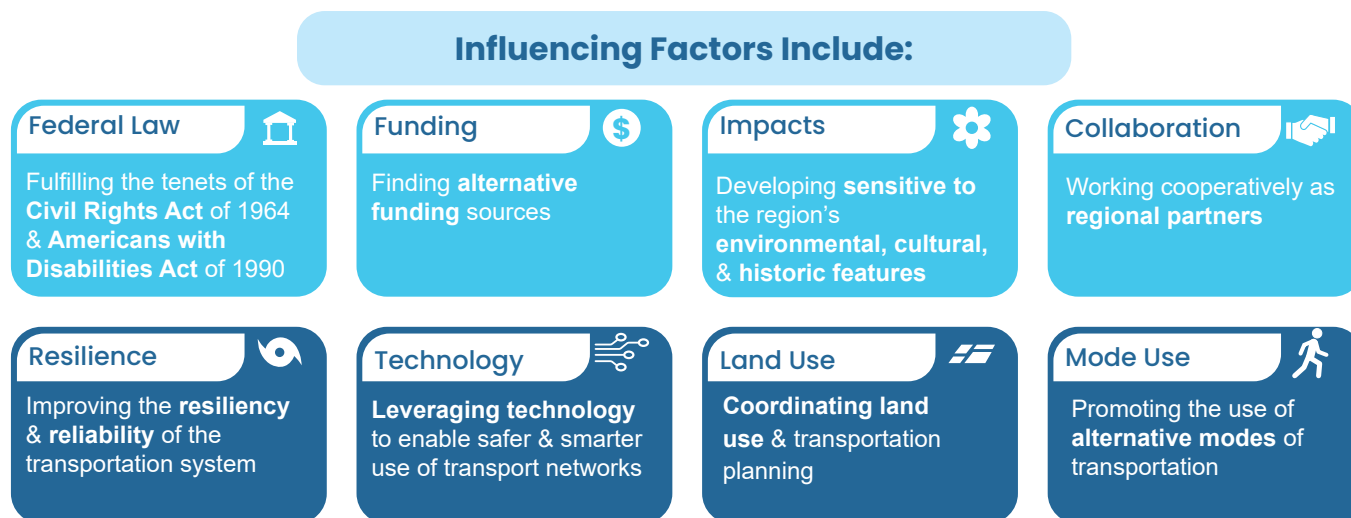
Looking ahead, targeted infrastructure investments will unlock even greater potential for Wilmington's freight system. Although the short corridor between the Port of Wilmington and I-40 is less than nine miles, peak period truck congestion highlights the importance of strategic improvements to access routes and highway capacity to ensure reliable and timely freight movement. By 2045, freight-related industries across North Carolina are projected to support nearly 1.5 million jobs and contribute more than \$75 billion annually to the state's economy. Wilmington's expanding multimodal network is expected to play a key role in this growth, attracting new industries and creating thousands of local jobs, particularly in logistics, warehousing, and transportation. Through innovative freight solutions and strong collaboration between public and private partners, Wilmington is positioned to become a leading logistics hub. This growth will enhance supply chain resilience, stimulate investment, and generate significant economic benefits for the region. Additionally, the presence of at-grade rail crossings throughout the region presents operational challenges that once addressed will enhance freight fluidity, particularly around the port's southern entrance where rail switching activity is frequent. Proposed enhancements to the Wallace to Castle Hayne rail corridor promise to elevate freight rail capacity across southeastern North Carolina, supporting efficient transportation of bulk commodities including agricultural products, industrial materials, and manufactured goods, while also enabling the potential reestablishment of passenger rail service to Raleigh.



Clockwise from top left: Queen City Express; Freight trucks in Wilmington; The Yard industrial park on US 421; Rail crossing at Sutton Steam Plant Rd.

Future Innovation

The *Cape Fear Navigating Change 2050* Metropolitan Transportation Plan recognizes the many factors that will influence transportation in the region.



The incorporation of innovative technologies when addressing transportation needs in the region will become increasingly popular and is already beginning to take place. From preemptive traffic signal timings to cameras on major corridors, the City of Wilmington has already begun to embrace the role of technology in creating a more efficient transportation system. The WMPO hopes to identify technologies that can be implemented in the region including Intelligent Transportation Systems (ITS), future public transportation technology, drones, and autonomous vehicles. The following are future technologies likely to become prevalent during the life of the plan:

Intelligent Transportation Systems (ITS)

- Modern data collection using GPS, Bluetooth, etc.
- Improved data analysis allowing for more efficient signal timing
- Signage communicating real time delays, weather, and event conditions to travelers
- Emergency vehicle preemptive signalization
- Connected Vehicle (CV) technology to identify potential hazards and prevent traffic accidents
- Improved enforcement

Future Public Transportation Technology

- Smartphones will allow for greater access to public transportation information
- Modern fare collection will allow for multiple methods of collecting fares
- Microtransit, including on-demand microtransit, provides an efficient way to address coverage needs for a transit system
- Bus Rapid Transit (BRT) elements prioritize public transportation with their own travel lane, rapid boarding, and high frequency

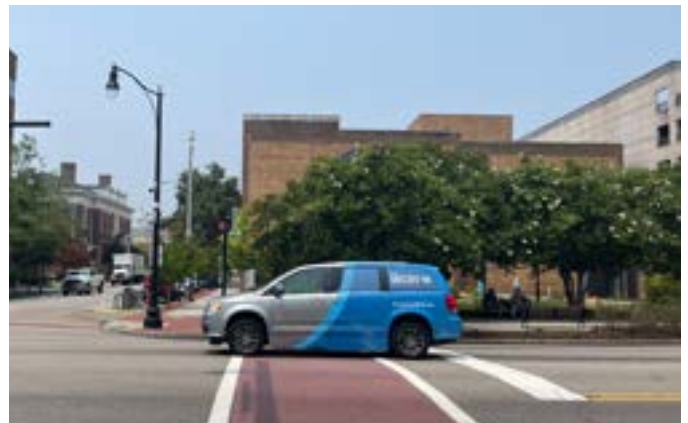
- Micromobility options are increasing, and manufacturers are working with technology providers to make these vehicles safer to use
- Fixed Route CAD/AVL systems use computers and GPS to aid dispatchers in tracking transit vehicles to monitor driver performance, increase communication, and decrease operational problems

Drones

- Drones are increasingly being used for data collection in dangerous or hard-to-reach locations
- Drones are beginning to be seen as a viable method of transportation and delivery for goods and services
- A Chinese autonomous passenger drone received safety and airworthiness approval in 2023, allowing the commercialization and operation of passenger drones to move forward

Autonomous Vehicles

- Levels of automation are already being introduced as features in new cars such as lane detection and speed control, with tech continuing to advance and develop higher levels of automation
- Autonomous vehicles will increase the safety and efficiency of the transportation network
- Parking requirements and sprawl will have to be addressed
- Biggest challenges are currently technology limitations and legislation



Clockwise from top left: CASSI autonomous transit shuttle; WMPO drone; On-demand service, RideMICRO; Dynamic message sign (DMS) in use.

RESILIENCE STRATEGIES:

PLANNING STAGE

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

PROJECT LEVEL

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

ONGOING

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



Photo of wetlands taken from MLK Jr Blvd in Wilmington.

Resiliency

Resiliency is the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. The FHWA has developed resources for state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) on integrating resiliency into transportation planning. Utilizing these resources, the WMPO has derived the following steps the region should take, outlined to the left.

The Wilmington region has been significantly impacted by severe weather events in the past, such as Hurricane Debby and Potential Tropical Cyclone 8 (PTC8) in 2024 and Hurricane Florence in 2018. Because of the continued likelihood of being affected by severe weather in the future, the WMPO Board has voiced support for NCDOT's efforts to secure state and federal funding for improvements to roadway infrastructure to address flooding and accessibility issues experienced in such events.



NC 133 in Brunswick County after PTC8. Photo by Wilmington Star News

Environmental Considerations

Cape Fear Navigating Change 2050 seeks to guide transportation investments in a way that supports fair and balanced regional development. Through a Degree of Impact (DOI) analysis, a high-level planning stage environmental assessment, this plan aims to ensure access to safe, efficient, and reliable transportation options while reducing or mitigating any potential negative impacts on both people and places. Through proactive stakeholder engagement and thoughtful analysis of community needs, this plan strives to ensure that transportation investments support a high-functioning and efficient multimodal transportation network that is reflective of the priorities of the region.



See Chapter 5 for more information on the degree of impact analysis and results.

Transportation Systems Management and Operations (TSMO)

The Moving Ahead for Progress in the 21st Century Act (MAP-21) defined Transportation Systems Management and Operations (TSMO) as “an integrated set of strategies to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system.”

The goal of TSMO is to get the best performance out of our current transportation facilities. TSMO examines performance from a systems perspective, where the transportation network is viewed as a unified whole, composed of the different transportation modes and facilities, as well as jurisdictions and agencies that must work together for improved system performance. Enhancing the existing transportation infrastructure through TSMO strategies improves the overall security, safety, and reliability of the transportation system.

TSMO provides a set of strategies that can enhance overall system performance when combined. *Cape Fear Navigating Change 2050* recommends the implementation of the following strategies regionally:

- Access management
- Bus pullouts
- Emergency vehicle preemption
- Improved signage and lighting
- Pavement markings
- Social media and smart apps
- Traveler information systems and dynamic message signs
- Parking management
- Transportation Demand Management (TDM)
- Advanced communications
- Connected and automated vehicles
- Congestion pricing
- Multimodal services
- Transit signal prioritization



Clockwise from top left: Park & Ride Lot on College Rd. for UNCW campus; Parking meters in Wilmington; DMS on College Rd., Pavement markings and signage.

Congestion Management Process (CMP)

Due to the region's population surpassing 200,000, the WMPO was designated as a Transportation Management Area (TMA) in 2012. Because of this designation, WMPO is required to develop and maintain a Congestion Management Process (CMP). Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. Requirements of the CMP include:

- Development of congestion management objectives
- Establishment of measures of multimodal transportation system performance
- Collection of data and system performance monitoring to define the extent and duration of congestion and determine the causes of congestion
- Identification of congestion management strategies
- Implementation of strategies, including identification of an implementation schedule and possible funding sources for each strategy
- Evaluation of the effectiveness of implemented strategies



2022 WMPO CMP Network.

The WMPO developed its first CMP in 2014, identifying the region's critical roadway corridors and establishing multimodal performance measures to monitor congestion along each corridor.

Additionally, the process identifies mitigation strategies to reduce congestion along each identified corridor. Effectively managing congestion and advancing regional goals requires the strategic application of targeted approaches, as outlined in the WMPO's Congestion Management Process (CMP). During the initial development of the 2022 CMP, the Steering Committee identified four primary strategies to address congestion throughout the region, shown to the right.

Each strategy is supported by a set of techniques that were evaluated based on their implementation complexity and what corridor functional type(s) the strategies are applicable to. Together, these strategies form a practical toolkit for advancing congestion mitigation in a way that aligns with the WMPO's long-term transportation vision.

CMP Performance Measures

1. Travel Time Performance Measures

- Average travel time (AM/PM)
- Average delay (AM/PM)
- Hotspot identification



2. Safety Performance Measures

- Rear end collisions
- Bicycle crashes
- Pedestrian crashes



3. Volume Performance Measures

- Average vehicle count
- Truck percentage
- Bicycle counts (AM/PM)
- Pedestrian counts (AM/PM)



4. Transit Performance Measures

- Transit boarding

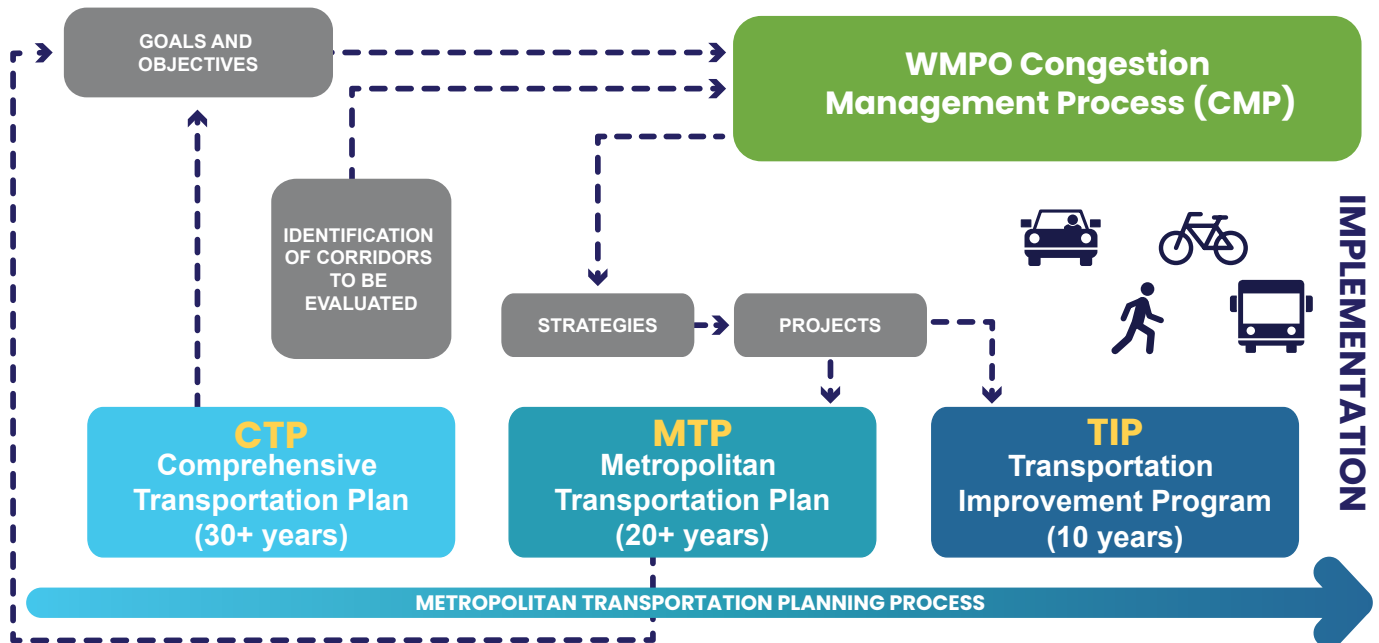
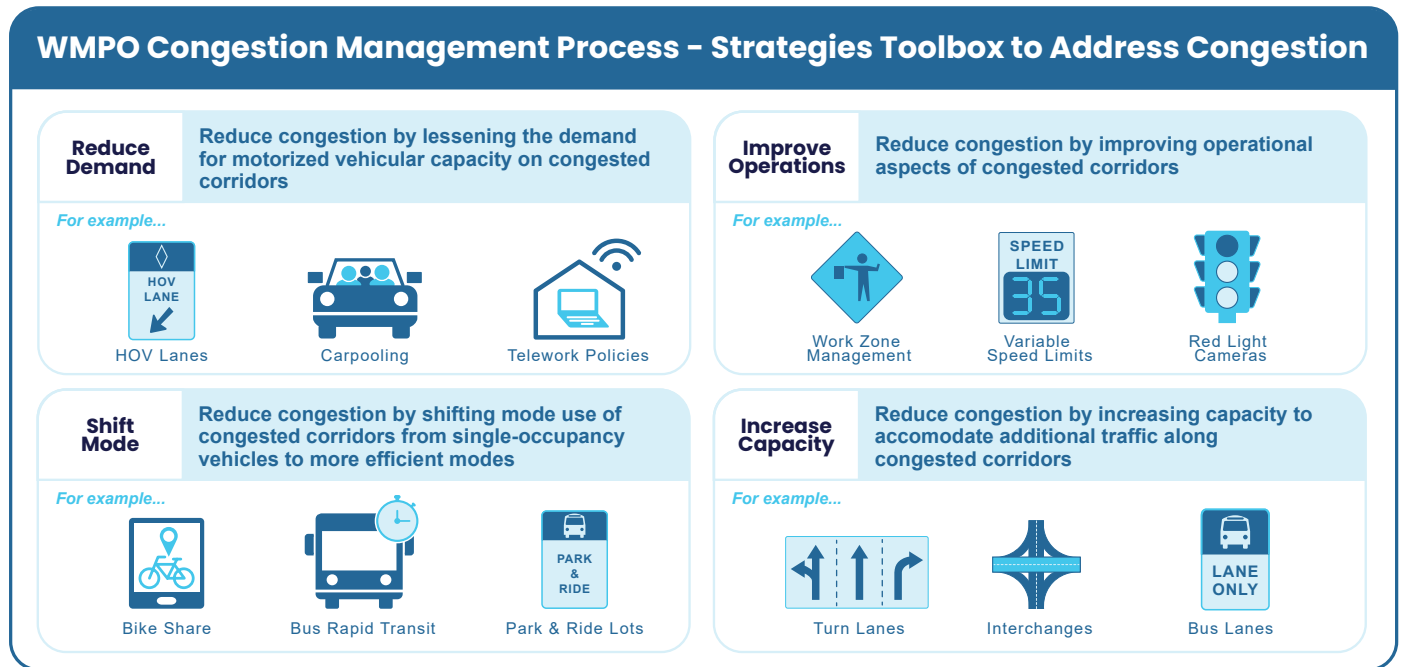


Strategy implementation is integrated into the broader planning process, with the CMP informing projects and policies within the CTP, MTP, STIP, and local plans. CMP strategies support project development by identifying corridor needs and aligning appropriate solutions such as operational improvements, multimodal enhancements, or added capacity. These techniques inform corridor studies, are cited in local plans, and are evaluated for inclusion in the fiscally constrained MTP. As projects move from the CTP/MTP to funded projects in the STIP, CMP data and performance metrics help justify and prioritize investments. This ensures that congestion strategies remain responsive to current conditions and consistent with the region's long-term objectives.



See Appendix J for more information on the WMPO Congestion Management Process.

The WMPO monitored more than 30 critical roadway corridors and developed reports on a biennial basis until the 2022 CMP Report. Following the adoption of the 2022 CMP Report, the WMPO adjusted to developing the CMP on a 5-year basis to alternate with MTP development schedules. The strategies recommended in the CMP Report were considered throughout the development of this plan as potential projects and policies.

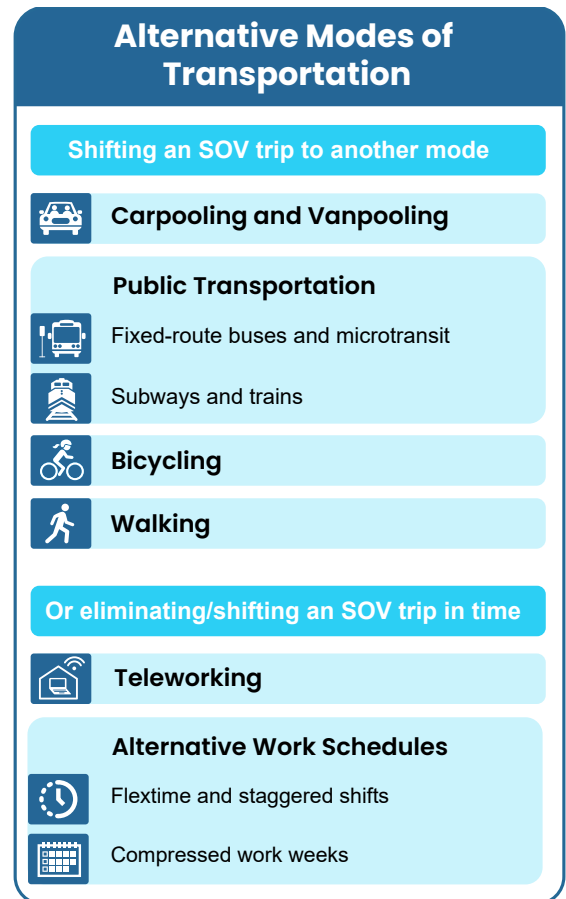


Transportation Demand Management (TDM)

Transportation Demand Management (TDM) refers to strategies used to reduce traffic congestion and manage travel demand by redistributing this demand in space (to other modes of alternative transportation) or time (to off-peak commuting hours). It emphasizes the movement of people and goods over the movement of motor vehicles, since it's not always possible to build our way out of traffic congestion. TDM utilizes shorter term, relatively lower-cost strategies than building new roads, travel lanes, or parking for motor vehicles, many of which are single-occupancy vehicles (SOVs).

TDM strategies are focused on impacting commuters who already have access to a personal vehicle and are designed to facilitate transportation behavior change towards the usage of alternative modes, although TDM can be applied broadly to benefit a wide range of a transportation network's users. By utilizing TDM strategies to reduce the number of SOVs on the road, a community can maximize its transportation system's efficiency and improve everyone's commute time, as well as reduce wear-and-tear on existing roadway infrastructure. TDM aims to accomplish a variety of goals in addition to reducing traffic congestion, including improving environmental quality and supporting a range of safe, affordable, and reliable transportation options for all travelers.

The term "alternative transportation" refers to modes of transportation other than driving alone. Examples are shown in the graphic to the right.



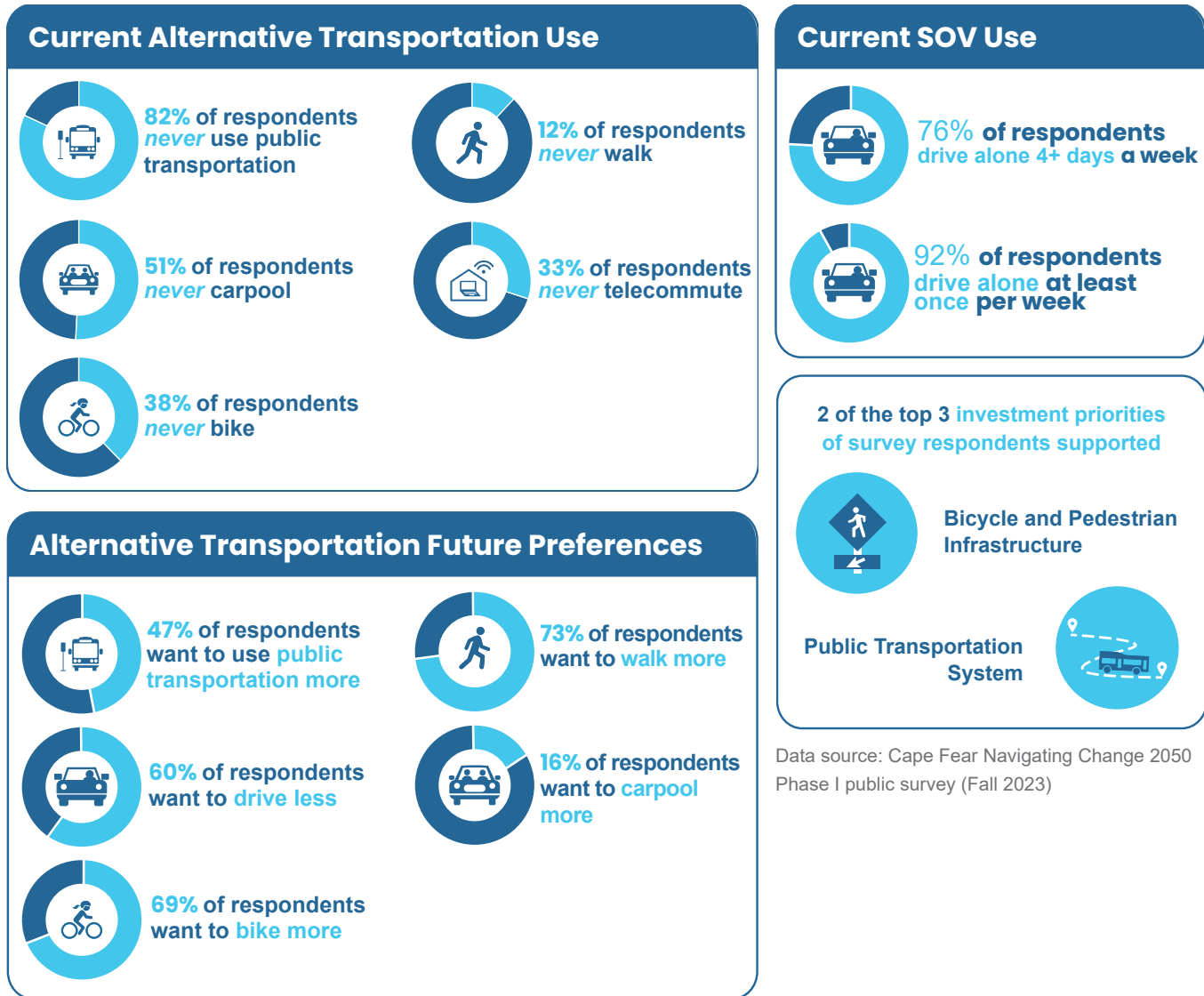
TDM Strategies

A variety of TDM strategies can be applied to encourage and support the usage of alternative transportation at the employer, municipal, and state levels. TDM strategies applied across the world can range from:

- Subsidizing costs to commuters for transit, carpooling, or vanpooling, whether by an employer or through other means
- Financial incentives ranging from tax incentives with transportation fringe benefits (pretax purchasing of transit passes or subsidies) to cash/prizes from gamification
- Financial disincentives to driving alone including parking pricing or congestion pricing during peak hours
- Education and commuter support including instructions on how to use alternative transportation, wayfinding infrastructure, carpool ride-matching, and trip planning assistance
- Infrastructure to support alternative transportation usage, including high-occupancy vehicle (HOV) lanes, park and ride lots, or amenities for bicyclists like bike racks and commuter showers
- Policies promoting flex-time and alternative work locations to reduce congestion at peak hours
- Marketing and outreach to increase familiarity with alternative transportation options

TDM in the Wilmington Region

Survey data collected during Phase I of public engagement for *Cape Fear Navigating Change 2050* provided insights into transportation preferences and choices in the Wilmington region.



The WMPO works to advance transportation demand management in the Wilmington region through its Go Coast TDM program. TDM has been applied in Wilmington since 2003 with the historic Cape Fear Breeze Program. A recommendation from *Cape Fear Commutes 2035*, the MTP adopted in 2010, was for a full-time TDM coordinator at the WMPO. The TDM program was rebranded to Go Coast in 2015 with the hire of a full-time TDM coordinator. Since then, the Go Coast program has worked with WMPO member jurisdictions, local employers, and other community partners to advance TDM in the Wilmington region.

Go Coast activities are guided by the Go Coast advisory committee as well as a short-range plan which is updated every five years. The most recent TDM short-range plan, *Cape Fear Change in Motion 2020*, has planned for TDM activities 2021-2025. For 2026-2030 activities, WMPO staff began the process for a short-range plan update in mid-2024 to coincide with the update process for *Cape Fear Navigating Change 2050*.

Go Coast Activities in 2025



Go Coast Committee

Assist in designing and implementing TDM programs



Be A Looker

Campaign to increase safety for bicyclists and pedestrians sharing the road



Commuter Friendly Employer

Recognizes employers supporting alternative transportation usage



Personalized Commuter Plans

Directions on how to use alternative transportation



Carpool Support

Through park-and-ride lots and ride-matching with Share the Ride NC



Model Policies

To support teleworking or alternative work schedules



Events & Campaigns

Including National Bike Month, annual bike rides, outreach events, Bike to Work Day, and more



Left: WMPO staff tabling with Go Coast info, swag, and helmets at an event. Right: Riders on Park Ave. during the 35th Annual River to Sea Bike Ride on Saturday, May 3, 2025.

Vision, Goals, and Objectives

The MTPC developed the following vision statement and goals to guide the plan's development. These were based on consideration of the federal planning factors, MTPC input, information gathered from Phase I of public involvement, emerging technologies and innovation, and elements of TSMO and TDM. The *Cape Fear Navigating Change 2050* vision statement and goals can be found below.

Vision

Our region will thrive and prosper through a fair and resilient transportation network that supports regional economic vitality while improving quality of life for residents and enhancing quality of place for neighborhoods.

Goals

Safe



- Eliminate transportation-related injuries and fatalities through the implementation of injury prevention initiatives and strategies.
- Increase safety through context-sensitive design.
- Ensure the security of technology, infrastructure, and logistics.

Fair



- Prioritize fair and balanced investment in transportation projects that reflect local values and responsible planning.
- Increase quality of life and avoid, minimize, or mitigate adverse effects for all populations.
- Increase accessible mobility options and reduce or remove barriers to mobility
- Ensure meaningful public involvement opportunities and the constructive incorporation of public feedback in the transportation planning and decision-making process.

Connected



- Expand efficiency and capacity of the transportation network through increased and connected multimodal transportation options.
- Support multimodal transportation facilities and policies that contribute to quality of place and are integrated with land use planning.
- Develop resources and technology that support intermodal travel

Resilient



- Support transportation infrastructure that withstands and recovers from natural or man-made hazards.
- Provide redundant transportation options that support the movement of people, goods, and emergency responders.
- Ensure long-term viability through a realistic, maintainable, and responsible approach to project development.
- Increase the reliability of transportation options and travel times.

Proactive



- Anticipate changing needs and technologies in project design and implementation.
- Integrate transportation and future land use planning.
- Provide timely communication and education around important transportation activities, initiatives, and campaigns.
- Explore new or innovative partnerships, funding, and technology.

Federal Planning Factors

Chapter 1 introduced 10 planning factors outlined in federal transportation legislation. These planning factors, which have evolved over time, are a foundational part of the transportation planning process and were considered throughout the development of this plan's vision and goals.

		Cape Fear Navigating Change 2050 Goals				
						
Federal Planning Factors	Support economic vitality		○	●	●	●
	Increase safety	●	●			
	Increase security	●		●	○	
	Increase accessibility	●	●			
	Protect & enhance environment		●		●	○
	Enhance connectivity		○	●		
	Promote efficient management			●		●
	Emphasize preservation				●	○
	Improve resiliency & reliability	○			●	●
	Enhance travel & tourism	○		●		●

Modal Objectives

The objectives were developed with the help of the MTPC and rooted in the adopted goals. The objectives are intended to illustrate how success is defined for each goal under the six transportation modes considered in this plan, as well as for TDM. Project scoring was designed around the goals and objectives and will be described in the following chapter. Modal policies were also developed as part of this plan, which the objectives provided a basis for. These policies are outlined in Chapter 6.



- Ensure the safe and secure arrival and departure of passenger and freight aircraft.
- Provide a safe and secure environment along the full passenger journey.



- Ensure aviation growth is grounded in fair consideration of surrounding communities and the environment.



- Coordinate with roadway and rail network projects that support the development of ILM to include accommodations for truck/rail freight transportation to/from site.
- Provide efficient intermodal connections to/from airport for passengers and freight.



- Increase resiliency of airport facilities from disasters or other disruptions, man-made or natural.



- Support opportunities for rail service to ILM.
- Identify opportunities for new and innovative transportation connections for passengers and freight.



AVIATION OBJECTIVES

- Build facilities and traffic engineering solutions that prioritize vulnerable road users.
- Increase visual cues and traffic calming strategies that prioritize vulnerable road user safety.
- Maintain, enhance, and increase infrastructure to improve safety between non-motorists, cyclists, and/or motorized vehicles



- Prioritize new bicycle and pedestrian facilities that connect to employment centers, community resources, and/or services.
 - Improve ADA accessibility.
 - Ensure meaningful participation from a broad range of community members in the planning process.



- Increase multimodal density to facilitate intermodal connection opportunities.
- Create first- and last-mile connections.
- Build connections that fill gaps in the existing network that will allow for an uninterrupted bicycle and/or pedestrian path of travel.
- Collaborate with jurisdictions on comprehensive plans, other plans, or ordinances to include bicycle and pedestrian elements.



- Increase bicycle and pedestrian facilities that provide alternatives to auto transport.
- Consider the long-term costs of constructing bicycle and pedestrian facilities and future funding for anticipated maintenance.
- Encourage facilities with low environmental impact.



- Identify and reserve right-of-way and/or easements for future bicycle and pedestrian projects.
- Promote and support educational programs that teach bicycle and pedestrian safety.
- Utilize and develop partnerships to support bicycle and pedestrian infrastructure and initiatives.
- Increase promotion of bicycle and pedestrian facilities, amenities, and resources.



BICYCLE & PEDESTRIAN OBJECTIVES



- Reduce conflicts with non-ferry automobile traffic at ferry terminals.
- Provide a safe and secure ferry system.



- Improve ADA accessibility on ferry vessels and from ferry terminal to adjacent destinations.



- Prioritize projects that allow for bike share and public transportation at ferry/water transportation terminals.
- Increase infrastructure to promote biking and walking to and from the ferry/water transportation terminal.



- Prioritize projects and routes that are resilient against natural hazards or reduce overall maintenance costs.
- Improve and maintain the efficiency of evacuation operations.



- Prioritize projects that develop new ferry routes to serve both commuter and tourism markets.
- Increase the use of new and innovative technologies that support community well-being.



FERRY & WATER TRANSPORTATION OBJECTIVES



RAIL OBJECTIVES

- Eliminate and/or mitigate rail conflicts with other modes.
- Enhance infrastructure to improve safety for all modes (cyclists, pedestrians, etc).
- Provide a safe and secure rail system and operations.

- Encourage job creation by providing sufficient transportation capacity for all rail users.
- Ensure meaningful public participation from a broad range of community members during the design of facilities/routes.
- Increase accommodations for passengers to include other non-motorized modes of transportation.

- Improve or maintain safe and reliable connections to ports, rail terminals, military bases, and major logistics and manufacturing sites.

- Build and sustain resiliency to extreme events and hazards by designing and constructing less vulnerable infrastructure to minimize loss and by employing rapid restoration techniques.

- Identify rail-served sites for future rail-served industrial development.
- Promote future opportunities for passenger facilities.





- Prioritize the installation of crosswalks at or near bus stop locations.
- Prioritize safe design and aesthetics of new and existing transit facilities.



- Identify and pursue opportunities to provide public transportation options that benefit transit-dependent populations.
- Improve ADA accessibility.
- Ensure meaningful participation from a broad range of community members in the planning process.



- Increase network of bus shelters, benches, and other amenities at bus stop locations.
- Prioritize new public transportation facilities that connect to employment centers, community resources, and/or services.



- Identify strategies to broaden the ridership base and encourage transit usage.



- Support community development and placemaking efforts along public transportation routes and near public transportation facilities.
- Provide direct, time competitive transit services that complement other transportation modes.



PUBLIC TRANSPORTATION OBJECTIVES



ROADWAY OBJECTIVES

- Reduce the rate and severity of crashes.
- Increase visual cues and traffic calming strategies that prioritize vulnerable road user safety.
- Maintain, enhance, and increase infrastructure to improve safety between non-motorists, cyclists, and/or motorized vehicles.



- Protect and strengthen the region's unique identity, natural surroundings, and overall quality of life while promoting fairness in how benefits and impacts are shared.
 - Ensure meaningful participation from a broad range of community members in the planning process.



- Support existing and new multimodal facilities and connections along corridors for the movement of goods and people.
- Increase interconnectivity of roadway facilities and the redundancy of routes.



- Build resiliency to extreme events and hazards by designing and constructing less vulnerable infrastructure to minimize loss and employing rapid restoration techniques.



- Ensure facility design supports efficient emergency response.
- Develop efficient and redundant routes to support the movement of goods.

- Consider and support projects that facilitate future adaptations and new technology to accommodate changing demands.

- Support community development and place making efforts when designing roadway facilities.
- Consider and support projects that align with anticipated land use patterns and adopted plans.
- Provide timely notification and education around current and future roadway projects.

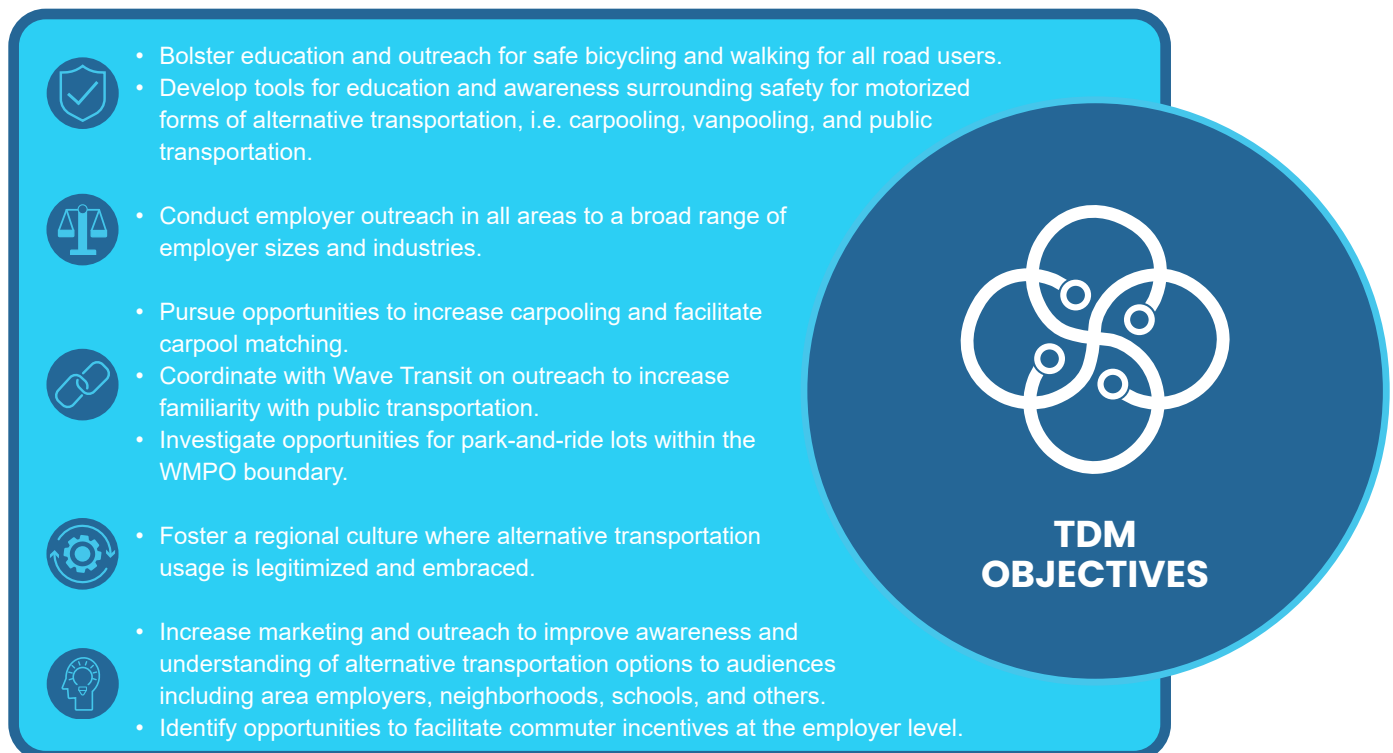


TDM Objectives

TDM objectives were developed through review by the Go Coast committee and WMPO staff of public input data received from multiple channels. Staff analyzed comments and responses from the survey from Phase I of public input for *Cape Fear Navigating Change 2050*. Survey data from two WMPO-organized bike rides (the 34th Annual River to Sea Bike Ride scheduled for September 7, 2024, and the 4th Annual Brunswick Heritage Riverside Ride held September 28, 2024) and a survey following the Cape Fear Memorial Bridge preservation project in May 2024 were also analyzed.

In October and November 2024, WMPO staff conducted a set of employer commuting workshops to better understand the commuting needs and challenges of Cape Fear-area employers. Participants included representatives from the City of Wilmington, the Town of Carolina Beach, the Town of Leland, Wilmington Downtown Incorporated, the NC Works Career Center, Flaming Amy's, the Cape Fear Workforce Development Board, Community Care of the Lower Cape Fear, and Approve Payments. The first workshop, held in-person on October 18, 2024, explained TDM and Go Coast and requested participant feedback in facilitated discussions, as well as an impact and feasibility activity assessing various TDM strategies. The second workshop, held virtually on November 14, 2024, brought back for discussion the key messages heard from the previous workshop which would be used to draft TDM objectives and potential implementation plan items.

After reviewing data and comments from the channels detailed above, TDM objectives pertaining to the five *Cape Fear Navigating Change 2050* goals were developed by the Go Coast Committee.



See Appendix L for the final FY 2026 - FY 2030 Transportation Demand Management Implementation Plan.

Sources

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https://www.its.dot.gov/about/federal_its_program.htm
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- Govtech: "Infrastructure Must be Ready to Accommodate Modern Vehicles"
<https://www.govtech.com/fs/Infrastructure-Must-be-Ready-to-Accommodate-Modern-Vehicles.html>
- The Wilmington Regional Travel Demand Model
- 2020 US Census Data





4 *Identifying Priorities*

Table of Contents

1. Process for Identifying Priority Projects
2. Fiscal Constraint and Alternative Funding Considerations
3. Policies to Guide Progress

Process for Identifying Priority Projects

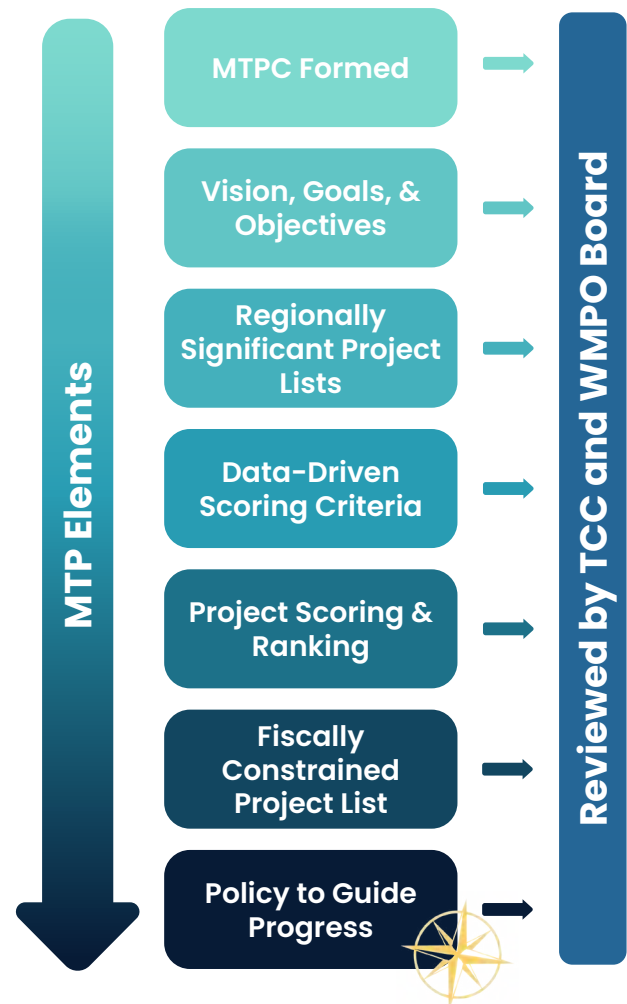
The prioritized project list within this plan is the product of a comprehensive process that identified, analyzed, scored, ranked, and fiscally constrained transportation projects by mode in the region. The Metropolitan Transportation Plan Committee (MTPC)—comprised of member jurisdiction planning staff, modal partners, subject matter experts, and other stakeholders—assisted in developing a data-driven approach to project scoring that would allow the submitted projects to be ranked and prioritized in alignment with the plan’s adopted vision, goals, and objectives.

Over the course of the planning process, staff from the WMPO’s member jurisdictions worked to identify regionally significant projects, which were evaluated through the lens of the plan’s goals and objectives. Scoring criteria were identified that applied these measures of success in an objective, data-driven way and allowed each project to be scored based on how well they furthered each goal. In addition, modal policies were established to guide future transportation development within the region.

The MTP prioritizes capital projects that represent major investments in the future of the regional transportation system. These projects are intended to expand capacity, improve safety, and enhance multimodal access across the network. Their selection is based on data-driven evaluation and alignment with long-range goals, positioning them for future funding through programs like the MPO/State Transportation Improvement Program (MPO/State TIP). While maintenance and operations efforts are essential to system performance, they are managed through separate programs and are not prioritized through this process.

Priority Project Submission

In the fall of 2023, WMPO staff coordinated with member jurisdictions and modal planning partners on priority project submissions for *Cape Fear Navigating Change 2050*, to include priority projects for five modes of transportation: bicycle and pedestrian, ferry and water transportation, public transportation, rail, and roadway. A draft list was compiled in December 2023 and in January 2024, members and planning partners were provided results from the recently completed Phase I of public engagement for the opportunity to make any changes, additions, and/or subtractions to their project submissions at that time.



Aviation projects were excluded from the project submission process. Wilmington International Airport (ILM) is not solely dependent on traditional transportation funding sources and has access to dedicated capital funds and grant programs.



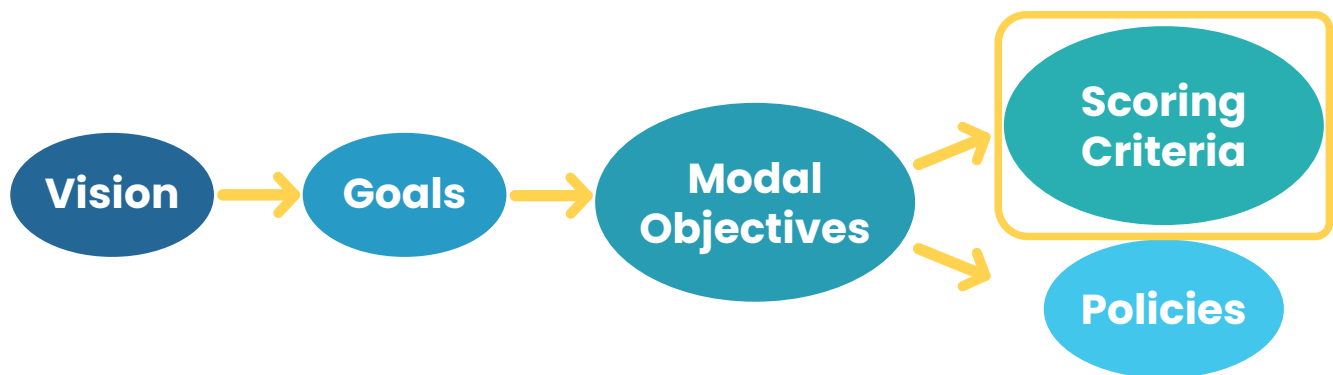
Each member jurisdiction and planning partner played an active role in shaping the priority project list, using adopted plans, programs, and studies. Common sources of guidance include multimodal transportation plans, corridor studies, land use and development plans, feasibility studies, bicycle and pedestrian plans, safety assessments, and capital improvement programs. These resources help ensure that projects submitted for MTP consideration are not only technically justified but also reflect the broader goals of each community. With the feedback collected from the public during Phase I of public outreach; member jurisdictions and planning partners were asked to reconfirm their priority projects. While this approach allows for local flexibility, the collective result is a regionally integrated, forward-looking project list that supports long-term transportation, economic, and quality-of-life goals across the WMPO planning area.

Table 4.1 - Projects Submitted by Mode	
Mode	Total Projects
Bicycle and Pedestrian	119
Ferry and Water Transportation	22
Rail	8
Public Transportation	142
Roadway	73

Priority Project Scoring

To create a ranked list of the proposed projects, WMPO staff worked with the MTPC to develop scoring criteria by assigning a value to objective attributes with identifiable and measurable metrics. To maintain transparency of the process, it was important that metrics were data-driven. This process should allow for replication of point assignments using available quantitative and qualitative datasets.

Each modal priority project could receive up to 100 points. The total score of each project was normalized to create a ranked list of projects for each mode. For Roadway, the ranked list was the basis for the fiscal constraint analysis, which is discussed later in this chapter.



Ranked project lists for the non-highway projects can be found in the following appendices:

- Bicycle and Pedestrian: Appendix F, Table F.2
- Ferry and Water Transportation: Appendix G, Table G.1
- Rail: Appendix H, Table H.1
- Public Transportation: Appendix I, Table I.3

Modal Scoring Matrices

The scoring matrices used to rank the modal projects are shown below in tables 4.2 through 4.6. Ranked and complete project lists can be found in Chapter 6, and the modal appendices.

Bicycle and Pedestrian

Table 4.2 - Bicycle and Pedestrian Scoring Matrix			
Scale (out of 100)	Goal	Objective	Metric
25	Safe	Build facilities and traffic engineering solutions that prioritize vulnerable road user safety.	Functional classification of adjacent/intersecting facility.
		Maintain and increase infrastructure to improve safety between non-motorists, cyclists, and/or motorized vehicles.	Bicycle and/or pedestrian high-crash location.
20	Fair	Ensure new bicycle and pedestrian facilities connect to community resources and/or services.	Project provides a connection or fills a gap providing connection to community resources and/or services.
30	Connected	Increase multimodal density to facilitate intermodal connection opportunities.	Project intersects roadway or project is an intersection improvement located within a reasonable distance of a transit stop, school or within a reasonable distance of a grocery store or community resource center.
		Create first and last-mile connections.	
		Build connections that fill gaps in the existing network that will allow for an uninterrupted bicycle and/or pedestrian path of travel.	Project fills a gap in an existing network.
15	Resilient	Increase bicycle and pedestrian facilities that provide alternatives to auto transport.	Project is located within an area of high household (HH) density or high employment.
10	Proactive	Utilize and develop partnerships to support bicycle and pedestrian infrastructure and initiatives.	Project appears in an adopted plan.

Ferry and Water Transportation

Table 4.3 - Ferry & Water Transportation Scoring Matrix

Scale (out of 100)	Goal	Objective	Metric
10	Safe	Reduce conflicts with non-ferry automobile traffic at ferry terminals.	Adds facilities at ferry terminals, such as crosswalks, to increase safety of ferry users and reduce conflicts with non-ferry motorists.
10	Fair	Improve ADA-accessibility on ferry vessels and from ferry terminal to adjacent destinations.	Improves ADA accessibility of existing terminal facility or vessel.
40	Connected	Prioritize projects that allow for bike share and public transportation at ferry/ water transportation terminals.	Connects or adds transit infrastructure at terminals and/or adds bike share facilities.
		Increase infrastructure to promote biking and walking to and from the ferry/water transportation terminal.	Connects or adds bike network, adds or completes pedestrian connection to facility.
10	Resilient	Improve the efficiency of evacuation operations.	Project contributes to or supports evacuation efforts.
30	Proactive	Prioritize projects that develop new ferry routes to serve both commuter and tourism markets.	Construction of new facility or acquisition of new vessel.

Rail

Table 4.4 - Rail (Passenger & Freight) Scoring Matrix

Scale (out of 100)	Goal	Objective	Metric
10	Safe	Eliminate and/or mitigate rail conflicts with other modes.	Eliminates or mitigates congestion near at-grade crossing.
		Enhance infrastructure to improve safety for all other modes (cyclists, pedestrians, etc.).	Project adds safety infrastructure in freight corridor or intersection with heightened crash rate.
10	Fair	Encourage job creation by providing sufficient transportation capacity for rail users.	Adds capacity or throughput to priority freight route or Class 1 rail.
40	Connected	Improve or maintain safe and reliable connections to ports, rail terminals, military bases, and major logistics and manufacturing sites.	Connection to high priority freight corridor, freight asset, or future potential asset.
10	Resilient	Build and sustain resiliency to extreme events and hazards by designing and constructing less vulnerable infrastructure to minimize loss and by employing rapid restoration techniques.	Project contributes to or supports evacuation or disaster mitigation efforts.
30	Proactive	Promote future opportunities for passenger facilities.	Promote future opportunities for passenger facilities.

Public Transportation

Table 4.5 - Public Transportation Scoring Matrix

Scale (out of 100)	Goal	Objective	Metric
10	Safe	Prioritize installation of crosswalks at or near bus stop locations.	Route or amenity connected to existing pedestrian network.
40	Fair	Identify and pursue opportunities to provide public transportation options that benefit transportation dependent populations.	Project is located within an area of projected high household (HH) growth or high employment (HE) growth.
		Improve ADA accessibility.	Improves safety or ADA accessibility at stops.
20	Connected	Increase network of bus shelters, benches, and other amenities at bus stop locations.	Stop has no shelter, lighting, bike rack, or bench.
		Prioritize new public transportation facilities that connect to employment centers, community resources and/or services.	Route or amenity improvement within ¼ mile of employment centers, community resources and/or services.
10	Resilient	Identify strategies to broaden the ridership base and encourage transit usage.	Improves data collection, analysis, or technology.
20	Proactive	Provide direct, time competitive transit services that complement other transportation modes	Improvement increases frequency or efficiency.

Roadway

Table 4.6 - Roadway Scoring Matrix

Scale (out of 100)	Goal	Objective	Metric
25	Safe	Reduce the rate and severity of crashes.	Crash severity at project location.
		Maintain, enhance, and increase infrastructure to improve safety between non-motorists, cyclists, and/or motorized vehicles.	Existing bicycle and pedestrian facilities at project location.
20	Fair	Protect and strengthen the region's unique identity, natural surroundings, and overall quality of life while promoting fairness in how benefits and impacts are shared.	Project is located within an area of high household (HH) projected growth or high employment (HE) growth.
30	Connected	Increase interconnectivity of roadway facilities and the redundancy of routes.	Project adds a new route/new connectivity.
15	Resilient	Build resiliency to extreme events and hazards by designing and constructing less vulnerable infrastructure to minimize loss and employing rapid restoration techniques.	Project is located on a Strategic Transportation Corridor (STC) or Strategic Highway Network (STRAHNET) Corridor or provides redundancy or support for an existing or future approved truck route.
		Develop efficient and redundant routes to support the movement of goods.	
10	Proactive	Consider and support projects that facilitate future adaptations and new technology to accommodate changing demands.	Project includes new technology or is located on a corridor identified for future service expansion.
		Consider and support projects that align with anticipated land use patterns and adopted plans.	Project is in a community adopted plan.

Fiscal Constraint and Alternative Funding Considerations

A critical requirement of the MTP, separating it from other long-range plans, is that it must be fiscally constrained. This essentially means that the cost to implement the projects in the plan cannot exceed the expected level of funding. To fiscally constrain *Cape Fear Navigating Change 2050*, the WMPO worked with a consultant, Kimley-Horn and Associates, to develop the financial components necessary to complete this required process.

Financial Forecast

The process of establishing fiscal constraint begins with the development of a financial forecast based on the projection of existing, recurring funding sources. This forecast evaluates both current and anticipated fiscal conditions, guiding policy and programmatic decisions. A complete and reliable transportation network depends equally on capital funding for system growth and O&M funding for ongoing function. For this reason, the financial analysis critically evaluated both funding categories to identify constraints and opportunities across the entire planning horizon. The tables below provide, by transportation mode, a breakdown of the funding sources considered in the financial forecast, the forecasted capital funding for 2024 through 2050, and the forecasted operations and maintenance funding for that same timeframe. An inflation rate of 2% was applied in developing these revenue forecasts.

The financial forecast was conducted with the help of consultants Kimley-Horn & Associates.

Table 4.7 - Funding Sources	
Mode	Source
Aviation	State Transportation Improvement Program (STIP), ILM Enplanement Forecast
Bicycle and Pedestrian	STIP, Capital Improvement Plans (CIP)
Ferry and Water Transportation	STIP, Tolls, Operations and Maintenance
Public Transportation	STIP, National Transit Database (NTD), Agency Profiles, Wave Annual Budget
Rail	STIP
Roadway	STIP, CIP, Powell Bill, Operations and Maintenance

Table 4.8 breaks down the forecasted capital funding from existing sources through 2050.

Table 4.8 - Total Capital Funding Forecasted	
Mode	Capital Funding
Aviation	\$635,764,272
Bicycle and Pedestrian	\$73,324,879
Ferry and Water Transportation	\$10,834,000
Public Transportation	\$79,704,275
Rail	\$78,075,000
Roadway	\$5,119,133,220
Total	\$5,980,771,646



See Appendix D for more information about the financial element of this plan, including revenues by mode and funding band.

Table 4.9 - Total Operations and Maintenance (O&M) Funding Forecasted	
Mode	O&M Funding
Aviation	\$ --
Bicycle and Pedestrian	\$17,942,000
Ferry and Water Transportation	\$103,953,000
Public Transportation	\$264,930,000
Rail	\$ --
Roadway	\$962,908,000
Total	\$1,349,733,000

Table 4.9 breaks down the forecasted operations and maintenance funding from existing sources through 2050.

Maintenance funding within the WMPO planning area is supported by NCDOT, local jurisdictions, and federal sources. NCDOT Division 3 forecasts were developed using historical expenditures from 2018 to 2023 and allocated to Brunswick, New Hanover, and Pender counties. For Brunswick and Pender counties, allocations were adjusted from the county-wide total based on the number of miles of state-maintained facilities in each county. Municipalities also receive Powell Bill funding, which is assumed to support the maintenance of existing facilities. In some cases, local maintenance allocations were based on figures from adopted Capital Improvement Programs.

For public transportation, Wave Transit's operations and maintenance funding is supported through a combination of federal transit formula funds, state grants, local contributions, and farebox revenues. The City of Wilmington and New Hanover County provide annual appropriations to support ongoing operations, supplemented by state grant programs and dedicated funding for specific services such as the UNCW Seahawk Shuttle. While operations and maintenance (O&M) data were not provided by ILM, airport staff indicated that both capital and O&M revenues generally trend linearly with total enplanements and that all O&M revenues are fully expended each year. Rail is not included in O&M funding forecasts, as all rail service within the WMPO planning area is currently privately operated and lacks public passenger service. Operations and maintenance for the North Carolina ferry system are primarily funded through the State Highway Fund, with additional support from route-specific toll revenues and limited federal assistance. Given that maintenance needs typically exceed available revenue, all available maintenance funding is assumed to be fully expended over the life of the plan.

Project Cost Estimates

Project cost estimates were prepared for five transportation modes. To develop these estimates, a project cost estimation spreadsheet was developed for each mode which contained a list of proposed projects, along with key attributes of each project necessary for assessing the total cost. These attributes varied by mode and costs were calculated using mode-specific tools and estimation methods. Capital project costs were provided in five-year increments, starting in 2025 through 2050, assuming a 4% rate of annual inflation.

Table 4.10 - Cost Estimate Data Sources	
Mode	Primary Source(s)
Aviation	N/A
Bicycle and Pedestrian	NCDOT Bicycle and Pedestrian Facility Cost Tool
Ferry and Water Transportation	NCDOT P7 Project Details
Public Transportation	NCDOT P7 Project Details, Wave Short Range Transit Plan
Rail	NCDOT P7 Project Details
Roadway	Kimley-Horn NC Roadway Cost Estimator Tool

The data source were used to estimate the project costs for each mode.

Project cost estimates for new projects within the MTP only.

Table 4.11 - Project Cost Estimates by Mode	
Mode	Total Cost
Aviation	N/A
Bicycle and Pedestrian	\$553,200,000
Ferry and Water Transportation	\$255,100,000
Public Transportation	\$950,000,000
Rail	\$1,229,400,000
Roadway	\$4,611,000,000
Total (All Projects)	\$7,598,700,000

Fiscal Constraint

Fiscally constrained project selection was conducted for priority roadway projects by first accounting for committed projects in the State/MPO Transportation Improvement Program (STIP/MPO TIP), developed through the Strategic Prioritization Process. The funding bands from which to account for the projects' costs were based on programmed years within the MPO/State TIP document once complete, ranked projects were selected in order, until forecasted fund balances for each funding band neared zero. The final fiscally constrained project lists contain regionally significant projects that could potentially be funded during the life of this plan based on historic funding trends.

STEP 1:

Develop comprehensive ranked project list

1. Project A
2. Project B
3. Project C
4. Project D
5. Project E
6. Project F
7. Project G
8. Project H

\$
BASE
MONEY
AVAILABLE
FOR THIS
MODE

STEP 2:

Reduce list by applying base scenario projected funding

1. Project A
2. Project B
3. Project C
4. Project D
5. Project E
6. Project F
7. Project G
8. Project H

Project expenditure by funding band for fiscally constrained roadway project. This includes existing and committed MPO/State TIP projects and MTP roadway projects that underwent fiscal constraint.

Table 4.12 - Fiscally Constrained Roadway Project Expenditure by Funding Band	
Revenue Band	Total Expenditure
2024-2028	\$1,272,560,000
2029-2033	\$309,991,192
2034-2040	\$726,192,000
2041-2050	\$866,465,356
Total	\$3,175,208,548



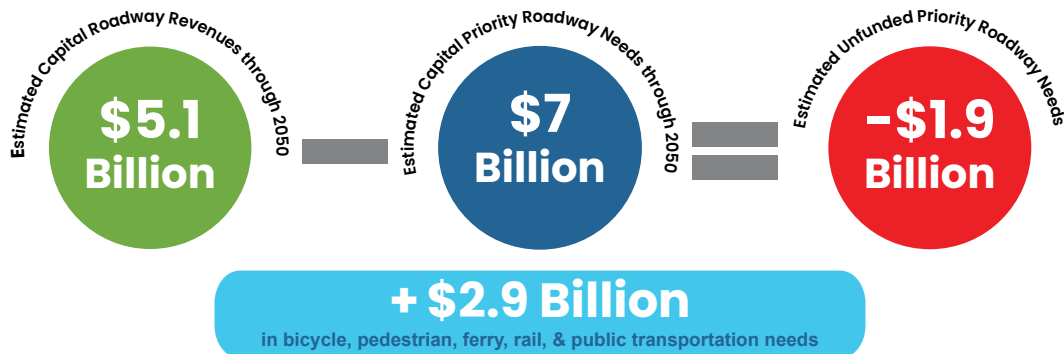
See Chapter 6 to view the fiscally constrained roadway project list.



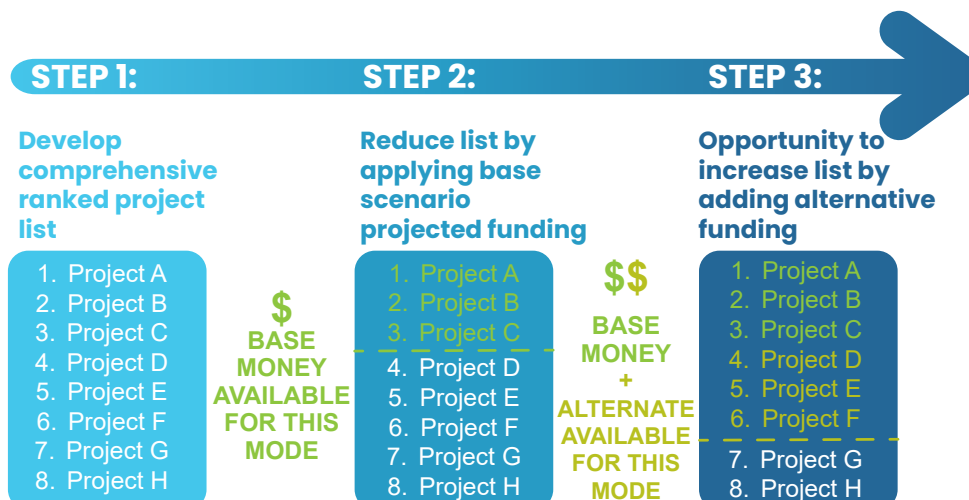
The difference between anticipated revenues and roadway needs highlights one of the greatest challenges facing the transportation system: a structural funding gap that leaves many important projects without a path to implementation. This funding gap poses a challenge to achieving the region's transportation goals, but it also presents an opportunity to explore innovative funding solutions. The following section explores alternative funding strategies that could provide additional resources to advance priority projects.

Alternative Funding Considerations

It is nearly always the case that the cost for implementing prioritized projects exceeds the funding available in the financial forecast, creating a gap between the needs for the region and available resources. In these cases, an alternative funding plan can be developed to help close that gap.



The development of the MTP requires the MPO to select and prioritize projects within the available funding as identified by the financial forecast combined with the alternative funding plan. Alternatively funded projects provide for the opportunity to advance the WMPO's long-range transportation plan further. Through the development of the MTP, the WMPO identified and considered a range of alternative funding mechanisms that could potentially supplement the transportation funding anticipated to be available through traditional sources. A wide variety of these mechanisms were identified, including those currently in place elsewhere in North Carolina and the United States. Funding sources recommended in the previous MTP, *Cape Fear Moving Forward 2045*, were also reviewed as a funding mechanism. Each alternative funding mechanism was explored in greater detail through discussions with the MTPC, TCC, and Board. Based on these discussions, a subset of preferred alternative funding mechanisms was identified and evaluated to determine potential future funding levels. The assessment of alternative funding sources provides WMPO with information for further consideration and study in the future.



The alternative funding and financing sources analyzed during the development of *Cape Fear Navigating Change 2050* were not applied to specific projects, nor were they used to increase the value of the fiscally constrained plan. Rather, they were incorporated to provide member jurisdictions with insight into the types of locally generated revenue options that may be explored independently to advance priority transportation projects. By identifying alternative funding possibilities, this plan aims to support informed financial decision-making and encourage continued local investment strategies that align with long-term regional goals. The WMPO supports the implementation of any of the alternative funding sources listed in the table and caption below, by its members.

The WMPO considered a number of alternative funding and financing sources as additional revenue generators for the plan. Funding refers to financial resources that do not require repayment, such as taxes, grants, or dedicated user fees. These funds are typically used for ongoing operations or to support specific project costs. Financing, however, involves borrowing funds through mechanisms like loans or bonds, which must be repaid with interest over time. While financing allows for larger, more immediate capital expenditures, it creates future repayment obligations. The following were further analyzed by the Board for the WMPO region:

- Quarter-Cent Local Option Sales Tax
- Quarter-Cent Local Option Sales Tax for Transit
- Vehicle Registration Fee
- Motor Vehicle License Tax
- Short Term Vehicle Rental Tax
- Transportation Bonds
- Tolling (Cape Fear Crossing and Cape Fear Memorial Bridge replacement projects)

Table 4.13, below, provides a summary of five of the seven alternative funding options further analyzed, including their total revenue estimates over the life of the plan, adjusted to 2025 values. For a breakdown of these options by county, as well as details on transportation bond and toll revenues, please refer to Tables 4.14, 4.15, and 4.16 on the following page.

Table 4.13 lists the estimated revenues from alternative revenue sources that are not currently in use. Tolling and transportation bond revenues not shown due to variable amounts.

Table 4.13 - Alternative Funding Revenue Estimates	
Quarter-Cent Local Option Sales Tax	\$1,931,000,000
Quarter-Cent Local Option Sales Tax for Transit	\$1,181,000,000
Vehicle Registration Fee	\$67,780,000
Motor Vehicle License Tax	\$12,280,000
Short Term Vehicle Rental Tax	\$59,430,000
Total	\$3,251,490,000

Transportation bonds and tolling were analyzed individually as their revenue estimates depend on factors that can change more than the other funding sources listed in Table 4.13. Bonds involve borrowing money upfront to build a project and then repaying it over time with interest, so the total cost and capacity depend on market conditions such as interest rates and repayment terms. Tolls, on the other hand, generate revenue directly from drivers using a facility, which means the amount collected can vary based on traffic volumes and toll rates. Given these uncertainties, their projections are shown apart from the other options. The WMPO Board continues to support considering tolling as a funding approach for the Cape Fear Crossing and Cape Fear Memorial Bridge Replacement projects, recognizing that tolls could provide a dedicated source of revenue for large transportation improvements.

The following tables further elaborate on the total revenue estimates between 2025 and 2050. The detailed revenue estimates, below, can help the WMPO member jurisdictions supplement federal and state sources, enhancing the ability of local government to address their unique needs and priorities. These local revenue streams provide municipalities with greater flexibility and control over local projects. By leveraging these funds, local authorities can invest in infrastructure projects that align more closely with community demands, such as improving public transit, expanding pedestrian and bicycle pathways, and upgrading local road networks. Local funds may also be used to lower the cost to NCDOT and potentially expedite projects funding through the MPO/ State TIP.

Table 4.14 below provides an additional breakdown of the alternative funding revenue estimates by county.

Tax/Fee	Table 4.14 - Revenue Estimates (Rounded to the nearest million)			
	Total	New Hanover	Brunswick	Pender
Quarter-Cent Local Option Sales Tax	\$1,931	\$1,181	\$535	\$215
Quarter-Cent Local Option Sales Tax for Transit	\$1,181	\$1,181	-	-
Vehicle Registration Fee	\$68	\$68	-	-
Motor Vehicle License Tax	\$12	\$8	\$5	-
Short Term Vehicle Rental Tax	\$59	\$59	-	-
Total	\$3,252	\$2,497	\$540	\$215
Percentage by County	-	76.8%	16.6%	6.61%

Source: NCDOR, NCOSMB, and New Hanover County Finance.

Table 4.15 shows the potential revenue for Wilmington and Leland through Transportation Bonds.

Table 4.15 - Transportation Bond Revenue Estimates		
Potential Revenue	Wilmington	Leland
2029-2033	\$27,130,985	\$5,383,380
2034-2040	\$37,983,379	\$7,536,732
2041-2050	\$54,261,970	\$10,766,760
Total	\$119,376,334	\$23,686,872

◀ The City of Wilmington adopted a transportation bond in 2014. Both Wilmington and the Town of Leland could leverage future bond programs.

Table 4.16 shows the potential revenue from tolling on the Cape Fear Crossing and the Cape Fear Memorial Bridge as estimated for the Prioritization 7.0 process conducted by NCDOT and the North Carolina Turnpike Authority.

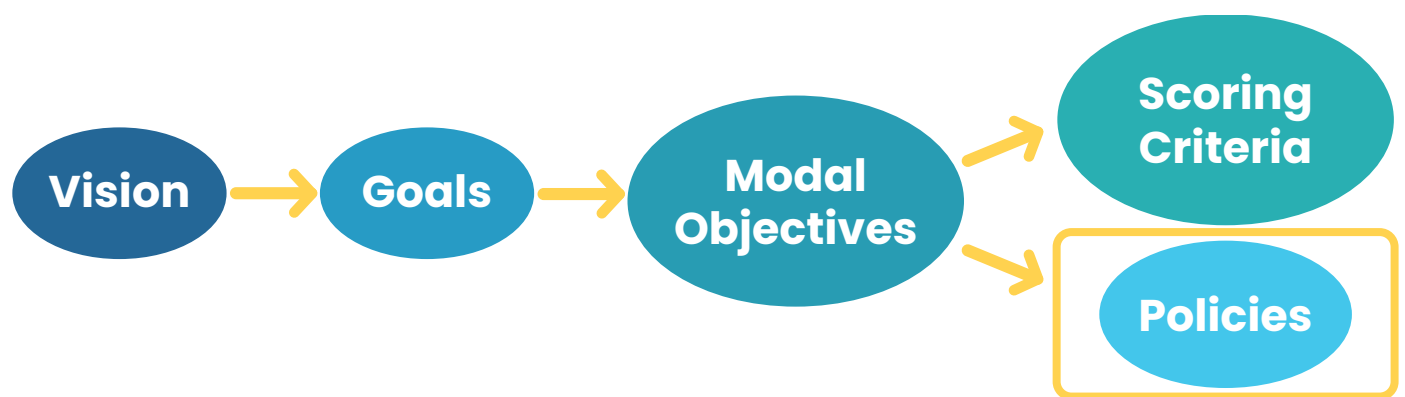
Table 4.16 - Toll Revenue Estimates	
Roadway	Revenue
Cape Fear Crossing	\$275,580,000
Cape Fear Memorial Bridge	\$359,000,000
Total	\$634,580,000

◀ Estimated toll revenues from NCDOT/NCTA Traffic and Revenue (T&R) Studies.

Policies to Guide Progress

Policies were developed for each of the transportation modes to guide progress toward achieving the plan’s adopted vision, goals, and objectives. These policies were developed in collaboration with the Metropolitan Transportation Plan Committee (MTPC), along with modal experts and planning partners. This ensures the policies reflect regional priorities and are in line with stakeholder perspectives. The policies were formally adopted by the Technical Coordinating Committee (TCC) and WMPO Board for inclusion in *Cape Fear Navigating Change 2050*.

The modal policies serve as a critical component of the MTP and support the integration of federal planning factors into further project development and design. The policies are intended to guide decision-making over the life of the plan and promote comprehensive, multimodal transportation planning into the future.



See Chapter 6 for the modal policies.

Sources

- North Carolina State Transportation Improvement Program (STIP)
- ILM Enplanement Forecast
- Roadway and Bicycle and Pedestrian Capital Improvement Plans
- National Transit Database
- Wave Annual Budget
- Powell Bill
- NCDOT Prioritization 7.0
- Wave Short Range Transportation Plan
- Kimley-Horn NC Roadway Cost Estimator Tool
- North Carolina Department of Revenue (NCDOR) Sales Tax Collection Data
- North Carolina Office of State Management and Budget (NCOSMB) Registration Data
- FHWA Licensed Drivers by State
- New Hanover County Finance Department





5

Analyzing our Choices

Table of Contents

1. Introduction
2. Wilmington Regional Travel Demand Model: Roadway Network Scenario Results
3. Planning-Level Critical Resource Analysis
4. Public Outreach Phase II Summary

Introduction

The Wilmington Urban Area Metropolitan Planning Organization (WMPO) used both data analysis and stakeholder input to evaluate whether the projects included in *Cape Fear Navigating Change 2050* meet the region's future transportation needs and priorities. Projects included in the fiscally constrained roadway network were analyzed using a regional travel demand model to assess how they improve mobility, reduce congestion, and support planned development. A high-level screening of environmental and community resources was also completed to help identify potential impacts and guide project prioritization. It's important to note that this early analysis is not a substitute for the detailed environmental reviews required during later phases of project development. Together, the technical evaluations provide a foundation for future planning and help ensure decisions are both data-driven and context-sensitive.

Beyond the technical analyses, public engagement and interagency coordination were central to the development of the plan. Phase II of public outreach created opportunities for stakeholders across the region to provide feedback on the plan's goals, proposed projects, and overall direction. Input from community members, member jurisdictions, and planning partners helped confirm alignment with shared priorities and highlighted areas where adjustments could strengthen the plan's relevance and impact.

2050 Wilmington Regional Travel Demand Model: Roadway Network Scenario Results

The Wilmington Regional Travel Demand Model (WRTDM) is a long-range, traffic forecasting tool that analyzes the relationship between transportation and land use. These models are utilized to evaluate the future transportation network based on forecasted land use, demographics, and facilities. Although future transportation networks will include multimodal accommodations, travel demand models are typically used for the evaluation of roadway improvements.

The WRTDM was initially developed with a base year of 2010, with a future year planning horizon set for 2040. The model was revised to a 2021 base year and a 2050 planning horizon.

North Carolina Department of Transportation (NCDOT) and WMPO staff coordinated with planning staff from each member jurisdiction to develop and verify socioeconomic data to update the base year of the model in 2021. The 2021 household estimates were determined by using both 2020 Census data and 2021 Certificate of Occupancy data. Inclusion of the 2021 Certificate of Occupancy data helped identify new households not captured in the 2020 Census, ensuring accurate household

estimates for the base year. The 2021 employment estimate data was sourced from InfoUSA.



WMPO and Pender County staff verifying socioeconomic data for Pender County TAZ's.

The same group of WMPO and NCDOT staff worked to develop growth rate estimates for each county based on areas experiencing the highest growth and presumed future development. These estimated rates were established at a Traffic Analysis Zone (TAZ) level, assigning a high, medium, or low designation for population and employment for each TAZ. These assignments were then applied to numerical rates determined by NCDOT and based on data from the North Carolina Office of State Budget and Management. The existing roadway network of 2021 was also determined, and the list of existing and committed projects was reviewed and added.

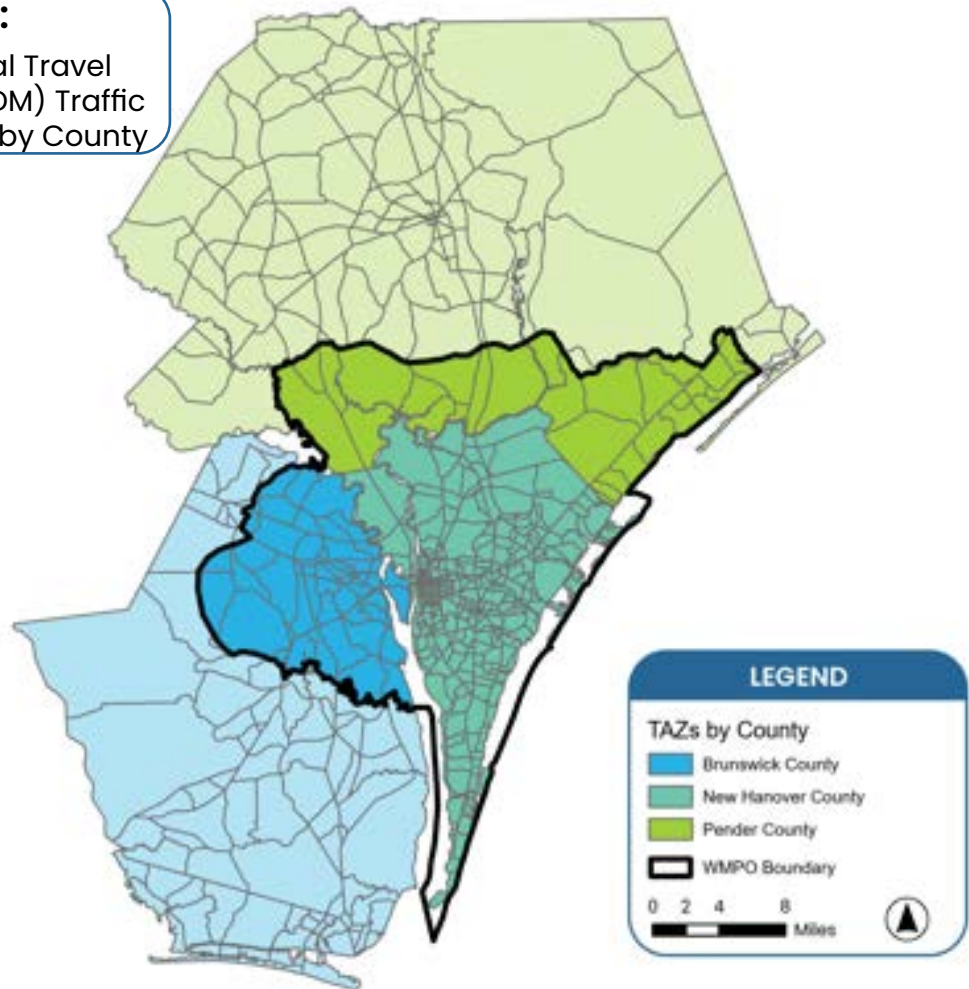


See Chapter 2 for maps showing base year and future year socioeconomic outputs as modeled by the WRTDM.



Figure 5-1:

Wilmington Regional Travel
Demand Model (WRTDM) Traffic
Analysis Zones (TAZs) by County



Analysis

Utilizing the future growth rates that were established through collaboration with the WMPO's member jurisdictions, the model provides density and growth projections for population and employment in the year 2050. The Wilmington Regional Model was then used to evaluate the following scenarios:

1. Base Year (2021) as is.
2. Future Year (2050) with no fiscally constrained MTP projects.
3. Future Year (2050) with fiscally constrained MTP projects not including the Cape Fear Crossing
4. Future Year (2050) with fiscally constrained MTP projects including the Cape Fear Crossing

A Level of Service (LOS) analysis, a derivative of the volume over capacity (V/C) for roadways, was completed for each of the above scenarios. This is a basic operation used to determine if a road is experiencing overcrowding and congestion, based upon its given capacity. While a commonly used way to visualize the current and future projections of roadway congestion along roadway segments, this type of analysis fails to show changes in flow from one road segment to another and is limited in its usefulness for evaluating the entire transportation network including multimodal components.



See Appendix N for the non-fiscally constrained roadway project list.

A new metric to assess a corridor's overall effectiveness will likely be determined during the life of this plan. The following V/C ratios were used to determine grades:

Table 5.1 - Major Roads	
LOS	V/C Ratio
A	Less than 0.3
B	0.31 to 0.49
C	0.50 to 0.70
D	0.71 to 0.85
E	0.86 to 0.99
F	1 and above

Table 5.2 - Minor Roads	
LOS	V/C Ratio
A	Less than 0.33
B	0.34 to 0.55
C	0.56 to 0.76
D	0.77 to 0.87
E	0.88 to 0.99
F	1 and above

Results

Population growth in the region has caused numerous issues in roadway transportation, namely delays and congestion. The roadway projects outlined in this plan are a starting point to address the extreme need for improvements to the roadway network. The model demonstrates that the implementation of *Cape Fear Navigating Change 2050* roadway projects maintained or improved the LOS in 67% of the transportation network within the WMPO planning boundary, despite the rapidly increasing population.

The results shown do not account for improvements to bicycle and pedestrian facilities or public transportation improvements, which could lead to changing preferences and increased transportation mode choices. Upgrades to the multimodal network and an increase in roadway congestion will likely increase the number of individuals who opt to utilize alternative modes of transportation rather than single occupancy vehicles (SOVs).

Maps depicting the results of the 2050 WRTDM—LOS analysis and traffic volume (total number of cars) for each scenario—can be found on the following pages, as Figures 5-2 through 5-11.

WILMINGTON REGIONAL TRAVEL DEMAND MODEL MAPS:

FIGURE 5-2: Level of Service Base Year (2021)

FIGURE 5-3: Traffic Volume Base Year (2021)

FIGURE 5-4: Level of Service Projections (2050) – No Build

FIGURE 5-5: Traffic Volume Projections (2050) – No Build

FIGURE 5-6: Level of Service Projections (2050) – Build, excluding Cape Fear Crossing

FIGURE 5-7: Traffic Volume Projections (2050) – Build, excluding Cape Fear Crossing

FIGURE 5-8: Level of Service Projections (2050) – Build, including Cape Fear Crossing

FIGURE 5-9: Traffic Volume Projections (2050) – Build, including Cape Fear Crossing

FIGURE 5-10: Level of Service Projected Change (2050) – Build vs. No Build

FIGURE 5-11: Traffic Volume Projected Change (2050) – Build vs. No Build



Figure 5-2:

Level of Service (LOS) Base Year (2021)

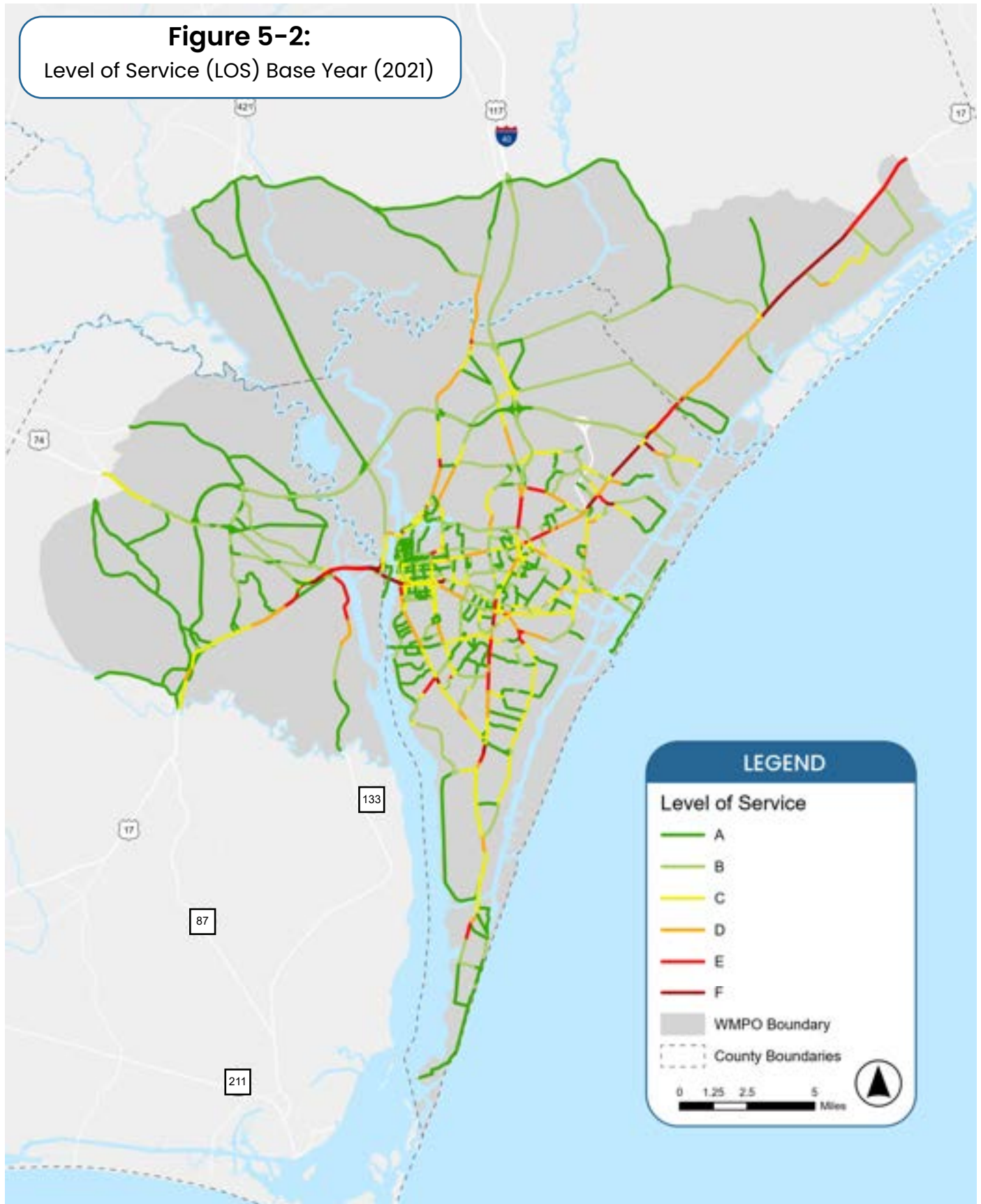


Figure 5-3:
Traffic Volume Base Year (2021)

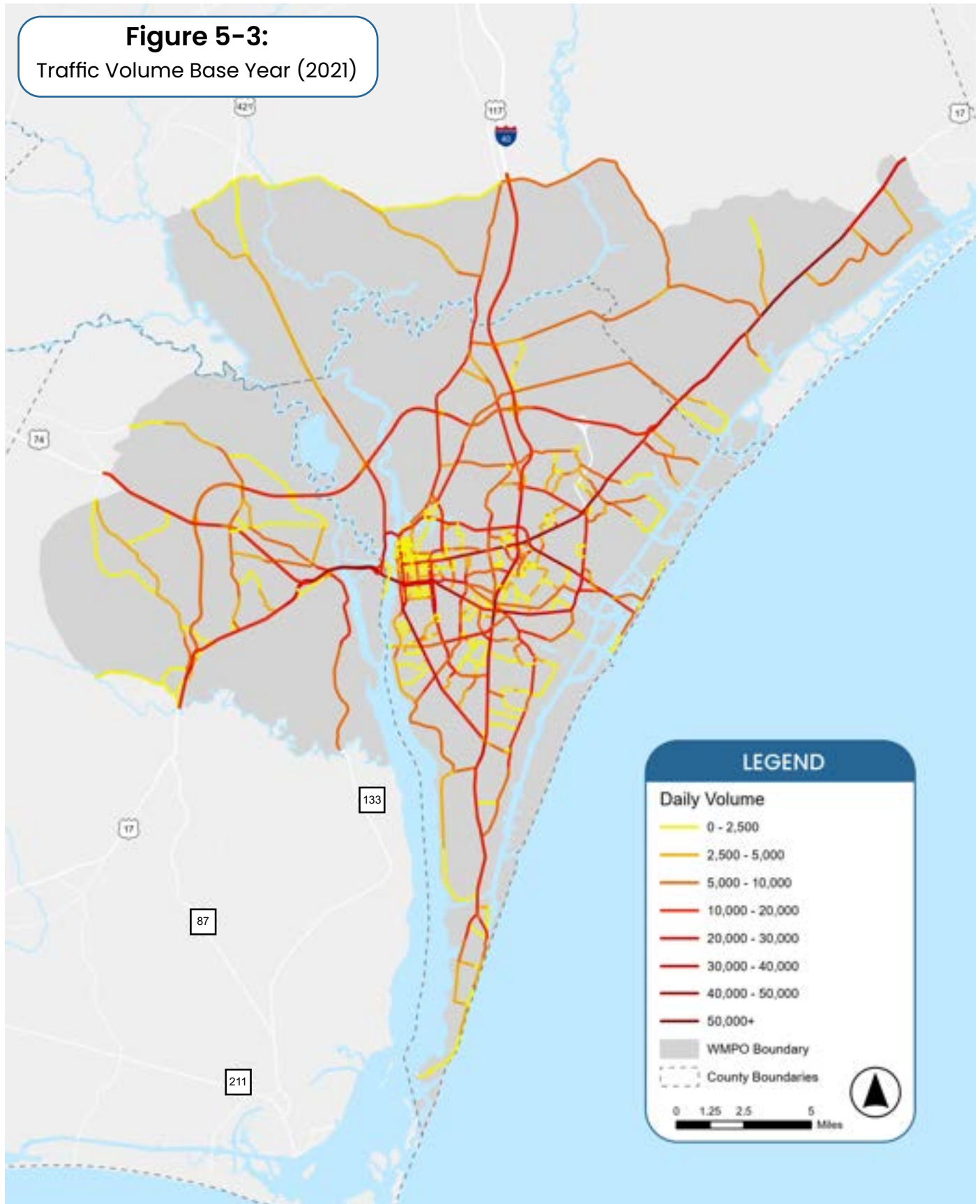




Figure 5-4:
Level of Service (LOS) Projections (2050)
No Build

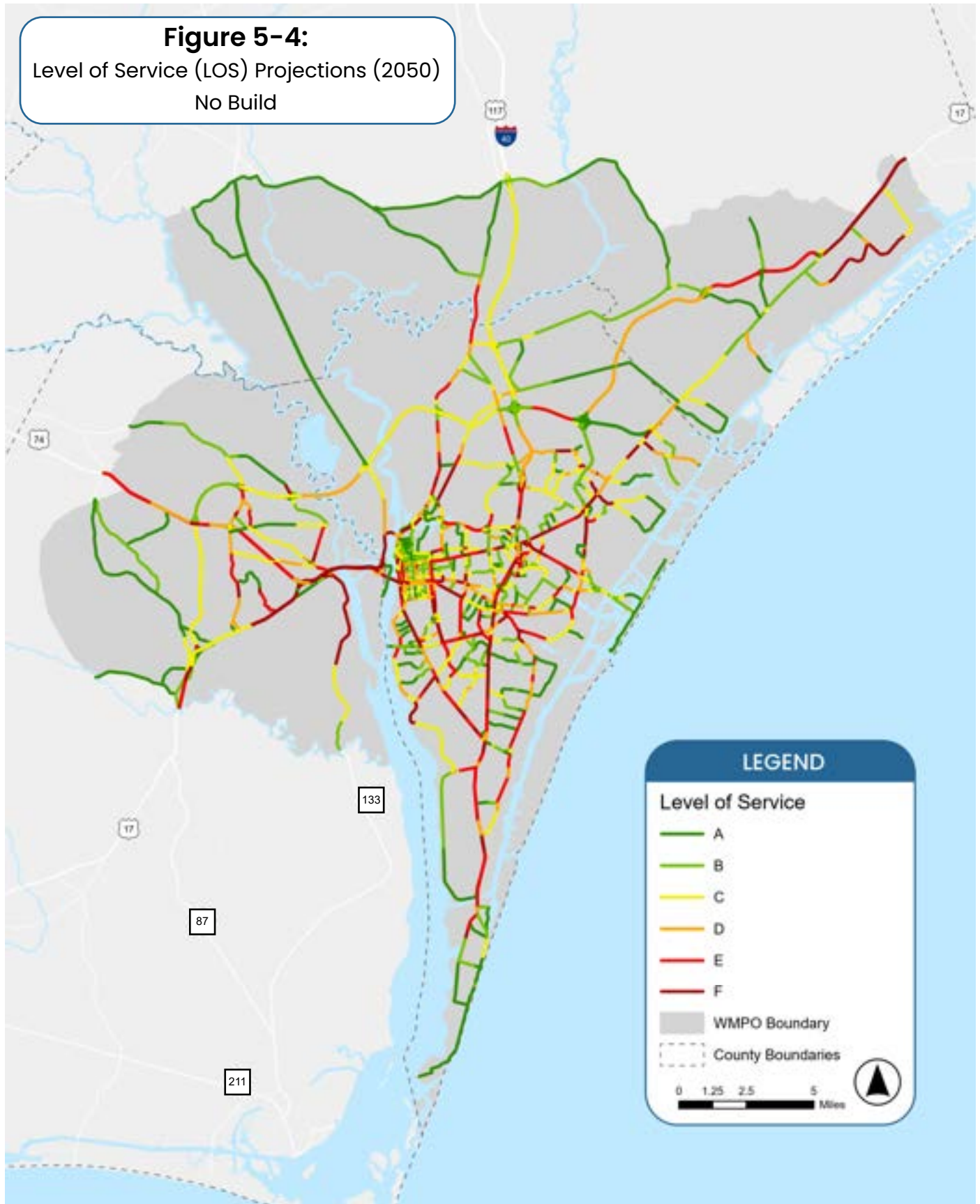


Figure 5-5:
Traffic Volume Projections (2050)
No Build

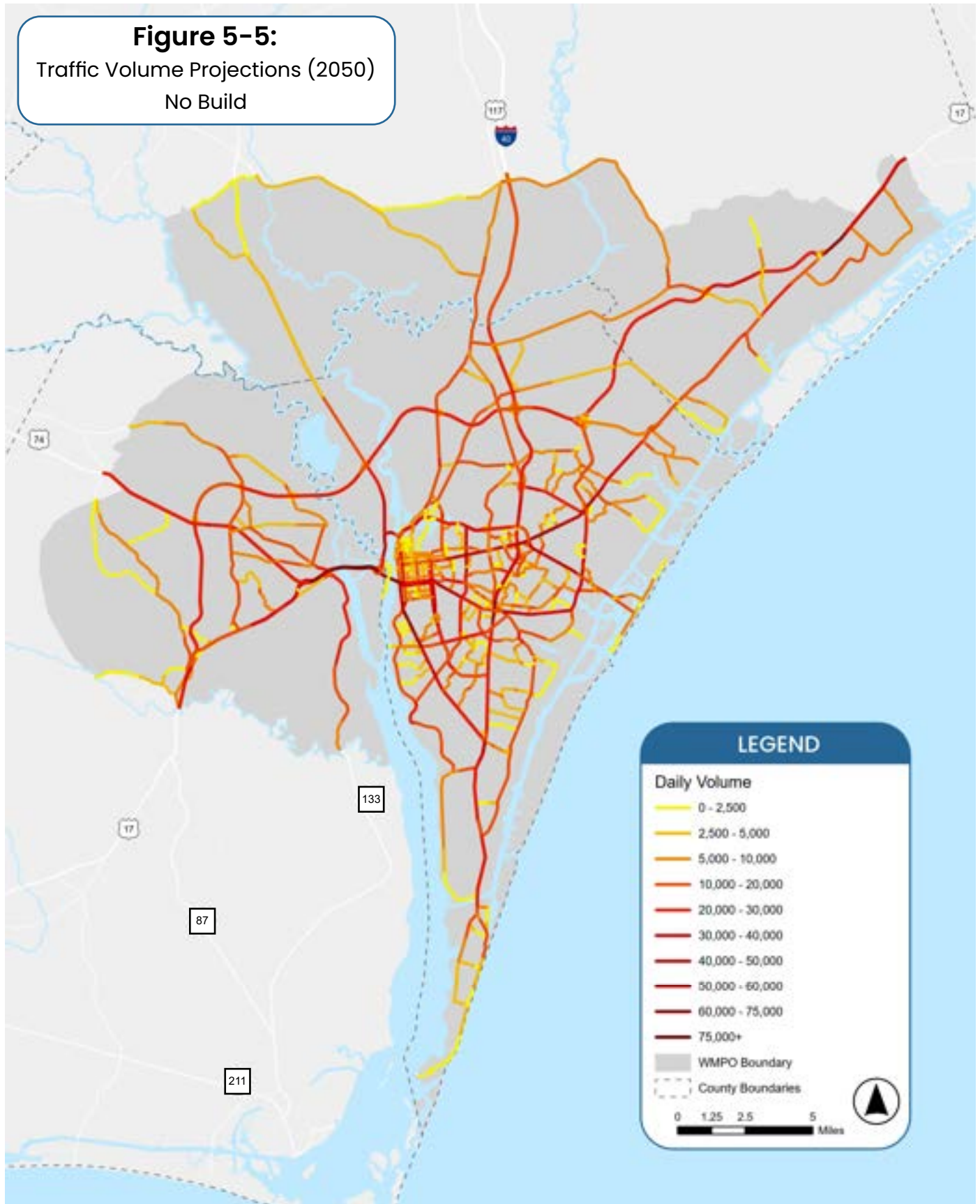




Figure 5-6:

Level of Service (LOS) Projections (2050)
Build, excluding Cape Fear Crossing

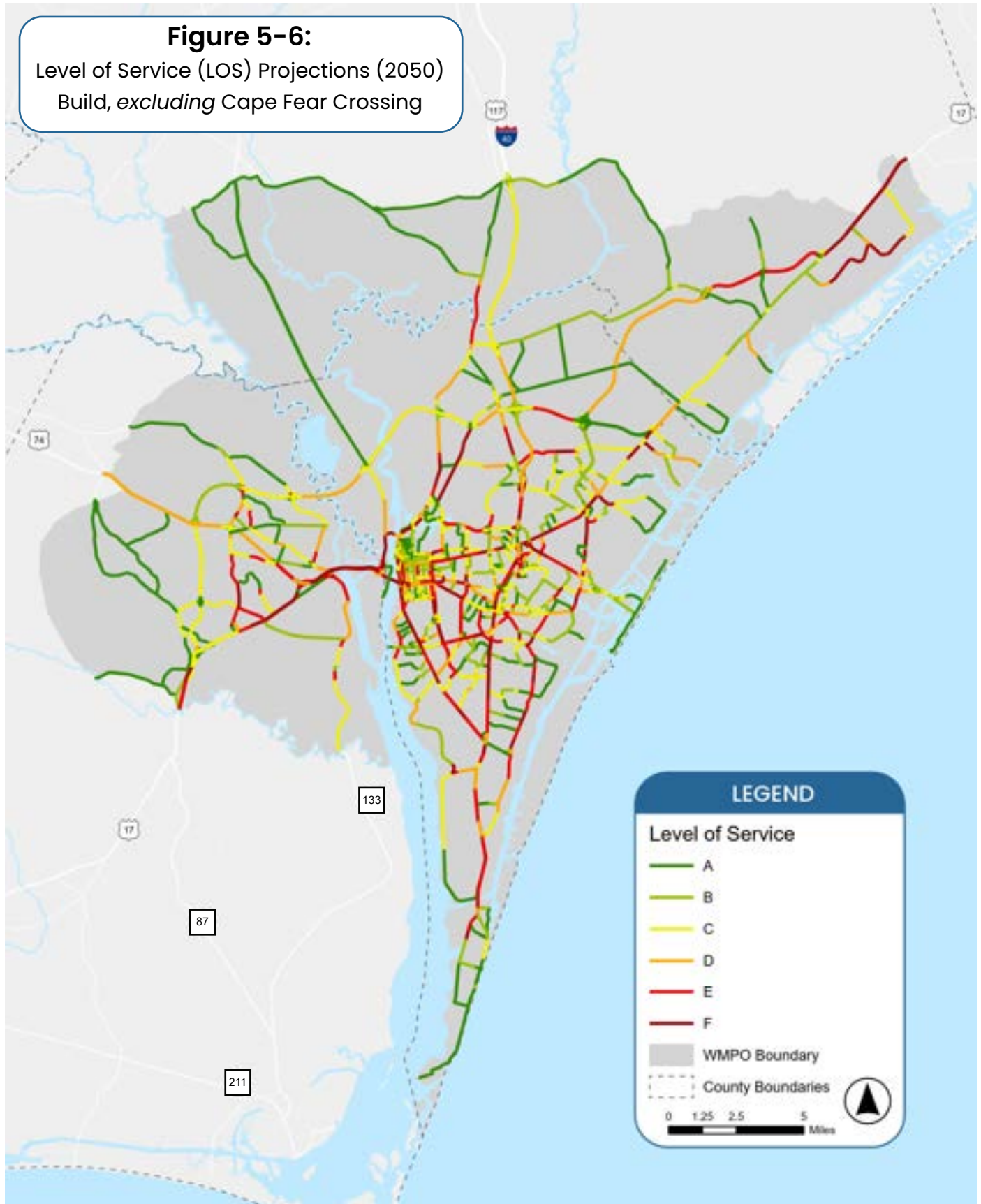


Figure 5-7:

Traffic Volume Projections (2050)
Build, excluding Cape Fear Crossing

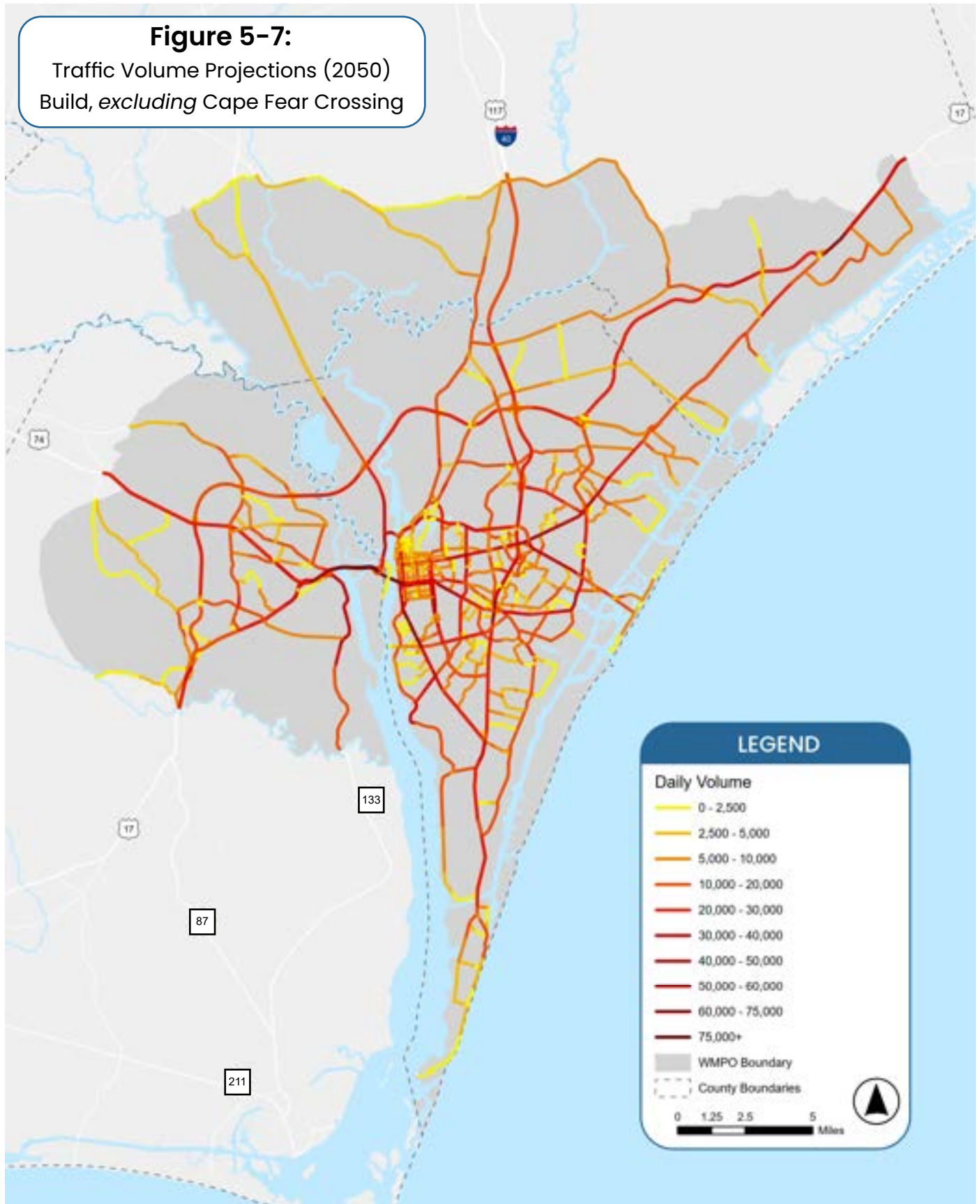




Figure 5-8:

Level of Service (LOS) Projections (2050)
Build, including Cape Fear Crossing

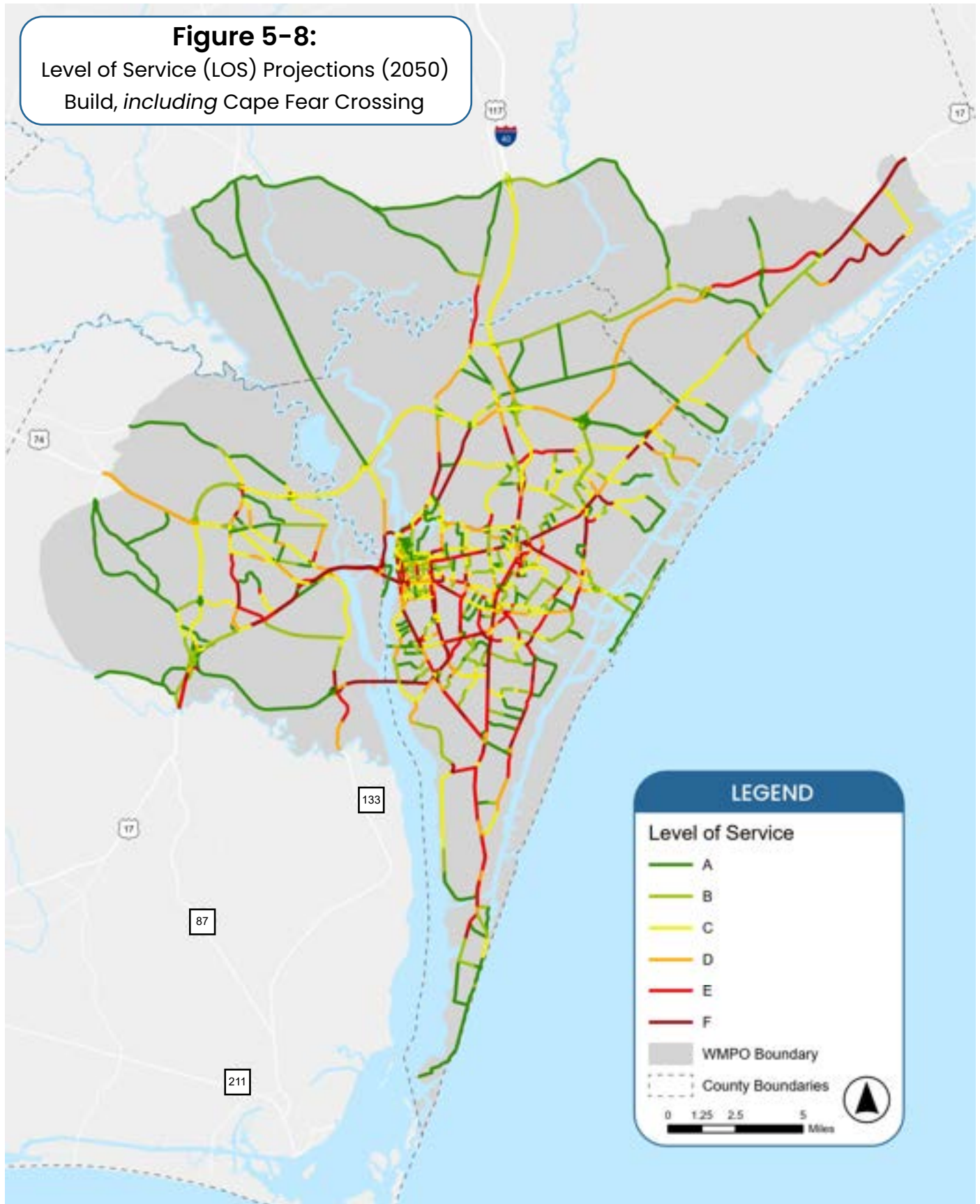


Figure 5-9:

Traffic Volume Projections (2050)
Build, including Cape Fear Crossing

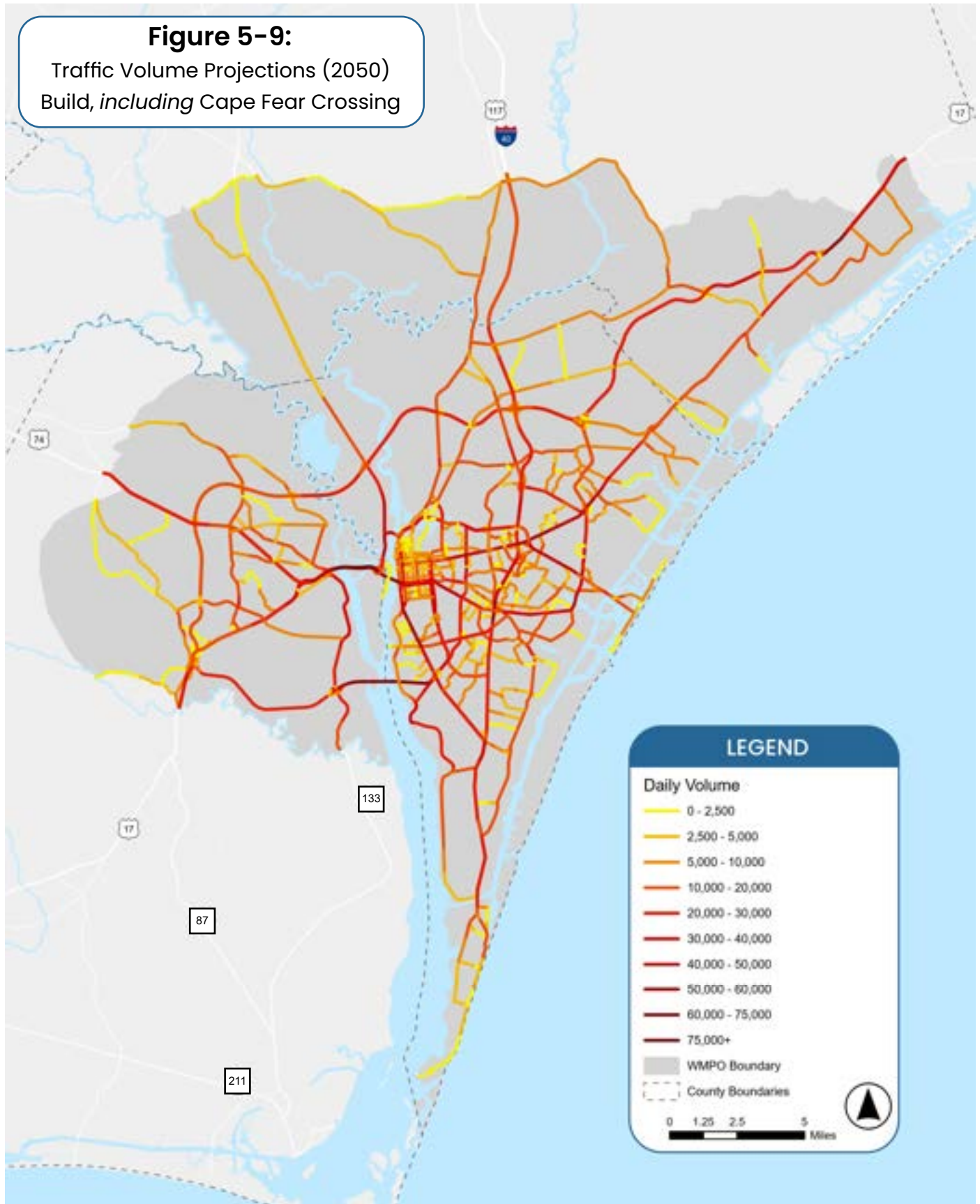




Figure 5-10:

Level of Service (LOS) Projected Change (2050)
Build vs. No Build

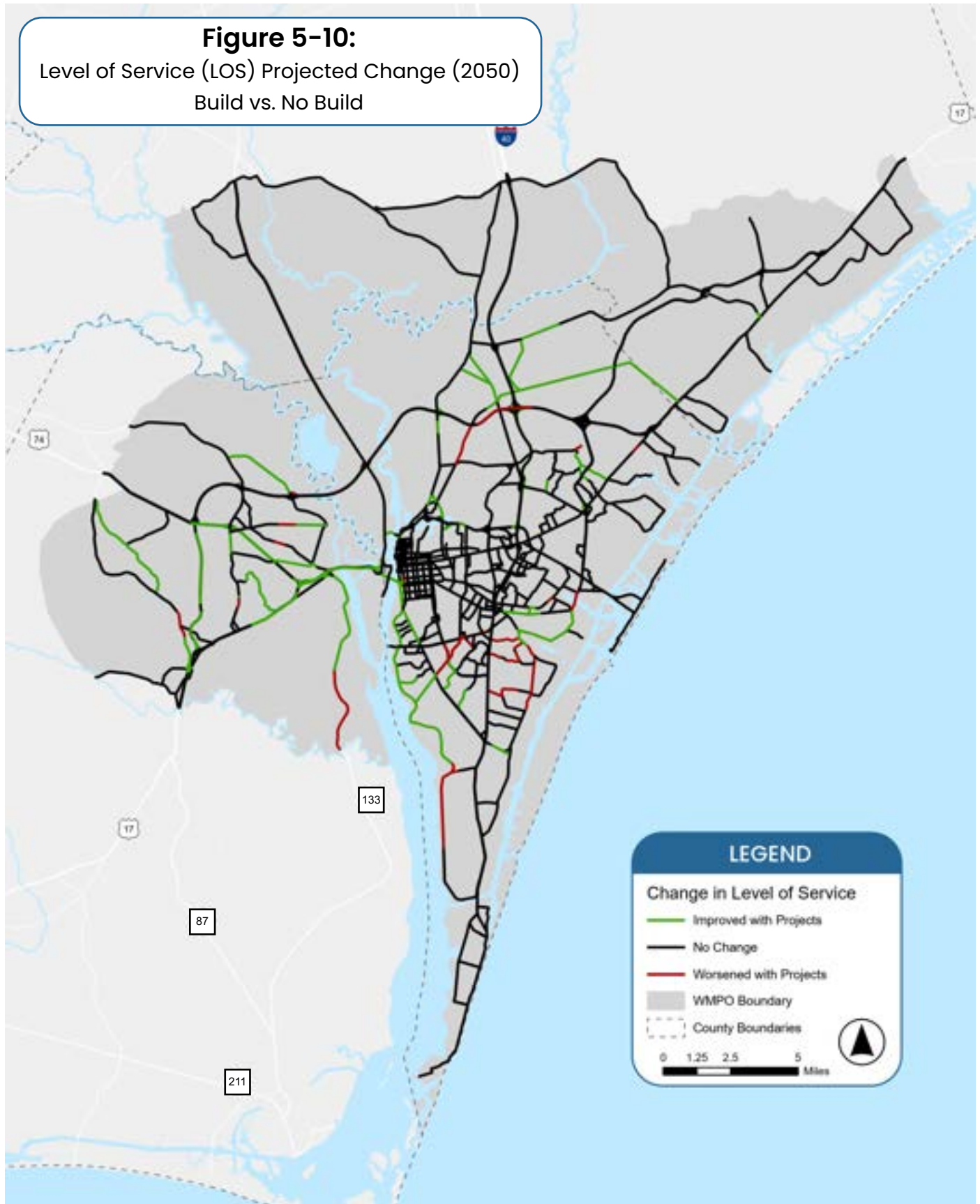
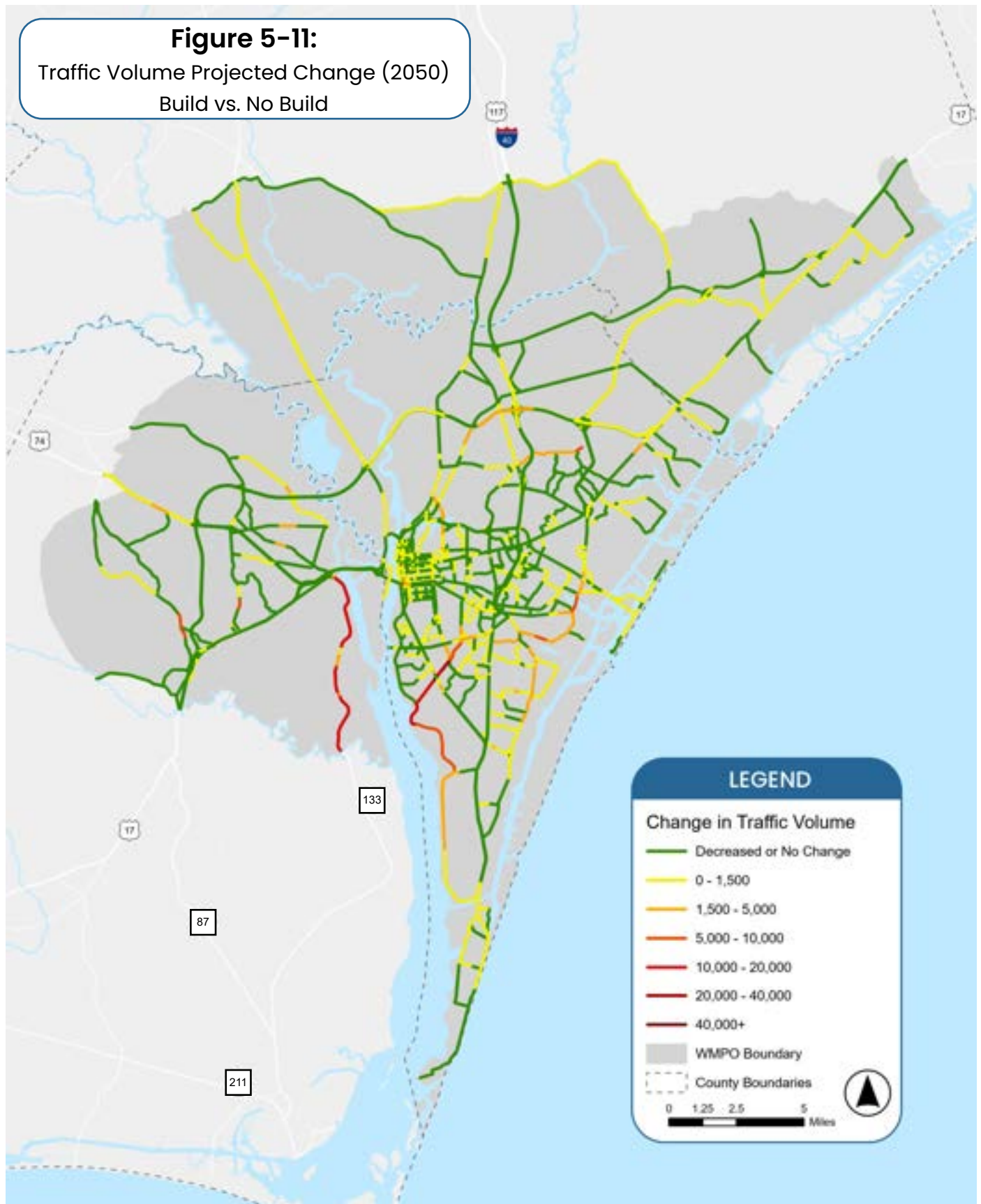


Figure 5-11:
Traffic Volume Projected Change (2050)
Build vs. No Build



Planning-Level Critical Resource Analysis

Assessing Impacts

The WMPO coordinated with state and local environmental agencies and professionals to ensure that natural resource considerations and disaster resilience were incorporated into *Cape Fear Navigating Change 2050*. NCDOT and members of the Metropolitan Transportation Plan Committee (MTPC), with expertise in environmental and emergency management, contributed to shaping the plan's vision and goals, and project screening process. They also reviewed the draft plan to confirm its alignment with key environmental priorities along with staff from the North Carolina Department of Environmental Quality (NCDEQ) and Federal Highway Administration (FHWA). This collaboration strengthens long-term regional resilience and supports consistency with broader planning efforts.

In support of this coordination, a planning-level, qualitative screening analysis of critical environmental and community resources was conducted to assess potential impacts of the fiscally constrained roadway project recommendations in this plan. For this analysis, project locations were overlaid onto a series of critical resource maps. Only resources with available GIS data were evaluated, consistent with the study's planning-level scope. Project encroachments into natural or community resources were identified and assigned a score from 0 to 3, reflecting the perceived degree of impact. The tables below and on the next page define the scoring parameters for factors within three categories: hydrologic, environmental, and community.

Table 5.3 - Impact Scores	
Perceived Degree of Impact	Score
No Impact	0
Minor Impact	1
Moderate Impact	2
Major Impact	3

Table 5.4 - Hydrologic Factors		
Score	Water Supply Watershed	Flood Hazard Area
0	not within 1/2 mile of water supply watershed	not within 1/4 mile of flood hazard area
1	within 1/2 mile of water supply watershed	within 1/4 mile of flood hazard area
2	within 1/4 mile of water supply watershed	passes through or along flood hazard area
3	passes through or along water supply watershed	predominately in flood hazard area

Score	Wetlands (NWI)	High Quality Waters	Water Bodies
0	not within 1/4 mile of wetlands	not within 1/2 mile of high quality waters	not within 1/2 mile of water bodies
1	within 1/4 mile of wetlands	within 1/2 mile of high quality waters	within 1/2 mile of water bodies
2	passes through or along wetlands	within 1/4 mile of high quality waters	within 1/4 mile of water bodies
3	predominately in wetlands	passes through or along high quality waters	passes through or along water body

Table 5.5 - Environmental Factors

Score	NPDES Discharge Site	Managed Areas	Natural Areas
0	not within 1/2 mile of a NPDES site	not within 1/2 mile of a managed area	not within 1/2 mile of a natural area
1	within 1/2 mile of a NPDES site	within 1/2 mile of a managed area	within 1/2 mile of a natural area
2	within 1/4 mile of a NPDES site	within 1/4 mile of a managed area	within 1/4 mile of a natural area
3	has more than 1 NPDES site in direct proximity	passes through or along a managed area	passes through or along a natural area

Table 5.6 - Community Factors

Score	Schools	Parks	State Owned Land	Federal Owned Land
0	not within 1/2 mile of a school	not within 1/2 mile of a park	not within 1/2 mile of state owned land	not within 1/2 mile of federally owned land
1	within 1/2 mile of a school	within 1/2 mile of a park	within 1/2 mile of state owned land	within 1/2 mile of federally owned land
2	within 1/4 mile of a school	within 1/4 mile a park	within 1/4 mile of state owned land	within 1/4 mile of federally owned land
3	has more than 1 school in direct proximity	passes through or along a park	passes through or along state owned land	passes through or along federally owned land

Each fiscally constrained roadway project is evaluated based on the hydrologic, environmental, and community factors listed previously. These scores are then added to determine a total score, and subsequent degree of impact for the project.

Table 5.7 - Comprehensive Perceived Impact Scores

Project's Perceived Impact on the Surrounding Environmental and Community Resources	Total Score
No Impact	0
Minor Impact	1-10
Moderate Impact	11-16
Major Impact	17+

These total scores are used to evaluate candidate projects and their potential impact on the environment. The information gained from this analysis allows proposed roadway alignments to be adjusted or refined to avoid or minimize environmental impacts. This screening process also allows for early identification of likely impacts and areas of uncertainty that will need to be investigated in more detail as a project moves forward in planning and design. Maps depicting the data sources utilized for the critical resource analysis can be found in beginning on page 113. These illustrate how fiscally constrained roadway projects identified in *Cape Fear Navigating Change 2050* intersect with hydrologic, environmental, community resources. All resource data is based on available GIS sources and should be considered approximate.



Table 5.8 - Perceived Project Impact Scores

Project ID	Project Name	Funding Band	Project Cost Estimate
RW-1	NC 133/River Rd SE Widening	2034-2040	\$113,500,000
RW-2	Cape Fear Memorial Bridge Replacement (Toll Option)	2034-2040	\$444,000,000
RW-3	Cape Fear Blvd/Canal Dr Roundabout	2041-2050	\$2,020,000
RW-5	N 23rd St Widening	2024-2028	\$7,400,000
RW-7	Basin St Extension	2041-2050	\$5,980,000
RW-8	Old Fayetteville Road Interchange at US 74/76 Interchange	2041-2050	\$116,800,000
RW-9	US 17/Hwy 87 Connection	2041-2050	\$56,830,000
RW-10	US 17/NC 133 Connection	2034-2040	\$41,500,000
RW-11	Village Rd/Lanvale Rd/Fletcher Rd Intersection Improvements	2024-2028	\$2,020,000
RW-12	Village Rd/Lincoln Rd Intersection Improvements	2041-2050	\$2,020,000
RW-13	Village Rd Streetscape	2041-2050	\$7,880,000
RW-14	Cedar Hill Rd Widening	2041-2050	\$35,590,000
RW-19	Ivester Ct/Eastbrook Connector	2041-2050	\$12,980,000
RW-20	Mt. Misery/Daniels Connector	2041-2050	\$7,180,000
RW-22	Park/Pine Valley/Brooklyn Connector West of North Navassa Road	2041-2050	\$4,140,000
RW-23	Ridge Rd Extension	2041-2050	\$4,430,000
RW-24	Sandy Ln Extension	2041-2050	\$3,520,000
RW-26	Victoria Ln Extension	2041-2050	\$1,300,000
RW-31	Upgrade US 74/76 to Interstate	2041-2050	\$68,300,000
RW-33	US 17 Reduced Conflict Intersections	2041-2050	\$74,800,000
RW-36	Blue Clay Rd Modernization	2041-2050	\$29,090,000
RW-37	Future Hampstead Bypass/Sidbury Rd Interchange	2034-2040	\$13,900,000
RW-39	I-140/Blue Clay Rd Interchange	2034-2040	\$69,200,000
RW-40	Mohican Trl/Masonboro Loop Rd Roundabout	2041-2050	\$2,020,000
RW-41	Murrayville Rd Modernization and Extension	2034-2040	\$141,700,000

Hydrologic					Environmental			Community				Total Score
Water Supply Watershed	Flood Hazard Area	Wetlands	High Quality Waters	Water Bodies	NPDES Discharge Site	Managed Areas	Natural Areas	Schools	Parks	State Owned Land	Federally Owned Land	
0	2	2	0	2	0	3	2	2	3	3	0	19
0	3	3	0	3	2	3	3	1	2	1	0	21
0	3	1	0	2	0	2	0	1	2	1	0	12
0	2	2	0	2	2	3	0	0	0	3	0	14
0	2	2	0	0	0	2	3	2	0	0	0	11
0	1	1	0	0	0	2	1	3	0	0	0	8
0	2	3	0	0	0	1	3	0	0	0	0	9
0	2	2	0	0	0	2	1	0	0	0	0	7
0	0	1	0	0	0	2	0	0	0	0	0	3
0	1	1	0	0	0	2	0	1	2	0	0	7
0	1	2	0	1	0	3	1	0	2	1	0	11
0	2	2	0	0	0	3	1	0	3	0	0	11
0	1	3	0	0	0	3	1	1	0	3	0	12
0	2	2	0	0	0	3	1	0	3	0	0	11
0	2	2	0	0	0	1	2	0	0	0	0	7
0	0	3	0	0	0	0	0	0	0	0	0	3
0	1	1	0	0	0	2	1	0	0	0	0	5
0	3	3	0	0	0	2	3	0	0	0	0	11
0	2	2	0	0	0	1	0	0	3	1	0	9
0	1	2	0	0	0	3	0	1	0	0	0	7
0	2	2	0	0	0	3	0	2	2	2	0	13
0	0	1	0	0	0	0	0	0	0	0	0	1
0	0	1	0	0	0	0	0	0	0	0	0	1
0	1	1	1	0	0	0	0	0	0	0	0	3
0	2	2	0	0	0	3	0	2	3	0	0	12

Table 5.8 Continued - Perceived Project Impact Scores

Project ID	Project Name	Funding Band	Project Cost Estimate
RW-43	Myrtle Grove Rd/Piner Rd/Masonboro Loop Rd Roundabout	2041-2050	\$2,020,000
RW-44	Navajo Trl/Masonboro Loop Rd Roundabout	2041-2050	\$2,020,000
RW-45	New Roadway Connector between Sidbury Rd and Holly Shelter Rd	2041-2050	\$15,500,000
RW-46	Piner Rd Widening and Intersection Realignment	2041-2050	\$15,300,000
RW-47	Sidbury Rd Widening	2041-2050	\$33,400,000
RW-48	US 17/US17 BUS/I-140 Interchange Improvements	2041-2050	\$19,510,000
RW-52	NC 210 Bridge - Harrison Creek	2041-2050	\$3,821,634
RW-53	NC 210 Bridge - Merricks Creek	2041-2050	\$4,062,150
RW-54	NC 210 Widening	2041-2050	\$22,950,000
RW-56	US 117/NC 210 Intersection Improvements	2041-2050	\$1,116,000
RW-57	US 17/NC 210 Intersection Improvements	2034-2040	\$1,160,000
RW-58	17th St Offset Lefts	2034-2040	\$577,500
RW-59	Barnards Creek Bridge	2041-2050	\$4,347,648
RW-61	Dogwood Ln Extension	2034-2040	\$22,700,000
RW-62	Greenville Loop Rd Widening	2041-2050	\$146,600,000
RW-63	Independence Blvd Widening	2041-2050	\$19,401,274
RW-64	Market St Road Diet	2041-2050	\$39,600,000
RW-65	Peele St Extension	2041-2050	\$3,438,195
RW-66	River Rd Widening	2041-2050	\$6,170,955
RW-71	Oleander Dr Access Management Improvements	2034-2040	\$145,500,000
RW-72	US 17 (Ocean Highway) Access Management	2041-2050	\$60,900,000
RW-73	US 74/NC 133 Merge Lane Widening	2041-2050	\$30,800,000
RW-67 (U-4738)	Cape Fear Crossing	2050+	\$956,300,000

Hydrologic					Environmental			Community				Total Score
Water Supply Watershed	Flood Hazard Area	Wetlands	High Quality Waters	Water Bodies	NPDES Discharge Site	Managed Areas	Natural Areas	Schools	Parks	State Owned Land	Federally Owned Land	
0	0	1	0	0	0	2	0	1	1	0	0	5
0	1	1	1	0	0	0	0	0	0	0	0	3
0	0	2	0	0	0	0	0	0	0	2	0	4
0	1	2	1	0	0	2	0	3	2	0	0	11
0	2	2	0	0	2	2	0	3	0	0	0	11
0	0	1	0	0	0	2	0	0	0	0	0	3
0	3	3	0	0	0	1	3	0	0	0	0	10
0	3	3	0	0	0	0	3	0	0	0	0	9
0	1	2	0	0	2	3	0	0	0	0	0	8
0	0	1	0	0	0	0	2	0	0	0	0	3
0	0	1	0	0	2	0	0	0	0	0	0	3
0	0	2	0	0	0	3	3	3	3	0	0	14
0	3	3	0	2	0	0	3	0	0	0	0	11
0	3	2	0	3	0	2	0	1	2	0	0	13
0	2	2	0	2	0	3	0	2	2	0	0	13
0	3	2	0	2	0	2	2	0	2	0	0	13
0	2	2	0	2	1	3	2	3	3	3	0	21
0	0	1	0	0	0	3	0	1	1	0	0	6
0	2	2	0	2	0	1	3	1	1	1	0	13
0	1	2	0	1	0	1	0	2	3	0	0	10
0	2	2	0	0	0	3	0	0	0	0	0	7
0	3	3	0	2	0	3	3	1	1	3	0	19
0	2	2	0	3	3	1	3	0	1	1	0	16



Figure 5-12:
Hydrologic Factors

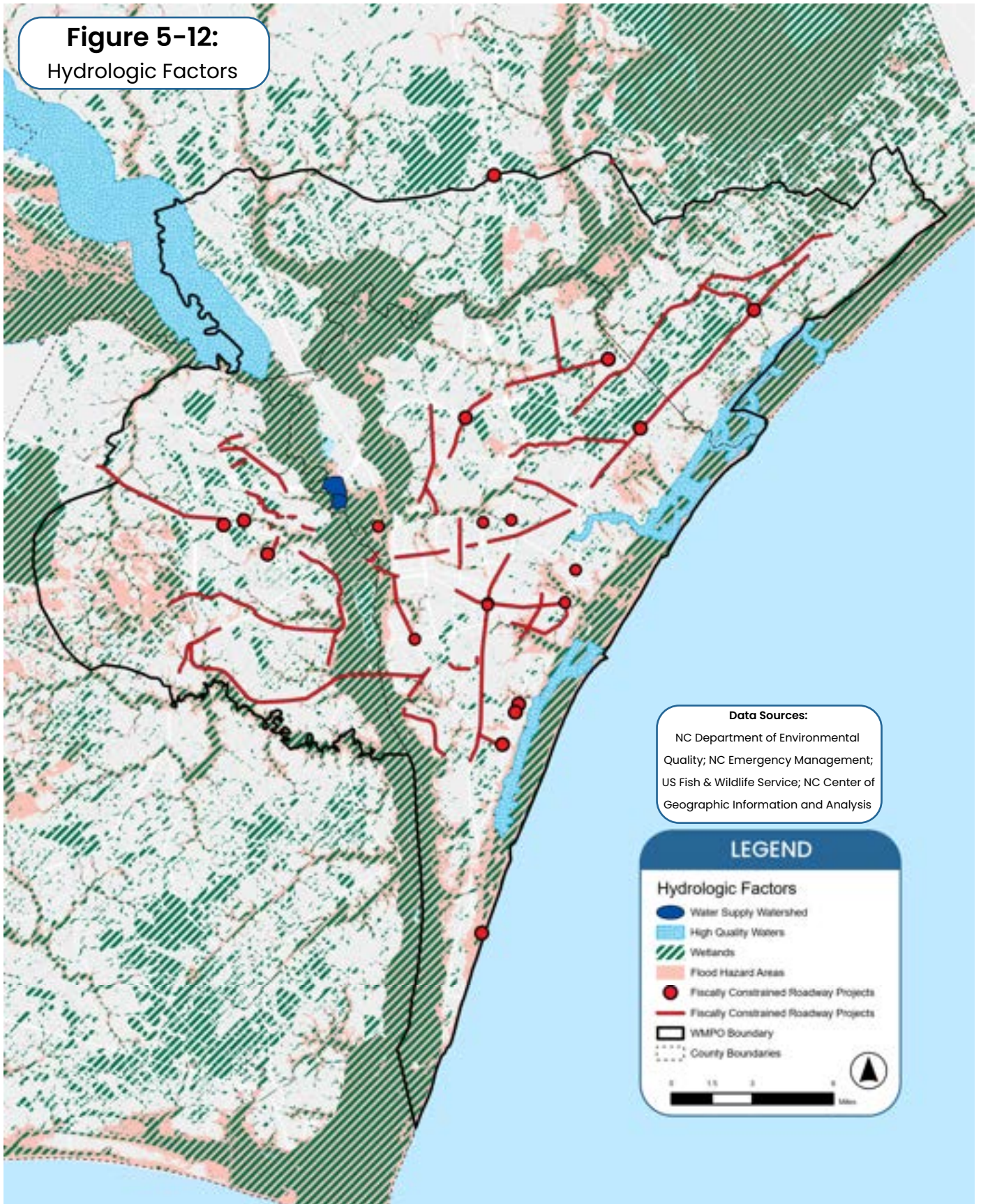


Figure 5-13:
Environmental Factors

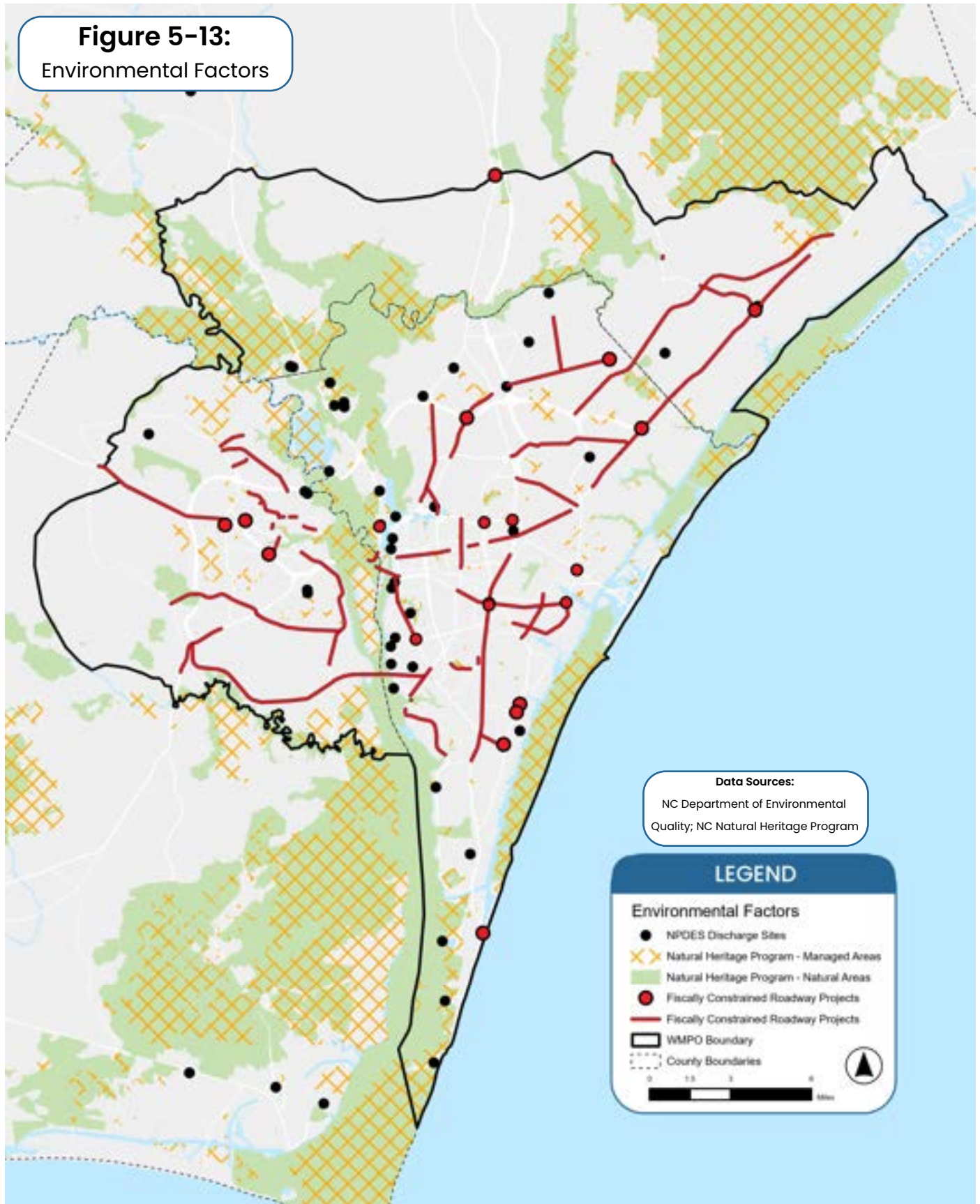
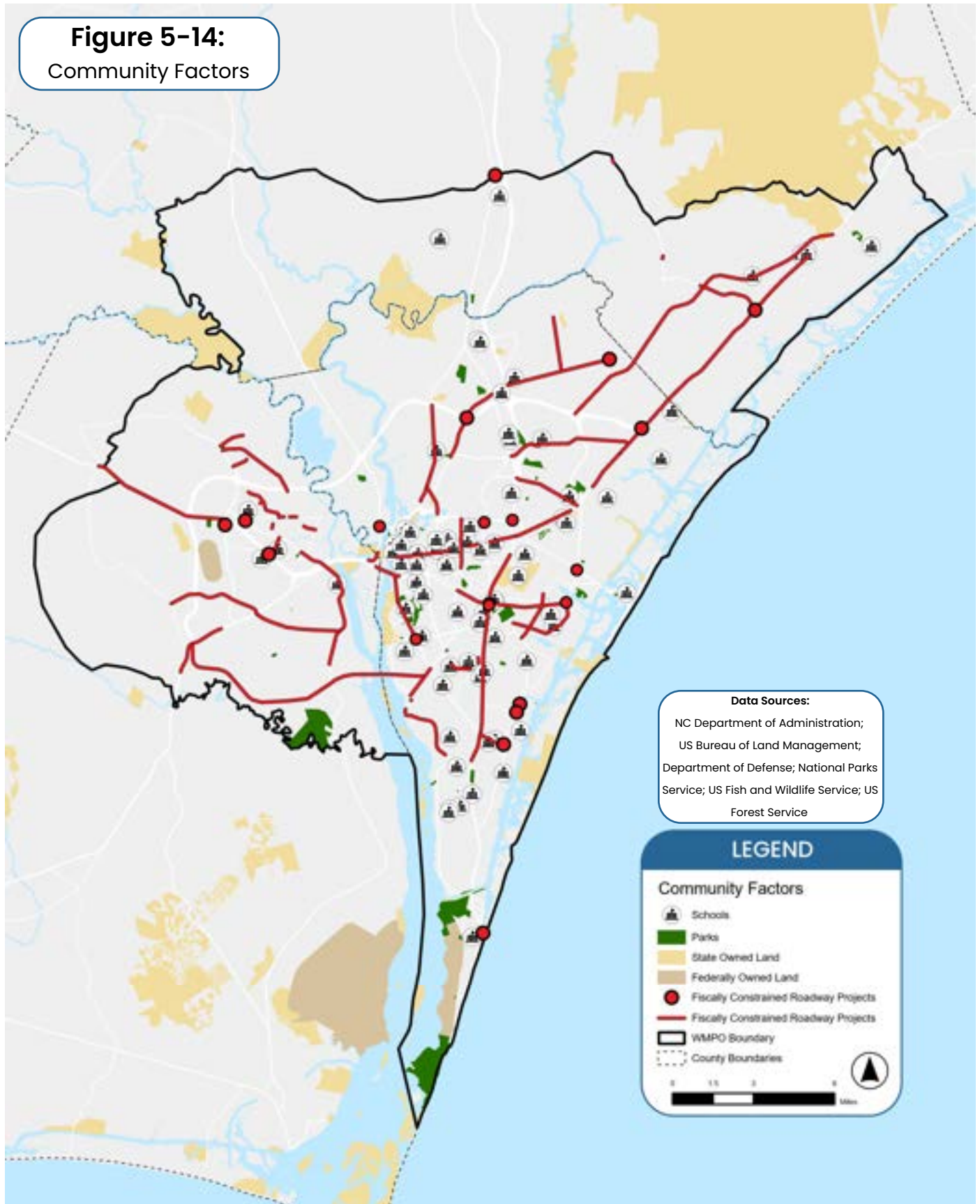


Figure 5-14:
Community Factors



Impact and Mitigation Activities

Since the transportation planning activities of the WMPO are regional in scope, this environmental mitigation discussion does not focus on individual projects within the plan but rather offers a summary of environmentally sensitive areas. The WMPO conducts these analyses to identify conflicts between planned transportation projects and environmentally sensitive areas in an effort to minimize negative impacts that a project may have on natural resources.

The greatest potential environmental impacts of transportation projects being constructed in North Carolina's coastal plain are on wetlands, floodplains, and other hydrologic features. Other common potential environmental impacts include habitat fragmentation and loss of forest land. Beyond the ecological impacts, the human environment also requires careful monitoring to mitigate any adverse effects on the community, such as an increase in noise or light pollution, bisection of communities, the loss of cultural or historical elements, or reduced accessibility to businesses. All recommended projects within *Cape Fear Navigating Change 2050* should continue to be evaluated for any and all environmental and social impacts.

Mitigation Method Examples by Potential Impact

Air Quality  • Adopt air quality standards • Energy efficient incentive program	Wetlands  • Wetland restoration • Preservation of wetlands	Species  • Construct overpasses with vegetation • Design measures	Habitats  • Preservation • Creation of new habitats
Light  • Direction of lighting • Low-level lighting	Noise  • Noise barriers • Planting trees	Viewshed  • Vegetation and landscaping • Screening	Farmland  • Agricultural conservation easement • Compensation
Archaeological  • Archaeological excavation • Design modifications	Community  • Aesthetic enhancements • Traffic calming	Parks  • Replace impaired functions • Dedicate land for conservation	Historic Sites  • Relocation of historical property • Photo documentation

The WMPO is committed to developing transportation projects which avoid or minimize impacts on the natural and built environment. Preserving the natural and built environment is essential for maintaining the quality of life for which our region is known for. Projects should be considered on an individual basis and assessed for all potential impacts. The assessment contained within this section offers a high level, first look analysis of the potential impacts a project may have. The WMPO strongly encourages the use of this analysis during the early stages of project development.

If impacts are unavoidable, and cannot be minimized, mitigation measures should be implemented. It is critical to determine which mitigation measures may be necessary early in the planning and design phases to avoid potential project stoppage or delays once a project is under construction.

Public Outreach Phase II Summary

Public input is a critical component of transportation planning and was central to the development of *Cape Fear Navigating Change 2050*. Two phases of public input were launched as part of the planning process, with Phase I occurring as part of the existing conditions analysis. Phase II occurred following the release of the draft plan and sought to ensure the document reflected regional needs and priorities and was in alignment with what was heard during Phase I.

The WMPO released a draft of *Cape Fear Navigating Change 2050* on May 28, 2025, and opened a public comment period running through June 27, 2025, giving the community a chance to review the draft and provide feedback on the final plan.

During the 30-day public comment period, WMPO staff solicited feedback on the draft through multiple channels. The WMPO received a total of 57 comments from citizens and external agencies or organizations. All comments were compiled and reviewed by WMPO staff to develop recommendations regarding necessary revisions and updates to the draft plan.

The majority of comments submitted resulted in clerical changes, including contextual clarifications, mapping updates, and correcting typographical errors. A few comments resulted in proposed additional content, including adding more details on existing conditions and the plan development process. No public comments resulted in changes to the modal project lists.



Clockwise from top left: MTP advertisement; MTP one-pager; WMPO staff connecting with residents during MTP outreach at the Leland Hurricane Expo; WMPO staff on site for MTP outreach at the Carolina Beach Farmers Market.



See Appendix C for more information on public outreach throughout the planning process.

Sources

- The Wilmington Regional Travel Demand Model
- 2020 Decennial Census data
- 2021 Certificate of Occupancy data
- North Carolina Department of Environmental Quality: https://data-ncdenr.opendata.arcgis.com/datasets/fb32d3871a5640a986b72087c4121125_0/explore
- North Carolina Emergency Management: https://www.nconemap.gov/datasets/3a2a84ccaa824fb6a87087553bf25f92_2/explore
- United States Fish and Wildlife Service: <https://www.fws.gov/program/national-wetlands-inventory/download-state-wetlands-data>
- North Carolina Department of Environmental Quality: https://data-ncdenr.opendata.arcgis.com/datasets/c861cd03ebe245f38c88304a1ebe4ed1_0/explore
- North Carolina Center for Geographic Information and Analysis: <https://www.nconemap.gov/datasets/nconemap::major-hydrography-streams-rivers/explore>
- North Carolina Department of Environmental Quality: https://data-ncdenr.opendata.arcgis.com/datasets/cd70229f8b1f407caa28c2586857c5f4_0/explore
- North Carolina Natural Heritage Program: <https://ncnhde.natureserve.org/content/data-download>
- North Carolina Department of Administration: https://www.nconemap.gov/datasets/fcb3d26b5a644d78805678203153f15d_0/explore
- Esri, United States Bureau of Land Management, United States Department of Defense, National Parks Service, United States Fish and Wildlife Service, US Forest Service: https://services.arcgis.com/P3ePLMYs2RVChkXj/arcgis/rest/services/USA_Federal_Lands/FeatureServer
- Mitigation Measures
The mitigation measures are derived from the Compensatory Mitigation Measures set by the EPA in the 1990 Memorandum of Agreement between the EPA and Army, as well as the Clean Water Act, specifically section 404.





6

The Roadmap to 2050

Table of Contents

1. Fiscally Constrained Roadway Projects
2. Non-Highway Priority Projects
3. Modal Policies

Fiscally Constrained Roadway Priority Projects

Federal law requires metropolitan transportation plans to be fiscally constrained, meaning that the projects listed within the plan can be reasonably funded with expected revenues over the lifetime of the plan. *Cape Fear Navigating Change 2050* fiscally constrained the roadway modal projects using a redline analysis, in which projects were prioritized and then placed into different funding bands from 2025-2050. The goal of this activity was to ensure that the plan prioritizes projects that are regionally significant, balancing this with the desire to fund as many projects as possible. It is important to note that the funding bands reflect anticipated traditional revenue sources only and do not include alternative funding such as discretionary grants or local contributions.

Funding Horizon

A project's placement within a specific funding band does not prevent it from being accelerated through other funding mechanisms or from being reprioritized within a reasonable timeframe if regional needs change. Additionally, the STIP, which is developed with a 10-year planning horizon, illustrates how funding decisions are often made well in advance. As a result, projects already programmed in the STIP tend to appear in earlier funding bands. This is because the STIP serves as the primary mechanism for funding and programming MTP projects for delivery. In contrast, projects that were fiscally constrained through this MTP generally fall into later-year funding bands, reflecting their position outside the current STIP cycle and the long-term nature of transportation planning and funding. Despite not yet being included in the STIP, these fiscally constrained projects remain vital to the region's transportation goals, with their later placement highlighting the time, coordination, and resources necessary to advance projects from planning through implementation.

Capital vs. Operations & Maintenance Projects and Funding

The fiscally constrained project list represents capital projects that involve significant investments to expand or improve the transportation network. In contrast, maintenance projects are designed to preserve the existing transportation system and keep it functioning properly. Maintenance projects typically do not require the same competitive prioritization process as capital projects, as they are essential ongoing activities to sustain the infrastructure. This distinction ensures that major improvements receive priority funding while maintenance needs continue to be addressed consistently.

The MTP's fiscally constrained project list on the following pages prioritizes capital investments, but that does not diminish the need for ongoing maintenance and preservation efforts. The area's low-lying coastal geography demands continuous attention to the replacement of aging structures, particularly bridges that serve as lifelines to surrounding communities. The Heide Trask Bridge and the Snow's Cut Bridge, which provide the only points of access to Wrightsville Beach and Pleasure Island, are two such examples. Both bridges are planned for replacement without added capacity and are more reflective of maintenance and preservation efforts, which are largely supported through separate maintenance specific funding programs outside of the capital prioritization process. Even so, their role in supporting multimodal travel and providing safe evacuation routes highlights the continued necessity of such investments. Maintenance projects may follow a different path to implementation, but they remain core to the functionality and reliability of the transportation system.



See Appendix D for fiscal constraint information, Appendix J for project descriptions, and Appendix N for non-fiscally constrained roadway projects.



 **Fiscally Constrained**
Projects programmed in 2024-2033
STIP, 2026-2035 STIP

 **Fiscally Constrained**
MTP Projects

Table 6.1 - Fiscally Constrained Roadway Project List

Project ID	Project Name	Project Type	From	To	Funding Band	Project Cost (2024 \$)
R-3300A	Hampstead Bypass (I of II)	New Road at New Location	US 17 Bypass south of Hampstead	NC 210	2024-2028	\$228,340,000
R-3300B	Hampstead Bypass (II of II)	New Road at New Location	NC 210	US 17 north of Hampstead	2024-2028	\$215,048,000
U-3338C	Kerr Avenue and Martin Luther King Jr. Parkway Interchange	New Interchange	N/A	N/A	2024-2028	\$26,800,000
U-4434	Independence Boulevard Extension	New Road at New Location	Randall Pkwy	US 74 (MLK Jr. Pkwy)	2024-2028	\$220,934,000
U-4902B	US17 BUS/Market Street Access Management Improvements (I of III)	Access Management Improvements	1. CSX Railroad 2. Jacksonville St	1. Cinema Dr 2. US 117/NC 132 (S. College Rd)	2024-2028	\$22,650,000
U-4902C	US17 BUS/Market Street Access Management Improvements (II of III)	Access Management Improvements	North of US 117/NC 132 (S. College Rd)	Station Rd	2024-2028	\$112,000,000
U-4902D	US17 BUS/Market Street Access Management Improvements (III of III)	Access Management Improvements	SR 1403 (Middle Sound Loop Rd)	SR 2290 (Mendenhall Dr)/ SR 2734 (Marsh Oaks Dr)	2024-2028	\$16,368,000
U-5710	US 74/Eastwood Road and Military Cutoff Road Interchange	New Interchange	N/A	N/A	2024-2028	\$63,732,000
U-5729 REG	US 421/Carolina Beach Road Upgrade	Access Management Improvements	SR 1140 (Burnett Blvd)	US 117 (Shipyard Blvd)	2024-2028	\$43,920,000
U-5729 SW	US 421/Carolina Beach Road Upgrade Intersection Improvement	Intersection Improvements	N/A	N/A	2024-2028	\$10,980,000
U-5731	US 74/NC 133/Isabel Holmes Bridge Flyovers	New Interchange	N/A	N/A	2024-2028	\$14,140,000
U-5734	US 421/Front Street Widening	Road Widening	Cape Fear Memorial Bridge	SR 1140 (Burnett Blvd)	2024-2028	\$31,600,000
U-5790	US 421/Carolina Beach Road Widening and Intersection Improvements	Road Widening, Intersection Improvements	NC 132 (S. College Rd)	SR 1187 (Sanders Rd)	2024-2028	\$32,991,000
U-5792	US 74/Martin Luther King Jr. Parkway and US 117/NC 132/ College Road Interchange	New Interchange	N/A	N/A	2024-2028	\$135,600,000
U-6128	US 17/76/Oleander Drive and Greenville Loop/Greenville Avenue Intersection Improvements	Intersection Improvements	N/A	N/A	2024-2028	\$7,900,000
U-6199*	Wilmington Citywide Signal System	Technology Improvements	N/A	N/A	2024-2028	\$16,411,000

Table 6.1 - Fiscally Constrained Roadway Project List

Project ID	Project Name	Project Type	From	To	Funding Band	Project Cost (2024 \$)
U-6201	Kerr Avenue Extension	New Road at New Location	SR 1411 (Wrightsville Ave)	US 17/76 (Oleander Dr)	2024-2028	\$9,098,000
U-6202	Gordon Road Widening	Road Widening	US 17 BUS (Market St)	I-40	2024-2028	\$54,628,000
U-5702A	US 117/NC 132/College Road Access Management Improvements (I of II)	Access Management Improvements	SR 1272 (New Centre Dr)	US 117 (Shipyard Blvd)	2029-2033	\$94,500,000
U-5704	US 17/76/Oleander Drive and US 117/NC 132/College Road Interchange	New Interchange	N/A	N/A	2029-2033	\$65,508,373
U-5732	US 17/NC 210 Reduced Conflict Intersections	Access Management and Intersection Improvements	SR 1582 (Washington Acres Rd)	Vista Ln	2029-2033	\$149,982,819
U-5702B	US 117/NC 132/College Road Access Management Improvements (II of II)	Access Management Improvements	US 117 (Shipyard Blvd)	US 421 (Carolina Beach Rd)	2034-2040	\$56,632,000
U-5863	NC 133/Castle Hayne Road Widening	Road Widening	I-140/US 17 Bypass	SR 1310 (Division Dr)	2034-2040	\$35,400,000
RW-5	N. 23 Street Widening	Road Widening	US 74 (MLK Jr. Pkwy)	NC 133 (Castle Hayne Rd)	2024-2028	\$7,400,000
RW-11	Village Road/Lanvale Road/Fletcher Road Intersection Improvements	Traffic Signal	N/A	N/A	2024-2028	\$2,020,000
RW-2**	Cape Fear Memorial Bridge Replacement (Toll Option)	Bridge Replacement, Road Widening	US 421	5th Ave	2034-2040	\$444,000,000
RW-41	Murrayville Road Modernization and Extension	Modernization, New Road at New Location	US 117/NC 132 (N. College Rd)	US 17 BUS (Market St)	2034-2040	\$141,700,000
RW-1	NC 133/River Road SE Widening	Road Widening	US 17/74/76	Rabon Wy SE	2034-2040	\$113,500,000
RW-39	I-140/Blue Clay Road Interchange	New Interchange	N/A	N/A	2034-2040	\$69,200,000
RW-10	US 17/NC 133 Connection	New Road at New Location	US 17	NC 133	2034-2040	\$41,500,000
RW-61	Dogwood Lane Extension	New Road at New Location	Pine Grove Rd	SR 1411 (Wrightsville Ave)	2034-2040	\$22,700,000
RW-71	Oleander Drive Access Management Improvements	Access Management Improvements	SR 1209 (Independence Blvd)	Greenville Loop Rd	2034-2040	\$145,500,000
RW-37	Future Hampstead Bypass/Sidbury Road Interchange	New Interchange	N/A	N/A	2034-2040	\$13,900,000
RW-57	US 17/NC 210 Intersection Improvements	Intersection Improvements	N/A	N/A	2034-2040	\$1,160,000

Table 6.1 - Fiscally Constrained Roadway Project List

Project ID	Project Name	Project Type	From	To	Funding Band	Project Cost (2024 \$)
RW-72	US 17 (Ocean Highway) Access Management	Access Management Improvements	SR 1732 (Carol-Lynn Rd NE)	SR 1701 (Zion Church Rd NE)	2041-2050	\$60,900,000
RW-8	Old Fayetteville Road Interchange at US 74/76	New Interchange	N/A	N/A	2041-2050	\$116,800,000
RW-9	US 17/Highway 87 Connection	New Road at New Location	US 17 (Ocean Hwy E)	NC 87 (Maco Rd NE)	2041-2050	\$56,830,000
RW-47	Sidbury Road Widening	Road Widening	I-40	Future 417/ Hampstead Bypass Interchange (RW-39)	2041-2050	\$33,400,000
RW-33	US 17 Reduced Conflict Intersections	Access Management Improvements, Intersection Improvements	SR 2734 (Marsh Oaks Dr)	SR 1582 (Washington Acres Rd)	2041-2050	\$74,800,000
RW-7	Basin Street Extension	New Road at New Location	SR 1437 (Old Fayetteville Rd)	SR 1472 (Village Rd NE)	2041-2050	\$5,980,000
RW-24	Sandy Lane Extension	New Road at New Location	Trestle Wy	Sandy Ln	2041-2050	\$3,520,000
RW-62	Greenville Loop Road Widening	Road Widening	Pine Grove Dr	US 17/76 (Oleander Dr)	2041-2050	\$146,600,000
RW-19	Ivester Court/Eastbrook Connector	New Road at New Location	Seaboard Industrial Park Dr	Sandy Ln Extension (RW-19)	2041-2050	\$12,980,000
RW-22	Park Avenue/Pine Valley Drive/Brooklyn Street N. Navassa Road Connector	New Road at New Location	Pine Valley Rd	SR 1435 (N. Navassa Rd)	2041-2050	\$4,140,000
RW-26	Victoria Lane Extension	New Road at New Location	Terminus of Victoria Ln	Sturgeon Dr NE	2041-2050	\$1,300,000
RW-65	Peel St Extension	New Road at New Location	Existing Terminus	Bragg Dr	2041-2050	\$3,438,195
RW-13	Village Road Streetscape	Streetscape Improvements	US 17/74/76 (Diverging Diamond)	Town Hall Dr	2041-2050	\$7,880,000
RW-46	Piner Road Widening and Intersection Realignment	Road Widening, Intersection Improvements	NC 132 (S. College Rd)	SR 1492 (Myrtle Grove Rd)	2041-2050	\$15,350,000
RW-64	Market Street Road Diet	Road Diet	3rd St	Colonial Dr	2041-2050	\$39,600,000
RW-66	River Road Widening	Road Widening	Pier Master Pt	Motts Creek	2041-2050	\$6,170,955
RW-73	US 74/NC 133 Merge Lane Widening	Interchange Improvement	US 421 SB	US 17/76 WB	2041-2050	\$30,800,000
RW-31	Upgrade US 74/76 to Interstate	Upgrade to Interstate Standards, Access Management Improvements	NC 87 (Maco Rd NE)	SR 1426 (Mt. Misery Rd)	2041-2050	\$68,300,000

Table 6.1 - Fiscally Constrained Roadway Project List

Project ID	Project Name	Project Type	From	To	Funding Band	Project Cost (2024 \$)
RW-48	US 17/US17 BUS/I-140 Interchange Improvements	Interchange Improvements	N/A	N/A	2041-2050	\$19,510,000
RW-58	17th Street Offset Lefts	Intersection Improvements	George Anderson Dr	St. Andrews Dr	2041-2050	\$577,500
RW-63	Independence Boulevard Widening	Road Widening	US 421 (Carolina Beach Rd)	River Rd	2041-2050	\$19,401,274
RW-45	Sidbury Road and Holly Shelter Road Connector	New Road at New Location	SR 1002 (Holly Shelter Rd)	SR 1336 (Sidbury Rd)	2041-2050	\$15,500,000
RW-20	Mt. Misery Road/Daniels Road Connector	New Road at New Location	SR 1426 (Mt. Misery Rd)	Daniels Rd	2041-2050	\$7,180,000
RW-23	Ridge Road Extension	New Road at New Location	SR 1426 (Mt. Misery Rd)	Ridge Rd	2041-2050	\$4,430,000
RW-14	Cedar Hill Road Widening	Road Widening	SR 1426 (Mt. Misery Rd)	I-140	2041-2050	\$35,590,000
RW-36	Blue Clay Road Modernization	Modernization	SR 1175 (Kerr Ave)	US 117/NC 132 (N. College Rd)	2041-2050	\$29,090,000
RW-12	Village Road/Lincoln Road Intersection Improvements	Roundabout	N/A	N/A	2041-2050	\$2,020,000
RW-43	Myrtle Grove Road/Piner Road/Masonboro Loop Road Roundabout	Roundabout	N/A	N/A	2041-2050	\$2,020,000
RW-52	NC 210 Bridge - Harrison Creek	Bridge Replacement	N/A	N/A	2041-2050	\$3,821,634
RW-40	Mohican Trail/Masonboro Loop Road Roundabout	Roundabout	N/A	N/A	2041-2050	\$2,020,000
RW-44	Navaho Trail/Masonboro Loop Road Roundabout	Roundabout	N/A	N/A	2041-2050	\$2,020,000
RW-53	NC 210 Bridge - Merricks Creek	Bridge Replacement	N/A	N/A	2041-2050	\$4,062,150
RW-54	NC 210 Widening	Road Widening	US 17	Future NC 417 (Hampstead Bypass)	2041-2050	\$22,950,000
RW-56	US 117/NC 210 Intersection Improvements	Intersection Improvements	N/A	N/A	2041-2050	\$1,116,000
RW-59	Barnards Creek Bridge Replacement	Bridge Replacement, Road Widening	N/A	N/A	2041-2050	\$4,347,648
RW-3	Cape Fear Boulevard/ Canal Drive Roundabout	Roundabout	N/A	N/A	2041-2050	\$2,020,000
RW-67 (U-4738)**	Cape Fear Crossing (Toll Option)	New Bridge at New Location	N/A	N/A	2050+	\$956,300,000

*Not shown on map for clarity (projects with multiple locations or no fixed location).

**Only forecasted toll revenues considered during fiscal constraint analysis.

Figure 6-1:

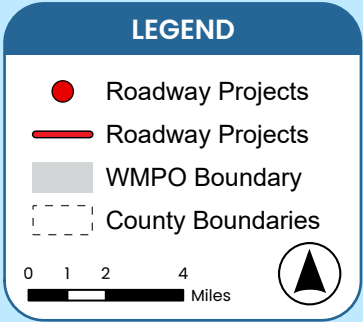


Figure 6-2:

Fiscally Constrained Roadway Projects
Central New Hanover County

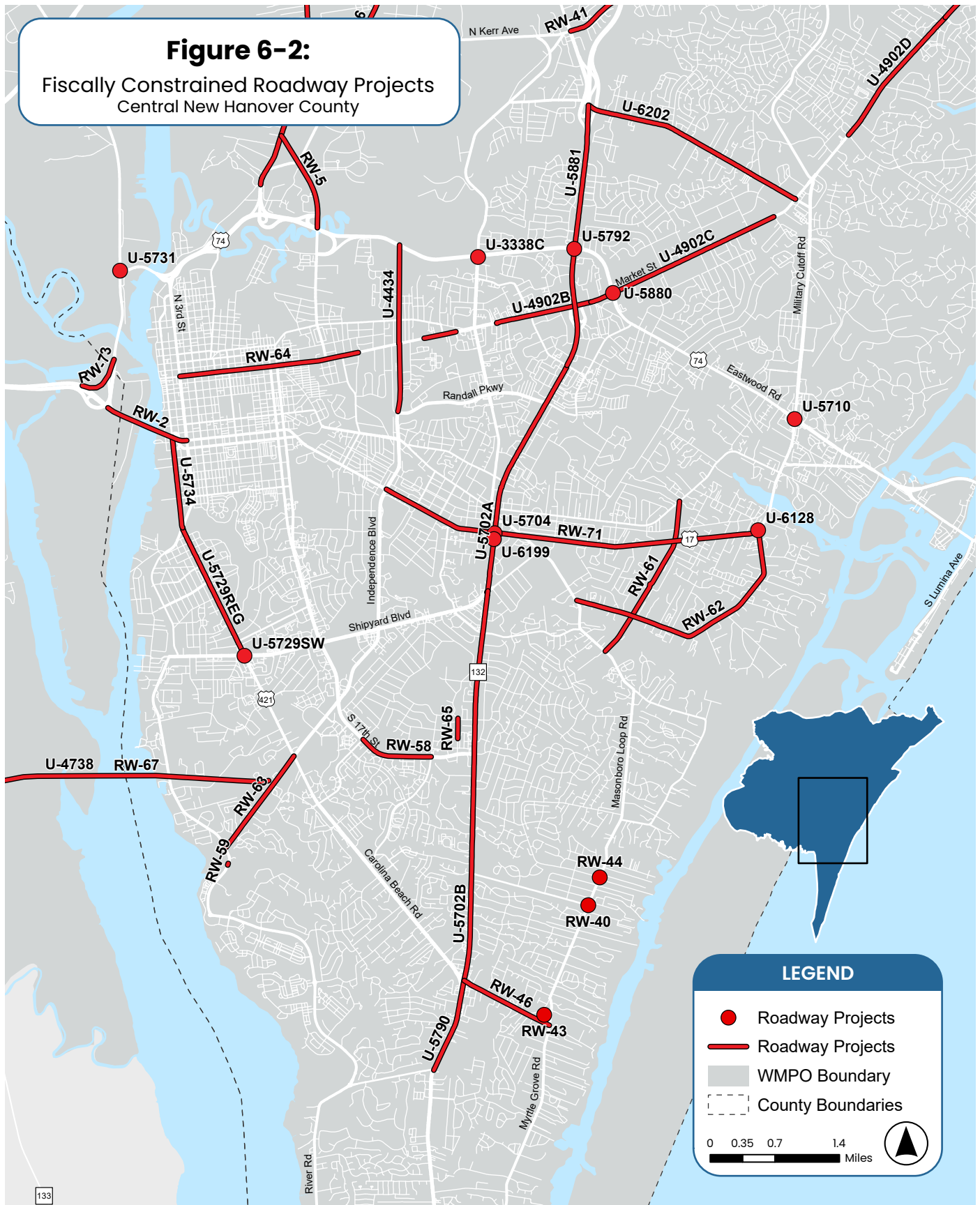




Figure 6-3:

Fiscally Constrained Roadway Projects
Brunswick County

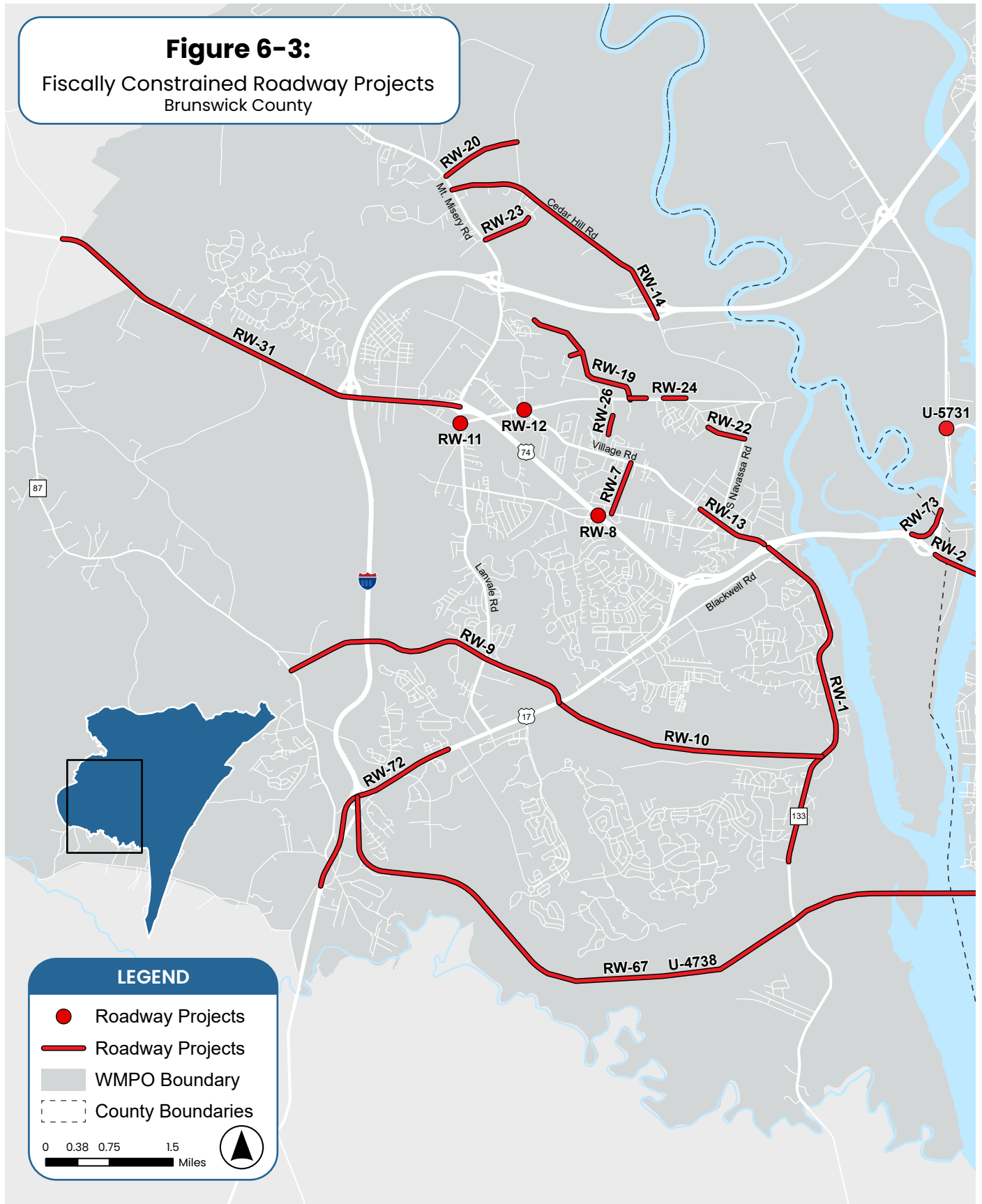
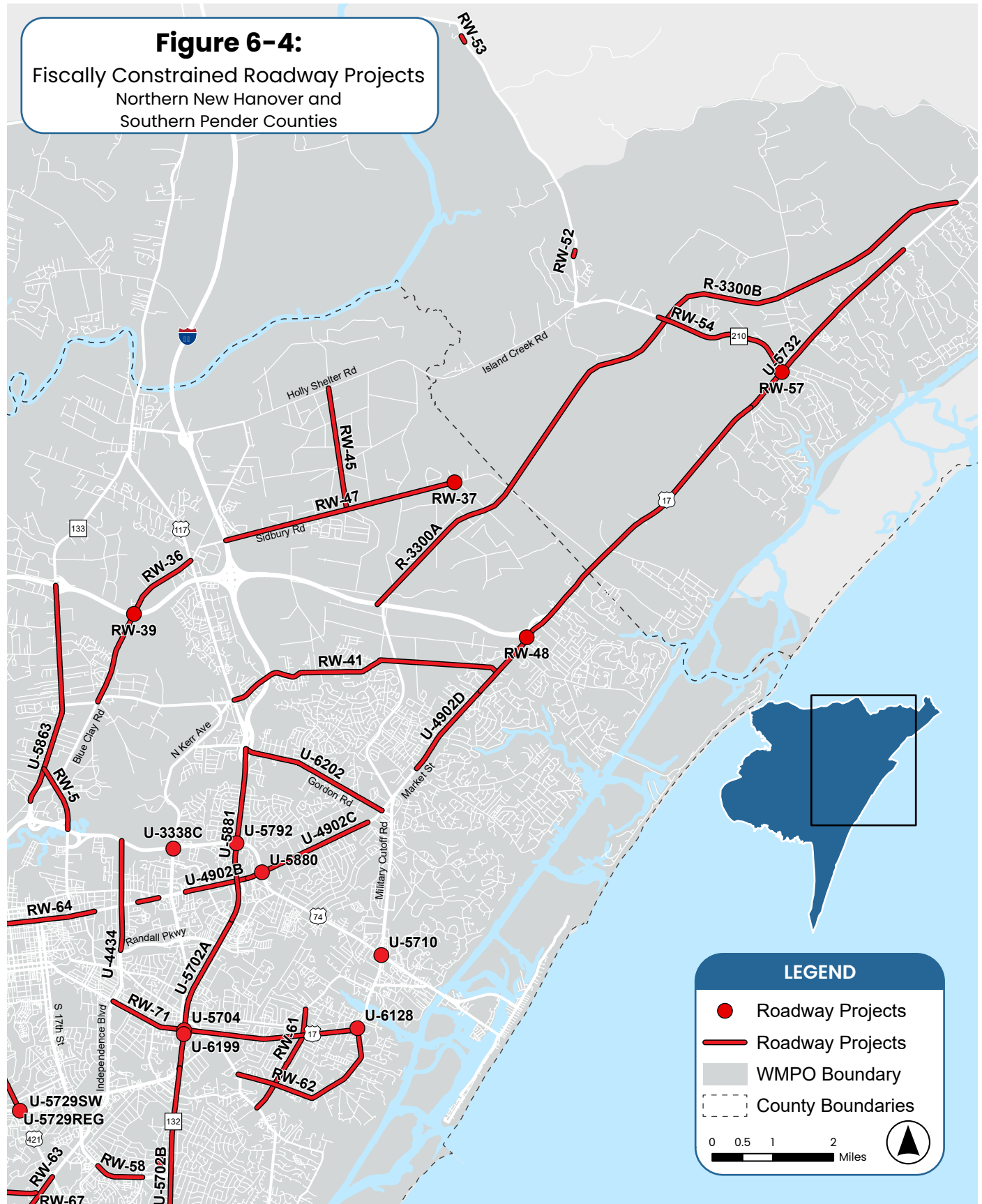


Figure 6-4:

Fiscally Constrained Roadway Projects
Northern New Hanover and
Southern Pender Counties



Non-Highway Priority Projects

Bicycle and Pedestrian

Table 6.2 - Top 30 Bicycle and Pedestrian Priority Projects

Project ID	Project Name	Project Type	From	To	Project Cost (2024 \$)
BP-102	Shipyards Blvd MUP Phase 3	10' Paved MUP	17th St	Carolina Beach Rd	\$2,738,000
BP-100	Shipyards Blvd MUP Phase 1	10' Paved MUP	S. College Rd	Independence Blvd	\$4,530,000
BP-88	Downtown Greenway Phase 1	10-12' Paved MUP	N. 3rd St	Archie Blue Park	\$5,525,000
BP-95	New Centre Dr Sidewalks	5' Sidewalks on both sides of road	Market St	S. College Rd	\$878,000
BP-104	Wilshire Blvd Sidewalks	5' Sidewalks on both sides of road	Wrightsville Ave	S. Kerr Ave	\$3,122,000
BP-92	Greater Downtown Bike/Ped Improvements (Castle St Primary)	5' Bike Lanes and Pedestrian Improvements	Colwell Ave	Front St	\$1,902,000
BP-90	Downtown Greenway Phase 3	10-12' Paved MUP	Market St	Forest Hills Elementary School	\$3,108,000
BP-103	Shipyards Blvd MUP Phase 4	10' Paved MUP	Carolina Beach Rd	River Rd	\$2,991,000
BP-94	Medical Center Dr Sidewalks	5' Sidewalks on both sides of road	Wisteria Dr	17th St	\$846,000
BP-86	23rd St Sidewalks	5' Sidewalk	Princess Place Dr	Scientific Park Dr	\$1,260,000
BP-101	Shipyards Blvd MUP Phase 2	10' Paved MUP	Independence Blvd	S. 17th St	\$2,270,000
BP-72	S. College Rd Phase 1 MUP	10' Paved MUP	S. 17th St	Monkey Junction	\$7,687,000
BP-83	US 17 MUP	8-10' Paved MUP	New Hanover County Line	Cornel Ln	\$34,654,000
BP-63	Masonboro Loop Rd MUP Phase 2	10' Paved MUP	Mohican Trl	Monkey Junction	\$7,076,000
BP-115	Waynick Blvd MUP	10' MUP	Sunset Ave	Causeway Dr	\$4,903,000
BP-19	Harper Ave MUP	8-10' MUP on southern ROW	Dow Rd	Lake Park Blvd	\$2,797,000
BP-74	Sidbury Rd MUP	10' Paved MUP	N. College Rd	Market St	\$24,084,000
BP-23	Spartanburg Ave Sidewalks	5' Sidewalk on one or both sides of road	Island Greenway	Lake Park Blvd	\$1,249,000
BP-53	Carolina Beach Rd Phase 2 MUP	10' Paved MUP	Sanders Rd	Halyburton Memorial Pkwy	\$4,314,000
BP-55	Carolina Beach Rd South Phase 4 MUP	10' Paved MUP	Myrtle Grove Rd	Snow's Cut Bridge	\$6,291,000

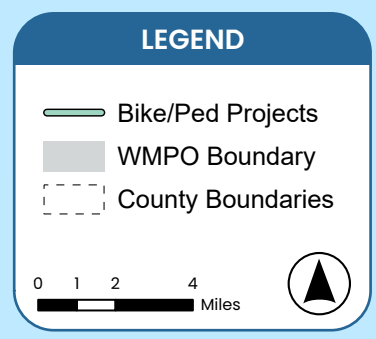
Table 6.2 - Top 30 Bicycle and Pedestrian Priority Projects

Project ID	Project Name	Project Type	From	To	Project Cost (2024 \$)
BP-65	Middle Sound Loop Rd MUP Phase 2	10' Paved MUP	Anchors Bend Way	Ogden Elementary	\$6,707,000
BP-98	Riverwalk Freedom Walk Connector	14' concrete walk with brick accents, 14' pile supported walkway, railing, lighting, electrical service and wiring, amenities, and gazebo	Sawmill Point apartments	1898 Park	N/A
BP-89	Downtown Greenway Phase 2	10-12' Paved MUP	Archie Blue Park	Market St	\$5,196,000
BP-106	Causeway Dr MUP	10' MUP	W. Salisbury St	Waynick Blvd	\$3,301,000
BP-107	Causeway Dr Sidewalk	5' Sidewalk	Seacrest Dr	Coral Dr	\$828,000
BP-56	Carolina Beach Road West MUP with Mateo Dr & Silver Lake Rd Signalized Crossings	10' Paved MUP & Signalized Pedestrian Crosswalks	COW/NHC City County Line	Antoinette Rd	\$4,691,000
BP-57	Castle Hayne Rd MUP	10' Paved MUP	I-140	Division Drive	\$11,648,000
BP-67	Murrayville Rd Trl MUP	10' Paved MUP	N. College Rd	Crooked Pine Rd	\$8,561,000
BP-75	Silver Lake Rd Connector	10' Paved MUP	Carolina Beach Rd	River Rd	\$4,542,000
BP-99	S. College Rd Sidewalk	5' Sidewalk	Holly Tree Rd	Long Leaf Hills Rd	\$955,000



See Appendix F for the complete bicycle and pedestrian priority project list.

Top 30 Bicycle and Pedestrian Priority Projects



Ferry and Water Transportation

Table 6.3 - Top 10 Ferry and Water Transportation Priority Projects

Project ID	Project Name	Project Description	Project Cost (2024 \$)
FW-8	Downtown Wilmington to Navassa ferry route	Proposed ferry route	\$15,562,455
FW-14	Leland to Independence ferry route	Proposed ferry route	\$15,562,455
FW-9	Fort Fisher mooring facility	Construction of an additional mooring facility at Fort Fisher for the Southport - Fort Fisher Ferry. Additional mooring to include ramps, gantries, and stacking lanes.	\$25,900,875
FW-6	Central Marina/Independence terminal	Construct ferry terminal/mooring facility to accommodate pedestrian ferry. (Proposed Route: Downtown Wilmington - Carolina Beach)	\$4,000,000
FW-7	Downtown Wilmington ferry stop	Construct ticketing facilities and provide shore power to create a passenger ferry stop at the Downtown Wilmington Riverwalk. (Proposed Route: Downtown Wilmington - Carolina Beach)	\$4,000,000
FW-10	Fort Fisher mooring facility	Additional ramp and gantry system at Fort Fisher to expand capacity	\$25,900,875
FW-15*	Low-draft river class vessel	New vessel	\$25,768,160
FW-16	New river class vessel (3rd)	Acquisition of an additional vehicle ferry for the Southport - Fort Fisher route	\$25,768,160
FW-17	New river class vessel (4th)	Acquisition of an additional vehicle ferry for the Southport - Fort Fisher route	\$25,768,160
FW-18	Replacement vessel (support fleet)	Replacement of tugs and barges for the support fleet of the Southport - Fort Fisher Ferry	\$6,250,000

*Not shown on map for clarity (projects with multiple locations or no fixed location).

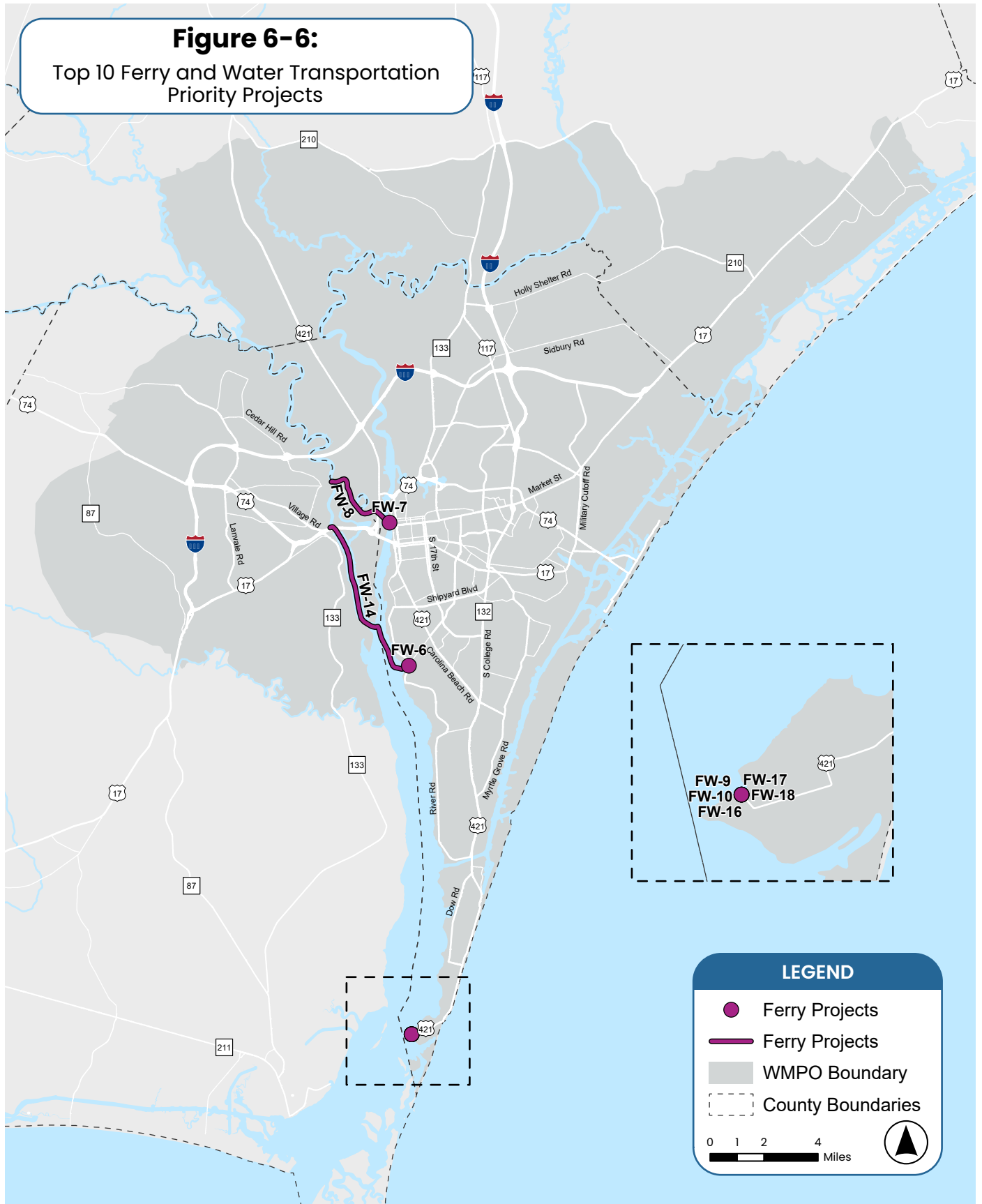


See Appendix G for the complete ferry and water transportation priority project list.



Figure 6-6:

Top 10 Ferry and Water Transportation
Priority Projects



LEGEND

- Ferry Projects
- Ferry Projects
- WMPO Boundary
- County Boundaries

0 1 2 4 Miles



Public Transportation

Table 6.4 - Top 10 Public Transportation Priority Projects

Project ID	Project Name	Project Description	Project Cost (2024 \$)
PT-109	US 17 & Sidbury Road	Park and Ride lot	\$15,000
PT-115*	Fare free services	All fixed route services	\$700,000
PT-136*	Replacement bus	Routine vehicle replacement	\$650,000
PT-138*	Replacement LTV	Routine vehicle replacement	\$136,000
PT-99	I-140 & US 17	Park and Ride lot	\$275,000
PT-97	Fairfield Park	Park and Ride lot	\$15,000
PT-104	Market Street & Middle Sound Loop Road	Park and Ride lot	\$15,000
PT-96	Carolina Beach Road at Snow's Cut Bridge	Park and Ride lot	\$15,000
PT-98	Galleria Mall	Park and Ride lot	\$15,000
PT-137*	Replacement LTV	Routine vehicle replacement	\$136,000

*Not shown on map for clarity (projects with multiple locations or no fixed location).

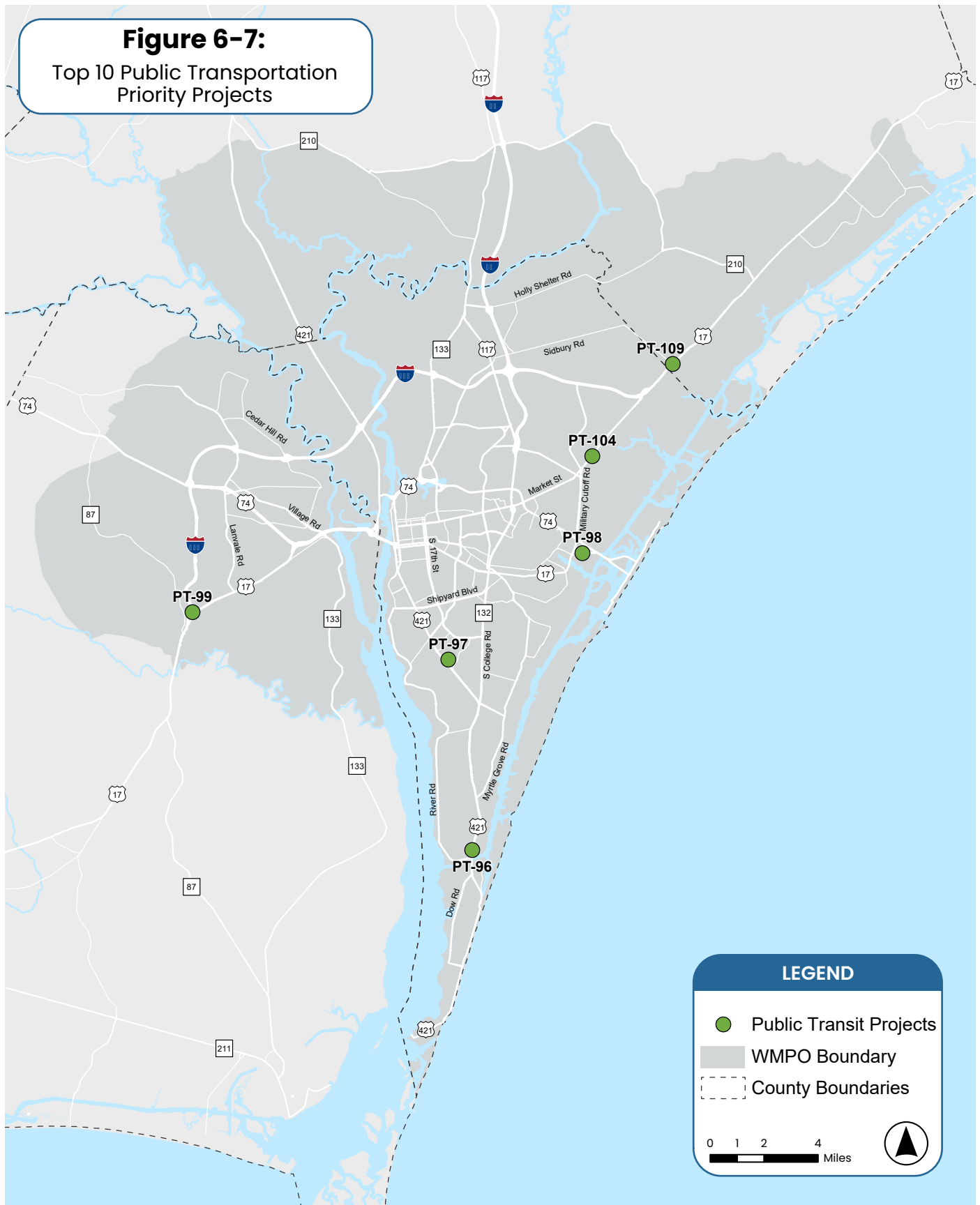


See Appendix I for the complete public transportation priority project list.



Figure 6-7:

Top 10 Public Transportation
Priority Projects



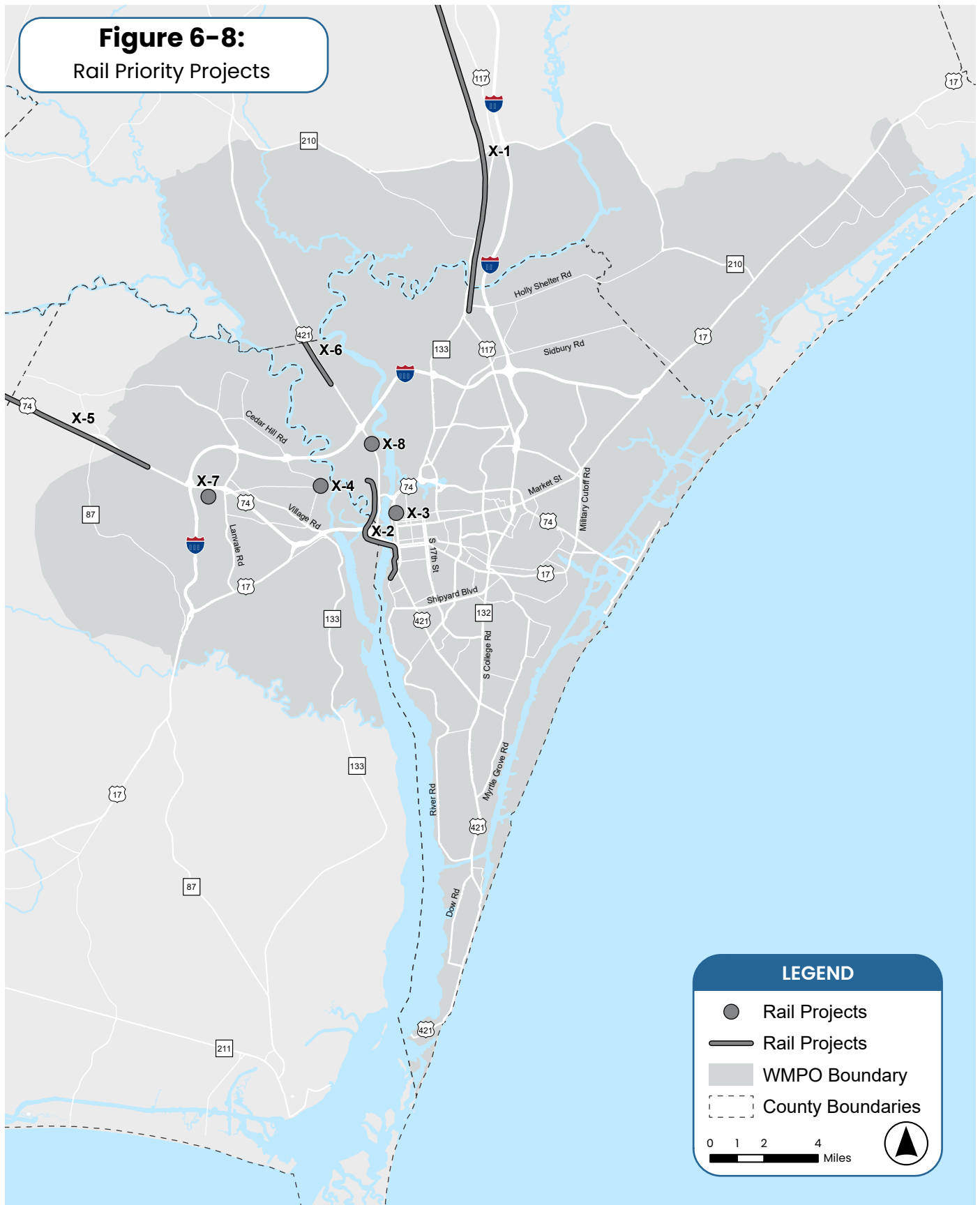
Rail

Table 6.5 - Rail Priority Projects

Project ID	Project Name	Project Description	Project Cost (2024 \$)
X-1	Re-establish passenger rail service from Wilmington to Raleigh (via Goldsboro)	Reestablish rail connection between Wilmington and Raleigh through the construction of new railroad facilities in the currently preserved rail corridor between Castle Hayne and Wallace.	\$34,536,000
X-2	Wilmington rail realignment	Replacement and improvement of the existing freight rail route between the Navassa Davis Yard and the Port of Wilmington to create a new, shorter route that would no longer run through Wilmington's busy and densely populated downtown core.	\$864,075,000
X-3	Construct passenger rail station to accommodate future passenger rail service from Wilmington to Raleigh	The construction of a rail station to accommodate future passenger rail service to Wilmington.	\$93,925,000
X-4	Davis Yard at-grade crossing (Cedar Hill Road)	Intersection of CSX railroad track and Cedar Hill Rd	\$1,700,000
X-5	New service from Malmo to Whiteville	Reestablish rail connection between Malmo and Whiteville through the construction of new railroad facilities	\$178,785,000
X-6	Rail extension to Pender Commerce Park	New track in new location	\$7,225,000
X-7	Rail interchange redesign near Northwest District Park	Realign track/direct turn	\$6,025,000
X-8	US421 railroad crossing safety improvements	Railroad gates	\$1,700,000



Figure 6-8:
Rail Priority Projects



Modal Policies

The modal policies were developed to guide progress toward achieving *Cape Fear Navigating Change 2050's* vision and goals. The policies serve as a critical link between the plan and federal planning factors, ensuring their integration in future project develop and design. The policies are intended to guide decision-making over the life of the plan, promoting comprehensive and multimodal transportation planning.



- Prioritize safety for operators and passengers by maintaining regulatory compliance and utilizing industry best practices for aircraft, systems, and facilities.
- Support the improvement of existing ILM facilities as well as the implementation of new safety and/or security features across all ILM aircraft and facilities.



- Improve access to and from ILM for all modes of transportation.
- Identify and assist ILM in expansion of services and direct routes that benefit the region's target industries and public users.
- Support ILM operations and infrastructure improvements identified in the ILM master plan.
- Ensure proposed projects are designed and implemented with attention to community needs.



- Support the incorporation of new and innovative transportation to and within ILM.
- Ensure efficient connections to and from the airport.
- Ensure project alignment with current and future land use and transportation plans.



- Improve resilience of airport facilities considering industry best practices including the use of technology or improved design.



- Identify and promote opportunities for rail reservice in current and future ILM plans.
- Identify, promote, and market innovative transportation-related opportunities for passengers and freight using ILM facilities.



AVIATION POLICIES



BICYCLE & PEDESTRIAN POLICIES



- Focus on improving bicycle and pedestrian safety at conflict points using best practices and emerging tools, including the use of visual cues and other traffic calming strategies.
- Prioritize safety improvements in the vicinity of schools, public transit, commercial corridors, tourist attractions, and other bicycle and pedestrian destinations.
- Prioritize bicycle and pedestrian safety improvements for high volume roadways that cross or align with bicycle and pedestrian networks.
- Support the accommodation of recreational and essential travel for users of all ages and abilities throughout the network.
 - Continue to support the recommendations of the WMPO BPAC and locally adopted bicycle and pedestrian plans and programs.
- Support the development and adoption of local plans that identify bicycle and pedestrian projects and amenities (such as bike racks or parking at trailheads) to create an integrated and multimodal transportation system for the region.
- Prioritize connections that fill gaps in the existing network that will allow for continuous bicycle and pedestrian pathways.
- Identify long-term costs, funding, and responsible parties for a facility/improvement maintenance prior to project implementation.
- Prioritize projects with low environmental impact.
- Seek out opportunities for acquisition of abandoned rights-of-way, land near natural waterways, utility rights-of-way, and other lands for development of new facilities that integrate with the planned system.
- Seek all possible funding sources to implement programs and projects. Work with federal, state, local, other agencies, as well as any available public or private funding sources to secure funding for the bicycle and pedestrian system.
- Utilize the WMPO TDM Committee (Go Coast Committee), when appropriate, to develop projects, programs, initiatives, and events that support active transportation choices.
- Maintain and promote campaigns such as WMPO's current Be A Looker or Watch for Me NC to teach safety practices for drivers, bicyclists, and pedestrians as well as provide information on bicycle and pedestrian facilities and resources.





- Prioritize safety for operators and passengers by maintaining regulatory compliance and utilizing industry best practices for ferry systems.
- Operate under the guidelines of the federal Maritime Transportation Security Act and follow Coast Guard-approved security plans.



- Accommodate users of all abilities on ferry vessels and facilities that serve ferry terminals.



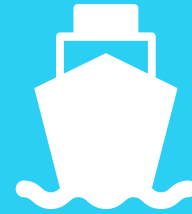
- Prioritize multimodal connections to and from ferry/water transportation terminals.



- Commit to thoughtful use of natural and built resources to support community goals and quality of life.
- Support the role of ferries in evacuations, in advance of hurricanes or other emergencies.
- Support efforts to identify ferry projects or routes that are resilient against natural hazards.
- Support design of improvements to existing facilities and new projects that include features which will improve the resilience of ferry systems and/or reduce long-term maintenance costs.



- Minimize ferry systems' impacts to land, air, and water resources as well as their inhabitants.
- Support efforts to identify new ferry projects or routes that serve commuter, tourism, and other commerce markets.



FERRY & WATER TRANSPORTATION POLICIES



PUBLIC TRANSPORTATION POLICIES

- Support capital investments in vehicle fleet, passenger stops, and other facilities to ensure safe design and aesthetics.
- Support and seek out new opportunities and innovative ways to engage with all communities in the planning process.
 - Support pricing that allows public transportation to be a competitive transportation option for customers while valuing taxpayer investments.
 - Prioritize public transportation opportunities that support and improve transit-dependent populations.
- Improve connectivity of multimodal infrastructure adjacent to public transportation routes including sidewalks, crosswalks, trails, and park and ride lots.
- Support continued and additional local investment in public transportation to meet the needs of current customers, while making strategic investments to broaden the ridership base and encourage usage.
 - Support practical energy solutions that minimize waste and improve service efficiency.
- Develop land use plans that incentivize the inclusion of public transportation elements within community development and placemaking efforts.
- Support direct, time-competitive public transportation services.





- Invest in circulation and safety improvements that mitigate the impact of freight on the community.
- Accommodate proven technology and facilitate adaptation relating to improving safety and security of the rail system.
- Ensure the proper maintenance and management of safety and security equipment and operations.



- Support and seek out new opportunities and innovative ways to engage with a broad range of community members in the planning process.
- Include accommodations for non-motorized modes of transportation in rail facility design.



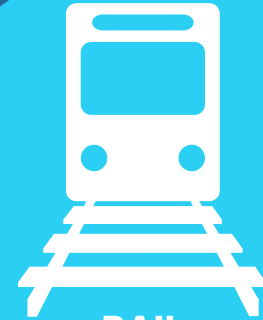
- Support new or existing rail routes and connections to ports, rail terminals, military, and manufacturing sites.
- Support infrastructure improvements related to the connection of rail to other modal facilities to ensure the smooth intermodal travel of goods and passengers.



- Support efforts to build system reliability by decreasing vulnerability and increasing redundancy.
- Develop and maintain plans for disasters and emergencies.



- Align future projects with freight facility investments outside the WMPO boundary through coordination with local, state, and federal agencies.
- Collect rail service data that can be used to analyze the system and identify future sites for rail development.
- Support passenger rail initiatives that serve the region.



RAIL POLICIES



ROADWAY POLICIES

- Improve locations and conditions that contribute to higher incident rate and/or injury severity rate.
- Support strategies that prioritize vulnerable road user safety.



- Maintain or enhance the character of the community by considering the impacts of project design and through the incorporation of cultural, aesthetic, and environmental features.



- Support and seek out new opportunities and innovative ways to engage with a broad range of community members in the planning process.



- Encourage interconnectivity of new roadway infrastructure design.

- Coordinate roadway developments and improvements with emergency response and evacuation routes.



- Support the development of redundant routes for emergency response and the movement of goods.

- Coordinate roadway developments and improvements with land use planning and placemaking efforts.

- Increase communication and coordination between WMPO, member jurisdictions, planning partners, and the public to ensure current and future roadway projects and opportunities are well understood.



**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2013**

**SESSION LAW 2013-183
HOUSE BILL 817**

AN ACT TO STRENGTHEN THE ECONOMY THROUGH STRATEGIC
TRANSPORTATION INVESTMENTS.

The General Assembly of North Carolina enacts:

STRATEGIC TRANSPORTATION INVESTMENTS

SECTION 1.1.(a) Chapter 136 of the General Statutes is amended by adding a new Article to read:

"Article 14B.

"Strategic Prioritization Funding Plan for Transportation Investments.

"§ 136-189.10. Definitions.

The following definitions apply in this Article:

- (1) Statewide strategic mobility projects. – Includes only the following:
 - a. Interstate highways and future interstate highways approved by the federal government.
 - b. Routes on the National Highway System as of July 1, 2012, excluding intermodal connectors.
 - c. Highway routes on the United States Department of Defense Strategic Highway Network (STRAHNET).
 - d. Highway toll routes designated by State law or by the Department of Transportation, pursuant to its authority under State law.
 - e. Highway projects listed in G.S. 136-179, as it existed on July 1, 2012, that are not authorized for construction as of July 1, 2015.
 - f. Appalachian Development Highway System.
 - g. Commercial service airports included in the Federal Aviation Administration's National Plan of Integrated Airport Systems (NPIAS) that provide international passenger service or 375,000 or more enplanements annually, provided that the State's annual financial participation in any single airport project included in this subdivision may not exceed five hundred thousand dollars (\$500,000).
 - h. Freight capacity and safety improvements to Class I freight rail corridors.
- (2) Regional impact projects. – Includes only the following:
 - a. Projects listed in subdivision (1) of this section, subject to the limitations noted in that subdivision.
 - b. U.S. highway routes not included in subdivision (1) of this section.
 - c. N.C. highway routes not included in subdivision (1) of this section.
 - d. Commercial service airports included in the NPIAS that are not included in subdivision (1) of this section, provided that the State's annual financial participation in any single airport project included in this subdivision may not exceed three hundred thousand dollars (\$300,000).
 - e. The State-maintained ferry system, excluding passenger vessel replacement.
 - f. Rail lines that span two or more counties not included in subdivision (1) of this section.

- g. Public transportation service that spans two or more counties and that serves more than one municipality. Expenditures pursuant to this sub-subdivision shall not exceed ten percent (10%) of any distribution region allocation.
- (3) Division needs projects. – Includes only the following:
 - a. Projects listed in subdivision (1) or (2) of this section, subject to the limitations noted in those subsections.
 - b. State highway routes not included in subdivision (1) or (2) of this section.
 - c. Airports included in the NPIAS that are not included in subdivision (1) or (2) of this section, provided that the State's total annual financial participation under this sub-subdivision shall not exceed eighteen million five hundred thousand dollars (\$18,500,000).
 - d. Rail lines not included in subdivision (1) or (2) of this section.
 - e. Public transportation service not included in subdivision (1) or (2) of this section.
 - f. Multimodal terminals and stations serving passenger transit systems.
 - g. Federally funded independent bicycle and pedestrian improvements.
 - h. Replacement of State-maintained ferry vessels.
 - i. Federally funded municipal road projects.
- (4) Distribution Regions. – The following Distribution Regions apply to this Article:
 - a. Distribution Region A consists of the following counties: Bertie, Camden, Chowan, Currituck, Dare, Edgecombe, Gates, Halifax, Hertford, Hyde, Johnston, Martin, Nash, Northampton, Pasquotank, Perquimans, Tyrrell, Washington, Wayne, and Wilson.
 - b. Distribution Region B consists of the following counties: Beaufort, Brunswick, Carteret, Craven, Duplin, Greene, Jones, Lenoir, New Hanover, Onslow, Pamlico, Pender, Pitt, and Sampson.
 - c. Distribution Region C consists of the following counties: Bladen, Columbus, Cumberland, Durham, Franklin, Granville, Harnett, Person, Robeson, Vance, Wake, and Warren.
 - d. Distribution Region D consists of the following counties: Alamance, Caswell, Davidson, Davie, Forsyth, Guilford, Orange, Rockingham, Rowan, and Stokes.
 - e. Distribution Region E consists of the following counties: Anson, Cabarrus, Chatham, Hoke, Lee, Mecklenburg, Montgomery, Moore, Randolph, Richmond, Scotland, Stanly, and Union.
 - f. Distribution Region F consists of the following counties: Alexander, Alleghany, Ashe, Avery, Caldwell, Catawba, Cleveland, Gaston, Iredell, Lincoln, Surry, Watauga, Wilkes, and Yadkin.
 - g. Distribution Region G consists of the following counties: Buncombe, Burke, Cherokee, Clay, Graham, Haywood, Henderson, Jackson, Macon, Madison, McDowell, Mitchell, Polk, Rutherford, Swain, Transylvania, and Yancey.

"§ 136-189.11. Transportation Investment Strategy Formula.

- (a) Funds Subject to Formula. – The following sources of funds are subject to this section:
 - (1) Highway Trust Fund funds, in accordance with G.S. 136-176.
 - (2) Federal aid funds.
- (b) Funds Excluded From Formula. – The following funds are not subject to this section:
 - (1) Federal congestion mitigation and air quality improvement program funds appropriated to the State by the United States pursuant to 23 U.S.C. § 104(b)(2) and 23 U.S.C. § 149.
 - (2) Funds received through competitive awards or discretionary grants through federal appropriations either for local governments, transportation authorities, transit authorities, or the Department.

- (3) Funds received from the federal government that under federal law may only be used for Appalachian Development Highway System projects.
- (4) Funds used in repayment of "GARVEE" bonds related to Phase I of the Yadkin River Veterans Memorial Bridge project.
- (5) Funds committed to gap funding for toll roads funded with bonds issued pursuant to G.S. 136-176.
- (6) Funds obligated for projects in the State Transportation Improvement Program that are scheduled for construction as of April 1, 2013, in State fiscal year 2012-2013, 2013-2014, or 2014-2015.
- (7) Toll collections from a turnpike project under Article 6H of this Chapter and other revenue from the sale of the Authority's bonds or notes or project loans, in accordance with G.S. 136-89.192.
- (8) Toll collections from the State-maintained ferry system collected under the authority of G.S. 136-82.
- (9) Federal State Planning and Research Program funds.
- (b1) Funds Excluded From Regional Impact Project Category. – Federal Surface Transportation Program-Direct Attributable funds expended on eligible projects in the Regional Impact Project category are excluded from that category.
- (c) Funds With Alternate Criteria. – The following federal program activities shall be included in the applicable category of the Transportation Investment Strategy Formula set forth in subsection (d) of this section but shall not be subject to the prioritization criteria set forth in that subsection:
 - (1) Bridge replacement.
 - (2) Interstate maintenance.
 - (3) Highway safety improvement.
- (d) Transportation Investment Strategy Formula. – Funds subject to the Formula shall be distributed as follows:
 - (1) Statewide Strategic Mobility Projects. – Forty percent (40%) of the funds subject to this section shall be used for Statewide Strategic Mobility Projects.
 - a. Criteria. – Transportation-related quantitative criteria shall be used by the Department to rank highway projects that address cost-effective Statewide Strategic Mobility needs and promote economic and employment growth. The criteria for selection of Statewide Strategic Mobility Projects shall utilize a numeric scale of 100 points, based on consideration of the following quantitative criteria:
 - 1. Benefit cost.
 - 2. Congestion.
 - 3. Safety.
 - 4. Economic competitiveness.
 - 5. Freight.
 - 6. Multimodal.
 - 7. Pavement condition.
 - 8. Lane width.
 - 9. Shoulder width.
 - b. Project cap. – No more than ten percent (10%) of the funds projected to be allocated to the Statewide Strategic Mobility category over any five-year period may be assigned to any contiguous project or group of projects in the same corridor within a Highway Division or within adjoining Highway Divisions.
 - (2) Regional Impact Projects. – Thirty percent (30%) of the funds subject to this section shall be used for Regional Impact Projects and allocated by population of Distribution Regions based on the most recent estimates certified by the Office of State Budget and Management.
 - a. Criteria. – A combination of transportation-related quantitative criteria, qualitative criteria, and local input shall be used to rank Regional Impact Projects involving highways that address cost-effective needs from a region-wide perspective and promote

economic growth. Local input is defined as the rankings identified by the Department's Transportation Division Engineers, Metropolitan Planning Organizations, and Rural Transportation Planning Organizations. The criteria utilized for selection of Regional Impact Projects shall be based thirty percent (30%) on local input and seventy percent (70%) on consideration of a numeric scale of 100 points based on the following quantitative criteria:

1. Benefit cost.
2. Congestion.
3. Safety.
4. Freight.
5. Multimodal.
6. Pavement condition.
7. Lane width.
8. Shoulder width.
9. Accessibility and connectivity to employment centers, tourist destinations, or military installations.

(3) Division Need Projects. – Thirty percent (30%) of the funds subject to this section shall be allocated in equal share to each of the Department divisions, as defined in G.S. 136-14.1, and used for Division Need Projects.

a. Criteria. – A combination of transportation-related quantitative criteria, qualitative criteria, and local input shall be used to rank Division Need Projects involving highways that address cost-effective needs from a Division-wide perspective, provide access, and address safety-related needs of local communities. Local input is defined as the rankings identified by the Department's Transportation Division Engineers, Metropolitan Planning Organizations, and Rural Transportation Planning Organizations. The criteria utilized for selection of Division Need Projects shall be based fifty percent (50%) on local input and fifty percent (50%) on consideration of a numeric scale of 100 points based on the following quantitative criteria, except as provided in sub-subdivision b. of this subdivision:

1. Benefit cost.
2. Congestion.
3. Safety.
4. Freight.
5. Multimodal.
6. Pavement condition.
7. Lane width.
8. Shoulder width.
9. Accessibility and connectivity to employment centers, tourist destinations, or military installations.

b. Alternate criteria. – Funding from the following programs shall be included in the computation of each of the Department division equal shares but shall be subject to alternate quantitative criteria:

1. Federal Surface Transportation Program-Direct Attributable funds expended on eligible projects in the Division Need Projects category.
2. Federal Transportation Alternatives funds appropriated to the State.
3. Federal Railway-Highway Crossings Program funds appropriated to the State.
4. Projects requested from the Department in support of a time-critical job creation opportunity, when the opportunity would be classified as transformational under the Job Development Investment Grant program established pursuant to G.S. 143B-437.52, provided that the total State investment in each fiscal year for all projects funded under this

- sub-subdivision shall not exceed ten million dollars (\$10,000,000) in the aggregate or two million dollars (\$2,000,000) per project.
5. Federal funds for municipal road projects.
- c. Bicycle and pedestrian limitation. – The Department shall not provide financial support for independent bicycle and pedestrian improvement projects, except for federal funds administered by the Department for that purpose. This sub-subdivision shall not apply to funds allocated to a municipality pursuant to G.S. 136-41.1 that are committed by the municipality as matching funds for federal funds administered by the Department and used for bicycle and pedestrian improvement projects. This limitation shall not apply to funds authorized for projects in the State Transportation Improvement Program that are scheduled for construction as of October 1, 2013, in State fiscal year 2012-2013, 2013-2014, or 2014-2015.
- (4) Criteria for nonhighway projects. – Nonhighway projects subject to this subsection shall be evaluated through a separate prioritization process established by the Department that complies with all of the following:
- a. The criteria used for selection of projects for a particular transportation mode shall be based on a minimum of four quantitative criteria.
- b. Local input shall include rankings of projects identified by the Department's Transportation Division Engineers, Metropolitan Planning Organizations, and Rural Transportation Planning Organizations.
- c. The criteria shall be based on a scale not to exceed 100 points that includes no bonus points or other alterations favoring any particular mode of transportation.
- (e) Authorized Formula Variance. – The Department may vary from the Formula set forth in this section if it complies with the following:
- (1) Limitation on variance. – The Department, in obligating funds in accordance with this section, shall ensure that the percentage amount obligated to Statewide Strategic Mobility Projects, Regional Impact Projects, and Division Need Projects does not vary by more than five percent (5%) over any five-year period from the percentage required to be allocated to each of those categories by this section. Funds obligated among distribution regions or divisions pursuant to this section may vary up to ten percent (10%) over any five-year period.
- (2) Calculation of variance. – Each year the Secretary shall calculate the amount of Regional Impact and Division Need funds allocated in that year to each division and region, the amount of funds obligated, and the amount the obligations exceeded or were below the allocation. In the first variance calculation under this subdivision following the end of fiscal year 2015-2016, the target amounts obtained according to the Formula set forth in this section shall be adjusted to account for any differences between allocations and obligations reported for the previous year. In the first variance calculation under this subdivision following the end of fiscal year 2016-2017, the target amounts obtained according to the Formula set forth in this section shall be adjusted to account for any differences between allocations and obligations reported for the previous two fiscal years. In the first variance calculation under this subdivision following the end of fiscal year 2017-2018, the target amounts obtained according to the Formula set forth in this section shall be adjusted to account for any differences between allocations and obligations reported for the previous three fiscal years. In the first variance calculation under this subdivision following the end of fiscal year 2018-2019, the target amounts obtained according to the Formula set forth in this section shall be adjusted to account for any differences between allocations and obligations reported for the previous four fiscal years. The new target amounts shall be used to fulfill the requirements of subdivision

(1) of this subsection for the next update of the Transportation Improvement Program. The adjustment to the target amount shall be allocated by Distribution Region or Division, as applicable.

(f) Incentives for Local Funding and Highway Tolling. – The Department may revise highway project selection ratings based on local government funding initiatives and capital construction funding directly attributable to highway toll revenue. Projects authorized for construction after November 1, 2013, and contained in the 10-year Department of Transportation work program are eligible for a bonus allocation under this subsection.

(1) Definitions. – The following definitions apply in this subsection:

a. Bonus allocation. – The allocation obtained as a result of local government funding participation or highway tolling.

b. Local funding participation. – Non-State or nonfederal funds committed by local officials to leverage the commitment of State or federal transportation funds towards construction.

(2) Funds obtained from local government funding participation. – Upon authorization to construct a project with funds obtained by local government funding participation, the Department shall make available for allocation as set forth in subdivision (4) of this section an amount equal to one-half of the local funding commitment for other eligible highway projects that serve the local entity or entities that provided the local funding.

(3) Funds obtained through highway tolling. – Upon authorization to construct a project with funding from toll revenue, the Department shall make available for allocation an amount equal to one-half of the project construction cost derived from toll revenue bonds. The amount made available for allocation to other eligible highway projects shall not exceed two hundred million dollars (\$200,000,000) of the capital construction funding directly attributable to the highway toll revenues committed in the Investment Grade Traffic and Revenue Study, for a project for which funds have been committed on or before July 1, 2015. The amount made available for allocation to other eligible highway projects shall not exceed one hundred million dollars (\$100,000,000) of the capital construction funding directly attributable to the highway toll revenues committed in the Investment Grade Traffic and Revenue Study, for a project for which funds are committed after July 1, 2015. If the toll project is located in one or more Metropolitan Planning Organization or Rural Transportation Planning Organization boundaries, based on the boundaries in existence at the time of letting of the project construction contract, the bonus allocation shall be distributed proportionately to lane miles of new capacity within the Organization's boundaries. The Organization shall apply the bonus allocation only within those counties in which the toll project is located.

(4) Use of bonus allocation. – The Metropolitan Planning Organization, Rural Transportation Planning Organization, or the local government may choose to apply its bonus allocation in one of the three categories or in a combination of the three categories as provided in this subdivision.

a. Statewide Strategic Mobility Projects category. – The bonus allocation shall apply over the five-year period in the State Transportation Improvement Program in the cycle following the contractual obligation.

b. Regional Impact Projects category. – The bonus allocation is capped at ten percent (10%) of the regional allocation, or allocation to multiple regions, made over a five-year period and shall be applied over the five-year period in the State Transportation Improvement Program in the cycle following the contractual obligation.

c. Division Needs Projects category. – The bonus allocation is capped at ten percent (10%) of the division allocation, or allocation to multiple divisions, made over a five-year period and shall be applied over the five-year period in the State Transportation Improvement Program in the cycle following the contractual obligation.

(g) Reporting. – The Department shall publish on its Web site, in a link to the "Strategic Transportation Investments" Web site linked directly from the Department's home page, the following information in an accessible format as promptly as possible:

- (1) The quantitative criteria used in each highway and nonhighway project scoring, including the methodology used to define each criteria, the criteria presented to the Board of Transportation for approval, and any adjustments made to finalize the criteria.
- (2) The quantitative and qualitative criteria in each highway or nonhighway project scoring that is used in each region or division to finalize the local input score and shall include distinctions between Metropolitan Planning Organization and Rural Transportation Planning Organization scoring and methodologies.
- (3) Notification of changes to the methodologies used to calculate quantitative criteria.
- (4) The final quantitative formulas, including the number of points assigned to each criteria, used in each highway and nonhighway project scoring used to obtain project rankings in the Statewide, Regional, and Division categories. If the Department approves different formulas or point assignments regionally or by division, the final scoring for each area shall be noted.
- (5) The project scorings associated with the release of the draft and final State Transportation Improvement Program."

SECTION 1.1.(b) Effective July 1, 2019, G.S. 136-189.11(e)(2), as enacted by subsection (a) of this section, reads as rewritten:

"(e) Authorized Formula Variance. – The Department may vary from the Formula set forth in this section if it complies with the following:

- ...
- (2) Calculation of Variance. – Each year, the Secretary shall calculate the amount of Regional Impact and Division Need funds allocated in that year to each ~~division, division and region,~~ the amount of funds obligated, and the amount the obligations exceeded or were below the allocation. ~~In the first variance calculation under this subdivision following the end of fiscal year 2015-16, the target amounts obtained according to the Formula set forth in this section shall be adjusted to account for any differences between allocations and obligations reported for the previous year. In the first variance calculation under this subdivision following the end of fiscal year 2016-17, the target amounts obtained according to the Formula set forth in this section shall be adjusted to account for any differences between allocations and obligations reported for the previous two fiscal years. In the first variance calculation under this subdivision following the end of fiscal year 2017-18, the target amounts obtained according to the Formula set forth in this section shall be adjusted to account for any differences between allocations and obligations reported for the previous three fiscal years. In the first variance calculation under this subdivision following the end of fiscal year 2018-19, the~~ The target amounts obtained according to the Formula set forth in this section shall be adjusted to account for any differences between allocations and obligations reported for the previous ~~four~~ five fiscal years. The new target amounts shall be used to fulfill the requirements of subdivision (1) of this subsection for the next update of the Transportation Improvement Program. The adjustment to the target amount shall be allocated by Distribution Region or Division, as applicable."

SECTION 1.2. Strategic Prioritization Process Reporting. – The Department shall issue a draft revision to the State Transportation Improvement Program required by G.S. 143B-350(f)(4) no later than January 1, 2015. The Board of Transportation shall approve the revised State Transportation Improvement Program no later than July 1, 2015.

SECONDARY ROADS CHANGES

SECTION 2.1. G.S. 20-85 reads as rewritten:
"§ 20-85. Schedule of fees.

...

(a1) One dollar (\$1.00) of the fee imposed for any transaction assessed a fee under subdivision (a)(1), (a)(2), (a)(3), (a)(7), (a)(8), or (a)(9) of this section shall be credited to the North Carolina Highway Fund. The Division shall use the fees derived from transactions with the Division for technology improvements. The Division shall use the fees derived from transactions with commission contract agents for the payment of compensation to commission contract agents. An additional fifty cents (50¢) of the fee imposed for any transaction assessed a fee under subdivision (a)(1) of this section shall be credited to the Mercury Switch Removal Account in the Department of Environment and Natural Resources. ~~An additional fifty cents (50¢) of the fee imposed for any transaction assessed a fee under subdivision (a)(1) of this section shall be credited as follows:~~

- ~~(1) The first four hundred thousand dollars (\$400,000) collected shall be credited to the Reserve for Visitor Centers in the Highway Fund.~~
- ~~(2) Any additional funds collected shall be credited to the Highway Trust Fund and, notwithstanding G.S. 136-176(b), shall be allocated and used for urban loop projects.~~

(a2) From the fees collected under subdivisions (a)(1) through (a)(9) of this section, the Department shall annually credit the sum of four hundred thousand dollars (\$400,000) to the Reserve for Visitor Centers in the Highway Fund.

(b) Except as otherwise provided in ~~subsection (a1)~~ subsections (a1) and (a2) of this section, the fees collected under subdivisions (a)(1) through (a)(9) of this section shall be credited to the North Carolina Highway Trust Fund. The fees collected under subdivision (a)(10) of this section shall be credited to the Highway Fund. ~~Fifteen dollars (\$15.00) of each title fee credited to the Trust Fund under subdivision (a)(1) shall be added to the amount allocated for secondary roads under G.S. 136-176 and used in accordance with G.S. 136-44.5.~~

...."

SECTION 2.2.(a) G.S. 136-44.2 reads as rewritten:

"§ 136-44.2. Budget and appropriations.

(a) The Director of the Budget shall include in the "Current Operations Appropriations Act" an enumeration of the purposes or objects of the proposed expenditures for each of the ~~construction and maintenance~~ construction, maintenance, and improvement programs for that budget period for the State primary, secondary, State parks road systems, and other transportation systems. The State primary system shall include all portions of the State highway system located both inside and outside municipal corporate limits that are designated by N.C., U.S. or Interstate numbers. The State secondary system shall include all of the State highway system located both inside and outside municipal corporate limits that is not a part of the State primary system. The State parks system shall include all State parks roads and parking lots that are not also part of the State highway system. The transportation systems shall also include State-maintained, nonhighway modes of transportation as well as transportation.

(b) ~~All construction and maintenance~~ construction, maintenance, and improvement programs for which appropriations are requested shall be enumerated separately in the budget. Programs that are entirely State funded shall be listed separately from those programs involving the use of federal-aid funds. Proposed appropriations of State matching funds for each of the federal-aid construction programs shall be enumerated separately as well as the federal-aid funds anticipated for each program in order that the total construction requirements for each program may be provided for in the budget. Also, proposed State matching funds for the highway planning and research program shall be included separately along with the anticipated federal-aid funds for that purpose.

(c) Other program categories for which appropriations are requested, such as, but not limited to, maintenance, channelization and traffic control, bridge maintenance, public service and access road construction, transportation projects and systems, and ferry operations shall be enumerated in the budget.

(d) The Department of Transportation shall have all powers necessary to comply fully with provisions of present and future federal-aid acts. For purposes of this section, "federally eligible construction project" means any construction project except secondary road projects developed pursuant to G.S. 136-44.7 and 136-44.8 eligible for federal funds under any federal-aid act, whether or not federal funds are actually available.

(e) The "Current Operations Appropriations Act" shall also contain the proposed appropriations of State funds for use in each county for ~~maintenance and construction~~ construction, maintenance, and improvement of secondary roads, to be allocated in

accordance with G.S. 136-44.5 and 136-44.6. State funds appropriated for secondary roads shall not be transferred nor used except for the ~~construction and maintenance~~construction, maintenance, and improvement of secondary roads in the county for which they are allocated pursuant to G.S. 136-44.5 and 136-44.6.

...."

SECTION 2.2.(b) Effective July 1, 2014, G.S. 136-44.2, as rewritten by subsection (a) of this section, reads as rewritten:

"§ 136-44.2. Budget and appropriations.

(a) The Director of the Budget shall include in the "Current Operations Appropriations Act" an enumeration of the purposes or objects of the proposed expenditures for each of the ~~construction, maintenance, maintenance~~ and improvement programs for that budget period for the State primary, secondary, State parks road systems, and other transportation systems. The State primary system shall include all portions of the State highway system located both inside and outside municipal corporate limits that are designated by N.C., U.S. or Interstate numbers. The State secondary system shall include all of the State highway system located both inside and outside municipal corporate limits that is not a part of the State primary system. The State parks system shall include all State parks roads and parking lots that are not also part of the State highway system. The transportation systems shall also include State-maintained, nonhighway modes of transportation.

(b) All ~~construction, maintenance, maintenance~~ and improvement programs for which appropriations are requested shall be enumerated separately in the budget. Programs that are entirely State funded shall be listed separately from those programs involving the use of federal-aid funds. ~~Proposed appropriations of State matching funds for each of the federal-aid construction programs shall be enumerated separately as well as the federal-aid funds anticipated for each program in order that the total construction requirements for each program may be provided for in the budget. Also, proposed~~ Proposed State matching funds for the highway planning and research program shall be included separately along with the anticipated federal-aid funds for that purpose.

(c) Other program categories for which appropriations are requested, such as, but not limited to, maintenance, channelization and traffic control, bridge maintenance, public service and access road construction, transportation projects and systems, and ferry operations shall be enumerated in the budget.

(d) The Department of Transportation shall have all powers necessary to comply fully with provisions of present and future federal-aid acts. For purposes of this section, "federally eligible construction project" means any construction project except secondary road projects developed pursuant to ~~G.S. 136-44.7 and 136-44.8~~ G.S. 136-44.8 eligible for federal funds under any federal-aid act, whether or not federal funds are actually available.

(e) The "Current Operations Appropriations Act" shall also contain the proposed appropriations of State funds for use in each county for ~~construction, maintenance, maintenance~~ and improvement of secondary roads, to be allocated in accordance with ~~G.S. 136-44.5 and 136-44.6~~ G.S. 136-44.6. State funds appropriated for secondary roads shall not be transferred nor used except for the ~~construction, maintenance, maintenance~~ and improvement of secondary roads in the county for which they are allocated pursuant to ~~G.S. 136-44.5 and 136-44.6~~ G.S. 136-44.6.

...

(g) The Department of Transportation may provide for costs incurred or accrued for traffic control measures to be taken by the Department at major events which involve a high degree of traffic concentration on State highways, and which cannot be funded from regular budgeted items. This authorization applies only to events which are expected to generate 30,000 vehicles or more per day. The Department of Transportation shall provide for this funding by allocating and reserving up to one hundred thousand dollars (\$100,000) before any other allocations from the appropriations for State maintenance for ~~primary, secondary, and urban~~ primary and secondary road systems are made, based upon the same proportion as is appropriated to each system."

SECTION 2.3.(a) G.S. 136-44.2A reads as rewritten:

"§ 136-44.2A. Secondary road ~~improvement~~ construction program.

There shall be annually allocated from the Highway Fund to the Department of Transportation for secondary road ~~improvement~~ construction programs developed pursuant to ~~G.S. 136-44.7 and 136-44.8, a sum provided by law, equal to that allocation made from the~~

~~Highway Fund under G.S. 136-41.1(a). In addition, as provided in G.S. 136-176(b)(4) and G.S. 20-85(b), revenue is annually allocated from the Highway Trust Fund for secondary road construction. Of the funds allocated from the Highway Fund, the sum of sixty-eight million six hundred seventy thousand dollars (\$68,670,000) shall be allocated among the counties in accordance with G.S. 136-44.5(b). All funds allocated from the Highway Fund for secondary road improvements in excess of that amount shall be allocated among the counties in accordance with G.S. 136-44.5(c). All funds allocated from the Highway Trust Fund for secondary road improvement programs shall be allocated in accordance with G.S. 136-182."~~

SECTION 2.3.(b) Effective July 1, 2014, G.S. 136-44.2A is repealed.

SECTION 2.4. G.S. 136-44.2C is repealed.

SECTION 2.5. Article 2A of Chapter 136 is amended by adding a new section to read:

"§ 136-44.2D. Secondary unpaved road paving program.

(a) The Department of Transportation shall expend funds allocated to the paving of unpaved secondary roads for the paving of unpaved secondary roads based on a statewide prioritization. The Department shall pave the eligible unpaved secondary roads that receive the highest priority ranking within this statewide prioritization. Nothing in this subsection shall be interpreted to require the Department to pave any unpaved secondary roads that do not meet secondary road system addition standards as set forth in G.S. 136-44.10 and G.S. 136-102.6. The Highway Trust Fund shall not be used to fund the paving of unpaved secondary roads."

SECTION 2.6.(a) G.S. 136-44.5 reads as rewritten:

"§ 136-44.5. Secondary roads; mileage study; allocation of funds.

(a) Before July 1, in each calendar year, the Department of Transportation shall make a study of all State-maintained unpaved and paved secondary roads in the State. The study shall determine:

- (1) The number of miles of unpaved State-maintained roads in each county eligible for paving and the total number of miles that are ineligible;
- (2) The total number of miles of unpaved State-maintained roads in the State eligible for paving and the total number of miles that are ineligible; and
- (3) The total number of paved State-maintained roads in each county, and the total number of miles of paved State-maintained roads in the State.

In this subsection, (i) ineligible unpaved mileage is defined as the number of miles of unpaved roads that have unavailable rights-of-way or for which environmental permits cannot be approved to allow for paving, and (ii) eligible unpaved mileage is defined as the number of miles of unpaved roads that have not been previously approved for paving by any funding source or has the potential to be programmed for paving when rights-of-way or environmental permits are secured. Except for federal-aid programs, the Department shall allocate all secondary road improvement funds on the basis of a formula using the study figures.

(b) ~~The first sixty-eight million six hundred seventy thousand dollars (\$68,670,000) shall be allocated as follows: Each county shall receive a percentage of these funds, the percentage to be determined as a factor of the number of miles of paved and unpaved State-maintained secondary roads in the county divided by the total number of miles of paved and unpaved State-maintained secondary roads in the State, excluding those unpaved secondary roads that have been determined to be eligible for paving as defined in subsection (a) of this section. Beginning in fiscal year 2010-2011, allocations pursuant to this subsection shall be~~ The amounts appropriated by law for secondary road construction, excluding unpaved secondary road funds, shall be allocated among counties based on the total number of secondary miles in a county in proportion to the total State-maintained secondary road mileage.

(c) ~~Funds allocated for secondary road construction in excess of sixty-eight million six hundred seventy thousand dollars (\$68,670,000) shall be allocated to each county based on the percentage proportion that the number of miles in the county of State-maintained unpaved secondary roads bears to the total number of miles in the State of State-maintained unpaved secondary roads. In a county that has roads with eligible miles, these funds shall only be used for paving unpaved secondary road miles in that county. In a county where there are no roads eligible to be paved as defined in subsection (a) of this section, the funds may be used for improvements on the paved and unpaved secondary roads in that county. Beginning in fiscal year 2010-2011, allocations pursuant to this subsection shall be based on the total number of secondary miles in a county in proportion to the total State-maintained secondary road mileage.~~

~~(d) Copies of the Department study of unpaved and paved State-maintained secondary roads and copies of the individual county allocations shall be made available to newspapers having general circulation in each county."~~

SECTION 2.6.(b) Effective July 1, 2014, G.S. 136-44.5 is repealed.

SECTION 2.6.(c) G.S. 136-44.6 reads as rewritten:

"§ 136-44.6. Uniformly applicable formula for the allocation of secondary roads maintenance and improvement funds.

The Department of Transportation shall develop a uniformly applicable formula for the allocation of secondary roads maintenance and improvement funds for use in each county. The formula shall take into consideration the number of paved and unpaved miles of state-maintained secondary roads in each county and such other factors as experience may dictate. This section shall not apply to projects to pave unpaved roads under G.S. 136-44.2D."

SECTION 2.6.(d) Secondary Road Funding. – The sum of fifteen million dollars (\$15,000,000) in nonrecurring funds for the 2013-2014 fiscal year is allocated from the Highway Fund for the secondary road construction program under G.S. 136-44.2A, as enacted by Section 2.3 of this act, and the sum of twelve million dollars (\$12,000,000) in recurring funds for the 2013-2014 fiscal year is allocated from the Highway Fund for the paving of unpaved roads pursuant to G.S. 136-44.2D, as enacted by Section 2.5 of this act.

SECTION 2.7. G.S. 136-44.7 reads as rewritten:

"§ 136-44.7. Secondary roads; annual work program; right-of-way acquisition.

~~(a) The Department of Transportation shall be responsible for developing criteria for improvements and maintenance of secondary roads. The criteria shall be adopted by the Board of Transportation before it shall become effective. The Department of Transportation shall be responsible for developing annual work programs for both construction and maintenance of secondary roads in each county in accordance with criteria developed. It shall reflect the long range and immediate goals of the Department of Transportation. Projects on the annual construction program for each county shall be rated according to their priority based upon the secondary road criteria and standards which shall be uniform throughout the State. Tentative construction projects and estimated funding shall also be listed in accordance to priority. The annual construction program shall be adopted by the Board of Transportation before it shall become effective.~~

~~(b) When a secondary road in a county is listed in the first 10 secondary roads to be paved during a year on a priority list issued by the Department of Transportation under this section, the secondary road cannot be removed from the top 10 of that list or any subsequent list until it is paved. All secondary roads in a county shall be paved, insofar as possible, in the priority order of the list. When a secondary road in the top 10 of that list is removed from the list because it has been paved, the next secondary road on the priority list shall be moved up to the top 10 of that list and shall remain there until it is paved.~~

~~(c) When it is necessary for the Department of Transportation to acquire a right-of-way in accordance with (a) and (b) of this section in order to pave a secondary road or undertake a maintenance project, the Department shall negotiate the acquisition of the right-of-way for a period of up to six months. At the end of that period, if one or more property owners have not dedicated the necessary right-of-way and at least seventy-five percent (75%) of the property owners adjacent to the project and the owners of the majority of the road frontage adjacent to the project have dedicated the necessary property for the right-of-way and have provided funds required by Department rule to the Department to cover the costs of condemning the remaining property, the Department shall initiate condemnation proceedings pursuant to Article 9 of this Chapter to acquire the remaining property necessary for the project.~~

~~(d) The Division Engineer is authorized to reduce the width of a right-of-way to less than 60 feet to pave an unpaved secondary road with the allocated funds, provided that in all circumstances the safety of the public is not compromised and the minimum accepted design practice is satisfied."~~

SECTION 2.8.(a) G.S. 136-44.8 reads as rewritten:

"§ 136-44.8. Submission of secondary roads construction and unpaved roads paving programs to the Boards of County Commissioners.

~~(a) The Department of Transportation shall post in the county courthouse a county map showing tentative secondary road paving projects rated according to the priority of each project in accordance with the criteria and standards adopted by the Board of Transportation. The map shall be posted at least two weeks prior to the public meeting of the county commissioners at~~

~~which the Department of Transportation representatives are to meet and discuss the proposed secondary road construction program for the county as provided in subsection (c).~~

~~(a1) Representatives of the Department of Transportation shall provide to the board of county commissioners in each county the proposed secondary road construction program and, if applicable to that county, a list of roads proposed for the annual paving program approved by the Board of Transportation. If a paving priority list is presented, it shall include the priority rating of each secondary road paving project included in the proposed paving program according to the criteria and standards adopted by the Board of Transportation.~~

~~(b) The Department of Transportation shall provide a notice to the public of the public meeting of the board of county commissioners at which the annual secondary road construction program for the county proposed by the Department is to be presented to the board and other citizens of the county as provided in subsection (c). The notice shall be published in a newspaper published in the county or having a general circulation in the county once a week for two succeeding weeks prior to the meeting. The notice shall also advise that a county map is posted in the courthouse showing tentative secondary road paving projects rated according to the priority of each project.~~

~~(c) Representatives of the Department of Transportation shall meet with the board of county commissioners at a regular or special public meeting of the board of county commissioners for each county and present to and discuss with the board of county commissioners and other citizens present, the proposed secondary road construction program for the county. The presentation and discussion shall specifically include the priority rating of each tentative secondary road paving project included in the proposed construction program, according to the criteria and standards adopted by the Board of Transportation.~~

~~At the same meeting after the presentation and discussion of the annual secondary road construction program for the county or at a later meeting, the board of county commissioners may (i) concur in the construction program as proposed, or (ii) take no action, or (iii) make recommendations for deviations in the proposed construction program, except as to paving projects and the priority of paving projects for which the board in order to make recommendations for deviations, must vote to consider the matter at a later public meeting as provided in subsection (d).~~

~~(d) The board of county commissioners may recommend deviations in the paving projects and the priority of paving projects included in the proposed secondary road construction program only at a public meeting after notice to the public that the board will consider making recommendations for deviations in paving projects and the priority of paving projects included in the proposed annual secondary road construction program. Notice of the public meeting shall be published by the board of county commissioners in a newspaper published in the county or having a general circulation in the county. After discussion by the members of the board of county commissioners and comments and information presented by other citizens of the county, the board of county commissioners may recommend deviations in the paving projects and in the paving priority of secondary road projects included in the proposed secondary road construction program. Any recommendation made by the board of county commissioners for a deviation in the paving projects or in the priority for paving projects in the proposed secondary road construction program shall state the specific reason for each such deviation recommended.~~

~~(e) The Board of Transportation shall adopt the annual secondary construction program for each county after having given the board of county commissioners of each county an opportunity to review the proposed construction program and to make recommendations as provided in this section. The Board of Transportation shall consider such recommendations insofar as they are compatible with its general plans, standards, criteria and available funds, but having due regard to development plans of the county and to the maintenance and improvement needs of all existing roads in the county. However, no consideration shall be given to any recommendation by the board of county commissioners for a deviation in the paving projects or in the priority for paving secondary road projects in the proposed construction program that is not made in accordance with subsection (d).~~

~~(f) The secondary road construction program and unpaved roads paving programs adopted by the Board of Transportation shall be followed by the Department of Transportation unless changes are approved by the Board of Transportation and notice of any changes is given to the board of county commissioners. The Department of Transportation shall post a copy of the adopted program, including a map showing the secondary road paving projects rated~~

~~according to the approved priority of each project, at the courthouse, within 10 days of its adoption by the Board of Transportation. The board of county commissioners may petition the Board of Transportation for review of any changes to which it does not consent and the determination of the Board of Transportation shall be final. Upon request, the most recent secondary road construction and unpaved roads paving programs adopted shall be submitted to any member of the General Assembly. The Department of Transportation shall make the annual construction program for each county available to the newspapers having a general circulation in the county."~~

SECTION 2.8.(b) Effective July 1, 2014, G.S. 136-44.8, as rewritten by subsection (a) of this section, reads as rewritten:

"§ 136-44.8. Submission of unpaved secondary roads construction and unpaved roads paving programs to the Boards of County Commissioners.

(a1) ~~Representatives—~~In each county having unpaved roads programmed for paving, representatives of the Department of Transportation shall annually provide to the board of county commissioners in ~~each county~~those counties the proposed secondary road construction program and, if applicable to that county, a list of roads proposed for the annual paving program approved by the Board of Transportation. ~~If a~~The paving priority list is ~~presented~~, it shall include the priority rating of each secondary road paving project included in the proposed paving program according to the criteria and standards adopted by the Board of Transportation.

...
(e) ~~—The Board of Transportation shall adopt the annual secondary construction program for each county after having given the board of county commissioners of each county an opportunity to review the proposed construction program and to make recommendations as provided in this section. The Board of Transportation shall consider such recommendations insofar as they are compatible with its general plans, standards, criteria and available funds, but having due regard to development plans of the county and to the maintenance and improvement needs of all existing roads in the county.~~

(f) ~~The secondary road construction and unpaved secondary roads paving programs adopted by the Board of Transportation shall be followed by the Department of Transportation unless changes are approved by the Board of Transportation and notice of any changes is given to the board of county commissioners. Upon request, the most recent unpaved secondary road construction and unpaved roads paving programs adopted shall be submitted to any member of the General Assembly. The Department of Transportation shall make the annual construction program for each affected county available to the newspapers having a general circulation in the county."~~

SECTION 2.9. G.S. 136-182 is repealed.

STATE AID TO MUNICIPALITIES/POWELL BILL CHANGES

SECTION 3.1. G.S. 136-41.1 reads as rewritten:

"§ 136-41.1. Appropriation to municipalities; allocation of funds generally; allocation to Butner.

(a) There is annually appropriated out of the State Highway Fund a sum equal to ten and four-tenths percent (10.4%) of the net amount after refunds that was produced during the fiscal year by ~~a one and three fourths cents (1 3/4¢) tax on each gallon of motor fuel taxed the tax imposed~~ under Article 36C of Chapter 105 of the General Statutes and on the equivalent amount of alternative fuel taxed under Article 36D of that Chapter. One-half of the amount appropriated shall be allocated in cash on or before October 1 of each year to the cities and towns of the State in accordance with this section. The second one-half of the amount appropriated shall be allocated in cash on or before January 1 of each year to the cities and towns of the State in accordance with this section. ~~In addition, as provided in G.S. 136-176(b)(3), revenue is allocated and appropriated from the Highway Trust Fund to the cities and towns of this State to be used for the same purposes and distributed in the same manner as the revenue appropriated to them under this section from the Highway Fund. Like the appropriation from the Highway Fund, the appropriation from the Highway Trust Fund shall be based on revenue collected during the fiscal year preceding the date the distribution is made.~~

Seventy-five percent (75%) of the funds appropriated for cities and towns shall be distributed among the several eligible municipalities of the State in the percentage proportion that the population of each eligible municipality bears to the total population of all eligible

municipalities according to the most recent annual estimates of population as certified to the Secretary of Revenue by the State Budget Officer. This annual estimation of population shall include increases in the population within the municipalities caused by annexations accomplished through July 1 of the calendar year in which these funds are distributed. Twenty-five percent (25%) of said fund shall be distributed among the several eligible municipalities of the State in the percentage proportion that the mileage of public streets in each eligible municipality which does not form a part of the State highway system bears to the total mileage of the public streets in all eligible municipalities which do not constitute a part of the State highway system.

It shall be the duty of the mayor of each municipality to report to the Department of Transportation such information as it may request for its guidance in determining the eligibility of each municipality to receive funds under this section and in determining the amount of allocation to which each is entitled. Upon failure of any municipality to make such report within the time prescribed by the Department of Transportation, the Department of Transportation may disregard such defaulting unit in making said allotment.

The funds to be allocated under this section shall be paid in cash to the various eligible municipalities on or before October 1 and January 1 of each ~~year-year~~ as provided in this section. Provided that eligible municipalities are authorized within the discretion of their governing bodies to enter into contracts for the purpose of maintenance, repair, construction, reconstruction, widening, or improving streets of such municipalities at any time after January 1 of any calendar year in total amounts not to exceed ninety percent (90%) of the amount received by such municipality during the preceding fiscal year, in anticipation of the receipt of funds under this section during the next fiscal year, to be paid for out of such funds when received.

The Department of Transportation may withhold each year an amount not to exceed one percent (1%) of the total amount appropriated for distribution under this section for the purpose of correcting errors in allocations: Provided, that the amount so withheld and not used for correcting errors will be carried over and added to the amount to be allocated for the following year.

The word "street" as used in this section is hereby defined as any public road maintained by a municipality and open to use by the general public, and having an average width of not less than 16 feet. In order to obtain the necessary information to distribute the funds herein allocated, the Department of Transportation may require that each municipality eligible to receive funds under this section submit to it a statement, certified by a registered engineer or surveyor of the total number of miles of streets in such municipality. The Department of Transportation may in its discretion require the certification of mileage on a biennial basis.

...."

SECTION 3.2. G.S. 136-181 is repealed.

SECTION 3.3. G.S. 136-41.3 reads as rewritten:

"§ 136-41.3. Use of funds; records and annual statement; excess accumulation of funds; contracts for maintenance, etc., of streets.

(a) Uses of Funds. – The funds allocated to cities and towns under the provisions of G.S. 136-41.2 shall be expended by said cities and towns only for the purpose of maintaining, repairing, constructing, reconstructing or widening of any street or public thoroughfare including bridges, drainage, curb and gutter, and other necessary appurtenances within the corporate limits of the municipality or for meeting the municipality's proportionate share of assessments levied for such purposes, or for the planning, construction and maintenance of ~~bikeways located within the rights-of-way of public streets and highways, bikeways, greenways, or for the planning, construction, and maintenance of sidewalks along public streets and highways.~~ sidewalks.

(b) Records and Annual Statement. – Each municipality receiving funds by virtue of G.S. 136-41.1 and 136-41.2 shall maintain a separate record of accounts indicating in detail all receipts and expenditures of such funds. It shall be unlawful for any municipal employee or member of any governing body to authorize, direct, or permit the expenditure of any funds accruing to any municipality by virtue of G.S. 136-41.1 and 136-41.2 for any purpose not herein authorized. Any member of any governing body or municipal employee shall be personally liable for any unauthorized expenditures. On or before the first day of August each year, the treasurer, auditor, or other responsible official of each municipality receiving funds by virtue of G.S. 136-41.1 and 136-41.2 shall file a statement under oath with the Secretary of

Transportation showing in detail the expenditure of funds received by virtue of G.S. 136-41.1 and 136-41.2 during the preceding year and the balance on hand.

(c) Excess Accumulation of Funds Prohibited. – No funds allocated to municipalities pursuant to G.S. 136-41.1 and 136-41.2 shall be permitted to accumulate for a period greater than permitted by this section. Interest on accumulated funds shall be used only for the purposes permitted by the provisions of G.S. 136-41.3. Except as otherwise provided in this section, any municipality having accumulated an amount greater than the sum of the past 10 allocations made, shall have an amount equal to such excess deducted from the next allocation after receipt of the report required by this section. Such deductions shall be carried over and added to the amount to be allocated to municipalities for the following year. Notwithstanding the other provisions of this section, the Department shall adopt a policy to allow small municipalities to apply to the Department to be allowed to accumulate up to the sum of the past 20 allocations if a municipality's allocations are so small that the sum of the past 10 allocations would not be sufficient to accomplish the purposes of this section.

(d) Contracts for Maintenance and Construction. – In the discretion of the local governing body of each municipality receiving funds by virtue of G.S. 136-41.1 and 136-41.2 it may contract with the Department of Transportation to do the work of maintenance, repair, construction, reconstruction, widening or improving the streets in such municipality; or it may let contracts in the usual manner as prescribed by the General Statutes to private contractors for the performance of said street work; or may undertake the work by force account. The Department of Transportation within its discretion is hereby authorized to enter into contracts with municipalities for the purpose of maintenance, repair, construction, reconstruction, widening or improving streets of municipalities. And the Department of Transportation in its discretion may contract with any city or town which it deems qualified and equipped so to do that the city or town shall do the work of maintaining, repairing, improving, constructing, reconstructing, or widening such of its streets as form a part of the State highway system.

In the case of each eligible municipality, as defined in G.S. 136-41.2, having a population of less than 5,000, the Department of Transportation shall upon the request of such municipality made by official action of its governing body, on or prior to June 1, 1953, or June 1 in any year thereafter, for the fiscal year beginning July 1, 1953, and for the years thereafter do such street construction, maintenance, or improvement on nonsystem streets as the municipality may request within the limits of the current or accrued payments made to the municipality under the provisions of G.S. 136-41.1.

In computing the costs, the Department of Transportation may use the same rates for equipment, rental, labor, materials, supervision, engineering and other items, which the Department of Transportation uses in making charges to one of its own department or against its own department, or the Department of Transportation may employ a contractor to do the work, in which case the charges will be the contract cost plus engineering and inspection. The municipality is to specify the location, extent, and type of the work to be done, and shall provide the necessary rights-of-way, authorization for the removal of such items as poles, trees, water and sewer lines as may be necessary, holding the Department of Transportation free from any claim by virtue of such items of cost and from such damage or claims as may arise therefrom except from negligence on the part of the Department of Transportation, its agents, or employees.

If a municipality elects to bring itself under the provisions of the two preceding paragraphs, it shall enter into a two-year contract with the Department of Transportation and if it desires to dissolve the contract at the end of any two-year period it shall notify the Department of Transportation of its desire to terminate said contract on or before April 1 of the year in which such contract shall expire; otherwise, said contract shall continue for an additional two-year period, and if the municipality elects to bring itself under the provisions of the two preceding paragraphs and thereafter fails to pay its account to the Department of Transportation for the fiscal year ending June 30, by August 1 following the fiscal year, then the Department of Transportation shall apply the said municipality's allocation under G.S. 136-41.1 to this account until said account is paid and the Department of Transportation shall not be obligated to do any further work provided for in the two preceding paragraphs until such account is paid.

Section 143-129 of the General Statutes relating to the procedure for letting of public contracts shall not be applicable to contracts undertaken by any municipality with the Department of Transportation in accordance with the provisions of the three preceding paragraphs.

(e) Permitted Offsets to Funding. – The Department of Transportation is authorized to apply a municipality's share of funds allocated to a municipality under the provisions of G.S. 136-41.1 to any of the following accounts of the municipality with the said Department of Transportation, which the municipality fails to pay:

- (1) Cost sharing agreements for right-of-way entered into pursuant to G.S. 136-66.3, but not to exceed ten percent (10%) of any one year's allocation until the debt is repaid,
- (2) The cost of relocating municipally owned waterlines and other municipally owned utilities on a State highway project which is the responsibility of the municipality,
- (3) For any other work performed for the municipality by the Department of Transportation or its contractor by agreement between the Department of Transportation and the municipality, and
- (4) For any other work performed that was made necessary by the construction, reconstruction or paving of a highway on the State highway system for which the municipality is legally responsible."

SECTION 3.4. G.S. 136-41.4 reads as rewritten:

"§ 136-41.4. Municipal use of allocated funds; election.

(a) A municipality that qualifies for an allocation of funds pursuant to G.S. 136-41.1 shall have the ~~option~~ following options:

- (1) ~~to accept~~ Accept all or a portion of funds allocated to the municipality, under that section, for the repair, maintenance, construction, reconstruction, widening, or improving of the municipality's streets, municipality for use as authorized by G.S. 136-41.3(a).
- (2) Use some or all of its allocation to match federal funds administered by the Department for independent bicycle and pedestrian improvement projects within the municipality's limits, or within the area of any metropolitan planning organization or rural transportation planning organization.
- (3) ~~or the municipality may elect~~ Elect to have some or all of the allocation reprogrammed for any Transportation Improvement Project currently on the approved project list within the municipality's limits or within the area of any metropolitan planning organization or rural transportation planning organization.

(b) If a municipality chooses to have its allocation reprogrammed, the ~~minimum~~ amount that may be reprogrammed is an amount equal to that amount necessary to complete one full phase of the project selected by the municipality or an amount that, when added to the amount already programmed for the Transportation Improvement Project selected, would permit the completion of at least one full phase of the project. The restriction set forth in this subsection shall not apply to any bicycle or pedestrian projects."

SECTION 3.5. DOT Municipal Lane Mile Study. – The Department of Transportation shall collect lane mile data from each municipality eligible to receive funds under this section no later than December 1, 2013. The Department shall report to the Joint Legislative Transportation Oversight Committee no later than March 1, 2014, on at least three options to shift the distribution formula to include lane mile data. The report shall include advantages and disadvantages, fiscal impacts to each municipality, and any other technical considerations in making such a change. The Joint Legislative Transportation Oversight Committee and the Fiscal Research Division shall include in its recommendations to the 2014 Session of the 2013 General Assembly a new distribution formula, if the Committee finds that a new formula is beneficial and practical.

CONFORMING CHANGES

SECTION 4.1. G.S. 105-187.9 reads as rewritten:

"§ 105-187.9. Disposition of tax proceeds.

...
(b) ~~(Repealed effective July 1, 2013)~~ General Fund Transfer. — In each fiscal year, the State Treasurer shall transfer the amounts provided below from the taxes deposited in the Trust Fund to the General Fund. The transfer of funds authorized by this section may be made by transferring one fourth of the amount at the end of each quarter in the fiscal year or by

~~transferring the full amount annually on July 1 of each fiscal year, subject to the availability of revenue.~~

~~(1) The sum of twenty-six million dollars (\$26,000,000).~~

~~(2) In addition to the amount transferred under subdivision (1) of this subsection, the sum of one million seven hundred thousand dollars (\$1,700,000) shall be transferred in the 2001-2002 fiscal year. The amount distributed under this subdivision shall increase in the 2002-2003 fiscal year to the sum of two million four hundred thousand dollars (\$2,400,000). In each fiscal year thereafter, the sum transferred under this subdivision shall be the amount distributed in the previous fiscal year plus or minus a percentage of this sum equal to the percentage by which tax collections under this Article increased or decreased for the most recent 12-month period for which data are available.~~

~~(c) (Effective July 1, 2013) Mobility Fund Transfer. In each fiscal year, the State Treasurer shall transfer fifty-eight million dollars (\$58,000,000) from the taxes deposited in the Trust Fund to the Mobility Fund. The transfer of funds authorized by this section may be made by transferring one-fourth of the amount at the end of each quarter in the fiscal year or by transferring the full amount annually on July 1 of each fiscal year, subject to the availability of revenue."~~

SECTION 4.2. G.S. 136-18 reads as rewritten:

"§ 136-18. Powers of Department of Transportation.

The said Department of Transportation is vested with the following powers:

...

(12a) The Department of Transportation shall have such powers as are necessary to establish, administer, and receive federal funds for a transportation infrastructure banking program as authorized by the Intermodal Surface Transportation Efficiency Act of 1991, Pub. L. 102-240, as amended, and the National Highway System Designation Act of 1995, Pub. L. 104-59, as amended. The Department of Transportation is authorized to apply for, receive, administer, and comply with all conditions and requirements related to federal financial assistance necessary to fund the infrastructure banking program. The infrastructure banking program established by the Department of Transportation may utilize federal and available State funds for the purpose of providing loans or other financial assistance to governmental units, including toll authorities, to finance the costs of transportation projects authorized by the above federal aid acts. Such loans or other financial assistance shall be subject to repayment and conditioned upon the establishment of such security and the payment of such fees and interest rates as the Department of Transportation may deem necessary. The Department of Transportation is authorized to apply a municipality's share of funds allocated under G.S. 136-41.1 or G.S. 136-44.20 as necessary to ensure repayment of funds advanced under the infrastructure banking program. The Department of Transportation shall establish jointly, with the State Treasurer, a separate infrastructure banking account with necessary fiscal controls and accounting procedures. Funds credited to this account shall not revert, and interest and other investment income shall accrue to the account and may be used to provide loans and other financial assistance as provided under this subdivision. The Department of Transportation may establish such rules and policies as are necessary to establish and administer the infrastructure banking program. The infrastructure banking program authorized under this subdivision shall not modify the regional distribution formula for the distribution of funds established by ~~G.S. 136-17.2A~~ G.S. 136-189.11. Governmental units may apply for loans and execute debt instruments payable to the State in order to obtain loans or other financial assistance provided for in this subdivision. The Department of Transportation shall require that applicants shall pledge as security for such obligations revenues derived from operation of the benefited facilities or systems, other sources of revenue, or their faith and credit, or any combination thereof. The faith and credit of such governmental units shall

not be pledged or be deemed to have been pledged unless the requirements of Article 4, Chapter 159 of the General Statutes have been met. The State Treasurer, with the assistance of the Local Government Commission, shall develop and adopt appropriate debt instruments for use under this subdivision. The Local Government Commission shall develop and adopt appropriate procedures for the delivery of debt instruments to the State without any public bidding therefor. The Local Government Commission shall review and approve proposed loans to applicants pursuant to this subdivision under the provisions of Articles 4 and 5, Chapter 159 of the General Statutes, as if the issuance of bonds was proposed, so far as those provisions are applicable. Loans authorized by this subdivision shall be outstanding debt for the purpose of Article 10, Chapter 159 of the General Statutes.

...."

SECTION 4.3. G.S. 136-17.2A is repealed.

SECTION 4.4. G.S. 136-44.50(a) reads as rewritten:

"(a) A transportation corridor official map may be adopted or amended by any of the following:

- (1) The governing board of any local government for any thoroughfare included as part of a comprehensive plan for streets and highways adopted pursuant to G.S. 136-66.2 or for any proposed public transportation corridor included in the adopted long-range transportation plan.
- (2) The Board of Transportation, or the governing board of any county, for any portion of the existing or proposed State highway system or for any public transportation corridor, to include rail, that is in the Transportation Improvement Program.
- (3) Regional public transportation authorities created pursuant to Article 26 of Chapter 160A of the General Statutes or regional transportation authorities created pursuant to Article 27 of Chapter 160A of the General Statutes for any portion of the existing or proposed State highway system, or for any proposed public transportation corridor, or adjacent station or parking lot, included in the adopted long-range transportation plan.
- (4) The North Carolina Turnpike Authority for any project being studied pursuant to G.S. 136-89.183.
- (5) The Wilmington Urban Area Metropolitan Planning Organization for ~~any project that is within its urbanized boundary and identified in G.S. 136-179.~~ Department projects R-3300 and U-4751.

Before a city adopts a transportation corridor official map that extends beyond the extraterritorial jurisdiction of its building permit issuance and subdivision control ordinances, or adopts an amendment to a transportation corridor official map outside the extraterritorial jurisdiction of its building permit issuance and subdivision control ordinances, the city shall obtain approval from the Board of County Commissioners."

SECTION 4.5. G.S. 136-66.3 reads as rewritten:

"§ 136-66.3. Local government participation in improvements to the State transportation system.

...
(c1) ~~No TIP Disadvantage for Participation. If a county or municipality participates in a State transportation system improvement project, as authorized by this section, or by G.S. 136-51 and G.S. 136-98, the Department shall ensure that the local government's participation does not cause any disadvantage to any other project in the Transportation Improvement Program under G.S. 143B-350(f)(4).~~

(c2) ~~Distribution of State Funds Made Available by County or Municipal Participation. – Any State or federal funds allocated to a project that are made available by county or municipal participation in a project contained in the Transportation Improvement Program under G.S. 143B-350(f)(4) shall remain in the same funding region that the funding was allocated to under the distribution formula contained in G.S. 136-17.2A, be subject to G.S. 136-189.11.~~

(c3) ~~Limitation on Agreements. The Department shall not enter into any agreement with a county or municipality to provide additional total funding for highway construction in~~

~~the county or municipality in exchange for county or municipal participation in any project contained in the Transportation Improvement Program under G.S. 143B-350(f)(4).~~

...
(e1) Reimbursement Procedure. – Upon request of the county or municipality, the Department of Transportation shall allow the local government a period of not less than three years from the date construction of ~~the project~~ a project undertaken under subsection (e) of this section is initiated to reimburse the Department their agreed upon share of the costs necessary for the project. The Department of Transportation shall not charge a local government any interest during the initial three years.
...."

SECTION 4.6. G.S. 136-89.192 reads as rewritten:

"§ 136-89.192. ~~Equity distribution~~ Applicability of formula.

Only those funds applied to a Turnpike Project from the State Highway Fund, State Highway Trust Fund, or federal-aid funds that might otherwise be used for other roadway projects within the State, and are otherwise already subject to the ~~distribution~~ formula under G.S. 136-17.2A, G.S. 136-189.11 shall be included in the ~~distribution~~ formula.

Other revenue from the sale of the Authority's bonds or notes, project loans, or toll collections shall not be included in the ~~distribution~~ formula."

SECTION 4.7. G.S. 136-175 reads as rewritten:

"§ 136-175. Definitions.

The following definitions apply in this Article:

- (1) ~~Intrastate System. The network of major, multilane arterial highways composed of those routes, segments, or corridors listed in G.S. 136-178, and any other route added by the Department of Transportation under G.S. 136-178.~~
- (2) Transportation Improvement Program. The schedule of major transportation improvement projects required by G.S. 143B-350(f)(4).
- (3) Trust Fund. The North Carolina Highway Trust Fund."

SECTION 4.8. G.S. 136-176 reads as rewritten:

"§ 136-176. Creation, revenue sources, and purpose of North Carolina Highway Trust Fund.

(a) A special account, designated the North Carolina Highway Trust Fund, is created within the State treasury. The Trust Fund consists of the following revenue:

- (1) Motor fuel, alternative fuel, and road tax revenue deposited in the Fund under G.S. 105-449.125, 105-449.134, and 105-449.43, respectively.
- (2) Motor vehicle use tax deposited in the Fund under G.S. 105-187.9.
- (3) Revenue from the certificate of title fee and other fees payable under G.S. 20-85.
- (4) Repealed by Session Laws 2001-424, s. 27.1.
- (5) Interest and income earned by the Fund.

~~(a1) The Department shall use two hundred twenty million dollars (\$220,000,000) in fiscal year 2001-2002, two hundred twelve million dollars (\$120,000,000) in fiscal year 2002-2003, and two hundred fifty five million dollars (\$255,000,000) in fiscal year 2003-2004 of the cash balance of the Highway Trust Fund for the following purposes:~~

- (1) ~~For primary route pavement preservation. One hundred seventy million dollars (\$170,000,000) in fiscal year 2001-2002, and one hundred fifty million dollars (\$150,000,000) in each of the fiscal years 2002-2003 and 2003-2004. Up to ten percent (10%) of the amount for each of the fiscal years 2001-2002, 2002-2003, and 2003-2004 is available in that fiscal year, at the discretion of the Secretary of Transportation, for:~~
 - a. ~~Highway improvement projects that further economic growth and development in small urban and rural areas, that are in the Transportation Improvement Program, and that are individually approved by the Board of Transportation; or~~
 - b. ~~Highway improvements that further economic development in the State and that are individually approved by the Board of Transportation.~~
- (2) ~~For preliminary engineering costs not included in the current year Transportation Improvement Program. Fifteen million dollars~~

- ~~(3) For computerized traffic signal systems and signal optimization projects. Fifteen million dollars (\$15,000,000) in each of the fiscal years 2001-2002, 2002-2003, and 2003-2004.~~
- ~~(4) For public transportation twenty million dollars (\$20,000,000) in fiscal year 2001-2002, twenty five million dollars (\$25,000,000) in fiscal year 2002-2003, and seventy five million dollars (\$75,000,000) in fiscal year 2003-2004.~~
- ~~(5) For small urban construction projects. Seven million dollars (\$7,000,000) in fiscal year 2002-2003.~~

Funds authorized for use by the Department pursuant to this subsection shall remain available to the Department until expended.

(a2) Repealed by Session Laws 2002-126, s. 26.4(b), effective July 1, 2002.

(a3) The Department may obligate three hundred million dollars (\$300,000,000) in fiscal year 2003-2004 and four hundred million dollars (\$400,000,000) in fiscal year 2004-2005 of the cash balance of the Highway Trust Fund for the following purposes:

- ~~(1) Six hundred thirty million dollars (\$630,000,000) for highway system preservation, modernization, and maintenance, including projects to enhance safety, reduce congestion, improve traffic flow, reduce accidents, upgrade pavement widths and shoulders, extend pavement life, improve pavement smoothness, and rehabilitate or replace deficient bridges; and for economic development transportation projects recommended by local officials and approved by the Board of Transportation.~~
- ~~(2) Seventy million dollars (\$70,000,000) for regional public transit systems, rural and urban public transportation system facilities, regional transportation and air quality initiatives, rail system track improvements and equipment, and other ferry, bicycle, and pedestrian improvements. For any project or program listed in this subdivision for which the Department receives federal funds, use of funds pursuant to this subdivision shall be limited to matching those funds.~~

Funds authorized for obligation and use by the Department pursuant to this subsection shall remain available to the Department until expended.

(a4) Project selection pursuant to subsection (a3) of this section shall be based on identified and documented need. Funds expended pursuant to subdivision (1) of subsection (a3) of this section shall be distributed in accordance with the distribution formula in G.S. 136-17.2A. No funds shall be expended pursuant to subsection (a3)(1) of this section on any project that does not meet Department of Transportation standards for road design, materials, construction, and traffic flow.

(a5) The Department shall report to the Joint Legislative Transportation Oversight Committee, on or before September 1, 2003, on its intended use of funds pursuant to subsection (a3) of this section. The Department shall report to the Joint Transportation Appropriations Subcommittee, on or before May 1, 2004, on its actual current and intended future use of funds pursuant to subsection (a3) of this section. The Department shall certify to the Joint Legislative Transportation Oversight Committee each year, on or before November 1, that use of the Highway Trust Fund cash balances for the purposes listed in subsection (a3) of this section will not adversely affect the delivery schedule of any Highway Trust Fund projects. If the Department cannot certify that the full amounts authorized in subsection (a3) of this section are available, then the Department may determine the amount that can be used without adversely affecting the delivery schedule and may proportionately apply that amount to the purposes set forth in subsection (a3) of this section.

(b) Funds in the Trust Fund are annually appropriated to the Department of Transportation to be allocated and used as provided in this subsection. A sum, not to exceed four and eight tenths percent (4.8%) of the amount of revenue deposited in the Trust Fund under subdivisions (a)(1), (2), and (3) of this section sum, in the amount appropriated by law,

may be used each fiscal year by the Department for expenses to administer the Trust Fund. Operation and project development costs of the North Carolina Turnpike Authority are eligible administrative expenses under this subsection. Any funds allocated to the Authority pursuant to this subsection shall be repaid by the Authority from its toll revenue as soon as possible, subject to any restrictions included in the agreements entered into by the Authority in connection with the issuance of the Authority's revenue bonds. Beginning one year after the Authority begins collecting tolls on a completed Turnpike Project, interest shall accrue on any unpaid balance owed to the Highway Trust Fund at a rate equal to the State Treasurer's average annual yield on its investment of Highway Trust Fund funds pursuant to G.S. 147-6.1. Interest earned on the unpaid balance shall be deposited in the Highway Trust Fund upon repayment. The sum up to the amount anticipated to be necessary to meet the State matching funds requirements to receive federal-aid highway trust funds for the next fiscal year may be set aside for that purpose. The rest of the funds in the Trust Fund shall be allocated and used as follows: specified in G.S. 136-189.11.

- (1) ~~Sixty-one and ninety-five hundredths percent (61.95%) to plan, design, and construct projects on segments or corridors of the Intrastate System as described in G.S. 136-178 and to pay debt service on highway bonds and notes that are issued under the State Highway Bond Act of 1996 and whose proceeds are applied to these projects.~~
- (2) ~~Twenty-five and five hundredths percent (25.05%) to plan, design, and construct the urban loops described in G.S. 136-180 and to pay debt service on highway bonds and notes that are issued under the State Highway Bond Act of 1996 and whose proceeds are applied to these urban loops.~~
- (3) ~~Six and one-half percent (6.5%) to supplement the appropriation to cities for city streets under G.S. 136-181.~~
- (4) ~~Six and one-half percent (6.5%) for secondary road construction as provided in G.S. 136-182 and to pay debt service on highway bonds and notes that are issued under the State Highway Bond Act of 1996 and whose proceeds are applied to secondary road construction.~~

The Department must administer funds allocated under subdivisions (1), (2), and (4) of this subsection this section in a manner that ensures that sufficient funds are available to make the debt service payments on bonds issued under the State Highway Bond Act of 1996 as they become due.

~~(b1) The Secretary may authorize the transfer of funds allocated under subdivisions (1) through (4) of subsection (b) of this section to other projects that are ready to be let and were to be funded from allocations to those subdivisions. The Secretary shall ensure that any funds transferred pursuant to this subsection are repaid promptly and in any event in no more than four years. The Secretary shall certify, prior to making any transfer pursuant to this subsection, that the transfer will not affect the delivery schedule of Highway Trust Fund projects in the current Transportation Improvement Program. No transfers shall be allowed that do not conform to the applicable provisions of the equity formula for distribution of funds, _____ G.S. 136-17.2A. If the Secretary authorizes a transfer pursuant to this subsection, the Secretary shall report that decision to the next regularly scheduled meetings of the Joint Legislative Commission on Governmental Operations, the Joint Legislative Transportation Oversight Committee, and to the Fiscal Research Division.~~

(b2) **(Effective July 1, 2013)** There is annually appropriated to the North Carolina Turnpike Authority from the Highway Trust Fund the sum of ~~one hundred twelve million dollars (\$112,000,000)~~ forty-nine million dollars (\$49,000,000). Of the amount allocated by this subsection, twenty-five million dollars (\$25,000,000) shall be used to pay debt service or related financing costs and expenses on revenue bonds or notes issued for the construction of the Triangle Expressway, and twenty-four million dollars (\$24,000,000) shall be used to pay debt service or related financing expenses on revenue bonds or notes issued for the construction of the ~~Monroe Connector/Bypass~~, twenty-eight million dollars (\$28,000,000) shall be used to pay debt service or related financing expenses on revenue bonds or notes issued for the construction of the Mid Currituck Bridge, and thirty-five million dollars (\$35,000,000) shall be used to pay debt service or related financing expenses on revenue bonds or notes issued for the construction of the Garden Parkway/Monroe Connector/Bypass. The amounts appropriated to the Authority pursuant to this subsection shall be used by the Authority to pay debt service or related financing costs and expenses on revenue bonds or notes issued by the Authority to

finance the costs of one or more Turnpike Projects, to refund such bonds or notes, or to fund debt service reserves, operating reserves, and similar reserves in connection therewith. The appropriations established by this subsection constitute an agreement by the State to pay the funds appropriated hereby to the Authority within the meaning of G.S. 159-81(4). Notwithstanding the foregoing, it is the intention of the General Assembly that the enactment of this provision and the issuance of bonds or notes by the Authority in reliance thereon shall not in any manner constitute a pledge of the faith and credit and taxing power of the State, and nothing contained herein shall prohibit the General Assembly from amending the appropriations made in this subsection at any time to decrease or eliminate the amount annually appropriated to the Authority. Funds transferred from the Highway Trust Fund to the Authority pursuant to this subsection are not subject to the ~~equity~~ formula in G.S. 136-17.2A-G.S. 136-189.11.

(c) ~~If funds are received under 23 U.S.C. Chapter 1, Federal Aid Highways, for a project for which funds in the Trust Fund may be used, the amount of federal funds received plus the amount of any funds from the Highway Fund that were used to match the federal funds may be transferred by the Secretary of Transportation from the Trust Fund to the Highway Fund and used for projects in the Transportation Improvement Program.~~

(d) A contract may be let for projects funded from the Trust Fund in anticipation of revenues pursuant to the cash-flow provisions of G.S. 143C-6-11 only for the two bienniums following the year in which the contract is let.

(e) **(Effective July 1, 2013)** ~~Subject to G.S. 136-17.2A and other funding distribution formulas, funds allocated under subdivisions (1), (3), and (4) of subsection (b) of this section may also G.S. 136-189.11, funds may be used for fixed guideway projects, including providing matching funds for federal grants for fixed guideway projects."~~

SECTION 4.9. The following statutes are repealed:

- (1) G.S. 136-177.
- (2) G.S. 136-177.1.
- (3) G.S. 136-178.
- (4) G.S. 136-179.
- (5) G.S. 136-180.
- (6) G.S. 136-184.
- (7) G.S. 136-185.
- (8) G.S. 136-187.
- (9) G.S. 136-188.
- (10) G.S. 136-189.

TURNPIKE AUTHORITY CHANGES

SECTION 5.1. G.S. 136-89.183(a)(2) reads as rewritten:

"§ 136-89.183. Powers of the Authority.

(a) The Authority shall have all of the powers necessary to execute the provisions of this Article, including the following:

- ...
- (2) To study, plan, develop, and undertake preliminary design work on up to ~~eight~~ nine Turnpike Projects. At the conclusion of these activities, the Turnpike Authority is authorized to design, establish, purchase, construct, operate, and maintain the following projects:
 - a. Triangle Expressway, including segments also known as N.C. 540, Triangle Parkway, and the Western Wake Freeway in Wake and Durham Counties, and Southeast Extension in Wake and Johnston Counties, except that no portion of the Southeast Extension shall be located north of an existing protected corridor established by the Department of Transportation circa 1995, except in the area of Interstate 40 East Counties. The described segments constitute three projects.
 - b. ~~Gaston East-West Connector, also known as the Garden Parkway.~~
 - c. Monroe Connector/Bypass.
 - d. ~~Cape Fear Skyway.~~

- e. ~~A bridge of more than two miles in length going from the mainland to a peninsula bordering the State of Virginia, pursuant to G.S. 136-89.183A.~~

Any other project proposed by the Authority in addition to the projects listed in this subdivision ~~must be approved by the General Assembly prior to construction.~~ subdivision requires prior consultation with the Joint Legislative Commission on Governmental Operations pursuant to G.S. 120-76.1 no less than 180 days prior to initiating the process required by Article 7 of Chapter 159 of the General Statutes.

~~A~~ With the exception of the four projects set forth in sub-subdivisions a. and c. of this subdivision, the Turnpike Project-projects selected for construction by the Turnpike Authority-Authority, prior to the letting of a contract for the project, shall meet the following conditions: (i) two of the projects must be ranked in the top 35 based on total score on the Department-produced list entitled "Mobility Fund Project Scores" dated June 6, 2012, and, in addition, may be subject to G.S. 136-18(39a); (ii) of the projects not ranked as provided in (i), one may be subject to G.S. 136-18(39a); (iii) the projects shall be included in any applicable locally adopted comprehensive transportation plans and plans; (iv) the projects shall be shown in the current State Transportation Improvement Plan prior to the letting of a contract for the Turnpike Project-Program; and (v) toll projects must be approved by all affected Metropolitan Planning Organizations and Rural Transportation Planning Organizations for tolling."

SECTION 5.2. G.S. 136-18 reads as rewritten:

"§ 136-18. Powers of Department of Transportation.

The said Department of Transportation is vested with the following powers:

- ...
- (39a) a. ~~The Department of Transportation or Turnpike Authority, as applicable, may enter into a partnership agreement up to three agreements with a private entity as provided under subdivision (39) of this section for which the provisions of this section apply. The pilot project allowed under this subdivision must be one that is a candidate for funding under the Mobility Fund, that is planned for construction through a public-private partnership, and for which a Request for Qualifications has been issued by the Department no later than June 30, 2012.~~
- b. A private entity or its contractors must provide performance and payment security in the form and in the amount determined by the Department of Transportation. The form of the performance and payment security may consist of bonds, letters of credit, parent guaranties, or other instruments acceptable to the Department of Transportation.
- c. Notwithstanding the provisions of G.S. 143B-426.40A, an agreement entered into under this subdivision may allow the private entity to assign, transfer, sell, hypothecate, and otherwise convey some or all of its right, title, and interest in and to such agreement, and any rights and remedies thereunder, to a lender, bondholder, or any other party. However, in no event shall any such assignment create additional debt or debt-like obligations of the State of North Carolina, the Department, or any other agency, authority, commission, or similar subdivision of the State to any lender, bondholder, entity purchasing a participation in the right to receive the payment, trustee, trust, or any other party providing financing or funding of projects described in this section. The foregoing shall not preclude the Department from making any payments due and owing pursuant to an agreement entered into under this section.
- d. ~~The Department of Transportation may fix, revise, charge, and collect tolls and fees to the same extent allowed under Article 6H of Chapter 136 of the General Statutes.~~ Statutes shall apply to the

Department of Transportation and to projects undertaken by the Department of Transportation under subdivision (39) of this section. The Department may assign its authority under that Article to fix, revise, charge, retain, enforce, and collect tolls and fees to the private entity.

e. Any contract under this subdivision or under Article 6H of this Chapter for the development, construction, maintenance, or operation of a project shall provide for revenue sharing, if applicable, between the private party and the Department, and revenues derived from such project may be used as set forth in G.S. 136-89.188(a), notwithstanding the provisions of G.S. 136-89.188(d). Excess toll revenues from a Turnpike project shall be used for the funding or financing of transportation projects within the corridor where the Turnpike Project is located. For purposes of this subdivision, the term "excess toll revenues" means those toll revenues derived from a Turnpike Project that are not otherwise used or allocated to the Authority or a private entity pursuant to this subdivision, notwithstanding the provisions of G.S. 136-89.188(d). For purposes of this subdivision, the term "corridor" means (i) the right-of-way limits of the Turnpike Project and any facilities related to the Turnpike Project or any facility or improvement necessary for the use, design, construction, operation, maintenance, repair, rehabilitation, reconstruction, or financing of a Turnpike Project; (ii) the right-of-way limits of any subsequent improvements, additions, or extension to the Turnpike Project and facilities related to the Turnpike projects, including any improvements necessary for the use, design, construction, operation, maintenance, repair, rehabilitation, reconstruction, or financing of those subsequent improvements, additions, or extensions to the Turnpike Project; and (iii) roads used for ingress or egress to the toll facility or roads that intersect with the toll facility, whether by ramps or separated grade facility, and located within one mile in any direction.

f. Agreements entered into under this subdivision shall comply with the following additional provisions:

1. The Department shall solicit proposals for agreements.
2. Agreement shall be limited to no more than 50 years from the date of the beginning of operations on the toll facility.
3. Notwithstanding the provisions of G.S. 136-89.183(a)(5), all initial tolls or fees to be charged by a private entity shall be reviewed by the Turnpike Authority Board. Prior to setting toll rates, either a set rate or a minimum and maximum rate set by the private entity, the private entity shall hold a public hearing on the toll rates, including an explanation of the toll setting methodology, in accordance with guidelines for the hearing developed by the Department. After tolls go into effect, the private entity shall report to the Turnpike Authority Board 30 days prior to any increase in toll rates or change in the toll setting methodology by the private entity from the previous toll rates or toll setting methodology last reported to the Turnpike Authority Board.
4. Financial advisors and attorneys retained by the Department on contract to work on projects pursuant to this subsection shall be subject to State law governing conflicts of interest.
5. 60 days prior to the signing of a concession agreement subject to this subdivision, the Department shall report to the Joint Legislative Transportation Oversight Committee on the following for the presumptive concessionaire:
 - I. Project description.
 - II. Number of years that tolls will be in place.

- III. Name and location of firms and parent companies, if applicable, including firm responsibility and stake, and assessment of audited financial statements.
- IV. Analysis of firm selection criteria.
- V. Name of any firm or individual under contract to provide counsel or financial analysis to the Department or Authority. The Department shall disclose payments to these contractors related to completing the agreement under this subdivision.
- VI. Demonstrated ability of the project team to deliver the project, by evidence of the project team's prior experience in delivering a project on schedule and budget, and disclosure of any unfavorable outcomes on prior projects.
- VII. Detailed description of method of finance, including sources of funds, State contribution amounts, including schedule of availability payments and terms of debt payments.
- VIII. Information on assignment of risk shared or assigned to State and private partner.
- IX. Information on the feasibility of finance as obtained in traffic and revenue studies.
- 6. The Turnpike Authority annual report under G.S. 136-89.193 shall include reporting on all revenue collections associated with projects subject to this subdivision under the Turnpike Authority.
- 7. The Department shall develop standards for entering into comprehensive agreements with private entities under the authority of this subdivision and report those standards to the Joint Legislative Transportation Oversight Committee on or before October 1, 2013.

...

(43) For the purposes of financing an agreement under subdivision (39a) of this section, the Department of Transportation may act as a conduit issuer for private activity bonds to the extent the bonds do not constitute a debt obligation of the State. The issuance of private activity bonds under this subdivision and any related actions shall be governed by The State and Local Government Revenue Bond Act, Article 5 of Chapter 159 of the General Statutes, with G.S. 159-88 satisfied by adherence to the requirements of ~~subdivisions (39) and subdivision (39a)~~ of this section."

SECTION 5.3. G.S. 136-89.183(a)(5) reads as rewritten:

"§ 136-89.183. Powers of the Authority.

(a) The Authority shall have all of the powers necessary to execute the provisions of this Article, including the following:

- (5) To fix, revise, charge, retain, enforce, and collect tolls and fees for the use of the Turnpike Projects. Prior to the effective date of any toll or fee for use of a Turnpike Facility, the Authority shall submit a description of the proposed toll or fee to the Board of Transportation, the Joint Legislative Transportation Oversight Committee and the Joint Legislative Commission on Governmental Operations for review.

...."

SECTION 5.4. G.S. 136-89.188 reads as rewritten:

"§ 136-89.188. Use of revenues.

(a) Revenues derived from Turnpike Projects authorized under this Article shall be used only for the following:

- (1) Authority administration ~~costs~~; costs.

- (2) Turnpike Project development, right-of-way acquisition, ~~design, construction, operation, and maintenance;~~ maintenance, reconstruction, rehabilitation, and replacement.
- (3) ~~debt~~ Debt service on the Authority's revenue bonds or related purposes such as the establishment of debt service reserve ~~funds.~~ funds.
- (4) Debt service, debt service reserve funds, and other financing costs related to any of the following:
 - a. A financing undertaken by a private entity under a partnership agreement with the entity for a Turnpike Project.
 - b. Private activity bonds issued under law related to a Turnpike Project.
 - c. Any federal or State loan, line of credit, or loan guarantee relating to a Turnpike Project.
- (5) A return on investment of any private entity under a partnership agreement with the entity for a Turnpike Project.
- (6) Any other uses granted to a private entity under a partnership agreement with the entity for a Turnpike Project.

(b) The Authority may use up to one hundred percent (100%) of the revenue derived from a Turnpike Project for debt service on the Authority's revenue bonds or for a combination of debt service and operation and maintenance expenses of the Turnpike Projects.

(c) The Authority shall use not more than five percent (5%) of total revenue derived from all Turnpike Projects for Authority administration costs.

(d) Notwithstanding the provisions of subsections (a) and (b) of this section, toll revenues generated from a converted segment of the State highway system previously planned for operation as a nontoll facility shall only be used for the funding or financing of the right of way acquisition, construction, expansion, operations, maintenance, and Authority administration costs associated with the converted segment or a contiguous toll facility."

SECTION 5.5. Part 1 of Article 6H of Chapter 136 of the General Statutes is amended by adding a new section to read:

"§ 136-89.199. Designation of high-occupancy toll and managed lanes.

Notwithstanding any other provision of this Article, the Authority may designate one or more lanes of any highway, or portion thereof, within the State, including lanes that may previously have been designated as HOV lanes under G.S. 20-146.2, as high-occupancy toll (HOT) or other type of managed lanes; provided, however, that such designation shall not reduce the number of existing general purpose lanes. In making such designations, the Authority shall specify the high-occupancy requirement or other conditions for use of such lanes, which may include restricting vehicle types, access controls, or the payment of tolls for vehicles that do not meet the high-occupancy requirements or conditions for use."

SECTION 5.6. Part 2 of Article 6H of Chapter 136 of the General Statutes reads as rewritten:

"Part 2. Collection of Tolls on Turnpike Projects.

...

"§ 136-89.212. Payment of toll required for use of Turnpike project.

(a) A motor vehicle that is driven on a Turnpike project is subject to a toll imposed by the Authority for the use of the project. If the toll is an open road toll, the person who is the registered owner of the motor vehicle is liable for payment of the toll unless the registered owner establishes that the motor vehicle was in the care, custody, and control of another person when it was driven on the Turnpike project.

(b) A person establishes that a motor vehicle was in the care, custody, and control of another person when it was driven on a Turnpike project by submitting to the Authority a sworn affidavit stating one of the following:

- (1) The name and address of the person who had the care, custody, and control of the motor vehicle when it was driven. If the motor vehicle was leased or rented under a long-term lease or rental, as defined in G.S. 105-187.1, the affidavit must be supported by a copy of the lease or rental agreement or other written evidence of the agreement.
- (2) The motor vehicle was stolen. The affidavit must be supported by an insurance or police report concerning the theft or other written evidence of the theft.

- (3) The person transferred the motor vehicle to another person by sale or otherwise before it was driven on the Turnpike project. The affidavit must be supported by insurance information, a copy of the certificate of title, or other evidence of the transfer.

(c) If a person establishes that a motor vehicle was in the care, custody, and control of another person under subsection (b) of this section, the other person shall be liable for the payment of the toll, and the Authority may send a bill to collect and enforce the toll in accordance with this Article; provided, however, that such other person may contest such toll in accordance with this Article.

"§ 136-89.213. Administration of tolls and requirements for open road tolls.

(a) Administration. – The Authority is responsible for collecting tolls on Turnpike projects. In exercising its authority under G.S. 136-89.183 to perform or procure services required by the Authority, the Authority may contract with one or more providers to perform part or all of the collection functions and may enter into agreements to exchange information, including confidential information under subsection (a1) of this section, that identifies motor vehicles and their owners with one or more of the following entities: the Division of Motor Vehicles of the Department of Transportation, another state, another toll operator, ~~or a toll collection-related organization~~ organization, or a private entity that has entered into a partnership agreement with the Authority pursuant to G.S. 136-89.183(a)(17). Further, the Authority may assign its authority to fix, revise, charge, retain, enforce, and collect tolls and fees under this Article to a private entity that has entered into a partnership agreement with the Authority pursuant to G.S. 136-89.183(a)(17).

...
(b) Open Road Tolls. – If a Turnpike project uses an open road tolling system, the Authority must operate a facility that is in the immediate vicinity of the Turnpike project ~~and that accepts or provide an alternate means to accept~~ cash payment of the toll and must place signs on the Turnpike project that give drivers the following information:

- (1) Notice that the driver is approaching a highway for which a toll is required. Signs providing this information must be placed before the toll is incurred.
- (2) The methods by which the toll may be paid.
- (3) ~~Directions. If applicable, directions~~ to the nearby facility that accepts cash payment of the toll.

"§ 136-89.214. Bill for unpaid open road toll.

(a) Bill. – If a motor vehicle travels on a Turnpike project that uses an open road tolling system and a toll for traveling on the project is not paid prior to travel or at the time of travel, the Authority must send a bill by first-class mail to the registered owner of the motor vehicle or the person who had care, custody, and control of the vehicle as established under G.S. 136-89.212(b) for the amount of the unpaid toll. The Authority must send the bill within 90 days after the travel ~~occurs~~ occurs, or within 90 days of receipt of a sworn affidavit submitted under G.S. 136-89.212(b) identifying the person who had care, custody, and control of the motor vehicle. If a bill is not sent within the required time, the Authority waives collection of the toll. The Authority must establish a billing period for unpaid open road tolls that is no shorter than 15 days. A bill for a billing period must include all unpaid tolls incurred by the same person during the billing period.

(b) Information on Bill. – A bill sent under this section must include all of the following information:

- (1) The name and address of the registered owner of the motor vehicle that traveled on the Turnpike ~~project~~ project or of the person identified under G.S. 136-89.212(b).
- (2) The date the travel occurred, the approximate time the travel occurred, and each segment of the Turnpike project on which the travel occurred.
- (3) An image of the registration plate of the motor vehicle, if the Authority captured an electronic image of the motor vehicle when it traveled on the Turnpike project.
- (4) The amount of the toll due and an explanation of how payment may be made.
- (5) The date by which the toll must be paid to avoid the imposition of a processing fee under G.S. 136-89.215 and the amount of the processing fee.

- (6) A statement that a vehicle owner who has unpaid tolls is subject to a civil penalty and may not renew the vehicle's registration until the tolls and civil penalties are paid.
- (7) A clear and concise explanation of how to contest liability for the toll.
- (8) If applicable, a copy of the affidavit submitted under G.S. 136-89.212(b) identifying the person with care, custody, and control of the motor vehicle.

"§ 136-89.215. Required action upon receiving bill for open road toll and processing fee for unpaid toll.

(a) Action Required. – A person who receives a bill from the Authority for an unpaid open road toll must take one of the following actions within 30 days of the date of the bill:

- (1) Pay the bill.
- (2) Send a written request to the Authority for a review of the toll.

(b) Fee. – If a person does not take one of the actions required under subsection (a) of this section within the required time, the Authority may add a processing fee to the amount the person owes. The processing fee may not exceed six dollars (\$6.00). A person may not be charged more than forty-eight dollars (\$48.00) in processing fees in a 12-month period.

The Authority must set the processing fee at an amount that does not exceed the costs of ~~collecting the unpaid toll, identifying the owner of a motor vehicle that is subject to an unpaid toll and billing the owner for the unpaid toll. The fee is a receipt of the Authority and must be applied to these costs.~~

...."

SECTION 5.7. DOT/Southeast Extension-Triangle Expressway. – The Department of Transportation shall strive to expedite the federal environmental impact statement process to define the route for the Southeast Extension of the Triangle Expressway Turnpike Project by promptly garnering input from local officials and other stakeholders, accelerating any required State studies, promptly submitting permit applications to the federal government, working closely with the federal government during the permitting process, and taking any other appropriate actions to accelerate the environmental permitting process.

SECTION 5.8. Monitoring. – As part of its oversight of the Department of Transportation, the Joint Legislative Transportation Oversight Committee shall closely monitor the progress of the Southeast Extension of the Triangle Expressway Turnpike Project.

TRANSITION STUDY AND REPORTING REQUIREMENTS

SECTION 6.1. Formula Implementation Report. – The Department of Transportation shall report to the Joint Legislative Transportation Oversight Committee and the Fiscal Research Division no later than August 15, 2013, on the Department's recommended formulas that will be used in the prioritization process to rank highway and nonhighway projects. The Department of Transportation's Prioritization Office shall develop the prioritization processes and formulas for all modes of transportation. The report will include a statement on the process used by the Department to develop the formulas, include a listing of external partners consulted during this process, and include feedback from its 3.0 workgroup partners on the Department's proposed recommendations. The Department shall not finalize the formula without consulting with the Joint Legislative Transportation Oversight Committee. The Joint Legislative Transportation Oversight Committee has 30 days after the report is received to meet and consult on the Department's recommendations. If no meeting occurs within 30 days after the report is received, the consultation requirement will be met. If consultation occurs and a majority of members serving on the Committee request changes to the Department's recommended formulas for highway and nonhighway modes, the Department shall review the requests and provide to the Committee its response to the requested changes no later than October 1, 2013. A final report on the highway and intermodal formulas shall be submitted to the Joint Legislative Transportation Oversight Committee by January 1, 2014.

SECTION 6.2. State Transportation Improvement Program Transition Report. – The Department of Transportation shall submit transition reports to members of the Joint Legislative Transportation Oversight Committee, House of Representatives Appropriations Subcommittee on Transportation and the Senate Appropriations Committee on Department of Transportation, and the Fiscal Research Division on March 1, 2014, and November 1, 2014. The reports shall include information on the Department's transition to Strategic Prioritization, overview changes to the State Transportation Improvement Program (STIP) and other internal and external processes that feed into the STIP, and offer statutory and policy recommendations

or items for consideration to the General Assembly that will enhance the prioritization process. The March 1, 2014, report shall also include an analysis of the distribution of tax and fee revenues between the Highway Fund and Highway Trust Fund and an analysis to determine if maintenance, construction, operations, administration, and capital expenditures are properly budgeted within the two funds and existing revenues are most effectively distributed between the two funds.

EFFECTIVE DATE

SECTION 7.1.(a) Except as provided herein, this act becomes effective July 1, 2013.

SECTION 7.1.(b) This act is effective only if the General Assembly appropriates funds in the Current Operations and Capital Improvements Appropriations Act of 2013 to implement this act.

In the General Assembly read three times and ratified this the 19th day of June, 2013.

s/ Philip E. Berger
President Pro Tempore of the Senate

s/ Thom Tillis
Speaker of the House of Representatives

s/ Pat McCrory
Governor

Approved 11:20 a.m. this 26th day of June, 2013

The Wilmington Urban Area Metropolitan Planning Organization's Local Input Point Methodology for the North Carolina Department of Transportation Strategic Prioritization 7.0 Process

Introduction

The Strategic Transportation Investments (STI) law is the formula to determine how the North Carolina Department of Transportation (NCDOT), in partnership with local governments, will fund and prioritize transportation projects in the state of North Carolina. Under this formula, all modes will compete for the same funding based on a data driven process called Prioritization.

The Strategic Transportation Investments places projects into three categories: Statewide, Regional and Division levels. The Statewide level is based solely on quantitative data such as benefit cost and safety ratios. Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs) and Division Engineers will assign local input points to projects in the Regional and Division levels. These points will be included in the calculation of the final project scores for Prioritization 7.0 (P 7.0) for the Regional and Division categories. MPOs and RPOs are required to develop methodology for the assignment of local input points and NCDOT must approve this methodology.

Figure 1, below, illustrates the three funding categories defined by the Strategic Transportation Investments law. Table 1 and Figure 2 that follow provide details on the data type, weighting, and corresponding geographic areas associated with each funding category to evaluate projects.



Figure 1. NCDOT Strategic Prioritization Funding Categories

Statewide Mobility (40% of total revenue funding)	Regional Impact (30% of total revenue funding)	Division Needs (30% of total revenue funding)
The project selection process will be 100% data-driven/quantitative scoring.	Data/ quantitative scoring will comprise 70% of the decision-making process and local rankings will comprise of the remaining 30%. This 30% local input will be shared 15% by the Division Engineers and 15% MPO/RPO input. The Wilmington MPO is located in Region B, made up of Divisions 2 and 3.	The Department will choose projects based 50% on data and 50% on local rankings. This 50% local input will be shared 25% by the Division Engineers and 25% MPO/RPO input. The Wilmington MPO is located in NCDOT Division 3.

Table 1. NCDOT Strategic Prioritization Data Type Weighting by Funding Category

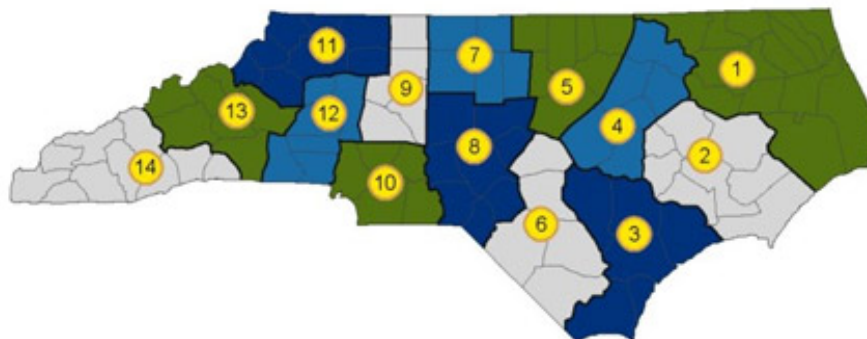


Figure 2. NCDOT Highway Divisions

Each of the three funding categories identified under the Strategic Transportation Investments have their own scoring criteria, weighting, and project eligibility. An overview of these funding category specific details can be reviewed in Appendix A, Strategic Transportation Investments; Highway Scoring Details, and Appendix B, Strategic Transportation Investments; Non-Highway Scoring Details.

This methodology is intended to ensure a process that is both data-driven and responsive to local needs. The methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process that includes at least two criteria, with at least one being qualitative, for determining project prioritization. The North Carolina Department of Transportation will be developing quantitative scores for all projects based on adopted criteria from the P7.0 Workgroup.

The WMPO's participation in the Strategic Transportation Investments process consists of the following steps:

1. Selection and submittal of projects for consideration in the Statewide, Regional and Division levels.

2. Develop qualitative scoring methodology (Local Input Point Methodology) for projects eligible for evaluation in the Regional Impact and Division Needs funding categories.
3. Receive quantitative scoring of submitted projects that has been determined by NCDOT's Strategic Prioritization Office of Transportation (SPOT).
4. Apply local input point methodology for scoring projects in the Regional Impact and Division Needs categories.
5. Public involvement process reviewing the draft results for local input point assignment in the Regional Impact and Division Needs categories; and
6. Finalize project scoring and local input point assignment in the Regional Impact and Division Needs categories.

The following methodology has been developed by the WMPO for the purposes of determining transportation funding priorities for Prioritization 7.0.

Selection of Projects for Prioritization 7.0

The projects submitted from the WMPO to NCDOT for Prioritization 7.0 were selected as priorities by the WMPO Board from the MPO's adopted Metropolitan Transportation Plan, Cape Fear Moving Forward 2045. The WMPO plans for six modes of transportation in its region: aviation, bicycle and pedestrian, ferry and water transportation, freight rail, public transportation, and roadway. Cape Fear Moving Forward 2045 was developed through the utilization of mode specific prioritization tools for evaluating and prioritizing future projects to be included in the plan. These modal prioritization tools were derived from mode specific goals and objectives that were developed by the public, elected officials, subject matter experts, and local planning partners. The evaluative criteria and metrics of the tools was based on both quantitative (objective) and qualitative (subjective) data. Modal ranked lists of projects were then used as the basis for the fiscal constraint analysis of determining which projects could receive a portion of the anticipated funding in the region between 2020 and 2045.

Description of Criteria and Weights

The WMPO will evaluate projects for the assignment of local input points based on the following criteria: the Prioritization 7.0 quantitative score; coordination of point assignment with Division 3; consistency with WMPO adopted plans; status of project in development; and the number of Prioritization cycles the project has been submitted by the WMPO.

A scoring matrix of these criteria will be used to evaluate P7.0 scored projects and develop the draft Local Input point assignments for the WMPO. Below please find an example of this matrix:

	Prioritization 7.0 Quantitative Score	WMPO and NCDOT Div. 3 Coordination	Consistency with Plans	Status of Project in Development	Number of Prioritization Cycles	Total
	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 500)
Project X						

Table 2. P7.0 Local Input Point Assignment Scoring Criteria Matrix

Prioritization 7.0 Quantitative Score- The Prioritization 7.0 Quantitative score is the score provided by SPOT for each project. The MPO will convert the data/quantitative based Regional and Divisional level scores to a 100-point scale.

Coordination of Points with NCDOT Division 3- This criterion is dependent upon if Division 3 seeks to assign input points to the project. Assignment of points by both the WMPO and Division will represent a coordinated effort and recognized regional priority.

- Projects receiving points from Division 3 - 100 points
- Projects not receiving points from Division 3 – 0 points

Consistency with Plans- This criterion is used to determine if the proposed project is in a WMPO adopted plan. Each project will be evaluated with the points assigned as follows:

- Projects included in the adopted Metropolitan Transportation Plan- 100 points
- Projects included in Plans adopted by the WMPO- 50 points
- Projects that are adopted in plans by member jurisdictions and/or NCDOT but not adopted by the WMPO- 0 points

Status of the Project in Development- This criterion will identify which phase the project is in development. Each project will be evaluated with the criteria as outlined below:

- Projects that are in the right-of way acquisition or property already acquired by the State of North Carolina- 100 points
- Projects that are in the Design phase (engineering, construction document preparation, or surveying)- 50 points
- Projects that are in the Planning phase (feasibility study or environmental permitting/permitting phases)- 25 points

Number of NCDOT Prioritization Cycles – This criterion will award points to projects based on the number of Prioritization cycles in which the WMPO has submitted the project. Projects will be assigned points as follows:

- Projects submitted in four (4) or more consecutive Prioritization cycles (beginning in P4.0 or earlier) – 100 points
- Projects submitted in three (3) consecutive Prioritization cycles (beginning in P5.0) – 75 points
- Projects submitted in two (2) consecutive Prioritization cycles (beginning in P6.0) – 50 points
- Projects submitted in beginning in P7.0 – 25 points

Scoring Projects

All modes of projects will be evaluated utilizing the matrix and criteria scoring outlined in the previous section. The following provides an example of how a project will be scored utilizing this method.

Example:

Project X is a widening project that includes two transit stop shelters, a bike lane, and 5' sidewalks on both sides of the street. The project received a Prioritization 7.0 quantitative score of 56.8 and has been identified by Division 3 as a priority project to receive 100 of their input points. The project is in the

design phase and is a supported project within the currently adopted MTP. The project was first submitted by the WMPO in Prioritization 5.0.

Utilizing the scoring method outlined previously, the following is a breakdown of the point assignment for Project X:

	Prioritization 7.0 Quantitative Score	WMPO and NCDOT Div. 3 Coordination	Consistency with Plans	Status of Project in Development	Number of Prioritization Cycles	Total
	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 500)
Project X	56.8	100	100	50	75	381.8

Table 3. P7.0 Local Input Point Assignment Scoring for Example Project X

Final Local Input Point Assignment

All projects will be ranked based on their evaluated scores. Higher evaluated scores will result in higher ranking of the project. The WMPO will be able to assign up to 1,600 total local input points for each funding category (**1600 for Regional Impact and 1600 for Division Needs categories**). The maximum number of points that can be assigned to a project is 100 points. The top **sixteen** scoring projects will be assigned 100 points each from the WMPO.

To represent the multi-modal needs and interests of its members, the WMPO will maintain a modal project mix standard for point assignment. This minimum standard is the assignment of Local Input Points to at least one project in each of the eligible non-highway modes in the Regional Impact and Division Needs categories. If aviation, bicycle and pedestrian, ferry, public transportation, and rail projects are not included within the WMPO's top sixteen ranked projects, the highest scoring project from each eligible non-highway mode will be elevated to replace the lowest ranking highway project(s) within the top sixteen.

The WMPO Board may also consider the option to apply the Local Input Point Flexing Policy. This means that up to 500 Local Input Points can be transferred from the Regional Impact category to the Division Needs category, and visa-versa. If the organization chooses to flex Local Input Points, the WMPO will provide written documentation to the SPOT Office prior to assigning Regional Impact Local Input Points.

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.

Schedule and Public Outreach

The WMPO adopted the most current Public Involvement Policy on January 25, 2023 and is located [here](#) on the WMPO's website. The Public Involvement Policy is an umbrella policy encompassing the plans and programs of the WMPO's transportation planning process. This policy serves as an integral part of the MPO's planning efforts. The WMPO will utilize this adopted policy to solicit comments on the "draft"

Project Ranking and Scoring. These outreach efforts will include regular public input opportunities at Board meetings, and the draft project ranking and scorings being posted on the WMPO's website. Both efforts will help the WMPO to solicit public comments by way of verbal comments at a public meeting or comments received through mail or email. Following the closing of the public participation process, staff will review any comments received with the TCC and the Board. All public comments received will be documented. The local input scores and project rankings, and all draft and final point assignments with any justification/rationale for point assignment which deviates from this Local Methodology, will be placed on the WMPO's website at www.wmpo.org until after the adoption of the final STIP/MPO TIP by the Board of Transportation.

During each point assignment period, the WMPO's TCC and the Board will develop a "draft" project ranking and scoring to assign points based on the criteria. The WMPO will hold a 30-day public comment period and invite in-person comments about the draft assignment to be made at the Board's meeting immediately following this period. Written comments will be provided to the TCC and Board for consideration. No additional projects will be submitted based on the public participation effort, but comments will be considered prior to the final adoption of the scores. The Board will adopt a Final Project Ranking and Scoring for the WMPO. This information will then be submitted to the NCDOT SPOT office.

Prioritization 7.0 Process Schedule 2023 – 2025

New project submittals to NCDOT	July – October 2023
MPO's, RPO's, Divisions develop Input Point Methodologies	November 2023 – March 2024
Release of P 7.0 Quantitative Scores and Statewide Mobility programmed projects	April 2024
Regional Impact Local Input Point Assignment	May - July 2024
Regional Impact total scores and programmed projects released	August 2024
Division Needs Local Input Point Assignment	September - November 2024
Program Division Needs projects	December 2024 - January 2025
NCDOT releases Draft 2026-2035 STIP/MPO TIP	February 2025

Point Assignment Process

The Local Input Methodology shall serve as a guide for the Board to assign 100 points to the top sixteen scoring projects located within the WMPO's planning jurisdiction. However, **deviation** from the Local Input Methodology shall require the justification/rationale to be made during a public meeting of the Board, as advertised by the open meetings laws, and included with the sharing of the points with the public through the public outreach effort.

During the draft and final point assignments, the following information will be available on the WMPO's website for all projects submitted to SPOT:



WMPO

Wilmington Urban
Area Metropolitan
Planning Organization
www.wmpo.org

	Prioritization 7.0 Quantitative Score	WMPO and NCDOT Div. 3 Coordination	Consistency with Plans	Status of Project in Development	Number of Prioritization Cycles	Total
	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 500)
Project X						

Table 4. P7.0 Local Input Point Assignment Scoring Matrix

	Draft Local Input Point Assignment	Deviation Notes (if applicable)	Final Local Input Point Assignment
Project X	Points (x of 100)		Points (x of 100)

Table 5. P7.0 Local Input Point Assignment Results Matrix

Material Sharing

The WMPO strives to maintain complete transparency through the local input scoring process. All relevant materials will be posted on the WMPO's website within one week of completion and will remain available until after the adoption of the STIP by the Board of Transportation and MPO TIP by the WMPO Board. The following information will be available at the WMPO's website www.wmpo.org:

- A link to NCDOT's STI Prioritization Resources website.
- The WMPO's adopted methodology summary.
- A schedule of the local input process including dates for public meetings and comment periods.
- Draft and final local input point scores and records of deviations and applicable reasoning.

Appendix A – Strategic Transportation Investments; Highway Scoring Details

Highway Project Eligibility and Scoring Criteria and Weights

Statewide Mobility	Regional Impact	Division Needs
- Interstates (existing and future) - National Highway System routes (as of 2013) - STRAHNET - Designated Toll Facilities	Other US and NC routes	- All secondary roads (SR) - Federal-Aid eligible local roads

Table A1 – Highway Project Eligibility

Mobility Projects

Project types include widening, intersection or interchange improvements, access management improvements, and other capacity expanding improvements.

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	Congestion – 30% Benefit/Cost – 25% Freight – 25% Safety – 10% Economic Competitiveness – 10%	100%	-	-
Regional Impact	Congestion – 20% Benefit/Cost – 20% Safety – 10% Accessibility/Connectivity – 10% Freight – 10%	70%	15%	15%
Division Needs	Congestion – 15% Benefit/Cost – 15% Safety – 10% Accessibility/Connectivity – 5% Freight – 5%	50%	25%	25%

Table A2 – Highway Mobility Scoring Criteria and Weights

Modernization Projects

Project types include existing roadway modernizations and upgrading freeway to interstate standards.

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	Congestion – 10% Freight – 25% Safety – 25% Lane Width – 10% Shoulder Width – 20% Pavement Condition – 10%	100%	-	-
Regional Impact	Congestion – 5% Freight – 10% Safety – 25% Lane Width – 10% Shoulder Width – 10% Pavement Condition – 10%	70%	15%	15%
Division Needs	Freight – 5% Safety – 20% Lane Width – 5% Shoulder Width – 10% Pavement Condition – 10%	50%	25%	25%

Table A3 – Highway Modernization Scoring Criteria and Weights

Appendix B – Strategic Transportation Investments; Non-Highway Scoring Details

Aviation Project Eligibility and Scoring Criteria and Weights

Statewide Mobility	Regional Impact	Division Needs
- Large Commercial Service airports (375,000 or more enplanements annually) - Funding cap: \$500k / project / year (up to 3 years)	- Commercial Service airports not included in Statewide - Funding cap: \$300k / project / year (up to 3 years)	- General Aviation airports - Funding cap: \$18.5M annually over entire category

Table B1 – Aviation Project Eligibility

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	NCDOA Project Rating – 40% FAA ACIP Rating – 30% Constructability Index – 10% Benefit/Cost – 20%	100%	-	-
Regional Impact	NCDOA Project Rating – 30% FAA ACIP Rating – 15% Constructability Index – 10% Benefit/Cost – 15%	70%	15%	15%
Division Needs	NCDOA Project Rating – 25% FAA ACIP Rating – 10% Constructability Index – 5% Benefit/Cost – 10%	50%	25%	25%

Table B2 – Aviation Scoring Criteria and Weights

Bicycle and Pedestrian Project Eligibility and Scoring Criteria and Weights

Bicycle and Pedestrian Project Eligibility:

- Project must be included in an adopted plan
- Minimum total project cost of \$100,000
- A 20% local, non-federal match is required

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	N/A	-	-	-
Regional Impact	N/A	-	-	-
Division Needs	Safety – 20% Accessibility/Connectivity – 15% Demand/Density – 10% Cost Effectiveness – 5%	50%	25%	25%

Table B3 – Bicycle and Pedestrian Scoring Criteria and Weights

Ferry Project Eligibility and Scoring Criteria and Weights

Statewide Mobility	Regional Impact	Division Needs
Not Eligible	- New installation of ramp & gantry (capacity expansion) - Bulkhead expansion (associated with capacity expansion) - Additional mooring slips (to accommodate capacity expansion) - New (capacity expansion) Ferry (River or Sound Class)	- Replacement of Ferry (River, Hatteras, or Sound Class) - Replacement of support vessels (barges, tugs, etc.)

Table B4 – Ferry Project Eligibility

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	N/A	-	-	-
Regional Impact	Asset Condition – 15% Benefits – 10% Accessibility/Connectivity – 10% Asset Efficiency – 15% Capacity/Congestion – 20%	70%	15%	15%
Division Needs	Asset Condition – 15% Benefits – 10% Accessibility/Connectivity – 10% Asset Efficiency – 15%	50%	25%	25%

Table B5 – Ferry Scoring Criteria and Weights

Public Transportation Project Eligibility and Scoring Criteria and Weights

Statewide Mobility	Regional Impact	Division Needs
Not Eligible	Service spanning two or more counties and servicing more than one municipality (based on route and not provider)	- Service not eligible in the Regional Impact category. - Multimodal terminals and stations serving passenger transit systems (includes all facilities)

Table B6 – Public Transportation Project Eligibility

Mobility Projects

Project Types:

- Route-specific vehicles (new or expansion only)
 - Fixed guideway vehicles, fixed route vehicles, deviated fixed route vehicles
- Corridors
 - Fixed guideway (commuter rail, intercity rail, light rail)
 - Bundle of vehicle + other (ex. stops / shelters, park and rides, bus pullouts)
 - Bus Rapid Transit (BRT)
 - Bus on Shoulder System (BOSS) / Busway

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	N/A	-	-	-
Regional Impact	Impact (# of new trips) – 15% Demand/Density – 20% Efficiency – 10% Cost Effectiveness – 25%	70%	15%	15%
Division Needs	Impact (# of new trips) – 10% Demand/Density – 10% Efficiency – 10% Cost Effectiveness – 20%	50%	25%	25%

Table B7 – Public Transportation Mobility Scoring Criteria and Weights

Demand Response Projects

Project Types:

- Demand Response vehicles (expansion only, includes MicroTransit service purchases for vehicles and software)

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	N/A	-	-	-
Regional Impact	Impact (# of new trips) – 10% Demand/Density – 20% Efficiency – 15% Cost Effectiveness – 25%	70%	15%	15%
Division Needs	Impact (# of new trips) – 10% Demand/Density – 15% Efficiency – 10% Cost Effectiveness – 15%	50%	25%	25%

Table B8 – Public Transportation Demand Response Scoring Criteria and Weights

Facility Projects

Project Types:

- Passenger stations (includes Mobility Hubs with Transit service)
- Individual or bundled stops/shelters
- Individual or bundled park and ride lots
- Administration/Maintenance buildings

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	N/A	-	-	-
Regional Impact	N/A	-	-	-
Division Needs	Impact (# of trips affected) – 15% Demand/Density – 10% Efficiency – 10% Cost Effectiveness – 15%	50%	25%	25%

Table B9 – Public Transportation Facility Scoring Criteria and Weights

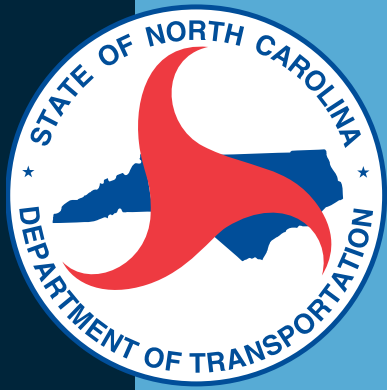
Rail Project Eligibility and Scoring Criteria and Weights

Statewide Mobility	Regional Impact	Division Needs
Freight capacity and safety improvements on Class I railroad corridors	- Rail lines spanning two or more counties and passenger rail also serving two or more municipalities - Freight capacity and safety improvements not on Class I railroad corridors	- Rail lines and service not included in Statewide or Regional project eligibility - Includes multimodal passenger stations

Table B10 – Rail Project Eligibility

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	Benefit/Cost – 35% System Opportunities – 15% Safety – 30% Capacity and Diversion – 10% Economic Competitiveness – 10%	100%	-	-
Regional Impact	Benefit/Cost – 25% System Opportunities – 10% Safety – 15% Capacity and Diversion – 10% Economic Competitiveness – 10%	70%	15%	15%
Division Needs	Benefit/Cost – 10% System Opportunities – 15% Safety – 10% Capacity and Diversion – 10% Economic Competitiveness – 5%	50%	25%	25%

Table B11 – Rail Scoring Criteria and Weights



STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) PROLOGUE



2026

2035

JULY 2025



**NORTH CAROLINA 2026 – 2035
STATE TRANSPORTATION IMPROVEMENT PROGRAM**

What is a State Transportation Improvement Program (STIP)?

The STIP is a multi-year capital improvement document which denotes the scheduling and funding of construction projects across the state over a minimum 4-year time period as required by Federal law. North Carolina's STIP covers a 10-year period, with the first five years (2026-2030 in this version) referred to as the delivery STIP and the latter five years (2031-2035 in this version) as the developmental STIP. Per 23 CFR 450.216 & 23 U.S. Code § 135 STIP's must also:

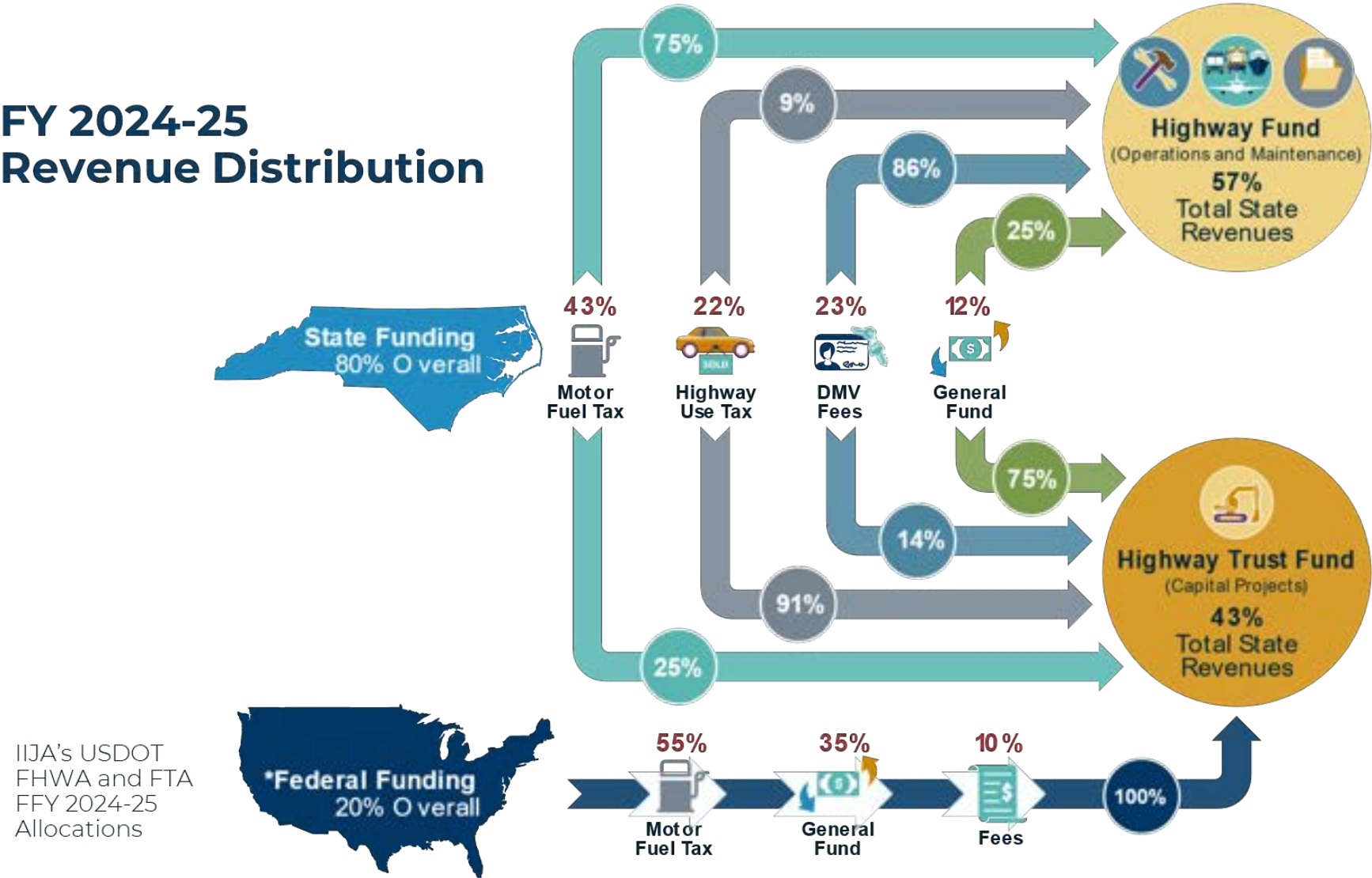
- Be submitted to Federal Highway Administration (FHWA) & Federal Transit Administration (FTA) for approval at least every 4 years
- Be fiscally constrained by year
- Include all capital and non-capital projects using Title 23 USC or Title 49 USC funds, other than certain safety, planning, and research funds
- Include metropolitan TIPs from Metropolitan Planning Organizations
- Provide public comment opportunity on STIP document
- And include the following information:
 - Project description and termini
 - Estimated total cost (NCDOT includes Utility, R/W, and Construction costs)
 - Federal funds to be obligated
 - Responsible agency (such as municipality)

North Carolina's STIP is typically updated every two years (but no later than every four years) and developed in concert with federal and state revenue forecasts, North Carolina Department of Transportation's (NCDOT's) Strategic Prioritization process, preconstruction, and project development timetables, and in adherence with federal and state laws. North Carolina state law requires Board of Transportation (BOT) action to approve the STIP.

This is the fifth STIP developed under the Strategic Transportation Investments (STI) law passed in June 2013. This landmark legislation elevates the use of transportation criteria and the input of local communities to determine project priorities and directs the use of dollars for transportation projects.

Maintenance and Capital Improvement Funding for North Carolina

NCDOT uses three major sources of funds for transportation improvements. Federal Funding and State Highway Trust Funds are used for capital improvements while the Highway Fund is used for maintenance activities. The chart below illustrates these funds and their sources.



Performance Management Targets

NCDOT has established performance management targets for highway safety (established in the Strategic Highway Safety Plan (SHSP)), transit tier 2 providers that choose to participate in NCDOT's Group Transit Asset Management (TAM) Plan, and performance management targets for infrastructure condition, congestion, system reliability, emissions, and freight movement. The NCDOT anticipates meeting their identified targets with the State funded Highway Maintenance Improvement Program (HMIP) and the mix of projects included in the STIP aided by the Strategic Transportation Investments Prioritization and Programming process. The HMIP is a State funded program of projects that are programmed outside of the STIP. NCDOT collects data and other information at regular time intervals from the transit agencies relative to measure and assess progress toward meeting performance targets.

In North Carolina, pavement and bridge performance is primarily impacted through state funded programs that are managed outside the STIP. The Department's HMIP, identifies planned maintenance activities for a five-year time period, which include pavement, bridge and other general maintenance projects across our entire roadway network. The amount of funding provided through these state funded programs is roughly equivalent to the amount of state and federal funding programmed in the STIP over the same time period. In relation to NHS specific routes, the STIP does include some specific federal funding for interstate pavement and bridge maintenance through our own internal interstate maintenance program. Federal funding for bridges included in the STIP is applied primarily to non-NHS bridges. While the STIP can have an impact to the condition of our NHS pavements and bridges, specifically on the interstate system, the majority of the funding impacting the condition of our pavements and bridges is managed outside the STIP.

Public transit projects included in the STIP align with the transit safety planning and target setting process undertaken by the transit agencies and MPOs. While the North Carolina DOT aided with the development of a template for the initial Public Transportation Agency Safety Plans (PTASPs), each large urban transit provider is responsible for implementing its PTASP, which includes transit safety targets. Investments are made in alignment with PTASPs with the intent of keeping the state's public transit operations, vehicles, and facilities safe and meeting transit safety targets. State and federal funding sources that can be used by transit agencies for operations, vehicles, and facility improvements are outlined in the Public Transportation Project Funding section of the NCDOT 2026-2035 Current STIP. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

How is the STIP organized?

The STIP contains funding information and schedules for transportation modes and programs including: Highways, Aviation, Bicycle and Pedestrian, Ferry, Public Transportation, Rail, Governor's Highway Safety and statewide related programs. The Appendix also contains a reference list of completions and deletions since the 2024-2033 STIP, which was approved in 2023.

The transportation program in the STIP is organized in an Excel file that can be sorted and filtered as needed by the reader. The information included for each project includes details on the location of the project: County, NCDOT Highway Division, Route, Description, and Planning Organization. Projects also list the STI category they are funded from, i.e., Statewide Mobility, Regional Impact, or Division Needs. The phases of projects (such as Right of Way (R), Utility relocation (U), and Construction (C) are listed by Fiscal Year along with their costs and anticipated funding sources. For those projects with their first phase of work beginning in the second half of the STIP (years 2031-2035), they are listed as "Funded for Preliminary Engineering Only." The Department will begin Preliminary Engineering activities (environmental documentation and design work) at the appropriate time, but the project will need to compete for funding in a future round of Prioritization and therefore the funding years for phases are unknown at this time. (See next section titled "Strategic Prioritization" for details on project prioritization.)

All projects require extensive planning, environmental impact and design studies. The location and exact type of improvements are subject to refinement and modification during the planning and design phases.

Strategic Prioritization

The Department manages a project prioritization process known as Strategic Prioritization. Strategic Prioritization uses transportation data as well as input of local government partners and the public to generate scores and ultimately rankings of projects across the state. Multiple public input opportunities were provided during the late spring through early fall of 2023 regarding the submittal of projects for each Metropolitan Planning Organization (MPO), Rural Planning Organization (RPO), and NCDOT's transportation Divisions. Additional opportunities for public input occurred in the second half of 2024 regarding the assignment of local input points.

The P7.0 process (the most recent cycle of Prioritization) was organized similarly to previous prioritization cycles and resulted in each transportation mode using different quantitative criteria, measures, and weights to provide quantitative scores for projects as recommended by the Prioritization Workgroup and approved by the NC Board of Transportation. Also, per the intent of STI for transportation modes to compete for funding, a modal allocation process was recommended to create minimum percentages of funding for highway and non-highway projects in the Regional Impact and Division Needs categories. The minimum percentage for highway projects was 90% and minimum percentage for non-highway projects was 6%. These percentages guided the programming process, which ultimately yielded a 94% to 6% highway vs non-highway programmed amount in the combined Regional Impact and Division Needs categories.

P7.0 Criteria & Weights:

P7.0 Highway Mobility (Roadway Widening, Intersection/Interchange Improvements, Access Management):

Statewide Mobility		Regional Impact		Division Needs	
30%	Congestion	20%	Benefit-Cost	15%	Benefit-Cost
25%	Benefit-Cost	20%	Congestion	15%	Congestion
25%	Freight	10%	Accessibility/Connectivity	10%	Safety
10%	Economic Competitiveness	10%	Freight	5%	Accessibility/Connectivity
10%	Safety	10%	Safety	5%	Freight

P7.0 Highway Modernization (Modernize Roadway, Upgrade Freeway to Interstate):

Statewide Mobility		Regional Impact		Division Needs	
25%	Freight	25%	Safety	20%	Safety
25%	Safety	10%	Freight	10%	Pavement Condition
20%	Paved Shoulder Width	10%	Lane Width	10%	Paved Shoulder Width
10%	Congestion	10%	Pavement Condition	5%	Freight
10%	Lane Width	10%	Paved Shoulder Width	5%	Lane Width
10%	Pavement Condition	5%	Congestion		

P7.0 Aviation:

Statewide Mobility		Regional Impact		Division Needs	
40%	NCDOA Project Rating	30%	NCDOA Project Rating	25%	NCDOA Project Rating
30%	FAA ACIP Rating	15%	Benefit/Cost	10%	Benefit/Cost
20%	Benefit/Cost	15%	FAA ACIP Rating	10%	FAA ACIP Rating
10%	Constructability Index	10%	Constructability Index	5%	Constructability Index

P7.0 Bicycle/Pedestrian:

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)	(not eligible)			20%	Safety
				15%	Accessibility/Connectivity
				10%	Demand/Density
				5%	Cost Effectiveness

P7.0 Ferry:

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)		20%	Capacity/Congestion	15%	Asset Condition
		15%	Asset Condition	15%	Asset Efficiency
		15%	Asset Efficiency	10%	Accessibility/Connectivity
		10%	Accessibility/Connectivity	10%	Benefits
		10%	Benefits		

P7.0 Public Transportation (Mobility Projects):

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)		25%	Cost Effectiveness	20%	Cost Effectiveness
		20%	Demand/Density	10%	Impact
		15%	Impact	10%	Demand/Density
		10%	Efficiency	10%	Efficiency

P7.0 Public Transportation (Demand Response Projects):

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)		25%	Cost Effectiveness	15%	Cost Effectiveness
		20%	Demand/Density	15%	Demand/Density
		15%	Efficiency	10%	Efficiency
		10%	Impact	10%	Impact

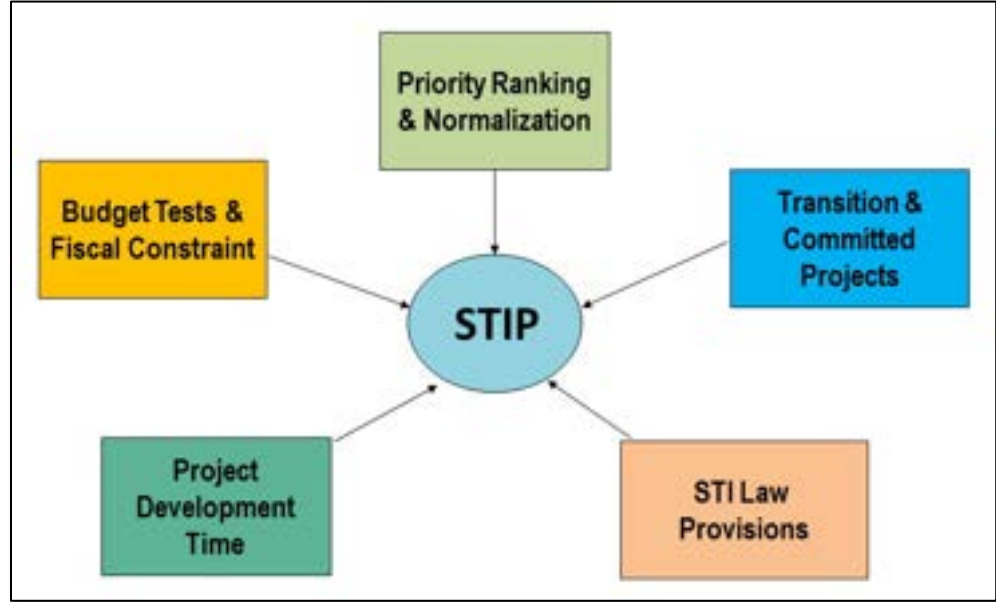
P7.0 Public Transportation (Facility Projects):

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)		(not eligible)		15%	Cost Effectiveness
				15%	Impact
				10%	Efficiency
				10%	Demand/Density

P7.0 Rail:

Statewide Mobility		Regional Impact		Division Needs	
35%	Benefit-Cost	25%	Benefit-Cost	15%	System Opportunities
30%	Safety	15%	Safety	10%	Benefit-Cost
15%	System Opportunities	10%	Capacity and Diversion	10%	Capacity and Diversion
10%	Capacity and Diversion	10%	Economic Competitiveness	10%	Safety
10%	Economic Competitiveness	10%	System Opportunities	5%	Economic Competitiveness

Figure A



The results of the P7.0 prioritization process do not necessarily mean that projects will be scheduled in the STIP in the order of their score and rank. There are other considerations and factors in developing the actual program (Figure A). A major factor in deciding when the top scoring projects are funded is project delivery time. Projects need to fulfill a series of environmental and preliminary engineering requirements, right-of-way must be purchased, utility relocation (where applicable) must be addressed, and final plans must be developed for construction lettings. The time period to accomplish these activities can be lengthy. Construction funding cannot be allocated to projects before these preconstruction activities have taken place.

There are also STI law provisions (including a corridor cap and individual modal caps) which affect programming decisions and direct that the entire program meet budget tests and fiscal constraint per state and federal requirements. STI law also includes a provision to exempt from prioritization select projects (Transition Period Projects) that were scheduled to be obligated for construction prior to July 1, 2015. In addition, projects funded for right-of-way or construction in the first 5 years of the previous 2024-2033 STIP, were considered committed (also called “Scheduled for Delivery”) and were not evaluated in P7.0. However, the funding required for both the transition and committed projects was accounted for when budgeting for other projects.

Public Involvement – Draft STIP

After the release of the Draft STIP in January 2025, each of NCDOT’s 14 transportation divisions hosted a weeklong open house between February 17, 2025 and March 21, 2025. The purpose of these open houses was to inform citizens about projects in the Draft STIP and collect feedback. Additionally, multiple public input opportunities were available ahead of the development of the Draft STIP including the STI implementation process.

Each open house allowed participants to study maps of projects in the Draft STIP and review proposed project schedules and information with Department staff. Sessions were held in transit accessible locations and the Department provided auxiliary aids for participants under the Americans with Disabilities Act as well as special services for participants with limited English proficiency. Consultation was conducted with stakeholder groups throughout North Carolina via emails and direct mailing to encourage participation via multiple feedback options. In addition, the Department provided the ability for citizens to take an online survey as well as provide comments online, by phone or mail.

Transportation Conformity

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in the *South Coast Air Quality Mgmt. District v. EPA* case (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must still be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. However, these conformity determinations may be made without the requirement of a Regional Emissions Analysis (REA) and comparison to the emission budgets approved by the US EPA. Consistency between the TIP and MTP must still be ensured. These conformity determinations are required in these areas after February 16, 2019. The Research Triangle Region and the Rocky Mount Region were “maintenance” at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and were also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, the Research Triangle Region, the Metrolina Region, and the Rocky Mount Region will make their conformity determinations as per the 1997 ozone NAAQS on their MTPs and their 2026-2035 TIP without the requirement of a REA. The Metrolina Region will also make their conformity determinations as per the 2008 ozone NAAQS on their MTPs and their 2026-2035 TIP with the requirement of a REA.

Each MPO is required to develop a 20+ year Metropolitan Transportation Plan (MTP). In MPOs that are listed as either a non-attainment or maintenance air quality area, Transportation Conformity must be demonstrated on all plans, projects and TIPs. This ensures that transportation projects that receive federal funding conform to the intent of the air quality State Implementation Plan (SIP). Projects must be grouped by horizon year and the travel demand model must be run for each horizon year. From the travel demand model, speeds and Vehicle Miles Traveled (VMT) are obtained and used in the air quality model to calculate emissions that are compared to the budgets approved by the US Environmental Protection Agency (EPA). As long as the calculated emissions are less than the budget, the area can make a conformity finding. If the area cannot meet the budget, then the MPO’s project list does not meet the transportation conformity test and the area may be subject to lapse. A lapse can delay projects as federal actions cannot take place during a lapse and only exempt projects can move forward. A revised Transportation Conformity analysis can be triggered whenever a project is delayed or accelerated such that it crosses a horizon year. Whenever an MPO develops a new MTP, a new conformity analysis must be performed. When a new TIP comes out, the new TIP must be checked to make sure it is consistent with the MTP. If there is any inconsistency between the TIP and the MTP (conformity finding) then FHWA cannot take any federal action including approval of the TIP until this inconsistency is resolved.

North Carolina 2008 Ozone Maintenance Area Requiring a REA

Region	Counties	Pollutant(s)
		8- Hour Ozone
Metrolina	Cabarrus (Partial)	✓
	Gaston (Partial)	✓
	Iredell (Partial)	✓
	Lincoln (Partial)	✓
	Mecklenburg	✓
	Rowan (Partial)	✓
	Union (Partial)	✓

North Carolina 1997 Ozone Maintenance Areas NOT Requiring a REA

Region	Counties	Pollutant(s)
		8- Hour Ozone
Triangle	Chatham (Partial)	✓
	Durham	✓
	Franklin	✓
	Granville	✓
	Johnston	✓
	Person	✓
	Wake	✓

Region	Counties	Pollutant(s)
		8- Hour Ozone
Rocky Mount	Edgecombe	✓
	Nash	✓

Region	Counties	Pollutant(s)
		8- Hour Ozone
Metrolina	Cabarrus	✓
	Gaston	✓
	Iredell (Partial)	✓
	Lincoln	✓
	Mecklenburg	✓
	Rowan	✓
	Union	✓

Public Transportation Project Funding

The projects listed in the STIP are funded from various Federal Transit Administration (FTA), Federal Highway Administration (FHWA) and North Carolina State Funds, many requiring a state and/or local funding match. Annually, the NCDOT Integrated Mobility Division (IMD) provides state funds to assist in meeting these match requirements. The amount available for state match is limited to the amount appropriated by the General Assembly.

FTA program funding apportionment amounts are published annually in the Federal Register and posted to the FTA website. NCDOT uses these apportionments to allocate funding to qualifying sub-recipients. Most FTA funding apportioned to urbanized areas with a population of 200,000 or greater is managed directly by the Metropolitan Planning Organization (MPO) or transit agency. The MPO and transit agencies develop projects that appear in the STIP using, in part, funds received directly from FTA. NCDOT IMD allocates federal funds to small urban areas less than 200,000 population and rural, non-urbanized areas of the state. MPOs and NCDOT IMD develop projects and programs that appear in the STIP using apportioned federal and appropriated state funding amounts, including unobligated prior year funding. Amendments or modifications may be completed for transit projects in the STIP when the funding amount changes from the amount included in the approved STIP.

The following Federally funded programs appear in the STIP:

- A. Metropolitan Planning and Statewide Planning Program (Sections 5303 and 5304)
- Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that are cooperative, continuous and comprehensive, resulting in long-range plans and short-range programs that reflect transportation investment priorities. These planning programs are jointly administered by FTA and the FHWA, which provides additional funding to MPOs.

IMD Goals:

- 5303 – Create a fair and equitable distribution of planning funds to urbanized areas (UZAs) and foster transit planning on a regional and inter-regional scale.
- 5304 – Provide funding for statewide planning and technical studies.

B. Urban Area Formula Program (Section 5307)

Makes Federal resources available to qualifying areas for transit capital, operating assistance, and transportation planning in MPOs and urbanized areas with a population of 50,000 or more as designated by the U.S. Department of Commerce, Bureau of the Census.

IMD Goals:

- 5307 Governor's Apportionment (GA) – Work with small, urbanized areas to offer technical assistance, as needed. Section 5307 grants are managed by the FTA direct recipient in these small, urbanized areas.
- 5307 Large Urbanized Areas – Work with large urbanized areas for technical assistance, as needed.

C. Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)

Improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000 population), small urbanized (50,000-200,000 population), and rural (under 50,000 population). Eligible projects include both traditional capital investment and nontraditional operational assistance investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

IMD Goal:

- Support transportation of seniors and persons with disabilities in small, urbanized areas (50,000-200,000 population) and rural North Carolina (less than 50,000 population).

D. Rural Formula Grant Program (Section 5311)

Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where residents utilize public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program (RTAP), Intercity Bus Program (5311(f)) and the Appalachian Development Transportation Assistance Program. North Carolina is one of 13 states receiving the Appalachian Development grants in the following 29 counties: Alexander, Alleghany, Ashe, Avery, Buncombe, Burke, Caldwell, Cherokee, Clay, Davie, Forsyth, Graham, Haywood, Henderson, Jackson, McDowell, Macon, Madison, Mitchell, Polk, Rutherford, Stokes, Surry, Swain, Transylvania, Watauga, Wilkes, Yadkin, and Yancey.

IMD Goals:

- Support general public transportation in rural North Carolina (less than 50,000 population) and provide a coordinated transportation network.
- Enhance access in rural areas to health care, shopping, education, employment, public services and recreation.
- Encourage the most efficient use of transportation funds to provide passenger trips in rural areas through coordination of programs and services.

E. Bus and Bus Facilities Program (Section 5339)

Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

IMD Goal:

- Support the small urban and statewide funding program to provide capital funds to replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities.

F. Public Transportation Safety Program – State Safety Oversight (Section 5329)

Provides funds for program operational and administrative expenses, including employee training activities. This funding is provided to North Carolina to support the oversight of the rail fixed guideway public transportation system in the City of Charlotte. This funding is administered by the NCDOT Rail Division.

IMD Goal:

- Provide any needed technical assistance and support to the NCDOT Rail Division as it administers these funds.

G. State of Good Repair (Section 5337)

Provides capital funds for maintenance, replacement and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, State of Good Repair grants are eligible for developing and implementing Transit Asset Management Plans. This funding is apportioned directly to the systems in the State with fixed guideway systems. This FTA funding formula program is not administered by IMD.

H. Capital Investment Grant (CIG) Program (Section 5309)

This FTA discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcar and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years. For New Starts and Core Capacity projects, the law requires completion of two phases in advance of receipt of a construction grant agreement – Project Development and Engineering. For Small Starts projects, the law requires completion of one phase in advance of receipt of a construction grant agreement – Project Development. This FTA funding is not administered by IMD.

PROGRAM BUDGETS

Transportation Revenue Forecast

State Budget

State transportation revenues are derived from four sources: user fees in the form of Motor Fuel Tax (MFT), driver and vehicles fees collected by the NC Division of Motor Vehicles (DMV Fees), a Highway Use Tax (HUT) on vehicle title transfers, and a portion of the state sales tax proceeds. Federal transportation revenues are derived from a federal MFT tax, commercial vehicle fees, and transfers from the U.S. General Fund. North Carolina's total transportation funding consists of roughly 80 percent state revenues and 20 percent federal revenues.

State revenue projections are developed using a consensus forecast process by the Office of State Budget and Management (OSBM), Legislative Fiscal Research Division, and NCDOT. Budget estimates developed for the Governor's biennial budget serve as a base from which NCDOT and OSBM staff develop the forecast for the remaining years. The OSBM and NCDOT forecasts are produced using numerous data sources, but largely rely on economic data and research produced by S&P Global, a private financial forecasting company and in-house consumption forecasting models, and internal historical data. Motor fuel tax revenues are forecast using crude oil prices, and estimates for consumption, fuel efficiency, and miles travelled. Highway Use Tax (HUT) revenue forecasts are based on historical data and predicted values for new and used vehicle transactions and vehicle price. Sales tax revenue forecasts rely on economic measures, such as gross national product (GNP), personal income, and the consumer price index (CPI). DMV fee revenue forecasts are based on historical transactional information, such as vehicle registration and licensed driver data, and OSBM population projections. DMV title fee estimates are obtained using licensed driver and vehicle registration data. The number of vehicle transactions, vehicle price, motor fuel consumption, the purchase of goods and services, and sales tax revenues correlate strongly with economic conditions. Generally, DMV fees correlate with projected changes in population. Title fees closely correlate to forecasted changes in vehicle sales.

The motor fuel tax rate is adjusted annually based on a variable rate formula that measures changes in population and the Consumer Price Index for Energy (CPI-E). Effective January 1, 2025, the motor fuel tax rate is 40.3 cents per gallon. DMV fees are adjusted every four years based on changes in the CPI. HUT and sales tax rate changes are made by acts of the North Carolina General Assembly.

Federal Budget

After a one-year extension of the Fixing America's Surface Transportation Act, or "FAST Act", President Biden signed into law the five-year \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA) on November 15, 2021. The IIJA largely maintains current program structures and funding shares between highways and transit, but it includes significant expansions in funding, new discretionary and competitive grant programs, and two new formula programs. The law emphasizes the goals of creating a resilient, efficient, safe, and connected transportation system. The formula programs are:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (subset of the HSIP)
- Metropolitan Planning
- Construction of Ferry Boats and Ferry Terminal Facilities
- Transportation Alternatives (TA)
- National Highway Freight Program
- Carbon Reduction Program
- PROTECT Program
- Bridge Program
- National Electric Vehicle Formula Program

Federal transportation funding is distributed by USDOT based on Congressional multi-year reauthorization bills and annual appropriation acts. The federal MFT rate, set by Congress in 1993, is 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel fuel. Unlike prior multi-year reauthorization bills, the IIJA legislation was approved by Congress using record General Fund transfers and advanced appropriations. IIJA expires on September 30, 2026.

Federal Aid Program

The Federal Aid Program consists of many funding categories. Funding in most of these individual categories is subject to overall federal budget constraints and Federal Obligation Limitation. The obligation limitation effectively limits the amount of federal funds that can be utilized in any one year.

North Carolina’s availability of federal funds for the STIP is expected to be about \$1,493 million in FY 2026 and \$1,493 million in FY 2027.

Virtually all federal-aid projects require a local or state fund contribution. Most highway and transit programs require a 20% local or state share. The amount of matching funds needed for the Federal Aid Program is expected to be approximately \$358 million in FY 2026 and \$358 million in FY 2027, most of which will be funded by the State Highway Trust Fund.

Federal Aid Construction Program – FFY 2026
(\$ in Millions)

Category	Federal Funds	Required Matching Funds	Total
National Highway Performance	743	186	929
Rail-Highway Crossing	7	0	7
Statewide Planning & Research*	21	5	26
Transportation Alternatives	38	10	48
Research Development*	7	2	9
Metropolitan Planning*	8	2	10
Congestion Mitigation Air Quality	30	8	38
Surface Transportation Block Grant	350	88	438
Highway Safety Improvement	80	9	89
Freight	36	9	45
Carbon Reduction	20	5	25
PROTECT	37	9	46
Bridge	99	25	124
Appalachian Development	17	0	17
Total Available Funds	1,493	358	1,851

*Category not required to be included in the STIP

Federal Aid Construction Program – FFY 2027
(\$ in Millions)

Category	Federal Funds	Required Matching Funds	Total
National Highway Performance	743	186	929
Rail-Highway Crossing	7	0	7
Statewide Planning & Research	21	5	26
Transportation Alternatives	38	10	48
Research Development	7	2	9
Metropolitan Planning	8	2	10
Congestion Mitigation Air Quality	30	8	38
Surface Transportation Block Grant	350	88	438
Highway Safety Improvement	80	9	89
Freight	36	9	45
Carbon Reduction	20	5	25
PROTECT	37	9	46
Bridge	99	25	124
Appalachian Development	17	0	17
Total Available Funds	1493	358	1851

During the balancing of the State Transportation Improvement Program (STIP), the program is fiscally constrained to the amount of funds projected to be available each year to prevent the Department from over committing future revenues. NCDOT extensively uses “Advance Construction” (AC), which allows states to begin a project even in the absence of sufficient federal-aid obligation authority to cover the federal share of project costs. It is codified in Title 23, Section 115. Advance Construction eliminates the need to set aside full obligational authority before starting projects. As a result, a state can undertake a greater number of concurrent projects than would otherwise be possible. In addition, Advance Construction helps facilitate construction of large projects, while maintaining obligational authority for smaller ones.

Prior to authorizing a project (or phase of a project), a federal agency is typically required to obligate the total amount of funds needed to complete the project (or phase). So, if NCDOT plans to construct a project estimated to cost \$40 million without using Advance Construction, Federal Highway Administration (FHWA) would need to obligate their full share, typically 80 percent, or \$32 million; even though some of those funds will not be needed for several years.

Advance Construction allows FHWA to authorize the project without obligating the funds needed to complete the project. Under an Advance Construction authorization, FHWA does not commit the federal government to funding the project but makes the project eligible for reimbursement at a later date as federal funds become available.

As an Advance Construction project progresses, NCDOT will obligate federal funding and bill FHWA for expenditures that have occurred (typically at 80 percent). For instance, if after a year of construction, the \$40 million construction project described above has \$10 million of expenditures and federal funds are available, NCDOT may obligate \$8 million of federal funds and send FHWA a bill for \$8 million.

In March 2021, NCDOT developed a policy to govern the use of Advance Construction. This policy requires a yearly analysis of the Advance Construction program to ensure that the use of Advance Construction is within prescribed limits. The results of this analysis are posted on the Department’s website and reported to the Board of Transportation.

When analyzing Advance Construction usage at NCDOT, a distinction is made between Advance Construction used for Grant Anticipation Revenue Vehicles (GARVEE) bonded projects and non-GARVEE traditional Advance Construction projects. GARVEE is a type of bond or similar financing method used by a state to finance transportation projects and is a specific type of Advance Construction. Outstanding GARVEE debt is considered in the yearly Advance Construction analysis by reserving the funds that are needed to make the bond payments. However, GARVEE AC balances should be viewed differently since they are long-term well-defined commitments. The North Carolina General Assembly has imposed restrictions on the use of GARVEE to ensure that the Department’s use of this funding technique remains within reasonable levels. Prior to the issuance of GARVEE bonds, the limits imposed by the General Assembly are checked to ensure that the Department will remain in compliance. State law constrains the total amount of GARVEE debt such that the total GARVEE outstanding principal amount cannot exceed the previous year’s total federal budget authorization, or the debt service cannot exceed 20 percent of anticipated annual future federal revenues.

Since non-GARVEE Advance Construction is more fluid, a yearly analysis is required by the Department’s Advance Construction policy. The Advance Construction levels for non-GARVEE projects are subject to the following two limits:

- Amount of unreimbursed state funds expended (by funding source) should not exceed 1 year of federal apportionments.
- AC balance (by funding source) should not exceed 4 years of anticipated federal apportionments.

The table on the following page provides the projected non-GARVEE balances for FY 2026 through FY 2029 in the two largest categories, National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STBG) as well as our Highway Safety Improvement Program (HSIP).

	National Highway Performance Program				Surface Transportation Block Grant				Highway Safety Improvement Program			
	2026	2027	2028	2029	2026	2027	2028	2029	2026	2027	2028	2029
AC Beginning Balance	\$1,732,348	\$2,147,661	\$2,382,205	\$1,927,418	\$1,330,278	\$1,535,935	\$1,554,736	\$1,650,007	\$165,658	\$151,665	\$137,673	\$123,680
New AC in STIP	\$1,080,002	\$899,209	\$209,962	\$654,084	\$583,329	\$402,954	\$481,460	\$391,991	\$52,500	\$52,500	\$52,500	\$52,500
AC Converted	\$664,689	\$664,665	\$664,749	\$664,735	\$377,672	\$384,153	\$386,189	\$385,449	\$66,492	\$66,492	\$66,492	\$66,492
AC Ending Balance	\$2,147,661	\$2,382,205	\$1,927,418	\$1,916,767	\$1,535,935	\$1,554,736	\$1,650,007	\$1,656,549	\$151,665	\$137,673	\$123,680	\$109,688

NOTE: Dollars in thousands and exclude GARVEE.

GARVEE Bonds

In 2005, House Bill 254 authorized NCDOT to issue Grant Anticipation Revenue Vehicles (GARVEE bonds) to finance federal aid highway projects. All funds derived from GARVEE bonds are backed by the receipt of future federal funds and no state funds may be committed to the debt service. Below is a summary of the GARVEE bond issuances and debt service requirements.

GARVEE Bond Program (\$ in Millions)		
State Fiscal Year	Proceeds Including Premium	Debt Service
2008	\$299.80	\$5.06
2009		59.33
2010	263.14	67.16
2011		82.00
2012	364.9	59.84
2013		86.33
2014		86.33
2015	300.54	86.32
2016		100.00
2017		99.39
2018	253.15	95.94
2019	719.04	95.94
2020		131.63
2021		131.64
2022	306.16	154.33
2023		154.34
2024		118.08
2025	300.61	118.08
2026		143.34
2027		143.35
2028		143.35
2029		143.34
2030		143.34
2031		106.52
2032		106.51
2033		106.53
2034		106.52
2035		49.42
2036		49.43
2037		26.72
2038		26.72
2039		26.72
2040		26.77

BUILD NC Bonds

In 2018, Senate Bill 758 authorized NCDOT to issue Build NC bonds to finance highway projects at the Regional impact and Division needs project categories. Subject to appropriation by the General Assembly, funds from the Highway Trust Fund shall be the source for repayment of debt service. Below is a summary of Build NC bond issuances and debt service requirements.

BUILD NC Bond Program (\$ in Millions)		
State Fiscal Year	Proceeds Including Premium	Debt Service
2019	\$357.34	
2020		28.18
2021	848.69	69.26
2022	334.01	93.04
2023		121.44
2024		121.44
2025	323.98	121.44
2026		150.05
2027		150.05
2028		150.05
2029		150.04
2030		150.05
2031		150.04
2032		150.05
2033		150.05
2034		150.05
2035		121.87
2036		57.00
2037		57.00
2038		28.61
2039		28.61
2040		28.61

State Highway Trust Fund

Revenues for the Trust Fund are generated from state motor fuels tax, the highway use tax (transfer of motor vehicle titles), DMV titles and other fees, sales tax transfer from the general fund and interest income (as shown in the graphic on page T-2). \$49 million of Trust Fund revenues are transferred each year to the NCTA for project funding, as well as \$45 million to the State Ports.

The STIP budget is based on a consensus forecast by the OSBM, Legislative Fiscal Research Division, and NCDOT. These estimates were used to develop the STIP program and are the basis for air quality and fiscal constraint tests. The Trust Fund revenues are projected to be about \$2.5 billion for FY 2026 and \$26.8 billion during the 10-year period. Of this \$26.8 billion in revenue, \$490 million goes to NCTA, \$622 million is used for program administration, \$4 million is transferred to the Highway Fund for Visitor Centers and \$450 million is transferred to State Ports. The remaining \$25.2 billion is available for STIP purposes. After preliminary engineering, the state match for federal planning (SPR) funds, inflation reserves, and bonus allocation, \$18.4 billion is available for programming.

NORTH CAROLINA TRANSPORTATION REVENUE PROJECTIONS FISCAL YEARS 2026-2035											
(Dollars in Millions)											
CATEGORY	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2026 THRU 2035
Total State Highway Trust Fund Revenues	\$ 2,463.80	\$ 2,509.00	\$ 2,540.90	\$ 2,603.60	\$ 2,657.90	\$ 2,703.20	\$ 2,744.50	\$ 2,803.10	\$ 2,855.10	\$ 2,906.40	\$ 26,787.50
Less Transfers for NCTA GAP Funding	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(490.00)
Less Transfer to Highway Fund	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(4.00)
Less Program Administration	(57.21)	(58.26)	(59.00)	(60.46)	(61.72)	(62.77)	(63.73)	(65.09)	(66.30)	(67.49)	(622.01)
Less Transfer to State Ports	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(450.00)
Less PE - Approximately \$50 M shown in STIP on holdouts	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(2,500.00)
Less State Match for SPR Funds	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(95.33)
Net State Trust Fund Revenues	2,052.66	2,096.81	2,127.97	2,189.21	2,242.25	2,286.50	2,326.84	2,384.08	2,434.87	2,484.98	22,626.17
Less Bonus Alloc. for Tolling & Local Participation	\$ (28.50)	\$ (45.00)	\$ (46.85)	\$ (66.25)	\$ (40.00)	\$ (43.62)	\$ (20.00)	\$ (20.00)	\$ (0.14)	\$ -	(310.36)
Subtotal	2,024.16	2,051.81	2,081.12	2,122.96	2,202.25	2,242.88	2,306.84	2,364.08	2,434.73	2,484.98	22,315.81
Less Inflation	(50.60)	(156.45)	(270.68)	(396.07)	(541.52)	(500.00)	(500.00)	(500.00)	(500.00)	(500.00)	(3,915.32)
Total Available State Trust Funds for Programming	1,973.55	1,895.36	1,810.44	1,726.89	1,660.73	1,742.88	1,806.84	1,864.08	1,934.73	1,984.98	18,400.48
Total Available State Trust Funds for Programming (1000s)	1,973,554	1,895,358	1,810,442	1,726,890	1,660,731	1,742,879	1,806,840	1,864,080	1,934,728	1,984,981	18,400,484
Federal Aid	1,492.90	1,492.90	1,492.90	1,492.90	1,492.90	1,492.90	1,492.90	1,492.90	1,492.90	1,492.90	14,929.00
Less SPR Funds	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(381.30)
Less CMAQ	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(300.00)
Less ADHS	(17.00)	(17.00)	(17.00)	(17.00)	(17.00)	(17.00)	(17.00)	(17.00)	(17.00)	(17.00)	(170.00)
Less CARBON Reduction	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(200.00)
Net Federal Aid Revenues	1,387.77	1,387.77	1,387.77	1,387.77	1,387.77	1,387.77	1,387.77	1,387.77	1,387.77	1,387.77	13,877.70
Less Inflation	(34.69)	(105.82)	(180.50)	(258.91)	(341.24)	0.00	0.00	0.00	0.00	0.00	(921.16)
Total Available Federal-Aid for Programming	1,353.08	1,281.95	1,207.27	1,128.86	1,046.53	1,387.77	1,387.77	1,387.77	1,387.77	1,387.77	12,956.54
Total Available Federal-Aid for Programming (1000s)	1,353,076	1,281,953	1,207,273	1,128,860	1,046,526	1,387,770	1,387,770	1,387,770	1,387,770	1,387,770	12,956,537
Total Available for Programming (State + Federal)	3,326.63	3,177.31	3,017.72	2,855.75	2,707.26	3,130.65	3,194.61	3,251.85	3,322.50	3,372.75	31,357.02
Check Total Subtotals (State + Federal)	3,440.43	3,484.58	3,515.74	3,576.98	3,630.02	3,674.27	3,714.61	3,771.85	3,822.64	3,872.75	36,503.87
Check Total Less Bonus Allocation	(28.50)	(45.00)	(46.85)	(66.25)	(40.00)	(43.62)	(20.00)	(20.00)	(0.14)	-	(310.36)
Check Total Less Inflation	(85.30)	(262.27)	(451.17)	(654.98)	(882.76)	(500.00)	(500.00)	(500.00)	(500.00)	(500.00)	(4,836.48)
Check Total Available for Programming	3,326.63	3,177.31	3,017.72	2,855.75	2,707.26	3,130.65	3,194.61	3,251.85	3,322.50	3,372.75	31,357.02
Less Transition Funding	(26.37)	(0.93)	-	-	-	-	-	-	-	-	(27.30)
Funds Available to Allocate to Categories	\$ 3,300.26	\$ 3,176.38	\$ 3,017.72	\$ 2,855.75	\$ 2,707.26	\$ 3,130.65	\$ 3,194.61	\$ 3,251.85	\$ 3,322.50	\$ 3,372.75	\$ 31,329.72
STATEWIDE	1,320.11	1,270.55	1,207.09	1,142.30	1,082.90	1,252.26	1,277.84	1,300.74	1,329.00	1,349.10	12,531.89
REGIONAL	990.08	952.91	905.31	856.73	812.18	939.19	958.38	975.55	996.75	1,011.83	9,398.92
LESS STBGDA ON REGIONAL AND STATEWIDE ROUTES	(10.58)	(4.85)	(9.79)	(11.47)	(10.69)	(4.63)	(0.46)	0.00	0.00	0.00	(52.48)
REGIONAL TOTAL REVISED	979.50	948.06	895.52	845.26	801.49	934.56	957.92	975.55	996.75	1,011.83	9,346.44
DIVISION	990.08	952.91	905.31	856.73	812.18	939.19	958.38	975.55	996.75	1,011.83	9,398.92

Anticipated Inflation Impact

Inflation is not explicitly factored into project estimates shown in the STIP. Instead, before programming projects in the STIP, anticipated revenue is reduced to account for future inflation. For the 2026-2035 STIP, NCDOT used a 5% per year inflation factor for the first five years of the STIP (2026-2030) and \$500 M per year for the last 5 years of the STIP (2031-2035). The 5% was compounded annually for the first five years. In the first year (2026), ½ of the inflation rate was used (2.5%), ramping up to the 5% in years 2 through 5 (2027-2030). This allows project costs used in the Program to be shown in current (2026) dollars.

State Highway Fund

Revenues for the Highway Fund are generated from state motor fuels tax, DMV license and other fees, sales tax transfer from the general fund and interest income (as shown in the graphic on page T-2). The Highway Fund primarily supports projects that maintain the state's existing transportation system. This includes general maintenance, roadside environmental activities, resurfacing highways, replacing bridges, paving unpaved secondary roads, and state aid to municipalities. Funds are distributed across North Carolina based on need.

Cash Model and Fiscal Constraint of the STIP

In a traditionally financed federal-aid highway project, the FHWA approves the project and obligates (promises to pay) federal funds (typically 80 percent of eligible costs) at the start of a contract. The Department then begins construction, pays construction costs with state funds, and submits weekly federal reimbursement requests to FHWA. However, at its discretion, NCDOT may also use a funding technique called Advance Construction. In Advance Construction, the FHWA only approves a project as being eligible for federal funding and does not obligate (promise to pay) federal funds at the start of a project. The Department then begins construction, pays construction costs with state funds, submits a request to obligate an amount of federal funds necessary for reimbursement of a percentage of eligible costs (typically 80 percent), and submits a request for reimbursement to FHWA.

NCDOT heavily utilizes Advance Construction because it allows the Department to accelerate projects by undertaking a greater number of concurrent federal-aid projects than would otherwise be possible. However, when Advance Construction is utilized, care must be taken to ensure that adequate funds will be available to implement the schedule of projects included in the STIP. NCDOT relies on its cash model to insure fiscal constraint of both the STIP and its entire operation. The Department uses a cash model to manage its operation on a cash-flow basis using statistical models that were developed specifically to support NCDOT programs. The models are used to forecast future cash demands and financial capacity.

North Carolina's General Assembly in §143C:6-11 dictates that the Department's cash target be between 15% and 20% of the total appropriations from the Highway Fund and Highway Trust Fund for the current fiscal year. Any federal funds on hand shall not be considered as cash for this purpose. The target shall include an amount necessary to make all municipal-aid funding requirements. Also, NCGS §143C:6-11 requires the minimum cash balance from the Highway Fund and Highway Trust Fund to be at least 7.5% of the total appropriations for the current fiscal year. If this minimum is not maintained, no further transportation project contract commitments may be entered into until the cash balance has been regained. The Department may modify or supplement transportation contract commitments for existing transportation projects that (i) results in a savings from the total estimated project cost of the existing commitment, based on cost-savings analysis, or (ii) relate to the needs of an existing transportation project to continue. Any federal funds on hand shall not be considered as cash for the purpose of the minimum cash balance requirement.

The North Carolina Turnpike Authority (NCTA)

NCTA is a public agency of the State of North Carolina located within NCDOT. NCTA's mission is to supplement the traditional non-toll transportation system serving the citizens of North Carolina by accelerating the delivery of roadway projects using alternative financing options and facilitating the development, delivery, and operation of an integrated system of toll roads. NCTA currently operates two tolled facilities, the Triangle Expressway and the Monroe Expressway, and provides customer service operations for the I-77 Express Lanes project. The Triangle Expressway is approximately 36.6 miles of new highway construction, extending the partially complete "Outer Loop" around the greater Raleigh area from I-40 in the north to Interstate 87/U.S. 64/U.S. 264. However, an expansion is currently underway to extend the roadway to the existing I-540/I-87/U.S. 64/U.S. 264 interchange in Knightdale, fully completing the "Outer Loop". The Monroe Expressway opened to traffic in November 2018. The Monroe Expressway is approximately 19.8 miles of new highway construction that serves as a bypass to U.S. 74 from I-485 in eastern Mecklenburg County to U.S. 74 between the towns of Wingate and Marshville in Union County. Since the STI law passed in June 2013, the identification of potential Turnpike projects has fallen under the strategic project prioritization process. Funding for Turnpike projects may be derived from a combination of State transportation revenues, Federal aid dollars, and toll revenue supported debt.

Total revenues for the Triangle Expressway were \$72.9 million and \$61.1 million for FY 2024 and FY 2023, respectively. FY 2024 total revenues increased by 19.3% year-over-year (YOY) when compared to FY 2023. Operating expenses for the Triangle Expressway totaled \$25.7 million and \$18.8 million for FY 2024 and FY 2023, respectively. FY 2024 operating expenses increased by 36.9% YOY from the previous year.

Total revenues for the Monroe Expressway were \$34.5 million and \$29.0 million for FY 2024 and FY 2023, respectively. FY 2024 total revenue increased by 18.8% YOY when compared to FY 2023. Operating Expenses for the Monroe Expressway totaled \$14.5 million and \$14.7 million for FY 2024 and FY 2023, respectively. FY 2024 operating expenses decreased by 1.5% YOY from the previous year.

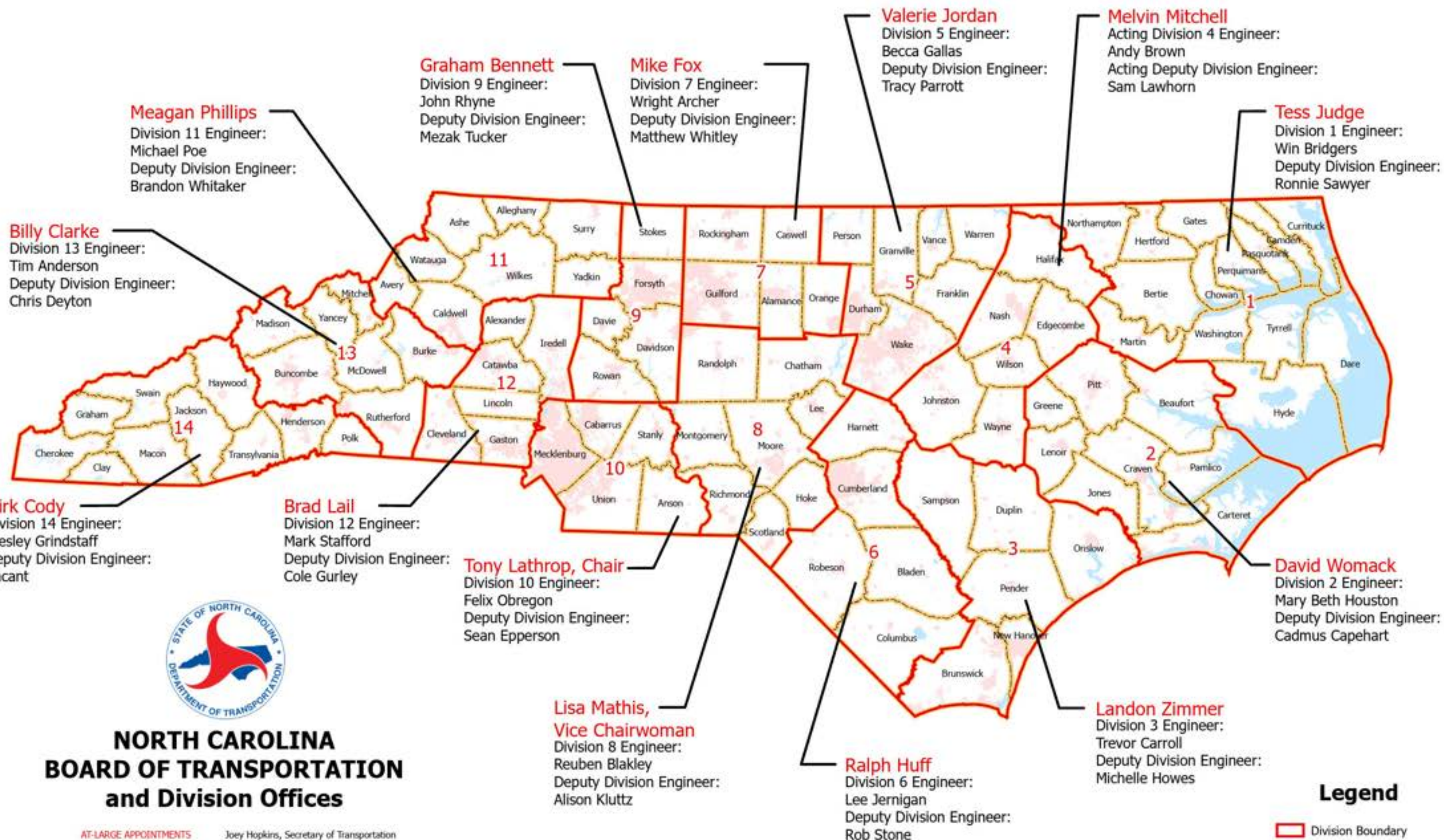
ALPHABETICAL LISTING OF COUNTIES									
COUNTY	DIV	COUNTY	DIV	COUNTY	DIV	COUNTY	DIV	COUNTY	DIV
ALAMANCE	7	CHOWAN	1	GUILFORD	7	MITCHELL	13	RUTHERFORD	13
ALEXANDER	12	CLAY	14	HALIFAX	4	MONTGOMERY	8	SAMPSON	3
ALLEGHANY	11	CLEVELAND	12	HARNETT	6	MOORE	8	SCOTLAND	8
ANSON	10	COLUMBUS	6	HAYWOOD	14	NASH	4	STANLY	10
ASHE	11	CRAVEN	2	HENDERSON	14	NEW HANOVER	3	STOKES	9
AVERY	11	CUMBERLAND	6	HERTFORD	1	NORTHAMPTON	1	SURRY	11
BEAUFORT	2	CURRITUCK	1	HOKE	8	ONslow	3	SWAIN	14
BERTIE	1	DARE	1	HYDE	1	ORANGE	7	TRANSYLVANIA	14
BLADEN	6	DAVIDSON	9	IREDELL	12	PAMLICO	2	TYRRELL	1
BRUNSWICK	3	DAVIE	9	JACKSON	14	PASQUOTANK	1	UNION	10
BUNCOMBE	13	DUPLIN	3	JOHNSTON	4	PENDER	3	VANCE	5
BURKE	13	DURHAM	5	JONES	2	PERQUIMANS	1	WAKE	5
CABARRUS	10	EDGECOMBE	4	LEE	8	PERSON	5	WARREN	5
CALDWELL	11	FORSYTH	9	LENOIR	2	PITT	2	WASHINGTON	1
CAMDEN	1	FRANKLIN	5	LINCOLN	12	POLK	14	WATAUGA	11
CARTERET	2	GASTON	12	MACON	14	RANDOLPH	8	WAYNE	4
CASWELL	7	GATES	1	MADISON	13	RICHMOND	8	WILKES	11
CATAWBA	12	GRAHAM	14	MARTIN	1	ROBESON	6	WILSON	4
CHATHAM	8	GRANVILLE	5	McDOWELL	13	ROCKINGHAM	7	YADKIN	11
CHEROKEE	14	GREENE	2	MECKLENBURG	10	ROWAN	9	YANCEY	13

NORTH CAROLINA COUNTIES BY DIVISION									
<u>DIVISION 1</u> BERTIE CAMDEN CHOWAN CURRITUCK DARE GATES HERTFORD HYDE MARTIN NORTHAMPTON PASQUOTANK PERQUIMANS TYRRELL WASHINGTON		<u>DIVISION 3</u> BRUNSWICK DUPLIN NEW HANOVER ONslow PENDER SAMPSON		<u>DIVISION 6</u> BLADEN COLUMBUS CUMBERLAND HARNETT ROBESON		<u>DIVISION 9</u> DAVIDSON DAVIE FORSYTH ROWAN STOKES		<u>DIVISION 12</u> ALEXANDER CATAWBA CLEVELAND GASTON IREDELL LINCOLN	
<u>DIVISION 2</u> BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT		<u>DIVISION 4</u> EDGECOMBE HALIFAX JOHNSTON NASH WAYNE WILSON		<u>DIVISION 7</u> ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM		<u>DIVISION 10</u> ANSON CABARRUS MECKLENBURG STANLY UNION		<u>DIVISION 13</u> BUNCOMBE BURKE MADISON McDOWELL MITCHELL RUTHERFORD YANCEY	
		<u>DIVISION 5</u> DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN		<u>DIVISION 8</u> CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND		<u>DIVISION 11</u> ALLEGHANY ASHE AVERY CALDWELL SURRY WATAUGA WILKES YADKIN		<u>DIVISION 14</u> CHEROKEE CLAY GRAHAM HAYWOOD HENDERSON JACKSON MACON POLK SWAIN TRANSYLVANIA	

METROPOLITAN PLANNING ORGANIZATIONS (MPO)	
MPO	CITY-TOWN-COUNTY
Burlington-Graham Metropolitan Planning Organization (BGMPO)	Alamance County, Village of Alamance, City of Burlington, Town of Elon, Town of Gibsonville, City of Graham, Town of Green Level, Guilford County, Town of Haw River, City of Mebane, Orange County, Town of Whitsett
Cabarrus-Rowan Metropolitan Planning Organization (CRMPO)	Cabarrus County, Town of China Grove, Town of Cleveland, City of Concord, Town of East Spencer, Town of Faith, Town of Granite Quarry, Town of Harrisburg, City of Kannapolis, Town of Landis, Town of Midland, Town of Mount Pleasant, Town of Rockwell, Rowan County, City of Salisbury, Town of Spencer
Capital Area Metropolitan Planning Organization (CAMPO)	Town of Angier, Town of Apex, Town of Archer Lodge, Town of Bunn, Town of Cary, Chatham County, Town of Clayton, Town of Coats, Town of Creedmoor, Franklin County, Town of Franklinton, Town of Fuquay-Varina, Town of Garner, Granville County, Harnett County, Town of Holly Springs, Johnston County, Town of Knightdale, Town of Lillington, Town of Morrisville, City of Raleigh, Town of Rolesville, Wake County, Town of Wake Forest, Town of Wendell, Town of Youngsville, Town of Zebulon
Charlotte Regional Transportation Planning Organization (CRTPO)	City of Charlotte, Town of Cornelius, Town of Davidson, Town of Fairview, Town of Huntersville, Town of Indian Trail, Iredell County, Town of Marshville, Village of Marvin, Town of Matthews, Mecklenburg County, Town of Mineral Springs, Town of Mint Hill, City of Monroe, Town of Mooresville, Town of Pineville, Town of Stallings, City of Statesville, Town of Troutman, Union County, Town of Waxhaw, Town of Weddington, Village of Wesley Chapel, Town of Wingate
Fayetteville Area Metropolitan Planning Organization (FAMPO)	Cumberland County, Town of Eastover, Town of Erwin, City of Fayetteville, Harnett County, Hoke County, Town of Hope Mills, Town of Parkton, City of Raeford, Robeson County, Town of Spring Lake
French Broad River Metropolitan Planning Organization (FBRMPO)	City of Asheville, Town of Biltmore Forest, Town of Black Mountain, Buncombe County, Town of Canton, Town of Clyde, Village of Flat Rock, Town of Fletcher, Haywood County, Henderson County, City of Hendersonville, Town of Laurel Park, Madison County, Town of Maggie Valley, Town of Mars Hill, Town of Mills River, Town of Montreat, Transylvania County, Town of Waynesville, Town of Weaverville, Town of Woodfin
Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO)	City of Belmont, Town of Belwood, City of Bessemer City, Town of Boiling Springs, Town of Casar, City of Cherryville, Cleveland County, Town of Cramerton, Town of Dallas, Town of Dellview, Town of Earl, Town of Fallston, Gaston County, City of Gastonia, Town of Grover, Town of High Shoals, City of Kings Mountain, Town of Kingstown, Town of Lattimore, Town of Lawndale, Lincoln County, City of Lincolnton, City of Lowell, Town of Maiden, Town of McAdenville, Town of Mooresboro, City of Mount Holly, Town of Patterson Springs, City of Polkville, Town of Ranlo, City of Shelby, Town of Spencer Mountain, Town of Stanley, Town of Waco
Goldsboro Metropolitan Planning Organization	City of Goldsboro, Town of Pikeville, Village of Walnut Creek, Wayne County
Grand Strand Area Transportation Study (SC/NC)	In North Carolina: Brunswick County, Town of Calabash, Town of Carolina Shores, Town of Holden Beach, Town of Ocean Isle Beach, Town of Shallotte, Town of Sunset Beach, Town of Varnamtown
Greater Hickory Metropolitan Planning Organization	Alexander County, Town of Brookford, Burke County, Town of Cajah's Mountain, Caldwell County, Town of Catawba, Catawba County, Village of Cedar Rock, City of Claremont, Town of Connelly Springs, City of Conover, Town of Drexel, Town of Gamewell, Town of Glen Alpine, Town of Granite Falls, City of Hickory, Town of Hildrebran, Town of Hudson, City of Lenoir, Town of Long View, Town of Maiden, City of Morganton, City of Newton, Town of Rhodhiss, Town of Rutherford College, Town of Sawmills, Town of Taylorsville, Town of Valdese

METROPOLITAN PLANNING ORGANIZATIONS (MPO)	
MPO	CITY-TOWN-COUNTY
Greensboro Urban Area Metropolitan Planning Organization (GUAMPO)	City of Greensboro, Guilford County, Town of Oak Ridge, Town of Pleasant Garden, Town of Sedalia, Town of Stokesdale, Town of Summerfield
Greenville Urban Area Metropolitan Planning Organization	Town of Ayden, City of Greenville, Pitt County, Village of Simpson, Town of Winterville
High Point Urban Area Metropolitan Planning Organization (HPMPO)	City of Archdale, Davidson County, Town of Denton, Forsyth County, Guilford County, City of High Point, Town of Jamestown, City of Lexington, Randolph County, City of Thomasville, City of Trinity, Town of Wallburg
Jacksonville Urban Area Metropolitan Planning Organization (JUMPO)	Town of Holly Ridge, City of Jacksonville, Town of North Topsail Beach, Onslow County, Town of Richlands, Town of Swansboro
New Bern Area Metropolitan Planning Organization (NBAMPO)	Town of Bridgeton, Craven County, City of New Bern, Town of River Bend, Town of Trent Woods
Rocky Mount Urban Area Metropolitan Planning Organization	Edgecombe County, Nash County, Town of Nashville, City of Rocky Mount, Town of Sharpsburg
Sandhills Metropolitan Planning Organization	Town of Aberdeen, Town of Pinebluff, Village of Pinehurst, Town of Southern Pines, Town of Taylortown, Village of Whispering Pines, Moore County
Triangle West Transportation Planning Organization (TWTPO)	Town of Carrboro, Town of Chapel Hill, Chatham County, City of Durham, Durham County, Town of Hillsborough, Orange County
Wilmington Urban Area Metropolitan Planning Organization (WMPO)	Town of Belville, Brunswick County, Town of Carolina Beach, Town of Kure Beach, Town of Leland, Town of Navassa, New Hanover County, Pender County, City of Wilmington, Town of Wrightsville Beach
Winston-Salem Urban Area Transportation Planning Organization (WSATPO)	Town of Bermuda Run, Town of Bethania, Village of Clemmons, Davidson County, Davie County, Forsyth County, Town of Kernersville, City of King, Town of Lewisville, Town of Midway, Town of Rural Hall, Stokes County, Village of Tobaccoville, Town of Walkertown, Town of Wallburg, City of Winston-Salem

RURAL PLANNING ORGANIZATIONS (RPO)	
RPO	COUNTY
Albemarle Rural Planning Organization	Camden, Chowan, Currituck, Dare, Gates, Hyde, Pasquotank, Perquimans, Tyrrell, and Washington
Cape Fear Rural Planning Organization	Brunswick, Columbus, and Pender
Down East Rural Planning Organization	Carteret, Craven, Jones, and Pamlico
Eastern Carolina Rural Planning Organization	Duplin, Greene, Lenoir, and Wayne
High Country Rural Planning Organization	Alleghany, Ashe, Avery, Mitchell, Watauga, Wilkes, and Yancey
Foothills Rural Planning Organization	McDowell, Polk, and Rutherford
Kerr-Tar Rural Planning Organization	Franklin, Granville, Person, Vance, and Warren
Land of Sky Rural Planning Organization	Buncombe, Haywood, Madison, and Transylvania
Lumber River Rural Planning Organization	Hoke, Richmond, Robeson, and Scotland
Mid-Carolina Rural Planning Organization	Bladen, Cumberland, Harnett, and Sampson
Mid-East Rural Planning Organization	Beaufort, Pitt, and Martin
Northwest Piedmont Rural Planning Organization	Davie, Stokes, Surry, and Yadkin
Peanut Belt Rural Planning Organization	Bertie, Halifax, Hertford, and Northampton
Piedmont Triad Rural Planning Organization	Caswell, Montgomery, Randolph, and Rockingham
Rocky River Rural Planning Organization	Anson, Stanly, and Union
Southwestern Rural Planning Organization	Cherokee, Clay, Graham, Jackson, Macon, and Swain
Central Pines Rural Planning Organization	Chatham, Lee, Moore, and Orange
Upper Coastal Plain Rural Planning Organization	Edgecombe, Johnston, Nash, and Wilson



NORTH CAROLINA BOARD OF TRANSPORTATION and Division Offices

AT-LARGE APPOINTMENTS

Kathy Harrington
Stephen Rosenburgh
Leo Daughtry
Chuck McGrady
Patrick Molamphy

Joey Hopkins, Secretary of Transportation
Chris Peoples, Chief Operating Officer
Patrick Norman, Chief Engineer
Boyd Tharrington, Deputy Chief Engineer
Drew Cox, Eastern Deputy Chief Engineer, (Divs. 1-6, & 8)
Brett Canipe, Western Deputy Chief Engineer (Divs. 7 & 9-14)
Kristin Barnes, Director of Strategic Planning and Programming

Legend

- Division Boundary
- County Boundary
- Municipal Boundaries

June 2025

Fund Source	Fund Type	Description	Subject to STI
3037	Federal	Job Assistance and Reverse Commute	No
5303	Federal	Metropolitan Planning (FMPL)	No
5305	Federal	FTA Discretionary Grant Funds	No
5307	Federal	Urbanized Area Formula Program (FUZ)	No
5309	Federal	Capital Program - Bus Earmark (FBUS)	No
5310	Federal	Elderly and Persons with Disability (FEPD)	No
5311	Federal	Non Urbanised Area Formula Program (FNU)	No
5312	Federal	FUZ 5312	No
5316	Federal	Job Assistance And Reverse Commute (JARC)	No
5317	Federal	New Freedom Program	No
5337	Federal	Urbanized Area Formula Program (FUZ)	No
5339	Federal	Capital Program - Bus Earmark (FBUS)	No
5339(b)	Federal	Capital Program - Bus Earmark (FBUS) - Discretionary Grant	No
20005(b)	Federal	Pilot Program for Transit-Oriented Development Planning	No
ADHS	Federal	Appalachian Development Highway System	No
ADHSL	Federal	Appalachian Development Highway System (Local Access Roads)	No
ADTAP	Federal	Appalachian Development portion of 5311 - Non Urbanised Area Formula Program (FNU)	No
ARP	Federal	American Rescue Plan	No
BA	State	Bonus Allocation	No
BFP	Federal	Federal Bridge Improvement Program - Formula	Yes
BFPOFF	Federal	Federal Bridge Improvement Program - Formula (Off System)	Yes
BG	Federal	Surface Transportation Block Grant Program (Uncategorized)	Yes
BG50200	Federal	Surface Transportation Block Grant Program (50K - 200K)	Yes
BG5200	Federal	Surface Transportation Block Grant Program (5K - 200K)	Yes
BG5T50	Federal	Surface Transportation Block Grant Program (5K - 50K)	Yes
BGANY	Federal	Surface Transportation Block Grant Program (Any Area)	Yes
BGBA	Federal	Surface Transportation Block Grant Program (Bonus Allocation)	No
BGDA	Federal	Surface Transportation Block Grant Program (Direct Attributable)	Yes
BGDACV	Federal	COVID Relief Funds	Yes
BGIM	Federal	Surface Transportation Block Grant Program (Interstate Maintenance)	Yes
BGLT5	Federal	Surface Transportation Block Grant Program (Less than 5K)	Yes
BGOFF	Federal	Surface Transportation Block Grant Program (Off System)	Yes
BOND R	Other	Revenue Bond	No
BONDRT	Other	Revenue Bond (Loan Advance from Highway Trust Fund)	No
BRGI	Federal	Bridge Inspection	Yes
CARES	Federal	CARES Act Funding	No
CMAQ	Federal	Congestion Mitigation	No
CPF	Federal	Community Project Funding/Congressionally Directed Spending (Grants)	No
CRP550	Federal	Carbon Reduction Program - (5K - 50K)	No
CRPANY	Federal	Carbon Reduction Program - Any Area	No
CRPDA	Federal	Carbon Reduction Program - Direct Attributable (All MPOs)	No
CRPLT5	Federal	Carbon Reduction Program - (Less than 5K)	No
DOD	Federal	Department of Defense	No
DP	Federal	Discretionary or Demonstration	No

Fund Source	Fund Type	Description	Subject to STI
ER	Federal	Emergency Relief	No
ERFO	Federal	Emergency Relief for Federally Owned Roads	No
FBP	Federal	Ferry Boat Program	Yes
FED	Federal	Unidentified Federal Funding	No
FEDT	Federal	Undesignated Federal Transit Funding	No
FF	Federal	FEDERAL FERRY	Yes
FLAP	Federal	Federal Lands Access Program (Park Roads)	No
FLPF	Federal	Federal Lands Program (Forest Roads)	No
FLTP	Federal	Federal Lands Transportation Program	No
FMOD	Federal	Fixed Guideway Modifications	Yes
FSPR	Federal	State Planning and Research	No
FTTP	Federal	Federal Tribal Transportation Program	No
FUZ	Federal	Capital Program - Bus Earmark (5309)	No
HF	State	Highway Fund	No
HFB	State	Highway Fund Bridge Replacement Program	Yes
HIB	Federal	Highway Infrastructure Bridge Replacement	Yes
HP	Federal	High Priority	Yes
HRRR	Federal	High Risk Rural Roads	Yes
HSIP	Federal	HIGHWAY SAFETY IMPROVEMENT PROGRAM	Yes
L	Other	Local	No
NEVI	Federal	National Electric Vehicle Infrasructure Program Funds	Yes
NHFP	Federal	National Highway Freight Program	Yes
NHP	Federal	National Highway Performance Program	Yes
NHPB	Federal	National Highway Performance Program(Bridge)	Yes
NHPBA	Federal	National Highway Performance Program(Bonus Allocation)	No
NHPIM	Federal	National Highway Performance Program (Interstate Maintenance)	Yes
NRT	Federal	National Recreation Trails	Yes
O	Other	Local, Non Federal or State Funds	No
PROTCT	Federal	PROTECT Formula Program (Promoting Resilient Operations...)	Yes
RR	Federal	Rail-Highway Safety	Yes
RTAP	Federal	Rural Transit Assistance Program	No
S	State	State	No
S(M)	State	State Match for STP-DA or Garvee Projects	Yes
S(M)BA	State	State Match for Bonus Allocation Projects using Federal funds	No
SBG	Federal	Scenic Byway Grant	Yes
SF	State	Ferries	Yes
SMAP	State	Operating Assistance and State Maintenance	No
SRTS	Federal	Safe Roads to School	Yes
SSO	Federal	Safety System Oversight	No
STBG	Federal	Surface Transportation Block Grant Program (Uncategorized)	Yes
STBGIM	Federal	Surface Transportation Block Grant Program (Interstate Maintenance)	Yes
STHSR	Federal	Stimulus High Speed Rail	No
STPE	Federal	Surface Transportation Program (Enhancement)	Yes
STPOFF	Federal	Surface Transportation Program (Off System)	Yes

Fund Source	Fund Type	Description	Subject to STI
T	State	Highway Trust Funds	Yes
T(DA)	State	Highway Trust Funds - Fund Swaps for DA Projects	Yes
TA	Federal	Transportation Alternatives Program (Uncategorized)	Yes
TA50200	Federal	Transportation Alternatives Program (50K - 200K)	Yes
TA5200	Federal	Transportation Alternatives Program (5K - 200K)	Yes
TA5T50	Federal	Transportation Alternatives Program (5K - 50K)	Yes
TAANY	Federal	Transportation Alternatives Program (Any Area)	Yes
TADA	Federal	Transportation Alternatives Program (Direct Attributable)	Yes
TALT5	Federal	Transportation Alternatives Program (Less than 5K)	Yes
TAP	Federal	Transportation Alternatives Program (Uncategorized)	Yes
VRU	Federal	Vulnerable Road User	Yes

(INFLATED) STIP FUNDING SUMMARY 2026 - 2029 (June 2026)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

FUNDING	FUNDING DESCRIPTION	FUNDING TYPE	<u>(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)</u>			
			FY 2026	FY 2027	FY 2028	FY 2029
BGDA	Surface Transportation Block Grant Program (Direct Attributable)	F		634		
CMAQ	Congestion Mitigation	F	676	710		
L(M)	Local Match	O		159		
S(M)	State Match for STP-DA or Garvee Projects	S	169	177		
SUBTOTAL			845	1680		

HIGHWAY PROGRAM

FUNDING	FUNDING DESCRIPTION	FUNDING TYPE	<u>(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)</u>			
			FY 2026	FY 2027	FY 2028	FY 2029
BGANY	Surface Transportation Block Grant Program (Any Area)	F	14985	14818	16512	25933
BGDA	Surface Transportation Block Grant Program (Direct Attributable)	F	825	4307	5190	5449
BGLT5	Surface Transportation Block Grant Program (Less than 5K)	F			2320	2316
BOND R	Revenue Bond	O	453	7487	66774	241536
CRPDA	Carbon Reduction Program - Direct Attributable (All MPOs)	F	1195			
DP	Discretionary or Demonstration	F	10012	94615	163260	
HF	Highway Fund	S	55			
HFB	Highway Fund Bridge Replacement Program	S	35055		54356	
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM	F	2679	565		
L	Local (Other than for required match)	O	473	182	192	201
L(M)	Local Match	O	11			
NHP	National Highway Performance Program	F	3782	2469	19143	20100
NHPIM	National Highway Performance Program (Interstate Maintenance)	F			3052	4330
T	Highway Trust Funds	S	126293	56808	92408	63465
SUBTOTAL			195818	181251	423207	363330

(INFLATED) STIP FUNDING SUMMARY 2026 - 2029 (June 2026)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

NON-HIGHWAY PROGRAM

FUNDING	FUNDING DESCRIPTION	FUNDING TYPE	<i>(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)</i>			
			FY 2026	FY 2027	FY 2028	FY 2029
5310	Elderly and Persons with Disability (FEPD)	F	384			
BGDA	Surface Transportation Block Grant Program (Direct Attributable)	F	3925			
DP	Discretionary or Demonstration	F	4798	4546	67	
L	Local (Other than for required match)	O	702			
L(M)	Local Match	O	615			
O	Local, Non Federal or State Funds	O		7533	5763	
T	Highway Trust Funds	S	1419	2585	749	
TA	Transportation Alternatives Program (Uncategorized)	F	196	205	216	
TADA	Transportation Alternatives Program (Direct Attributable)	F	600	617	655	688
SUBTOTAL			12639	15486	7450	688
TOTAL			209302	198417	430657	364018

Wilmington Urban Area Metropolitan Planning Organization

2026 – 2035 MPO Transportation Improvement Program

Fiscal Constraint of the MTIP

Federal requirements for the Transportation Improvement Program (TIP) include the need to demonstrate fiscal constraint in the TIP. The Wilmington Urban Area Metropolitan Planning Organization (WMPO), in coordination with the NCDOT, Federal Highway Administration, and Federal Transit Administration, has demonstrated fiscal constraint on the 2026 – 2035 STIP adopted on July 9, 2025. The WMPO 2026-2035 MPO TIP is a subset of the STIP and, by extension, therefore demonstrates fiscal constraint.

Performance Management Targets

The Wilmington Urban Area Metropolitan Planning Organization (WMPO) has established performance management targets for highway safety, infrastructure condition, congestion, system reliability, emissions, freight movement, and transit. The WMPO anticipates meeting its identified targets with the mix of projects included in the TIP.

2026-2035 WMPO TRANSPORTATION IMPROVEMENT PROGRAM Final STIP (Adopted by the Board of Transportation on July 9, 2025) NOTES: LAST UPDATED 6/18/2025. ANY AMOUNTS PROGRAMMED FOR ACTIVITIES OTHER THAN RIGHT-OF-WAY, UTILITIES, OR CONSTRUCTION ARE INCLUDED UNDER "OTHER ACTIVITIES".																						
BASIC PROJECT INFORMATION										FISCAL YEAR PROJECT PHASE SCHEDULED TO START												
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	LOCATION DESCRIPTION	DESCRIPTION OF WORK	LENGTH (MILES)	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	FUNDS FOR OTHER ACTIVITIES	TOTAL FUNDS NEEDED	COMMENT
Beaufort, Bertie, Brunswick, Carteret, Chowan, Craven, Currituck, Dare, Duplin, Hyde, New Hanover, Onslow, Pamlico, Perquimans, Tyrrell, Washington, Camden, Gates, Greene, Hertford, Jones, Lenoir, Martin, Northampton, Pasquotank, Pender, Pitt, Sampson	Various	NCDOT	Locations in divisions 1, 2, and 3.	Replace two support/anchor tugs, one support tug, and three barges.		Ferry	STI (Prioritization)	1, 2, 3	Albemarle RPO, Cape Fear RPO, Down East RPO, Wilmington Urban Area MPO, Eastern Carolina RPO, Grand Strand Area Transportation Study, Greenville Urban Area MPO, Jacksonville Urban Area MPO, Mid-Carolina RPO, Mid-East RPO, New Bern Area MPO, Peanut Belt RP	F-5703B	Division 1, 2, 3	T					2019	\$2,100,000			\$2,100,000	COMPLETE.
Beaufort, Bertie, Brunswick, Carteret, Chowan, Craven, Currituck, Dare, Duplin, Hyde, New Hanover, Onslow, Pamlico, Perquimans, Tyrrell, Washington, Camden, Gates, Greene, Hertford, Jones, Lenoir, Martin, Northampton, Pasquotank, Pender, Pitt, Sampson	Various	NCDOT	Locations in divisions 1, 2, and 3.	Replace vessel (Support Fleet) for tugs and barges.		Ferry	STI (Prioritization)	1, 2, 3	Jacksonville Urban Area MPO, Albemarle RPO, Cape Fear RPO, Wilmington Urban Area MPO, Eastern Carolina RPO, Grand Strand Area Transportation Study, Greenville Urban Area MPO, Mid-Carolina RPO, Mid-East RPO, New Bern Area MPO, Peanut Belt RPO	F-5703	Division 1, 2, 3											
Beaufort, Bertie, Brunswick, Carteret, Chowan, Craven, Currituck, Dare, Duplin, Hyde, New Hanover, Onslow, Pamlico, Perquimans, Tyrrell, Washington, Camden, Gates, Greene, Hertford, Jones, Lenoir, Martin, Northampton, Pasquotank, Pender, Pitt, Sampson	Various	NCDOT	Locations in divisions 1, 2, and 3.	Replace z-drive towing and pushing tug.		Ferry	STI (Prioritization)	1, 2, 3	Albemarle RPO, Cape Fear RPO, Down East RPO, Wilmington Urban Area MPO, Eastern Carolina RPO, Grand Strand Area Transportation Study, Greenville Urban Area MPO, Jacksonville Urban Area MPO, Mid-Carolina RPO, Mid-East RPO, New Bern Area MPO, Peanut Belt RP	F-5703A	Division 1, 2, 3	T					2019	\$3,250,000			\$3,250,000	COMPLETE
Brunswick	Belville Elementary Multi-Use Path	BELVILLE	Along NC 133 connecting north and south entrances of Hawkeswater development to Belville Elementary School in Belville	Construct multi-use path.	0.37	Bike & Ped	Locally Selected	3	Wilmington Urban Area MPO	EB-6026	Division 3	L(M), TADA					2024	\$936,000	2020	\$52,000	\$988,000	UNDER CONSTRUCTION.
Brunswick	Gullah Geechee Heritage Trail Gap	BELVILLE	Along NC 133 south of Belville.	Construct multi-use path.	0.22	Bike & Ped	Locally Selected	3	Wilmington Urban Area MPO	BL-0153	Division 3	BGDA, L(M)					2027	\$738,000	2025	\$162,000	\$900,000	
Brunswick	Rice Hope Multi-Use Path	BELVILLE	Along NC 133 from Morecamble Boulevard to Rice Hope Run in Belville	Construct multi-use path.	0.17	Bike & Ped	Locally Selected	3	Wilmington Urban Area MPO	EB-6025	Division 3	BGDA, L(M)					2024	\$372,000	2020	\$18,000	\$390,000	UNDER CONSTRUCTION.
Brunswick	US 17	LELAND	Ploof Road and Olde Waterford Way in Leland	Install signalized zebra-type pedestrian crossing.	0.1	Bike & Ped	Locally Selected	3	Wilmington Urban Area MPO	BL-0074	Division 3	BGDA, L	2025	\$25,000			2025	\$548,000	2023	\$262,000	\$835,000	
Brunswick	I-140	NCDOT	US 17 to north of US 74.	Rehabilitate pavement.	5.08	Highway	Interstate Maintenance	3	Wilmington Urban Area MPO	I-6036	Statewide Mobility	NHPIM					2024	\$11,080,000			\$11,080,000	UNDER CONSTRUCTION.
Brunswick	NC 133	BELVILLE	Belville Riverwalk Park entrance	Construct traffic signal and related pedestrian infrastructure		Highway	Locally Selected	3	Wilmington Urban Area MPO	HL-0131	Exempt	CRPDA, L					2026	\$1,458,000	2025	\$81,000	\$1,539,000	
Brunswick	US 74	NCDOT	I-140 ramp intersections in Leland.	Upgrade traffic signals and install advanced warning flasher.		Highway	Safety	3	Wilmington Urban Area MPO	HS-2403AS	Statewide Mobility	HSIP					2026	\$147,000			\$147,000	
Brunswick	US 74 / US 76	NCDOT	SR 1714 (Enterprise Drive) and SR 1494 (Wood Treatment Road) intersections in Leland.	Install traffic signals.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2003O	Statewide Mobility	HSIP					2026	\$533,000			\$533,000	
Brunswick	US 74 / US 76 (Andrew Jackson Highway)	NCDOT	SR 1426 (Lanvale Road) eastbound ramp.	Install traffic signal.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2003AS	Region B	HSIP					2025	\$450,000			\$450,000	
Brunswick	NC 133	NCDOT	US 17 / US 74 / US 76 to SR 1554 (Old River Road).	Modernize roadway.	0.48	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-5914	Division 3	T					2023	\$6,933,000			\$6,933,000	UNDER CONSTRUCTION.
Brunswick	I-40 / US 17 (Wilmington Bypass)	NCDOT	US 74 / US 76 in Brunswick County to SR 1430 (Cedar Hill Road).	Construct new route.	7.6	Highway	Transition	3	Wilmington Urban Area MPO	R-2633BA	Pre-STI (Transition)	NHP					2014	\$30,750,000			\$30,750,000	COMPLETE. GARVEE BOND FUNDING: \$50M FOR CONSTRUCTION, PAYBACK 2014 - 2025.
Brunswick, New Hanover	South Port to Fort Fisher Ferry	NCDOT	South Port Ferry Terminal	Construct mooring facilities.		Ferry	STI (Prioritization)	3	Cape Fear RPO, Wilmington Urban Area MPO	F-5707	Region B	FBP, T(M)							2023	\$2,031,000	\$2,031,000	
Brunswick, New Hanover	I-140/US 17 (Wilmington Bypass).	NCDOT	NC 87 south of Bishop to US 74 / US 76 east of Malmo in Brunswick County.	Construct four lane divided freeway on new location.		Highway	Pre-STI (Historic)	3	Wilmington Urban Area MPO	R-2633AB												COMPLETE.
Brunswick, New Hanover	I-140/US 17 (Wilmington Bypass).	NCDOT	NC 87 south of Bishop to US 74 / US 76 east of Malmo in Brunswick County.	Construct four lane divided freeway on new location.	5.3	Highway	Pre-STI (Historic)	3	Wilmington Urban Area MPO	R-2633AA	Pre-STI (Transition)	NHP					2010	\$6,810,000			\$6,810,000	COMPLETE. GARVEE BOND FUNDING: \$31.05M FOR CONSTRUCTION, PAYBACK 2010 - 2021.

2026-2035 WMPO TRANSPORTATION IMPROVEMENT PROGRAM

Final STIP (Adopted by the Board of Transportation on July 9, 2025)

NOTES: LAST UPDATED 6/18/2025. ANY AMOUNTS PROGRAMMED FOR ACTIVITIES OTHER THAN RIGHT-OF-WAY, UTILITIES, OR CONSTRUCTION ARE INCLUDED UNDER "OTHER ACTIVITIES".

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2026-2035 WMPO TRANSPORTATION IMPROVEMENT PROGRAM Final STIP (Adopted by the Board of Transportation on July 9, 2025) NOTES: LAST UPDATED 6/18/2025. ANY AMOUNTS PROGRAMMED FOR ACTIVITIES OTHER THAN RIGHT-OF-WAY, UTILITIES, OR CONSTRUCTION ARE INCLUDED UNDER "OTHER ACTIVITIES".																						
BASIC PROJECT INFORMATION											FISCAL YEAR PROJECT PHASE SCHEDULED TO START											
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	LOCATION DESCRIPTION	DESCRIPTION OF WORK	LENGTH (MILES)	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	FUNDS FOR OTHER ACTIVITIES	TOTAL FUNDS NEEDED	COMMENT
Duplin, Onslow, Pender, Sampson, Brunswick, New Hanover	Various	NCDOT	Routes in Division 3.	Construct safety improvements.		Highway	Safety	3	Cape Fear RPO, Eastern Carolina RPO, Mid-Carolina RPO, Wilmington Urban Area MPO, Down East RPO, Jacksonville Urban Area MPO, Grand Strand Area Transportation Study	HS-2403												PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE PROGRAMMED IN THE FUTURE AS NEEDED.
Duplin, Onslow, Pender, Sampson, Brunswick, New Hanover	Various	NCDOT	Routes in Division 3.	Implement Vulnerable Road User Bicycle and Pedestrian Improvement Program.		Highway	Safety	3	Cape Fear RPO, Wilmington Urban Area MPO, Eastern Carolina RPO, Jacksonville Urban Area MPO, Mid-Carolina RPO	HS-2018												
Duplin, Onslow, Pender, Sampson, Brunswick, New Hanover	Various	NCDOT	Routes in Division 3.	Implement Vulnerable Road User Bicycle and Pedestrian Improvement Program.		Highway	Safety	3	Cape Fear RPO, Wilmington Urban Area MPO, Eastern Carolina RPO, Jacksonville Urban Area MPO, Mid-Carolina RPO	HS-2018DIV	Division 3	VRU					2023	\$300,000			\$300,000	
Duplin, Onslow, Pender, Sampson, Brunswick, New Hanover	Various	NCDOT	Routes in Division 3.	Implement Vulnerable Road User Bicycle and Pedestrian Improvement Program.		Highway	Safety	3	Cape Fear RPO, Wilmington Urban Area MPO, Eastern Carolina RPO, Jacksonville Urban Area MPO, Mid-Carolina RPO	HS-2018REG	Region B	VRU					2023	\$300,000			\$300,000	
Duplin, Onslow, Pender, Sampson, Brunswick, New Hanover	Various	NCDOT	Routes in Division 3.	Implement Vulnerable Road User Bicycle and Pedestrian Improvement Program.		Highway	Safety	3	Cape Fear RPO, Wilmington Urban Area MPO, Eastern Carolina RPO, Jacksonville Urban Area MPO, Mid-Carolina RPO	HS-2018SW	Statewide Mobility	VRU					2023	\$400,000			\$400,000	
Duplin, Onslow, Pender, Sampson, Brunswick, New Hanover	Various	NCDOT	Routes in Division 3.	Improve rumble stripes, guardrail, safety, and lighting.		Highway	Safety	3	Cape Fear RPO, Eastern Carolina RPO, Jacksonville Urban Area MPO, Mid-Carolina RPO, Wilmington Urban Area MPO	W-5203												DIVISION PURCHASE ORDER CONTRACT (DPOC). IN PROGRESS.
Duplin, Onslow, Pender, Sampson, Brunswick, New Hanover	Various	NCDOT	Various locations in Division 3	Safety Improvements.		Highway	Safety	3	Cape Fear RPO, Eastern Carolina RPO, Mid-Carolina RPO, Wilmington Urban Area MPO, Down East RPO, Jacksonville Urban Area MPO, Grand Strand Area Transportation Study	HS-2603												PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE PROGRAMMED IN THE FUTURE AS NEEDED.
Duplin, Onslow, Pender, Sampson, Brunswick, New Hanover	Various	NCDOT	Locations in Division 3.	Implementation of traffic separation study and closures in Division 3.		Rail	Rail-Highway Grade Crossing Closure	3	Cape Fear RPO, Eastern Carolina RPO, Jacksonville Urban Area MPO, Mid-Carolina RPO, Wilmington Urban Area MPO, Grand Strand Area Transportation Study	RC-2003	Division 3											PROGRAMMED FOR PRELIMINARY ENGINEERING ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.
Duplin, Onslow, Pender, Sampson, Brunswick, New Hanover	Various	NCDOT	Locations in Division 3.	Construct highway-rail grade crossing safety improvements in Division 3.		Rail	Rail-Highway Grade Crossing Improvement	3	Cape Fear RPO, Eastern Carolina RPO, Jacksonville Urban Area MPO, Mid-Carolina RPO, Wilmington Urban Area MPO, Grand Strand Area Transportation Study	RX-2003	Division 3											PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE PROGRAMMED IN THE FUTURE AS NEEDED.
Duplin, Onslow, Pender, Sampson, Brunswick, New Hanover	Various	NCDOT	Locations in Division 3.	Construct highway-rail grade crossing safety improvements in Division 3.		Rail	Rail-Highway Grade Crossing Improvement	3	Cape Fear RPO, Eastern Carolina RPO, Mid-Carolina RPO, Wilmington Urban Area MPO, Down East RPO, Jacksonville Urban Area MPO, Grand Strand Area Transportation Study	RX-2403	Division 3											PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE PROGRAMMED IN THE FUTURE AS NEEDED.
Duplin, Onslow, Pender, Sampson, Brunswick, New Hanover	Various	NCDOT	Locations in Division 3.	Construct highway-rail grade crossing safety improvements in Division 3.		Rail	Rail-Highway Grade Crossing Improvement	3	Cape Fear RPO, Eastern Carolina RPO, Mid-Carolina RPO, Wilmington Urban Area MPO, Down East RPO, Jacksonville Urban Area MPO, Grand Strand Area Transportation Study	RX-2603	Division 3											PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE PROGRAMMED IN THE FUTURE AS NEEDED.
New Hanover	ILM	WILMINGTON INTERNATIONAL AIRPORT (ILM)	Wilmington International Airport	Expand air carrier apron.		Aviation	STI (Prioritization)	3	Wilmington Urban Area MPO	AV-5801	Statewide Mobility	O, T					2021	\$3,940,000			\$3,940,000	UNDER CONSTRUCTION. OTHER FUNDS PROVIDED BY ILM.
New Hanover	ILM	WILMINGTON INTERNATIONAL AIRPORT (ILM)	Wilmington International Airport	Improve taxiways.		Aviation	STI (Prioritization)	3	Wilmington Urban Area MPO	AV-5798	Statewide Mobility	O, T					2028	\$5,600,000			\$5,600,000	OTHER FUNDS PROVIDED BY ILM.
New Hanover	ILM	WILMINGTON INTERNATIONAL AIRPORT (ILM)	Wilmington International Airport	Rehabilitate runway.		Aviation	STI (Prioritization)	3	Wilmington Urban Area MPO	AV-5885	Statewide Mobility	O, T					2027	\$7,500,000			\$7,500,000	OTHER FUNDS PROVIDED BY ILM.
New Hanover	US 76 (Causeway Drive); US 74 (West Salisbury Street)	WRIGHTSVILLE BEACH	Along US 76 (Causeway Drive) and US 74 (West Salisbury Street) in Wrightsville Beach	Install on-street bicycle lanes and pedestrian crosswalks.	2.1	Bike & Ped	Locally Selected	3	Wilmington Urban Area MPO	BL-0075	Division 3	BGDA, L					2024	\$2,291,000	2024	\$10,000	\$2,301,000	
New Hanover	Brooklyn Street; Navassa Park	NAVASSA	Various locations.	Add bike lanes on Brooklyn Street. Construct multi-use path connecting Brooklyn Street to Navassa Park.		Bike & Ped	Locally Selected	3	Wilmington Urban Area MPO	U-5534U	Division 3	BGANV, BGDA, L(M)	2025	\$40,000			2025	\$706,000	2025	\$40,000	\$786,000	RIGHT-OF-WAY IN PROGRESS
New Hanover	SR 1403 (Middle Sound Loop)	New Hanover County	South of Market Street from Red Cedar Road to existing trail at corner of Market Street and Middle Sound Loop Road near Wilmington.	Construct multi-use path.	6.73	Bike & Ped	Locally Selected	3	Wilmington Urban Area MPO	EB-6027	Division 3	L	2021	\$500,000			2025	\$1,000,000			\$1,500,000	RIGHT OF WAY IN PROGRESS.
New Hanover	SR 1573 (K Avenue)	KURE BEACH	Fort Fisher and North 3rd Street intersections in Kure Beach	Construct intersections including ADA crosswalks, pedestrian actuated push buttons, and sidewalk connections.	0.2	Bike & Ped	Locally Selected	3	Wilmington Urban Area MPO	BL-0059	Division 3	BGDACV, L(M), TADA	2025	\$53,000			2025	\$302,000	2023	\$57,000	\$412,000	
New Hanover	St. Joseph Avenue / Lewis Drive	CAROLINA BEACH	Lake Park Boulevard to Access Road in Carolina Beach	Construct bike lanes.	1.3	Bike & Ped	Locally Selected	3	Wilmington Urban Area MPO	EB-6039	Division 3	BGDA, L, TADA	2025	\$60,000			2025	\$1,231,000	2021	\$747,000	\$2,038,000	
New Hanover	US 117 (College Road)	BELVILLE	SR 2048 (Gordon Road) to SR 2206 (Northchase Parkway).	Construct bicycle and pedestrian improvements.	2.5	Bike & Ped	Locally Selected	3	Wilmington Urban Area MPO	BL-0118	Division 3	BGDA, L	2025	\$513,000			2026	\$1,787,000			\$2,300,000	

2026-2035 WMPO TRANSPORTATION IMPROVEMENT PROGRAM Final STIP (Adopted by the Board of Transportation on July 9, 2025) NOTES: LAST-UPDATED 6/18/2025. ANY AMOUNTS PROGRAMMED FOR ACTIVITIES OTHER THAN RIGHT-OF-WAY, UTILITIES, OR CONSTRUCTION ARE INCLUDED UNDER "OTHER ACTIVITIES".																						
BASIC PROJECT INFORMATION											FISCAL YEAR PROJECT PHASE SCHEDULED TO START											
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	LOCATION DESCRIPTION	DESCRIPTION OF WORK	LENGTH (MILES)	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	FUNDS FOR OTHER ACTIVITIES	TOTAL FUNDS NEEDED	COMMENT
New Hanover	US 17 Business (Market Street)	WILMINGTON	21st Street in Wilmington	Construct signalized pedestrian crossing.	0	Bike & Ped	Locally Selected	3	Wilmington Urban Area MPO	EB-6028	Division 3	L, TADA					2023	\$164,000			\$164,000	UNDER CONSTRUCTION
New Hanover	Various	NEW HANOVER COUNTY	Middle Sound Loop Connector to Porters Neck Walmart Connector	Construct multi-use path.		Bike & Ped	Locally Selected	3	Wilmington Urban Area MPO	BL-0040	Division 3	L(M), TADA					2025	\$1,574,000			\$1,574,000	
New Hanover	Wilmington Rail Trail	WILMINGTON	3rd Street to Love Grove Bridge multi-use path facility in Wilmington	Construct multi-use path.	1.36	Bike & Ped	Locally Selected	3	Wilmington Urban Area MPO	BL-0045	Division 3	BGDA, BGDACV, L(M)							2022	\$1,219,000	\$1,219,000	
New Hanover	SR 1219 (South 17th Street)	WILMINGTON	Harbour Drive to Shipyard Boulevard in Wilmington.	Construct multi-use path.	1.76	Bike & Ped	STI (Prioritization)	3	Wilmington Urban Area MPO	EB-5600	Division 3	BGANY, BGDA, L(M)	2024	\$30,000			2025	\$3,738,000	2022	\$150,000	\$3,918,000	PLANNING, DESIGN, RIGHT-OF-WAY, AND CONSTRUCTION BY CITY OF WILMINGTON.
New Hanover	US 76 / US 74	NCDOT	Bridges 640021, 640022, and 64024 in New Hanover County.	Replace bridges.	0.9	Highway	Bridges	3	Wilmington Urban Area MPO	HB-0040	Region B	HFB	2026	\$32,200,000	2026	\$2,000,000	2028	\$48,100,000			\$82,300,000	PROJECT BEING DELIVERED THROUGH STRUCTURES MANAGEMENT HIGH FUND BRIDGE PROGRAM.
New Hanover	SR 1302 (North 23rd Street)	NCDOT	US 74 (Martin Luther King Jr. Parkway) to Airport Boulevard.	Widen Northbound Lane.	0.6	Highway	Economic Development	3	Wilmington Urban Area MPO	HE-0018	Division 3	O, T	2025	\$400,000	2025	\$500,000	2026	\$1,900,000	2025	\$560,000	\$3,360,000	THIS IS AN ECONOMIC DEVELOPMENT PROJECT FOR FRONTIER SCIENTIFIC SOLUTIONS. O FUNDS REPRESENT WILMINGTON INTERNATIONAL AIRPORT (ILM) FUNDING.
New Hanover	I-140	NCDOT	US 421 to I-40.	Rehabilitate bridge and pavement.	6.79	Highway	Interstate Maintenance	3	Wilmington Urban Area MPO	I-6037	Statewide Mobility	NHPIM					2028	\$7,300,000			\$7,300,000	
New Hanover	Greenville Avenue	NCDOT	SR 1411 (Wrightsville Avenue) to Hinton Avenue in Wilmington	Realign intersection and construct bike lanes and sidewalk along Greenville avenue.		Highway	Locally Selected	3	Wilmington Urban Area MPO	U-5534C	Division 3	BGDA, L(M)					2025	\$1,076,000			\$1,076,000	UNDER CONSTRUCTION.
New Hanover	Hinton Avenue	NCDOT	Park Avenue to Greenville Avenue in Wilmington.	Construct a 10 foot multi-use path.		Highway	Locally Selected	3	Wilmington Urban Area MPO	U-5534H	Division 3	BGDA, L(M)					2025	\$983,000			\$983,000	UNDER CONSTRUCTION.
New Hanover	Hooker Road	NCDOT	SR 1411 (Wrightsville Avenue) to Mallard Drive / Rose Avenue intersection in Wilmington.	Construct a 10 foot multi-use path.		Highway	Locally Selected	3	Wilmington Urban Area MPO	U-5534G	Division 3	BGDA, L(M)					2025	\$2,395,000			\$2,395,000	UNDER CONSTRUCTION.
New Hanover	North Carolina Port Authority	WILMINGTON	Wilmington.	Construct new north gate on North Carolina Port Authority property.		Highway	Locally Selected	3	Wilmington Urban Area MPO	HL-0040	Division 3	BGDA, L							2022	\$313,000	\$313,000	PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY.
New Hanover	South 3rd Street	WILMINGTON	Ann Street intersection in Wilmington.	Install traffic signal heads.	0.5	Highway	Locally Selected	3	Wilmington Urban Area MPO	HL-0109	Division 3	BGDA, L					2025	\$664,000	2024	\$489,000	\$1,153,000	
New Hanover	South 3rd Street	WILMINGTON	Orange Street intersection in Wilmington.	Install traffic signal heads.	0.5	Highway	Locally Selected	3	Wilmington Urban Area MPO	HL-0110	Division 3	BGDA, HF					2025	\$274,000	2023	\$69,000	\$343,000	MATCHING FUNDS ARE PROVIDED BY NCDOT DIVISION 3 HIGHWAY FUNDS - SPOT SAFETY.
New Hanover	US 421 (Lake Park Boulevard)	CAROLINA BEACH	Hamlet Avenue intersection in Carolina Beach.	Construct new traffic signal and improve pedestrian accommodations.	0.5	Highway	Locally Selected	3	Wilmington Urban Area MPO	U-6233	Division 3	BGDA, HF	2022	\$40,000			2024	\$256,000	2021	\$18,000	\$314,000	RIGHT-OF-WAY IN PROGRESS. "HF" FUNDS REPRESENT HIGH IMPACT LOW COST HIGHWAY FUNDS.
New Hanover	Various	WILMINGTON	Routes in Wilmington	Traffic signal pre-emption for emergency vehicles project.		Highway	Locally Selected	3	Wilmington Urban Area MPO	U-6235	Division 3	BGDA, L(M)					2025	\$1,206,000	2020	\$224,000	\$1,430,000	
New Hanover	I-140/US 17 (Wilmington Bypass).	NCDOT	US 117 to east of I-40 south of Castle Hayne.	Construct four-lane divided freeway on new location.	0.85	Highway	Pre-STI (Historic)	3	Wilmington Urban Area MPO	R-2633CC												COMPLETE.
New Hanover	I-140/US 17 (Wilmington Bypass).	NCDOT	West of NC 133 to US 117.	Construct four-lane divided freeway on new location.	3.544	Highway	Pre-STI (Historic)	3	Wilmington Urban Area MPO	R-2633CB												COMPLETE.
New Hanover	I-140/US 17 (Wilmington Bypass).	NCDOT	West of US 421 north of Wilmington to west of NC 133.	Construct four-lane divided freeway on new location.	3.6	Highway	Pre-STI (Historic)	3	Wilmington Urban Area MPO	R-2633CA												COMPLETE.
New Hanover	US 17 Business (Market Street)	NCDOT	SR 1272 (New Centre Drive) to Martin Luther King Jr., Boulevard	Construct access management improvements.	0.089	Highway	Pre-STI (Historic)	3	Wilmington Urban Area MPO	U-4902A												COMPLETE.
New Hanover	SR 1175(Kerr Avenue)	NCDOT	SR 2048 (Gordon Road) / SR 1327 (Farley Drive) intersection.	Upgrade traffic signal.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2003AO	Division 3	HSIP					2024	\$33,000			\$33,000	
New Hanover	SR 1216 (16th Street); SR 1217 (17th Street)	NCDOT	Queen Street and Castle Street intersections; Queen Street intersection in Wilmington	Install crosswalks and other pedestrian improvements.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2403A	Division 3	HSIP					2025	\$811,000			\$811,000	
New Hanover	SR 1217 (17th Street)	NCDOT	Dock Street intersection in Wilmington.	Install signal heads.		Highway	Safety	3	Wilmington Urban Area MPO	HS-2003A	Division 3	HSIP					2025	\$83,000			\$83,000	
New Hanover	SR 1301 (Princess Place Drive)	NCDOT	North 30th Street intersection in Wilmington.	Construct safety improvements.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2003AK	Division 3	HSIP	2024	\$15,000			2025	\$151,000			\$166,000	RIGHT-OF-WAY IN PROGRESS.
New Hanover	SR 1302 (23rd Street)	NCDOT	NC 133 (Castle Hayne Road) to US 74 east ramp.	Upgrade traffic signal and add pedestrian accommodations.	0.6	Highway	Safety	3	Wilmington Urban Area MPO	HS-2403AO	Division 3	HSIP					2026	\$199,000			\$199,000	
New Hanover	SR 1302 (23rd Street)	NCDOT	SR 1301 (Princess Place Drive) intersection in Wilmington.	Upgrade traffic signals and install pedestrian signals.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2003AP	Region B	HSIP					2025	\$195,000			\$195,000	UNDER CONSTRUCTION.
New Hanover	SR 1318 (Blue Clay Road)	NCDOT	SR 1302 (N. 23rd Street) to SR 1336 (Sidbury Road).	Install rumble strips.	4.7	Highway	Safety	3	Wilmington Urban Area MPO	HS-2403AL	Division 3	HSIP					2026	\$271,000			\$271,000	
New Hanover	SR 1520 (Grissom Road)	NCDOT	SR 1492 (Myrtle Grove Road) to SR 1521 (Piner Road).	Install rumble strips.	0.4	Highway	Safety	3	Wilmington Urban Area MPO	HS-2403AM	Division 3	HSIP					2026	\$27,000			\$27,000	
New Hanover	SR 2048 (Gordon Road)	NCDOT	West of I-40.	Install pavement markings.		Highway	Safety	3	Wilmington Urban Area MPO	HS-2003U	Division 3	HSIP					2023	\$37,000			\$37,000	UNDER CONSTRUCTION.
New Hanover	SR 2817 (17th Street)	NCDOT	Castle Street intersection in Wilmington.	Upgrade traffic signals and install pedestrian signals.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2003AQ	Division 3	HSIP					2025	\$380,000			\$380,000	
New Hanover	US 117	NCDOT	South of SR 2160 (Long Ridge Road) to south of NC 133 intersection north of Wilmington.	Widen road and install center and edgeline sinusoidal rumble strips.		Highway	Safety	3	Wilmington Urban Area MPO	HS-2403AF	Region B	HSIP					2026	\$195,000			\$195,000	
New Hanover	US 117	NCDOT	SR 1209 (Independence Boulevard) intersection in Wilmington.	Upgrade traffic singal and install signalized pedestrian crodding and pavement markings.		Highway	Safety	3	Wilmington Urban Area MPO	HS-2403AC	Statewide Mobility	HSIP					2025	\$120,000			\$120,000	
New Hanover	US 117 (Shipyard Boulevard)	NCDOT	Converse Road / Longstreet Drive intersection in Wilmington.	Upgrade traffic signal and add pedestrian accommodations.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2003P	Statewide Mobility	HSIP	2025	\$30,000			2026	\$271,000			\$301,000	
New Hanover	US 117 / NC 132	NCDOT	SR 2206 (West Northchase Parkway) / SR 2257 (Southeast Northchase Parkway) intersection north of Wilmington	Upgrade traffic signal.		Highway	Safety	3	Wilmington Urban Area MPO	HS-2403N	Region B	HSIP					2026	\$113,000			\$113,000	
New Hanover	US 117 / NC 132 (College Road)	NCDOT	Crews Drive intersection.	Upgrade traffic signal and install signalized pedestrian crossings.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2003AD	Region B	HSIP					2024	\$218,000			\$218,000	
New Hanover	US 117 / NC 132 (College Road)	NCDOT	Lake Avenue-Hugh McRae Park in Wilmington.	Revise traffic signal.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2003H	Statewide Mobility	HSIP					2025	\$66,000			\$66,000	
New Hanover	US 117 / NC 132 (College Road)	NCDOT	SR 1411 (Wrightsville Avenue) intersection in Wilmington.	Install Crosswalks and pedestrian countdown heads.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2003AE	Statewide Mobility	HSIP					2024	\$110,000			\$110,000	
New Hanover	US 117 / NC 132 (College Road)	NCDOT	SR 2313 (Wilshire Boulevard) intersection in Wilmington.	Install pedestrian countdown heads.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2003Y	Statewide Mobility	HSIP					2026	\$63,000			\$63,000	
New Hanover	US 117/NC 132 (College Road)	NCDOT	SR 2160 (Long Ridge Road) intersection.	Install traffic signal with pedestrian accommodations.		Highway	Safety	3	Wilmington Urban Area MPO	HS-2003AI	Region B	HSIP					2026	\$575,000			\$575,000	
New Hanover	US 17 (Dawson Street)	NCDOT	US 421 (3rd Street) intersection in Wilmington.	Upgrade traffic signal, pavement markings, and add pedestrian accommodations.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2003Q	Region B	HSIP					2026	\$184,000			\$184,000	

2026-2035 WMPO TRANSPORTATION IMPROVEMENT PROGRAM
Final STIP (Adopted by the Board of Transportation on July 9, 2025)
NOTES: LAST UPDATED 6/18/2025. ANY AMOUNTS PROGRAMMED FOR ACTIVITIES OTHER THAN RIGHT-OF-WAY, UTILITIES, OR CONSTRUCTION ARE INCLUDED UNDER "OTHER ACTIVITIES".

COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	LOCATION DESCRIPTION	DESCRIPTION OF WORK	LENGTH (MILES)	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	FUNDS FOR OTHER ACTIVITIES	TOTAL FUNDS NEEDED	COMMENT
New Hanover	US 17 (Market Street)	NCDOT	SR 1402 (Porters Neck Road) intersection in Wilmington.	Upgrade traffic signal.		Highway	Safety	3	Wilmington Urban Area MPO	HS-2403AR	Statewide Mobility	HSIP					2025	\$11,000			\$11,000	
New Hanover	US 17 (Oleander Drive)	NCDOT	42nd Street intersection in Wilmington.	Revise traffic signal and pavement markings.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2003J	Statewide Mobility	HSIP					2025	\$70,000			\$70,000	
New Hanover	US 17 / US 76 (Dawson Street and Wooster Street)	NCDOT	SR 1216 (16th Street) and SR 1217 (17th Street) intersections in Wilmington.	Upgrade traffic signal, crosswalks, and pedestrian signals.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2003AN	Region B	HSIP					2025	\$147,000			\$147,000	
New Hanover	US 17 / US 76 (Oleander Drive)	NCDOT	SR 1209 (Independence Boulevard) intersection in Wilmington.	Upgrade traffic signal with pedestrian accommodations.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2003V	Statewide Mobility	HSIP	2025	\$30,000			2026	\$50,000			\$80,000	RIGHT-OF-WAY IN PROGRESS.
New Hanover	US 17 / US 76 (Oleander Drive)	NCDOT	SR 1421 (Greenville Loop Road / Greenville Avenue) intersection in Wilmington.	Revise traffic signal.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2003L	Region B	HSIP					2025	\$84,000			\$84,000	
New Hanover	US 17 / US 76 (Wooster Street)	NCDOT	SR 1217 (17th Street) intersection in Wilmington.	Revise traffic signal and install pedestrian countdown heads.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2003Z	Region B	HSIP					2026	\$114,000			\$114,000	
New Hanover	US 17 Business (Market Street)	NCDOT	10th Street intersection in Wilmington	Upgrade traffic signal and install pedestrian signals.		Highway	Safety	3	Wilmington Urban Area MPO	HS-2403O	Region B	HSIP					2026	\$82,000			\$82,000	
New Hanover	US 17 Business (Market Street)	NCDOT	5th Avenue intersection in Wilmington	Upgrade traffic signal with pedestrian accommodations.		Highway	Safety	3	Wilmington Urban Area MPO	HS-2403P	Region B	HSIP					2026	\$47,000			\$47,000	
New Hanover	US 17 Business (Market Street)	NCDOT	Lullwater Drive intersection in Wilmington	Upgrade signing and traffic signal with pedestrian accommodations.		Highway	Safety	3	Wilmington Urban Area MPO	HS-2403Q	Region B	HSIP					2026	\$51,000			\$51,000	
New Hanover	US 17 Business (Market Street)	NCDOT	SR 1216 (16th Street) intersection in Wilmington.	Upgrade traffic signal and construct curb bump-outs.		Highway	Safety	3	Wilmington Urban Area MPO	HS-2403AG	Region B	HSIP	2026	\$6,000	2026	\$2,000	2026	\$261,000			\$269,000	
New Hanover	US 17 Business (Market Street)	NCDOT	SR 1272 (New Centre Drive) intersection in Wilmington.	install crosswalks.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2003S	Region B	HSIP	2025	\$58,000			2026	\$114,000			\$172,000	
New Hanover	US 17 Business (Market Street)	NCDOT	SR 2219 (Green Meadows Drive) intersection in Wilmington.	Upgrade traffic signal.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2003T	Statewide Mobility	HSIP					2026	\$32,000			\$32,000	
New Hanover	US 17/ US 76 (Oleander Drive)	NCDOT	Country Club Road intersection in Wilmington	Install near side signal head and upgrade traffic signal.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2403G	Region B	HSIP					2025	\$36,000			\$36,000	
New Hanover	US 421	NCDOT	Independence Boulevard intersection in Wilmington.	Upgrade traffic signal and add pedestrian accomodations.		Highway	Safety	3	Wilmington Urban Area MPO	HS-2403AN	Statewide Mobility	HSIP					2026	\$38,000			\$38,000	
New Hanover	US 421	NCDOT	SR 1573 (Dow Road) intersection in Carolina Beach.	Upgrade traffic signal.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2003R	Region B	HSIP					2026	\$23,000			\$23,000	
New Hanover	US 421 (Carolina Beach Road)	NCDOT	SR 1276 (Cathay Road) intersection in Wilmington.	Upgrade traffic signal.		Highway	Safety	3	Wilmington Urban Area MPO	HS-2403AT	Region B	HSIP					2025	\$18,000			\$18,000	
New Hanover	US 421 (Carolina Beach Road)	NCDOT	US 117 / NC 132 (College Road) to 200 feet north of Wiloughby Park.	install curb and gutter, multi-use path, sidewalk, pedestrian signals, crosswalks, and lighting.	0.71	Highway	Safety	3	Wilmington Urban Area MPO	W-5703C	Region B	BGDA, HSIP, L, L(M)	2023	\$600,000	2023	\$127,000	2026	\$3,700,000			\$4,427,000	RIGHT-OF-WAY IN PROGRESS. BG-DA FUNDS USED FOR CONSTRUCTION OF MULTI-USE PATH EXTENSION FOR MONKEY JUNCTION PEDESTRIAN IMPROVEMENT PROJECT.
New Hanover	US 74	NCDOT	SR 1627 (3rd Street / Martin Luther King, Jr. Boulevard) westbound on-ramp in Wilmington.	Revise traffic signal.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2003K	Statewide Mobility	HSIP					2025	\$16,000			\$16,000	UNDER CONSTRUCTION.
New Hanover	US 74 (Eastwood Road)	NCDOT	US 17 (Military Cutoff Road) and Cavalier Drive intersections in Wilmington.	Upgrade pedestrian signals.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	W-5803A	Region B	HSIP					2023	\$170,000			\$170,000	UNDER CONSTRUCTION.
New Hanover	US 74 / US 76 (Eastwood Road)	NCDOT	Lumina Commons Driveway intersection in Wilmington.	Improve left turn lane offsets and pedestrian accommodations.		Highway	Safety	3	Wilmington Urban Area MPO	HS-2403AU	Statewide Mobility	HSIP	2027	\$5,000	2027	\$5,000	2027	\$1,150,000			\$1,160,000	
New Hanover	Lendire Road	NCDOT	West of US 17 Business (Market Street) to US 17 Business (Market Street) / SR 1403 (Middle Sound Loop Road).	Realign roadway.	0.31	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-4751A	Statewide Mobility											UNDER CONSTRUCTION.
New Hanover	NC 132 (College Road)	NCDOT	SR 1272 (New Centre Drive) to US 117 (Shipyard Boulevard).	Access management and travel time improvements.	2.64	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-5702A	Statewide Mobility	NHP	2030	\$29,800,000	2030	\$12,500,000	2033	\$38,900,000			\$81,200,000	PLANNING/DESIGN IN PROGRESS.
New Hanover	NC 132 (College Road)	NCDOT	SR 1272 (New Centre Drive) to US 421 (Carolina Beach Road).	Access management and travel time improvements.	9.7	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-5702												
New Hanover	NC 132 (College Road)	NCDOT	US 117 (Shipyard Boulevard) to US 421 (Carolina Beach Road).	Access management and travel time improvements.	4.23	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-5702B	Not Funded	NHP	NOT FUNDED	\$30,600,000	NOT FUNDED	\$15,000,000	NOT FUNDED	\$50,400,000	NOT FUNDED		\$96,000,000	
New Hanover	New Location	NCDOT	SR 1409 (Military Cutoff Road) at Drysdale Drive to US 74 (Eastwood Road).	Construct roadway on new location.	0.3	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-5710A	Statewide Mobility	BGANY, T	2019	\$2,575,000			2022	\$8,200,000			\$10,775,000	UNDER CONSTRUCTION.
New Hanover	SR 1175 (Kerr Avenue)	NCDOT	Randall Parkway to US 74 (Martin Luther King, Jr. Parkway) in Wilmington.	Widen to multi-lanes.	3.2	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-3338												
New Hanover	SR 1175 (Kerr Avenue)	NCDOT	SR 1175 (Kerr Avenue) interchange at US 74 (Martin Luther King, Jr. Parkway).	Improve interchange.	1	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-3338C	Region B	BGANY					2030	\$39,600,000			\$39,600,000	RIGHT-OF-WAY IN PROGRESS.
New Hanover	SR 1209 (Independence Boulevard Extension)	NCDOT	Randall Parkway to US 74 (Martin Luther King, Jr. Parkway) in Wilmington.	Extend roadway on new location.	1.81	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-4434	Division 3	BGANY	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$133,500,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$2,300,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$288,800,000			\$424,600,000	
New Hanover	SR 1409 (Military Cutoff Road Extension)	NCDOT	SR 1409 (Military Cutoff Road) to US 17 (Market Street) in Wilmington.	Construct roadway on new location.	3.61	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-4751	Statewide Mobility	T	2009	\$355,000			2018	\$85,750,000	2021	\$14,850,000	\$100,955,000	UNDER CONSTRUCTION. BUILD NC BOND FUNDING: \$11,536,407 FOR PE, \$28,080,288 FOR CON PAYBACK 2021 - 2035 (FY 2021 / YRS 2&3 SALE).
New Hanover	SR 2048 (Gordon Road)	NCDOT	US 17 Business (Market Street) to I-40.	Widen to four lanes.	2.49	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-6202	Division 3	T	2022	\$17,835,000	2024	\$6,651,000	2025	\$65,959,000			\$90,445,000	UNDER CONSTRUCTION. BUILD NC BOND FUNDING: \$5,000,000 FOR RIGHT-OF-WAY PAYBACK 2022 - 2036 (FY 2022 / YR 4 SALE); \$7,496,006 FOR CONSTRUCTION PAYBACK 2025-2039 (FY 2025 / YR 5 SALE), \$15,000,000 FOR CONSTRUCTION PAYBACK 2026-2040 (FY 2026 / YR 6 S.
New Hanover	US 117 / NC 132 (College Road)	NCDOT	US 17 Business (Market Street) to SR 2048 (Gordon Road).	Upgrade roadway.	1.9	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-5792	Division 3	T	2026	\$29,100,000	2026	\$2,800,000	2029	\$195,300,000			\$227,200,000	BUILD NC BOND FUNDING: \$30,000,000 FOR CONSTRUCTION PAYBACK 2030 - 2044 (YR 10 / 2030 SALE).
New Hanover	US 17 / US 76 / US 421	NCDOT	Bridge 640013 (Cape Fear Memorial Bridge) over Cape Fear River.	Replace bridge. This is a toll project. Wilmington MPO approved toll project in May 2025. Toll status dependent on statutory amendment.	0.8	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	HB-0039	Statewide Mobility	BOND R, DP, NHP	2026	\$41,000,000	2026	\$3,300,000	2026	\$1,002,305,000			\$1,046,605,000	DP FUNDS REPRESENT BRIDGE INVESTMENT PROGRAM - LARGE BRIDGE GRANT FUNDING. GARVEE BOND FUNDING: \$85M FOR CONSTRUCTION, PAYBACK FY 2031 - 2045.
New Hanover	US 17 Business (Market Street)	NCDOT	Colonial Drive to SR 1402 (Porters Neck Road).	improve access management.	8.6	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-4902												

2026-2035 WMPO TRANSPORTATION IMPROVEMENT PROGRAM Final STIP (Adopted by the Board of Transportation on July 9, 2025) NOTES: LAST UPDATED 6/18/2025. ANY AMOUNTS PROGRAMMED FOR ACTIVITIES OTHER THAN RIGHT-OF-WAY, UTILITIES, OR CONSTRUCTION ARE INCLUDED UNDER "OTHER ACTIVITIES".																						
BASIC PROJECT INFORMATION											FISCAL YEAR PROJECT PHASE SCHEDULED TO START											
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	LOCATION DESCRIPTION	DESCRIPTION OF WORK	LENGTH (MILES)	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	FUNDS FOR OTHER ACTIVITIES	TOTAL FUNDS NEEDED	COMMENT
New Hanover	US 17 Business (Market Street)	NCDOT	CSX Railroad to Cinema Drive; Jacksonville Street to north of US 117 / NC 132 (College Road).	Construct access management improvements.	1.4	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-4902B	Not Funded	T	NOT FUNDED	\$10,000,000	NOT FUNDED	\$2,900,000	NOT FUNDED	\$9,700,000	NOT FUNDED		\$22,600,000	
New Hanover	US 17 Business (Market Street)	NCDOT	North of US 117 / NC 132 (College Road) to Station Road.	Construct access management improvements.	2.19	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-4902C	Statewide Mobility	T	2030	\$50,358,000	2030	\$5,862,000	2033	\$112,900,000			\$169,120,000	INCLUDES U-5880.
New Hanover	US 17 Business (Market Street)	NCDOT	SR 1403 (Middle Sound Loop Road) to SR 2290 (Mendehhall Drive) / SR 2734 (Marsh Oaks Drive).	Construct access management improvements.	1.66	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-4902D	Statewide Mobility	T					2019	\$27,609,000	2021	\$4,290,000	\$31,899,000	UNDER CONSTRUCTION. BUILD NC BOND FUNDING: \$3,333,437 FOR PE, \$9,936,773 FOR CON PAYBACK 2021 - 2035 (FY 2021 / YRS 2&3 SALE).
New Hanover	US 421	NCDOT	US 117 (Shipyard Boulevard) intersection in Wilmington	Construct intersection improvements.	0.5	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-5729SW	Statewide Mobility	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$4,620,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$1,640,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$7,160,000			\$13,420,000	
New Hanover	US 421	NCDOT	US 421 (Burnett Boulevard) to US 117 (Shipyard Boulevard) in Wilmington.	Upgrade roadway.	1.54	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-5729REG	Region B	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$18,480,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$6,560,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$28,640,000			\$53,680,000	
New Hanover	US 421 (Carolina Beach Road)	NCDOT	NC 132 (South College Road) to Sanders Road in Wilmington.	Widen existing roadway and construct flyovers at US 421 and NC 132.	1.03	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-5790	Division 3	T	2027	\$12,000,000	2027	\$3,200,000	2029	\$39,300,000			\$54,500,000	
New Hanover	US 421 (Carolina Beach Road)	NCDOT	US 421 (Burnett Boulevard) to US 117 (Shipyard Boulevard) in Wilmington.	Upgrade roadway.	1.6	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-5729												
New Hanover	US 421 (South Front Street)	NCDOT	US 17 Business / US 76 / US 421 (Cape Fear Memorial Bridge) to US 421 (Burnett Boulevard) in Wilmington.	Widen to multi-lanes.	0.99	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-5734	Region B	BGANY	2025	\$35,799,000	2025	\$3,200,000	2029	\$37,500,000			\$76,499,000	
New Hanover	US 74	NCDOT	US 17 / US 421 in Wilmington.	Construct a fly-over and free flow ramp at interchange.	1	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-5731	Statewide Mobility	BGLT5	2028	\$6,100,000	2028	\$590,000	2030	\$48,700,000			\$55,390,000	
New Hanover	US 74 (Eastwood Road)	NCDOT	SR 1409 (Military Cutoff Road) intersection in Wilmington	Upgrade at-grade intersection to an interchange.	1	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-5710	Statewide Mobility	NHP	2023	\$16,900,000	2025	\$4,000,000	2027	\$60,500,000			\$81,400,000	RIGHT-OF-WAY IN PROGRESS.
New Hanover	US 76 (Oleander Drive)	NCDOT	Greenville Loop Road and Greenville Avenue intersections Wilmington	Construct intersection improvements.	0.5	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-6128	Region B	BGANY	2027	\$3,700,000	2027	\$600,000	2030	\$6,800,000			\$11,100,000	
New Hanover	Various	NCDOT	Routes in Wilmington	Improve signal system.	39.2	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-6199	Division 3	T	2028	\$10,000	2028	\$1,100,000	2030	\$15,500,000			\$16,610,000	
New Hanover	SR 1175 (Kerr Avenue)	NCDOT	Randall Parkway to US 74 (Martin Luther King, Jr. Parkway).	Widen to multi-lanes.	1.49	Highway	Transition	3	Wilmington Urban Area MPO	U-3338B	Pre-STI (Transition)											COMPLETE.
New Hanover	Cape Fear Public Transportation Authority (WAVE)	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	Systemwide	Funding for organizations to remove transportation barriers and connect elders and individuals with disabilities to needed resources.		Public Transportation (Transit)	Capital (Non-STI)	3	Wilmington Urban Area MPO	TQ-9001	Public Transit	5310, L							2022	\$568,000	\$568,000	
New Hanover	Cape Fear Public Transportation Authority (WAVE)	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	Systemwide	Funding for Section 5310 funds to administer program.		Public Transportation (Transit)	Capital (Non-STI)	3	Wilmington Urban Area MPO	TQ-8019	Public Transit	5310, L							2023	\$371,000	\$371,000	FUNDS AUTHORIZED IN PROGRESS
New Hanover	Cape Fear Public Transportation Authority (WAVE)	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY (WAVE)	Various locations	Install transit shelters.		Public Transportation (Transit)	Capital (Non-STI)	3	Wilmington Urban Area MPO	TC-0027	Public Transit	5309, 5339, BGDA, L							2023	\$664,000	\$664,000	
New Hanover	Cape Fear Public Transit Authority (WAVE)	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	Various locations	Funding for operating assistance.		Public Transportation (Transit)	Miscellaneous/Other	3	Wilmington Urban Area MPO	TO-4751	Public Transit	5307, L, SMAP							2022	\$17,437,000	\$17,437,000	FUNDS AUTHORIZED IN PROGRESS
New Hanover	Cape Fear Public Transportation Authority (WAVE)	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	Route 205	Provide Operating Support For Fixed Bus Route 205 Long Leaf Park Which Services Novant Hospital And The Medical Center.		Public Transportation (Transit)	Operations and Maintenance	3	Wilmington Urban Area MPO	TQ-6513	Public Transit	5310, L							2023	\$866,000	\$866,000	FUNDS AUTHORIZED IN PROGRESS
New Hanover	Cape Fear PublicTransportation Authority (WAVE)	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	Systemwide	Funding for Section 5310 Program.		Public Transportation (Transit)	Operations and Maintenance	3	Wilmington Urban Area MPO	TQ-7005	Public Transit	5310							2021	\$180,000	\$180,000	
New Hanover	Cape Fear Public Transit Authority		Various locations	Acquire or replace bus facilities capital improvements- acquire or replace equipment and systems in Wave transit operation and maintenance facility.		Public Transportation (Transit)	Routine Capital and Preventive Maintenance	3	Wilmington Urban Area MPO	TG-0020	Public Transit	5309, L							2024	\$239,000	\$239,000	
New Hanover	Cape Fear Public Transit Authority (WAVE)	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	Systemwide	Purchase CNG buses.		Public Transportation (Transit)	Routine Capital and Preventive Maintenance	3	Wilmington Urban Area MPO	TG-0026	Public Transit	5339(b), L							2025	\$3,432,000	\$3,432,000	
New Hanover	Cape Fear Public Transportation Authority (WAVE)	TRANSPORTATION AUTHORITY CAPE FEAR PUBLIC	Various locations	Funding for preventative maintenance.		Public Transportation (Transit)	Routine Capital and Preventive Maintenance	3	Wilmington Urban Area MPO	TG-5245	Public Transit	5307, L							2020	\$2,464,000	\$2,464,000	
New Hanover	Wilmington	NC STATE PORTS AUTHORITY	Port of Wilmington	Operation of new intermodal container shipping facility.		Rail	NCDOT Selected (Other Selection Process)	3	Wilmington Urban Area MPO	RN-0001	Exempt	CMAQ, S(M)							2025	\$2,475,000	\$2,475,000	PROJECT BENEFITS THE QUEEN CITY EXPRESS AND WILMINGTON MIDWEST EXPRESS LINES PROVIDING AN AIR QUALITY BENEFIT TO THE CHARLOTTE AND ROCKY MOUNT AREAS. NON-FEDERAL MATCH PROVIDED BY THE NC STATE PORTS AUTHORITY.
New Hanover	CSX SE Line	NCDOT	Wilmington.	Close and improve various at-grade crossings.		Rail	STI (Prioritization)	3	Wilmington Urban Area MPO	P-5740B	Statewide Mobility	DP, T	2023	\$2,600,000	2025	\$270,000	2026	\$4,200,000			\$7,070,000	RIGHT-OF-WAY IN PROGRESS.
New Hanover, Brunswick	I-140/US 17 (Wilmington Bypass).	NCDOT	SR 1430 (Cedar Hill Road) to West of US 421 north of Wilmington.	Construct four-lane divided freeway on new location.		Highway	Pre-STI (Historic)	3	Wilmington Urban Area MPO	R-2633BB	Pre-STI (Transition)	NHP					2013	\$51,250,000			\$51,250,000	COMPLETE. GARVEE BOND FUNDING: \$100M FOR CONSTRUCTION, PAYBACK 2013 - 2024.
New Hanover, Brunswick	CSX SE Line	WILMINGTON	Wilmington.	Install railroad grade crossing signals and gates at various at-grade crossings.		Rail	STI (Prioritization)	3	Wilmington Urban Area MPO	P-5740C	Statewide Mobility	DP, T					2025	\$8,300,000			\$8,300,000	
New Hanover, Brunswick	CSX SE Line	WILMINGTON	Wilmington.	Rehabilitate ties and curves, realign curve, upgrade bridges.		Rail	STI (Prioritization)	3	Wilmington Urban Area MPO	P-5740A	Statewide Mobility	DP, T					2023	\$33,000,000			\$33,000,000	UNDER CONSTRUCTION.
New Hanover, Brunswick	CSX Southeast Line	CSXT RR	Wilmington.	Construct Wilmington Beltline Speed Improvements	13	Rail	STI (Prioritization)	3	Wilmington Urban Area MPO	P-5740	Statewide Mobility											DP FUNDS REPRESENT FEDERAL CRISI GRANT.
New Hanover, Brunswick, Pender	Various	NCDOT	Wilmington Urban Area Metropolitan Planning Organization	Unallocated Transportation Alternatives Program Funds.		Bike & Ped	Locally Selected	3	Wilmington Urban Area MPO	U-5527	Division 3	TADA					2022	\$16,694,000			\$16,694,000	IN PROGRESS.
New Hanover, Brunswick, Pender	Various	NCDOT	Wilmington Metropolitan Planning Organization	Unallocated Carbon Reduction Program funds.		Highway	Locally Selected	3	Wilmington Urban Area MPO	HL-0107	Exempt	CRPDA, L					2023	\$3,727,000			\$3,727,000	

2026-2035 WMPO TRANSPORTATION IMPROVEMENT PROGRAM																						
Final STIP (Adopted by the Board of Transportation on July 9, 2025)																						
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BASIC PROJECT INFORMATION											FISCAL YEAR PROJECT PHASE SCHEDULED TO START											
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	LOCATION DESCRIPTION	DESCRIPTION OF WORK	LENGTH (MILES)	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	FUNDS FOR OTHER ACTIVITIES	TOTAL FUNDS NEEDED	COMMENT
New Hanover, Brunswick, Pender	Various	NCDOT	Wilmington Urban Area Metropolitan Planning Organization.	Planning (PL) Supplement.		Highway	Locally Selected	3	Wilmington Urban Area MPO	U-5525	Division 3	BGDA, L							2020	\$19,840,000	\$19,840,000	
New Hanover, Brunswick, Pender	Various	NCDOT	Wilmington Urban Metropolitan Planning Organization	Unallocated Surface Transportation Block Grant Program Funds.		Highway	Locally Selected	3	Wilmington Urban Area MPO	U-5989	Division 3	BGANY, BGDA					2022	\$127,394,000			\$127,394,000	
New Hanover, Brunswick, Pender	Wilmington Urban Area Metropolitan Planning Organization	NCDOT	Various	Wilmington Urban Area MPO STP-DA Program.		Highway	Locally Selected	3	Wilmington Urban Area MPO	U-5534	Division 3	BGANY, BGDA, L, L(M)	2022	\$220,000	2024	\$420,000	2020	\$15,092,000			\$15,732,000	IN PROGRESS
New Hanover, Pender	I-40	NCDOT	End I-40 (mile marker 420) to NC 210 (mile marker 408).	Rehabilitate pavement.	11.88	Highway	Interstate Maintenance	3	Wilmington Urban Area MPO	I-6039	Statewide Mobility	NHFP, NHPIM					2023	\$23,004,000			\$23,004,000	UNDER CONSTRUCTION.
New Hanover, Pender	SR 1336 (Sidbury Road)	NCDOT	SR 1318 (Blue Clay Road) to US 17 North of Wilmington	Install centerline and shoulder sinusoidal rumble stripes with bicycle pattern.	7.2	Highway	Safety	3	Wilmington Urban Area MPO	HS-2403D	Division 3	HSIP					2025	\$421,000			\$421,000	UNDER CONSTRUCTION.
New Hanover, Pender	US 17 (Hampstead Bypass)	NCDOT	US 17 Bypass south of Hampstead to US 17 North of Hampstead.	Construct freeway on new location.	12.3	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	R-3300												
Onslow, Brunswick, New Hanover	Various	NCDOT	Routes in Division 3.	Improve rumble stripes, guardrail, safety, and lighting.		Highway	Safety	3	Jacksonville Urban Area MPO, Grand Strand Area Transportation Study, Wilmington Urban Area MPO	W-5203DIV	Division 3											
Onslow, Duplin, Brunswick, New Hanover, Pender, Sampson	US 17; US 258; US 421; NC 24; NC 87	NCDOT	Various locations in Division 3	Upgrade guardrail end units.		Highway	Safety	3	Jacksonville Urban Area MPO, Wilmington Urban Area MPO, Eastern Carolina RPO, Cape Fear RPO, Mid-Carolina RPO, Grand Strand Area Transportation Study	HS-2403E	Region B	HSIP					2025	\$352,000			\$352,000	UNDER CONSTRUCTION.
Onslow, Pender	US 17	NCDOT	Pender County line to mile marker 19.3 in Onslow County.	Install shoulder rumble stripes.	34.89	Highway	Safety	3	Jacksonville Urban Area MPO, Wilmington Urban Area MPO, Cape Fear RPO	W-5803B	Statewide Mobility	HSIP					2023	\$476,000			\$476,000	COMPLETE.
Onslow, Pender, Sampson, Duplin, New Hanover	NC 53; US 117 (Future I-795); NC 111	NCDOT	Various locations along routes	Install center and edgeline sinusoidal rumble stripes.	63.83	Highway	Safety	3	Cape Fear RPO, Jacksonville Urban Area MPO, Wilmington Urban Area MPO, Eastern Carolina RPO	HS-2403B	Region B	HSIP					2026	\$3,760,000			\$3,760,000	
Pender	Country Club multi-use path	PENDER COUNTY	Adjacent to Country Club Drive and Jenkins Road from Sloop Point Loop Road to North St. Johns Church Road.	Construct multi-use path.	3.91	Bike & Ped	Locally Selected	3	Wilmington Urban Area MPO	BL-0154	Division 3	BGDA, L(M)							2025	\$1,108,000	\$1,108,000	
Pender	SR 1216 (Piney Woods Road); SR 1002 (Island Creek Road); US 421	NCDOT	US 421 to SR 1336 (Horse Branch Road); NC 210 to New Hanover County line; North of SR 1217 (Teddar Road) to New Hanover County line.	Install rumble stripes.	13.41	Highway	Safety	3	Cape Fear RPO, Wilmington Urban Area MPO	HS-2403U	Division 3	HSIP					2025	\$1,038,000			\$1,038,000	
Pender	US 17	NCDOT	SR 1561 (Sloop Point Road) northeast of Hampstead	Install traffic signal.	0.5	Highway	Safety	3	Wilmington Urban Area MPO	HS-2403K	Statewide Mobility	HSIP	2026	\$10,000	2026	\$2,000	2026	\$223,000			\$235,000	
Pender	Dan Owen Drive Extension	NCDOT	SR 1570 (Factory Road) to Dan Owen Drive.	Construct reduced conflict intersections.		Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-5732A	Region B											COMPLETE.
Pender	US 17	NCDOT	NC 210 to US 17 north of Hampstead.	Construct freeway on new location.	5.45	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	R-3300B	Region B	T	2025	\$5,000,000			2022	\$229,552,000			\$234,552,000	UNDER CONSTRUCTION. BUILD NC BOND FUNDING: \$55.8M FOR CON PAYBACK 2022 – 2036 (FY 2022 / YR 4 SALE).
Pender	US 17	NCDOT	SR 1582 (Washington Acres Road) to Vista Lane.	Construct reduced conflict intersections.	5.51	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-5732	Statewide Mobility	T	2029	\$25,200,000	2029	\$5,100,000	2032	\$60,000,000			\$90,300,000	
Pender, New Hanover	US 17	NCDOT	US 17 Bypass south of Hampstead to NC 210.	Construct freeway on new location.	6.87	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	R-3300A	Region B	T	2018	\$10,000,000			2026	\$245,400,000			\$255,400,000	RIGHT-OF-WAY IN PROGRESS. BUILD NC BOND FUNDING: \$40,000,000 FOR CONSTRUCTION PAYBACK 2027-2041 (FY 2027 / YR 7 SALE); \$38,000,000 FOR CONSTRUCTION PAYBACK 2029-2043 (FY 2029 / YR 9 SALE).
Wilson, Lee, Rowan, Brunswick, New Hanover, Pender, Johnston, Alamance, Rockingham, McDowell, Montgomery, Edgecombe, Franklin, Granville, Nash, Randolph, Vance, Warren	Integrated Mobility Division		Systemwide	Funding for turnkey project.		Public Transportation (Transit)	Capital (Non-STI)	3, 4, 5, 7, 8, 9, 13	Wilmington Urban Area MPO, Upper Coastal Plain RPO, Piedmont Triad RPO, Greensboro Urban Area MPO, Winston-Salem Area TPO, Kerr-Tar RPO, Foothills RPO	TC-0031	Public Transit	L, RTAP, S							2024	\$25,400,000	\$25,400,000	

Final STIP (Adopted by the Board of Transportation on July 9, 2025)

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BASIC PROJECT INFORMATION										FISCAL YEAR PROJECT PHASE SCHEDULED TO START													
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	LOCATION DESCRIPTION	DESCRIPTION OF WORK	LENGTH (MILES)	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	FUNDS FOR OTHER ACTIVITIES	TOTAL FUNDS NEEDED	COMMENT	
Statewide	Various		Locations statewide	Funding for national recreational trails.		Bike & Ped	Other	99	Statewide Project	M-0510	Division 99	TA					2020	\$19,200,000			\$19,200,000	IN PROGRESS	
Statewide	Various	NCDOT	Locations statewide	Rails to trails program		Bike & Ped	Other	99	Statewide Project	EB-6037	Division 99											LOCAL FUNDS REPRESENT LOCAL MATCH FOR RIGHT-OF-WAY AND CONSTRUCTION OF TRAILS BY LOCAL GOVERNMENTS.	
Statewide	Various	NCDOT	Locations statewide	Safe routes to school education.		Bike & Ped	Other	99	Statewide Project	EB-6033	Division 99											IN PROGRESS	
Statewide	Various	NCDOT	Locations statewide.	Integrated Mobility Division bicycle and pedestrian coordination activities.		Bike & Ped	Other	99	Statewide Project	BO-2424	Exempt	CMAQ							2025	\$1,100,000	\$1,100,000		
Statewide	Various	NCDOT	Systemwide	Funding for safe routes to school program. Improve safety, reduce traffic, fuel consumption and air pollution in vicinity of schools.		Bike & Ped	Other	99	Statewide Project	SR-5001	Division 99											IN PROGRESS - \$200,800 IN STPDA FUNDS ALLOCATED TO SR-5001C	
Statewide	Various	NCDOT	Locations statewide	Sidewalk program in all fourteen highway divisions.		Bike & Ped	Pre-STI (Historic)	99	Statewide Project	ER-2971	Pre-STI (Transition)											IN PROGRESS - \$182,000 IN STPDA FUNDS ALLOCATED TO ER-2971E	
Statewide	Various	NCDOT	Locations statewide	Statewide pedestrian facilities program.		Bike & Ped	Pre-STI (Historic)	99	Statewide Project	EB-3314	Pre-STI (Transition)											UNDER CONSTRUCTION	
Statewide	Various		Locations statewide	Municipal bridge inspection program.		Highway	Bridges	99	Statewide Project	HM-9999	Division 99	BGOFF							2025	\$13,000,000	\$13,000,000		
Statewide	Various	NCDOT	Locations divisionwide	Unprogrammed bridge replacement program balance.		Highway	Bridges	99	Statewide Project	HB-8888DIV	Division 99	BFP					2024	\$0					
Statewide	Various	NCDOT	Locations regionwide	Unprogrammed bridge replacement program balance.		Highway	Bridges	99	Statewide Project	HB-8888REG	Region SW	BFP					2024	\$0					
Statewide	Various	NCDOT	Locations statewide			Highway	Bridges	99	Statewide Project	HB-0088	Division 99	BGOFF					2025	\$272,854,000			\$272,854,000		
Statewide	Various	NCDOT	Locations statewide			Highway	Bridges	99	Statewide Project	HB-0088DIV	Division 99	BFP					2025	\$144,938,000			\$144,938,000		
Statewide	Various	NCDOT	Locations statewide			Highway	Bridges	99	Statewide Project	HB-0088REG	Region SW	BFP					2025	\$144,938,000			\$144,938,000		
Statewide	Various	NCDOT	Locations statewide			Highway	Bridges	99	Statewide Project	HB-0088SW	Statewide Mobility	BFP					2025	\$193,250,000			\$193,250,000		
Statewide	Various	NCDOT	Locations statewide	Bridge replacement program - unprogrammed balance.		Highway	Bridges	99	Statewide Project	HB-8888	Division 99	BGOFF					2024	\$6,844,000			\$6,844,000		
Statewide	Various	NCDOT	Locations statewide	Funding for bridge inspection program analysis.		Highway	Bridges	99	Statewide Project	HB-0099C													
Statewide	Various	NCDOT	Locations statewide	Funding for bridge inspection program analysis.		Highway	Bridges	99	Statewide Project	HB-0099CDIV	Division 99	T							2025	\$8,580,000	\$8,580,000		
Statewide	Various	NCDOT	Locations statewide	Funding for bridge inspection program analysis.		Highway	Bridges	99	Statewide Project	HB-0099CREG	Region SW	T							2025	\$8,580,000	\$8,580,000		
Statewide	Various	NCDOT	Locations statewide	Funding for bridge inspection program analysis.		Highway	Bridges	99	Statewide Project	HB-0099CSW	Statewide Mobility	T							2025	\$11,440,000	\$11,440,000		
Statewide	Various	NCDOT	Locations statewide	Funding for bridge inspection program inspections.		Highway	Bridges	99	Statewide Project	HB-0099A													
Statewide	Various	NCDOT	Locations statewide	Funding for bridge inspection program inspections.		Highway	Bridges	99	Statewide Project	HB-0099ADIV	Division 99	T							2025	\$85,800,000	\$85,800,000		
Statewide	Various	NCDOT	Locations statewide	Funding for bridge inspection program inspections.		Highway	Bridges	99	Statewide Project	HB-0099AREG	Region SW	T							2025	\$85,800,000	\$85,800,000		
Statewide	Various	NCDOT	Locations statewide	Funding for bridge inspection program inspections.		Highway	Bridges	99	Statewide Project	HB-0099ASW	Statewide Mobility	T							2025	\$114,400,000	\$114,400,000		
Statewide	Various	NCDOT	Locations statewide	Funding for bridge inspection program structure inventory and appraisal.		Highway	Bridges	99	Statewide Project	HB-0099B													
Statewide	Various	NCDOT	Locations statewide	Funding for bridge inspection program structure inventory and appraisal.		Highway	Bridges	99	Statewide Project	HB-0099BDIV	Division 99	T							2025	\$6,600,000	\$6,600,000		
Statewide	Various	NCDOT	Locations statewide	Unprogrammed bridge replacement program balance.		Highway	Bridges	99	Statewide Project	HB-8888SW	Statewide Mobility	BFP					2024	\$0					
Statewide	Various	NCDOT	Locations statewide.	Establish bridge management system.		Highway	Bridges	99	Statewide Project	BK-5100	Division 99											IN PROGRESS	
Statewide	Various	NCDOT	Locations statewide.	Funding for scour evaluation program of existing bridges.		Highway	Bridges	99	Statewide Project	M-0379	Division 99											IN PROGRESS	
Statewide	Various	NCDOT	Locations statewide.	Funding for storm water runoff. Research, design, construct, maintain and monitor storm water drainage from 50 bridges over waterways.		Highway	Bridges	99	Statewide Project	M-0418	Division 99											UNDER CONSTRUCTION	
Statewide	Various	NCDOT	Locations statewide.	Funding for the municipal bridge inspection program.		Highway	Bridges	99	Statewide Project	M-0414	Division 99	BGOFF, L							2020	\$5,000,000	\$5,000,000		
Statewide	Various	NCDOT	Locations statewide.	Unprogrammed bridge replacement program balance.		Highway	Bridges	99	Statewide Project	B-8888	Division 99	BGOFF					2022	\$0					
Statewide	Various	NCDOT	Locations statewide. Division Needs funding.	Unprogrammed bridge replacement program balance.		Highway	Bridges	99	Statewide Project	B-8888DIV	Division 99	BFP					2022	\$0					
Statewide	Various	NCDOT	Locations statewide. Regional Impact funding.	Unprogrammed bridge replacement program balance.		Highway	Bridges	99	Statewide Project	B-8888REG	Region SW	BFP					2022	\$0					
Statewide	Various	NCDOT	Locations statewide. Statewide Mobility finding.	Unprogrammed bridge replacement program balance.		Highway	Bridges	99	Statewide Project	B-8888SW	Statewide Mobility	BFP					2022	\$0					
Statewide	Various	NCDOT		Interstate maintenance program - unprogrammed balance.		Highway	Interstate Maintenance	99	Statewide Project	HI-9999	Statewide Mobility	NHPIM					2026	\$996,742,000			\$996,742,000		
Statewide	Various	NCDOT	Locations statewide.	Construction of electric vehicle supply equipment along North Carolina's alternative corridors and NEVI planning.		Highway	National Electric Vehicle Infrastructure	99	Statewide Project	HV-0001	Division 99	NEVI					2024	\$95,010,000	2023	\$9,371,000	\$104,381,000		
Statewide	Various	NCDOT	Locations statewide.	National Electric Vehicle Infrastructure Program (NEVI) - unprogrammed balance.		Highway	National Electric Vehicle Infrastructure	99	Statewide Project	HV-9999	Division 99	NEVI					2023	\$6,925,000			\$6,925,000		
Statewide	North Carolina Clean Energy Technology Center	NCSU	Systemwide	Funding for Clean Fuels and Advanced Technologies (CFAT).		Highway	NCDOT Selected (Other Selection Process)	99	Statewide Project	HN-0039	Exempt	CMAQ, L(M)							2025	\$5,930,000	\$5,930,000		
Statewide	Statewide	NCDOT	Statewide	Develop Carbon Reduction Strategy and Emissions tool.		Highway	NCDOT Selected (Other Selection Process)	99	Statewide Project	HN-0037	Exempt	CRPANY							2025	\$250,000	\$250,000		
Statewide	Federal Lands Transportation Program (FLTP) and Emergency Relief For Federally Owned Roads (ERFO).	FHWA	Various federal lands	Improve roads and bridges on transportation facilities that are owned by the federal government that provide access to federal lands.		Highway	Other	99	Statewide Project	R-5753	Exempt	ERFO, FLTP					2020	\$103,192,000			\$103,192,000	PROGRAM IN PROGRESS	
Statewide	North Carolina Clean Energy Technology Center	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER	Systemwide	Conduct a clean-fuel advanced technology outreach and awareness program in all CMAQ-eligible counties.		Highway	Other	99	Statewide Project	C-5702A	Exempt											IN PROGRESS	

2026-2035 WMPO TRANSPORTATION IMPROVEMENT PROGRAM - Statewide Projects																							
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BASIC PROJECT INFORMATION										FISCAL YEAR PROJECT PHASE SCHEDULED TO START													
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	LOCATION DESCRIPTION	DESCRIPTION OF WORK	LENGTH (MILES)	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	FUNDS FOR OTHER ACTIVITIES	TOTAL FUNDS NEEDED	COMMENT	
Statewide	North Carolina Clean Energy Technology Center	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER	Systemwide	Conduct a clean-fuel advanced technology outreach and awareness program in all CMAQ-eligible counties.		Highway	Other	99	Statewide Project	C-5702D	Exempt	CMAQ, L(M)							2022	\$15,023,000	\$15,023,000		
Statewide	North Carolina Clean Energy Technology Center	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER	Systemwide	Conduct a clean-fuel advanced technology outreach and awareness program, including emissions-reducing sub-awards, in all CMAQ-eligible counties.		Highway	Other	99	Statewide Project	C-5702	Exempt												
Statewide	North Carolina Clean Energy Technology Center	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER	Systemwide	Conduct emissions-reducing sub-awards in all CMAQ-eligible counties.		Highway	Other	99	Statewide Project	C-5702B	Exempt											IN PROGRESS	
Statewide	North Carolina Clean Energy Technology Center	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER	Systemwide	Conduct emissions-reducing sub-awards in all CMAQ-eligible counties.		Highway	Other	99	Statewide Project	C-5702C	Exempt												
Statewide	North Carolina Clean Energy Technology Center	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER	Systemwide	Conduct emissions-reducing sub-awards in all CMAQ-eligible counties.		Highway	Other	99	Statewide Project	C-5702E	Exempt	CMAQ, L(M)							2022	\$5,584,000	\$5,584,000		
Statewide	North Carolina State University Solar Center Clean Transportation Program.	NORTH CAROLINA STATE UNIVERSITY	Systemwide	Develop and administer a seven year clean fuel-advanced technology rebate program in all CMAQ eligible counties to reduce emissions.		Highway	Other	99	Statewide Project	C-4902	Exempt											IN PROGRESS BY NORTH CAROLINA STATE UNIVERSITY	
Statewide	North Carolina State University Solar Center Clean Transportation Program.	NORTH CAROLINA STATE UNIVERSITY	Systemwide	Develop and administer a seven year clean fuel-advanced technology rebate program in all CMAQ eligible counties to reduce emissions.		Highway	Other	99	Statewide Project	C-4902A	Exempt												
Statewide	Statewide	NCDOT	Statewide	Advanced Right-of-Way acquisition account. Revolving account to fund Advanced Right-of-Way acquisition. Funds to be repaid from the STIP project at the time the project is funded.		Highway	Other	99	Statewide Project	M-0556	Statewide Mobility	T	2023	\$6,000,000							\$6,000,000		
Statewide	Statewide	NCDOT	Statewide	Improve 1000 isolated closed-loop system signals.		Highway	Other	99	Statewide Project	HO-0024	Exempt	DP, HF(M), O(M)					2025	\$15,932,000		\$15,932,000		DP FUNDS REPRESENT FEDERAL ATTAIN GRANT FUNDING. HF(M) FUNDS REPRESENT NCDOT TRAFFIC SYSTEMS AND OPERATION FUNDING. O(M) FUNDS REPRESENT IN-KIND MATCH FROM VARIOUS PARTNERS AND MUNICIPALITIES.	
Statewide	Statewide Traffic Operations	NCDOT	Statewide	Implement statewide traffic operations activities such as traffic management centers, traveler information, intelligent transportation systems (ITS), and traffic incident and event management.		Highway	Other	99	Statewide Project	HO-0010													
Statewide	Statewide Traffic Operations	NCDOT	Statewide	Implement statewide traffic operations activities such as traffic management centers, traveler information, intelligent transportation systems (ITS), and traffic incident and event management.		Highway	Other	99	Statewide Project	HO-0010B	Exempt	CMAQ							2024	\$93,220,000	\$93,220,000		
Statewide	Various		Locations statewide.	Funding for integrated project delivery.		Highway	Other	99	Statewide Project	M-0553A													
Statewide	Various		Locations statewide.	Funding for training and special projects		Highway	Other	99	Statewide Project	M-0553B													
Statewide	Various		Statewide	Funding for training, education, and workforce development.		Highway	Other	99	Statewide Project	M-0426												AUTHORIZED UNDER 23 U.S.C. 504e	
Statewide	Various		Locations statewide.	Funding for protect formula planning for resilience program.		Highway	Other	99	Statewide Project	M-0563													
Statewide	Various	NCDOT	Locations statewide	Manage vegetation and clear zones.		Highway	Other	99	Statewide Project	ER-5600	Division 99	STPE					2022	\$9,000,000	2022	\$700,000	\$9,700,000	IN PROGRESS	
Statewide	Various	NCDOT	Locations statewide in the Division Needs category.	Funding for NPDES permit, retrofit 14 sites per year to protect water quality - Division Category.		Highway	Other	99	Statewide Project	R-5968DIV	Division 99	BGANY					2020	\$14,400,000		\$14,400,000		IN PROGRESS	
Statewide	Various	NCDOT	Locations statewide in the Regional Impact category.	Funding for NPDES permit, retrofit 14 sites per year to protect water quality - Regional Category.		Highway	Other	99	Statewide Project	R-5968REG	Region SW	BGANY					2020	\$14,400,000		\$14,400,000		IN PROGRESS	
Statewide	Various	NCDOT	Locations statewide in the Statewide Mobility category.	Funding for NPDES permit, retrofit 14 sites per year to protect water quality - Statewide Category.		Highway	Other	99	Statewide Project	R-5968SW	Statewide Mobility	BGANY					2020	\$19,200,000		\$19,200,000		IN PROGRESS	
Statewide	Various	NCDOT	Locations statewide.	Funding fo hydraulics, preliminary engineering for the highway floodplain program (HFP) to facilitate federal emergency management agency (FEMA) and national flood insurance program (NFIP) compliance and flood resilience.		Highway	Other	99	Statewide Project	M-0534												IN PROGRESS	
Statewide	Various	NCDOT	Locations statewide.	Funding for environmental mitigation and minimization.		Highway	Other	99	Statewide Project	M-0539													
Statewide	Various	NCDOT	Locations statewide.	Funding for environmental mitigation and minimization.		Highway	Other	99	Statewide Project	R-9999WM												IN PROGRESS	
Statewide	Various	NCDOT	Locations statewide.	Funding for environmental mitigation and minimization.		Highway	Other	99	Statewide Project	R-9999WMDIV	Division 99	NHP, T							2020	\$300,000	\$300,000		
Statewide	Various	NCDOT	Locations statewide.	Funding for environmental mitigation and minimization.		Highway	Other	99	Statewide Project	R-9999WMREG	Region SW	NHP, T							2020	\$300,000	\$300,000		
Statewide	Various	NCDOT	Locations statewide.	Funding for environmental mitigation and minimization.		Highway	Other	99	Statewide Project	R-9999WMSW	Statewide Mobility	NHP, T							2020	\$400,000	\$400,000		
Statewide	Various	NCDOT	Locations statewide.	Funding for federal state transportation innovation council (STIC) incentive funded projects		Highway	Other	99	Statewide Project	M-0482	Exempt	DP, HF(M)							2023	\$500,000	\$500,000	DP FUNDS REPRESENT FEDERAL STIC FUNDS.	

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BASIC PROJECT INFORMATION											FISCAL YEAR PROJECT PHASE SCHEDULED TO START												
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	LOCATION DESCRIPTION	DESCRIPTION OF WORK	LENGTH (MILES)	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	FUNDS FOR OTHER ACTIVITIES	TOTAL FUNDS NEEDED	COMMENT	
Statewide	Various	NCDOT	Locations statewide.	Funding for Geotechnical Asset Management (GAM) database and landslide mitigation planning.		Highway	Other	99	Statewide Project	M-0563C	Statewide Mobility	PROTCT							2023	\$2,240,000	\$2,240,000		
Statewide	Various	NCDOT	Locations statewide.	Funding for hazard characterization and warning tools.		Highway	Other	99	Statewide Project	M-0563A	Statewide Mobility	PROTCT							2023	\$3,360,000	\$3,360,000		
Statewide	Various	NCDOT	Locations statewide.	Funding for hazard corridor vulnerability assessments.		Highway	Other	99	Statewide Project	M-0563B	Statewide Mobility	PROTCT							2023	\$1,400,000	\$1,400,000		
Statewide	Various	NCDOT	Locations statewide.	Funding for hydraulics, preliminary engineering for miscellaneous projects.		Highway	Other	99	Statewide Project	M-0392												IN PROGRESS	
Statewide	Various	NCDOT	Locations statewide.	Funding for NCDOT mitigation order to Division of Mitigation Services (DMS).		Highway	Other	99	Statewide Project	M-0554													
Statewide	Various	NCDOT	Locations statewide.	Funding for photogrammetry, preliminary engineering for miscellaneous projects		Highway	Other	99	Statewide Project	M-0219													
Statewide	Various	NCDOT	Locations statewide.	Funding for resilience program reporting, management, and support.		Highway	Other	99	Statewide Project	M-0563E	Statewide Mobility	PROTCT							2024	\$2,550,000	\$2,550,000		
Statewide	Various	NCDOT	Locations statewide.	Funding for roadway design for open roads designer (ORD) training and development.		Highway	Other	99	Statewide Project	M-0552A													
Statewide	Various	NCDOT	Locations statewide.	Funding for roadway design for training and development for miscellaneous projects.		Highway	Other	99	Statewide Project	M-0552B													
Statewide	Various	NCDOT	Locations statewide.	Funding for statewide geotechnical studies and investigations project to cover non-project specific work.		Highway	Other	99	Statewide Project	M-0376												IN PROGRESS	
Statewide	Various	NCDOT	Locations statewide.	Funding for statewide landscape plans for STIP construction projects.		Highway	Other	99	Statewide Project	M-0451													
Statewide	Various	NCDOT	Locations statewide.	Funding for statewide project - Environmental Analysis Unit - Atlas Integration Project.		Highway	Other	99	Statewide Project	M-0479A													
Statewide	Various	NCDOT	Locations statewide.	Funding for statewide project - Environmental Analysis Unit - preliminary engineering for miscellaneous projects.		Highway	Other	99	Statewide Project	M-0479B													
Statewide	Various	NCDOT	Locations statewide.	Funding for statewide project - Environmental Analysis Unit - Project Atlas.		Highway	Other	99	Statewide Project	M-0479													
Statewide	Various	NCDOT	Locations statewide.	Funding for structure design, preliminary engineering for miscellaneous projects.		Highway	Other	99	Statewide Project	M-0391												IN PROGRESS	
Statewide	Various	NCDOT	Locations statewide.	Funding for tolling/financial feasibility studies.		Highway	Other	99	Statewide Project	M-0452	Statewide Mobility	T							2020	\$3,200,000	\$3,200,000		
Statewide	Various	NCDOT	Locations statewide.	Funding for Transportation Program Management Unit (TPMU) oversight for locally-administered projects including preparation of agreements and funding authorization requests.		Highway	Other	99	Statewide Project	M-0505	Division 99	T							2020	\$5,000,000	\$5,000,000		
Statewide	Various	NCDOT	Locations statewide.	Funding for utility encroachment and administrative activities.		Highway	Other	99	Statewide Project	M-0555													
Statewide	Various	NCDOT	Locations statewide.	Retrofit 14 sites per year to protect water quality.		Highway	Other	99	Statewide Project	R-5968													
Statewide	Various	NCDOT	Locations statewide.	Right-of-way branch, review of local public agency (LPA) projects by the appraisal section.		Highway	Other	99	Statewide Project	M-0515	Division 99	T	2020	\$4,000,000						\$4,000,000			
Statewide	Various	NCDOT	Locations statewide.	Statewide CMAQ projects to improve air quality within nonattainment and maintenance areas.		Highway	Other	99	Statewide Project	C-5600	Exempt												
Statewide	Various	NCDOT	Locations statewide. Division Needs funding.	Funding fo hydraulics, preliminary engineering for the highway floodplain program (HFP) to facilitate federal emergency management agency (FEMA) and national flood insurance program (NFIP) compliance and flood resilience.		Highway	Other	99	Statewide Project	M-0534DIV	Division 99	T							2020	\$9,600,000	\$9,600,000		
Statewide	Various	NCDOT	Locations statewide. Division Needs funding.	Funding for environmental mitigation and minimization.		Highway	Other	99	Statewide Project	M-0539DIV	Division 99	T							2020	\$43,200,000	\$43,200,000		
Statewide	Various	NCDOT	Locations statewide. Division Needs funding.	Funding for hydraulics, preliminary engineering for miscellaneous projects.		Highway	Other	99	Statewide Project	M-0392DIV	Division 99	T							2020	\$1,788,000	\$1,788,000		
Statewide	Various	NCDOT	Locations statewide. Division Needs funding.	Funding for NCDOT mitigation order to Division of Mitigation Services (DMS).		Highway	Other	99	Statewide Project	M-0554DIV	Division 99	T							2022	\$105,000,000	\$105,000,000		
Statewide	Various	NCDOT	Locations statewide. Division Needs funding.	Funding for photogrammetry, preliminary engineering for miscellaneous projects		Highway	Other	99	Statewide Project	M-0219DIV	Division 99	T							2020	\$1,200,000	\$1,200,000		
Statewide	Various	NCDOT	Locations statewide. Division Needs funding.	Funding for roadway design for open roads designer (ORD) training and development.		Highway	Other	99	Statewide Project	M-0552ADIV	Division 99	T							2022	\$1,650,000	\$1,650,000		
Statewide	Various	NCDOT	Locations statewide. Division Needs funding.	Funding for roadway design for training and development for miscellaneous projects.		Highway	Other	99	Statewide Project	M-0552BDIV	Division 99	T							2022	\$1,180,000	\$1,180,000		
Statewide	Various	NCDOT	Locations statewide. Division Needs funding.	Funding for statewide geotechnical studies and investigations project to cover non-project specific work.		Highway	Other	99	Statewide Project	M-0376DIV	Division 99	T							2020	\$4,800,000	\$4,800,000		
Statewide	Various	NCDOT	Locations statewide. Division Needs funding.	Funding for statewide landscape plans for STIP construction projects.		Highway	Other	99	Statewide Project	M-0451DIV	Division 99	T							2020	\$1,203,000	\$1,203,000		
Statewide	Various	NCDOT	Locations statewide. Division Needs funding.	Funding for statewide project - Environmental Analysis Unit - Atlas Integration Project.		Highway	Other	99	Statewide Project	M-0479ADIV	Division 99	T							2020	\$7,200,000	\$7,200,000		
Statewide	Various	NCDOT	Locations statewide. Division Needs funding.	Funding for statewide project - Environmental Analysis Unit - preliminary engineering for miscellaneous projects.		Highway	Other	99	Statewide Project	M-0479BDIV	Division 99	T							2020	\$2,400,000	\$2,400,000		

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COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	LOCATION DESCRIPTION	DESCRIPTION OF WORK	LENGTH (MILES)	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	FUNDS FOR OTHER ACTIVITIES	TOTAL FUNDS NEEDED	COMMENT
Statewide	Various	NCDOT	Locations statewide. Division Needs funding.	Funding for statewide project - Environmental Analysis Unit - Project Atlas.		Highway	Other	99	Statewide Project	M-0479DIV	Division 99	T							2020	\$24,000,000	\$24,000,000	
Statewide	Various	NCDOT	Locations statewide. Division Needs funding.	Funding for structure design, preliminary engineering for miscellaneous projects.		Highway	Other	99	Statewide Project	M-0391DIV	Division 99	T							2020	\$1,920,000	\$1,920,000	
Statewide	Various	NCDOT	Locations statewide. Division Needs funding.	Funding for utility encroachment and administrative activities.		Highway	Other	99	Statewide Project	M-0555DIV	Division 99	T			2023	\$1,365,000					\$1,365,000	
Statewide	Various	NCDOT	Locations statewide. Regional Impact funding.	Funding fo hydraulics, preliminary engineering for the highway floodplain program (HFP) to facilitate federal emergency management agency (FEMA) and national flood insurance program (NFIP) compliance and flood resilience.		Highway	Other	99	Statewide Project	M-0534REG	Region SW	T							2020	\$9,600,000	\$9,600,000	
Statewide	Various	NCDOT	Locations statewide. Regional Impact funding.	Funding for environmental mitigation and minimization.		Highway	Other	99	Statewide Project	M-0539REG	Region SW	T							2020	\$43,200,000	\$43,200,000	
Statewide	Various	NCDOT	Locations statewide. Regional Impact funding.	Funding for hydraulics, preliminary engineering for miscellaneous projects.		Highway	Other	99	Statewide Project	M-0392REG	Region SW	T							2020	\$1,788,000	\$1,788,000	
Statewide	Various	NCDOT	Locations statewide. Regional Impact funding.	Funding for NCDOT mitigation order to Division of Mitigation Services (DMS).		Highway	Other	99	Statewide Project	M-0554REG	Region SW	T							2022	\$105,000,000	\$105,000,000	
Statewide	Various	NCDOT	Locations statewide. Regional Impact funding.	Funding for photogrammetry, preliminary engineering for miscellaneous projects		Highway	Other	99	Statewide Project	M-0219REG	Region SW	T							2020	\$1,200,000	\$1,200,000	
Statewide	Various	NCDOT	Locations statewide. Regional Impact funding.	Funding for roadway design for open roads designer (ORD) training and development.		Highway	Other	99	Statewide Project	M-0552AREG	Region SW	T							2022	\$1,650,000	\$1,650,000	
Statewide	Various	NCDOT	Locations statewide. Regional Impact funding.	Funding for roadway design for training and development for miscellaneous projects.		Highway	Other	99	Statewide Project	M-0552BREG	Region SW	T							2022	\$1,180,000	\$1,180,000	
Statewide	Various	NCDOT	Locations statewide. Regional Impact funding.	Funding for statewide geotechnical studies and investigations project to cover non-project specific work.		Highway	Other	99	Statewide Project	M-0376REG	Region SW	T							2020	\$4,800,000	\$4,800,000	
Statewide	Various	NCDOT	Locations statewide. Regional Impact funding.	Funding for statewide landscape plans for STIP construction projects.		Highway	Other	99	Statewide Project	M-0451REG	Region SW	T							2020	\$1,203,000	\$1,203,000	
Statewide	Various	NCDOT	Locations statewide. Regional Impact funding.	Funding for statewide project - Environmental Analysis Unit - Atlas Integration Project.		Highway	Other	99	Statewide Project	M-0479AREG	Region SW	T							2020	\$7,200,000	\$7,200,000	
Statewide	Various	NCDOT	Locations statewide. Regional Impact funding.	Funding for statewide project - Environmental Analysis Unit - preliminary engineering for miscellaneous projects.		Highway	Other	99	Statewide Project	M-0479BREG	Region SW	T							2020	\$2,400,000	\$2,400,000	
Statewide	Various	NCDOT	Locations statewide. Regional Impact funding.	Funding for statewide project - Environmental Analysis Unit - Project Atlas.		Highway	Other	99	Statewide Project	M-0479REG	Region SW	T							2020	\$24,000,000	\$24,000,000	
Statewide	Various	NCDOT	Locations statewide. Regional Impact funding.	Funding for structure design, preliminary engineering for miscellaneous projects.		Highway	Other	99	Statewide Project	M-0391REG	Region SW	T							2020	\$1,920,000	\$1,920,000	
Statewide	Various	NCDOT	Locations statewide. Regional Impact funding.	Funding for utility encroachment and administrative activities.		Highway	Other	99	Statewide Project	M-0555REG	Region SW	T			2023	\$1,365,000					\$1,365,000	
Statewide	Various	NCDOT	Locations statewide. Statewide Mobility funding.	Funding fo hydraulics, preliminary engineering for the highway floodplain program (HFP) to facilitate federal emergency management agency (FEMA) and national flood insurance program (NFIP) compliance and flood resilience.		Highway	Other	99	Statewide Project	M-0534SW	Statewide Mobility	T							2020	\$12,800,000	\$12,800,000	
Statewide	Various	NCDOT	Locations statewide. Statewide Mobility funding.	Funding for environmental mitigation and minimization.		Highway	Other	99	Statewide Project	M-0539SW	Statewide Mobility	T							2020	\$57,600,000	\$57,600,000	
Statewide	Various	NCDOT	Locations statewide. Statewide Mobility funding.	Funding for hydraulics, preliminary engineering for miscellaneous projects.		Highway	Other	99	Statewide Project	M-0392SW	Statewide Mobility	T							2020	\$2,384,000	\$2,384,000	
Statewide	Various	NCDOT	Locations statewide. Statewide Mobility funding.	Funding for NCDOT mitigation order to Division of Mitigation Services (DMS).		Highway	Other	99	Statewide Project	M-0554SW	Statewide Mobility	T							2022	\$140,000,000	\$140,000,000	
Statewide	Various	NCDOT	Locations statewide. Statewide Mobility funding.	Funding for photogrammetry, preliminary engineering for miscellaneous projects		Highway	Other	99	Statewide Project	M-0219SW	Statewide Mobility	T							2020	\$1,600,000	\$1,600,000	
Statewide	Various	NCDOT	Locations statewide. Statewide Mobility funding.	Funding for roadway design for open roads designer (ORD) training and development.		Highway	Other	99	Statewide Project	M-0552ASW	Statewide Mobility	T							2022	\$2,200,000	\$2,200,000	
Statewide	Various	NCDOT	Locations statewide. Statewide Mobility funding.	Funding for roadway design for training and development for miscellaneous projects.		Highway	Other	99	Statewide Project	M-0552BSW	Statewide Mobility	T							2022	\$1,572,000	\$1,572,000	
Statewide	Various	NCDOT	Locations statewide. Statewide Mobility funding.	Funding for statewide geotechnical studies and investigations project to cover non-project specific work.		Highway	Other	99	Statewide Project	M-0376SW	Statewide Mobility	T							2020	\$6,400,000	\$6,400,000	
Statewide	Various	NCDOT	Locations statewide. Statewide Mobility funding.	Funding for statewide landscape plans for STIP construction projects.		Highway	Other	99	Statewide Project	M-0451SW	Statewide Mobility	T							2020	\$1,606,000	\$1,606,000	
Statewide	Various	NCDOT	Locations statewide. Statewide Mobility funding.	Funding for statewide project - Environmental Analysis Unit - Atlas Integration Project.		Highway	Other	99	Statewide Project	M-0479ASW	Statewide Mobility	T							2020	\$9,600,000	\$9,600,000	
Statewide	Various	NCDOT	Locations statewide. Statewide Mobility funding.	Funding for statewide project - Environmental Analysis Unit - preliminary engineering for miscellaneous projects.		Highway	Other	99	Statewide Project	M-0479BSW	Statewide Mobility	T							2020	\$3,200,000	\$3,200,000	
Statewide	Various	NCDOT	Locations statewide. Statewide Mobility funding.	Funding for statewide project - Environmental Analysis Unit - Project Atlas.		Highway	Other	99	Statewide Project	M-0479SW	Statewide Mobility	T							2020	\$32,000,000	\$32,000,000	
Statewide	Various	NCDOT	Locations statewide. Statewide Mobility funding.	Funding for structure design, preliminary engineering for miscellaneous projects.		Highway	Other	99	Statewide Project	M-0391SW	Statewide Mobility	T							2020	\$2,560,000	\$2,560,000	

2026-2035 WMPO TRANSPORTATION IMPROVEMENT PROGRAM - Statewide Projects																						
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BASIC PROJECT INFORMATION										FISCAL YEAR PROJECT PHASE SCHEDULED TO START												
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	LOCATION DESCRIPTION	DESCRIPTION OF WORK	LENGTH (MILES)	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	FUNDS FOR OTHER ACTIVITIES	TOTAL FUNDS NEEDED	COMMENT
Statewide	Various	NCDOT	Locations statewide. Statewide Mobility funding.	Funding for utility encroachment and administrative activities.		Highway	Other	99	Statewide Project	M-0555SW	Statewide Mobility	T			2023	\$1,820,000					\$1,820,000	
Statewide	Various	NCDOT	Statewide	Funding for Disadvantaged Business Enterprise (DBE) training and supportive services.		Highway	Other	99	Statewide Project	M-0480	Exempt	O							2024	\$3,600,000	\$3,600,000	
Statewide	Various	NCDOT	Statewide	Funding for integrated project delivery.		Highway	Other	99	Statewide Project	M-0553ADIV	Exempt	T							2022	\$5,250,000	\$5,250,000	
Statewide	Various	NCDOT	Statewide	Funding for integrated project delivery.		Highway	Other	99	Statewide Project	M-0553AREG	Exempt	T							2022	\$5,250,000	\$5,250,000	
Statewide	Various	NCDOT	Statewide	Funding for integrated project delivery.		Highway	Other	99	Statewide Project	M-0553ASW	Exempt	T							2022	\$7,000,000	\$7,000,000	
Statewide	Various	NCDOT	Statewide	Funding for National Summer Transportation Institute (NSTI).		Highway	Other	99	Statewide Project	M-0460	Exempt	O							2024	\$2,400,000	\$2,400,000	
Statewide	Various	NCDOT	Statewide	Funding for on-the-job training program.		Highway	Other	99	Statewide Project	M-0478	Exempt	O							2024	\$6,000,000	\$6,000,000	
Statewide	Various	NCDOT	Statewide	Funding for training and special projects.		Highway	Other	99	Statewide Project	M-0553BDIV	Exempt	T							2022	\$3,180,000	\$3,180,000	
Statewide	Various	NCDOT	Statewide	Funding for training and special projects.		Highway	Other	99	Statewide Project	M-0553BREG	Exempt	T							2022	\$3,180,000	\$3,180,000	
Statewide	Various	NCDOT	Statewide	Funding for training and special projects.		Highway	Other	99	Statewide Project	M-0553BSW	Exempt	T							2022	\$4,240,000	\$4,240,000	
Statewide	Various	NCDOT	Statewide	Funding for training, education, and workforce development.		Highway	Other	99	Statewide Project	M-0426DIV	Division 99	NHP							2024	\$1,140,000	\$1,140,000	
Statewide	Various	NCDOT	Statewide	Funding for training, education, and workforce development.		Highway	Other	99	Statewide Project	M-0426REG	Region SW	NHP							2024	\$1,140,000	\$1,140,000	
Statewide	Various	NCDOT	Statewide	Funding for training, education, and workforce development.		Highway	Other	99	Statewide Project	M-0426SW	Statewide Mobility	NHP							2024	\$1,520,000	\$1,520,000	
Statewide	Various	NCDOT	Various	Funding for Transportation Scholarship, Internship Programs, Fellowship Programs, Training, and Educational Outreach for Historically Black Colleges and Universities (HBCU) and Minority Serving Institutions (MSI).		Highway	Other	99	Statewide Project	M-0531	Division 99											
Statewide	Various	NCDOT	Various	Garrett A Morgan Programs to provide professional development and transportation career training for high school students through the page program and industry education and career outreach to K-12 students.		Highway	Other	99	Southwestern RPO	M-0575	Division 99	BGANY							2025	\$103,000	\$103,000	
Statewide	Various	NCDOT	Various Locations.	Funding for Garrett A Morgan Programs to provide professional development and transportation career training for high school students through the page program and industry education and career outreach to K-12 students.		Highway	Other	99	Statewide Project	M-0575DIV	Division 99											
Statewide	Various	NCDOT	Various Locations.	Funding for Garrett A Morgan Programs to provide professional development and transportation career training for high school students through the page program and industry education and career outreach to K-12 students.		Highway	Other	99	Statewide Project	M-0575REG	Region SW											
Statewide	Various	NCDOT	Various Locations.	Funding for Garrett A Morgan Programs to provide professional development and transportation career training for high school students through the page program and industry education and career outreach to K-12 students.		Highway	Other	99	Statewide Project	M-0575SW	Statewide Mobility											
Statewide	Various	NCDOT	Various Locations.	Funding for Transportation Scholarship, Internship Programs, Fellowship Programs, Training, and Educational Outreach for Historically Black Colleges and Universities (HBCU) and Minority Serving Institutions (MSI).		Highway	Other	99	Statewide Project	M-0531DIV	Division 99	BGANY							2025	\$4,620,000	\$4,620,000	
Statewide	Various	NCDOT	Various Locations.	Funding for Transportation Scholarship, Internship Programs, Fellowship Programs, Training, and Educational Outreach for Historically Black Colleges and Universities (HBCU) and Minority Serving Institutions (MSI).		Highway	Other	99	Statewide Project	M-0531REG	Region SW	BGANY							2025	\$4,620,000	\$4,620,000	
Statewide	Various	NCDOT	Various Locations.	Funding for Transportation Scholarship, Internship Programs, Fellowship Programs, Training, and Educational Outreach for Historically Black Colleges and Universities (HBCU) and Minority Serving Institutions (MSI).		Highway	Other	99	Statewide Project	M-0531SW	Statewide Mobility	BGANY							2025	\$6,160,000	\$6,160,000	
Statewide	Various	NORTH CAROLINA CLEAN ENERGY	North Carolina Clean Energy Technology Center.	Conduct a clean-fuel advanced technology outreach and awareness program in all CMAQ-eligible counties.		Highway	Other	99	Statewide Project	HO-0025	Exempt											INDIVIDUAL PROJECTS AND FUNDING TO BE PROGRAMMED IN THE FUTURE AS NEEDED.
Statewide	Various		Locations statewide.	Funding for school traffic analysis for new, relocated and expanding schools.		Highway	Safety	99	Statewide Project	SM-6215												
Statewide	Various	NCDOT	Locations statewide	Funding for highway safety improvement program balance.		Highway	Safety	99	Statewide Project	W-9999												
Statewide	Various	NCDOT	Locations statewide	Funding for highway safety improvement program balance.		Highway	Safety	99	Statewide Project	W-9999DIV	Division 99	HSIP					2020	\$45,163,000			\$45,163,000	
Statewide	Various	NCDOT	Locations statewide	Funding for highway safety improvement program balance.		Highway	Safety	99	Statewide Project	W-9999REG	Region SW	HSIP					2020	\$55,935,000			\$55,935,000	
Statewide	Various	NCDOT	Locations statewide	Funding for highway safety improvement program balance.		Highway	Safety	99	Statewide Project	W-9999SW	Statewide Mobility	HSIP					2020	\$74,580,000			\$74,580,000	
Statewide	Various	NCDOT	Locations statewide	Funding for highway system data collection.		Highway	Safety	99	Statewide Project	W-5717												
Statewide	Various	NCDOT	Locations statewide	Funding for highway system data collection.		Highway	Safety	99	Statewide Project	W-5717DIV	Division 99	HSIP							2020	\$1,350,000	\$1,350,000	

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BASIC PROJECT INFORMATION										FISCAL YEAR PROJECT PHASE SCHEDULED TO START												
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	LOCATION DESCRIPTION	DESCRIPTION OF WORK	LENGTH (MILES)	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	FUNDS FOR OTHER ACTIVITIES	TOTAL FUNDS NEEDED	COMMENT
Statewide	Various	NCDOT	Locations statewide	Funding for highway system data collection.		Highway	Safety	99	Statewide Project	W-5717REG	Region SW	HSIP							2020	\$1,350,000	\$1,350,000	
Statewide	Various	NCDOT	Locations statewide	Funding for highway system data collection.		Highway	Safety	99	Statewide Project	W-5717SW	Statewide Mobility	HSIP							2020	\$1,800,000	\$1,800,000	
Statewide	Various	NCDOT	Locations statewide	Funding for signal retiming and signal operations software to improve safety.		Highway	Safety	99	Statewide Project	W-5715												
Statewide	Various	NCDOT	Locations statewide	Funding for signal retiming and signal operations software to improve safety.		Highway	Safety	99	Statewide Project	W-5715DIV	Division 99	HSIP							2020	\$4,230,000	\$4,230,000	
Statewide	Various	NCDOT	Locations statewide	Funding for signal retiming and signal operations software to improve safety.		Highway	Safety	99	Statewide Project	W-5715REG	Region SW	HSIP							2020	\$4,230,000	\$4,230,000	
Statewide	Various	NCDOT	Locations statewide	Funding for signal retiming and signal operations software to improve safety.		Highway	Safety	99	Statewide Project	W-5715SW	Statewide Mobility	HSIP							2020	\$5,640,000	\$5,640,000	
Statewide	Various	NCDOT	Locations statewide	Install rumble strips, guardrail, safety and lighting improvements at selected locations on division category.		Highway	Safety	99	Statewide Project	W-5601DIV	Division 99	HSIP	2021	\$68,000			2020	\$3,670,000			\$3,738,000	
Statewide	Various	NCDOT	Locations statewide	Install rumble strips, guardrail, safety and lighting improvements at selected locations on regional category.		Highway	Safety	99	Statewide Project	W-5601REG	Region SW	HSIP	2021	\$68,000			2021	\$6,170,000			\$6,238,000	
Statewide	Various	NCDOT	Locations statewide	Install rumble strips, guardrail, safety and lighting improvements at selected locations on statewide category.		Highway	Safety	99	Statewide Project	W-5601SW	Statewide Mobility	HSIP	2021	\$90,000			2021	\$3,360,000			\$3,450,000	
Statewide	Various	NCDOT	Locations statewide	Install rumble strips, guardrail, safety and lighting improvements at selected locations.		Highway	Safety	99	Statewide Project	W-5601												IN PROGRESS
Statewide	Various	NCDOT	Locations statewide.	Funding for highway system data collection.		Highway	Safety	99	Statewide Project	HS-2422												
Statewide	Various	NCDOT	Locations statewide.	Funding for safety management program, project identification, analysis and preliminary engineering.		Highway	Safety	99	Statewide Project	HS-2421												
Statewide	Various	NCDOT	Locations statewide.	Funding for signal retiming and signal operations software to improve safety.		Highway	Safety	99	Statewide Project	HS-2420												
Statewide	Various	NCDOT	Locations statewide.	Highway safety improvement program - unprogrammed balance		Highway	Safety	99	Statewide Project	HS-9999												
Statewide	Various	NCDOT	Locations statewide.	Vulnerable road user pedestrian / bicycle improvement program excluding Grand Strand MPO.		Highway	Safety	99	Statewide Project	HS-2015												
Statewide	Various	NCDOT	Locations statewide. Division Needs funding.	Funding for highway system data collection.		Highway	Safety	99	Statewide Project	HS-2422DIV	Division 99	T							2024	\$18,000,000	\$18,000,000	
Statewide	Various	NCDOT	Locations statewide. Division Needs funding.	Funding for safety management program, project identification, analysis and preliminary engineering.		Highway	Safety	99	Statewide Project	HS-2421DIV	Division 99	T							2024	\$51,000,000	\$51,000,000	
Statewide	Various	NCDOT	Locations statewide. Division Needs funding.	Funding for school traffic analysis for new, relocated and expanding schools.		Highway	Safety	99	Statewide Project	SM-6215DIV	Division 99	T							2024	\$3,600,000	\$3,600,000	
Statewide	Various	NCDOT	Locations statewide. Division Needs funding.	Funding for signal retiming and signal operations software to improve safety.		Highway	Safety	99	Statewide Project	HS-2420DIV	Division 99	T							2024	\$30,600,000	\$30,600,000	
Statewide	Various	NCDOT	Locations statewide. Division Needs funding.	Highway safety improvement program - unprogrammed balance		Highway	Safety	99	Statewide Project	HS-9999DIV	Division 99	HSIP					2024	\$287,285,000			\$287,285,000	
Statewide	Various	NCDOT	Locations statewide. Division Needs funding.	Vulnerable road user pedestrian / bicycle improvement program excluding Grand Strand MPO.		Highway	Safety	99	Statewide Project	HS-2015DIV	Division 99	VRU							2023	\$26,805,000	\$26,805,000	
Statewide	Various	NCDOT	Locations statewide. Regional Impact funding.	Funding for highway system data collection.		Highway	Safety	99	Statewide Project	HS-2422REG	Region SW	T							2024	\$21,500,000	\$21,500,000	
Statewide	Various	NCDOT	Locations statewide. Regional Impact funding.	Funding for safety management program, project identification, analysis and preliminary engineering.		Highway	Safety	99	Statewide Project	HS-2421REG	Region SW	T							2024	\$51,000,000	\$51,000,000	
Statewide	Various	NCDOT	Locations statewide. Regional Impact funding.	Funding for school traffic analysis for new, relocated and expanding schools.		Highway	Safety	99	Statewide Project	SM-6215REG	Region SW	T							2024	\$3,600,000	\$3,600,000	
Statewide	Various	NCDOT	Locations statewide. Regional Impact funding.	Funding for signal retiming and signal operations software to improve safety.		Highway	Safety	99	Statewide Project	HS-2420REG	Region SW	T							2024	\$30,600,000	\$30,600,000	
Statewide	Various	NCDOT	Locations statewide. Regional Impact funding.	Highway safety improvement program - unprogrammed balance		Highway	Safety	99	Statewide Project	HS-9999REG	Region SW	HSIP					2024	\$287,335,000			\$287,335,000	
Statewide	Various	NCDOT	Locations statewide. Regional Impact funding.	Vulnerable road user pedestrian / bicycle improvement program excluding Grand Strand MPO.		Highway	Safety	99	Statewide Project	HS-2015REG	Region SW	VRU							2023	\$26,805,000	\$26,805,000	
Statewide	Various	NCDOT	Locations statewide. Statewide Mobility finding.	Funding for school traffic analysis for new, relocated and expanding schools.		Highway	Safety	99	Statewide Project	SM-6215SW	Statewide Mobility	T							2024	\$4,800,000	\$4,800,000	
Statewide	Various	NCDOT	Locations statewide. Statewide Mobility funding.	Funding for highway system data collection.		Highway	Safety	99	Statewide Project	HS-2422SW	Statewide Mobility	T							2024	\$24,000,000	\$24,000,000	
Statewide	Various	NCDOT	Locations statewide. Statewide Mobility funding.	Funding for safety management program, project identification, analysis and preliminary engineering.		Highway	Safety	99	Statewide Project	HS-2421SW	Statewide Mobility	T							2024	\$68,000,000	\$68,000,000	
Statewide	Various	NCDOT	Locations statewide. Statewide Mobility funding.	Funding for signal retiming and signal operations software to improve safety.		Highway	Safety	99	Statewide Project	HS-2420SW	Statewide Mobility	T							2024	\$40,800,000	\$40,800,000	
Statewide	Various	NCDOT	Locations statewide. Statewide Mobility funding.	Highway safety improvement program - unprogrammed balance		Highway	Safety	99	Statewide Project	HS-9999SW	Statewide Mobility	HSIP					2024	\$383,109,000			\$383,109,000	
Statewide	Various	NCDOT	Locations statewide. Statewide Mobility funding.	Vulnerable road user pedestrian / bicycle improvement program excluding Grand Strand MPO.		Highway	Safety	99	Statewide Project	HS-2015SW	Statewide Mobility	VRU							2023	\$35,740,000	\$35,740,000	
Statewide	NCDOT	NCDOT	Systemwide	Funding for 5310 capital projects for rural and urban areas.		Public Transportation (Transit)	Capital (Non-STI)	99	Statewide Project	TC-0018	Public Transit	5310, L, S							2022	\$27,955,000	\$27,955,000	
Statewide	NCDOT	NCDOT	Systemwide	Funding for 5311 ADTAP capital funds for FTA grants.		Public Transportation (Transit)	Capital (Non-STI)	99	Statewide Project	TC-0022	Public Transit	ADTAP, L, S							2022	\$1,880,000	\$1,880,000	
Statewide	NCDOT	NCDOT	Systemwide	Funding for 5311 capital funds For FTA grants.		Public Transportation (Transit)	Capital (Non-STI)	99	Statewide Project	TC-0019	Public Transit	5311, L, S							2022	\$17,147,000	\$17,147,000	
Statewide	NCDOT	NCDOT	Systemwide	Funding for 5339 statewide rural.		Public Transportation (Transit)	Capital (Non-STI)	99	Statewide Project	TC-0021	Public Transit	5339, BGDA, L, S							2023	\$65,025,000	\$65,025,000	
Statewide	NCDOT	NCDOT	Various locations	Funding for 5311(b) capital funding for rural projects.		Public Transportation (Transit)	Capital (Non-STI)	99	Statewide Project	TC-0003	Public Transit	5311, L, S							2023	\$1,371,000	\$1,371,000	

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BASIC PROJECT INFORMATION											FISCAL YEAR PROJECT PHASE SCHEDULED TO START											
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	LOCATION DESCRIPTION	DESCRIPTION OF WORK	LENGTH (MILES)	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	FUNDS FOR OTHER ACTIVITIES	TOTAL FUNDS NEEDED	COMMENT
Statewide	NCDOT	NCDOT	Various locations	Funding for 5339(b) discretionary grant for facility construction.		Public Transportation (Transit)	Capital (Non-STI)	99	Statewide Project	TC-0011	Public Transit	5339, L					2023	\$719,000	2021	\$8,689,000	\$9,408,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
Statewide	Statewide	FTA	Systemwide	Funding for 5310 capital projects for rural areas and small urban areas.		Public Transportation (Transit)	Capital (Non-STI)	99	Statewide Project	TQ-9038	Public Transit	5310							2021	\$2,850,000	\$2,850,000	MODIFYING THE FEDERAL FUND S RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
Statewide	Statewide	FTA	Systemwide	Funding for 5311 capital projects for rural areas.		Public Transportation (Transit)	Capital (Non-STI)	99	Statewide Project	TA-6665	Public Transit	5311, L, S							2023	\$154,050,000	\$154,050,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
Statewide	Statewide	FTA	Systemwide	Funding for 5339 bus and bus facilities.		Public Transportation (Transit)	Capital (Non-STI)	99	Statewide Project	TA-6666	Public Transit	5339							2021	\$6,750,000	\$6,750,000	FUNDS AUTHORIZED IN PROGRESS
Statewide	Statewide	FTA	Various locations	Funding for 5310 discretionary grant awarded by FTA.		Public Transportation (Transit)	Capital (Non-STI)	99	Statewide Project	TC-0013	Public Transit	5310, S							2021	\$350,000	\$350,000	
Statewide	Statewide	FTA	Various locations	Funding for 5339(b) discretionary grant for facility construction.		Public Transportation (Transit)	Capital (Non-STI)	99	Statewide Project	TC-0005	Public Transit	5339, L					2022	\$3,750,000			\$3,750,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
Statewide	Statewide	FTA	Various locations	Funding for 5339(b) discretionary grant for facility construction.		Public Transportation (Transit)	Capital (Non-STI)	99	Statewide Project	TC-0006	Public Transit	5339, L					2021	\$1,819,000			\$1,819,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
Statewide	Statewide	FTA	Various locations	Funding for 5339(b) discretionary grant for facility construction.		Public Transportation (Transit)	Capital (Non-STI)	99	Statewide Project	TC-0007	Public Transit	5339, L							2021	\$3,976,000	\$3,976,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
Statewide	Statewide	FTA	Various locations	Funding for 5339(b) discretionary grant for facility construction.		Public Transportation (Transit)	Capital (Non-STI)	99	Statewide Project	TC-0008	Public Transit	5339, L					2025	\$500,000	2023	\$8,325,000	\$8,825,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
Statewide	Statewide	FTA	Various locations	Funding for 5339(b) discretionary grant for facility construction.		Public Transportation (Transit)	Capital (Non-STI)	99	Statewide Project	TC-0010	Public Transit	5339, L					2023	\$15,100,000			\$15,100,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
Statewide	Statewide	FTA	Various locations	Funding for 5339(b) discretionary grant to purchase electric buses and charging stations.		Public Transportation (Transit)	Capital (Non-STI)	99	Statewide Project	TC-0012	Public Transit	5339, L							2024	\$3,125,000	\$3,125,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
Statewide	Statewide	FTA	Statewide	5311 Operating funds for FTA grants.		Public Transportation (Transit)	Miscellaneous/Other	99	Statewide Project	TO-6135	Public Transit	5311							2021	\$947,000	\$947,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
Statewide	Statewide	FTA	Statewide	Funding for Urbanized formula program.		Public Transportation (Transit)	Miscellaneous/Other	99	Burlington-Graham MPO, Charlotte Regional TPO, Fayetteville Area MPO, High Point Urban Area MPO, Winston-Salem Area TPO	TO-6142	Public Transit	5307, L							2020	\$11,230,000	\$11,230,000	
Statewide	Statewide	FTA	Systemwide	System safety oversight grant for Rail division NCDOT.		Public Transportation (Transit)	Miscellaneous/Other	99	Statewide Project	TO-0004	Public Transit	S, SSO							2021	\$7,780,000	\$7,780,000	ADD PROJECT TO TO-0004 TO STIP FOR FFY 2021. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD FOR SYSTEM SAFETY OVERSIGHT FOR THE NCDOT RAIL DIVISION. PROJECT ADDED AT THE REQUEST OF IMD.
Statewide	NCDOT	NCDOT	Systemwide	NCDOT-IMD Section 5304 program funds to support the IMD urban transit technical assistance activities		Public Transportation (Transit)	Operations and Maintenance	99	Statewide Project	TU-0011	Public Transit	5303, L, S							2023	\$16,070,000	\$16,070,000	
Statewide	NCDOT	NCDOT	Various locations	5311 ADTAP state administrative funds.		Public Transportation (Transit)	Operations and Maintenance	99	Statewide Project	TM-0030	Public Transit	ADTAP							2022	\$177,000	\$177,000	
Statewide	NCDOT	NCDOT	Various locations	5311 State administrative funds for FTA grants.		Public Transportation (Transit)	Operations and Maintenance	99	Statewide Project	TM-0029	Public Transit	5311							2022	\$10,361,000	\$10,361,000	
Statewide	NCDOT	NCDOT	Various locations	5311(F) Intercity bus - state admin.		Public Transportation (Transit)	Operations and Maintenance	99	Statewide Project	TM-0033	Public Transit	5311							2022	\$494,000	\$494,000	
Statewide	NCDOT	NCDOT	Various locations	5311(F) Intercity bus funds for FTA grants.		Public Transportation (Transit)	Operations and Maintenance	99	Statewide Project	TM-0032	Public Transit	5311, L, S							2022	\$99,441,000	\$99,441,000	
Statewide	NCDOT	NCDOT	Various locations	Funding for operating assistance for FTA grants.		Public Transportation (Transit)	Operations and Maintenance	99	Statewide Project	TM-0028	Public Transit	5311, L, S							2023	\$30,494,000	\$30,494,000	
Statewide	NCDOT	NCDOT	Various locations	Funding for operating assistance.		Public Transportation (Transit)	Operations and Maintenance	99	Statewide Project	TM-0025	Public Transit	5310, L							2022	\$4,212,000	\$4,212,000	
Statewide	Statewide	FTA	Statewide	5311(F) Intercity bus funds for FTA grants.		Public Transportation (Transit)	Operations and Maintenance	99	Statewide Project	TI-6109	Public Transit	5311							2021	\$2,698,000	\$2,698,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
Statewide	Statewide	FTA	Statewide	Funding for 5311 State administration.		Public Transportation (Transit)	Operations and Maintenance	99	Statewide Project	TK-4900Z	Public Transit	5311							2021	\$3,080,000	\$3,080,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
Statewide	Statewide	FTA	Statewide	Funding for state administration of Appalachian Development Transportation Assistance Program.		Public Transportation (Transit)	Operations and Maintenance	99	Statewide Project	TK-4902	Public Transit	ADTAP							2021	\$235,000	\$235,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
Statewide	Statewide	FTA	Systemwide	Funding 5329 State safety and oversight.		Public Transportation (Transit)	Operations and Maintenance	99	Statewide Project	TS-7001	Public Transit	FED, L, S							2020	\$4,676,000	\$4,676,000	
Statewide	Statewide	FTA	Systemwide	Funding for 5310 state administrative funds.		Public Transportation (Transit)	Operations and Maintenance	99	Statewide Project	TM-0036	Public Transit	5310							2022	\$567,000	\$567,000	
Statewide	Statewide	FTA	Systemwide	Funding for section 5310 for Rural project.		Public Transportation (Transit)	Operations and Maintenance	99	Statewide Project	TQ-6954	Public Transit	5310, L							2021	\$25,935,000	\$25,935,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
Statewide	Statewide	FTA	Systemwide	Statewide RTAP.		Public Transportation (Transit)	Operations and Maintenance	99	Statewide Project	TS-4900Z	Public Transit	RTAP							2021	\$480,000	\$480,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
Statewide	NCDOT	NCDOT	Systemwide	5303 Metropolitan Transportation Planning Funds For FTA Grants.		Public Transportation (Transit)	Planning	99	Statewide Project	TU-0005	Public Transit	5303, L, S							2022	\$10,809,000	\$10,809,000	

2026-2035 WMPO TRANSPORTATION IMPROVEMENT PROGRAM - Statewide Projects																						
Final STIP (Adopted by the Board of Transportation on July 9, 2025)																						
NOTES: LAST UPDATED 6/18/2025. ANY AMOUNTS PROGRAMMED FOR ACTIVITIES OTHER THAN RIGHT-OF-WAY, UTILITIES, OR CONSTRUCTION ARE INCLUDED UNDER "OTHER ACTIVITIES"																						
BASIC PROJECT INFORMATION										FISCAL YEAR PROJECT PHASE SCHEDULED TO START												
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	LOCATION DESCRIPTION	DESCRIPTION OF WORK	LENGTH (MILES)	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	FUNDS FOR OTHER ACTIVITIES	TOTAL FUNDS NEEDED	COMMENT
Statewide	NCDOT	NCDOT	Various locations	H.O.P.E Grant opportunity from the FTA. Discretionary Grant awarded by FTA. Planning and design in preparation for electric vehicle deployment.		Public Transportation (Transit)	Planning	99	Statewide Project	TU-0003	Public Transit	5303, 5312, S							2021	\$222,000	\$222,000	ADD PROJECT TU-0003 TO STIP FOR FFY 2021. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF IMD.
Statewide	Statewide	FTA	Systemwide	5304 Planning.		Public Transportation (Transit)	Planning	99	Statewide Project	TP-5154	Public Transit	5303, L							2020	\$5,136,000	\$5,136,000	
Statewide	Queen City Express	NCDOT	Wilmington to Charlotte	Subsidy for intermodal rail service between Port of Wilmington and Charlotte.		Rail	Other	99	Statewide Project	C-5600VA	Exempt	CMAQ							2025	\$250,000	\$250,000	
Statewide	Various	NCDOT	Routes statewide in the Division Needs category.	Funding for statewide rail preliminary engineering.		Rail	Other	99	Statewide Project	P-5602DIV	Division 99	T							2020	\$4,800,000	\$4,800,000	
Statewide	Various	NCDOT	Routes statewide in the Regional Impact category	Funding for statewide rail preliminary engineering.		Rail	Other	99	Statewide Project	P-5602REG	Region SW	T							2020	\$4,800,000	\$4,800,000	
Statewide	Various	NCDOT	Routes statewide in the Statewide Mobility category.	Funding for statewide rail preliminary engineering.		Rail	Other	99	Statewide Project	P-5602SW	Statewide Mobility	T							2020	\$6,400,000	\$6,400,000	
Statewide	Various	NCDOT	Routes statewide.	Funding for statewide rail preliminary engineering.		Rail	Other	99	Statewide Project	P-5602												IN PROGRESS
Statewide	Various	NCDOT	Locations statewide.	Funding for traffic separation study implementation and closures program administration.		Rail	Rail-Highway Grade Crossing Closure	99	Statewide Project	RC-2000	Statewide Mobility											PROGRAMMED FOR PLANNING ONLY.
Statewide	Various	NCDOT	Various locations	Funding for traffic separation study implementation and closures - unprogrammed balance.		Rail	Rail-Highway Grade Crossing Closure	99	Statewide Project	Y-5500	Division 99	RR	2021	\$1,500,000			2020	\$7,560,000		\$9,060,000	\$9,060,000	RIGHT-OF-WAY IN PROGRESS
Statewide	Various	NCDOT	Locations statewide.	Funding for highway-rail grade crossing safety improvements program administration.		Rail	Rail-Highway Grade Crossing Improvement	99	Statewide Project	RX-2000	Statewide Mobility											PROGRAMMED FOR PLANNING ONLY.
Statewide	Various	NCDOT	Locations statewide.	Funding for passenger rail crossing safety improvement inventory program.		Rail	Rail-Highway Grade Crossing Improvement	99	Statewide Project	RX-2100	Division 99	RR							2021	\$3,000,000	\$3,000,000	PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY
Statewide	Various	NCDOT	Locations statewide.	Funding for railway-highway crossings program - unprogrammed balance.		Rail	Rail-Highway Grade Crossing Improvement	99	Statewide Project	RX-9999	Division 99	RR					2024	\$106,260,000		\$106,260,000	\$106,260,000	
Statewide	Various	NCDOT	Various	Improve passenger rail crossing safety inventory program.		Rail	Rail-Highway Grade Crossing Improvement	99	Statewide Project	RX-2600	Division 99	RR							2027	\$2,000,000	\$2,000,000	PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY
Statewide	Various	NCDOT	Various locations	Construct highway-rail grade crossing safety improvements.		Rail	Rail-Highway Grade Crossing Improvement	99	Statewide Project	Z-5400	Division 99											IN PROGRESS
Statewide	Various	NCDOT	Various locations	Construct highway-rail grade crossing safety improvements.		Rail	Rail-Highway Grade Crossing Improvement	99	Statewide Project	Z-5700	Division 99											IN PROGRESS
Statewide	Various	NCDOT	Various locations	Construct highway-rail grade crossing safety improvements.		Rail	Rail-Highway Grade Crossing Improvement	99	Statewide Project	Z-5800	Division 99	RR	2021	\$500,000			2020	\$3,280,000		\$3,780,000	\$3,780,000	



NORTH CAROLINA
Department of Transportation



Division 3 Alternative Selection Process

Chad Kimes, PE, Deputy Division Engineer

November 28, 2018

ncdot.gov

Overview

- Concept to Let
- Project Examples
 - Military Cutoff Road and Eastwood
 - Surf City Bridge
 - Hampstead Bypass
- Q & A

Key Factors to Consider

- Purpose and Need
- Environmental Impacts – Wetland & Streams, Avoidance Minimization
- Property Impacts - Relocations
- Traffic Data – Traffic Forecast & Capacity Analysis (LOS & Delay)
 - Travel Times or LOS of Roadway Segment
- Local Agency and Public Input
- Benefits vs Cost
- Growth/New Development Within Project Limits
- Constructability

3

Key Stakeholders

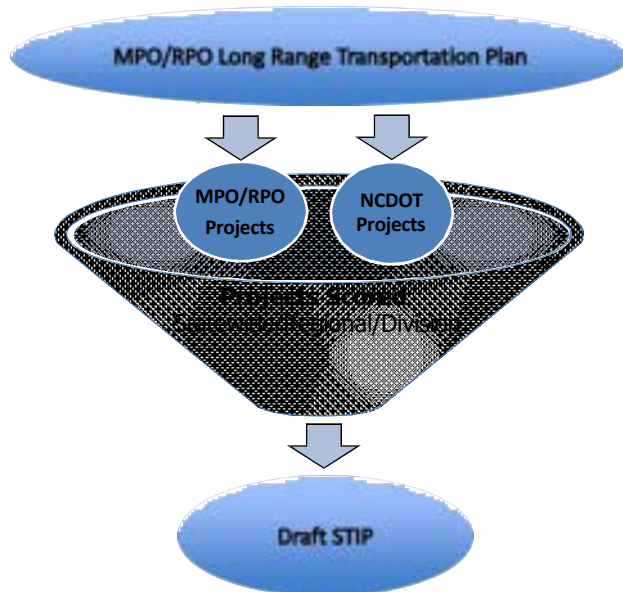
- NCDOT
- MPO/RPO
- Municipal/County
- Environmental Agencies
- Design Firm
- Public Input – Property, Business Owners and Commuters

4

Project Origin and Prioritization

5

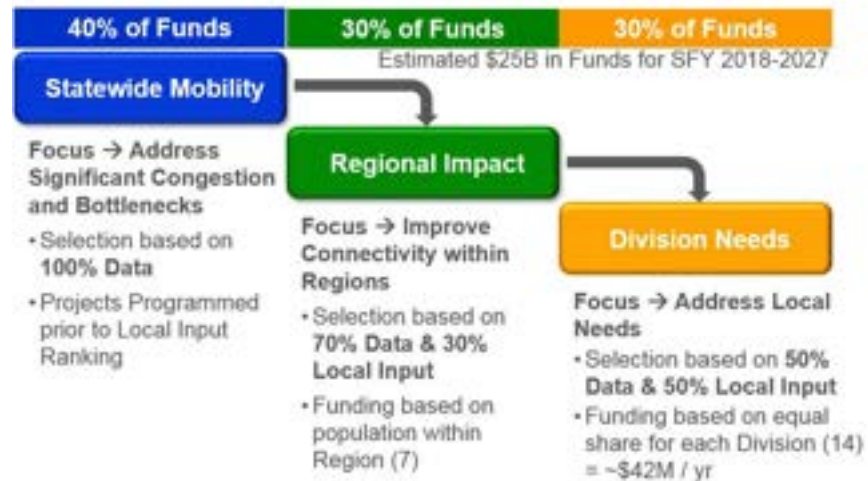
Project Origin and Prioritization



6

Project Origin and Prioritization

How STI Works



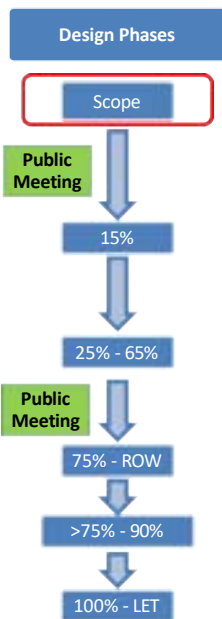
7

Project Origin and Prioritization

8

Scoping

9



Scoping Meeting

- NCDOT, MPO, RPO, City, County Present
- Purpose and Need Discussed
- Project Limits Established
- Environmental / Planning Documents Discussed
- Tentative Public Meeting Dates
- Design Considerations:
 - Bicycle and Pedestrian Accommodations
 - Design Disciplines (Drainage, Structures, Signals, etc.)
 - Aesthetics
 - Landscaping

10

Environmental

11

Environmental

Environmental / Planning Documents:

- Required for Merger and Non-Merger
- Required to Purchase Right of Way
- Right of Way Acquisition Needed for Utility Relocation and Project Construction

Merger or Non-Merger Documents:

- Environmental Impact Statement (EIS) / Record of Decision (ROD) – 3 Years
- Environmental Assessment (EA) / Finding of No Significant Impact (FONSI) – 2 Years

Non-Merger Documentation Only:

- Categorical Exclusion (CE) – 1 Year
- Minimum Criteria Determination Checklist (MCDC) – 1 Year

12

Environmental

Section 404 NEPA Merger Process

Generally Applies to:

- All New Location Projects
- Projects Requiring Individual Permit under Section 404 of the Clean Water Act from US Army Corps of Engineers

Is a Section 404 Individual Permit Required?:

- **Items to Consider:**
 - Wetland Impacts (One Acre or Greater)
 - Stream Impacts (500 Feet or Greater)
 - Water Supply Critical Areas
 - Buffer Rules
 - CAMA – Areas of Environmental Concern
 - Threatened and Endangered Species
 - Section 4(f)/Section 106 (Historic, Parks, etc.)
 - Environmental Justice
 - High Level of Public Controversy
 - Unusually High Relocations

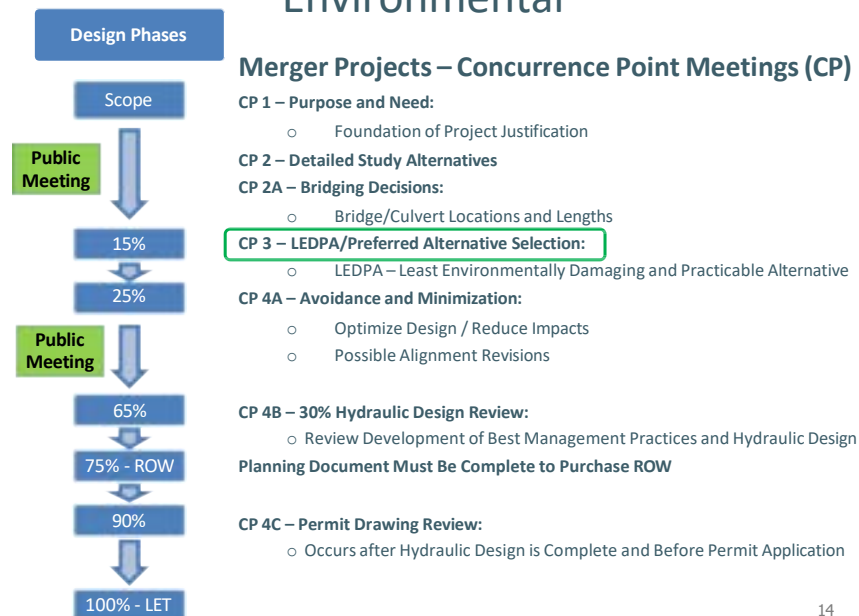
If Section 404 Individual Permit is Likely Required:

- FHWA, USACE, NCDENR and NCDOT Determine Whether Project is Placed in Merger Process

13

Environmental

Merger Projects – Concurrence Point Meetings (CP)



14

Public Involvement

15

Public Involvement

Design Phases

Scope

Public Meeting

15%

25% - 65%

Public Meeting

75% - ROW

>75% - 90%

100% - LET

Prior to Public Meeting

Data Collection:

- Mapping, Traffic, Environmental, Design Criteria, Cost

Concept Review Meeting:

- NCDOT, MPO, RPO, City, County Present
- Impacts Matrix Reviewed
- Eliminate Alts – Either Infeasible and/or Do Not Meet Purpose and Need
- Carry Forward Two Alternatives (min) for Public Meeting

STIP Project U-5751 - Study Alternatives (Rev 10/12/2018)

Feature	Alt 1	Alt 2 (Rev)	Alt 3 (Rev)	Notes
Design Type	DD	Flared	Trumpet	
Length (miles)	0.89	0.15	0.45	
Traffic	Level of Service (Intersection)	D	F	N/A
	Level of Service (Highway)	See attached	See attached	See attached
	Free Flow Movements	None	WB Left	All movements
	Signals Required	0	0	0
Wetland Impacts - 608 (Acres)	1.98	1.12	1.04	30' offset from right-of-way; does not include bridge impacts
Wetland Impacts - 616A (Acres)	2.29	0.66	0.75	30' offset from right-of-way; does not include bridge impacts

Partial Matrix

16

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Design Phases

Scope

Public Meeting

15%

25% - 65%

Public Meeting

75% - ROW

>75% - 90%

100% - LET

Public Involvement

Public Meeting:

- Public Invited Two Weeks Before Public Meeting
- Local Officials Invited to Local Officials Meeting
- Property Owners and Business Owners Invited
- Invites Sent via News Outlets, Postcards and Email

STIP Project No. U-5735
 U.S. 17 (Wilmington Highway) and Old Maplehurst Road (S.R. 1190)
 Interchange Improvements
 Onslow County

Public Meeting Notice

August 27, 2018
 1:00 PM to 3:00 PM

Center for Public Safety
 200 Marine Blvd
 Jacksonville, NC 28540

Project design concepts can be viewed at the following website:
dot.ncdot.gov
 (Branched to 20180806)

The N.C. Department of Transportation will hold an Open House Public Meeting for the proposed interchange and associated improvements at U.S. 17 (Wilmington Highway) and Old Maplehurst Road (S.R. 1190) near the M&M New River Main Gate in Onslow County. The proposed project includes an interchange at Old Maplehurst Road/U.S. 17 and improvements at the Douglas Road/U.S. 17 intersection.

Interested citizens are encouraged to attend the Open House Public Meeting any time between 1 p.m. and 3 p.m. Please note there will be no formal presentation.

Anyone desiring additional information regarding the project may contact Tracy Howell, PE, NCDOT District 5 Design Engineer at (919) 344-0900 or by email tracy.howell@ncdot.gov. Comments may be submitted until September 10, 2018.

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in this meeting. Anyone requiring special services should contact Diane Wilson via email at dawilson1@ncdot.gov or by phone at (919) 707-4073 as early as possible, so that these arrangements can be made.

17

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Public Involvement

- Maps of All Alternatives
- Public Hearing Maps with Anticipated Impacts
- Visualizations: Videos and 3D Renderings
- Technical and ROW Staff Mandatory at Meetings
- Separate Public Meetings for Private and Business Properties, if needed.







9

Alternative Selection

19

Alternative Selection

Design Phases

Scope

Public Meeting

15%

25% - 65%

Public Meeting

75% - ROW

>75% - 90%

100% - LET

LEDPA / Alternative Selection Meeting:

- NCDOT, MPO, RPO, City, County Present
- Public Comment Discussed
- Revised Maps Reviewed
- Revised Impacts Matrix Reviewed
- Purpose and Need Statement Reaffirmed
- **SELECT ALTERNATIVE**

Impacts Since Revision:

Increased
Decreased

Partial Matrix

Alternative	1 SINGLE POINT - US 57 OVER	2 TIGHT DIAMOND - US 57 OVER	3 PARTIAL CLOVERLEAF - US 57 OVER	4 TIGHT DIAMOND - US 57 UNDER
FEATURE				
Length (miles)	3.8	3.8	3.8	3.8
Travel Delay (seconds of delay per vehicle (DM/PM))	33.8 / 39.3	37.2 / 39.3	31.5 / 20.9	37.2 / 18.2
Level of Service (AM/PM)	C / B	B / B	C / C	B / B
Delineated Wetland Impacts ¹ (acres)	4.62	4.20	3.74	4.88
Delineated Stream Impacts ² (linear feet)	765	762	620	910
Pond Impacts (acres)	0	0	0.18	0
Displacements				

Project Examples

21

Military Cutoff Road and Eastwood

August 21, 2017 – First Public Meeting

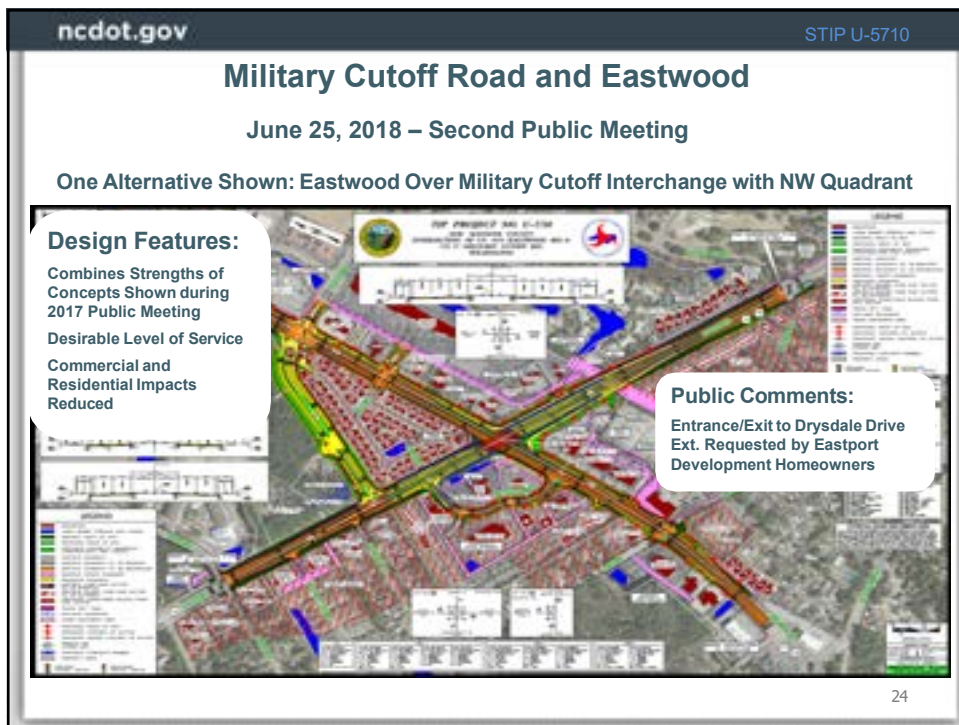
Alternative 1 – Single Point Urban Interchange (Eastwood Over Military Cutoff)

Design Features:

- Better Level of Service at Main Intersection
- Increased Commercial and Residential Impacts



22



Military Cutoff Road and Eastwood

October 11, 2018 – 65% Plans (Drysdale Ext. – New Location)

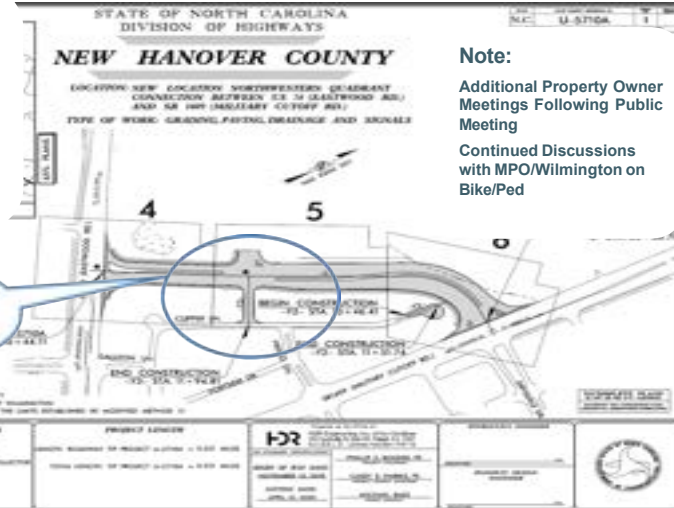
Incorporated Public Comment by:

Improved Eastport Access to Drysdale Drive Ext.
Improved Bike/Ped Accommodations
Additional Emergency Service Access

Note:

Additional Property Owner Meetings Following Public Meeting
Continued Discussions with MPO/Wilmington on Bike/Ped

Eastport Access to Drysdale Ext.



25

The Bridge at Surf City (B-4929)

Accelerated Completion Date ~~September 2019~~ December 2018

Does NCDOT incorporate ideas from the external partners?



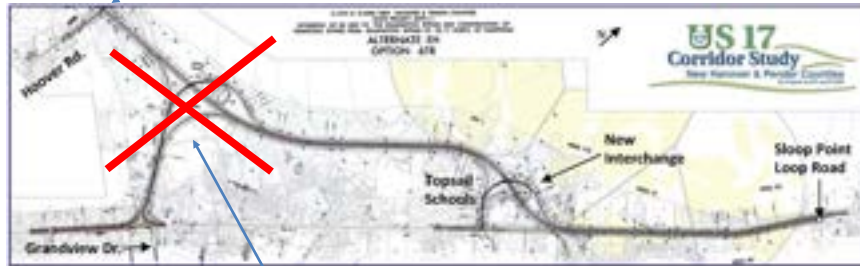
Typical Section Design is in collaboration with Surf City.



26

Does NCDOT incorporate ideas from the external partners?

Added the Hoover
Road Interchange



Midtown Interchange was moved to Hoover Road as a result of input from the County.

27

Questions?



28

TAC Boards and the State Ethics Commission

Local officials serving on a transportation planning organization's executive/advisory committee are referred to as **TAC Members**. The transportation legislation which created the 37 North Carolina Metropolitan or Rural Planning Organizations (MPOs or RPOs) can be found at N.C.G.S. § 136-200.2(g) (MPO) and N.C.G.S. § 136-211(f) (RPO).

Although not "covered persons" as defined by the State Ethics Act, TAC members and alternates of all MPOs and RPOs are required to file initial and annual financial and real estate disclosures called the **Statement of Economic Interest (SEI) form** and **Real Estate Disclosure (RED) form**. These two forms are filed with the Ethics Commission within 60 days of initial appointment and thereafter during the annual filing season which runs concurrent to tax season--**Jan to April 15th**. Be advised that failure to file may result in fines of up to \$500 annually and possible criminal penalties.

Because TAC members are not covered persons, you are not required to participate in ethics education offered by the State Ethics Commission, but rather you receive ethics education through the UNC-CH School of Government.

FILING OF FINANCIAL AND REAL ESTATE DISCLOSURES

Electronic Filing

As of 2019, the quickest, most secure way to file is in our **electronic filing system**. This informational walk-through is intended to get you over a few common obstacles.

Online account creation Create an account here: <https://ethicssei.nc.gov/Efile/>

Your Ethics Commission account will be personal to you. Therefore, it does not matter what email you use to create your account, so use the email that is convenient for you.

The password rules for creating your filing account are:

1. 8 character minimum
2. Special character such as (*%&#@+)
3. A digit (0-9)
4. An uppercase letter

You may want to keep a record of your email and password for future filings. We can reset your password and tell you which email you used if you forget.

****ONLINE FILING NO LONGER REQUIRES AN NCID.**** The system uses email verification—it will send a link to the email address you used to make an account. By clicking on the verification link, you activate a live account and can begin filing. The verification email should arrive within a minute or so: If you do not receive the email with the verification link in it within 90 seconds, check your Junk and Spam folders. *HINT: the generated email is a bot and many government spam filters block it. Ask your IT System Administrator to look for an email from SEI@ethics.nc.gov.* If you have trouble with this step, contact the State Ethics Commission using the contact info below.

Electronic forms

The online filing is a smart form. It will launch questions and propose answers based on your previous answers, and retains your financial information which is a great help for filing from year to year.

Depending on the answers to the initial 8 questions, the system will start a **Long form** or a **No Change form**. New members: since you did not file last year and are new to a board, you will be required to file a Long Form SEI.

CANDIDACY QUESTION: (if activated) answer **NO** and hit NEXT in bottom right corner. (Note: the candidacy question does not pertain to local officials or local elections.)

REASON FOR FILING: choose "serving on a **BOARD OR COMMISSION**" -> click **+** symbol -> then in drop down board list, choose "[YOUR] MPO or RPO TAC".

If you serve on more than one covered Board (e.g. community college trustee), you may choose multiple answers.

!! IMPORTANT !! You are filing with the State Ethics Commission because you sit on a TAC board, and **not** because you are an elected local official. When you correctly select your MPO TAC or RPO TAC as your Reason for Filing, the electronic system will automatically generate a **Real Estate Disclosure form** for you to complete your filings. If you do not know your TAC's official name, call us! **DO NOT SELECT** "Local Government Commission", "Board of Transportation" or any other non-TAC boards as your reason for filing **or you will be required to re-file**.

FILER INFORMATION: You can import your information (box at top of page), then fill in the rest of the information. Boxes marked with (*) are required fields.

DISCLOSURE SECTIONS: **Please read the questions** and answer each question correctly, fully and responsively. You will be asked to list real estate ownership, associations, etc. **Especially note and complete your sources of income question:** if overlooked on the filing, it will cause you to be asked to refile. Be sure to disclose responsively.

If you are interrupted, the system will remember where you leave off—you can pick right up the next time you log in.

CONFIRMATION: To finish filing, you must have completed the entire form and electronically signed it by checking the two affirmation boxes, which is signing both forms.

You can be assured that you have successfully filed if 3 things happen: 1. A pop-up will appear with a Confirmation number 2. Your In-Progress SEI will now show as a Completed SEI in your account 3. You receive an email with a copy of your filed SEI. **CONFIRMATION WILL BE VERY CLEAR.**

ADDITIONAL INFORMATION FOR TAC FILERS

Paper filings

SEI and RED forms may be downloaded and completed manually. [MPO/RPO TAC Filers | Ethics Commission \(nc.gov\)](#) is the MPO/RPO page where you can access paper and electronic forms. Paper forms must be mailed (or hand delivered with an appointment) and postmarked by the deadline. Use the P.O. Box address on the form.

Evaluations

The State Ethics Commission staff has the responsibility of reviewing and evaluating all financial disclosures for potential conflicts of interest. We provide an evaluation letter to you at the time of your initial filing and annually thereafter. The evaluation letter is intended to help you begin thinking in terms of potential conflicts of interest, as well as advise you on how to handle any potential conflict that may arise in the course of your public duties.

Assistance

The State Ethics Commission Staff is here to help you fulfill your statutory obligations. If you have any questions regarding the SEI or RED, general questions on how to complete the form, or timing of filings, we will be happy to help you complete your filing requirements. Contact the staff member at the bottom of this document if you need help.

Finally, the Ethics Commission thanks you for your service to your local North Carolina communities.

Susanne L. Sing

Susanne L. Sing | Compliance Analyst

STATE ETHICS COMMISSION

P.O. Box 27685

RALEIGH, NC 27611

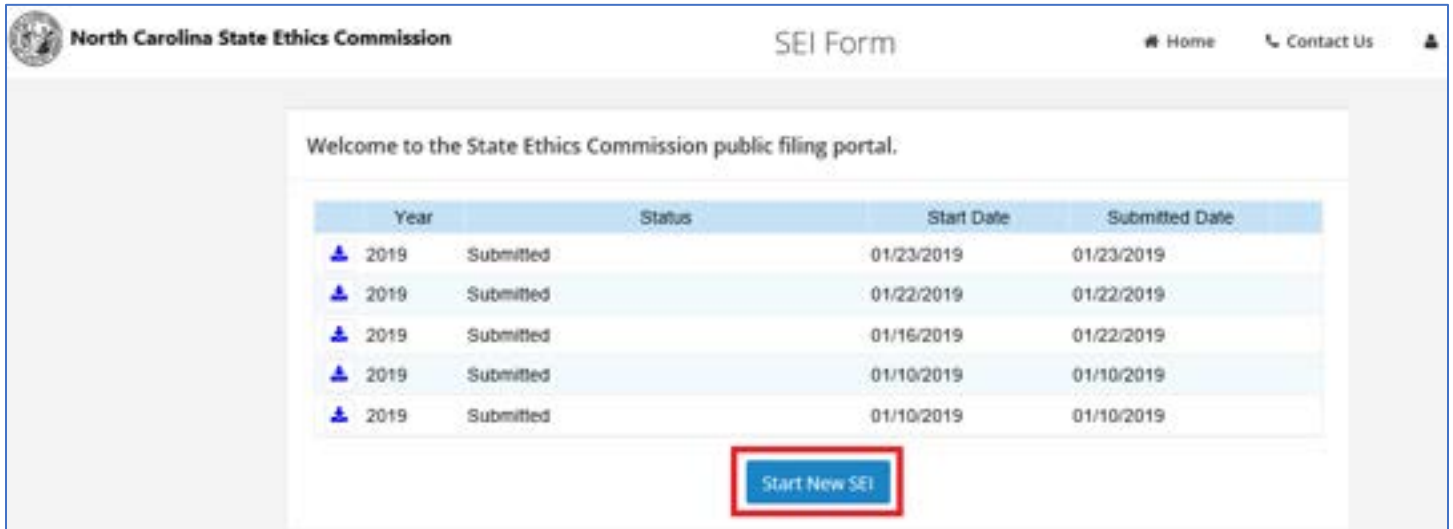
919.814.3607 o | SUSANNE.SING@ETHICS.NC.GOV

<https://ethics.nc.gov>



How to start your SEI Filing?

1. Once you are logged in to the SEI e-Filing portal: <https://ethicssei.nc.gov/efile>, you will see the screenshot below.
 - o Click the “Start New SEI” button.



North Carolina State Ethics Commission

SEI Form

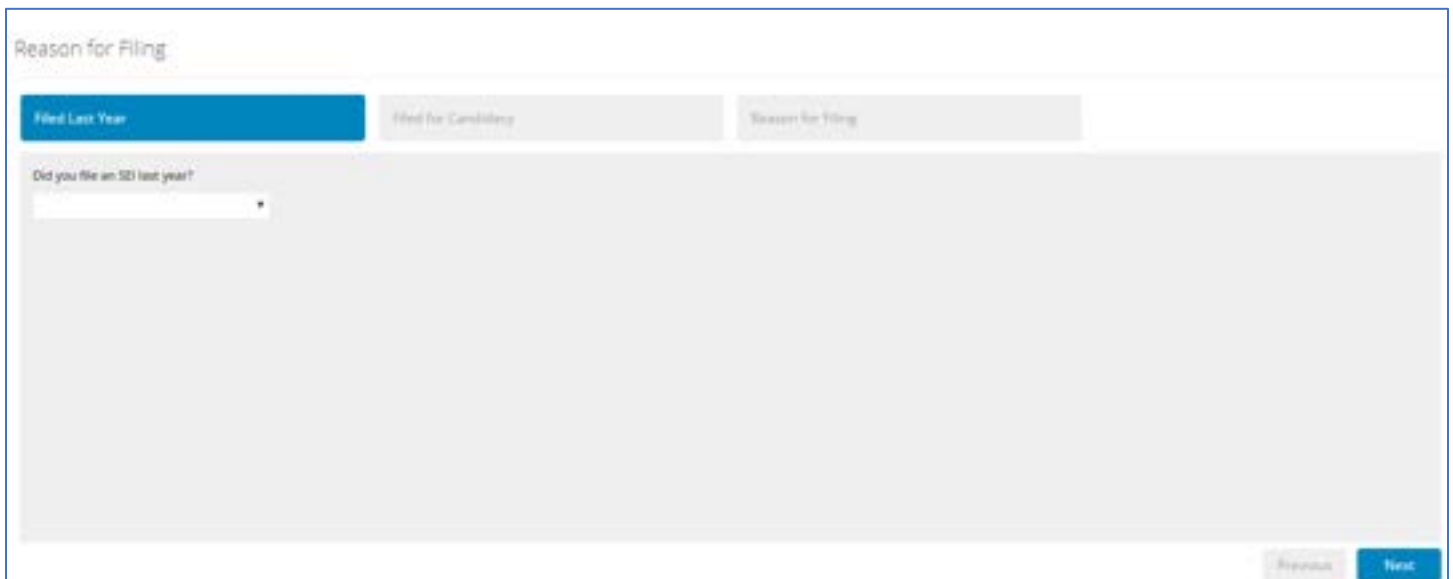
Home Contact Us

Welcome to the State Ethics Commission public filing portal.

Year	Status	Start Date	Submitted Date
2019	Submitted	01/23/2019	01/23/2019
2019	Submitted	01/22/2019	01/22/2019
2019	Submitted	01/16/2019	01/22/2019
2019	Submitted	01/10/2019	01/10/2019
2019	Submitted	01/10/2019	01/10/2019

Start New SEI

2. You will see the “Reason for Filing” as shown below.



Reason for Filing

Filed Last Year Filed for Candidacy Reason for Filing

Did you file an SEI last year?

Previous Next

Want to submit an SEI?

3. A) If you did not file an SEI last year, select “No” for “Did you file an SEI last year?” question, and then click the “NEXT” button to advance to next tab. Note: you may have to scroll down the page to see the “Next” button.

OR

- B) If you select “Yes” for “Did you file an SEI last year?” question, additional questions will show on the screen as shown below.

The screenshot shows the 'Reason for Filing' screen with three tabs: 'Filed Last Year' (active), 'Filed for Candidacy', and 'Reason for Filing'. The 'Filed Last Year' tab contains a series of questions, each with a 'Yes' or 'No' dropdown menu. The questions are: 'Did you file an SEI last year?', 'Has there been a change in Marital Status?', 'Has there been a change in Employer Information?', 'Has there been a change in your Reason for Filing (change of position)?', 'Has there been a change in Family Information?', 'Has there been a change in Real Property Interests?', 'Has there been a change in Financial Interests?', and 'Has there been a change in Professional and Civic Relationships?'. Each question has a 'More Info' link. At the bottom right, there are 'Previous' and 'Next' buttons.

Answer the questions on this screen and click the “Next” button to advance to next tab. Note: you may have to scroll down the page to see the “Next” button.

4. For off-year candidacy periods, “**Filed for Candidacy**” tab does not need to be completed. Hit "next."
o For on-year candidacy periods, you must answer questions and click the “Next” button to advance to next tab.

The screenshot shows the 'Reason for Filing' screen with three tabs: 'Filed Last Year', 'Filed for Candidacy' (active), and 'Reason for Filing'. The 'Filed for Candidacy' tab contains a red-bordered box with the following text: 'The candidacy question(s) is ONLY available once the filing period begins for an office that falls under the ethics act. Before or after the available time period, this question is not available as there should be no filings.' Below this text are two questions, each with a dropdown menu: 'Have you filed to run for office in 2019 (are you a candidate)?' and 'Are you a candidate running for a position that you do NOT currently hold?'. Each question has a 'More Info' link. At the bottom right, there are 'Previous' and 'Next' buttons.

5. You must answer all **Reason for Filing** questions below.

Note: As you answer these questions on the screen, additional questions can show up based on your responses.
For example:

a) If you answer “Yes” for the question “Are you currently serving or being considered to serve on a Board or Commission?”, an additional question pops up as shown below.

b) You must click on the “+” button to specify Board/Commission. This will open a window with additional questions as shown below.

c) Answer all questions and click the “Save” button.

Want to submit an SEI?

6. Once you have answered all questions on the “Reason for Filing” screen, click “Finish” button.
7. This will bring you to the “SEI Filing” page as shown in the screenshot below.

The screenshot shows the "SEI Filing" page. At the top, it says "2019 Statement of Economic Interest". Below this, there are four progress bars: "Filing Start Date: 01/17/2019" (Completed), "Filing Type: New" (Completed), "Reason for Filing" (Completed), and "Filer Information (Includes Contact and Employer)" (Not Started). At the bottom left is a "Review Forms" button, and at the bottom right is a "Submit" button.

8. Click on the row with “Filer Information (Includes Contact and Employer) - Not Started. This will bring you to the “Filer Information (Contact and Employer)” screen as shown below. Enter all the required fields (shown with a red asterisk). You can click the “Import from Profile” button to pre-populate some of your information that you had provided during your Account creation/registration process.

The screenshot shows the "Filer Information (Contact and Employer info)" form. It has a red border. At the top, it says "To prefill your filer information from what you entered as part of your account profile, click this button." followed by an "Import from Profile" button. Below this, there are several sections of form fields:

- Name/Birth Date:** Title (dropdown), First Name* (text), Middle Name (text), Last Name* (text), Suffix (dropdown), Birth Date* (text).
- Phone/Email:** Daytime Phone Number* (text), Alternate Phone Number (text), E-Mail Address* (text).
- Mailing Address:** Street 1* (text), Street 2 (text), City* (text), State* (dropdown), Zip* (text).
- Residential Address:** Same as mailing address? (checkbox), Street 1 (text), Street 2 (text), City (text), State (dropdown), Zip (text).
- Employment Information:** Current Employer* (text), Job Title* (text), Nature of Business* (text).

At the bottom left is a "Back" button, and at the bottom right is a "Finish" button.

- o Once you have filled in all the required fields, click on the “Finish” button.

9. This will bring you back to the “SEI Filing” page as shown in the screenshot below. You will notice additional rows have now been added to this page. You can clearly see the particular sections that you have “Completed” and the sections that you have “Not Started”.

SEI Filing

2019 Statement of Economic Interest

Filing Start Date: 01/17/2019
Filing Type: New

Reason for Filing	Completed
Filer Information (Includes Contact and Employer)	Completed
Family Information	Not Started
Property Interests (Includes REDI)	Not Started
Financial Interests	Not Started
Professional and Civic Relationships	Not Started
Other Disclosures	Not Started
Add Attachments	Not Started

Review Forms Submit

10. Click on the row with “Family Information” - Not Started. This will bring you to the “Family Information” screen as shown below.

Family Information

Do immediate family members reside in your household?

Note: The term **immediate family** includes your spouse (unless legally separated). It also includes members of your extended family (your and your spouse's children, grandchildren, parents, grandparents, and siblings, and the spouses of each of those persons) who reside in your household.

Finish

11. If you answer “Yes” to the “Do immediate family members reside in your household?” question, additional items get added on the screen as shown below.

Family Information

Do immediate family members reside in your household?

Yes

Note: The term **immediate family** includes your spouse (unless legally separated). It also includes members of your extended family (your and your spouse's children, grandchildren, parents, grandparents, and siblings, and the spouses of each of those persons) who reside in your household.

Add

Relationship	First Name	Middle Name	Last Name	Name Suffix	Initials	Is Unemancipated Minor

Note: The full name of each minor child is NOT public record. It will not be available to the public and will **ONLY** appear on the Confidential Unemancipated Children Form generated at the end of this SEI filing.

Finish

12. Click on the “Add” button to add a family member.

13. This opens a screen as shown below.

Add Immediate Family Member

Relationship: [dropdown]

First Name: [text box]

Middle Name: [text box]

Last Name: [text box]

Suffix: [dropdown]

Initials: [text box]

Employer: [text box]

Job Title: [text box]

Nature of Business: [text box]

Cancel Save

14. Complete all the fields and click the “Save” button.

15. You can add additional family members by repeating Steps 13-15.

16. Once information for all family members has been provided, click the “Finish” button on the page.

17. **Property Interests** section must be completed.

- o Tabs include Ownership, Lease or Rent and Sell or Buy.

Property Interests

Ownership | Lease or Rent TO or FROM the State of NC | Sell or Buy TO or FROM the State of NC

As of December 31, 2018, did you or any members of your immediate family have an ownership interest in North Carolina real estate (including your residence) with a market value of \$10,000 or more?

Yes [dropdown]

Add

Owner Of Real Estate	% Ownership	City	County
rob test - Self	22.00%	test	Wake

Previous Next

18. **Financial Interests** section must be completed.

- o Tabs include Stock, Options, Interests in Non-public Owned Companies, Vested Trusts, Liabilities and Income Sources.

The screenshot shows the 'Financial Interests' section of the SEI Public Filing Portal. At the top, there is a header 'Financial Interests'. Below it is a row of tabs: 'Stock' (highlighted in blue), 'Stock Options', 'Interests in a Non-publicly owned Company', 'Vested Trusts', 'Liabilities', and 'Sources of Income'. The main content area contains a question: 'As of December 31, 2018, did you or any members of your immediate family own any stock in a publicly owned company valued at \$10,000 or more?'. Below the question is a dropdown menu. A note follows: 'Note: Do NOT list ownership interests in a widely held investment fund (including mutual funds, regulated investment companies, or pension or deferred compensation plans) if: (i) the fund is publicly traded or its assets are widely diversified; and (ii) neither you nor an immediate family member are able to control the assets held in the mutual fund, investment company, or pension or deferred compensation plan.' At the bottom right, there are 'Previous' and 'Next' buttons.

19. **Professional and Civic Relationships** section must be completed.

- o Tabs include Non-Profit Info, Civic, Prof Relationship, Legal Fees, Prof Consulting Fees, Board Relationship and Lobbyist.

The screenshot shows the 'Professional and Civic Relationships' section of the SEI Public Filing Portal. At the top, there is a header 'Professional and Civic Relationships'. Below it is a row of tabs: 'Nonprofit Information' (highlighted in blue), 'Civic Organization Information', 'Professional Relationship', 'Legal Fees', 'Professional/Consulting Fees', 'Board Relationship Information', and 'Lobbyist Information'. The main content area contains a question: 'During 2018, were you or any members of your immediate family a director, officer, governing board member, employee, independent contractor, or registered lobbyist of a nonprofit corporation or organization operating in the State of North Carolina primarily for religious, charitable, scientific, literary, public health and safety, or educational purposes?'. Below the question is a dropdown menu. Two notes follow: 'Note: Do NOT list State boards or entities, or entities created by a political subdivision of the State.' and 'Note: Do NOT list organizations of which you are a mere member.' At the bottom right, there are 'Previous' and 'Next' buttons.

20. **Other Disclosures** section must be completed.

- o Tabs include Gifts, Scholarships, Contributions, Felony Convictions, Other Information.

Other Disclosures

Gifts Scholarships Contributions Felony Convictions Other Information

During 2018 after you were appointed, employed, or filed or were nominated as a candidate, did you:

- receive any "gift(s)" exceeding \$250 per quarter from a person or group of persons acting together,
- when both you and those person(s) were outside North Carolina, at the time you accepted the gift(s),
- under circumstances that would lead a reasonable person to conclude that gifts were given for lobbying?

To answer Yes, all three conditions must apply.

Note: Do NOT report gifts given by members of your extended family.
Note: Do NOT report gifts you have previously reported on the "Expense Report for Exempted Persons."

Previous Next

21. After you successfully complete all SEI sections, SEI Filing home page shown below lists status for each section.

North Carolina State Ethics Commission SEI Filing Home Contact Us

2019 Statement of Economic Interest

Filing Start Date: 01/24/2019
Filing Type: New

Reason for Filing	Completed
Filer Information (Includes Contact and Employer)	Completed
Family Information	Completed
Property Interests (Includes RED)	Completed
Financial Interests	Completed
Professional and Civic Relationships	Completed
Other Disclosures	Completed
Add Attachments	

Review Forms Submit

22. How to add attachments

- o You can add attachments when editing an SEI.
- o Note: Once an SEI is submitted, attachments cannot be added; this would require submitting an SEI Supplemental.
- o Screenshot below shows “Add Attachment” link on SEI public e-filing portal Home Page (admin screen).

North Carolina State Ethics Commission

SEI Filing

Home Contact Us

2019 Statement of Economic Interest

Filing Start Date: 01/24/2019
Filing Type: New

Reason for Filing	Completed
Filer Information (Includes Contact and Employer)	Completed
Family Information	Not Started
Property Interests (Includes RED)	Not Started
Financial Interests	Not Started
Professional and Civic Relationships	Not Started
Other Disclosures	Not Started
Add Attachments	Not Started

Review Forms Submit

- o After you click on “Add Attachments” link, the Attachment screen is displayed.
- o Attachment screen contains upload instructions, limitations and important notes.

NORTH CAROLINA

SEI Filing

Home Contact Us

Attachments

- **Upload instructions:**
Click on Upload Attachment.
Select the File you want to upload.
- **Limitations:**
Only PDF files may be uploaded.
File size is limited to 10MB.
Name of file cannot exceed 50 characters.
- **IMPORTANT:**
Uploaded documents are publicly available.
Please disclose only information required by each question of the report.
Please redact from any attachment all identifying information, including but not limited to Social Security numbers, account numbers, and any other numbers or information that can be used to access a person's financial resources.

Finish Upload Attachment

23. Click the “Submit” button to submit your SEI.

North Carolina State Ethics Commission

SEI Filing

Home Contact Us

2019 Statement of Economic Interest

Filing Start Date: 01/24/2019
Filing Type: New

Reason for Filing	Completed
Filer Information (Includes Contact and Employer)	Completed
Family Information	Completed
Property Interests (Includes RED)	Completed
Financial Interests	Completed
Professional and Civic Relationships	Completed
Other Disclosures	Completed
Add Attachments	

Review Forms Submit

24. You will now see the “SEI Affirmation” screen as shown below.

- o Check the affirmation checkbox towards the bottom and then click the “Submit” button.

North Carolina State Ethics Commission

SEI Affirmation

Home Contact Us

SEI Affirmation

The information provided in this Statement of Economic Interest and any attachments are true, complete, and accurate to the best of my knowledge and belief.

I have not transferred, and will not transfer, any asset, interest, or property for the purpose of concealing it from disclosure while retaining an equitable interest.

I understand that my Statement of Economic Interest and any attachments except for the Confidential Form regarding Unemancipated Children are public records.

I have read and understand the following statutes:

- N.C.G.S. § 138A-26. Concealing or failing to disclose material information.
A filing person who knowingly conceals or knowingly fails to disclose information that is required to be disclosed on a statement of economic interest . . . shall be guilty of a Class 1 misdemeanor and subject to disciplinary action under G.S. 163A-415.
- N.C.G.S. § 138A-27. Penalty for false information.
A filing person who provides false information on a statement of economic interest . . . knowing that the information is false is guilty of a Class H felony and shall be subject to disciplinary action under G.S. 163A-415.

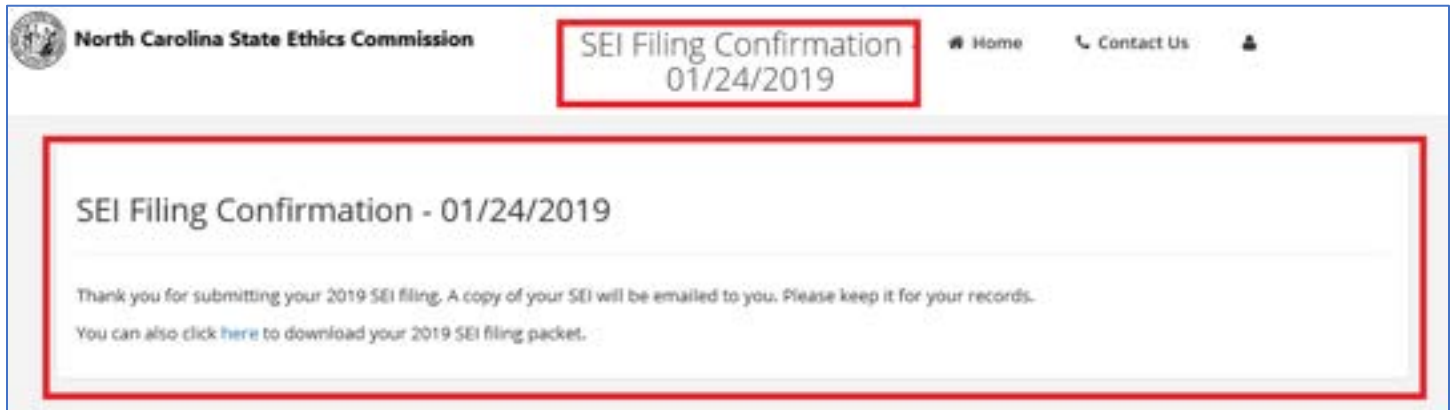
I affirm that I have reviewed my most recently filed 2018 Statement of Economic Interest and that as of December 31, 2018, my responses continue to be true, correct, and complete to the best of my knowledge and belief.

I affirm under penalty of perjury that the foregoing is true and correct.

☒ It is my intention that this check box constitutes my electronic signature. By checking this box, I certify that the information provided in this Statement of Economic Interest and any attachments hereto are true, complete, and accurate to the best of my knowledge and belief.

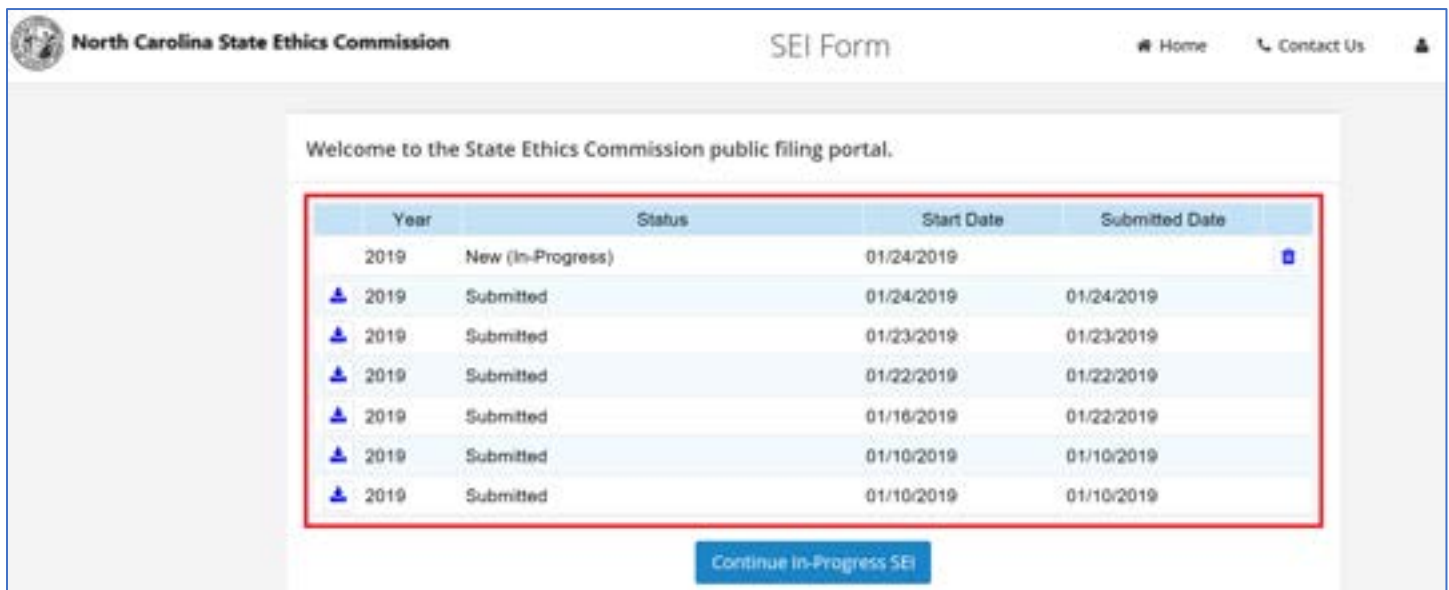
Submit

25. You will receive a confirmation screen as shown below after you have successfully submitted your SEI.



Quick Notes about the new system

1. At any given time, you can only have one SEI submission in-progress. Once you have submitted an SEI, you can create an additional SEI for the given period.
2. You can delete an “In-Progress” SEI, by clicking on the trash icon in right-most column. Note: You cannot delete an SEI which has been submitted.
3. All successfully submitted SEI’s will appear in “SEI Form” home page with a submitted date.
4. While you are in progress of filling in the details for the SEI and have to step away, the system will retain/save the information that you have filled in so far. The next time you log back in, the system will allow you to pick up where you left off by clicking on “Continue In-Progress SEI” button as shown in the screen below.



North Carolina State Ethics Commission

SEI Form

Home Contact Us

Welcome to the State Ethics Commission public filing portal.

Year	Status	Start Date	Submitted Date	
2019	New (In-Progress)	01/24/2019		
2019	Submitted	01/24/2019	01/24/2019	
2019	Submitted	01/23/2019	01/23/2019	
2019	Submitted	01/22/2019	01/22/2019	
2019	Submitted	01/16/2019	01/22/2019	
2019	Submitted	01/10/2019	01/10/2019	
2019	Submitted	01/10/2019	01/10/2019	

Continue In-Progress SEI

5. You will be required to complete all SEI sections as shown in the screen below.



SEI Filing

2019 Statement of Economic Interest

Filing Start Date: 01/17/2019
Filing Type: New

Reason for Filing	Completed
Filer Information (Includes Contact and Employer)	Completed
Family Information	Not Started
Property Interests (Includes RES)	Not Started
Financial Interests	Not Started
Professional and Civic Relationships	Not Started
Other Disclosures	Not Started
Add Attachments	

Review Forms Submit

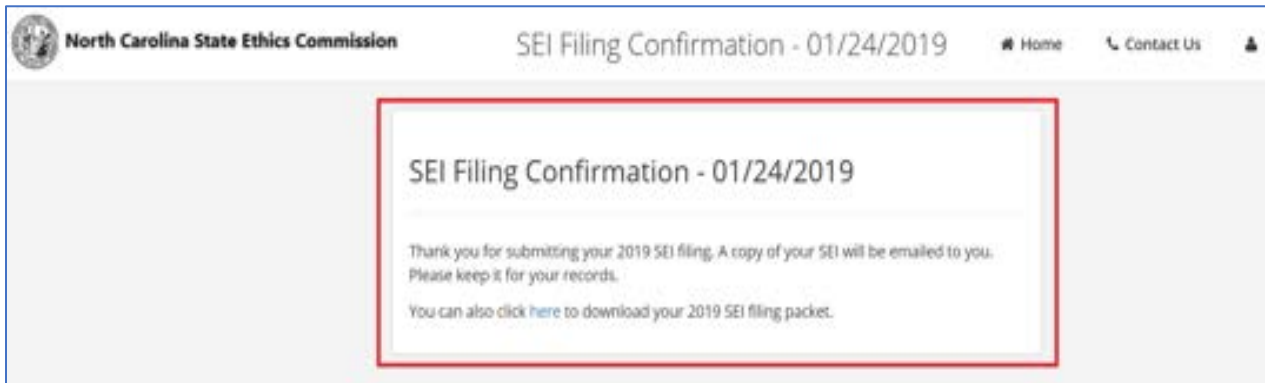
6. You can click on any row that is “Completed” to update that section. Likewise, you can click on any row that is “Not Started” to complete that section of the SEI.
7. SEI e-filing form supports “Required Fields” functionality
 - o When creating or editing an existing SEI (In-Progress), you will receive “Please correct all errors.” message if you attempt to move to the next screen without entering a value for field that is required.
 - o In the example below, if you select:
 - o Yes for “Are you currently serving or being considered to serve on a Board or Commission?” field and do not select a value from Specify Board/Commission drop-down list then ...
 - o You will receive “**Please correct all errors.**” message until a value is selected from Specify Board/Commission drop-down list.

The screenshot shows a web form for the North Carolina State Ethics Commission. It contains several sections: "Legislator", "Employee of State Agency, University, or College", and "Trustee". The "Trustee" section has a question "Are you currently serving or being considered to serve on a Board or Commission?" with a "Yes" selection. Below this is a "Specify Board/Commission" dropdown menu. A red box highlights this section. A red arrow points from the "Yes" selection to a white error message box in the center that says "Please correct all errors." with an "OK" button.

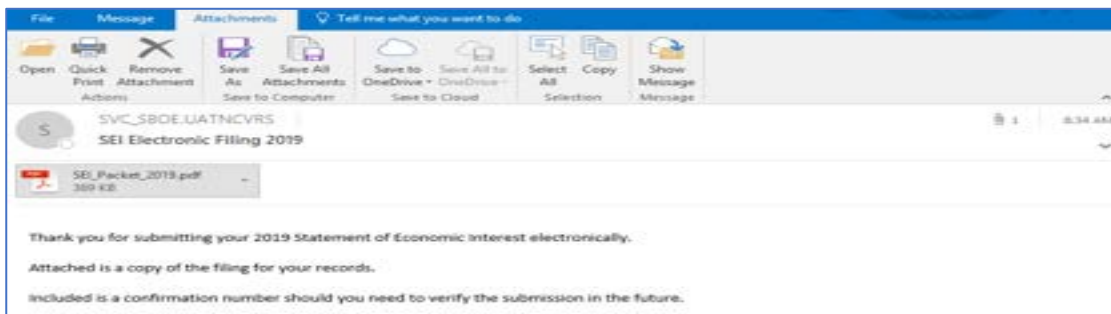
8. You can click on the “Review Forms” button to preview the information that you have provided.
9. After completing all SEI required sections, click the “Submit” button.

The screenshot shows the "2019 Statement of Economic Interest" page on the North Carolina State Ethics Commission website. The page header includes the commission's logo and name, "SEI Filing", and navigation links for "Home" and "Contact Us". The main content area lists various sections of the SEI form, each with a "Completed" status indicator. The sections are: "Filing Start Date: 01/24/2019", "Filing Type: New", "Reason for Filing", "Filer Information (includes Contact and Employer)", "Family Information", "Property Interests (includes RED)", "Financial Interests", "Professional and Civic Relationships", "Other Disclosures", and "Add Attachments". At the bottom of the page, there are two buttons: "Review Forms" and "Submit". The "Submit" button is highlighted with a red box.

10. You will receive a confirmation screen as shown below after you have successfully submitted your SEI.



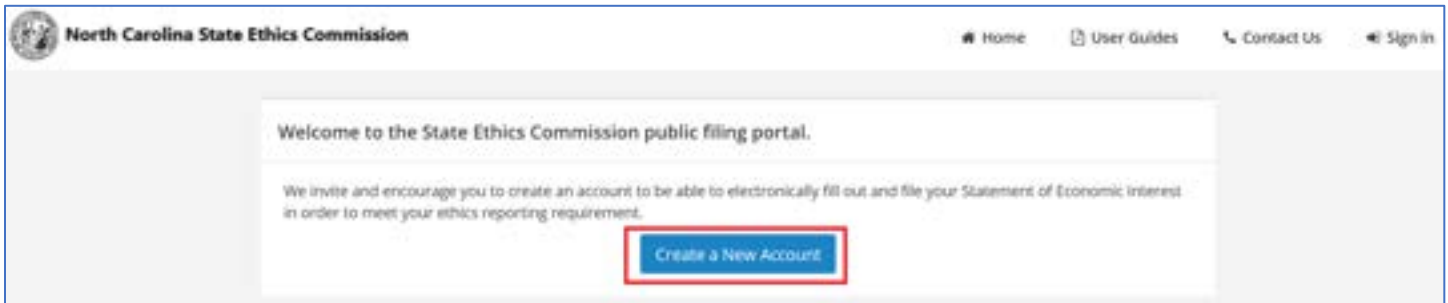
11. You will also receive an email confirmation after successfully submitting an SEI. As shown in the screenshot below, this email will include your SEI packet as a PDF attachment.



Want to create an account? Here's how you can create an account

How to Register for the Electronic SEI Filing?

- 1) To register with the new SEI e-filing system from the public filing portal: Option A:
 - Go to: <https://ethicssei.nc.gov/efile>
 - Click “Create a New Account” button as shown in the screenshot below.



2) This will bring you to the “Create Account” page as shown in the screenshot below:

Create Account

* Required

Email*

Passwords must have:

- at least 8 characters,
- at least one special character such as (*%&#@!+),
- at least 1 digit (0-9),
- at least 1 uppercase (A-Z).

Password*

Confirm password*

First Name*

Middle Name

Last Name*

Suffix

Birth Date*

Phone

Phone Extension

Alt Phone

Alt Phone Extension

Mailing Address Street 1

Mailing Address Street 2

Mailing Address City

Mailing Address State

Mailing Address Zip

Create Account

You must complete all required fields on the screen and click the “Create Account” button . The following notice will appear:

Account Email Confirmation Required

You have almost finished creating your account. In order to finish, please check your email and confirm your account with the link. The email address must be confirmed before you can sign in.

The email is sent from sei@ethics.nc.gov. ****If you cannot find this email please check the spam and junk folders.****

Want to create an account? Here's how you can create an account

- 3) Check your email. You should have received an email with the subject “**Confirm your online account**” from the system as shown in the screenshot below.

You have started to create an online account at the State Ethics Commission.

To complete the process, you must verify your email address by clicking [here](https://ethicssei.nc.gov/Efile/Account/....) <https://ethicssei.nc.gov/Efile/Account/....>

If the link above does not work, you can cut and paste the following link into your browser: <http://ethicssei.nc.gov/Efile/....>

If you have questions or need help, you may contact the State Ethics Commission at sei@ethics.nc.gov

- 4) Click the “[here](#)” link provided within your email. This will help the system to verify your email address.

pú ! ólyR2ó ólff 2LJŠy ólúK úKS f2ff2óly3 YŠääf-3ŠY

! ÖÖ2dzyú 9YI-xf /2yfANU YI-úá2y ! ÖÖŠLJÚŠR

¢KI-yI è2dz f2N Ö2yfANU Yly3 è2dzN ŠYI-xf ¢Klā ŠŠNUTfŠā è2dzN I-ÖÖ2dzyú I-yR è2dz YI-è Ö2yúydzŠ ú2 ālyyly

- c) You are now ready to [Sign-In](#) to the system öē ÖöÖlly3 úKS ālyylylyyI ŠKlÖK ólff úI-Š è2dz ú2 úKlā āÖNŠŠy.

- T) Enter your Email address and the Password that you used to register in Step 2, then click “Sign in” button.



Transportation Related Acronyms

3-C	Continuing, Cooperative and Comprehensive Planning Process
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ADT	Annual Daily Traffic
C/B	Cost/Benefit
CAC	Citizens Advisory Committee
CE	Categorical Exclusions
CMAQ	Congestion Mitigation and Air Quality improvement program
CMP	Congestion Management Process
COG	Council of Governments
COE	Army Corp of Engineers
CPI	Consumer Price Index
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
CSS	Context Sensitive Solutions
CTP	Comprehensive Transportation Plan
DA	Direct Attributable
DEIS	Draft Environmental Impact Statement
DENR	Department of Environment and Natural Resources
DOD	Department of Defense
DOE	Department of Energy
DOT	Department of Transportation
DPE	Division Planning Engineer
DWQ	Department of Water Quality
EA	Environmental Assessment

EIS	Environmental Impact Statement
EJ	Environmental Justice
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation
FC	Functional Classification
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FR	Federal Registry
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
HSIP	Highway Safety Improvement Program
I/M	Inspection and Maintenance
IHS	Interstate Highway System
IIJA	Infrastructure Investment and Jobs Act
IM	Interstate Maintenance
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems
JARC	Job Access and Reverse Commute
LEDPA	Least Environmental Damaging Practicable Alternative
LRTP	Long-Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century



Transportation Related Acronyms

M&O	Management and Operations
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MTIP	Metropolitan Transportation Improvement Program
MUTCD	Manual of Unified Traffic Control Devices
NAA	Non-attainment Area
NCDOT	North Carolina Department of Transportation
NEPA	National Environmental Policy Act of 1969
NHS	National Highway System
NOI	Notice of Intent
PE	Preliminary Engineering
PIDP	Port Infrastructure Development Program
PL	Planning Funds
ROD	Record of Decision
ROW	Right of Way
RPO	Rural Planning Organization
RTAP	Rural Transportation Assistance Program
RTP	Recreational Trails Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCI	Sustainable Communities Initiative
SHC	Strategic Highway Corridor
SHPO	State Historic Preservation Office
SHSP	Strategic Highway Safety Plan
SIB	State Infrastructure Bank
SIP	State Implementation Plan
SOV	Single-Occupancy Vehicle

SPR	State Planning and Research Funds
SRTS	Safe Routes to School
STBGP-DA	Surface Transportation Block Grant Program-Direct Attributable
STIP	Statewide Transportation Improvement Program
STP-DA	Surface Transportation Program-Direct Attributable
STRAHNET	Strategic Highway Network
TAP-DA	Transportation Alternatives Program – Direct Attributable
TAC	Technical Advisory Committee
TASA-DA	Transportation Alternatives Set Aside-Direct Attributable
TCC	Technical Coordinating Committee
TCM	Transportation Control Measure
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21 st Century
TIFIA	Transportation Infrastructure Finance and Innovation Act of 1998
TIA	Traffic Impact Analysis
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TOD	Transit-Oriented Development
TRB	Transportation Research Board
UA	Urbanized Area
UPWP	Unified Planning Work Program
VMD	Vehicle Miles Traveled
VPD	Vehicle Per Traveled



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

MEMORANDUM

TO: TCC/Board members

FROM: Mike Kozlosky, Executive Director

DATE: November 4, 2025

SUBJECT: Wilmington Urban Area MPO Proposed 2026 Meeting Schedule

Technical Coordinating Committee	Board
January 14	January 28
February 11	February 25
March 11	March 25
April 15	April 29
May 13	May 27
June 10	June 24
July 15	July 29
August 12	August 26
September 16	September 30
October 14	October 28
November 4	November 18
December –no meeting scheduled	December 9*

The TCC meetings will begin at 10 am on the date of the meetings.

The Board meetings will begin at 3 pm on the date of the meetings.

*Board meeting begins at 10 am.

All TCC and WMPO Board meetings will be held in the WMPO Board Room located at 525 North 4th Street in downtown Wilmington unless otherwise publicly noticed.

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