



# WMPO 101

February 10, 2025



# Welcome and Introductions

- **MPO Board Members**
- **Technical Coordinating Committee (TCC) members**
- **WMPO Staff**





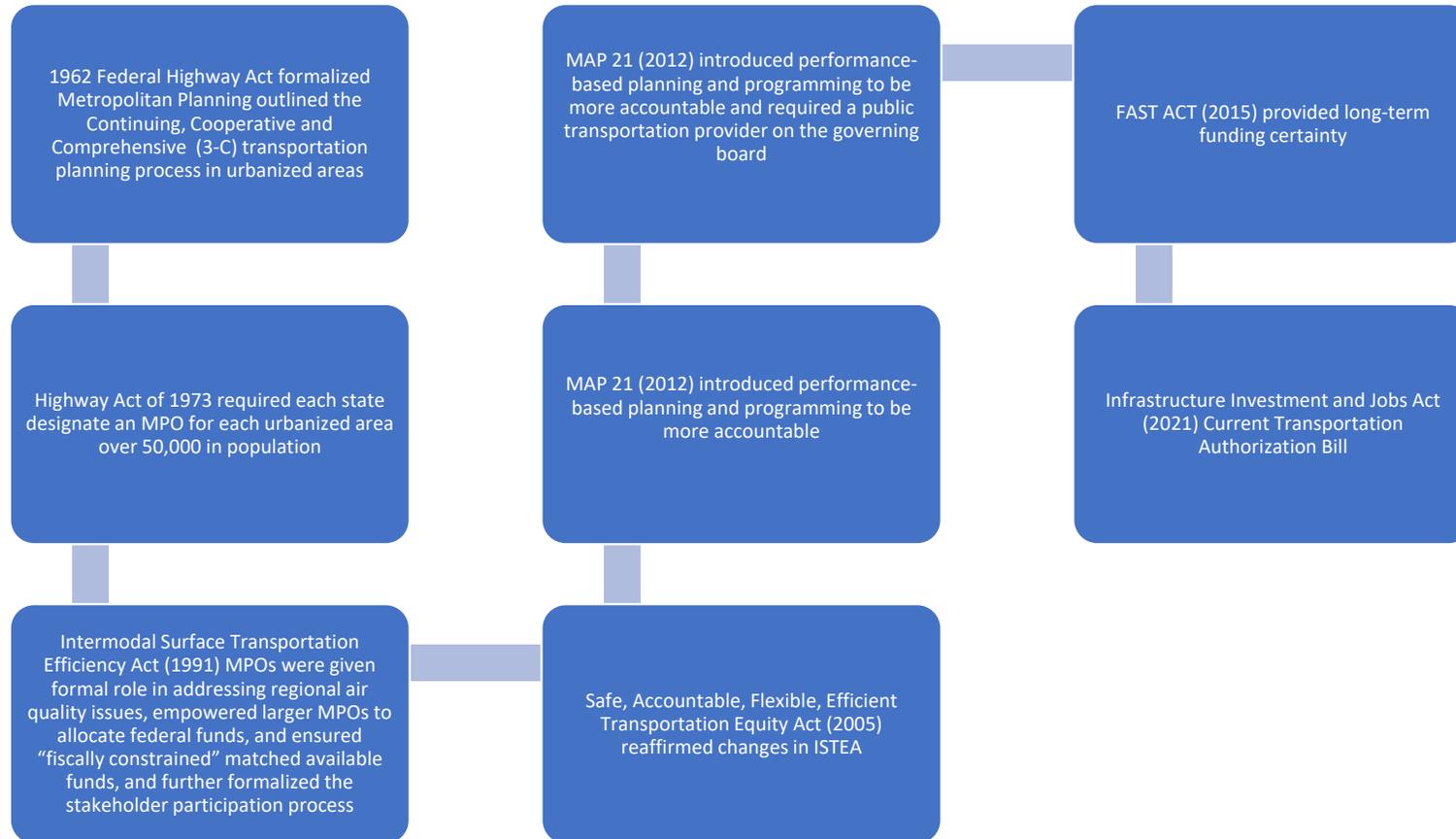
# WMPO Core Functions, Responsibilities, and Organizational Overview

February 10, 2026

*Mike Kozlosky, Executive Director*

*Abby Lorenzo, Deputy Director*

# Federal Legislation and Impacts on MPOs



# Federal Requirements- Metropolitan Transportation Planning

## **Federal Code:**

**23 U.S.C. § 134 (Highway)**

**49 U.S.C. § 5303 (Public Transportation)**

Both requiring cooperative, continuous, and comprehensive planning by Metropolitan Planning Organizations (MPOs) for urban areas, for long-range and short-range plans and programs.

## **Procedural Details:**

**23 CFR Part 450 Subpart C**



## Core Functions of MPOs

1. Establish a Setting for Local Transportation Decision Making
2. Identify and Evaluate Alternative Transportation Improvements
3. Prepare and Maintain a Long-Range Transportation Plan (Metropolitan Transportation Plan)
4. Program Transportation Funds (TIP and UPWP)
5. Involve the Public in Transportation Decisions



# Metropolitan Transportation Planning Requirements

The Metropolitan Transportation Planning process must be:

- Performance-driven and outcome-based
  - Adoption and tracking of performance targets to meet regional, state, and federal goals
- Consider all transportation types (multimodal)
- Conducted through a Continuing, Cooperative, and Comprehensive (3-C's) process
- Include participation by interested parties (public participation)
- Provide consideration for 10 planning factors



## Planning Factors

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

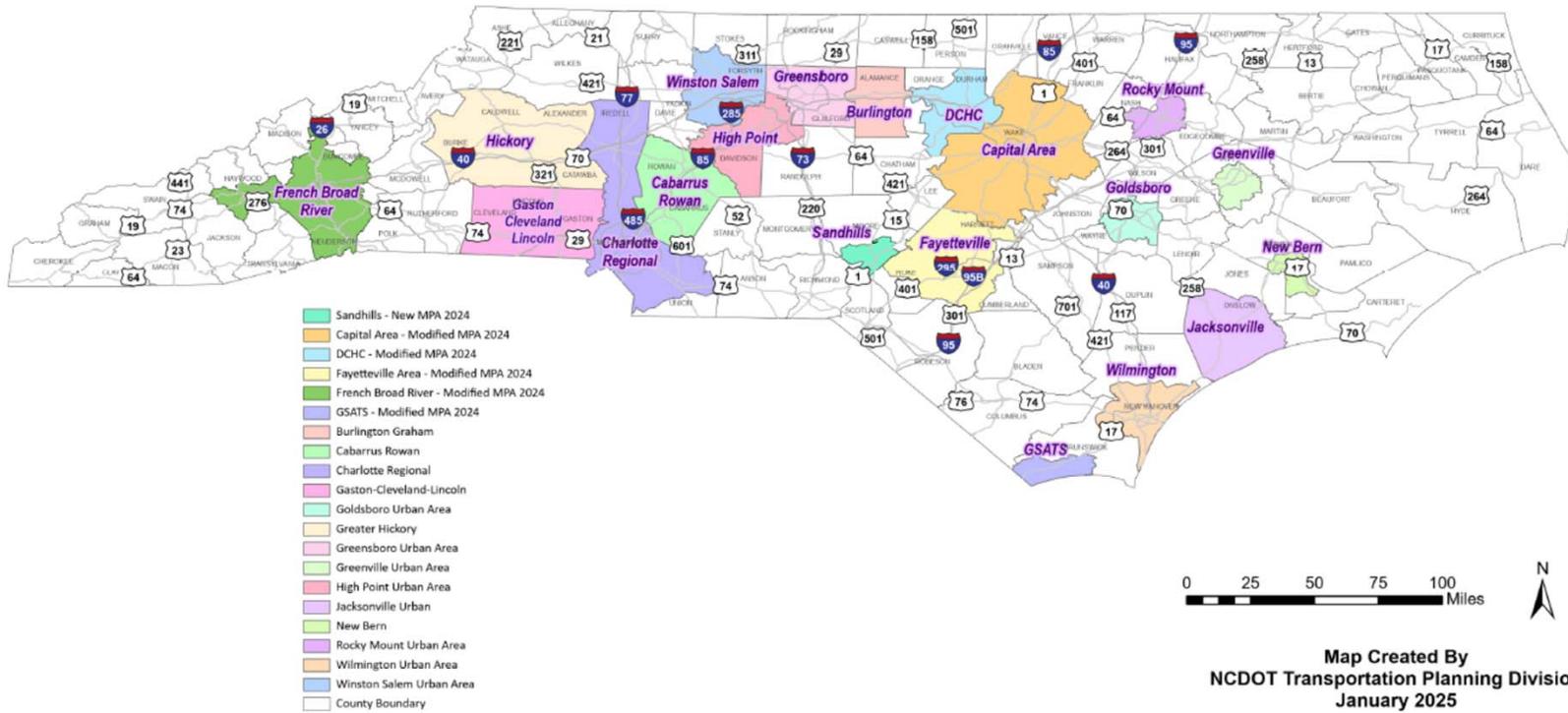


## Planning Factors

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

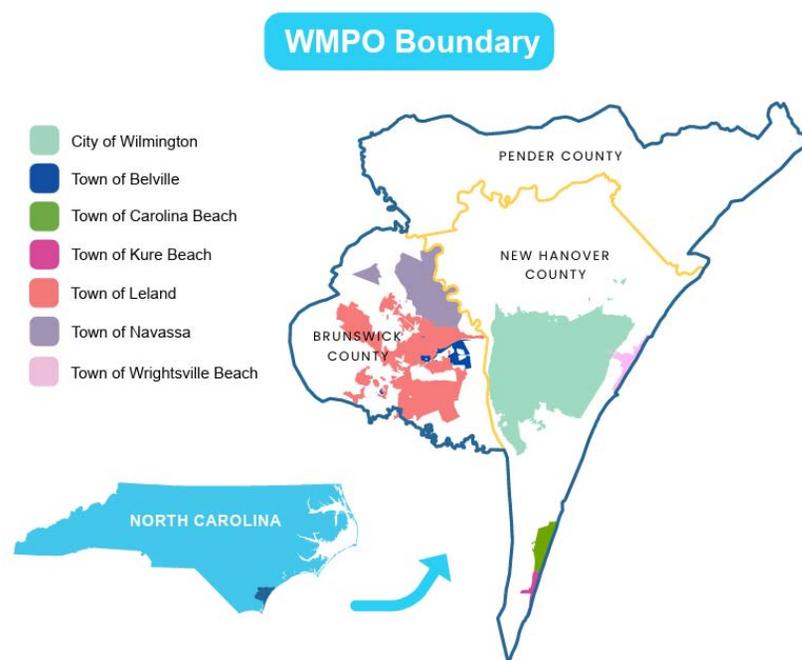


# North Carolina Metropolitan Planning Areas



# About the Wilmington Urban Area Metropolitan Planning Organization (WMPO)

- Established in 1973/1974
- Population of 300,000+
- Planning area covers ~494 square miles
- 13-member Board including a representative from each member jurisdiction (2 from the City of Wilmington, Cape Fear Public Transportation Authority, and the North Carolina Board of Transportation

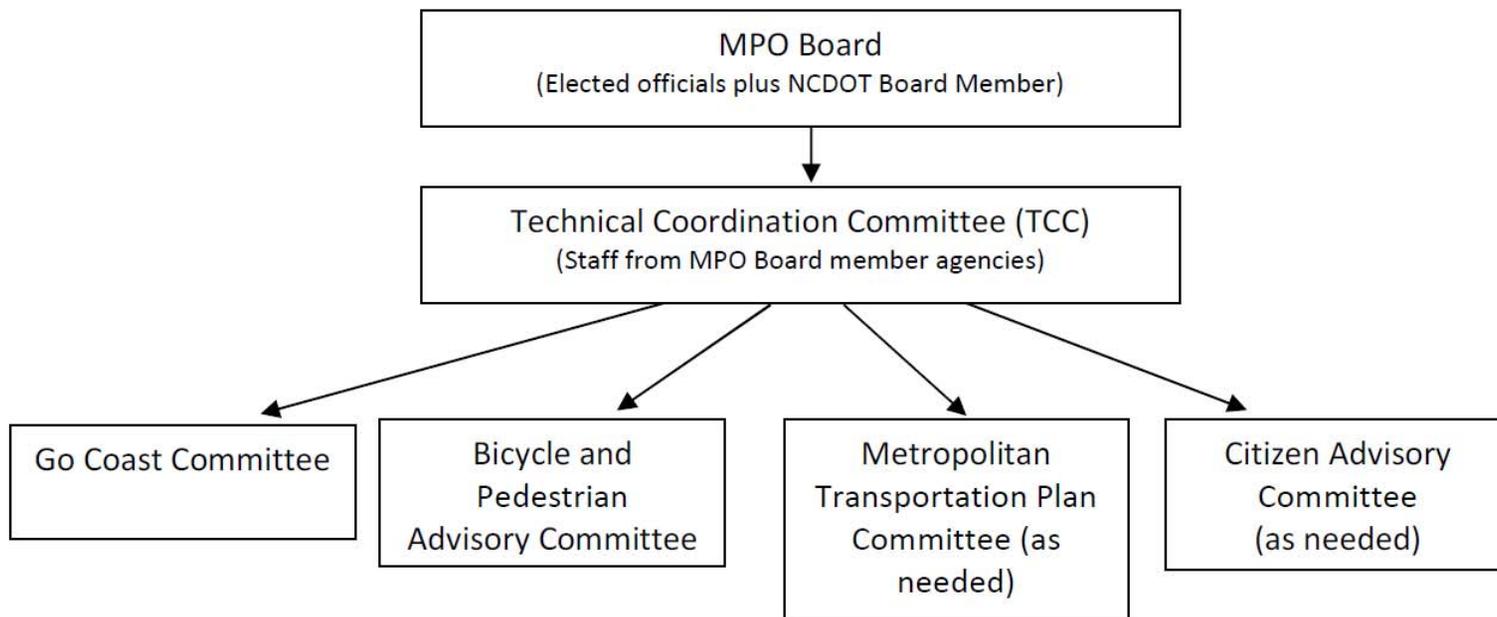


## WMPO History

- Wilmington Urban Area Metropolitan Planning Organization was created in 1973/1974 based on 1970 Decennial Census
- Originally housed in the joint City/County Planning Department
- 1993 the MPO was moved to the City of Wilmington
- Housed in the City's Planning, Development, and Transportation Department
- WMPO was designated as a Transportation Management Area (TMA) in 2012 based on the 2010 Census
- WMPO became a standalone Department in the City of Wilmington in July 2021
- Lead Planning Agency Agreement (2025) created some additional separation from the City



# Organizational Structure - Board & Committees



# Organizational Structure - WMPO Board



**Lynn Barbee**  
Town of Carolina Beach



**Chuck Bost**  
Town of Belville



**Brenda Bozeman**  
Town of Leland



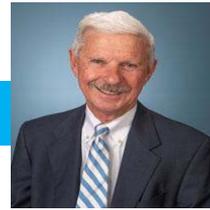
**Ken Dull**  
Town of Wrightsville Beach



**Brad George**  
Pender County



**Allen Oliver**  
Town of Kure Beach



**Bill Rivenbark**  
New Hanover County



**Cassidy Santaguida**  
City of Wilmington



**Kevin Spears**  
City of Wilmington



**Rosetta Terry**  
Town of Navassa



**Stephanie Walker**  
Cape Fear Transportation Authority

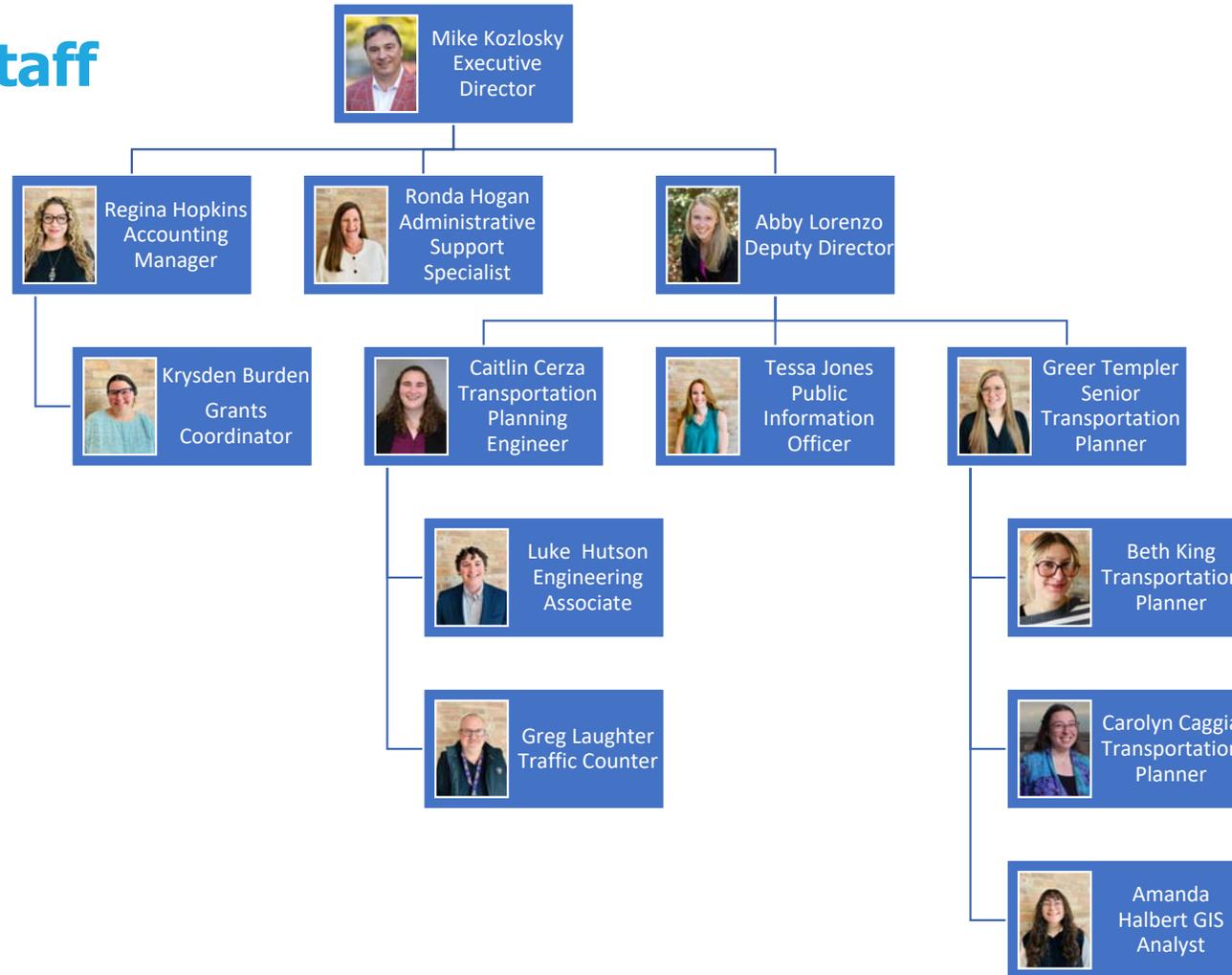


**Frank Williams**  
Brunswick County



**Landon Zimmer**  
NC Board of Transportation

# WMPO Staff



## 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.





*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.*

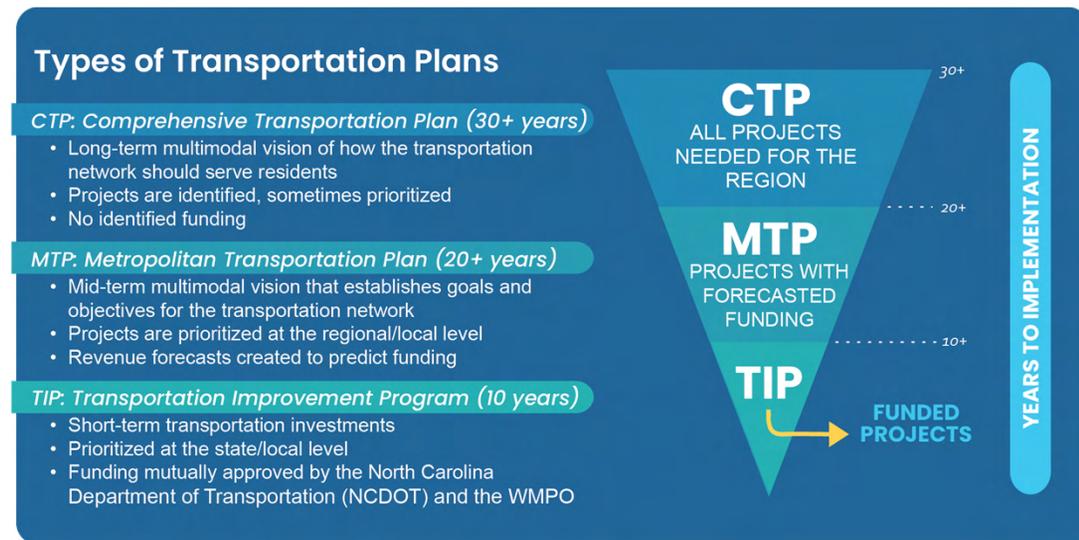


# MPO Core Values



# MPO Responsibilities

- 5-year update to Metropolitan Transportation Plan
- Partner with NCDOT to prioritize projects in the State/MPO Transportation Improvement Program
- Administer Funding Programs (STBGP, TASA, and Carbon Reduction Program Direct Attributable)
- Develop a Congestion Management Process
- Coordinate Organizational Operations (including WMPO Committees and Board)



# MPO Responsibilities

- Coordinate planning activities with NCDOT & ensure compliance with Federal requirements
- Adopt Federal Functional Classification
- Collector street/scenario/ long range planning initiatives
- Development Review
- Traffic Counts
- TIA Coordination
- Transportation Demand Management (TDM)



## Adopted WMPO Policies

- Policy on Updates to Functional Classification Maps (2008)
- Closed Session Policy (2023)
- Conflict of Interest Policy (2023)
- Remote Participation Policy and Procedures (2023)
- Prohibited Viewing of Pornography on WMPO's Networks and Devices Policy (2024)



## MPO Guiding Documents

- Memorandum of Understanding (2016)
- WMPO Bylaws (2017)
- 2022-2026 WMPO Strategic Plan (2022)
- Rules of Procedure (2023)
- Public Participation Plan (2023)
- Unified Planning Work Program (2025)
- Cape Fear Navigating Change 2050 Metropolitan Transportation Plan (2025)



# Lead Planning Agency Agreement

- Purpose of the Agreement is to set forth the legal and functional relationships between the WMPO and City of Wilmington as the Lead Planning Agency
- Agreement is intended to inform and instruct the officers and staff from both organizations regarding their respective areas of responsibility

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION AND  
THE CITY OF WILMINGTON  
LEAD PLANNING AGENCY AGREEMENT

THIS LEAD PLANNING AGENCY AGREEMENT ("Agreement") is entered into this ~~21<sup>st</sup>~~ <sup>23<sup>rd</sup></sup> day of ~~November~~, 2025, by and between the WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION ("WMPO"), a transportation planning organization and governmental body, established and operating pursuant to 23 U.S. Code 134, and Chapter 136, Article 16, of the North Carolina General Statutes; and the CITY OF WILMINGTON ("Wilmington" or "City"), a municipal corporation organized and existing under the laws of the State of North Carolina (collectively, the "Parties").

RECITALS AND BACKGROUND STATEMENT

Title 23, Section 134 of the U.S. Code requires, as a condition of federal transportation funding assistance, the establishment of programs of comprehensive transportation planning in accord with applicable laws. Article 16 of Chapter 136 of the General Statutes provides for the creation of metropolitan planning organizations ("MPOs") to perform comprehensive transportation planning services in the state. WMPO is the officially designated MPO for its jurisdictional region, consisting of county and municipal governments, Cape Fear Public Transportation Authority, and North Carolina Department of Transportation ("Members"), which comprise WMPO's membership and governing authority. Wilmington has served as a member-participant and Lead Planning Agency ("LPA") of WMPO.

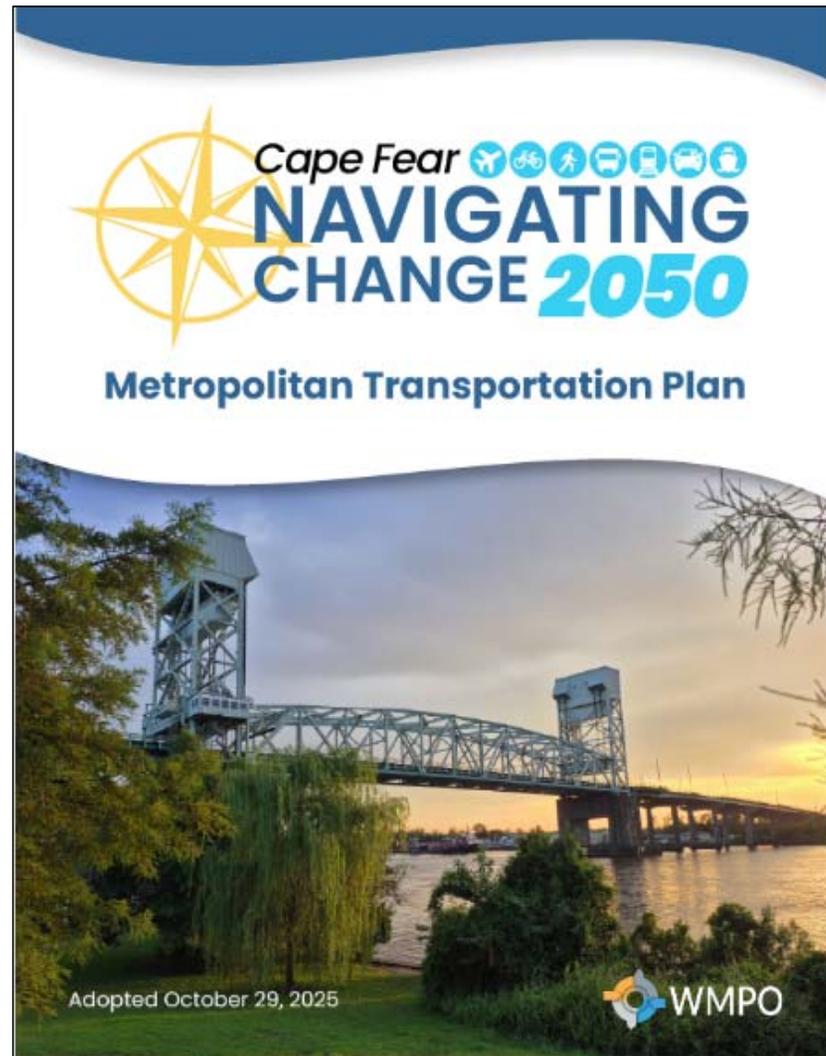
The Members of WMPO, together with the N.C. Department of Transportation and the State of North Carolina, have entered into a Memorandum of Understanding (the "MOU") as updated and amended March 30, 2016, setting forth their collective agreement regarding a continuing, cooperative, and comprehensive transportation planning process for the Wilmington Urban Area Metropolitan Planning Area.

WMPO and Wilmington acknowledge the MOU as establishing those goals, objectives, rules, regulations, responsibilities, mandates, and means for achieving the same, to which WMPO and its Members and agencies are subject. As established by the MOU, the WMPO Board (the "Board") is responsible for cooperative transportation planning decision making for the WMPO, including but not limited to review and approval of the Unified Planning Work Program, Comprehensive and Metropolitan Transportation Plans, and Transportation Improvement Program, Congestion Management Process; adjust planning area and boundaries; develop priority lists of projects for federal and state funding; provide technical assistance to its membership; development and approval of by-laws; and providing direction to WMPO staff.



# Metropolitan and Comprehensive Transportation Plans

- Cape Fear Navigating Change 2050 was adopted on October 29, 2025, and serves as the WMPO's current Metropolitan Transportation Plan (MTP)
- The WMPO's adopted Comprehensive Transportation Plan is included in Appendix N
- The next WMPO MTP must be adopted by October 29, 2030



# State/MPO Transportation Improvement Programs

**2026-2035 WMPO TRANSPORTATION IMPROVEMENT PROGRAM**  
Final STIP (Adopted by the Board of Transportation on July 9, 2025)

LINE NUMBER	ROUTE	PROJECT ID	LOCATION DESCRIPTION	DESCRIPTION OF WORK	START YEAR	END YEAR	STATUS	FINANCING SOURCE	ESTIMATED COST (\$ MIL)	FEDERAL SHARE (%)	STATE SHARE (%)	MUNICIPAL SHARE (%)	OTHER SHARE (%)	TOTAL PROJECT COST (\$ MIL)	STATUS	STATUS DATE	STATUS DESCRIPTION	STATUS COMMENTS
101	US-101	101-001	US-101 from I-85 to I-95	Rehabilitation of pavement and shoulders	2026	2028	Active	State	15.0	100	0	0	0	15.0	Active	2025-07-01	Construction started	
102	US-101	101-002	US-101 from I-85 to I-95	Rehabilitation of pavement and shoulders	2026	2028	Active	State	15.0	100	0	0	0	15.0	Active	2025-07-01	Construction started	
103	US-101	101-003	US-101 from I-85 to I-95	Rehabilitation of pavement and shoulders	2026	2028	Active	State	15.0	100	0	0	0	15.0	Active	2025-07-01	Construction started	
104	US-101	101-004	US-101 from I-85 to I-95	Rehabilitation of pavement and shoulders	2026	2028	Active	State	15.0	100	0	0	0	15.0	Active	2025-07-01	Construction started	
105	US-101	101-005	US-101 from I-85 to I-95	Rehabilitation of pavement and shoulders	2026	2028	Active	State	15.0	100	0	0	0	15.0	Active	2025-07-01	Construction started	
106	US-101	101-006	US-101 from I-85 to I-95	Rehabilitation of pavement and shoulders	2026	2028	Active	State	15.0	100	0	0	0	15.0	Active	2025-07-01	Construction started	
107	US-101	101-007	US-101 from I-85 to I-95	Rehabilitation of pavement and shoulders	2026	2028	Active	State	15.0	100	0	0	0	15.0	Active	2025-07-01	Construction started	
108	US-101	101-008	US-101 from I-85 to I-95	Rehabilitation of pavement and shoulders	2026	2028	Active	State	15.0	100	0	0	0	15.0	Active	2025-07-01	Construction started	
109	US-101	101-009	US-101 from I-85 to I-95	Rehabilitation of pavement and shoulders	2026	2028	Active	State	15.0	100	0	0	0	15.0	Active	2025-07-01	Construction started	
110	US-101	101-010	US-101 from I-85 to I-95	Rehabilitation of pavement and shoulders	2026	2028	Active	State	15.0	100	0	0	0	15.0	Active	2025-07-01	Construction started	
111	US-101	101-011	US-101 from I-85 to I-95	Rehabilitation of pavement and shoulders	2026	2028	Active	State	15.0	100	0	0	0	15.0	Active	2025-07-01	Construction started	
112	US-101	101-012	US-101 from I-85 to I-95	Rehabilitation of pavement and shoulders	2026	2028	Active	State	15.0	100	0	0	0	15.0	Active	2025-07-01	Construction started	
113	US-101	101-013	US-101 from I-85 to I-95	Rehabilitation of pavement and shoulders	2026	2028	Active	State	15.0	100	0	0	0	15.0	Active	2025-07-01	Construction started	
114	US-101	101-014	US-101 from I-85 to I-95	Rehabilitation of pavement and shoulders	2026	2028	Active	State	15.0	100	0	0	0	15.0	Active	2025-07-01	Construction started	
115	US-101	101-015	US-101 from I-85 to I-95	Rehabilitation of pavement and shoulders	2026	2028	Active	State	15.0	100	0	0	0	15.0	Active	2025-07-01	Construction started	
116	US-101	101-016	US-101 from I-85 to I-95	Rehabilitation of pavement and shoulders	2026	2028	Active	State	15.0	100	0	0	0	15.0	Active	2025-07-01	Construction started	
117	US-101	101-017	US-101 from I-85 to I-95	Rehabilitation of pavement and shoulders	2026	2028	Active	State	15.0	100	0	0	0	15.0	Active	2025-07-01	Construction started	
118	US-101	101-018	US-101 from I-85 to I-95	Rehabilitation of pavement and shoulders	2026	2028	Active	State	15.0	100	0	0	0	15.0	Active	2025-07-01	Construction started	
119	US-101	101-019	US-101 from I-85 to I-95	Rehabilitation of pavement and shoulders	2026	2028	Active	State	15.0	100	0	0	0	15.0	Active	2025-07-01	Construction started	
120	US-101	101-020	US-101 from I-85 to I-95	Rehabilitation of pavement and shoulders	2026	2028	Active	State	15.0	100	0	0	0	15.0	Active	2025-07-01	Construction started	

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION



## STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) PROLOGUE



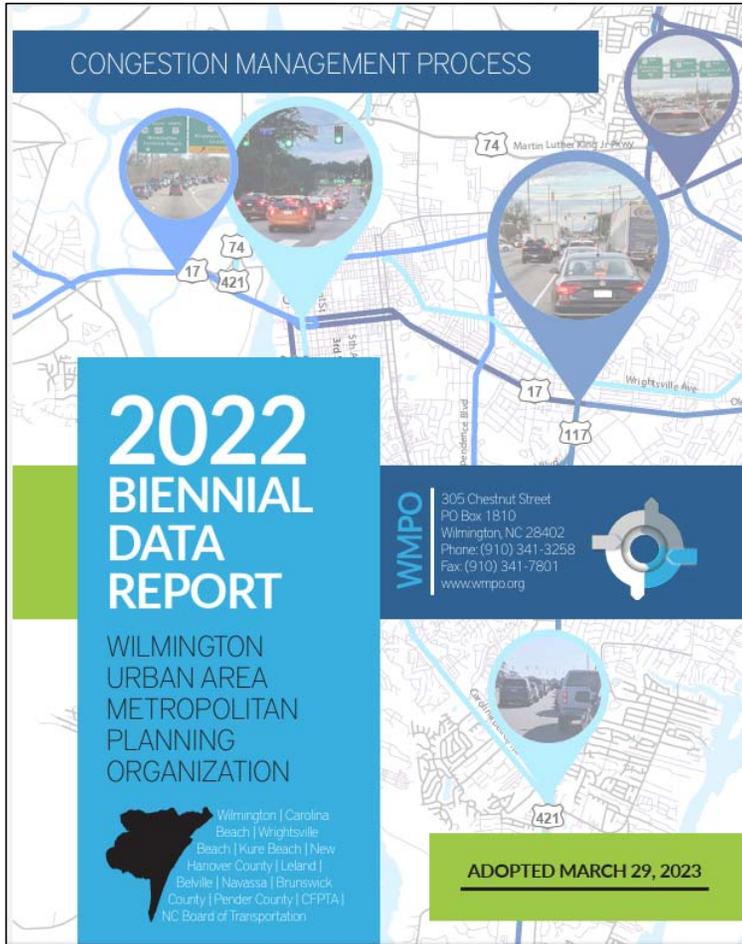
2026  
2035

JULY 2025





# Congestion Management Process



- Methodical approach for monitoring and managing congestion in a region
- TMA's are required to develop, adopt, and maintain a Congestion Management Process
- WMPO established its process in 2014, updated in 2020
- Data report to be released on 5-year basis
- Assesses peak hour delay, travel time reliability, and multimodal readiness for 33 critical corridors
- Informs MTP development



# 2022-2026 Strategic Plan

## Seven Focus Areas

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

## Six Project Priorities

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



# Questions?





# Planning Services

*Greer Templer, Senior Transportation Planner*

*Amanda Halbert, GIS Analyst*

# Planning Services Overview

## Purpose

- Regional transportation planning across all modes
- Supports coordinated decision making across jurisdictions

## Planning Framework

- 3 C's planning process – **continuing, comprehensive, and cooperative**
- Guided by federal and state planning requirements
- Shaped by local priorities and partner collaboration

## Focus Areas

- Multimodal, safety, mobility, access, and system performance



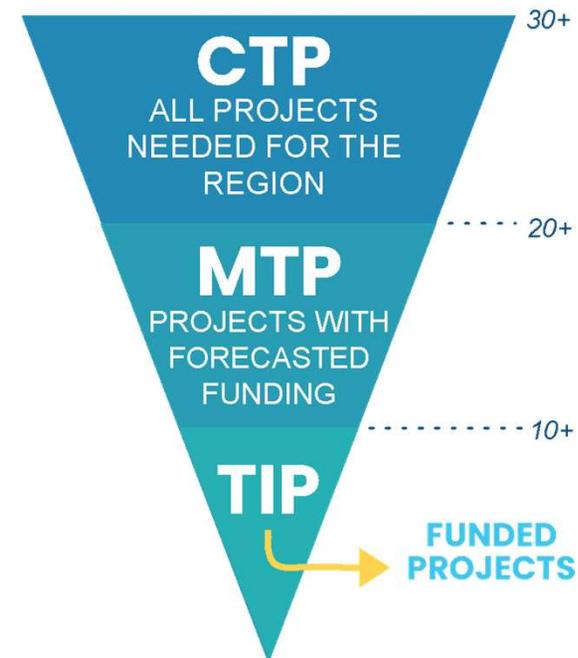
# Core Planning Areas

- Long Range Planning
  - Establishes regional vision and investment priorities
    - Example product - MTP
- Short Term Programming
  - Supports programming projects for funding and implementation
    - Example work - Prioritization
- Planning Support and special studies
  - Provides funding and assistance for localized transportation planning initiatives
    - Examples - Collector Street Plans (Pender and Navassa), Bike Ped Plan (Kure Beach), Feasibility Studies (Gullah Geechee Heritage Trail and Downtown Trail Phases 2 and 3), Cape Fear Trails Signage Guide
- Data and technical support
  - Provides data analysis and mapping assistance
    - Examples - GIS Data Hub including downloadable transportation/transportation related datasets and web applications for WMPO Traffic Impact Analyses and traffic counts, data collection assistance for planning initiatives, transportation related mapping assistance (online maps or static maps).



# Core Planning Products

- Metropolitan Transportation Plan (MTP)
  - Long range regional transportation plan
  - Identifies future needs, projects, and investment priorities
- Congestion Management Process (CMP)
  - Performance based process focused on system efficiency
  - Identifies, monitors, and manages congestion
- Transportation Improvement Program (TIP)
  - 10-year program of funded transportation projects with project prioritization occurring biannually
  - Connects regional priority projects to state and federal funding for implementation
- How these work together
  - MTP sets direction
  - CMP informs performance and strategies
  - TIP programs projects for implementation



YEARS TO IMPLEMENTATION

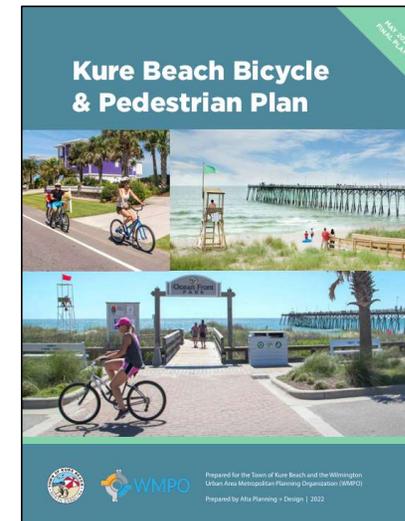
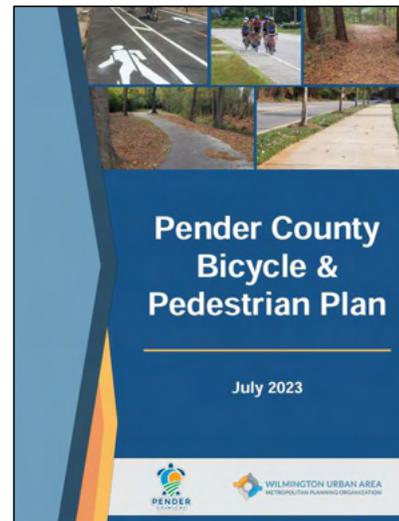
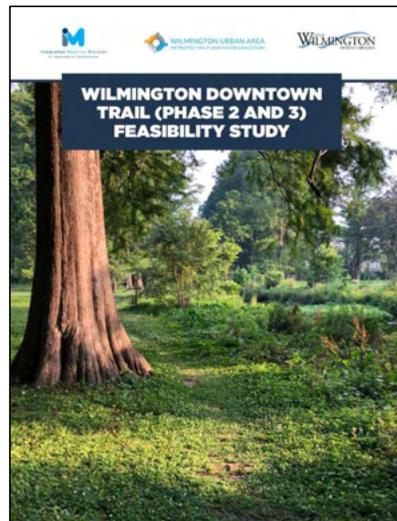


# Planning Support and Special Studies

Multimodal and Safety – bicycle, pedestrian, transit, collector street, and safety planning

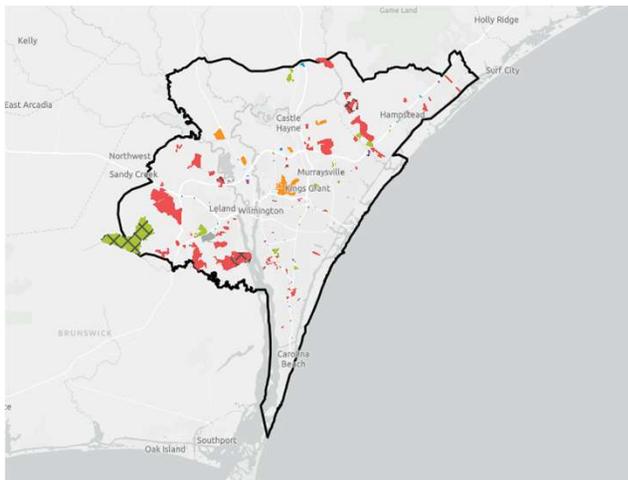
Targeted Planning Efforts – corridor, feasibility, and subarea studies

Planning Partner Support – grant assistance and data support



# Geographic Information Systems (GIS) Support

- Online Public Data Hub
  - Various Interactive Mapping Applications
- Data Collection and Support for Member Jurisdictions



The screenshot displays the WMPO online public data hub interface. The header includes the WMPO logo and the title "Cape Fear Navigating Change 2050 MTP Priority Projects". Below the header, there are navigation options for "About" and "Interactive Map". The main content area is titled "Modal Projects" and shows a list of projects. The selected project is "US 17/NC 210 Intersection Improvements".

Field	Value
ProjectName	US 17/NC 210 Intersection Improvements
Submitter	Pender County
ProjectFacility	US 17/NC 210/Dan Owen Dr
From_CrossStreet	N/A
Additional Project Information	
ProjectCost_Text	\$4,062,150
TIP	

Below the project details, there is a list of project categories with expandable arrows:

- > MTP 2050 Roadway Projects
- > MTP 2050 Rail Projects
- > MTP 2050 Public Transportation Projects
- > MTP 2050 Ferry and Water Projects
- > MTP 2050 Bicycle and Pedestrian Projects
- WMPO Boundary

The right side of the interface features an interactive map showing the project locations. The map includes a search bar, zoom controls, and a legend. The legend indicates that red dots represent "Priority Roadway Projects - Points" and red lines represent "Priority Roadway Projects - Lines".

# How Planning Services Support Implementation

- Project Development Support
  - Helps move local priority projects into regional plans
  - Supports project readiness and eligibility
- Coordination
  - Works with NCDOT and regional partners
  - Aligns local, regional, and state transportation priorities
- Ongoing Planning Support
  - Supports and assists local planning initiatives
  - Assisting with funding coordination and implementation support
  - Plan updates, amendments, and technical coordination



# Questions?





# Technical Services

*Caitlin Cerza, Transportation Planning Engineer*

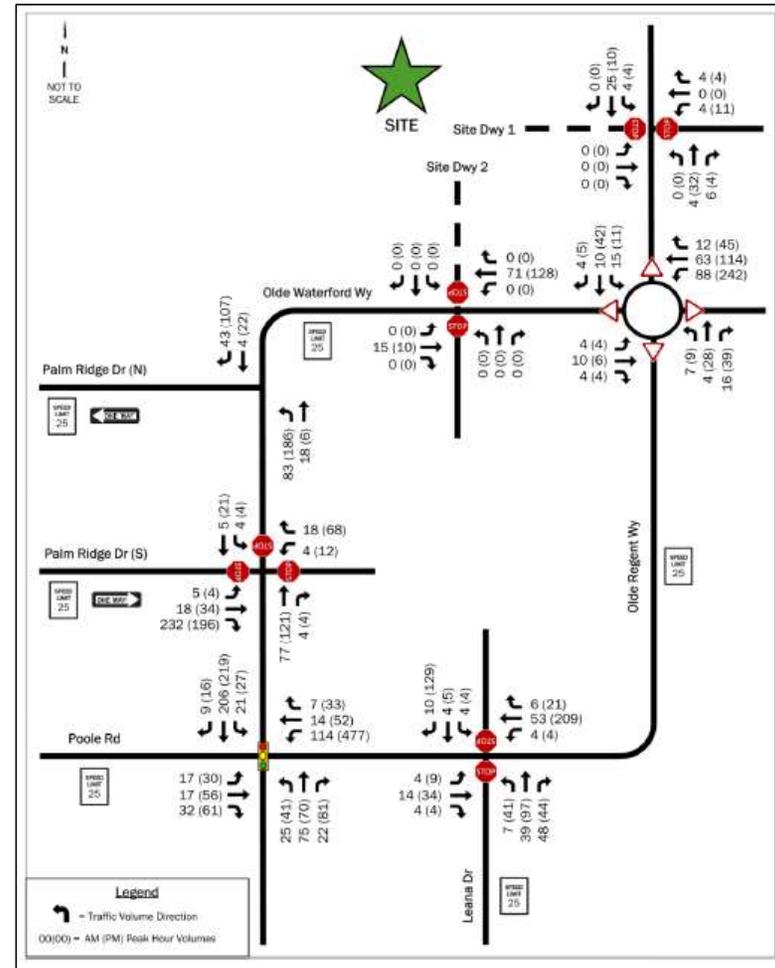
# Technical Services Overview

- Traffic Impact Analysis (TIA)
  - Coordination and review
- Site Plan Review
  - TRC submissions, conceptual/sketch plan review, traffic data requests
- Traffic Count Program
  - Annual traffic counts
  - Special counts
- LAPP Technical Assistance
  - Application assistance, project milestones review, etc



# Traffic Impact Analysis

- Projects that generate over 100 peak hour trips require a TIA.
- Statutory process for preparing and reviewing a TIA.
- The WMPO coordinates the review of all TIAs with NCDOT and planning/engineering staff.
  - Weekly/Bi-weekly meetings
  - TIA scope approval letters
  - TIA approval letters



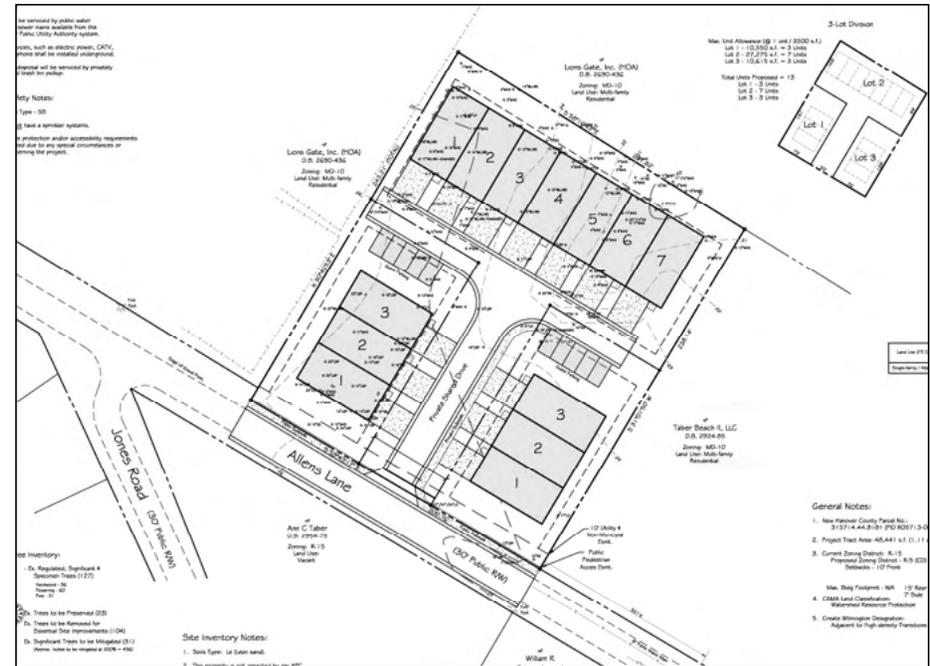
# Traffic Impact Analysis

- Weekly Meetings
  - NCDOT district and division staff, planning and engineering staff from each member jurisdiction.
  - Provides opportunities to discuss each ongoing project, speak directly with traffic engineering consultants, and review the analysis.
- TIA Scope Approval
  - Official letter that details what must be studied in the TIA.
- TIA Approval
  - Once a TIA has been reviewed, all required improvements are compiled into an official letter.
  - This document is referenced through the TRC, zoning, and permitting process for what may be required of a new development.
    - NCDOT driveway permits, preliminary plats, COs



# Site Plan Reviews

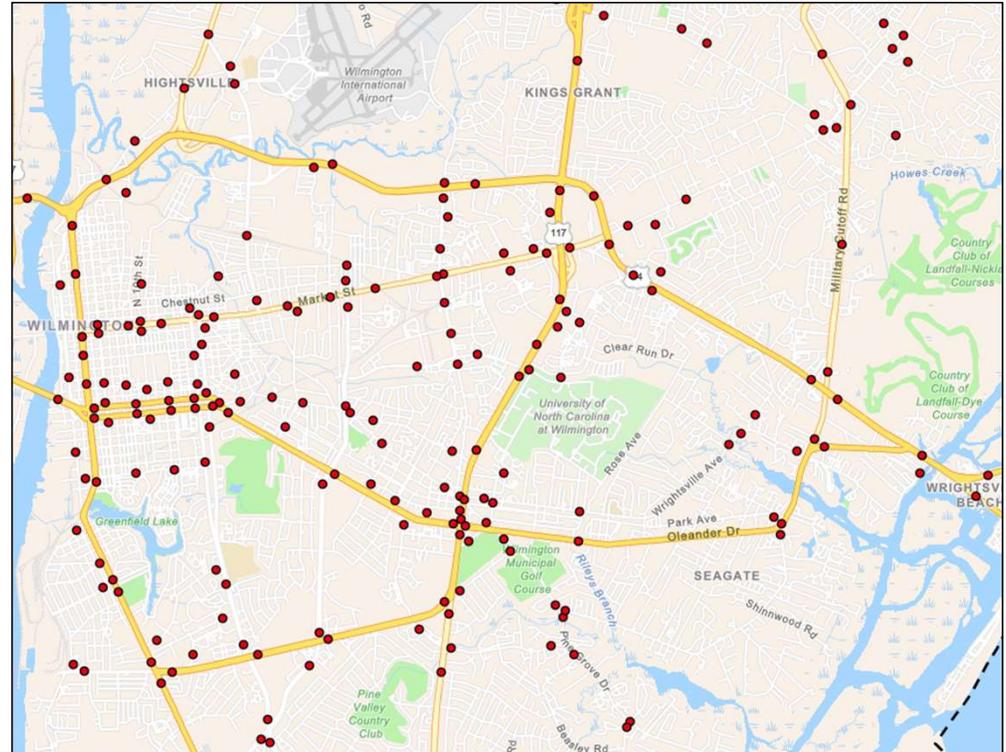
- Technical Review Committee (TRC)
  - Review provided site plans and attend TRC meetings to provide comments.
    - Adopted plans
    - Bike/Ped infrastructure
    - Trip generations
    - TIA requirements
    - Site internal circulation
- Sketch/conceptual site plans
  - Provide preliminary comments prior to a project going through TRC.
- Traffic data requests
  - Provide traffic volumes, capacity, and trip generation estimates



Land Use (ITE Code)	Intensity	Unit	24 Hour Volumes	AM Peak Hour Trips	PM Peak Hour Trips
Single-Family Attached Housing (215)	13	DU	94	6	7

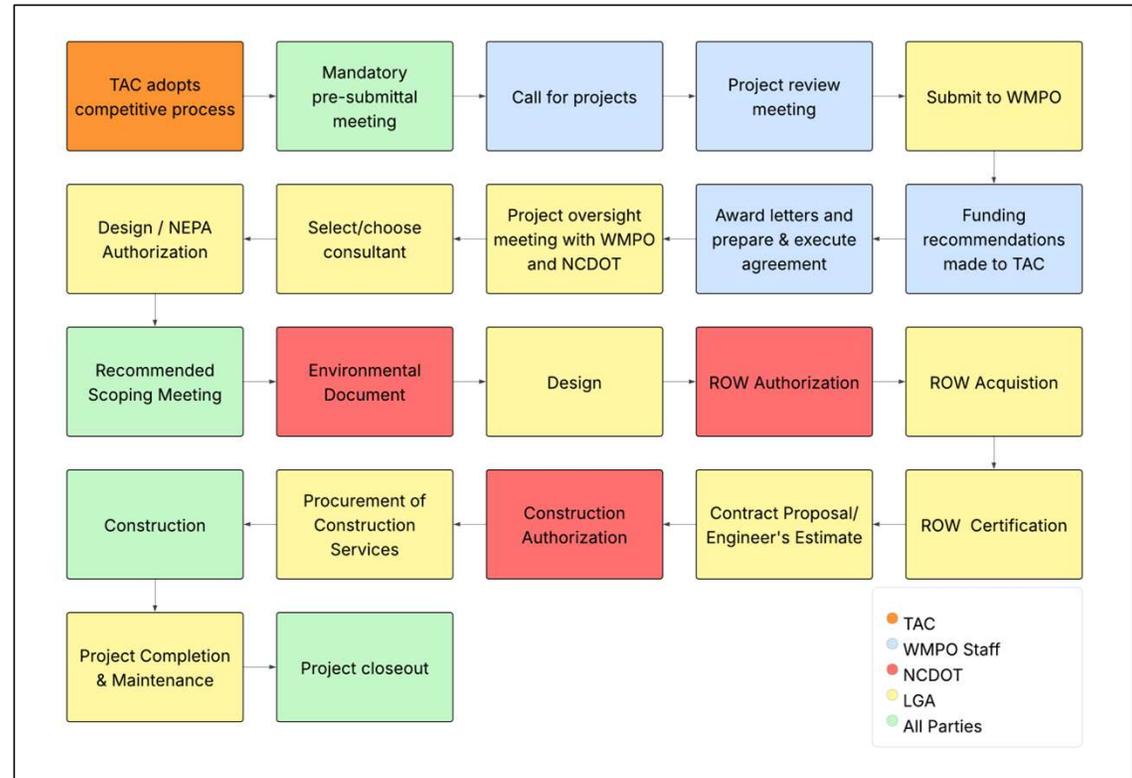
# Traffic Count Program

- Annual Count Program
  - 362+ locations
  - Data is published annually to our GIS data hub
- Special Count Requests
  - Seasonal data
  - Bicycle/pedestrian counts
  - Lower traffic volume local roads
- Traffic Counting Equipment
  - Cameras
  - Lane Counters



# LAPP Technical Assistance

- Application Assistance
  - Cost estimate review
  - Safety data requests
  - GIS assistance
- Project Milestones Review
  - Monthly updates
  - Design plans (25%, 60%, 90%)
  - Construction bid documents
  - Construction & technical documents



# Questions?





# Financial Services

*Regina Hopkins, Accounting Manager*

# Financial Services Overview

- Manage Grant Funding from Three Grantors and Local Members
  - Grant Compliance
  - Agreements and Contracts
  - Procurement
  - Quarterly Reimbursement Claims
- Prepare Annual WMPO Budget
  - Unified Planning Work Program (UPWP)
  - City of Wilmington Annual Budget
- Grant Coordinator
  - Locally Administered Projects Program (LAPP)
  - Grant Applications
  - WMPO Member Assistance



# Grantors & Funding Sources

The WMPO Receives Funding From the Below Four Sources:

## 1. Federal Highway Administration (FHWA)

- Grant Funds to Support Surface Transportation Infrastructure
- Roads, Bridges, Bike and Ped Facilities
- Currently Allocates 6 Grants to the WMPO
- Provides Majority of WMPO's Funding (90%)

## 2. Federal Transit Administration (FTA)

- Grant Funds to Support Public Transportation Infrastructure
- Buses, Subways, Light Rail
- Currently Allocates 1 Grant to the WMPO
- Provides a Small Portion of WMPO's Funding (1.5%)



# Grantors & Funding Sources

The WMPO Receives Funding From the Below Sources:

## 3. NC Department of Transportation (NC DOT)

- Grant Match Funds for Select FHWA & FTA Grants
- SP&R Funds to Support Large Studies and Initiatives
- Currently Provides Funding for 2 Grants to the WMPO
- Annual Participation Fluctuates Depending on Initiatives

## 4. WMPO Member Contributions

- Member Shared Cost Allocation Per Memorandum of Understanding
- Allocations based on 2020 Census
- Local Match for Grant Funding
- Expenditures that are not allowable grant expenses



# Management of Grant Funds

- Grant Compliance
  - 2 CFR 200 – Uniform Guidance for Federal Awards
    - Pre-Award and Post-Award Compliance
    - Cost Principles to Determine Allowable Costs
    - Annual Single Audit Requirements
  - Audit-Proof?
- Agreements and Contracts
  - Follow Proper Steps to Obtain and Execute an Agreement or Contract
    - Approval to Apply for Funding, Enter into an Agreement, or Award a Contract
  - Ensure Throughout Period of Performance the Agreement or Contract is Adhered to
    - Approval for any Scope or Cost Changes



# Management of Grant Funds

- Procurement
  - Is it Allowable, Allocable, and Necessary
  - Procurement Thresholds and Requirements
  - Grantor Permission Every Step of the Way
- Quarterly Reimbursement Claims
  - Staff Time & Effort and/or Expense Documentation
  - Invoicing Grantors and Local Members
  - Digital and Paper Files Ready to Hand Over to Auditors When Requested



# Prepare Annual WMPO Operating Budget

- Unified Planning Work Program (UPWP)
  - Draft Due to NC DOT Annually on January 31<sup>st</sup>
  - Requires 30-Day Public Comment Period
  - Must be Adopted Annually by the WMPO Board and Submitted to NC DOT by March 31<sup>st</sup>
  - Contains Funding From Federal, State, and Local Members
- City of Wilmington Annual Budget
  - Draft Due to Wilmington Budget Department Annually on January 31<sup>st</sup>
  - WMPO Budget Approved By City Council as Part of Wilmington Budget Process
  - Adopted with City Budget Annually on July 1<sup>st</sup> and Included in the City's Budget Ordinance
  - Includes UPWP Budget Funds Plus City Only Funds
  - Instead of UPWP Tasks, Funds Budgeted to City's General Ledger Project Strings



# Grant Coordinator

- Locally Administered Projects Program (LAPP)
  - Coordinate with Technical Services to Manage the LAP Program
  - Facilitate the Call for Projects
  - Recommend Award Direct Attributable Funds to Members for Projects
- WMPO Member Assistance
  - Guidance with DOT Processes & Procedures to Ensure Successful, Audit-Proof, Projects
  - Assist with EBS's Fiori Portal
- Grant Assistance
  - General Grant Assistance and Funding Options
  - Cost Benefit Analysis



# Questions?





# UPWP Overview

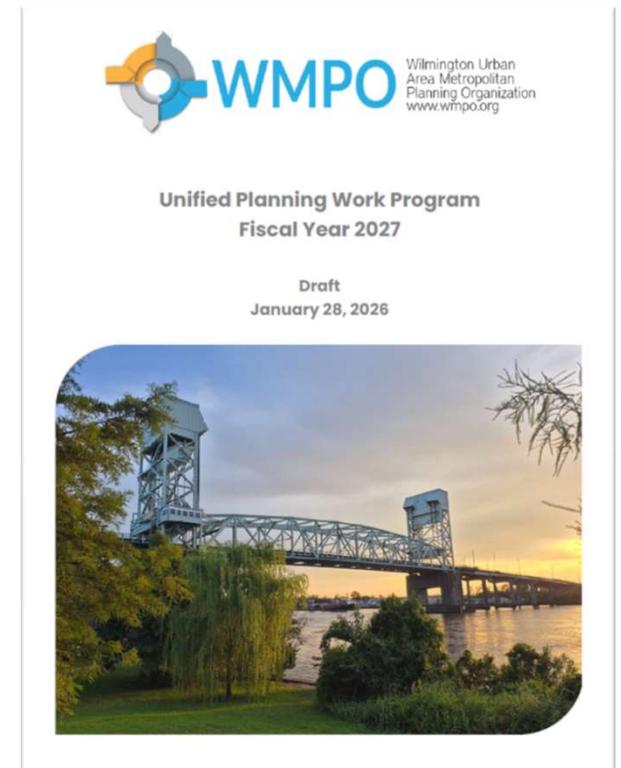
*Regina Hopkins, Accounting Manager*

## What is a UPWP?

The Unified Planning Work Program (UPWP) outlines the tasks, budgets, and transportation planning studies the WMPO Staff will undertake during the fiscal year.

It includes:

- Narrative & Budget for Tasks to be Performed by WMPO Staff
- Special Studies that Utilize a Contracted Consultant
- List of Funding Sources the WMPO will Utilize in the Fiscal Year
- Breakdown of Federal, State, and Local Participation



# Narrative and Budgets for Tasks to be Performed

The UPWP is broken down by fund source and describes:

- Narrative of Work to be Performed by WMPO Staff
- Budgeted Amount to Complete the Task by June 30<sup>th</sup> each year.
- All Amendments to Tasks or Budgeted Amounts
  - The UPWP can be Amended as Needed
  - Amendments must be Approved by the Board

**Planning Section 104(f) - (PL104)**  
**Narrative of Work Tasks to be Performed in FY 27**  
(Primary work to be performed by WMPO staff except where noted.)

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

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

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

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

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

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

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

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

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

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

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# Special Studies that Utilize a Contracted Consultant

The WMPO Staff has six on call consultants that are utilized to perform special studies for transportation planning activities.

Below is a list of prior years' studies performed:

- 2027-2031 Strategic Plan Update
- Safe Streets and Roads for All Comprehensive Safety Action Plan
- Intelligent Transportation Systems (ITS) Plan
- Metropolitan Transportation Plan (MTP) Development
- Pender County Bike Ped Plan

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

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

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

Mapping – Creation and maintenance of base maps, zone maps, land use, etc. for the WMPO's area. The WMPO has a full-time GIS Analyst position dedicated to this task.

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

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

Special Studies: Staff Time - Safe Streets and Roads for All – \$5,000  
Time utilized by Staff to manage the Safe Streets and Roads for All funded Comprehensive Safety Action Plan. An outside consultant is being utilized and contracted to perform the study. Kittleson & Associates has been selected to perform this task. For a comprehensive description of this study, please see the UPWP section titled: Narrative of Safe Streets and Roads for All (SS4A) Continued Funding for a Special Study.

Special Studies: Consultant – Resiliency Improvement Plan (RIP) – \$300,000  
The 2021 Infrastructure Investment and Jobs Act (IIJA) established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant program to “fund projects that address the climate crisis by improving the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail.” In 2023, the WMPO applied for a planning grant to develop a Resiliency Improvement Plan for the WMPO planning area. The WMPO was unsuccessful in receiving a funding award and intended to apply for funding in subsequent years. Due to changes in federal priorities and the upcoming expiration of the current federal transportation authorization, IIJA, on September 30, 2026, there is uncertainty about whether and when future PROTECT grant cycles may be held.

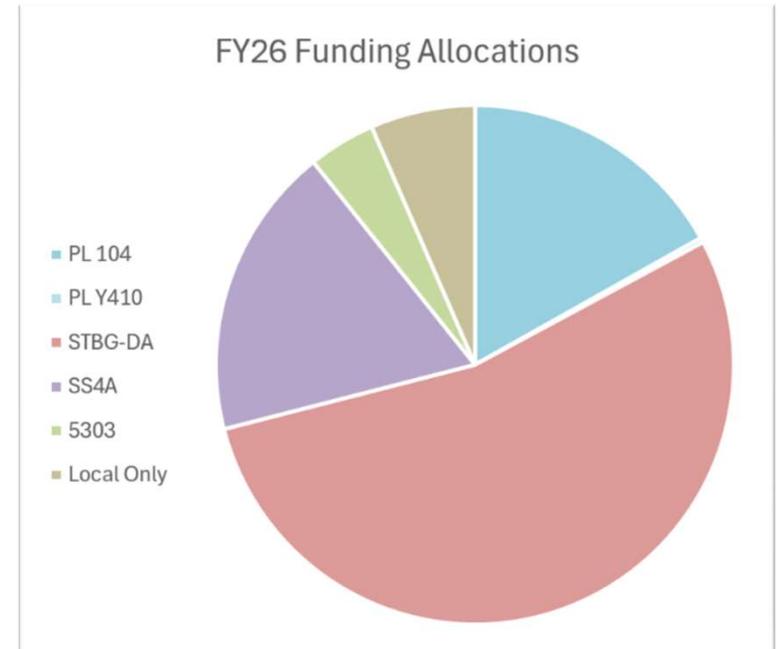
Recognizing the criticality of a Resiliency Improvement Plan for the region, the WMPO aims to develop a Resiliency Improvement Plan that identifies both short-term and long-term planning activities and investments to enhance the resilience of the region's surface transportation assets. The Wilmington region holds strategic

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# Funding Sources the WMPO Will Utilize in the Fiscal Year

In FY26 the WMPO Operates Using Six Funding Sources:

- FHWA – PL 104
- FHWA – PL-Y410
- FHWA – STBG-DA
- FHWA – Safe Streets and Roads for All
- FTA – Section 5303
- Local Only Funds



# Federal Highway Administration (FHWA) Funds

## 1. PL-104(f) - Section 104(f) Planning Funds

- 80% Federal / 20% Local Match
- Formula Funds Allocated to WMPO Based on the 2020 Census
- Funds Programmed into the Annual UPWP Operating Budget
  - FY 26: \$ 462,000
  - FY 27: \$ 501,500
- Used by WMPO Staff for Time Spent on Various Specific Transportation Planning Tasks
  - Traffic Counts
  - Long Range Planning Processes
  - Metropolitan Transportation Planning (MTP) 25-year plan
  - Misc. Planning Tasks and Operational Costs



# Federal Highway Administration (FHWA) Funds

## 2. Safe & Accessible Transportation Options (SATO / PL-Y410)

- 100% Federal / 0% Local Match
- Formula Funds Allocated to WMPO Based on 2.5% Planning Funds
- Funds Programmed into the Annual UPWP Operating Budget
  - FY 26: \$ 8,200
  - FY 27: \$ 8,300
- Used by WMPO Staff for Planning Transportation Improvements Focusing on:
  - Safe & Accessible Transportation for All Ages and Abilities
  - Complete Streets
  - Safety Plans
  - Better Bike / Pedestrian / Transit Access



# Federal Highway Administration (FHWA) Funds

## 3. Safe Streets & Roads for All (SS4A)

- 80% Federal / 10% State / 10% Local Match
- \$500,000 Discretionary Grant Awarded to WMPO in FY23
- Funds Programmed into the FY24 UPWP Operating Budget and Carrying Forward to FY27 UPWP
- WMPO Hired a Consultant to Draft A Comprehensive Safety Action Plan Focused On:
  - Vision 0 to Eventually Eliminate All Traffic Deaths by Improving:
    - Roadway Designs so Infrastructure is Shared – MUPs, Greenways, Lights, Signs, Bike Lanes
    - Public Outreach to Curb Dangerous Behaviors
    - Designing Systems to Minimize Crash Severity
- Study is Over 50% Complete and Will Conclude September 2026



# Federal Highway Administration (FHWA) Funds

## 4. Surface Transportation Block Grant – Direct Attributable (STBG-DA)

- 80% Federal / 20% Local Match
- Formula Funds allocated to WMPO based on 2020 census
- Funds Programmed into the UPWP Operating Budget

FY 26: \$ 1,473,861

FY 27: \$ 1,867,200

- Used by WMPO Staff Focusing on:

GIS Analysis

Consultant Costs for Special Studies

Misc. Planning, Administrative, & Management Purposes & Operational Costs



# Federal Transit Administration (FTA) Funds

## 1. Section 5303 – Transit Planning Funding

- 80% Federal / 10% State / 10% Local Match
- Formula Funds allocated to WMPO based on 2020 census
- \$90K Federal and \$11k State Average Allocations in Past 5 Years
- Funds Programmed into the Annual UPWP Operating Budget
  - FY 26: \$ 114,648
  - FY 27: \$ 136,841
- 60% - 70% of Funding Awarded to WAVE for Transit Planning Initiatives
- 30% - 40% of Funding Used by WMPO Staff for Transit Planning Activities



# NC DOT State Funds

## 1. Match Funds for FHWA & FTA Grants

- Programed into the UPWP
- Provide Half of the Local Match Requirement for Federal Funds
  - 80% Federal / 10% State / 10% Local
  - Safe Streets & Roads for All (SS4A)
  - 5303 Public Transportation Planning

## 2. NCDOT State Planning and Research (SP&R) funds

- Programed into the FY 25 UPWP
- Intelligent Transportation Systems (ITS)
  - Integrate Technology into vehicles & infrastructure to improve transportation safety & mobility
  - FY 25 WMPO Allocated \$100k to hire a consultant to perform an ITS Study.
  - FY 25 NC DOT Contributed \$200k to obtain more comprehensive ITS Study.



# Local Only Funds

## 1. Funding Provided by the WMPO's Members That are not Tied to Any Grants

- Programed into the UPWP
- Provide Funding for Non-Grant Eligible Activities
  - Lobbying Services
  - Promotional Items & Refreshments for Public Outreach Events
  - FY 26 Pilot Program for Grant Assistance
  - FY 27 Reauthorization Contingency
- Member Share of Costs Allocated per 2020 Census



# Federal, State, and Local Funding Breakdown

WMPO 2025 - 2026 UPWP Administrative Table

WMPO FY26 Task and Cost Allocations			FHWA/TPD Planning - PL194(F)			FHWA/TPD Planning - PL 1410			FHWA/TPD Planning - ST90-DA			FHWA - Safe Streets & Roads 4 All				FTA/MD - 5303 - Planning				Additional	FY26 PROGRAM TOTALS			
FTA CODE	TASK CODE	TASK DESCRIPTION	WBS # TBD			WBS # TBD			WBS # TBD			State WBS # 51200 / Federal Award # 693102540101				WBS # TBD				Funds	Grand			
			Local	Federal	Total	Local	Federal	Total	Local	Federal	Total	Local	State	Federal	Total	Local	State	Federal	Total	Local	State	Federal	Total	
44.24.00	II-A	Data and Planning Support	20,960	62,640	83,600	-	-	-	18,750	75,040	93,790	-	-	-	3,360	3,360	26,680	30,600	-	42,700	3,360	134,560	200,700	
44.23.01	II-A.1	Networks and Support Systems	20,100	60,540	80,640	-	-	-	18,750	75,040	93,790	-	-	-	2,610	2,610	20,000	25,100	-	41,530	2,610	176,540	192,700	
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	900	750	6,900	8,700		
44.23.02	II-B	Planning Process	15,700	50,800	66,500	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	27,900	37,200	-	-	-	-	-	-	-	-	-	470	470	3,760	4,700	-	9,770	470	40,360	51,200	
44.23.01	Y 410 SATO	Safe and Accessible Transportation Options - Y 410 Sat Aside	-	-	-	7,913	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7,913	7,913	
44.27.00	II-B.3	Special Studies - Total	3,000	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	
44.21.00	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	2,800	10,000	12,800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,800	-	10,000	12,800	
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	Horizon/Project Development	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000	-	4,000	5,000	
44.27.00	III-C	Civil Rchts. Cmp./Otr. Res. Reqs.	2,200	8,800	11,000	-	-	-	-	-	-	-	-	-	390	390	3,120	3,900	-	2,690	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 1:1 Ratio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
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	3,100	3,900	-	2,500	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	50,840	210,160	262,700	287	270,312	1,081,248	1,351,861	-	-	-	-	-	7,246	7,244	57,858	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	-	-	-	285,988	1,029,951	1,299,939	-	-	-	6,960	6,949	56,696	69,494	75,000	356,244	6,949	1,292,770	1,694,963	
44.27.00	III-E	Indirect Costs @ 5% of MTOC	1,534	12,936	15,170	287	10,324	41,296	51,622	-	-	-	-	-	286	295	2,162	2,954	-	13,854	995	56,684	71,033	
FY26 TOTALS:			92,400	369,600	462,000	6,200	294,772	1,179,095	1,473,861	-	-	-	-	-	11,466	11,464	91,718	114,648	179,000	877,638	11,464	1,648,607	2,237,709	
			PL194(F)			PL1410 SATO			ST90-DA			Safe Streets for All				5303 - Normal Planning				Additional	Grand Total			

577,638	11,464	1,648,607	2,237,709
Local	State	Federal	Grand Total
Totals			

FY24 CARRY FORWARD TOTALS			
Local	State	Federal	Grand
Totals	Totals	Totals	Totals
50,000	50,000	400,000	500,000
50,000	50,000	400,000	500,000
50,000	50,000	400,000	500,000
Local	State	Federal	Grand Total
Totals			

FY26 & FY24 Combined Total			
Local	State	Federal	Grand Total
627,638	61,464	2,048,607	2,737,709

WMPO FY24 Task and Cost Allocations - Carry Forward			FHWA/TPD Planning - PL194(F)			FHWA/TPD Planning - PL 1410			FHWA/TPD Planning - ST90-DA			FHWA - Safe Streets 4 All				FTA/MD - 5303 - Normal Planning				Additional	FY24 CARRY FORWARD TOTALS			
FTA CODE	TASK CODE	TASK DESCRIPTION	N/A - Does Not Carry Forward			N/A - Does Not Carry Forward			WBS # 44894.1.5			State WBS # 51200 / Federal Award # 693102540101				N/A - Does Not Carry Forward				Funds	Grand			
			Local	Federal	Total	Local	Federal	Total	Local	State	Federal	Total	Local	State	Federal	Total	Local	State	Federal	Total	Local	State	Federal	Total
44.27.00	II-B	Planning Process	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
44.27.00	II-B.3	Special Studies: Consultant - Safe Streets & Roads for All (SS-4)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY 24 CONTINUANCE TOTALS:			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			PL194(F)			PL1410 SATO			ST90-DA			Safe Streets for All				5303 - Normal Planning				Additional	Grand Total			

Combined Total of FY26 and FY24 Continance			PL194(F)			PL1410 SATO			ST90-DA			Safe Streets for All				5303 - Normal Planning				Additional	FY26 & FY24 Combined Total			
			Local	Federal	Total	Local	Federal	Total	Local	Federal	Total	Local	State	Federal	Total	Local	State	Federal	Total	Local	State	Federal	Total	
TOTALS:			92,400	369,600	462,000	6,200	294,772	1,179,095	1,473,861	50,000	50,000	400,000	500,000	11,466	11,464	91,718	114,648	179,000	877,638	11,464	1,648,607	2,237,709		



# Local Member Funding Allocations

All Ten WMPO Members Contribute to the Local Only Funds and Grant Match Requirements

- Established Via the 2016 Memorandum of Understanding
- Share is Based on the 2020 Census Adopted January 31, 2024

Member	2020 Population	2020 % of Total WMPO Population
Wilmington	115,451	38.84%
New Hanover	98,698	33.21%
Pender	32,804	11.04%
Leland	22,908	7.71%
Brunswick	10,935	3.68%
Carolina Beach	6,564	2.21%
Belville	2,696	0.91%
Wrightsville Beach	2,541	0.86%
Kure Beach	2,451	0.82%
Navassa	2,135	0.72%
<b>TOTALS</b>	<b>297,183</b>	<b>100%</b>



# Local Member Funding Allocations

## FY27 Projected Member Contributions

WMPO FY27 UPWP - Including Safe Streets & Roads for All Continuation from FY24									
FY27 Cost Allocation		PL104	Y410	STBG	5303	Local Only	FY27 Totals	SS4A	UPWP Total
Federal		401,200	8,300	1,493,760	109,473	-	2,012,733	400,000	2,412,733
State		-	-	-	13,684	-	13,684	50,000	63,684
Local Match		100,300	-	373,440	13,684	131,000	618,424	50,000	668,424
<b>Grant Funding Totals</b>		<b>501,500</b>	<b>8,300</b>	<b>1,867,200</b>	<b>136,841</b>	<b>131,000</b>	<b>2,644,841</b>	<b>500,000</b>	<b>3,144,841</b>
Local Member 2020 Census Rate									
Wilmington	38.84%	38,956	-	145,044	5,314	50,874	240,188	21,065	261,253
New Hanover	33.21%	33,310	-	124,019	4,544	43,506	205,379	17,015	222,394
Pender	11.04%	11,073	-	41,228	1,511	14,463	68,275	4,740	73,015
Leland	7.71%	7,733	-	28,792	1,055	10,101	47,681	2,675	50,356
Brunswick	3.68%	3,691	-	13,743	504	4,821	22,759	1,800	24,559
Carolina Beach	2.21%	2,217	-	8,253	302	2,896	13,668	1,130	14,798
Belville	0.91%	913	-	3,398	125	1,193	5,629	385	6,014
Wrightsville Beach	0.86%	863	-	3,212	118	1,127	5,320	490	5,810
Kure Beach	0.82%	822	-	3,062	112	1,075	5,071	400	5,471
Navassa	0.72%	722	-	2,689	99	944	4,454	300	4,754
<b>TOTAL Local Match</b>	<b>100%</b>	<b>100,300</b>	<b>-</b>	<b>373,440</b>	<b>13,684</b>	<b>131,000</b>	<b>618,424</b>	<b>50,000</b>	<b>668,424</b>

Note: The SS4A Grant is carried forward from FY24 and utilizes the FY24 member rate based on the 2010 census



# Questions?





# LAPP Program Overview

*Krysdan Burden, Grants Coordinator*

*Luke Hutson, Engineering Associate*

## Background

The Locally Administered Projects Program (LAPP) is a competitive application process through which the WMPO solicits qualified project applications from its member jurisdictions to award direct attributable funds for the Surface Transportation Block Grant Program (STBG-DA), Transportation Alternatives (TA) Set-Aside, and Carbon Reduction Program (CRP).



# Funding Sources- STBG

## Surface Transportation Block Grant (STBG)

- “The STBG program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.”

<https://www.fhwa.dot.gov/specialfunding/stp/>



# Funding Sources- TA

## Transportation Alternatives (TA)

- “The TA Program provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.”
- These funds are set-aside from the STBG Program

[https://www.fhwa.dot.gov/environment/transportation\\_alternatives/](https://www.fhwa.dot.gov/environment/transportation_alternatives/)



## Funding Sources- CRP

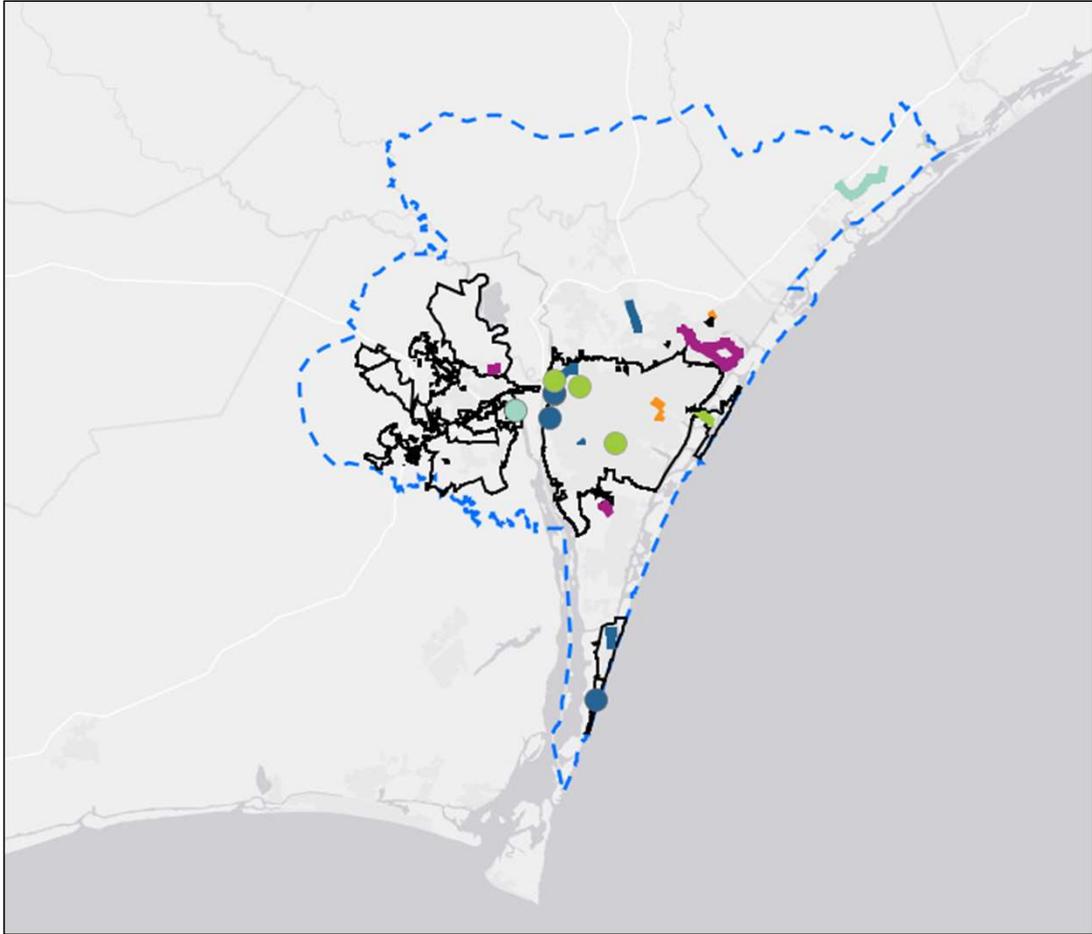
### Carbon Reduction Program (CRP)

- “The Bipartisan Infrastructure Law established the CR Program, which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources.”
- Funds not anticipated past FY 2026

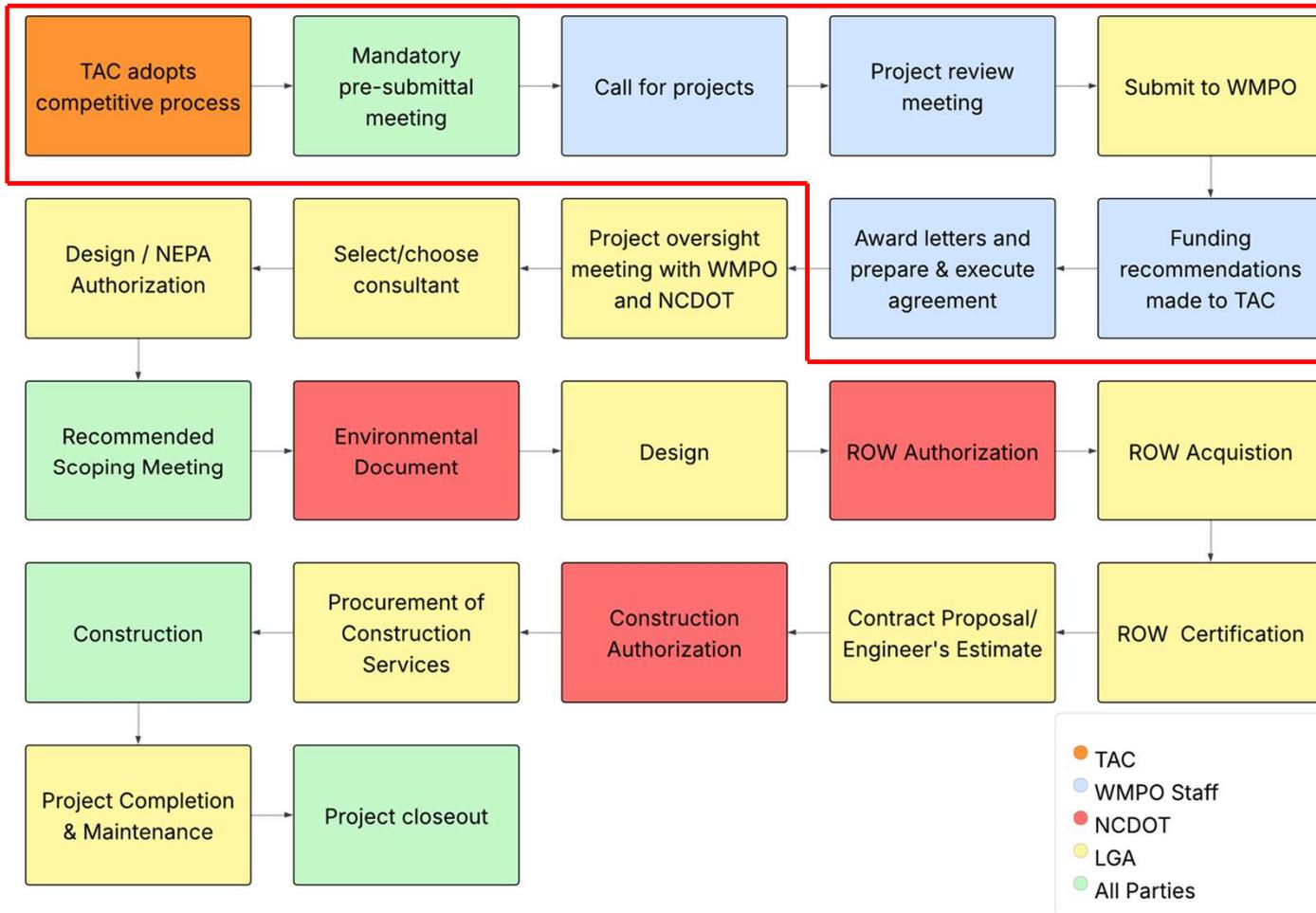
[https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/crp\\_fact\\_sheet.cfm](https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/crp_fact_sheet.cfm)



# 29 Active Projects



# Application and Award Process



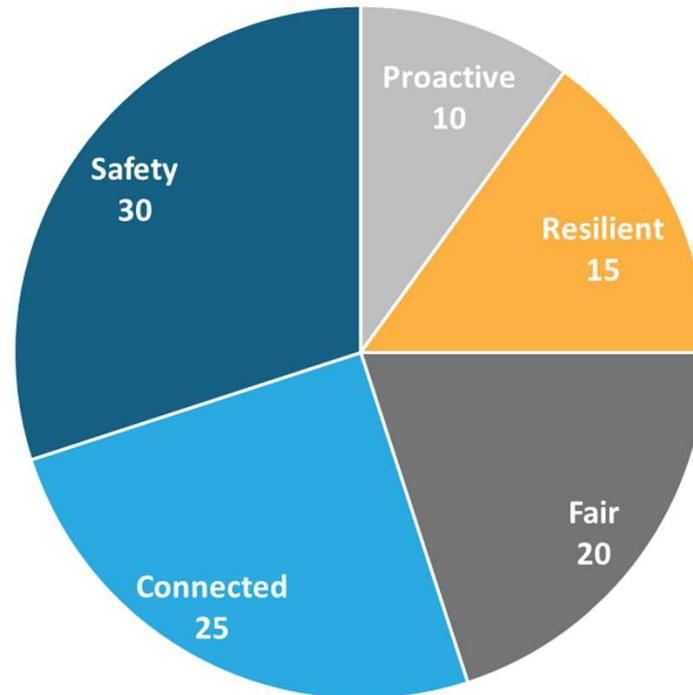
- WMPO Board adopts application process
- Call for projects is opened with opportunities for application support from WMPO staff
- Funding recommendations are made to the Board
- After Board adoption, award letters are sent
- Members can begin the agreement process

# Scoring Criteria For Awarding Funding

The scoring criteria for the current FY2026-2030 call were based on the approved 2050 MTP Goals:

- **Safety** – 30 Points
- **Fair** – 20 Points
- **Connected** – 25 Points
- **Resilient** – 15 Points
- **Proactive** – 10 Points

*\*100 total points*



## Results from the FY2026-2030 Call

- The WMPO received ten applications from five member jurisdictions
- Total funding request was over \$14 million
- WMPO staff recommended that the Board approve funding for five of the ten projects
  - Resolution passed at the November 19<sup>th</sup> meeting
- Funding for the recommended projects is allocated from FY2026 to FY2028

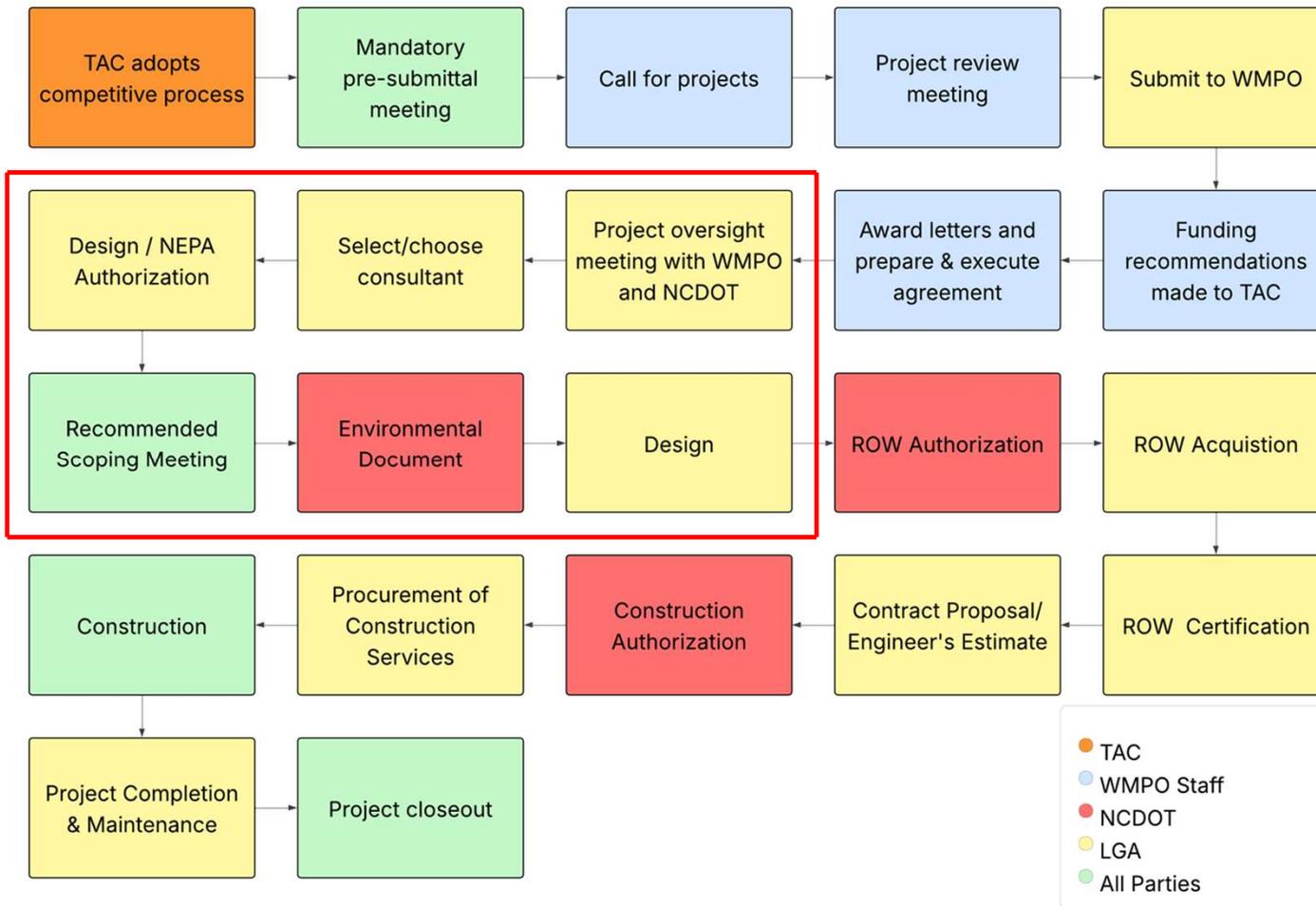


# Recently Awarded Projects

- City of Wilmington- Kerr Avenue Trail
- New Hanover County- South College and 17<sup>th</sup> Street to Piner Road MUP
- NCDOT Signal Installations:
  - Lanvale Road and Fletcher Road NE/Village Road
  - Sloop Point Road and Country Club Road
  - Lake Park Boulevard and Federal Point Driveway



# Project Design Phase



- Project coordination with all stakeholders.
- Ensure the project remains consistent with the approved scope, schedule, and funding.
- Reviewing design submittals at 25%, 60%, 90% completion.

# Project Design Phase

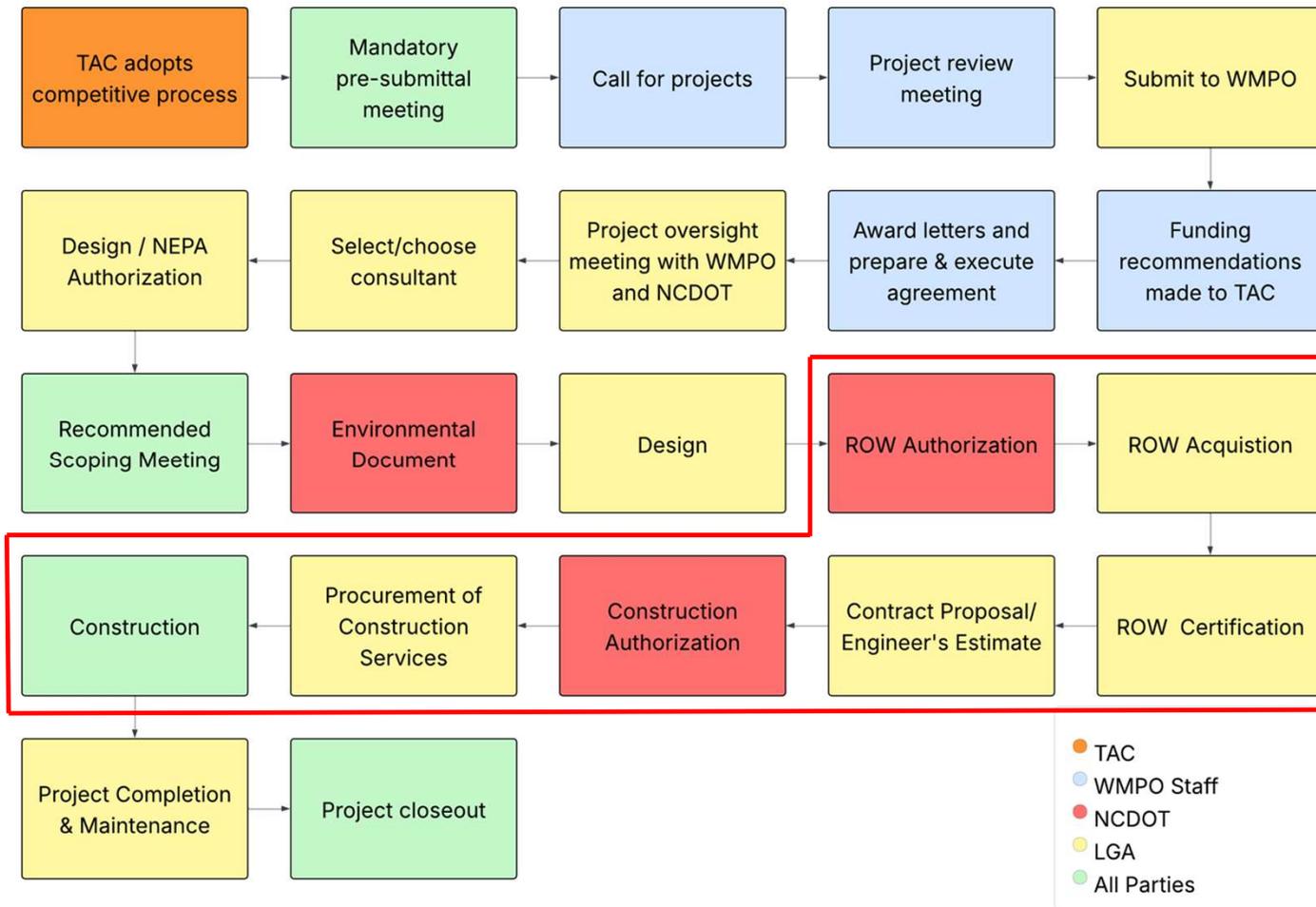
BL-0045 – Downtown Trail Phase 1

BL-0074 – US 17 Pedestrian crossing at Olde Waterford Way/Ploof Road- *final design pending approval*

BL-0059 – Fort Fisher Boulevard/K Avenue and North 3<sup>rd</sup> Street Pedestrian Safety Improvements



# ROW & Construction Phases



- Coordinating with all project stakeholders.
- Attending site walks and construction update meetings.
- Requesting monthly updates for our TCC and Board packets.
- Continued support for our member jurisdictions.



# ROW & Construction Phases

U-5534U - Navassa Park MUP – To begin early 2026

BL-0118 - North College Road Pedestrian Improvements

BL-0040 - Middle Sound Loop Extension/Connector Construction & Porters Neck Walmart Connector Construction

U-5534H - Hinton Ave MUP – To begin early February 2026

U-5534G - Hooker Road MUP – To begin early February 2026

U-5534C - Wrightsville Ave/Greenville Ave to Hinton Ave – To begin early February 2026

TC-0027 - Wave Passenger Amenities and Upgrades

TC-0021 - Wave Passenger Amenities and Upgrades

EB-5600 - S.17th Street Multi-use Path

U-6039 - St. Joseph Bike Lanes

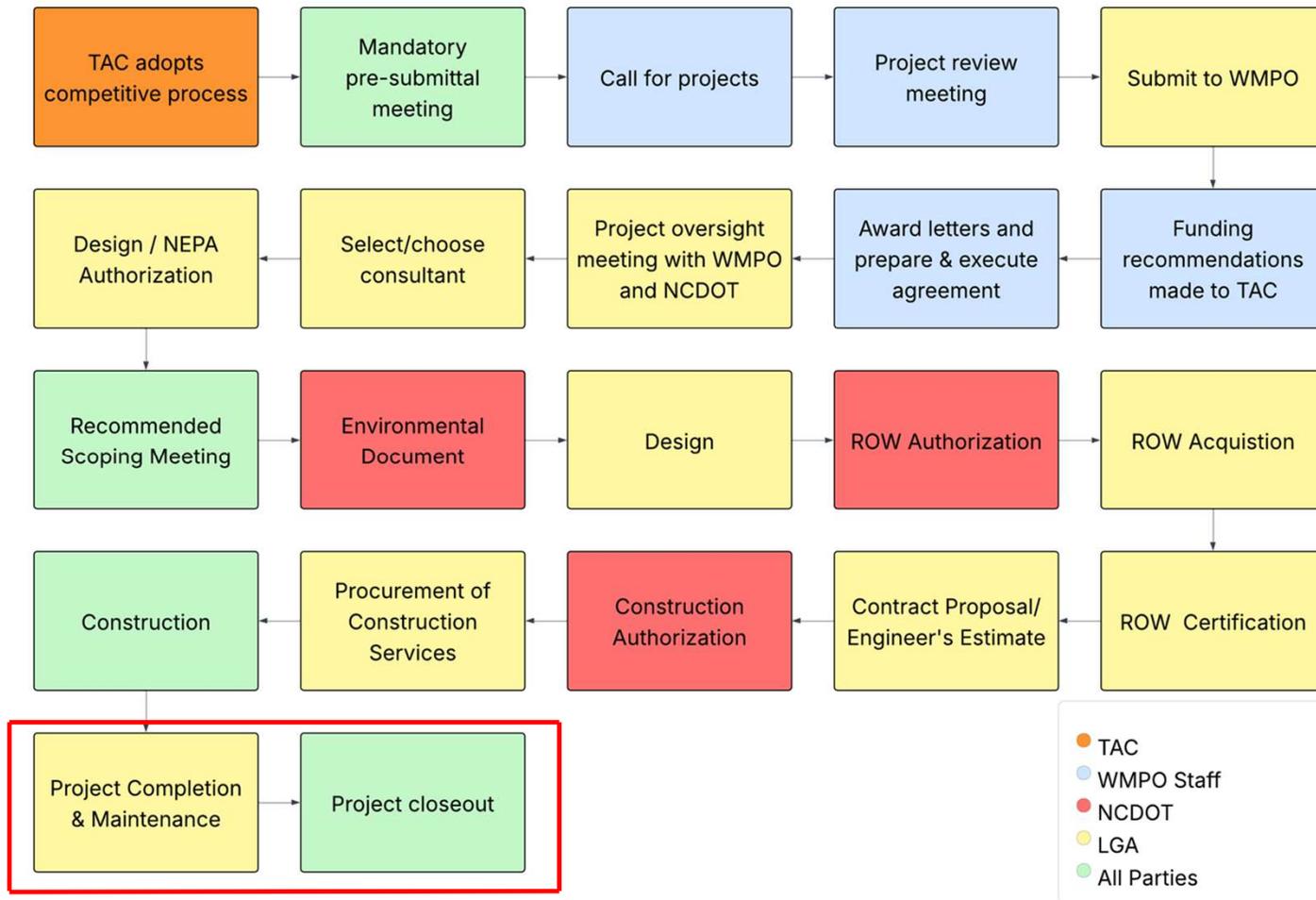
U-6235 - Signal Pre-emption Phase 2

HL-0110 - 3<sup>rd</sup> Street/Orange Street Traffic Signal

HL-0109 - 3<sup>rd</sup> Street/Ann Street Traffic Signal



# Project Closeout



- WMPO helps ensure the project closeout process is done correctly.
- Member jurisdiction will take over for maintenance of the project.
- Unused funds are returned to the WMPO.

# Completed Projects



**Market Street Hawk Signal**



**Belville Elementary Multi-Use Path**

## Upcoming for LAPP

- Newly adopted LAPP process included a biennial call for projects and the programming of funds across five federal fiscal years
- Funds are currently not allocated in FY2029 or FY2030 for the FY2026-2030 Project Program
- A special call for projects be held in summer 2026 to consider additional projects
  - Stay tuned for more details!



# Questions?





# 10 Minute Break



# WMPO 101

February 10, 2025



# Go Coast Overview

*Carolyn Caggia, Associate Transportation Planner / Go Coast Coordinator*

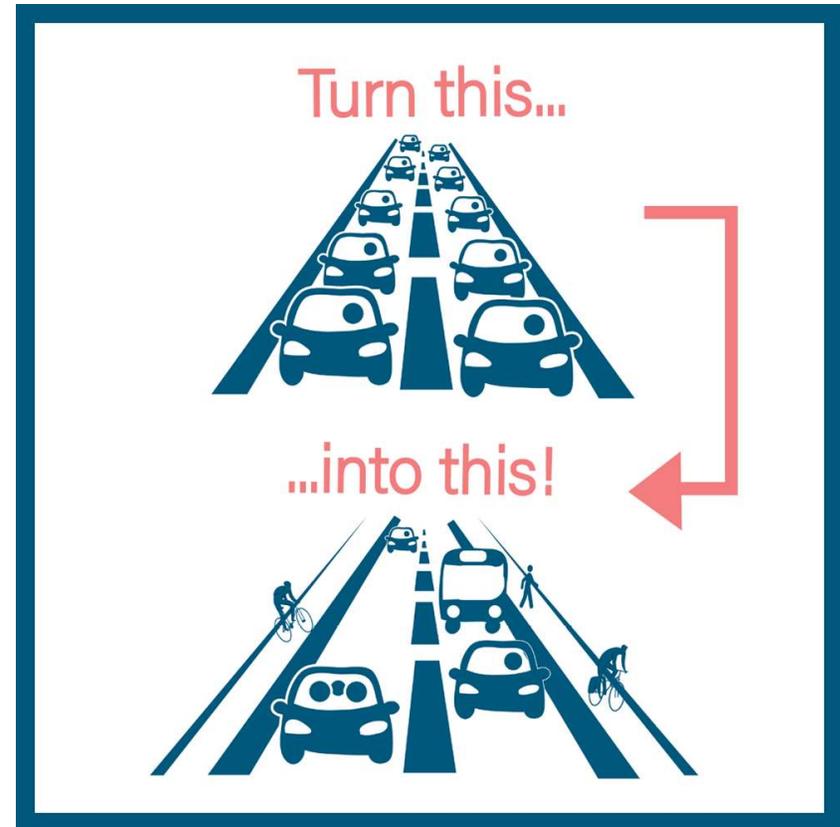
# Contents

1. What is TDM?
2. What guides our program?
3. Go Coast committee
4. Go Coast initiatives
5. TDM short-range plan
6. 2026 plans

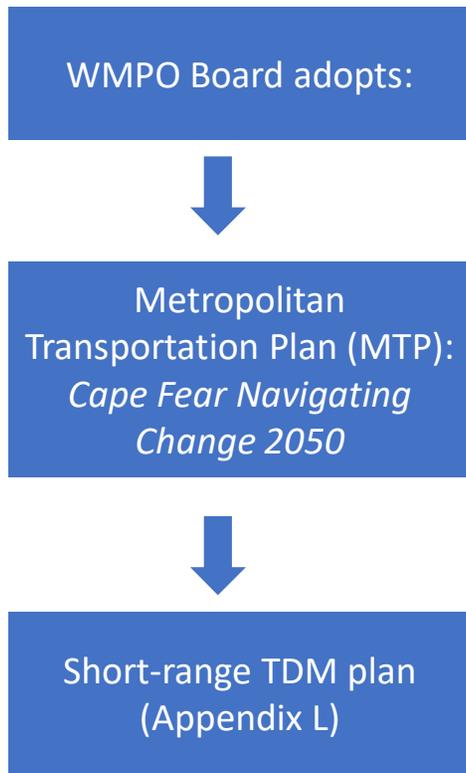


## What is TDM?

- **Transportation Demand Management** (TDM) refers to strategies that support and encourage the use of alternative transportation other than just driving alone.
- TDM aims to:
  - Mitigate traffic congestion
  - Improve air quality
  - Support a variety of transportation options
  - Improve EVERYONE's commute!



# What guides our program?



Go Coast committee



# Go Coast committee

Advises TDM activities by the Go Coast program and WMPO.



## Go Coast Initiatives: Website

- Information about the commuting options available in the Wilmington area
- Bicycle safety / rules of the road tips
- Links to Wave Transit
- Model policies (teleworking)
- Commuter Friendly Employer toolkit
- Personalized commuter plan assistance



**GoCoastNC.org**



## Go Coast Initiatives: Be a Looker

- Safety tips for those who bike, walk, and drive
- Campaign is promoted in odd years through paid advertising and media coverage, although messages are promoted year-round



## Go Coast Initiatives: Commuter Friendly Employer

- Contains toolkit for employers with sample outreach for employees, etc.
- Recognition program for Bronze, Silver, and Gold levels
- Working to amp up promotion of CFE in 2026



# Commuter Friendly Employer



# Go Coast Initiatives: Regular Outreach

- Annual events like the River to Sea Bike Ride
- Bike Month in May
- Commuter Challenge in October
- Regular tabling/outreach events throughout the Wilmington area



## TDM Short-Range Plan

- Appendix L in WMPO's MTP, *Cape Fear Navigating Change 2050*
- Updates previous plan, *Cape Fear Change in Motion 2020*
- Aligns with MTP's 5 goals: safe, fair, connected, resilient, proactive



## 2026 plans

- Promoting River to Sea Bike Ride and Bike Month in May
- Developing safe carpooling guide in conjunction with Share The Ride NC platform update; increasing carpool promotion
- Increasing social media outreach and video content in partnership with Wave Transit
- Increasing employer outreach
- Re-evaluating Commuter Friendly Employer program criteria and toolkit
- Shifting gears on Commuter Challenge to focus more highly on employer engagement than just individuals
- Meeting with member jurisdictions to support TDM efforts within their areas
- Participating in regular outreach events throughout the region



# Questions?





# Active Transportation Advisory Committee (ATAC)

*Beth King, Transportation Planner, ATAC Secretary*

## Background

- Formerly known as the Bicycle and Pedestrian Advisory Committee (BPAC)
- Committee focuses on topics, projects, policies, etc. that concern active transportation users
- **Advisory role:** weigh in on related topics and advise the WMPO Board on decisions
- Forum where active transportation priorities are discussed and elevated when appropriate



# Active Transportation

- Active transportation is **human-powered movement for travel**, like walking, biking, skateboarding, or using non-motorized wheelchairs, **replacing car trips**.
- Transitions focus from walking and biking to all forms of human-powered travel, **across ages and abilities**



## Committee Purpose

- Specific focus on active transportation modes, identified need to improve active transportation safety and access
- Allows for citizen/user perspective
- Increases coordination across jurisdictions and planning partners
- **Connects lived experience to regional decision making**



## Roles & Responsibilities

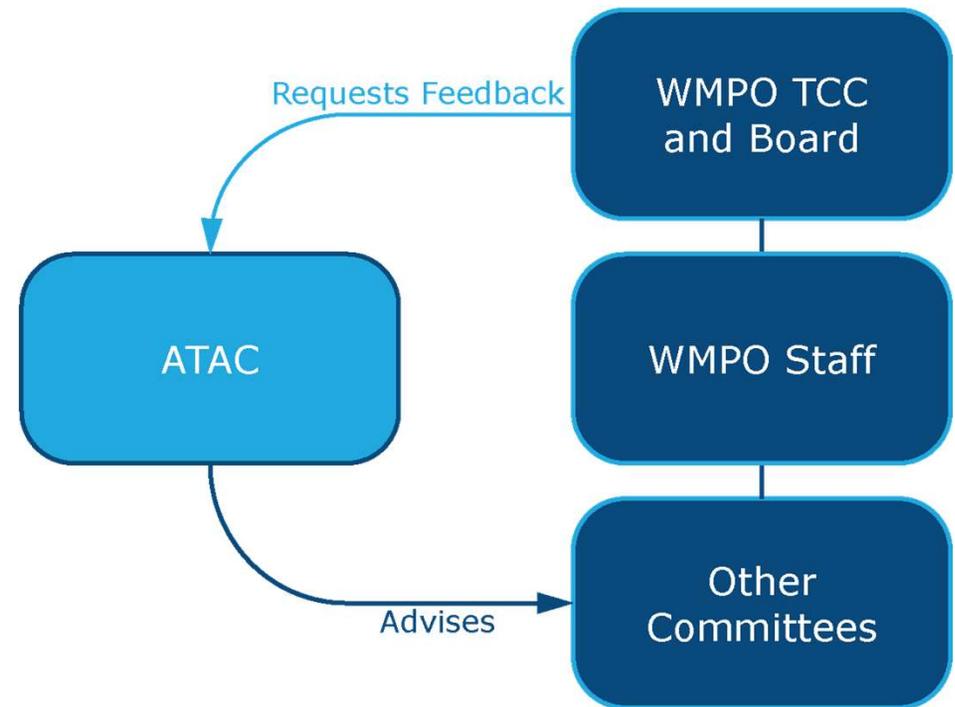
The Committee studies and promotes the following:

- The **full integration** of active transportation into regional transportation plans, policies and practices;
- **Incentives** for increasing active transportation use;
- **Best practices** in active transportation facilities development;
- Active transportation **programs for children, seniors, and the disabled**;
- **Safety programs** for active transportation use;
- **Health benefits** of active transportation; and
- **Funding** for active transportation programs and facilities.



## How ATAC fits into WMPO

- ATAC fulfills advisory role
- Input from the ATAC is **incorporated** into WMPO plans, project development, outreach, and policies



## Membership & Participation

- 21-member committee
  - 13 Board-appointed members
  - 7 ex **officio members**
  - Go Coast Coordinator
- 2026 Meeting Schedule: third Tuesday of every other month starting in February
  - 2:00pm at WMPO office (and virtual option)
- Public meeting= public comment period
- Citizen participation as **associate members** on subcommittees
- **Members represent the organizations/entities they were appointed by**



## Current & Typical Topics

- Safety programs and campaigns
- Public engagement and outreach
  - River to Sea Bike Ride
- E-bike legislation and other policy
- Metropolitan Transportation Plan (MTP)
- Trail etiquette campaign
- SS4A Safety Action Plan
- Bicycle Helmet Initiative



## Geet Involved!

- Attend an ATAC meeting
- Meet with your representative
- Email me at [beth.king@wilmingtonnc.gov](mailto:beth.king@wilmingtonnc.gov)
- Visit website: <https://www.wmpo.org/about/bicycle-and-pedestrian-advisory-committee/> **(Update coming soon!)**



# Questions?





# Public Participation Plan (PPP)

*Tessa Jones, Public Information Officer*

## Purpose

- The Public Participation Plan guides how the WMPO engages the public
- Ensures transparency, access, and trust in the transportation planning process
- Federally required, must adhere to applicable laws and regulations
- Helps us make better decisions



## What *IS* the PPP?

- A framework for how the WMPO will *conduct* public engagement and *collect* input
- Sets expectations for:
  - **When** we engage
  - **How** we engage
  - **Who** we engage
- Applies to core plans, projects, and policies



## Let's Hear It From You

How do you usually hear from the public?

- A. Emails
- B. Public Meetings
- C. Social Media
- D. 1v1 Conversations
- E. All the Above



## Federal Requirements

- Required by federal transportation law
- Ensures:
  - Early and continuous engagement
  - Access for underserved communities
  - Reasonable notice and comment periods
- Applies to all MPOs



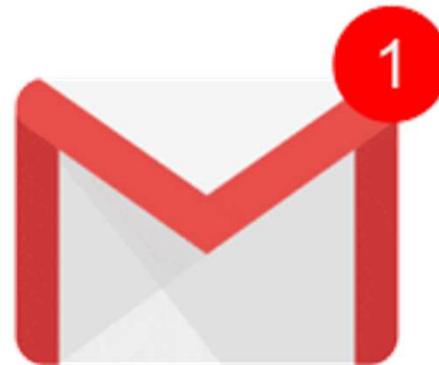
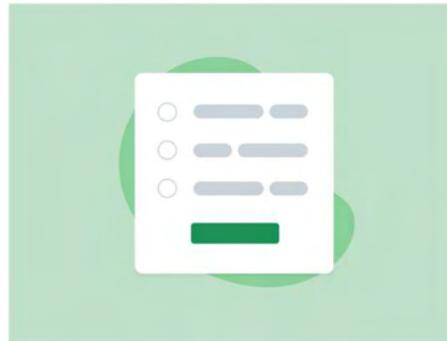
## What the PPP Requires Us to Do

- Provide clear, timely information
- Offer multiple ways to participate
- Remove barriers to engagement
- Document and respond to public input



## How We Put the PPP Into Action

- Public meetings, tabling at events, & open houses
- Online surveys & comment portals
- Social media & email updates
- Partnerships with local groups, community ambassadors
- Stakeholder & steering committees
- Press releases & interviews
- Virtual engagement meetings
- Annual report



# Core Product Requirements



	Public Comment Period	Public Hearing	Draft Document Availability	Responding to Public Comment	Final Plan Availability
<b>MTP</b>	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.
<b>MPO/State TIP</b>	Minimum 30 days	Yes, prior to the MPO/State TIP 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
<b>UPWP</b>	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
<b>PPP</b>	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

## A Living Document

- Reviewed regularly
- Updated based on best practices
- Adjusts to new tools and community needs
- Feedback welcomed by the public outside of the comment period for PPP update



## 2026 Update

- Currently underway
- Rationale:
  - Align with current federal requirements
  - Formalize modern engagement practices
  - Strengthen accessibility
  - Improve clarity, consistency, and design
- Doesn't Change:
  - Public comment timelines
  - In-person participation options
  - Day-to-day practice



## The WMPO Public Participation Award

Awarded To:

*The Public*

For:

*Showing up, speaking up,  
and helping shape our region*



# Questions?





# Cape Fear Navigating Change 2050

*Abby Lorenzo, Deputy Director*

## Presentation Overview

- Metropolitan Transportation Plan Requirements
- Cape Fear Navigating Change 2050 development process
- Overview of the 2050 MTP document
- How the MTP informs the regional transportation planning process



# Metropolitan Transportation Plan Requirements

23 CFR 450.324 Development and content of the metropolitan transportation plan

- Minimum 20-year planning horizon
- Multimodal
- Review and update every 4 years (air quality nonattainment areas) or 5 years (air quality attainment areas)
- Consider current and future land use, congestion, employment, population, and economic activity
- Include current and projected transportation demand of persons and goods (freight)
- Incorporation of federal planning factors
- Description of federal performance measures and MPO adopted performance targets



# Metropolitan Transportation Plan Requirements

23 CFR 450.324 Development and content of the metropolitan transportation plan

- Incorporation of Congestion Management Process data results and strategies
- Operational and management strategies (TSMO)
- Analysis of possible environmental impacts and possible mitigation activities
- Development of a financial plan and project cost estimates
- Must be fiscally constrained
- Include other local, state, and federal agency consultation, including the local transit agency
- Consider and incorporate public input



# Cape Fear Navigating Change 2050

- The current WMPO MTP is *Cape Fear Navigating Change 2050*, adopted by the WMPO Board on October 29, 2025.
- WMPO is required to update and adopt every 5 years (next MTP due by October 29, 2030)
- WMPO MTP has a 25-year planning horizon
- WMPO MTP consider alternative funding opportunities as part of financial analysis
- WMPO MTP is developed by WMPO Staff (with exception of financial analysis)



# Cape Fear Navigating Change 2050 Development Process



## Plan Development Committees

### MTP Steering Committee (MTPC)

*Advise and direct plan development, including criteria and metric development, project evaluation, and policy recommendation review. This committee was comprised of subject-matter experts in the 6 transportation modes, as well as in urban planning, public health, emergency management, and diversity and inclusion.*

### Citizen Advisory Committee (CAC)

*Advise the WMPO on ways to more effectively engage the public and assist in outreach efforts. This committee was comprised of a citizen active in the community from each member jurisdiction.*



# Analyzing Existing Conditions

- Population demographics and socioeconomic considerations
- Existing facilities, operations, and services for all modes (i.e. ILM, Wave Transit, NCDOT) and freight
- Review of local and regional adopted transportation plans (existing identified needs and priorities)
- Economic conditions (tourism and jobs)



# Public Involvement & Stakeholder Participation Ph.1

- Survey and comment mapping tool developed to collect information on current travel behavior, preferences for future travel behavior, public priorities for funding new projects and improvements



# Public Involvement & Stakeholder Participation

The survey and stakeholder interviews found:

1. Currently citizens travel most often in the following ways (in ranked order):
  1. Drive Alone
  2. Public Transportation
  3. Walking
  4. Biking

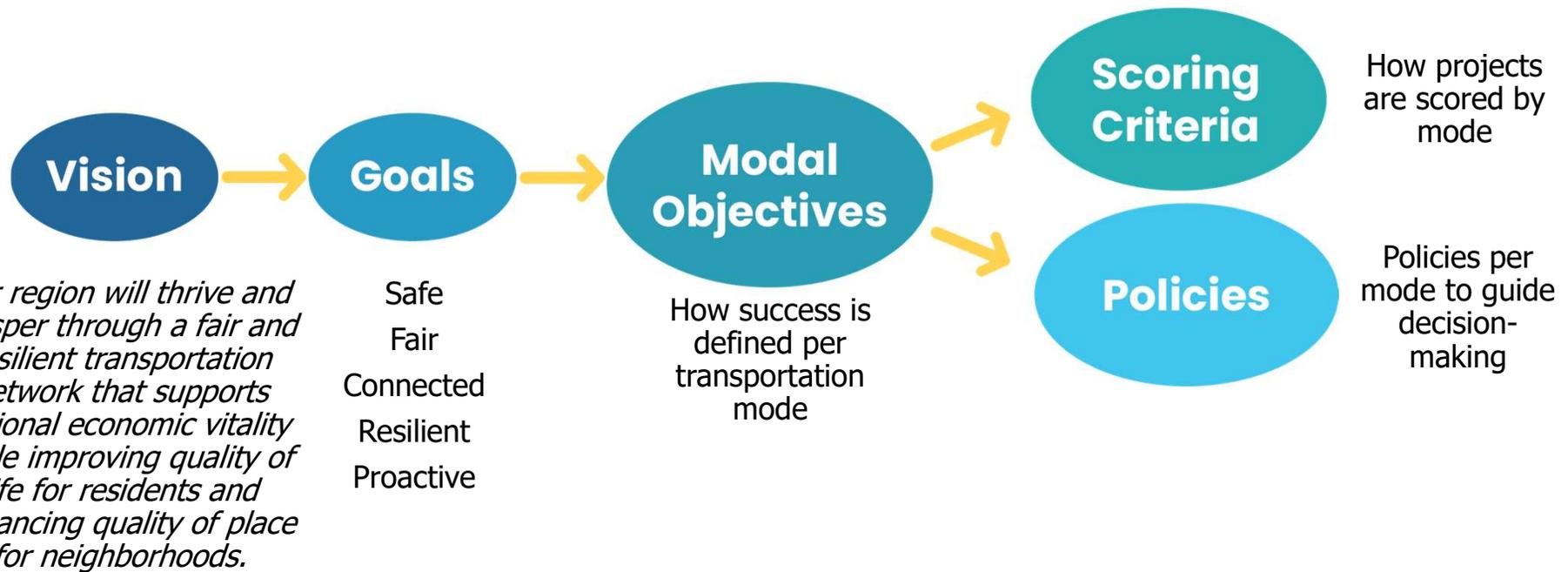
2. The top four current travel priorities are (in ranked order):
  1. Safety
  2. Cost
  3. Convenience
  4. Travel Time

3. The top four future travel preferences are (in ranked order):
  1. Walking
  2. Biking
  3. Public Transportation
  4. Personal Car

4. The top four future project priorities are (in ranked order):
  1. Safety
  2. Congestion
  3. Public Transportation
  4. Bike/Ped

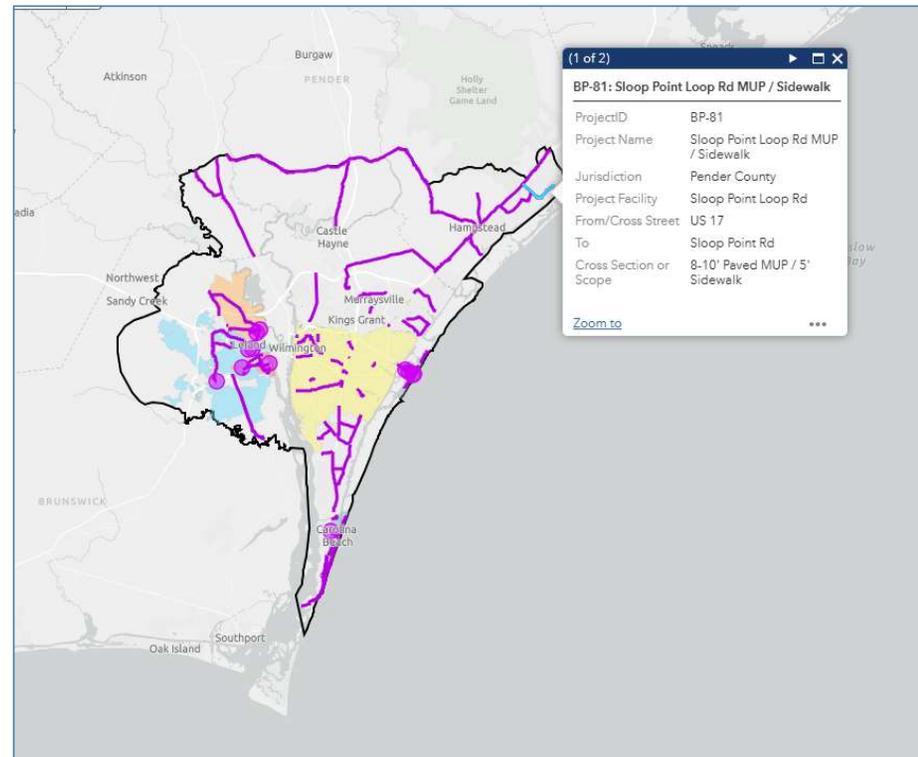


# Developing Vision, Goals, Objectives



# Identifying Regional Priority Projects

- Projects identified using:
  - ❖ Member jurisdictions and Planning Partner priorities
  - ❖ WMPO adopted regional and local transportation plans
  - ❖ Public input
- Aviation projects were excluded
- Planning-level project cost estimates developed (2024 \$)



# Prioritizing Regional Priority Projects

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.

Modal scoring matrices developed for each mode based on modal objectives (how the success of meeting the established plan vision and goals is measured per mode). The higher the score the greater the priority.

## COMPREHENSIVE MODE-SPECIFIC 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



# Financial Analysis – Financial Forecast

Financial forecast for the region through 2050 was developed based on projections of existing, recurring funding sources.

Transportation Mode	Capital Funding	Operations and Maintenance (O&M) Funding
Aviation*	\$635,764,272	\$ --
Bicycle and Pedestrian	\$73,324,879	\$17,942,00
Ferry and Water Transportation	\$10,834,000	\$103,953,000
Public Transportation	\$79,704,275	\$264,930,000
Rail*	\$78,075,000	\$ --
Roadway	\$5,119,133,220	\$962,908,000
<b>Total</b>	<b>\$5,980,771,646</b>	<b>\$1,349,733,000</b>

\*Aviation O&M is excluded as Wilmington International Airport (ILM) did not provide data and indicated revenues tied to enplanements are fully expended annually. Rail O&M is excluded as service is privately operated with no public passenger service within the WMPO's planning area.



# Financial Analysis – Alternative Funding Opportunities

- Alternative funding sources utilized in North Carolina and other parts of the US were researched, including taxes, fees, grants, and bonds.
- Alternative funding sources explored by the Board:
  - Quarter-Cent Local Option Sales Tax (\$1.93 billion forecast through 2050)
  - Quarter-Cent Local Option Sales Tax for Transit (\$1.18 billion forecast through 2050)
  - Vehicle Registration Fee (\$67.78 million forecast through 2050)
  - Motor Vehicle License Tax (\$12.8 million forecast through 2050)
  - Short Term Vehicle Rental Tax (\$59.43 million forecast through 2050)
  - Tolling (Cape Fear Crossing, Cape Fear Memorial Bridge Replacement)
  - Transportation Bonds



# Fiscally Constraining the MTP

STEP #1:

DEVELOP  
COMPREHENSIVE  
MODE-SPECIFIC  
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

\$\$  
BASE  
MONEY  
+  
ALTERNATE  
AVAILABLE  
FOR THIS  
MODE  


STEP #3:

INCREASE LIST  
BY ADDING  
ALTERNATIVE  
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



## Analyzing the Outcomes

- Reviewing project scenarios with the Wilmington Regional Travel Demand Model to confirm operationally beneficial for planned future population and employment growth
- Degree of Impact analysis of how project recommendations could impact environmental resources and community factors
  - Identifying appropriate mitigation measures to minimize impacts to the natural and built environment



# Public Involvement & Stakeholder Participation Ph.2

## Efforts & Results

**1** MTPC Meeting



**2** Open Houses

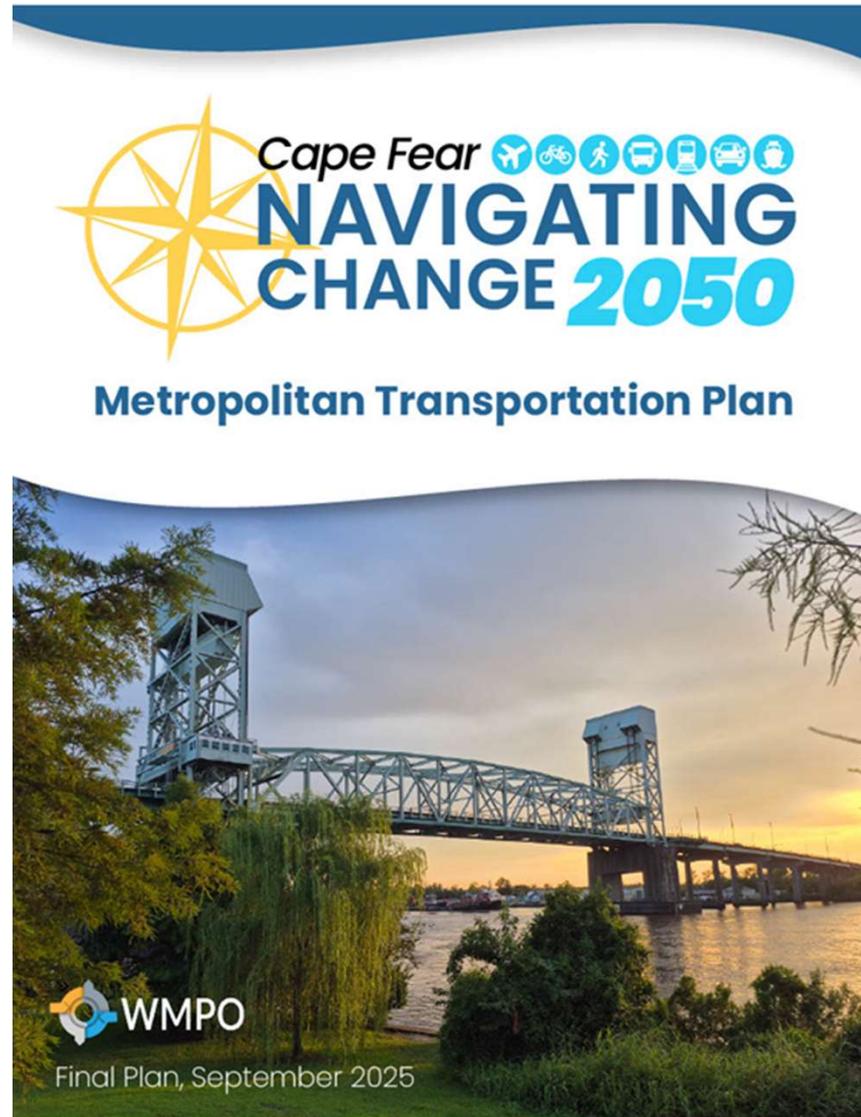


**5** Pop-Up Events



**57** Comments Reviewed





# Cape Fear Navigating Change 2050 Plan Chapters

## Beginning Pages

- Cover Page, Acknowledgments, Table of Contents, and Acronym List

## 1. Introduction

- About the WMPO, MTPs, why we are developing the MTP, and how it will be used

## 2. About Our Region

- Region demographic trends, overview of the six modes of transportation, and their existing conditions, as well as economic conditions

## 3. Developing the Plan

- Plan development strategy overview, planning considerations, visions, goals, and objectives

## 4. Identifying Our Priorities

- Process for identifying priority projects, fiscal constraint, alternative funding considerations, and policies to guide the process

## 5. Analyzing Our Choices

- Wilmington Regional Travel Demand Model, planning-level critical resource analysis, and summary of public outreach phase II

## 6. The Roadmap to 2050

- Fiscally constrained roadway projects, non-highway priority projects, and modal policies

## Appendices



# How the MTP informs the regional transportation planning process

## Types of Transportation Plans

### CTP: Comprehensive Transportation Plan (30+ years)

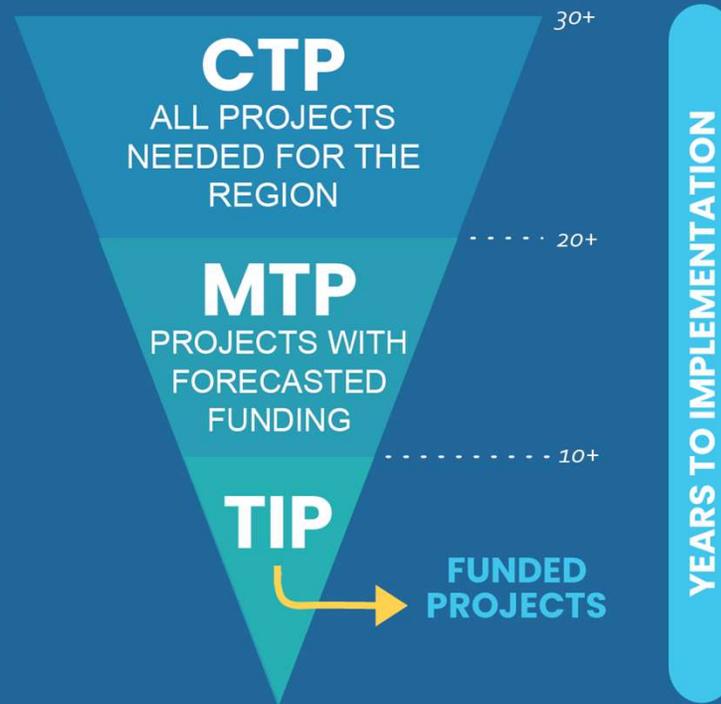
- Long-term multimodal vision of how the transportation network should serve residents
- Projects are identified, sometimes prioritized
- No identified funding

### MTP: Metropolitan Transportation Plan (20+ years)

- Mid-term multimodal vision that establishes goals and objectives for the transportation network
- Projects are prioritized at the regional/local level
- Revenue forecasts created to predict funding

### TIP: Transportation Improvement Program (10 years)

- Short-term transportation investments
- Prioritized at the state/local level
- Funding mutually approved by the North Carolina Department of Transportation (NCDOT) and the WMPO



# Questions?





**NORTH CAROLINA**  
Department of Transportation

# Prioritization Process Overview

Abby Lorenzo and Michelle Howes

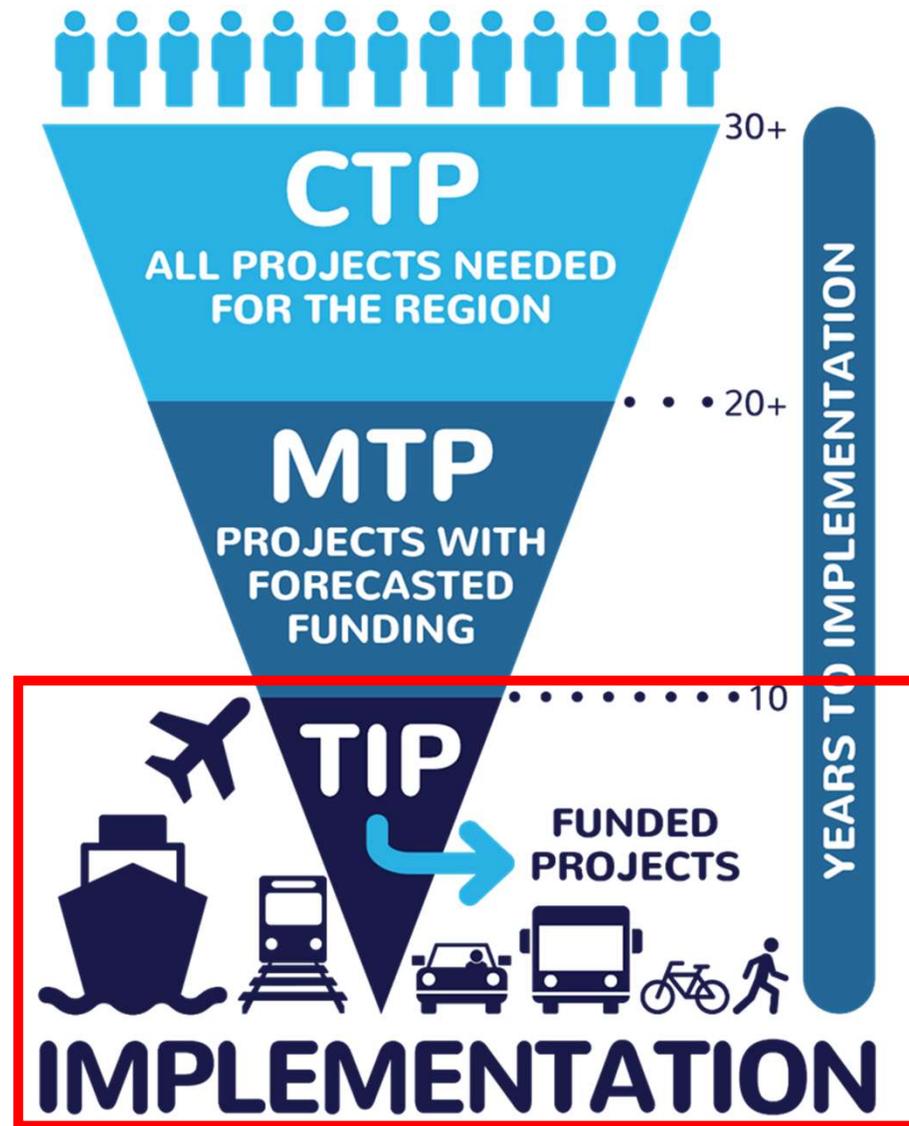
Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

# Presentation Overview

- Strategic Prioritization Overview and Funding
- Project Submittals and Scoring
- Modal Scoring Criteria and Project Types
- Process Steps and Resulting State/MPO Transportation Improvement Program

# The Project Life Cycle

- Assessing regional project priorities for funding and delivery



# Project Selection Reform

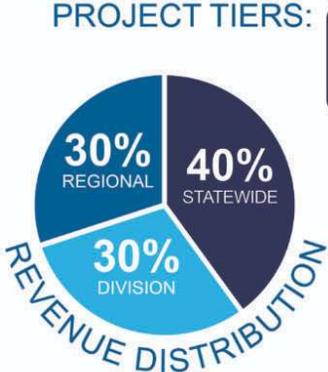
## Past Perception:

I'll agree to your project if you agree to mine...



## Actual Process:

PRIORITIZATION  
PROCESS



STATEWIDE MOBILITY  
ADDRESS SIGNIFICANT CONGESTION  
AND BOTTLENECKS

REGIONAL IMPACT  
IMPROVE CONNECTIVITY  
WITHIN REGIONS

DIVISION NEEDS  
ADDRESS  
LOCAL NEEDS

# Strategic Transportation Investment Law (2013)

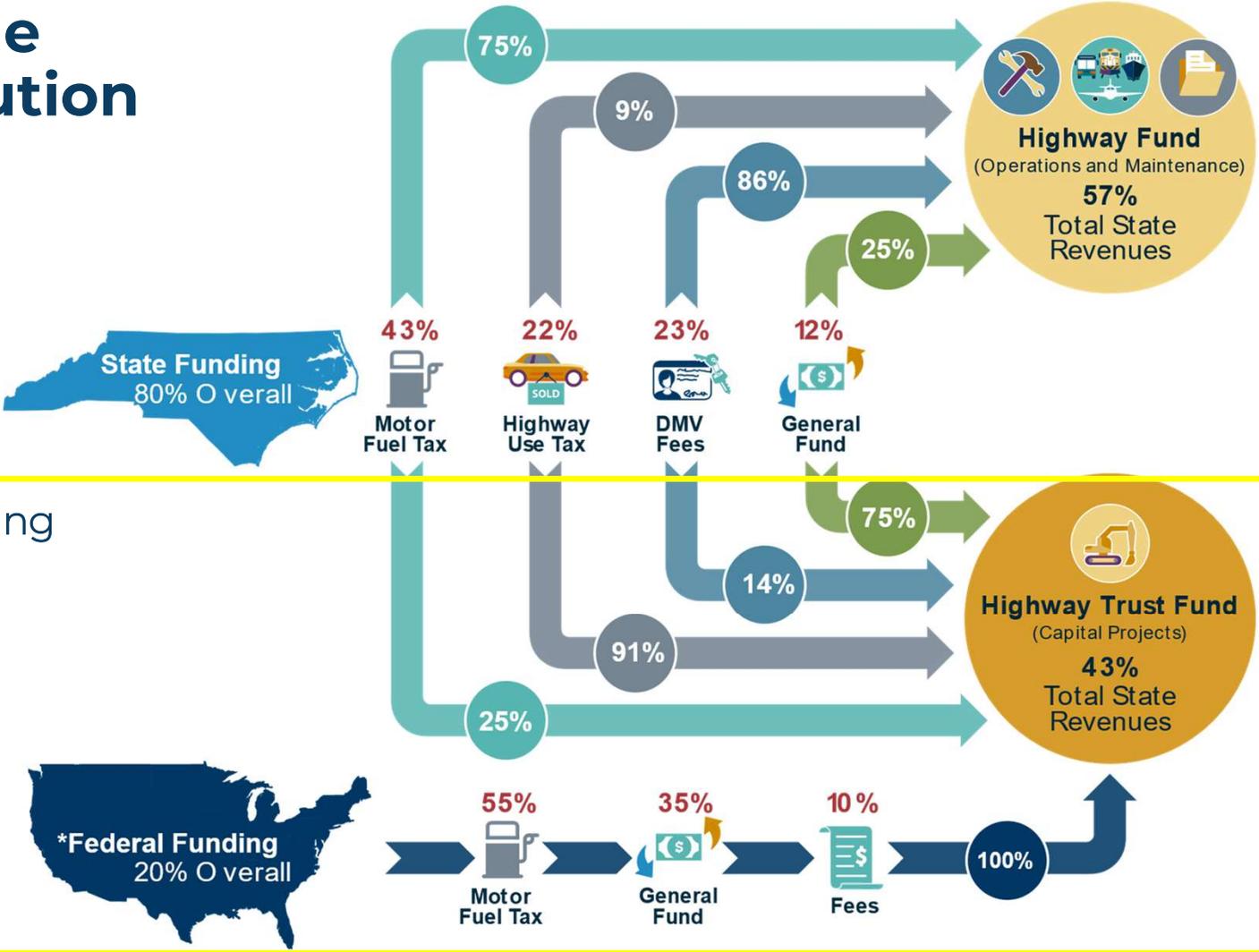
- STI Law defines:
- Funding Categories and Percentages
- Project Eligibility
- Highway Scoring Criteria Names
- Funding Constraints
  
- Workgroup recommends and BOT approves:
- Scoring Process (timeframe, submittals, carryovers, etc.)
- Highway Measures and Weights
- Non-Highway Criteria, Measures, and Weights
- Modal Allocation (funding allocation between modes)
- Local Input Points

Transparent, data-driven project selection process for all modes.

Statewide consistency through standardized MPO/RPO criteria and public involvement.

Prioritization results directly guide multimodal funding, supported by recurring refinement each cycle.

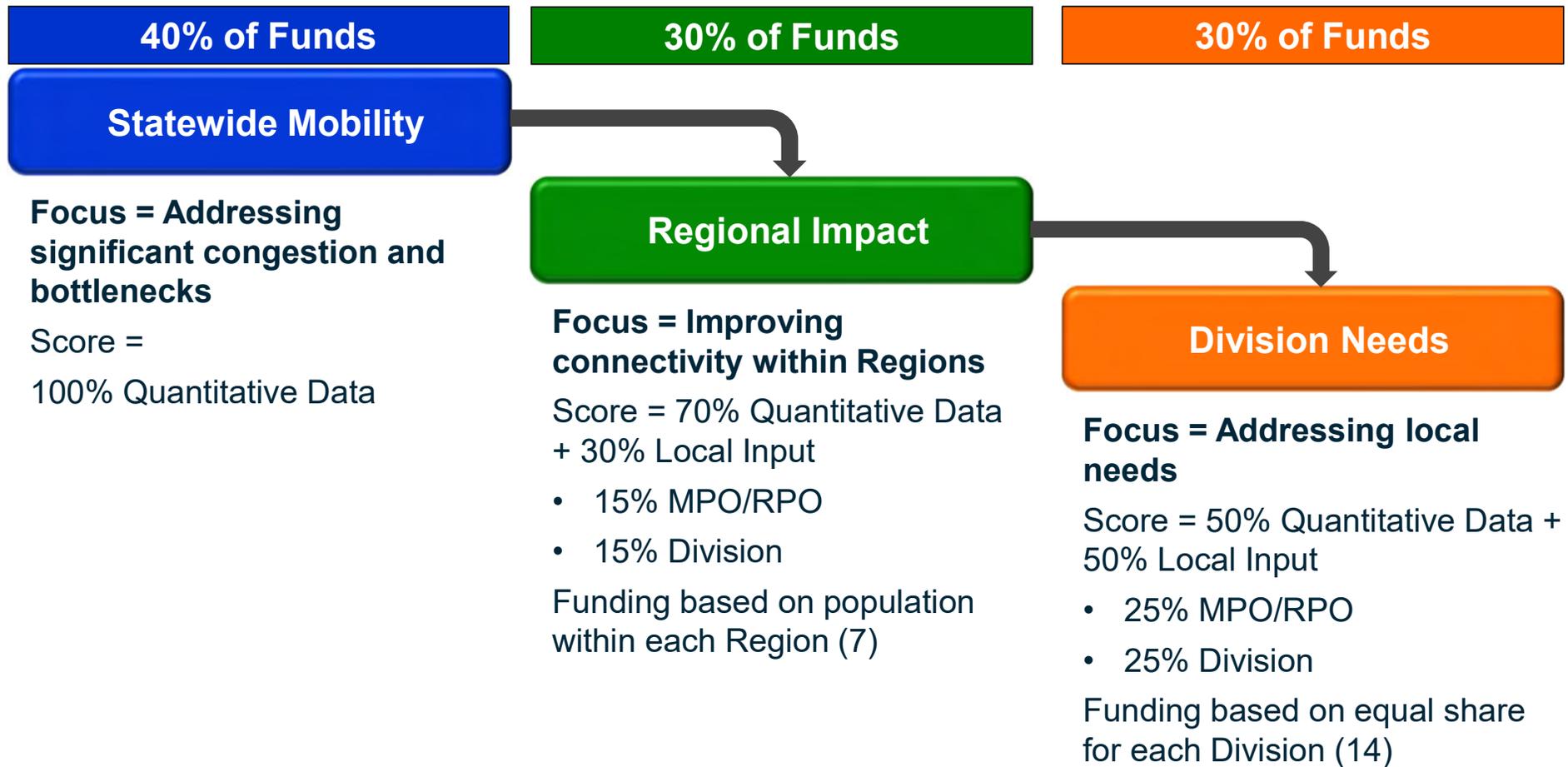
# FY 2024-25 Revenue Distribution



## STIP Funding

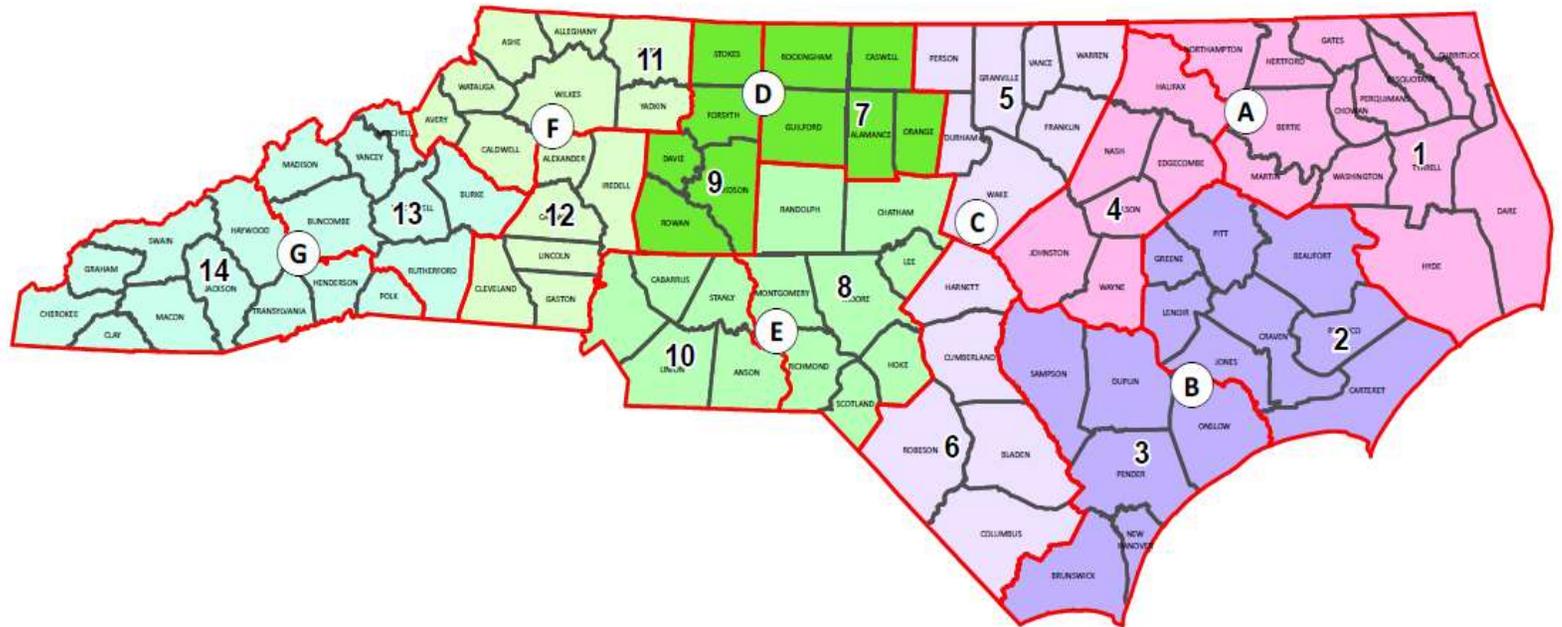
\* IJJA's USDOT FHWA and FTA FFY 2024-25 Allocations

# How STI Works

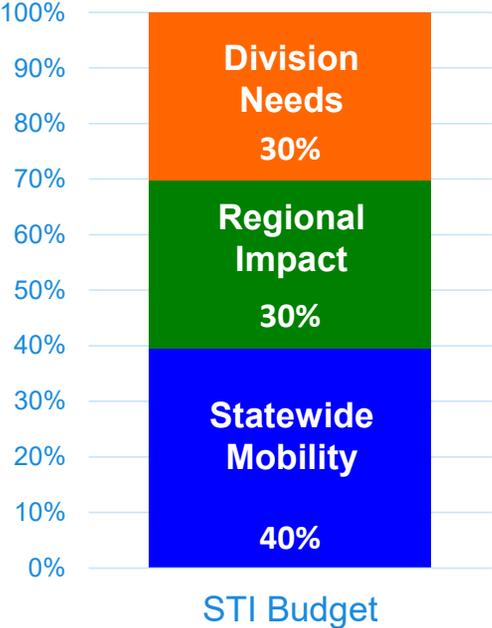


# STI Regions and Divisions

- 7 Regions and 14 Divisions



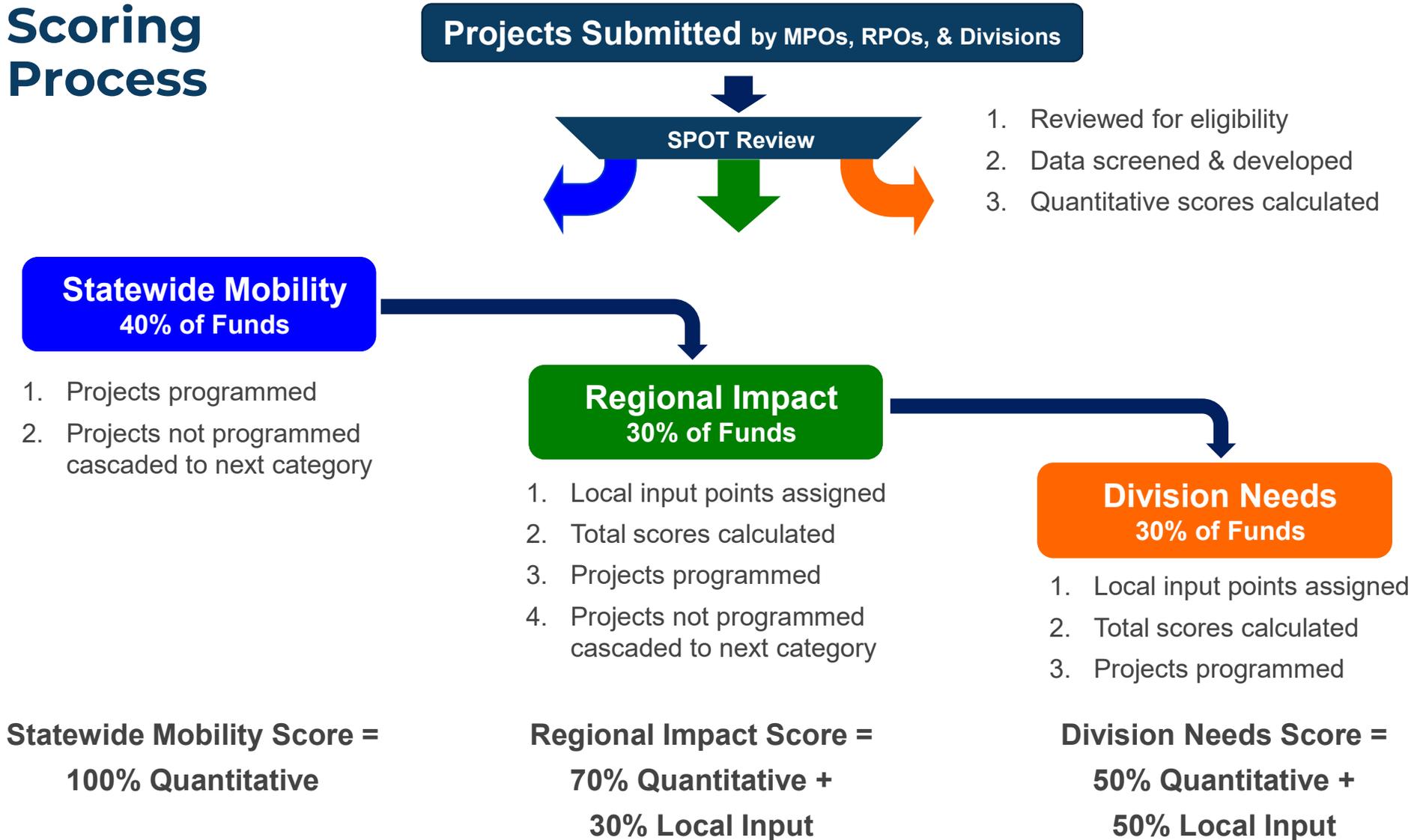
# STI Project Eligibilities



Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> <li>Interstates (existing &amp; future)</li> <li>National Highway System routes (as of 2013)</li> <li>STRAHNET<sup>1</sup></li> <li>Designated Toll Facilities</li> </ul>	Other US and NC Routes	<ul style="list-style-type: none"> <li>All Secondary Roads (SR)</li> <li>Federal-Aid Eligible Local Roads</li> </ul>
Aviation	Large Commercial Service Airports <i>cap - \$500K / project / year</i>	Other Commercial Service Airports not in Statewide <i>cap - \$300K / project / year</i>	All Airports without Commercial Service (General Aviation) <i>cap - \$18.5M annual program</i>
Bicycle-Pedestrian	N/A	N/A	All projects (\$0 state highway trust funds)
Public Transportation	N/A	Service spanning two or more counties (10% cap)	All other service, including terminals and stations
Ferry	N/A	Vessel or infrastructure expansion	Replacement vessels
Rail	Freight Service on Class-I Railroad Corridors	Rail service spanning two or more counties not in Statewide	All other service, including terminals and stations (no short lines)

<sup>1</sup> STRAHNET – Strategic Highway Network, system of roads deemed necessary for emergency mobilization and peacetime movement of personnel and equipment to support U.S. military operations

# Scoring Process



# STIP Funding Availability



## Revenues:



State Sources

Federal Sources

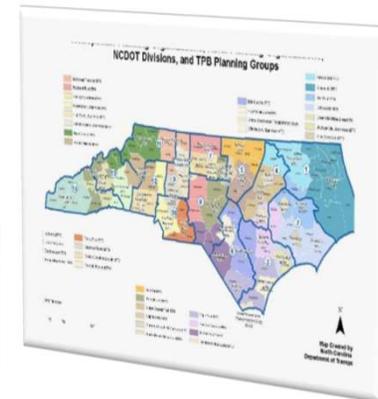
## Expenditures:

- MPO TMA DA Funds
- Program Admin.
- NC Ports
- Preliminary Engineering (PE)

- Bonus Allocation
- CMAQ

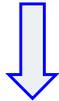


- STIP Project cost increases



# STIP Funding Distribution

## Statewide Mobility



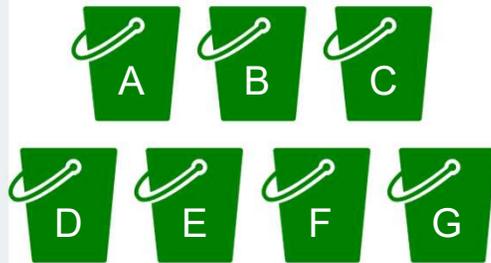
### Programmed First:

- Interstate Maintenance
- Bridge Replacement
- Bridge Rehabilitation
- Highway Safety
- Projects Scheduled for Delivery

## Regional Impact



% of State Population



### Programmed First (per bucket):

- Bridge Replacement
- Bridge Rehabilitation
- Highway Safety
- Projects Scheduled for Delivery

## Division Needs



Equal Share



### Programmed First (per bucket):

- |                               |                                   |
|-------------------------------|-----------------------------------|
| • Bridge Replacement          | • Highway-Rail Crossing           |
| • Bridge Rehabilitation       | • Economic Development            |
| • Highway Safety              | • Projects Scheduled for Delivery |
| • MPO Direct Attributable     |                                   |
| • Transportation Alternatives |                                   |

[ncdot.gov](http://ncdot.gov)

# Project Submittals

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# New Project Submittals

- MPOs, RPOs, and NCDOT Divisions submit projects
  - 20 MPOs, 18 RPOs
  - 14 NCDOT Divisions

## **MPOs and RPOs**

- Base of 12 submittals, plus:
  - + 1 submittal for every 50,000 in population
  - + 1 submittal for every 500 centerline miles

## **Divisions**

- 14 submittals
- Formula applies to each mode
- P8.0, 30% reduction in submittals
  - WMPO went from 20 to 14
  - Divisions went from 14 to 10

## New Project Submittals



- Submitted by all MPOs, RPOs, and NCDOT Divisions
- Capped number of submittals per mode

## Carryovers

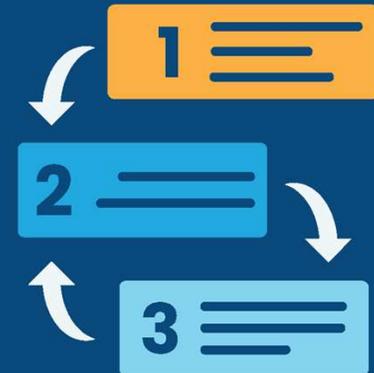


- Projects in adopted State/MPO TIP for Preliminary Engineering (PE) only
- Projects that have completed environmental documents
- Sibling projects of committed State/MPO TIP projects



## Project Prioritization Database

To be scored



# Modal Scoring Criteria and Project Types

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# Prioritization Scoring Details

- Criteria:
  - Quantitative criteria (data-driven) – all categories/all modes
  - Qualitative criteria (Local Input Points) – Regional Impact and Division Needs categories
- 0 to 100 scale
- Selection of projects in ranked order
- Legislation provides the names of Highway quantitative criteria:

Congestion	Benefit/Cost	Safety	Freight	Economic Competitiveness <sup>1</sup>
Accessibility/ Connectivity <sup>2</sup>	Multimodal	Lane Width	Shoulder Width	Pavement Score

<sup>1</sup> Statewide Mobility only; <sup>2</sup> Regional Impact & Division Needs only

- Workgroup develops non-highway quantitative criteria, metrics, and weights

# Aviation Project Eligibility

Statewide	Regional	Division
<ul style="list-style-type: none"> <li>Large Commercial Service airports (375,000 or more enplanements annually)</li> <li>Funding cap: \$500k / project / year               <ul style="list-style-type: none"> <li>Up to 3 years per NCDOT policy</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Commercial Service airports not included in Statewide</li> <li>Funding cap: \$300k / project / year               <ul style="list-style-type: none"> <li>Up to 3 years per NCDOT policy</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>General Aviation airports</li> <li>Funding cap: \$18.5M annually over entire category</li> </ul>





## Aviation Specific Improvement Types

- 400 – Pavement Condition
- 500 – Runway Length & Width
- 600 - Pavement Strength (Runway / Taxiway / Apron)
- 700 - Visual Navigational Aids
- 800 - Runway Edge Lighting
- 900 - Weather Reporting Capability
- 1000 - Standard Instrument Approach Procedures
- 1100 -Taxiway Requirement
- 1200 -Aircraft Apron / Helipad (Expansion/New Con)
- 1300 - General Aviation Terminal Building
- 1400 - Taxiway and Apron Edge Lighting
- 1500 -Airfield Signage
- 1700 - Approach Lighting
- 1800 - Aircraft Rescue & Fire Fighting Equipment
- 1900 – Hangars
- 2000 - Airfield Maintenance and Storage Building
- 2100 - Perimeter Fencing
- 2200 - Fuel Facilities
- 3000 - Other



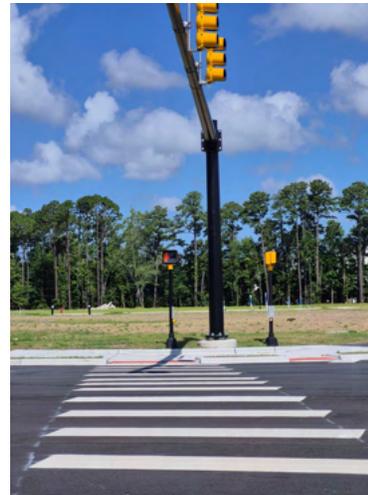
# Aviation Scoring

Criteria	Measure Description	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
NCDOA Project Rating	NCDOA Project Rating	40%	30%	25%
FAA ACIP Rating	FAA Airport Capital Improvement Plan (ACIP) rating	30%	15%	10%
Constructability Index	Sum of metrics rating project constructability	10%	10%	5%
Benefit/Cost	(Total Economic Contribution / Cost to NCDOT) + Funding Leverage	20%	15%	10%



# Bicycle & Pedestrian Project Eligibility

Statewide	Regional	Division
Not Eligible	Not Eligible	<ul style="list-style-type: none"><li>• New, expansion, rehabilitation type projects</li><li>• Minimum cost requirement of \$100,000</li><li>• 20% non-federal match required</li></ul>





# **Bicycle & Pedestrian Specific Improvement Types**

- 1 - Grade-Separated Bicycle Facility (Bicycle)
- 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
- 3 - On-Road; Designated Bicycle Facility (Bicycle)
- 4 - On-Road Bicycle Facility (Bicycle)
- 5 - Multi-Site Bicycle Facility (Bicycle)
- 6 - Grade-Separated Pedestrian Facility (Pedestrian)
- 7 - Protected Linear Pedestrian Facility (Pedestrian)
- 8 - Multi-Site Pedestrian Facility (Pedestrian)
- 9 - Improved Pedestrian Facility (Pedestrian)



# Bicycle & Pedestrian Project Scoring

Criteria	Measure Description	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
Safety	(Number of crashes x 40%) + (Crash severity x 20%) + (Safety / crash risk x 20%) + (Project safety benefit x 20%)	N/A	N/A	20%
Accessibility/ Connectivity	Points of Interest pts + Connections pts + Route pts	N/A	N/A	15%
Demand/Density	# of households and employees per square mile near facility	N/A	N/A	10%
Cost Effectiveness	(Safety + Accessibility/Connectivity + Demand/Density) / Cost to NCDOT	N/A	N/A	5%



# Ferry Project Eligibility

Statewide	Regional	Division
Not Eligible	<ul style="list-style-type: none"><li>• New Installation of Ramp &amp; Gantry (Capacity Expansion)</li><li>• Bulkhead Expansion (associated with Capacity Expansion)</li><li>• Additional Mooring Slips (to accommodate Capacity Expansion)</li><li>• New (Capacity Expansion) Ferry (River or Sound Class)</li></ul>	<ul style="list-style-type: none"><li>• Replacement of Ferry (River, Hatteras, or Sound Class)</li><li>• Replacement of Support Vessels (Barges, Tugs, etc.)</li></ul>





# Ferry Project Specific Improvement Type

## Replacement Vessels and Facilities

1. Replace Support Vessel
2. Replace Vehicle Vessel
3. Replace Passenger Vessel
4. Replace Facility

## Expansion Vessels and Facilities

5. Expand Support Vessel
6. Expand Vehicle Vessel
7. Expand Passenger Vessel
8. Expand Facility



## Ferry Project Scoring – Replacement Vessels and Facilities

Criteria	Measure Description	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
Availability	Percent full	N/A	20%	15%
Age	Obsolescence	N/A	15%	10%
Asset Condition Rating	Condition	N/A	20%	15%
Asset Efficiency	Maintenance cost vs. replacement cost	N/A	15%	10%



## Ferry Project Scoring – Expansion Vessels and Facilities

Criteria	Measure Description	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
Availability	Percent full in 10 years	N/A	20%	15%
Benefits	Trips	N/A	15%	10%
Capacity/ Congestion	Percent full today	N/A	20%	15%
Cost Effectiveness	Annualized cost to NCDOT per trip	N/A	15%	10%

# Public Transportation Project Eligibility

Statewide	Regional	Division
Not Eligible	<ul style="list-style-type: none"> <li>Service spanning two or more counties and serving more than one municipality (based on route and not provider)</li> </ul>	<ul style="list-style-type: none"> <li>Service not included in Regional</li> <li>Multimodal terminals and stations serving passenger transit systems (includes <u>all</u> facilities)</li> </ul>

- Minimum total project cost = \$40,000
- Replacement vehicles funded through other methods
- Allowed to request up to 100% of total project cost





# Public Transportation Specific Improvement Type

## Mobility Projects

1. Mobility (route-specific) - New Service (New route, mode, or corridor-related infrastructure)
2. Mobility (route-specific) - Headway Reduction (Adding vehicle to increase service frequency)
3. Mobility (route-specific) – Extension (Extending route miles on an existing route)

## Demand Response

4. Demand Response (Vehicle for expansion of service (no facilities))

## Facility

5. Facility - Passenger Station
6. Facility - Stop/Shelter
7. Facility - Park and Ride
8. Facility – Administrative
9. Facility - Maintenance

# Public Transportation Scoring – Mobility

Criteria	Measure Description	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
Impact	Number of trips generated by project	N/A	15%	10%
Demand/ Density	Total Trips / Service population	N/A	20%	10%
Efficiency	Total trips / Total revenue seat hours	N/A	10%	10%
Cost Effectiveness	Additional trips / (Cost to NCDOT / Lifespan of project)	N/A	25%	20%

## 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



# Public Transportation Scoring – Demand Response

Criteria	Measure Description	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
Impact	Number of trips affected by project	N/A	10%	10%
Demand/ Density	Total hours with the project in place / Service population	N/A	20%	15%
Efficiency	Vehicle Utilization Ratio	N/A	15%	10%
Cost Effectiveness	Additional trips / (Cost to NCDOT / Lifespan of project)	N/A	25%	15%

## Project Types:

- Demand Response vehicles (expansion only)
  - No facilities – either submit Demand Response facilities under Facility category or under Mobility category if bundled with a vehicle
  - Demand Response includes MicroTransit service

# Public Transportation Scoring – Facility

Criteria	Measure Description	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
Impact	Number of trips affected by project	N/A	20%	15%
Demand/ Density	Ridership Growth Trend for the Previous 5 Years	N/A	10%	10%
Efficiency	Efficiency Score	N/A	15%	10%
Cost Effectiveness	Additional trips / (Cost to NCDOT / Lifespan of project)	N/A	25%	15%

## 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



# Rail Project Eligibility and Specific Improvement Type

Statewide	Regional	Division
<ul style="list-style-type: none"><li>Freight Service on Class-I Railroad Corridors</li></ul>	<ul style="list-style-type: none"><li>Rail service spanning two or more counties not in Statewide</li></ul>	<ul style="list-style-type: none"><li>All other service, including terminals and stations (no short lines)</li></ul>

## Specific Improvement Type

1. Freight rail infrastructure improvement (line)
2. Freight rail infrastructure improvement (point)
3. Highway-rail crossing improvement (point)
4. Passenger rail station improvement or construction (point)
5. Passenger rail service (line)
6. Other passenger rail improvements (point)
7. Corridor modernization (line)





# Rail Project Scoring

Criteria	Measure Description	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
Benefit-Cost	Benefit-Cost score	35%	25%	10%
System Opportunities	(Accessibility/Connectivity score x 50%) + (Multimodal score x 50%)	15%	10%	15%
Safety	Safety score	30%	15%	10%
Capacity and Diversion	(Volume/Capacity score x 75%) + (Highway Diversion score x 25%)	10%	10%	10%
Economic Competitiveness	Economic Competitiveness score	10%	10%	5%

- Only Class I Freight projects eligible in Statewide Mobility
- Passenger Rail only eligible for Regional Impact and Division Needs

# Highway Project Eligibility

Statewide	Regional	Division
<ul style="list-style-type: none"><li>• Interstates (existing &amp; future)</li><li>• National Highway System routes (as of 2013)</li><li>• STRAHNET</li><li>• Designated Toll Facilities</li></ul>	<ul style="list-style-type: none"><li>• Other US and NC Routes</li></ul>	<ul style="list-style-type: none"><li>• All Secondary Roads (SR)</li><li>• Federal-Aid Eligible Local Roads</li></ul>





# Highway Project Specific Improvement Type

Highway Specific Improvement Types	
1 - Widen Existing Roadway	14 - Closed Loop Signal System
2 - Upgrade Arterial to Freeway/Expressway	15 - Install Cameras and DMS
3 - Upgrade Expressway to Freeway	16 - Modernize Roadway 
4 - Upgrade Arterial to Superstreet	17 - Upgrade Freeway to Interstate Standards 
5 - Construct Roadway on New Location	18 - Widen Existing or Construct New Local (Non-State) Roadway
6 - Widen Existing Roadway and Construct Part on New Location	19 - Improve Intersection on Local (Non-State) Roadway
7 - Upgrade At-grade Intersection to Interchange or Grade Separation	20 - Convert Grade Separation to Interchange to Relieve Existing Congested Interchange
8 - Improve Interchange	21 - Realign Multiple Intersections
9 - Convert Grade Separation to Interchange	22 - Construct Auxiliary Lanes or Other Operational Improvements
10 - Improve Intersection	23 - Construct Grade Separation at Highway / Railroad Crossing
11 - Access Management	24 - Implement Road Diet to Improve Safety 
12 - Ramp Metering	25 - Upgrade Multiple Intersections
13 - Citywide Signal System	26 - Upgrade Roadway



# Highway Project Scoring - Mobility

Criteria	Measure Description	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
Congestion	[Volume] and [Volume/Capacity]	30%	20%	15%
Benefit/Cost	$\frac{[10\text{-year Travel Time Savings benefit}] + [10\text{-year Safety Benefit}]}{[Cost to NCDOT]}$	25%	20%	15%
Safety	SEG: Crash Density, Crash Severity, Crash Rate, Safety Benefits INT: Crash Frequency, Crash Severity, Safety Benefits	10%	10%	10%
Freight	[Truck Volumes] and [Truck Percentage]	25%	10%	5%
Economic Competitiveness	TREDIS Model Output: [% Change in Long-Term Jobs] and [% Change in County Economy over 10 years]	10%	-	-
Accessibility / Connectivity	[Measurement of county economic distress indicators] and [degree the project upgrades mobility of the roadway]	-	10%	5%

*Project Types: Widening, Intersection/Interchange Improvements, Access Management, and other capacity additions*



# Highway Project Scoring - Modernization

Criteria	Measure Description	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
Congestion	[Volume] and [Volume/Capacity]	10%	5%	-
Safety	SEG: Crash Density, Crash Severity, Crash Rate, Safety Benefits INT: Crash Frequency, Crash Severity, Safety Benefits	25%	25%	20%
Freight	[Truck Volumes] and [Truck Percentage]	25%	10%	5%
Lane Width	Existing lane width vs. DOT design standard	10%	10%	5%
[Paved] Shoulder Width	Existing paved shoulder width vs. DOT design standard	20%	10%	10%
Pavement Condition	Existing Pavement Condition Rating (PCR) along the project	10%	10%	10%

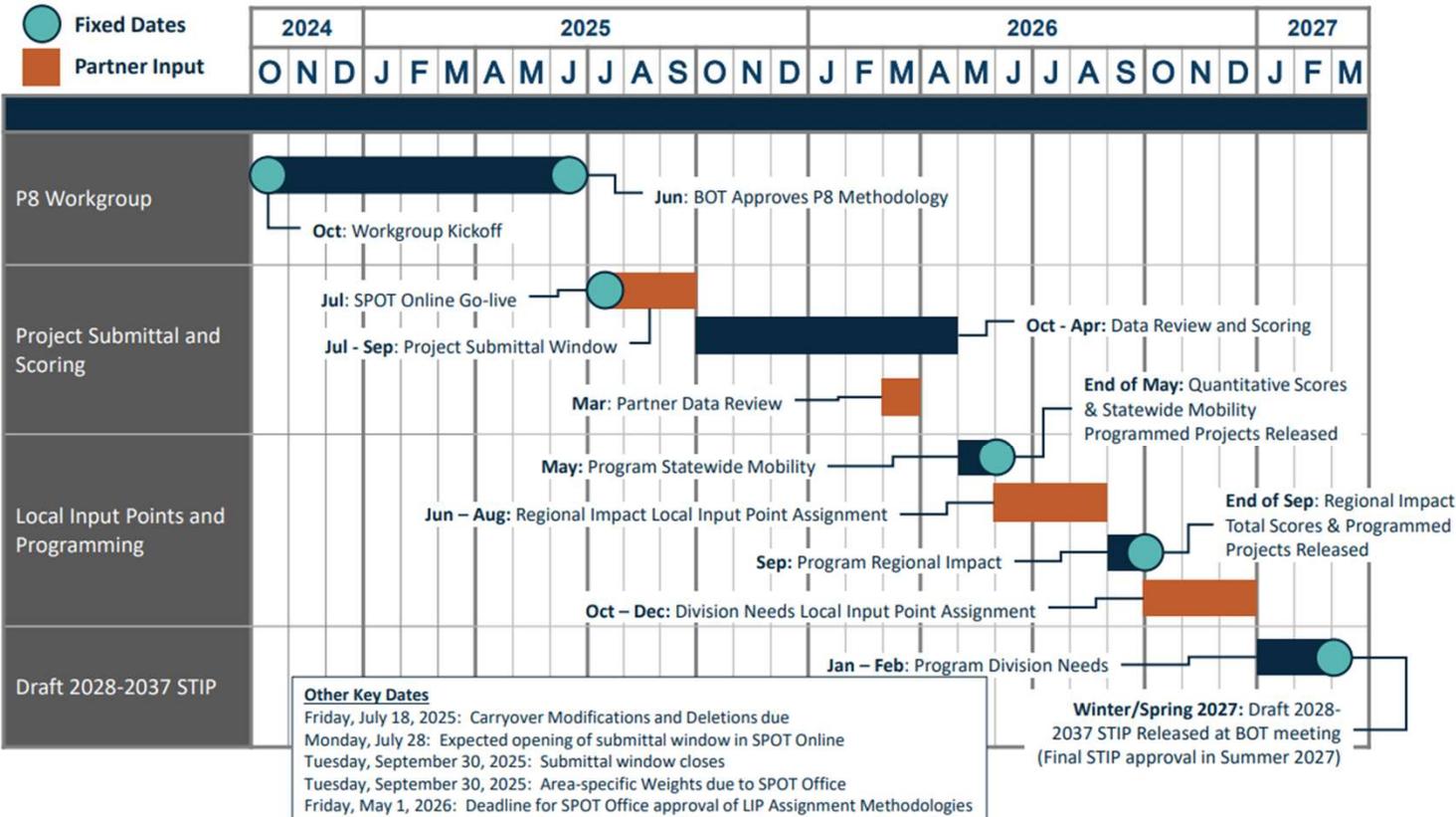
*Project Types: Modernize Roadway and Upgrade Freeway to Interstate Standards*

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# Process Steps and Resulting State/MPO Transportation Improvement Program

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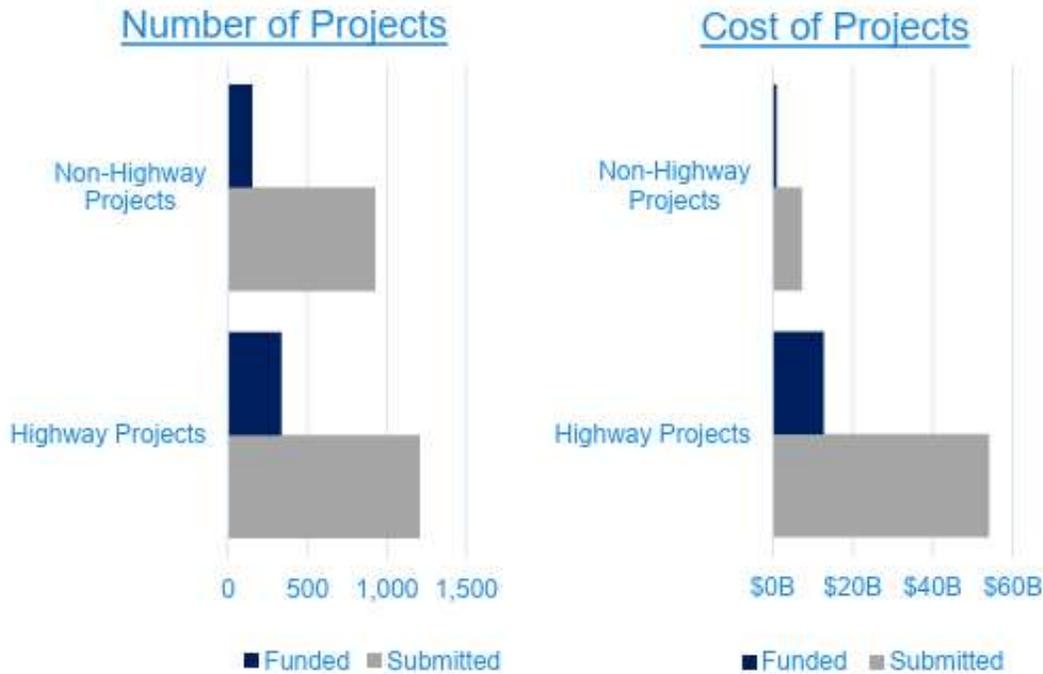
# Prioritization Process



# Scoring Projects

SPOT ID	Mode	TIP	Project Category	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Total Score (Out of 100)	Division Needs Total Score (Out of 100)
B231171	Bicycle & Pedestrian		Division Needs	US 421 (Carolina Beach Road)	SR 1187 (Sanders Road)	SR 2566 (Halyburton Memorial Parkway)	Court intersection. Construct a multi-use path along S College Beach Road from Sanders Road to the intersection with Halyburton Memorial Parkway.	(Bicycle) 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 3,047,200	N/A	N/A	32.44
F230763	Ferry		Regional Impact	Southport - Ft Fisher	Fort Fisher terminal / Fort Fisher Blvd	N/A	Install 5' sidewalk to connect Fort Fisher ferry terminal building entrance to US 421 (has dedicated bicycle lanes and proposed MJP)	13 - Other Terminal or Shipyard Infrastructure	\$ 39,006	N/A	42.95	56.67
H090499-B	Highway	U-4902B	Statewide Mobility	US 17 Business (Market Street)	CSX Railroad	117/NC 132 (College Road).	Construct Access Management Improvements	11 - Access Management	\$ 33,600,000	65.99	78.26	61.84
H090713	Highway		Regional Impact	NC 133 (River Road)	SR 1551 (Blackwell Road)	SR 1539 (Jackeys Creek Lane)	Widen NC133 (River Road SE) from SR 1551 (Blackwell Road) to SR 1539 (Jackey's Creek Lane SE) to four-lane, divided cross section with curb and gutter.	1 - Widen Existing Roadway	\$ 99,600,000	N/A	60.63	29.57
H110980	Highway	U-5863	Regional Impact	NC 133 (Castle Hayne Road)	SR 1310 (Division Drive)	I-140/US 17	Widen to 3 lanes.	1 - Widen Existing Roadway	\$ 89,372,000	N/A	70.75	57.98
H110993	Highway	U-6080	Division Needs	SR 1175 (Kerr Avenue)	Patrick Avenue	SR 1411 (Wrightsville Avenue)	Widen existing 2-lane facility to 4-lane divided facility with bicycle lanes, 5' sidewalk, 10' multiuse path	1 - Widen Existing Roadway	\$ 108,700,000	N/A	N/A	74.24
H129646	Highway	U-4736	Statewide Mobility	New Route - Cape Fear Crossings	US 17 in Brunswick County	US 421 (Independence Boulevard) in New Hanover County	Construct Freeway on New Location with a Structure Over the Cape Fear River (toll)	5 - Construct Roadway on New Location	\$ 698,720,000	61.39	45.89	33.43
H141537	Highway	U-5732	Statewide Mobility	US 17	SR 1582 (Washington Acres Road)	Vista Lane	Construct reduced conflict intersection	11 - Access Management	\$ 57,600,000	87.39	N/A	N/A
H149006-A	Highway	U-5702B	Regional Impact	NC 132 (College Road)	US 421 (Carolina Beach Road)	US 117 (Shipyard Boulevard)	Access management and travel time improvements.	11 - Access Management	\$ 96,000,000	N/A	75.37	59.42
H149006-D	Highway	U-5881	Statewide Mobility	NC 132 (College Road)	New Centre Drive	SR 2048 (Gordon Road)	Upgrade Roadway	2 - Upgrade Arterial to Freeway/Expressway	\$ 42,900,000	72.67	81.21	61.75

# Example Prioritization Results – P5.0 and the 2020-2029 STIP



**Evaluated 2,127 Projects (\$61.4 B)**

- 1204 Highway (\$54.05 B)
- 923 Non-Highway (\$7.35 B)

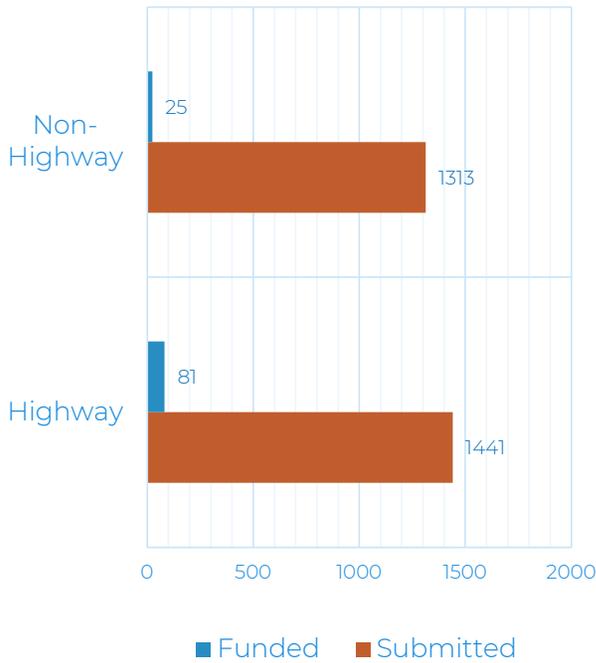


**484 project funded (\$13.64 B) → 23% funded**

- 333 Highway (\$12.76 B)
- 151 Non-Highway (\$0.88 B)

# Example Prioritization Results – P7.0 and the 2026-2035 STIP

Number of Projects



Cost of Projects (in Billions)



Evaluated 2,754 Projects (\$144.19 Billion)

- 1,441 Highway (\$117.3 Billion)
- 1,313 Non-Highway (\$26.9 Billion)



Funded 106 Projects (\$5.45 Billion)

- 81 Highway (\$4.88 Billion)
- 25 Non-Highway (\$0.57 Billion)

# Schedule Impacts to Programming

SPOT Project Ranking	Expected Project Delivery Time (Yr.)	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
1	9	Planning			Design			ROW	CON		
2	4	Design	ROW	CON							
3	1	CON									
4	5	Design	ROW	CON							
5	8	Planning			Design			ROW	CON		

- Regardless of priority, projects cannot be programmed for Right of Way (ROW) or Construction prior to completion of planning/environmental (NEPA) and design work
- A lower scoring project that can be delivered soon may get scheduled prior to a higher ranking project that still needs extensive work

# The Final State/MPO TIP

## 2026-2035 WMPO TRANSPORTATION IMPROVEMENT PROGRAM

Final STIP (Adopted by the Board of Transportation on July 9, 2025)

NOTES: LAST UPDATED 6/28/2025. 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)	MPO/S/POs	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)	NC DOT	63x Railroad to Clemens 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-49028	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)	NC DOT	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			\$168,120,000	INCLUDES U-5880.
New Hanover	US 17 Business (Market Street)	NC DOT	SR 1403 (Middle Sound Loop Road) to SR 2290 (Mendenhall 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 CCIN PAYBACK 2021 - 2035 (FY 2021 / FY 2023 SALES).
New Hanover	US 421	NC DOT	US 117 (Shipyard Boulevard) intersection in Wilmington	Construct intersection improvements.	0.5	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-57290W	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	NC DOT	US 421 (Burnett Boulevard) to US 117 (Shipyard Boulevard) in Wilmington	Upgrade roadway.	1.54	Highway	STI (Prioritization)	3	Wilmington Urban Area MPO	U-5728REG	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			\$63,680,000	
New Hanover	US 421 (Carolina Beach Road)	NC DOT	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			\$64,500,000	
New Hanover	US 421 (Carolina Beach Road)	NC DOT	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)	NC DOT	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	BIGANY	2025	\$35,799,000	2025	\$3,200,000	2029	\$37,500,000			\$76,499,000	
New Hanover	US 74	NC DOT	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	BIGLTS	2028	\$4,100,000	2028	\$590,000	2030	\$48,700,000			\$55,390,000	
New Hanover	US 74 (Eastwood Road)	NC DOT	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)	NC DOT	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	BIGANY	2027	\$9,700,000	2027	\$600,000	2030	\$6,800,000			\$11,100,000	
New Hanover	Various	NC DOT	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	\$16,600,000			\$18,710,000	
New Hanover	SR 1175 (Kerr Avenue)	NC DOT	Randall Parkway to US 74 (Martin Luther King, Jr. Parkway)	Widen to multi-lanes.	1.49	Highway	Transition	3	Wilmington Urban Area MPO	U-33388	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	\$668,000	\$668,000	
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, BGOA, 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	TD-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 Public Transportation 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	

# Contact Us

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**Michelle Howes, PE**

Deputy Division Engineer

NCDOT – Division 3

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# 10 Minute Break



# WMPO 101

February 10, 2025



**NORTH CAROLINA**  
Department of Transportation

# NCDOT Project Development

Katie Hite, PE, PTOE – Division 3  
Project Development Engineer  
February 10, 2026

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

## Do you have a favorite road?

- What makes it your favorite?
  - Safety
  - Easy to travel
  - Sense of community
  - Walkability
  - Clean
  - Vegetation
- Each of us have our own ideas and intentions

It is important for us to be intentional about the projects we design and build for our communities.



## **Not all projects are alike:**

- Large projects: bypass/new location or urban widening
- Smaller projects: intersection improvements, bridge replacements
- Economic Development – often expedited with special funding
- Contingency projects – based on local interest and need, often too small or would not score well in Prioritization
- Emergency Response: US 421(Hurricane Florence)

## Important Stakeholders

- We seek input from stakeholders at various stages of project
  - ✓ Planning Organizations
  - ✓ Municipalities/Counties
  - ✓ Local Officials
  - ✓ Property Owners/Developers
  - ✓ Emergency Services
  - ✓ Environmental Agencies
  - ✓ Other State Agencies
  - ✓ Federal Agencies
  - ✓ Utility Owners
  - ✓ Other Project Specific Interest Groups (Military Bases, Airports, Ports)

Early input is helpful and reduces unnecessary re-design.

## **Input Opportunities**

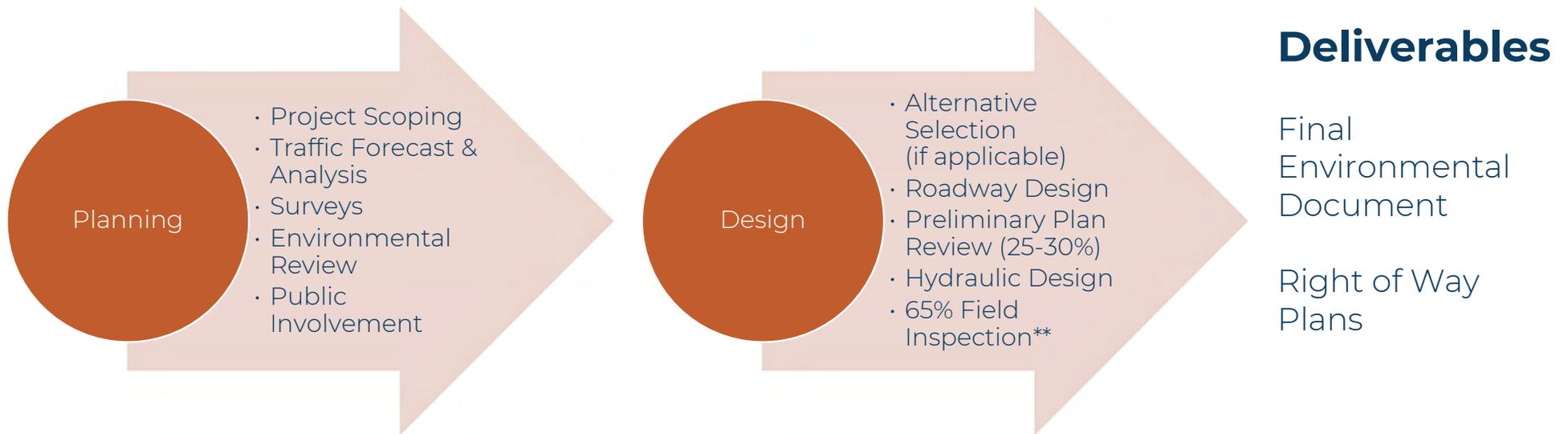
- Planning Organizations, Municipalities, Counties, and Project Specific Interest Groups are invited to major project review meetings and often coordinated in-between on topics that are of special interest.
- Major project review meetings include, but not limited to:
  - Scoping Meeting (kickoff meeting)
  - Design Recommendation Plan Set Review (25-30% plans)
  - Public Meetings
  - Field Inspections (65% and 90% plans)

- Main Objective and Deliverables

# Process at a Glance

---

## How do we get to Right of Way Plans?



**Note**

\*\*Last call for revisions

## From Right of Way Plans to Construction



# NCDOT Merger Process

---

## **What is the Merger Process?**

The Merger Process allows us to make sure that agencies and stakeholders of interest agree with project decisions along the way – specifically when a project has been identified to have competing resources at stake.

## What determines if the Merger Process is used?

- Screening Meeting held with applicable agencies with interest in specific project.
- Merger Process is considered when:
  - There are competing resources
  - Project requires an individual permit from USACE
  - There are several federal agencies with jurisdictional authority (USACE, FERC, USCG, etc)

## **NCDOT Merger Process: Concurrence Points**

- CP1: Purpose and Need and Study Area Defined
- CP2: Detailed Study Alternatives Carried Forward
- CP2A: Bridging Decisions and Alignment Review
- CP3: LEDPA/Preferred Alternative Selection
- CP4A: Avoidance and Minimization
- CP4B: 30 Percent Hydraulic Review
- CP4C: Permit Drawings Review

# Public Information

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## **Websites**

- Various websites are available:
  - NCDOT Project Websites (updated periodically)
  - Public Input Website
    - Ability to receive and organize public comments during public input periods
  - Public Meeting Websites
    - Information specific to public meetings (not updated after public meeting is held)

## Visualizations

- Types used:
  - Static Renderings
  - Animated Corridor
    - Ex: Gordon Road [Project Visualization](#)
- Helps to understand the expected impacts
- More relatable to the public



Visualizations are not required but helpful for high profile projects.

## What are the requirements?

Public outreach requirements are determined based on the type of environmental document being prepared for a project – it is individualized and what one project needs may not be the same as another.

**Public Involvement Requirements**  
 The purpose of this table is to inform project managers of when public involvement is required or recommended in the environmental review process. The state strives to meet or exceed federal standards of stringency for public engagement. For this reason, they have separate, but similar requirements.

**SYMBOLS**  
 ■ Legally Required  
 ● Recommended  
 ▲ Optional  
 NA Not Applicable

Public Involvement	FEDERAL & STATE		
	Categorical Exclusion (CE) / Minimum Criteria Determination Checklist (MCDC)	Environmental Assessment (EA)	Environmental Impact Statement (EIS)
PROJECT INITIATION	Notice of Intent	NA	NA
	Scoping Notice(s)	▲	● (30 days)
	Property Owner Notification	■	■
	Newsletter / Postcard	▲	●
	Public Meeting(s)	▲	▲
	Project Website(s)	▲	▲
ENVIRONMENTAL DOCUMENT	Public Meeting(s)	▲	●
	Newsletter / Postcard	●	●
	Local Officials Meeting	▲	●
	Public Hearing	▲	●
	Availability of Environmental Document for Review / Notice of Availability	▲	■ (30 days)
	Notice of Final Environmental Document	●	●

Note: \*The public comment period for a Draft EIS is 45 days with an option for 60 days or longer, if needed.

# Cost Estimates

---

## **When are cost estimates updated?**

- For scoring in Prioritization
- Once funded, every two years
- Any major milestone/deliverable
- After major changes to a design/scope
- 7-10 months prior to ROW Date
- 13-16 months prior to Let Date
- Engineer's Estimate is prepared prior to advertisement

# Project Delivery Network (PDN)

---



## **What is the Project Delivery Network(PDN)?**

- Thoughtful guidance based on many years of experience and development
- Many lessons learned and collaboration with local stakeholders such as WMPO
- Framework for successful project delivery

PDN is used based on the individual needs of the project and we often modify to fit the needs of a particular project.

## Stage 1: Project Initiation

### Main Objective and Deliverables

- Express Design Traffic Evaluation
- Data Collection and Evaluation
- Develop and Evaluate Alternatives
- Prepare Conceptual Cost Estimates
- Express Design Evaluation
- Stakeholder Coordination
- Purpose and Need
- Human and Natural Environment Evaluation
- Project Scoping for Design (once funded)

## NCDOT Project Development

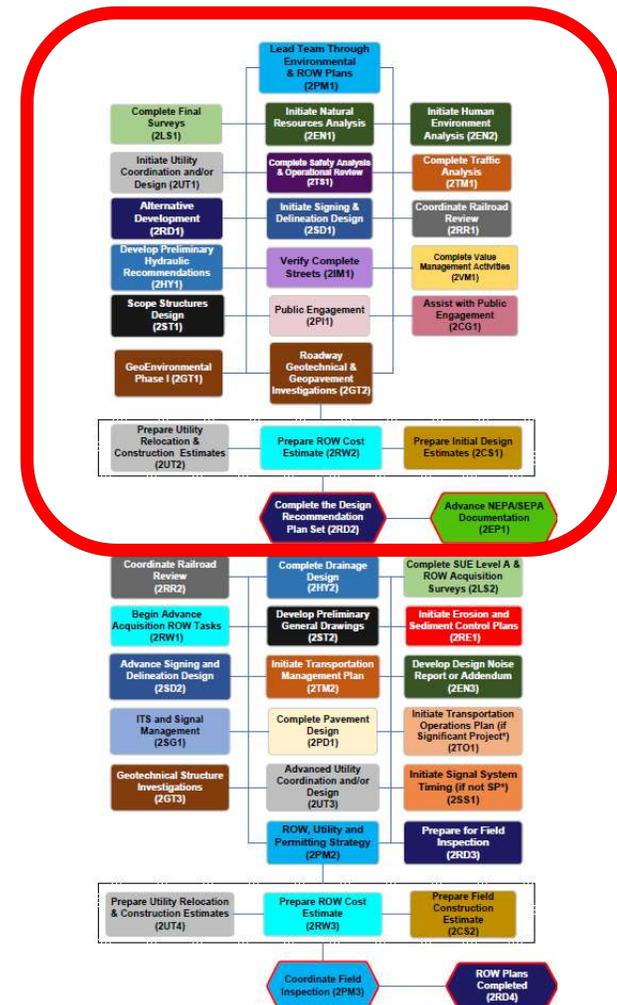


## Stage 2: Environmental & ROW Plans

### Main Objective and Deliverables

- Perform Natural and Human Studies
- Properly Engage the Public
- Continue Identification of Risks
- Develop and Evaluate Alternatives
- Avoid and Minimize
- Complete Design Recommendation Plan Set (25-30% Plans)
  - No more major revisions
- Achieve Confident Scope and Cost Estimate

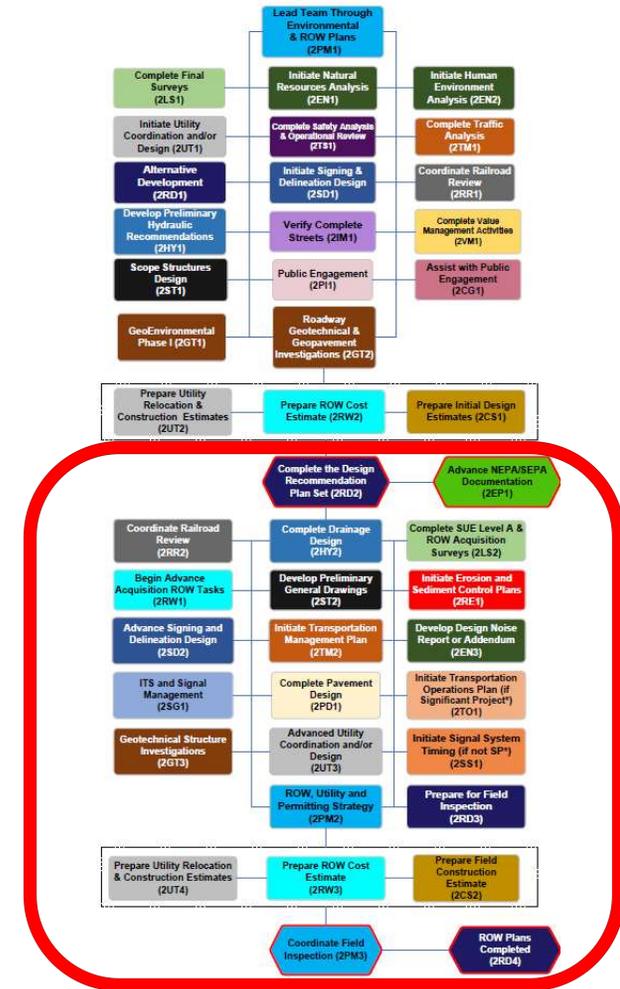
## NCDOT Project Development



## Stage 2: Environmental & ROW Plans

### Main Objective and Deliverables

- Coordinate ROW, Utility and Permit Strategy
- Hold Field Inspection (65% plans)
  - Last call for revisions. Even minor revisions after this point often result in delays and extra cost to project.
- Environmental Document
- Complete Right of Way Plans



## Stage 3: Right of Way Plans

### Main Objective and Deliverables

- ROW Acquisitions & Relocation
- Execute Agreements
- Utility Relocations
- Finalize Designs (All Disciplines)
- Permit Applications

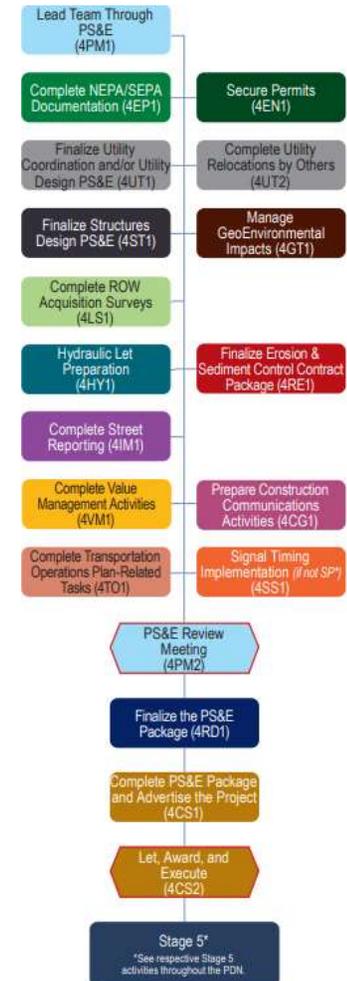


## Stage 4: Plans, Specifications & Estimates (PS&E)

### Main Objective and Deliverables

- Secure Permits
- Finishing Touches on Design
- Obtain Certifications
  - ROW
  - Utility
  - Rail

PS&E is a fancy way of saying the project is ready to be turned in for a final plan checking and prepared for advertisement, letting, and award.

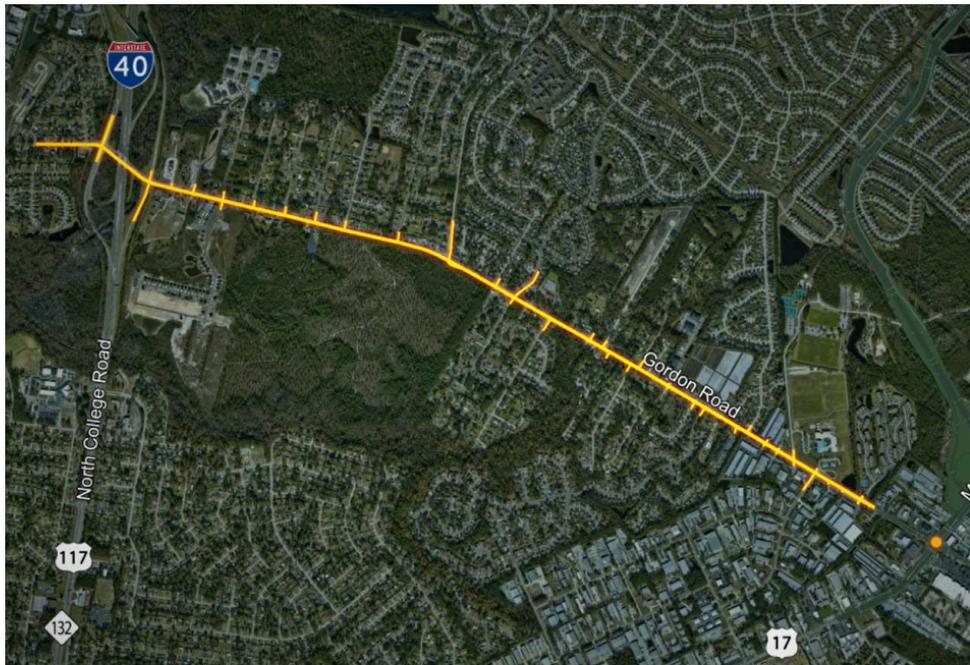


# Gordon Road Widening (U-6202)

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## Project Highlights

U-6202 Gordon Road Widening – currently under construction



- Pilot project for using the Project Delivery Network
- Pilot project for using MS Project to create and maintain a schedule throughout all stages
- Successfully moved through the preconstruction stages in nearly 4 years

## **Key Takeaways**

- Identified Key Stakeholders (MPO, County, Developers, Etc.)
  - Multiple agreements identified early and executed for work to be included in the construction contract
    - Ex: New Fire Station, County MUP Project, New Developments
- Extensive and Regular Project Coordination
  - Coordination included NCDOT, Design Firm, Project Stakeholders, Utility Owners, etc.
- Public Involvement was critical to determining the multi-modal aspects of the project.

# Contact Us

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**Katie Hite, PE, PTOE**

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NCDOT – Division 3

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**Thank you!**

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**NORTH CAROLINA**  
Department of Transportation

# NCDOT Division 3 Update to WMPO

Trevor Carroll, PE Division Engineer, Division 3

February 10, 2025

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

# A QUICK GLANCE



**Trevor Carroll, PE**  
Division Engineer  
Division 3



**Landon G. Zimmer**  
Board of Transportation  
Division 3



**BRUNSWICK**  
**DUPLIN**  
**NEW HANOVER**

**ONSLOW**  
**PENDER**  
**SAMPSON**



**WELCOME CENTER**  
US 17 Shallotte Bypass in  
Brunswick County



POPULATION  
**616,051**



ROAD MILES  
**5,661**  
LANE MILES  
**12,239**

## REST AREAS

I-40 in Duplin County  
US 421 in Sampson County



**FERRY ROUTES**  
Fort Fisher - Southport

BRIDGES  
**694**



**PORTS**  
Port of Wilmington



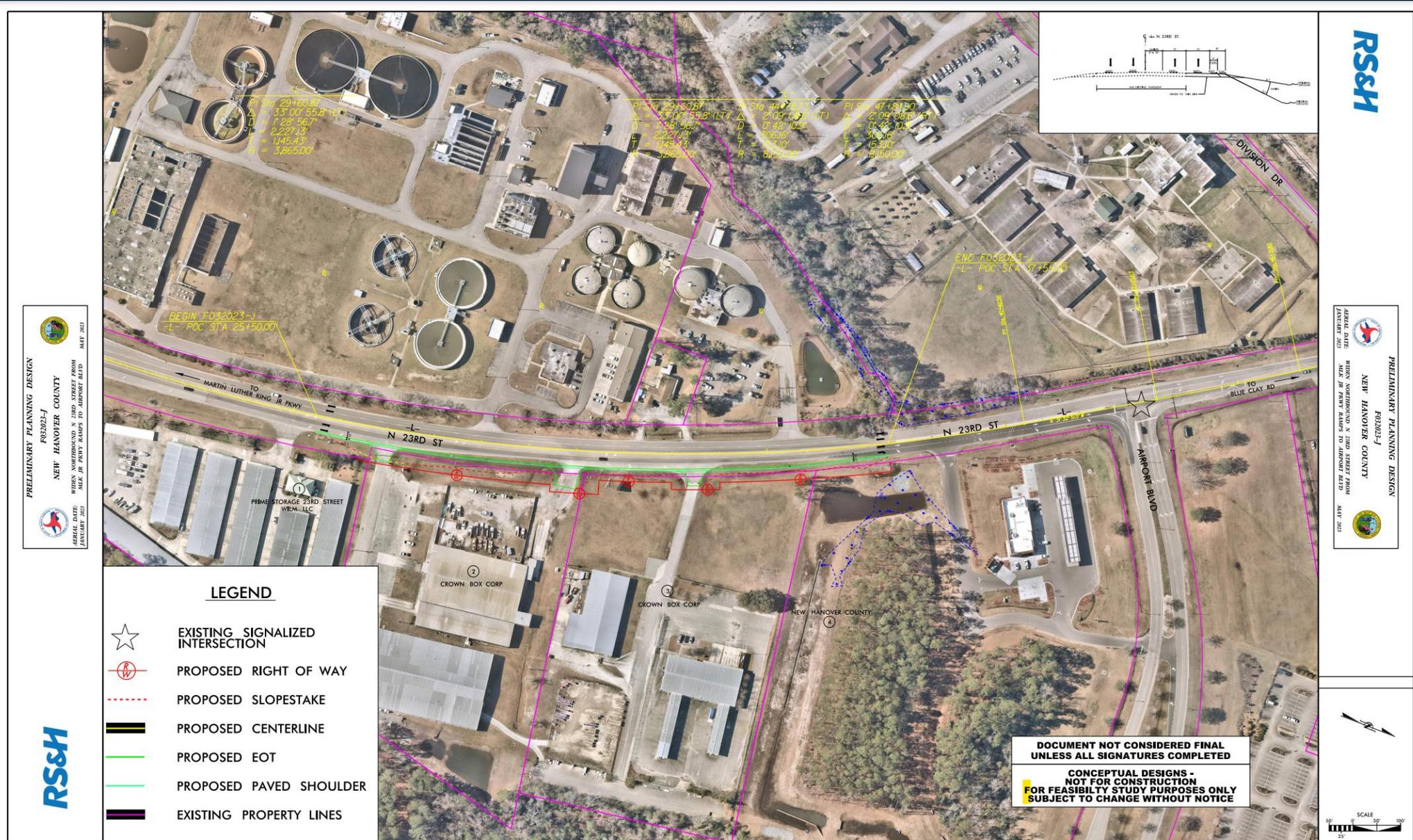
## AIRPORTS

Albert J. Ellis, Jacksonville  
Cape Fear Regional Jetport, Oak Island  
Duplin County  
Sampson County  
Henderson Field, Wallace  
Odell Williamson Municipal, Ocean Isle Beach  
Wilmington International

# Projects In Development

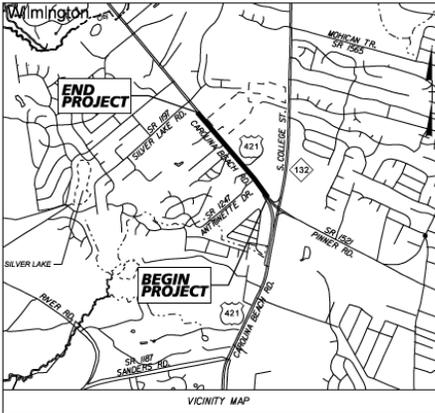
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# ncdot.gov HE-0018 SR 1302 (N 23<sup>rd</sup> St) From US 74 (MLK Pkwy) to Airport Blvd) | ROW in Progress | CON 2027



TIP PROJECT: W-5703C

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



STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**NEW HANOVER COUNTY**

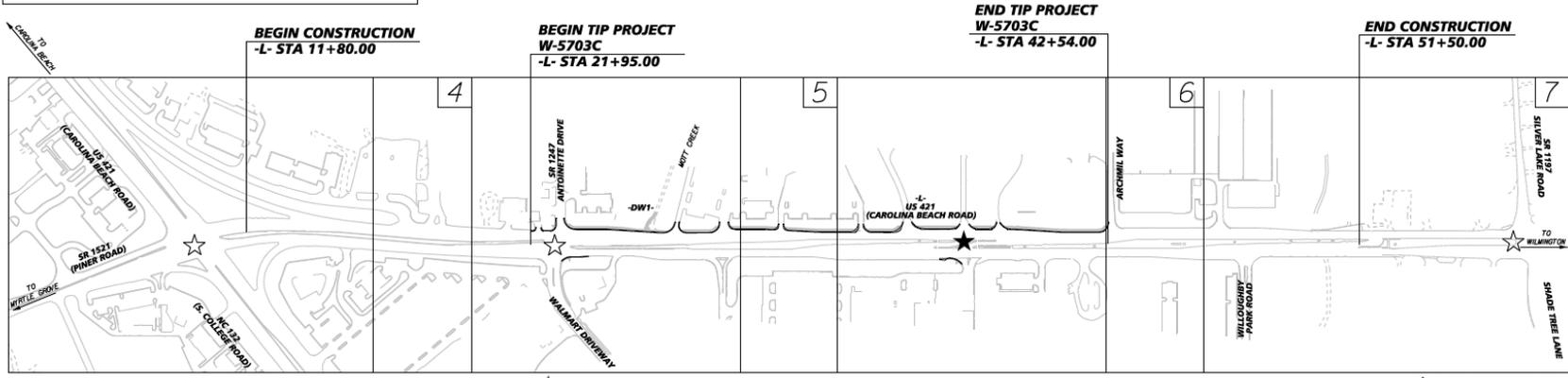
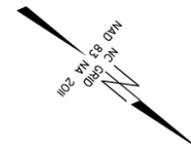
LOCATION: US 421 (CAROLINA BEACH ROAD) FROM S. COLLEGE ROAD TO APPROXIMATELY 200' NORTH OF WILLOUGHBY PARK ROAD

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

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	W-5703C	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
44849.1.3	HSIP-0421(091)	PE	
44849.2.9	HSIP-0421(091)	UTIL	
44849.2.10	HSIP-0421(091)	RW	
44849.3.20	HSIP-0421(091)	CONSTR	

**DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED**

90% PLANS



☆ EXISTING TRAFFIC SIGNAL  
★ PROPOSED TRAFFIC SIGNAL

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

CONTRACT:

<p><b>GRAPHIC SCALES</b></p> <p>50 25 0 50 100 PLANS</p> <p>50 25 0 50 100 PROFILE (HORIZONTAL)</p> <p>10 5 0 10 20 PROFILE (VERTICAL)</p>	<p><b>DESIGN DATA</b></p> <p>ADT 2024 = 35,400 ADT 2040 = 45,000 K = 8% D = 55% T = 3%* V = 50 MPH</p> <p>CLASSIFICATION: URBAN COLLECTOR * 1% TTST 2% DUAL STATEWIDE TIER</p>
--	--

<p><b>PROJECT LENGTH</b></p> <p>LENGTH ROADWAY TIP PROJECT W-5703C = 0.493 MILES</p> <p>TOTAL LENGTH TIP PROJECT W-5703C = 0.493 MILES</p>
--

PLANS PREPARED FOR THE NCDOT BY:

**Kimley Horn**

20M STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: JANUARY 2025

LETTING DATE: FEBRUARY 19, 2026

SEAN KANE, P.E. PROJECT ENGINEER

BEN CRAWFORD, P.E. PROJECT DESIGN ENGINEER

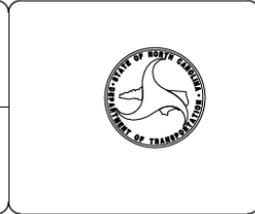
HYDRAULICS ENGINEER

\_\_\_\_\_  
P.E.

SIGNATURE: ROADWAY DESIGN ENGINEER

\_\_\_\_\_  
P.E.

SIGNATURE:



**ncdot.gov** HB-0040 Replacement of Bridges on US 74 (Salisbury St) and on US 76 (Causeway Drive) in Wrightsville Beach | ROW in Progress | CMGC



**HB-0040**  
**View: Causeway Drive**

\*artist concept may not reflect final design

**ncdot.gov** HB-0040 Replacement of Bridges on US 74 (Salisbury St) and on US 76 (Causeway Drive) in Wrightsville Beach | ROW in Progress | CMGC



HB-0040  
View: Salisbury Street

\*artist concept may not reflect final design

**ncdot.gov** HB-0040 Replacement of Bridges on US 74 (Salisbury St) and on US 76 (Causeway Drive) in Wrightsville Beach | ROW in Progress | CMGC



HB-0040  
View: Salisbury Street

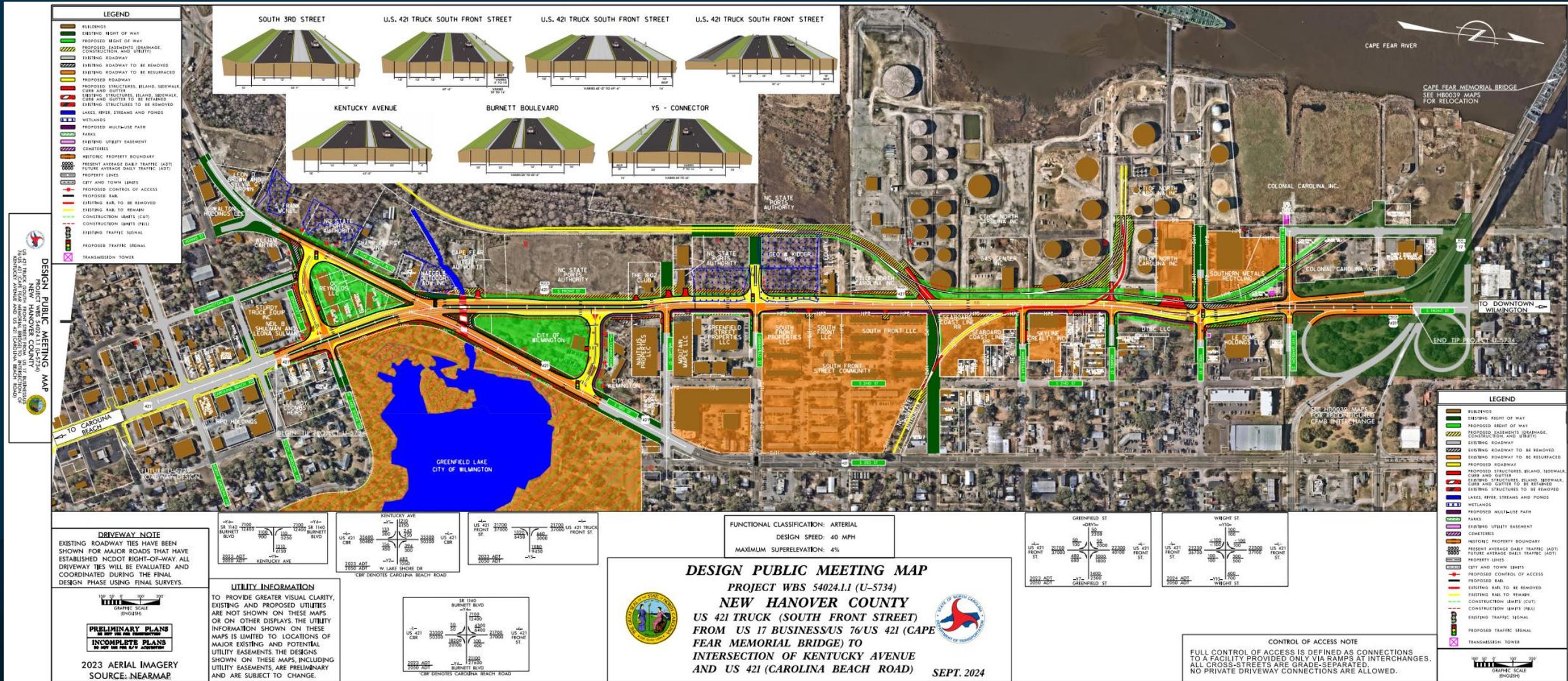
\*artist concept may not reflect final design



# ncdot.gov U-5790 US 421 (Carolina Beach Rd) Widened from NC 132 (S College Rd) to SR 1187 (Sanders Rd) with Continuous Flow Intersection | ROW 2027 | CON 2029

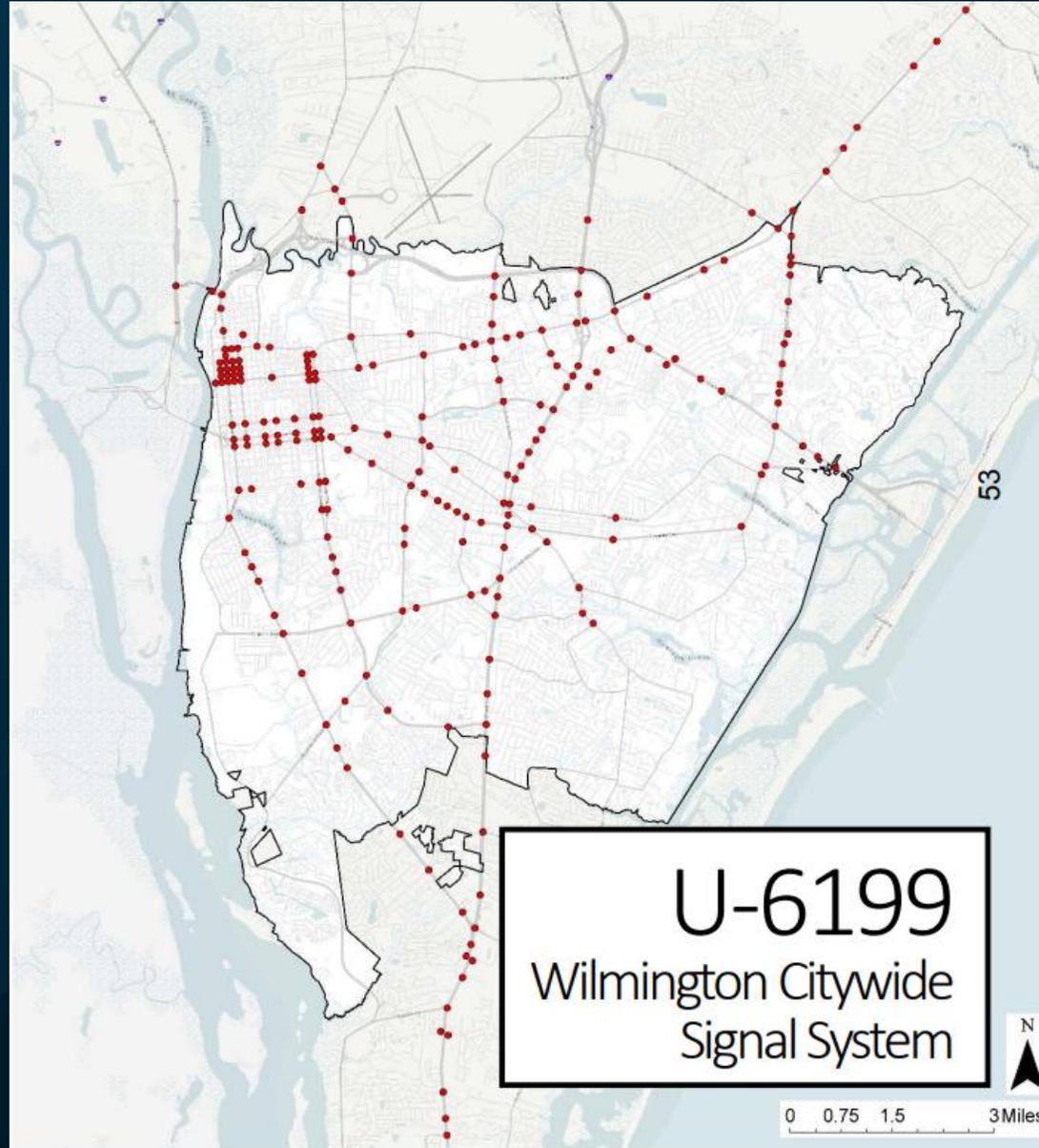


# ncdot.gov U-5734 US 421 (South Front Street) From US 17 Business/US 76/US 421 (Cape Fear Memorial Bridge) to US 421 (Burnett Blvd.) | ROW in Progress | CON 2029

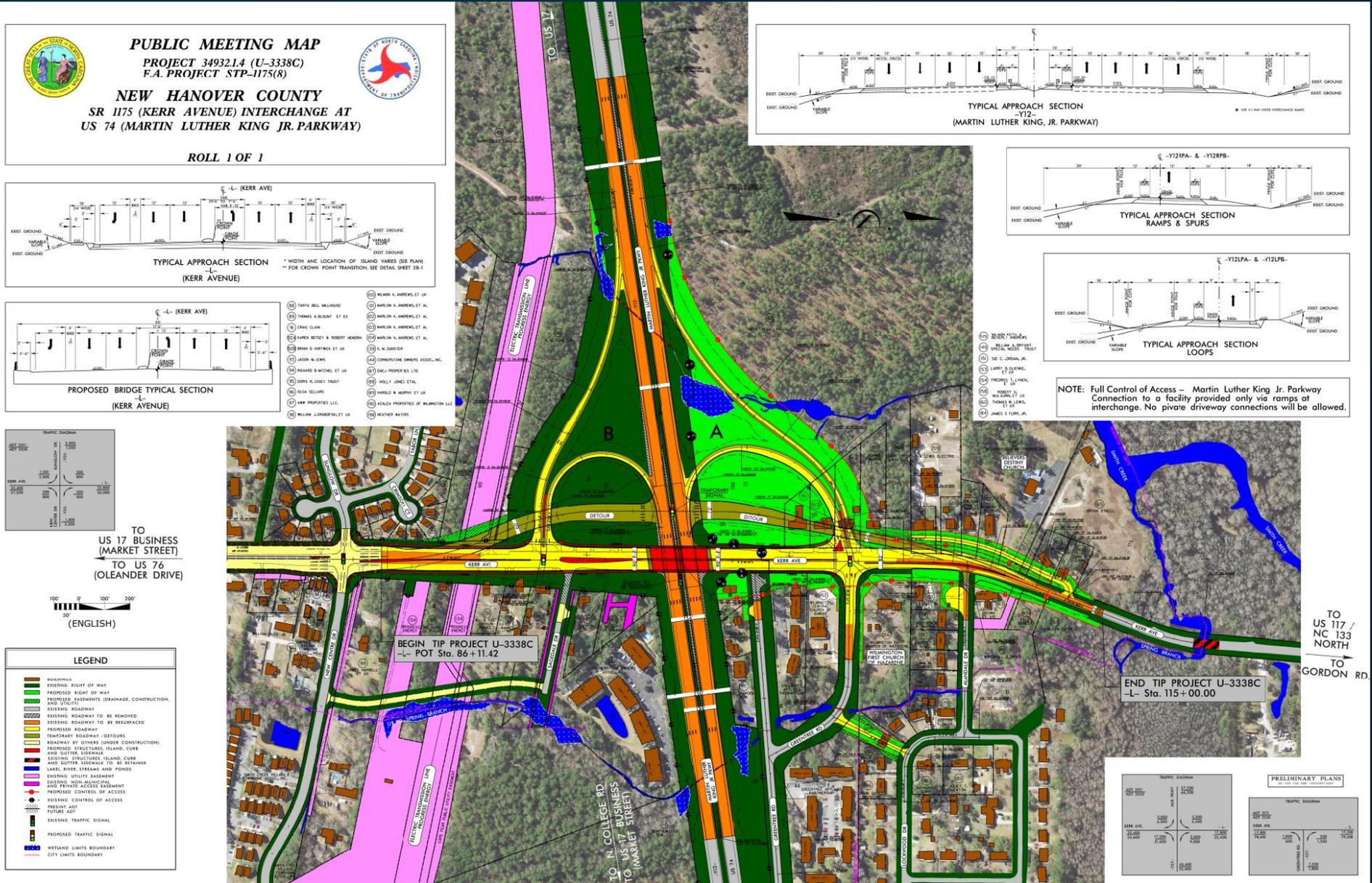


**ncdot.gov** U-5792 US 117/NC 132 (College Rd) from US 17 Business (Market St) to SR 2048 (Gordon Rd) | ROW 2026 | CON 2029



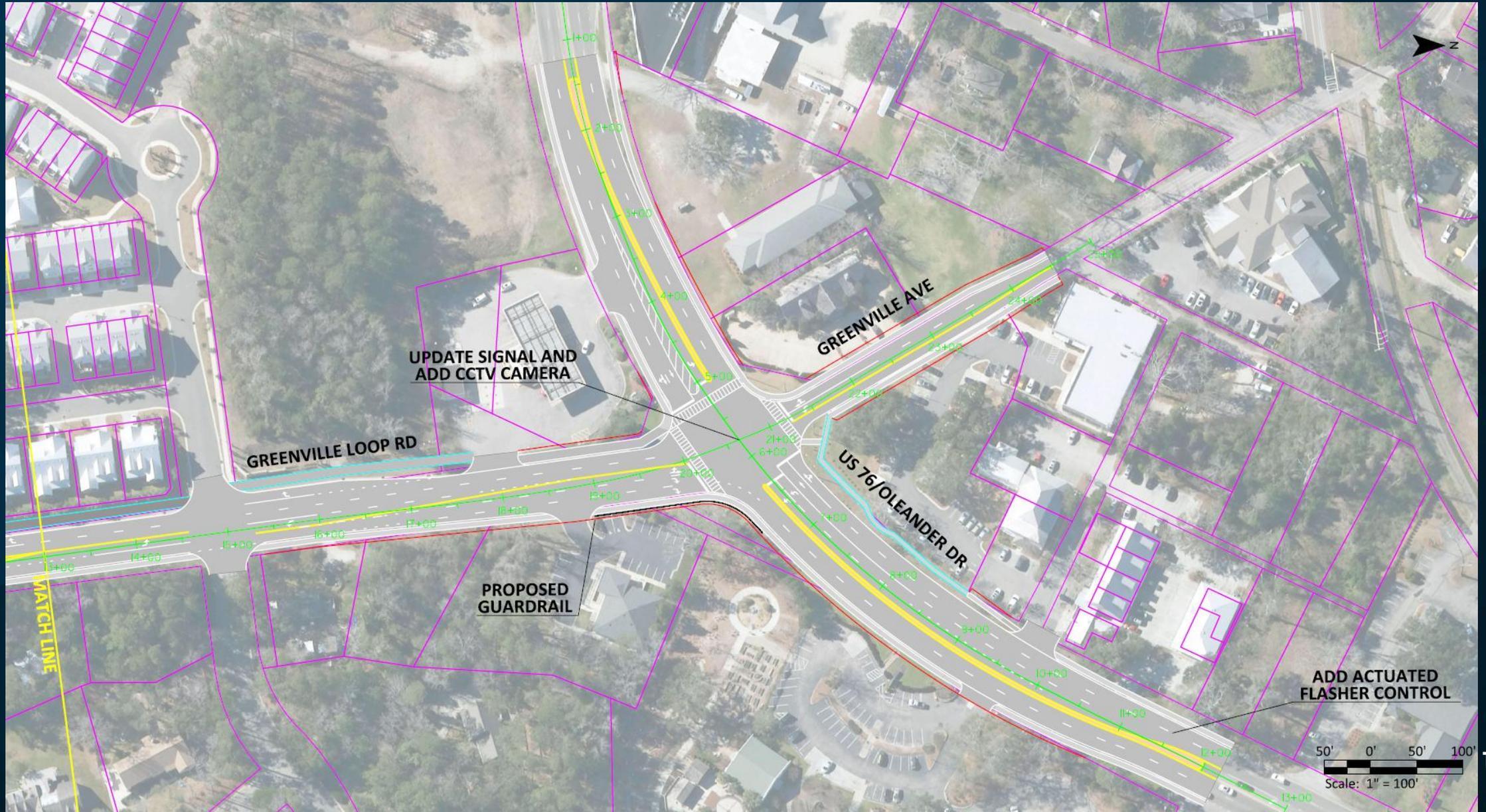


# ncdot.gov U-3338C SR 1175 (Kerr Ave) Interchange at US 74 (MLK Pkwy) | ROW in Progress | CON 2030



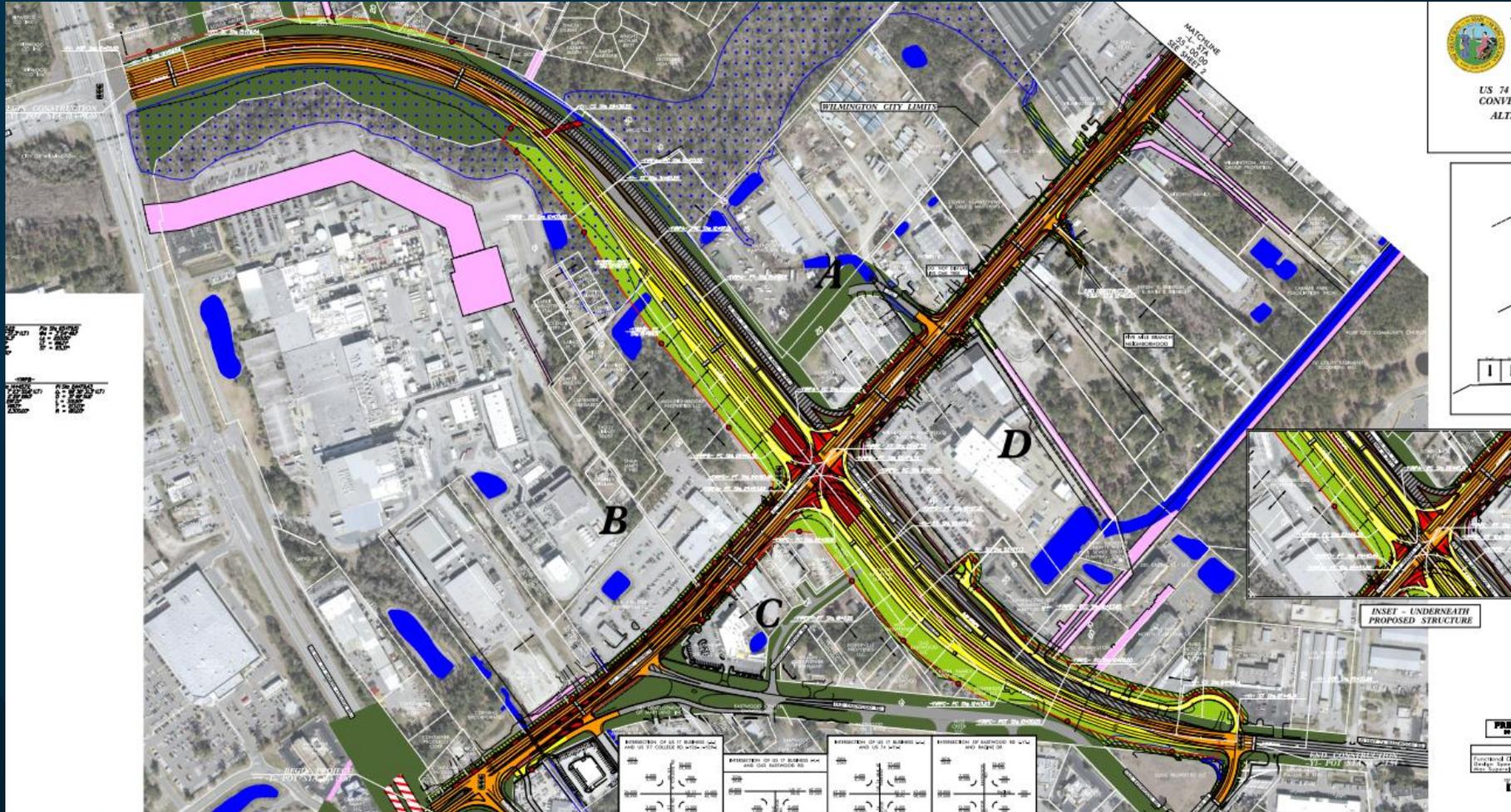


ncdot.gov U-6128 US 76 (Oleander Dr) at Greenville Loop Rd and Greenville Ave | ROW 2027 | CON 2030

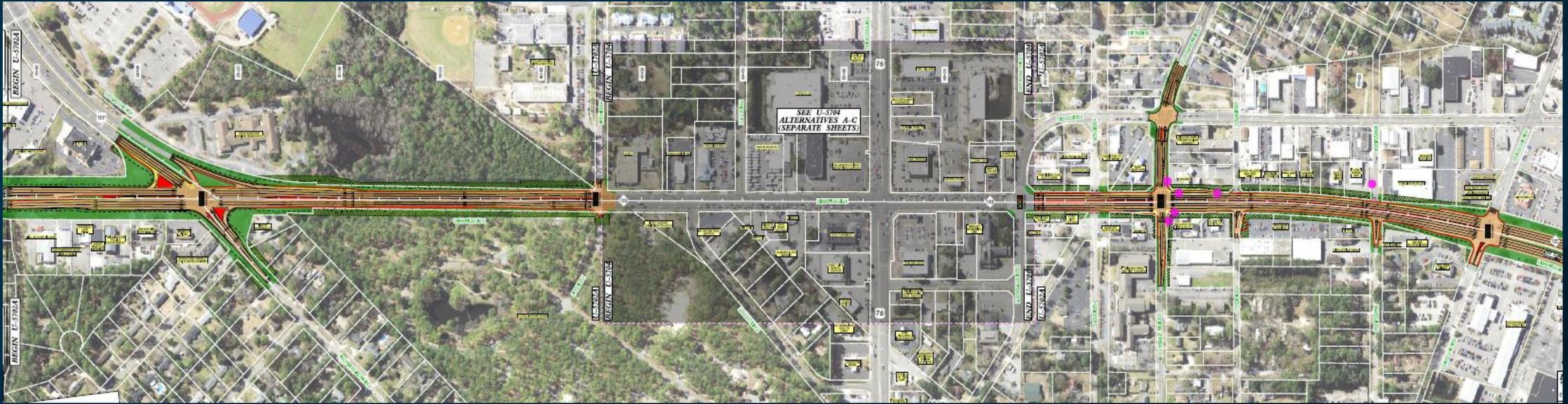




ncdot.gov U-4902C US 17 Business (Market St) From North of US 117/NC 132 (College Rd) to Station Rd | ROW 2030 | CON 2033



# ncdot.gov U-5702A NC 132 (College Rd) From SR 1272 (New Centre Drive to US 117 (Shipyard Blvd) Access Management | ROW 2030 | CON 2033



# U-4434 Independence Blvd Extension | Funded for Preliminary Engineering Only



Martin Luther King Jr. Parkway interchange

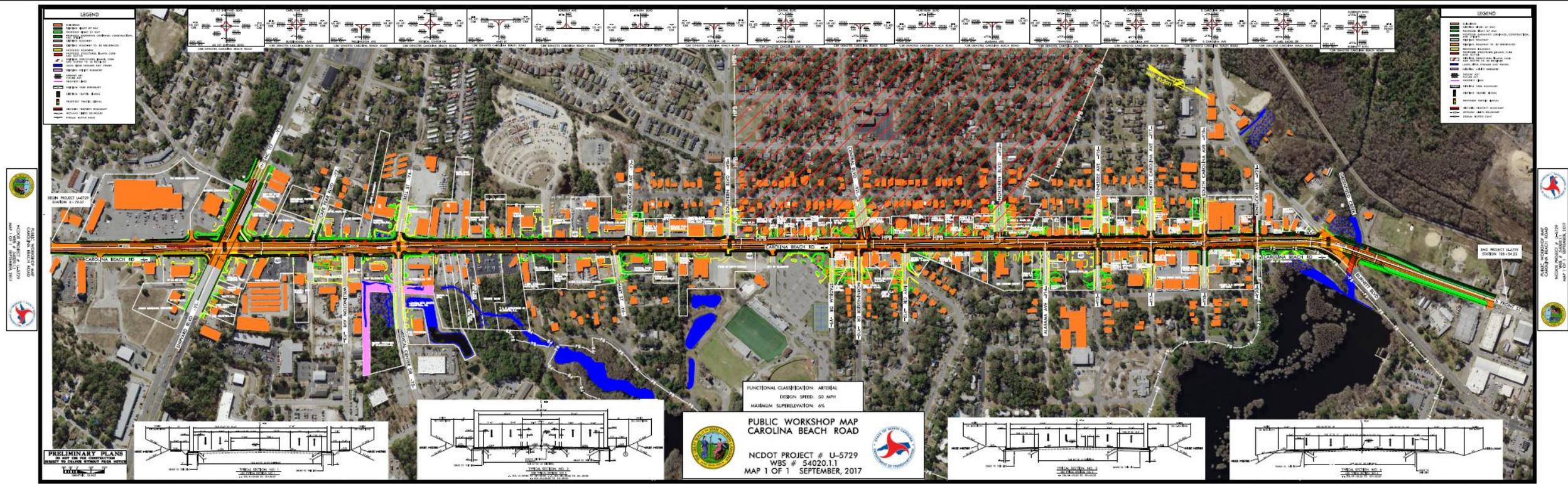


**What is a TUDI?**  
A tight urban diamond interchange (TUDI) is a compressed version of a standard interchange used in areas where there is limited amounts of space.



**What is a SPUI?**  
A single point urban interchange (SPUI) is a type of highway interchange designed to help move large volumes of traffic through limited amounts of space (urban areas) safely and efficiently.

# ncdot.gov U-5729 US 421 (Carolina Beach Road) From US 421 (Burnett Blvd) to US 117 (Shipyard Blvd) | Funded for Preliminary Engineering Only



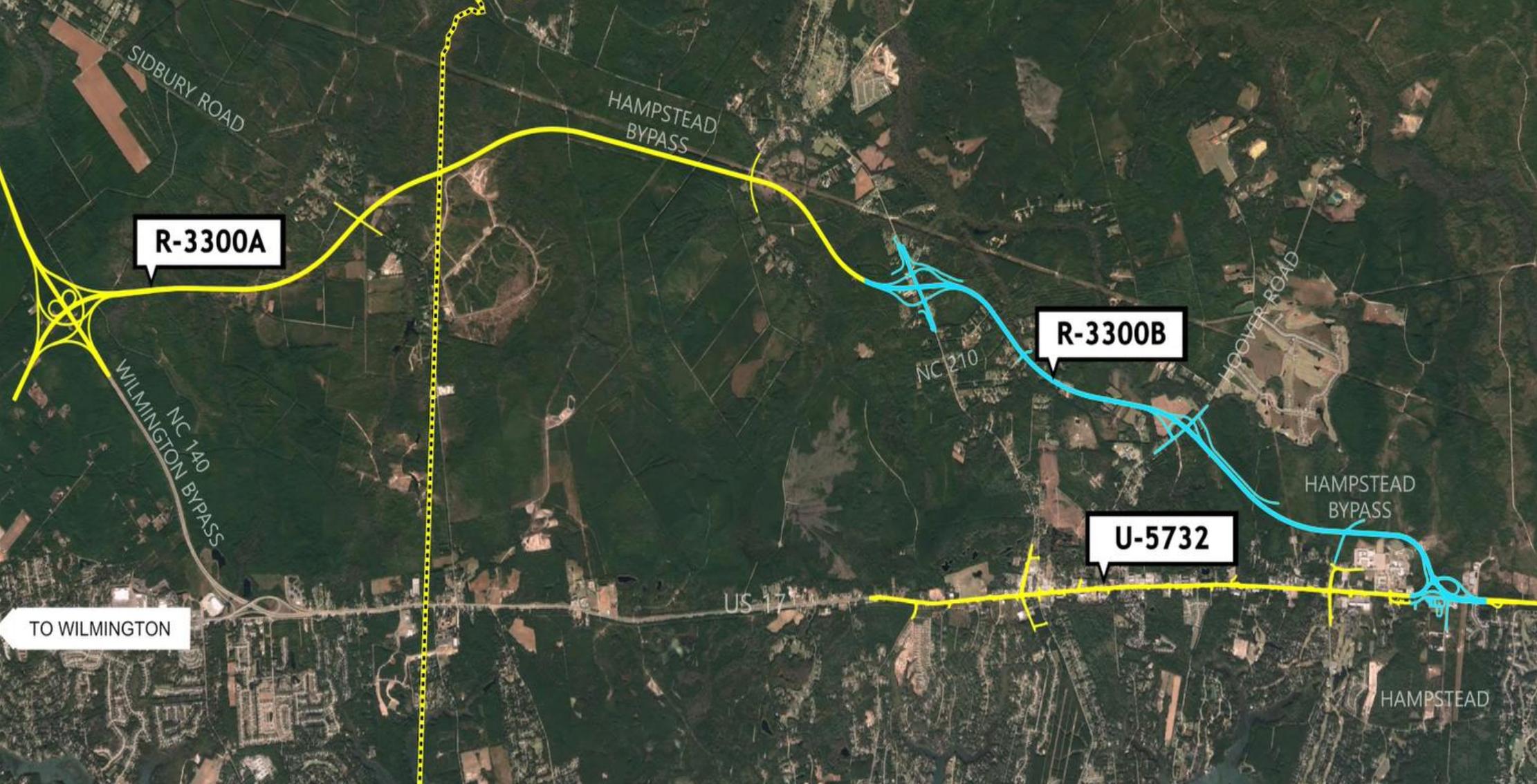


# Cape Fear Memorial Bridge Replacement

- The Cape Fear Memorial Bridge was Constructed in 1969
- \$242M BIP Grant awarded in July 2024
- Currently funded in STIP as a toll project
  - Need legislative action to allow tolling of existing facilities
- The U.S. Coast Guard and the U.S. Army Corps of Engineers notified the department a new bridge would need to have no less than 135 feet of vertical clearance.
  - LEDPA expected to be determined later this year for movable vs fixed span
- If additional funding is identified before the department were to advertise for a construction contract, the WMPO could decide to pull the toll project scenario from prioritization.

# Projects Under Construction

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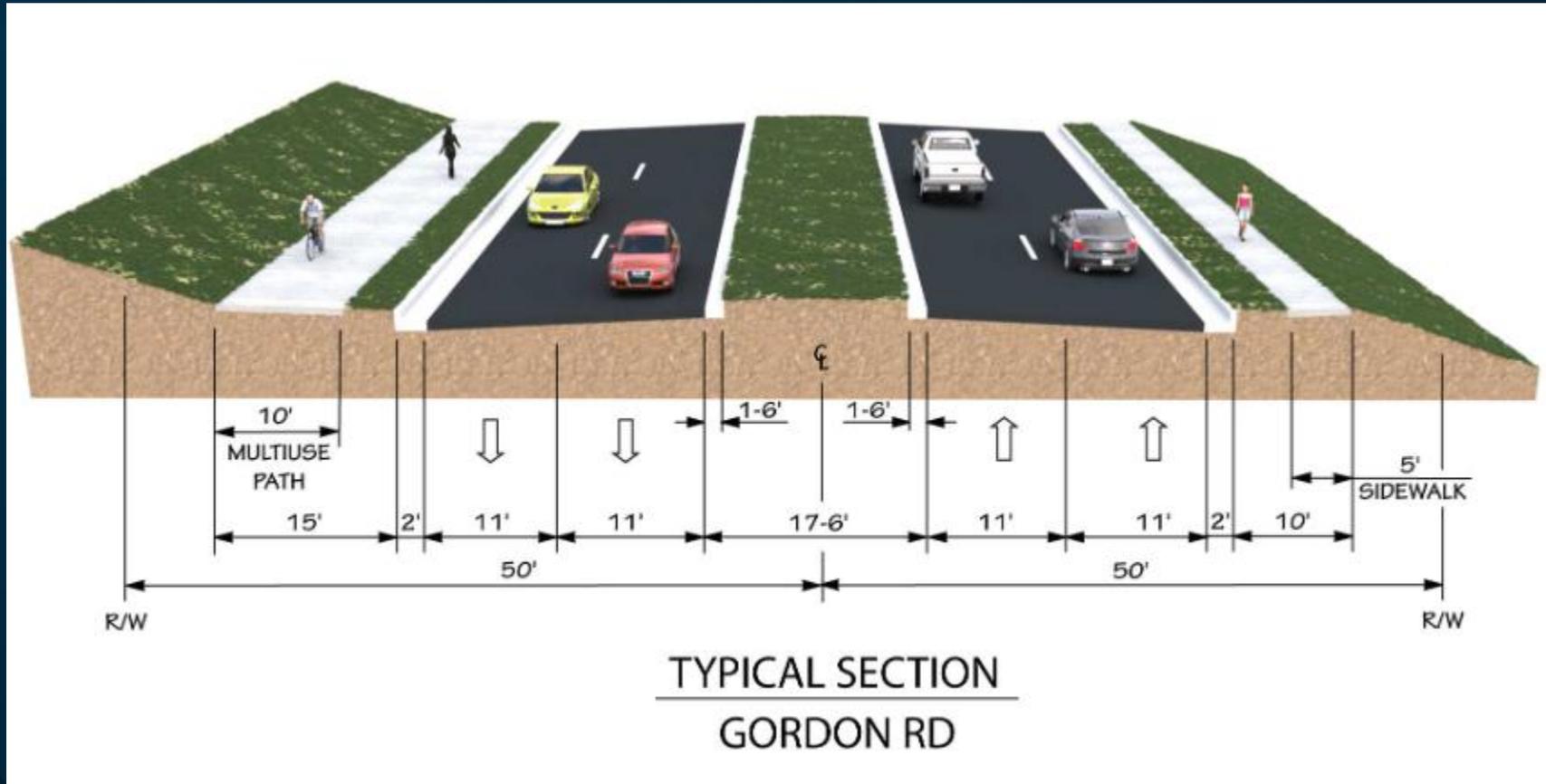
PROJECT TIP No. R-3300B  
HAMPSTEAD BYPASS

US 17 INTERCHANGE











US 17 (Market St) looking South towards intersection of Bayshore Drive and Torchwood Blvd.

# Contact Us

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**Thank you!**

