



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

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.

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

TO: Wilmington Urban Area MPO Board Members
FROM: Mike Kozlosky, Executive Director
DATE: March 20, 2026
SUBJECT: March 25th meeting

A meeting of the Wilmington Urban Area MPO's Board will be held on Wednesday, March 25, 2026, at 3 pm. The meeting will be held in the WMPO Board Room located at 525 North 4th Street in downtown Wilmington, NC. Members of the public, MPO Board Members and MPO Staff can attend the meeting in person and virtually through the Zoom platform. MPO Board member attendance will be subject to the adopted Remote Participation Policy. The meeting will be streamed live online so that simultaneous live audio, and video, if any, of the meeting is available at the following URL:

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

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

Meeting ID: 846 4549 7547

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

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Roll Call
- 3) Conflict of Interest Statement
- 4) Approval of Board Member Excused Absences
- 5) Approval of the Agenda
- 6) Public Comment Period (15 min.)
- 7) Presentations (20 min)
 - a. Town of Leland Integrated Mobility Plan- Ben Andrea, Town of Leland
 - b. Bridge And Safety Infrastructure for Community Success (BASICS) Act - Katie Economou, Association of Metropolitan Planning Organizations (AMPO)
- 8) Consent Agenda (5 min.)
 - a. Approval of Board Regular Meeting Minutes- February 25, 2026 (pg. 4-9)
 - b. Resolution approving 2026-2035 STIP/MPO Transportation Improvement Programs Amendment #26-1 (pg. 10-12)

Wilmington Urban Area Metropolitan Planning Organization

-
- c. Resolution approving 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modification #26-3 (pg. 13-19)
 - d. Resolution adopting the Town of Leland's Integrated Mobility Plan (pg. 20)
 - e. Resolution supporting the Bridge And Safety Infrastructure for Community Success (BASICS) Act (HR 7437) (pg. 21-22)
- 9) Regular Agenda (15 min.)
- a. Opening of the 45 Day Public Comment Period for the Wilmington Urban Area Metropolitan Planning Organization's Public Participation Plan (pg. 23-46)
 - b. Resolution approving Amendment #3 to the FY 26 Unified Planning Work Program (pg. 47-84)
 - c. Resolution adopting the FY 27 Unified Planning Work Program (pg. 85-110)
 - d. Resolution certifying the Wilmington Urban Area Metropolitan Planning Organization's Transportation Planning Process for FY 2026-2027 (pg. 111-120)
 - e. Resolution requesting Administrative Modifications to the adopted 2026-2035 State/MPO Transportation Improvement Programs to modify U-5525 Surface Transportation Block Grant- Direct Attributable (STBG-DA) Planning Allocations for the amended FY 26 and adopted FY 27 Unified Planning Work Programs (pg. 121)
- 10) Discussion (30 min.)
- a. 2026-2035 STIP/MPO Transportation Improvement Program Administrative Modifications #26-4 (pg. 122)
 - b. Cape Fear Memorial Bridge- Conceptual Unsolicited Proposal (pg. 123-157)
- 11) Updates (15 min.)
- a. Wilmington Urban Area MPO (pg. 158-168)
 - b. Cape Fear Public Transportation Authority (pg. 169)
 - c. NCDOT Division 3 (pg. 170-182)
 - d. NCDOT Integrated Mobility Division (pg. 183)
 - e. NCDOT Transportation Planning Division (pg. 184-185)
- 12) Announcements
- a. NC State Ethics Information Due- April 15, 2026
 - b. Active Transportation Advisory Committee- April 21, 2026
- 13) Next meeting –April 29, 2026

Attachments

- MPO Board Regular Meeting Minutes- February 25, 2026
 - Proposed 2026-2035 STIP/MPO Transportation Improvement Programs Amendment #26-1
 - Resolution approving 2026-2035 STIP/MPO Transportation Improvement Programs Amendment #26-1
 - Proposed 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modification #26-3
 - Resolution approving 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modification #26-3
 - https://www.wmpo.org/wp-content/uploads/2026/02/2025_Leland-Integrated-Mobility-Plan.pdf
 - Resolution adopting the Town of Leland's Integrated Mobility Plan
 - Bridge And Safety Infrastructure for Community Success (BASICS) Act One Pager
 - Resolution supporting the Bridge And Safety Infrastructure for Community Success (BASICS) Act (HR 7437)
 - Draft Wilmington Urban Area Metropolitan Planning Organization's Public Participation Plan
 - Proposed Amendment #3 to the FY 26 Unified Planning Work Program
 - Resolution approving Amendment #3 to the FY 26 Unified Planning Work Program
 - Submitted for Adoption FY 27 Unified Planning Work Program
 - Resolution adopting the FY 27 Unified Planning Work Program
-

-
- Resolution certifying the Wilmington Urban Area Metropolitan Planning Organization’s Transportation Planning Process for FY 2026-2027
 - Attachment 1 to the WMPO 2027 Yearly Self Certification
 - Table 1- Transportation Planning Process Applicable Documents Self Certification
 - Resolution requesting Administrative Modifications to the adopted 2026-2035 State/MPO Transportation Improvement Programs to modify U-5525 Surface Transportation Block Grant- Direct Attributable (STBG-DA) Planning Allocations for the amended FY 26 and adopted FY 27 Unified Planning Work Programs
 - Proposed 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modifications #26-4
 - NCDOT’s Notice of Receipt of the Conceptual Unsolicited Proposal for the Cape Fear Memorial Bridge Replacement
 - NCDOT Public-Private Partnership Guidelines (August 2025)
 - Cape Fear Memorial Bridge Conceptual Unsolicited Proposal- Executive Summary
 - Cape Fear Memorial Bridge History Memorandum
 - Wilmington Urban Area MPO Update (March)
 - Cape Fear Public Transportation Authority Update (March)
 - NCDOT Division Project Update (March)
 - NCDOT Integrated Mobility Division (March)
 - NCDOT Transportation Planning Division Project Update (March)



WMPO Board Meeting Minutes
Wednesday, February 25, 2026
525 N 4th Street
Wilmington, NC 28401

Members Present, In person

Chuck Bost, Town of Belville
Lynn Barbee, Town of Carolina Beach
Brenda Bozeman, Town of Leland
Allen Oliver, Town of Kure Beach
Brad George, Pender County
Bill Rivenbark, New Hanover County
Stephanie Walker, Cape Fear Transportation Authority
Cassidy Santaguida, City of Wilmington
JC Lyle, City of Wilmington
Frank Williams, Brunswick County

Luke Hutson, WMPO
Regina Hopkins, WMPO
Carolyn Caggia, WMPO
Doug Pruden, Wilmington Resident
Susan K. Bulluck, WBCC
Mark Hairr, WAVE
David Ruiz, Wilmington Resident
Chris Cottle, County Sherriff's Office
Deb LeCompte, Town of Carolina Beach
Janet Pruden, Wilmington Resident
Michelle Howes, NCDOT
Adrienne Cox, NCDOT

Members Present, Remote

Ken Dull, Town of Wrightsville Beach

Others Present, Remote

Thom Moton, City of Wilmington
Mike Forte, Brunswick County
Nazia Sarder, NCDOT
Eric Seidel, CFPUA
Veronica Carter, Town of Leland
Sharon Mahoney, NCDOT

Others Present, In Person

Abby Lorenzo, WMPO
Trevor Carroll, NCDOT
Greer Tempier, WMPO
Krysdan Burden, WMPO
Beth King, WMPO
Ronda Hogan, WMPO
Caitlin Cerza, WMPO
Amanda Halbert, WMPO
Tessa Jones, WMPO

1. Call to Order

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

Abby Lorenzo, WMPO Deputy Director, called the roll.

2. Roll Call

Present: Chuck Bost, Lynn Barbee, Brenda Bozeman, Allen Oliver, Brad George, Ken Dull, Bill Rivenbark, Stephanie Walker, JC Lyle, Cassidy Santaguida, Frank Williams

Absent: Landon Zimmer and Rosetta Terry

3. Conflict of Interest Statement

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

4. Approval of Board Member Excused Absences

Abby Lorenzo stated that Landon Zimmer requested an excused absence. Frank Williams made a motion to excuse Landon Zimmer from the February 25th meeting, Brenda Bozeman seconded the motion. The motion passed unanimously.

5. Approval of the Agenda

Allen Oliver made a motion to approve the agenda; Stephanie Walker seconded the motion. The agenda passed unanimously.

6. Public Comment Period

There were no members of the public that wished to speak.

7. Consent Agenda

- a. Approval of Board Regular Meeting Minutes- January 28, 2026
- b. Resolution approving 2026-2035 STIP/MPO Administrative Modification #26-2
- c. Opening of a 30-day public comment period for 2026-2035 STIP/MPO Amendment #26-2
- d. Resolution adopting the Wilmington Urban Area Metropolitan Planning Organization's 2026 Legislative Agenda
- e. Resolution adopting the Wilmington Urban Area Metropolitan Planning Organization's Prioritization 8.0 Local Input Methodology
- f. Resolution endorsing the Cape Fear Trails Trail Etiquette Campaign and Signage Guide
- g. Resolution adopting the Cape Fear Public Transportation Authority's Public Transportation Safety Action Plan and Transit Safety Performance Measures and Targets
- h. Resolution adopting the Cape Fear Public Transportation Authority's Transit Asset Management Plan and Transit Asset Performance Measures and Targets

- i. Resolution supporting the Terry Benjey Bicycling Foundation’s application for the North Carolina Department of Transportation’s Bicycle Helmet Initiative

WMPO Staff requested to have item f. Resolution endorsing the Cape Fear Trails Trail Etiquette Campaign and Signage Guide, removed from the Consent Agenda, Frank Williams made a motion to approve the consent agenda with item f. removed and added as 8.b under the regular agenda. Stephanie Walker seconded the motion. The motion passed unanimously.

8. Regular Agenda

- a. Resolution approving Amendment #2 to the FY26 Unified Planning Work Program

Regina Hopkins, WMPO Accounting Manager, provided an overview of Amendment #2, specifying that the changes are additional details to some task narratives, and that no changes to funds budgeted to those tasks are being made. Brenda Bozeman made a motion to approve the resolution approving Amendment #2 to the FY2026 UPWP, Chuck Bost seconded the motion. The motion passed unanimously.

- b. Resolution endorsing the Cape Fear Trails Trail Etiquette Campaign and Signage Guide

Abby Lorenzo explained that a late comment from a TCC member received after the packet had been sent and based on staff’s review, warranted a minor wording change to remove a color. Staff wanted to make the Board aware of the change and still recommends the Boards endorsement of the item. Stephanie Walker questioned the color change, Ms. Lorenzo explained that in the guide, the crosswalks were stated to be white or green, but green is allowed if it is a bicycle only facility. Frank Williams made a motion to approve the resolution endorsing the Cape Fear Trails Trail Etiquette Campaign and Signage Guide with the wording change staff recommends. Stephanie Walker seconded the motion and the motion passed unanimously.

9. Discussion

- a. 2026-2035 STIP/MPO Transportation Improvement Program Administrative Modifications #26-3

Abby Lorenzo explained that this item is for informational purposes only and will be brought back at the next meeting.

- b. Proposed FY 27 Unified Planning Work Program

Abby Lorenzo explained that at the January Board meeting the Board approved the opening of the 30-day public comment period for the WMPO FY27 UPWP and that comment period will close on Friday, February 27th. Ms. Lorenzo explained that this item is on the agenda so the Board can ask any questions they

may have and for staff to give an update on some items they have learned since the draft UPWP was developed. Staff have learned the NCDOT is requesting clarification additions to some of the narratives, including the costs in our planning grant and the STBG funds. Staff have also learned that the City of Wilmington is planning a living wage initiative. Ms. Lorenzo stated that if the City of Wilmington moves forward with the living wage initiative, the WMPO is not foreseeing a budget adjustment at this time, the WMPO can reduce the funds allocated for the special study for the resilience improvement plan and shift the funds to employee compensation. No action was needed on this item, it was just for informational purposes.

c. WMPO Active Transportation Advisory Committee Appointments

Abby Lorenzo explained that at the January Board meeting, the Board approved bylaw changes and a name change for the Active Transportation Committee, formally the Bike Ped Advisory Committee. With those changes, there are also changes for appointments and terms. Ms. Lorenzo informed Board members that WMPO staff would be contacting them to confirm their existing appointment or appoint a new representative.

d. WMPO Strategic Business Plan Survey and Special Meeting

Abby Lorenzo reviewed the WMPO Strategic Business Plan survey that was sent to all Board members from WSP. Ms. Lorenzo requests that all members complete the survey, which will be open until March 11, 2026. Ms. Lorenzo stated that WMPO Staff recommend that the Board hold a special meeting for a facilitated discussion with WSP in place of the originally proposed small group meetings. Staff propose the special meeting take place on Wednesday, March 25th, directly before the regular Board meeting. Brenda Bozeman made a motion to hold a special meeting at 1:30, Wednesday, March 25th, Chuck Bost seconded the motion. The motion passed unanimously.

10. Updates

a. **Wilmington Urban Area MPO**

Abby Lorenzo noted that the WMPO held two very successful training in February. A survey was still open for members that attended the WMPO 101 training. Ms. Lorenzo requested members participate if they had not already done so. Beth King, WMPO Transportation Planner, explained that this year at the annual River to Sea Bike Ride there will be an opening event, the River to Sea Expo. This event, held at Empie Park the evening before the ride, on May 1st, will be a great opportunity for biking enthusiasts and members of the community to receive information from the WMPO, our partners, and the ride sponsors.

b. **Cape Fear Public Transit Authority**

Updates are in the packet.

c. **NCDOT Division 3**

Trevor Carroll updated the Board about a couple of issues that were brought up by members at the last Board meeting. Mr. Carroll explained that the NCDOT reviewed the issues noted by residents during public comment on US17 in Pender County. He stated there has been a speed study done on the US17 corridor and the speed study indicated that the speed limit was appropriate. Mr. Carroll explained that NCDOT also did a visual inspection of the current signage and found that there are more than the minimum required signage due to previous requests.

The second update was for US17 in Leland. Mr. Carroll explained that crash data has been requested and that he will provide an update once received. The NCDOT is also evaluating the consistency/inconsistency of permissible right on red along the corridor. Mr. Carroll noted it is inconsistent throughout the area, however, from an engineering judgment point, there is a consistency as far as keeping the traffic flowing to the corridor. Mr. Carroll stated that having well designed traffic flow on US17 is the goal for NCDOT.

Frank Williams questioned Treavor Carroll about the bridge projects in the packet for Leland, as to whether the projects will include road closures. Mr. Carroll stated the projects will include road closures, but the projects will not overlap construction schedules.

Stephanie Walker questioned Mr. Carroll about the U-5710 email Board members received from NCDOT. Ms. Walker stated that residents have expressed the fact that the project is not needed. Mr. Carroll replied that U-5710 is definitely a very necessary project, and the intersection is very congested. He explained the project scored in the top ten percent statewide several years ago and as traffic has increased yearly, so has the congestion, making the project even more viable. Mr. Carroll addressed the impacts the construction will have and assured the Board that the NCDOT is taking that into consideration and working diligently to minimize the impacts.

d. **NCDOT Transportation Planning Division**

Updates are in the packet.

11. Next Meeting – March 25, 2026

12. Adjourn

The meeting was adjourned at 3:37pm

Respectfully submitted,

Abby Lorenzo
Deputy Director
Wilmington Urban Area Metropolitan Planning Organization

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

**REVISIONS TO THE 2026-2035 STIP/MPO TIP
HIGHWAY PROGRAM
Amendment #26-1**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* BL-0180 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	KERR AVENUE TRAIL, BEGINS AT KERR AVENUE AND PATRICK AVENUE INTERSECTION HEADING SOUTH TO FOUNTAIN DRIVE THEN EAST TO SOUTH COLLEGE ROAD AND NORTH TO HOGGARD DRIVE IN WILMINGTON. CONSTRUCT MULT-USE PATH. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	CONSTRUCTION	FY 2026 - \$2,682,000 (BGDA) FY 2026 - <u>\$670,000</u> (L(M)) \$3,352,000
* BL-0181 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC 132 (SOUTH COLLEGE ROAD), 17TH STREET TO SR 1521 (PINER ROAD / CAROLINA BEACH ROAD). CONSTRUCT MULT-USE PATH. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	CONSTRUCTION	FY 2026 - \$2,629,000 (BGDA) FY 2026 - <u>\$699,000</u> (L(M)) \$3,328,000
* HL-0179 BRUNSWICK PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1438 (LANVALE ROAD), SR 1472 (FLETCHER ROAD / VILLAGE ROAD) INTERSECTION IN LELAND. INSTALL TRAFFIC SIGNAL. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	ENGINEERING CONSTRUCTION	FY 2026 - \$35,000 (BGDA) FY 2026 - \$9,000 (HF(M)) FY 2026 - \$1,465,000 (BGDA) FY 2026 - \$366,000 (HF(M)) FY 2026 - <u>\$3,500,000</u> (HF) \$5,375,000
* HL-0180 PENDER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1563 (SLOOP POINT ROAD), SR 1565 (COUNTRY CLUB DRIVE) INTERSECTION IN HAMPSTEAD. INSTALL TRAFFIC SIGNAL. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	ENGINEERING RIGHT-OF-WAY CONSTRUCTION	FY 2026 - \$116,000 (BGDA) FY 2026 - \$29,000 (HF(M)) FY 2026 - \$280,000 (BGDA) FY 2026 - \$70,000 (HF(M)) FY 2026 - \$1,112,000 (BGDA) FY 2026 - <u>\$278,000</u> (HF(M)) \$1,885,000

**REVISIONS TO THE 2026-2035 STIP/MPO TIP
HIGHWAY PROGRAM
Amendment #26-1**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* HL-0181 NEW HANOVER PROJ.CATEGORY REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 421 (LAKE PARK BOULEVARD), FEDERAL POINT SHOPPING CENTER DRIVEWAY INTERSECTION NORTH OF BENNET LANE IN CAROLINA BEACH. INSTALL TRAFFIC SIGNAL. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	ENGINEERING CONSTRUCTION	FY 2026 - \$6,000 (BGDA) FY 2026 - \$2,000 (HF(M)) FY 2026 - \$185,000 (BGDA) FY 2026 - <u>\$46,000</u> (HF(M)) \$239,000
--	---	--	---------------------------------	---

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT #26-1 TO THE 2026-2035 STATE /MPO
TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to amend the adopted 2026-2035 State/MPO Transportation Improvement Programs for Amendment #26-1; and

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

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves amending the 2026-2035 State/MPO Transportation Improvement Programs for Amendment #26-1.

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

Lynn Barbee, Chair

Mike Kozlosky, Secretary

REVISIONS TO THE 2026-2035 STIP/MPO TIP

HIGHWAY PROGRAM

Administrative Modification #26-3

STATEWIDE PROJECT

STIP MODIFICATIONS

M-0552ADIV STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. DIVISION NEEDS ENGINEERING FUNDING. FUNDING FOR ROADWAY DESIGN FOR OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT.		FY 2026 - \$450,000 (T)
				FY 2027 - \$450,000 (T)
				FY 2028 - \$450,000 (T)
				FY 2029 - \$450,000 (T)
				FY 2030 - \$450,000 (T)
				FY 2031 - \$450,000 (T)
				FY 2032 - \$450,000 (T)
				FY 2033 - \$450,000 (T)
				FY 2034 - \$450,000 (T)
				FY 2035 - \$450,000 (T)
				<u>\$4,500,000</u>
M-0552AREG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. REGIONAL IMPACT ENGINEERING FUNDING. FUNDING FOR ROADWAY DESIGN FOR OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT.		FY 2026 - \$450,000 (T)
				FY 2027 - \$450,000 (T)
				FY 2028 - \$450,000 (T)
				FY 2029 - \$450,000 (T)
				FY 2030 - \$450,000 (T)
				FY 2031 - \$450,000 (T)
				FY 2032 - \$450,000 (T)
				FY 2033 - \$450,000 (T)
				FY 2034 - \$450,000 (T)
				FY 2035 - \$450,000 (T)
				<u>\$4,500,000</u>
M-0552ASW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. STATEWIDE ENGINEERING MOBILITY FUNDING. FUNDING FOR ROADWAY DESIGN FOR OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT.		FY 2026 - \$600,000 (T)
				FY 2027 - \$600,000 (T)
				FY 2028 - \$600,000 (T)
				FY 2029 - \$600,000 (T)
				FY 2030 - \$600,000 (T)
				FY 2031 - \$600,000 (T)
				FY 2032 - \$600,000 (T)
				FY 2033 - \$600,000 (T)
				FY 2034 - \$600,000 (T)
				FY 2035 - \$600,000 (T)
				<u>\$6,000,000</u>

REVISIONS TO THE 2026-2035 STIP/MPO TIP

HIGHWAY PROGRAM

Administrative Modification #26-3

STATEWIDE PROJECT

STIP MODIFICATIONS

M-0552BDIV STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. DIVISION NEEDS FUNDING.FUNDING FOR ROADWAY DESIGN FOR TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. <u>ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.</u>	ENGINEERING	FY 2022 - \$216,000 (T) FY 2023 - \$108,000 (T) FY 2024 - \$300,000 (T) FY 2025 - \$300,000 (T) FY 2026 - \$128,000 (T) FY 2027 - \$128,000 (T) FY 2028 - \$128,000 (T) FY 2029 - \$128,000 (T) FY 2030 - \$128,000 (T) FY 2031 - \$128,000 (T) FY 2032 - \$128,000 (T) FY 2033 - \$128,000 (T) FY 2034 - \$128,000 (T) FY 2035 - <u>\$128,000</u> (T) \$2,204,000
M-0552BREG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. REGIONAL IMPACT FUNDING. FUNDING FOR ROADWAY DESIGN FOR TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. <u>ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.</u>	ENGINEERING	FY 2026 - \$128,000 (T) FY 2027 - \$128,000 (T) FY 2028 - \$128,000 (T) FY 2029 - \$128,000 (T) FY 2030 - \$128,000 (T) FY 2031 - \$128,000 (T) FY 2032 - \$128,000 (T) FY 2033 - \$128,000 (T) FY 2034 - \$128,000 (T) FY 2035 - <u>\$128,000</u> (T) \$1,280,000

**REVISIONS TO THE 2026-2035 STIP/MPO TIP
HIGHWAY PROGRAM
Administrative Modification #26-3**

STATEWIDE PROJECT

STIP MODIFICATIONS

M-0552BSW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. STATEWIDE MOBILITY FUNDING. FUNDING FOR ROADWAY DESIGN FOR TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. <u>ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.</u>	ENGINEERING	FY 2026 - \$170,000 (T) FY 2027 - \$170,000 (T) FY 2028 - \$170,000 (T) FY 2029 - \$170,000 (T) FY 2030 - \$170,000 (T) FY 2031 - \$170,000 (T) FY 2032 - \$170,000 (T) FY 2033 - \$170,000 (T) FY 2034 - \$170,000 (T) FY 2035 - <u>\$170,000</u> (T) \$1,700,000
M-0553ADIV STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, STATEWIDE FUNDING FOR INTEGRATED PROJECT DELIVERY. <u>ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.</u>	ENGINEERING	FY 2026 - \$450,000 (T) FY 2027 - \$450,000 (T) FY 2028 - \$450,000 (T) FY 2029 - \$450,000 (T) FY 2030 - \$450,000 (T) FY 2031 - \$450,000 (T) FY 2032 - \$450,000 (T) FY 2033 - \$450,000 (T) FY 2034 - \$450,000 (T) FY 2035 - <u>\$450,000</u> (T) \$4,500,000
M-0553AREG STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, STATEWIDE FUNDING FOR INTEGRATED PROJECT DELIVERY. <u>ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.</u>	ENGINEERING	FY 2026 - \$450,000 (T) FY 2027 - \$450,000 (T) FY 2028 - \$450,000 (T) FY 2029 - \$450,000 (T) FY 2030 - \$450,000 (T) FY 2031 - \$450,000 (T) FY 2032 - \$450,000 (T) FY 2033 - \$450,000 (T) FY 2034 - \$450,000 (T) FY 2035 - <u>\$450,000</u> (T) \$4,500,000

**REVISIONS TO THE 2026-2035 STIP/MPO TIP
HIGHWAY PROGRAM
Administrative Modification #26-3**

STATEWIDE PROJECT

STIP MODIFICATIONS

M-0553ASW STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, STATEWIDE FUNDING FOR INTEGRATED PROJECT DELIVERY. <u>ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.</u>	ENGINEERING	FY 2026 - \$600,000 (T) FY 2027 - \$600,000 (T) FY 2028 - \$600,000 (T) FY 2029 - \$600,000 (T) FY 2030 - \$600,000 (T) FY 2031 - \$600,000 (T) FY 2032 - \$600,000 (T) FY 2033 - \$600,000 (T) FY 2034 - \$600,000 (T) FY 2035 - <u>\$600,000</u> (T) \$6,000,000
M-0553BDIV STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, STATEWIDE FUNDING FOR TRAINING AND SPECIAL PROJECTS. <u>ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.</u>	ENGINEERING	FY 2026 - \$292,000 (T) FY 2027 - \$90,000 (T) FY 2028 - \$90,000 (T) FY 2029 - \$90,000 (T) FY 2030 - \$90,000 (T) FY 2031 - \$90,000 (T) FY 2032 - \$90,000 (T) FY 2033 - \$90,000 (T) FY 2034 - \$90,000 (T) FY 2035 - <u>\$90,000</u> (T) \$1,102,000
M-0553BREG STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, STATEWIDE FUNDING FOR TRAINING AND SPECIAL PROJECTS. <u>ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.</u>	ENGINEERING	FY 2026 - \$293,000 (T) FY 2027 - \$90,000 (T) FY 2028 - \$90,000 (T) FY 2029 - \$90,000 (T) FY 2030 - \$90,000 (T) FY 2031 - \$90,000 (T) FY 2032 - \$90,000 (T) FY 2033 - \$90,000 (T) FY 2034 - \$90,000 (T) FY 2035 - <u>\$90,000</u> (T) \$1,103,000

**REVISIONS TO THE 2026-2035 STIP/MPO TIP
HIGHWAY PROGRAM
Administrative Modification #26-3**

STATEWIDE PROJECT

STIP MODIFICATIONS

M-0553BSW STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, STATEWIDE FUNDING FOR TRAINING AND SPECIAL PROJECTS. <u>ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.</u>	ENGINEERING	FY 2026 - \$390,000 (T) FY 2027 - \$120,000 (T) FY 2028 - \$120,000 (T) FY 2029 - \$120,000 (T) FY 2030 - \$120,000 (T) FY 2031 - \$120,000 (T) FY 2032 - \$120,000 (T) FY 2033 - \$120,000 (T) FY 2034 - \$120,000 (T) FY 2035 - <u>\$120,000</u> (T) \$1,470,000
TQ-6954 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, SYSTEMWIDE FUNDING FOR SECTION 5310 FOR RURAL PROJECT. <u>MODIFY FUNDS AT THE REQUEST OF INTEGRATED MOBILITY DIVISION.</u>	OPERATIONS	FY 2026 - \$3,000,000 (L) FY 2026 - <u>\$3,000,000</u> (5310) \$6,000,000

**REVISIONS TO THE 2026-2035 STIP/MPO TIP
HIGHWAY PROGRAM
Administrative Modification #26-3**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

BL-0059 NEW HANOVER PROJ.CATEGORY DIVISION	WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	STIP MODIFICATIONS	RIGHT-OF-WAY CONSTRUCTION	FY 2026 - \$216,000 (BGDA) FY 2026 - \$54,000 (L(M)) FY 2026 - \$1,048,000 (BGDA) FY 2026 - \$262,000 (L(M)) <hr/> \$1,580,000
		SR 1573 (K AVENUE), FORT FISHER AND NORTH 3RD STREET INTERSECTIONS IN KURE BEACH. CONSTRUCT INTERSECTIONS INCLUDING ADA CROSSWALKS, PEDESTRIAN ACTUATED PUSH BUTTONS, AND SIDEWALK CONNECTIONS. <u>ACCELERATE CONSTRUCTION FROM FY 27 TO FY 26 AT THE REQUEST OF THE MPO.</u>		
EB-5600 NEW HANOVER PROJ.CATEGORY DIVISION	WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1219 (SOUTH 17TH STREET), HARBOUR DRIVE TO SHIPYARD BOULEVARD IN WILMINGTON. CONSTRUCT MULTI-USE PATH. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 26 TO FY 27.</u>	CONSTRUCTION	FY 2027 - \$440,000 (BGANY) FY 2027 - \$128,000 (L(M)) FY 2028 - \$2,400,000 (BGDA) FY 2028 - \$600,000 (L(M)) <hr/> \$3,568,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #26-3 TO THE
2026-2035 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2026-2035 State/MPO Transportation Improvement Programs for Administrative Modifications #26-3.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2026-2035 State/MPO Transportation Improvement Programs for Administrative Modifications #26-3.

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

Lynn Barbee, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

RESOLUTION ADOPTING THE TOWN OF LELAND’S INTEGRATED MOBILITY PLAN

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

WHEREAS, the Town of Leland, with coordination and assistance by the Wilmington Urban Area Metropolitan Planning Organization, has developed and adopted several transportation-related plans since 2008, including a Comprehensive Bicycle Plan (2008), Street Infill Plan (2012), Collector Street Plan (2013), and Pedestrian Plan (2016); and

WHEREAS, each of these plans provided recommendations for new streets, roads, bicycle and pedestrian facilities, and other transportation network improvements for the Town of Leland; and

WHEREAS, these plans have been reviewed, updated, and consolidated into a new comprehensive transportation plan called the Integrated Mobility Plan that supports and augments the desired patterns of growth and interwoven themes of the Town of Leland’s *Leland 2045* Comprehensive Plan; and

WHEREAS, the Town of Leland’s Integrated Mobility Plan will serve to inform the Wilmington Urban Area Metropolitan Planning Organization’s regional planning efforts, including the Comprehensive and Metropolitan Transportation Plans, and development of the State/MPO Transportation Improvement Programs; and

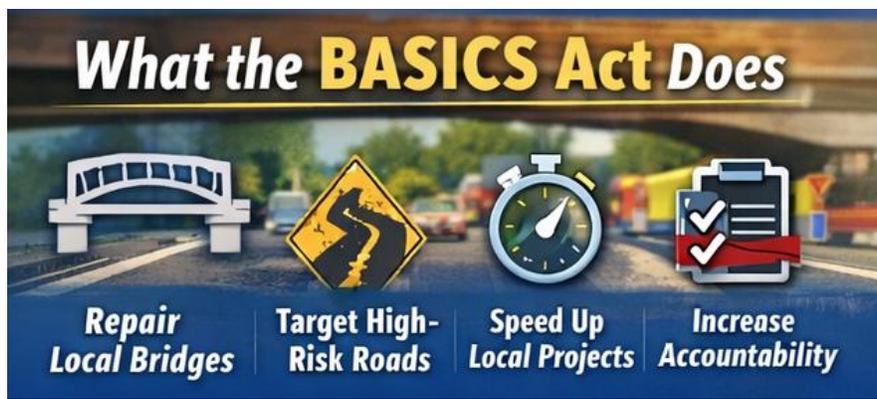
WHEREAS, the Town of Leland adopted the Integrated Mobility Plan on July 17, 2025.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the Town of Leland’s Integrated Mobility Plan.

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

Lynn Barbee, Chair

Mike Kozlosky, Secretary



BASICS – Bridges And Safety Infrastructure for Community Success Act (H.R. 7437)

America’s transportation system depends on a safe and reliable network of roads and bridges in every region of the country. [The BASICS Act](#) focuses federal transportation investment on core infrastructure needs by ensuring funding reaches communities efficiently and is used where it delivers the greatest public benefit.

What this bill does:

- **INVESTS IN REPAIRING BRIDGES:** Builds on the Bridge Formula Program to continue fixing the nation’s most deficient bridges, with a focus on both state- and locally owned infrastructure. Unlike prior approaches, the BASICS Act ensures that funding for locally owned bridges is proportional to the number of locally owned bridges in each state, directing resources to the worst-condition bridges regardless of ownership.
- **DELIVERS REGIONAL PRIORITY PROJECTS FASTER:** Metropolitan planning organizations (MPOs) are responsible for developing Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act accelerates delivery of these regionally supported projects by increasing funding for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently and deliver tangible benefits for local businesses, workers, and communities in every congressional district.
- **FOCUSES ON ROAD SAFETY:** Nearly 100 people lose their lives on America’s roads every day. The BASICS Act strengthens the Highway Safety Improvement Program (HSIP) to confront this crisis head-on by increasing overall safety funding and preventing states from transferring HSIP dollars away from safety priorities. The bill also ensures that 25 percent of HSIP funding is delivered regionally in both urban and rural areas, giving local governments direct access to capital for proven safety projects and building on the success of the Safe Streets and Roads for All program.
- **ENSURES TRANSPARENCY AND COLLABORATION:** Federal transportation dollars must be accountable to taxpayers. The BASICS Act improves transparency around how funding flows, what resources are available to regions, and how projects advance from planning to delivery. By reinforcing collaboration across federal, state, regional, and local partners, the bill helps ensure projects move efficiently and deliver real results on the ground.
- **BUILDS STRONG PLANS FOR RURAL AND URBAN REGIONS:** The BASICS Act invests in planning capacity by strengthening Rural Transportation Planning Organizations (RTPOs) and increasing Metropolitan Planning (PL) funding. Strong planning leads to better project selection, faster delivery, and smarter investments, ensuring both rural and metropolitan regions can advance projects that reflect local priorities and long-term needs.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE BRIDGE AND SAFETY INFRASTRUCTURE FOR
COMMUNITY SUCCESS (BASICS) ACT (HR 7437)**

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

WHEREAS, the Bridge And Safety Infrastructure For Community Success (BASICS) Act (HR 7437) was introduced in the United States House of Representatives by Congresswoman Kristen McDonald Rivet (MI-08) and Congressman Rob Bresnahan (PA-08) in February 2026; and

WHEREAS, this bill strives to ensure that regions and local governments have reliable access to federal funding to plan, deliver, and maintain the transportation systems people depend on every day; and

WHEREAS, the BASICS Act aligns closely with priorities advanced by the Local Officials for Transportation (LOT) Coalition, which represents cities, towns, counties, rural transportation planning organizations (RTPOs), metropolitan planning organizations (MPOs), and regional councils nationwide; and

WHEREAS, the BASICS Act is strongly supported by the National Association of Metropolitan Planning Organizations (AMPO) to ensure that federal funding better aligns with local transportation needs; and

WHEREAS, the BASICS Act will invest in repairing bridges, deliver regional priority projects faster, focus on road safety, ensure transparency and collaboration, and build strong plans for rural and urban region; and

WHEREAS, supporting the BASIS Act will ensure that cities, counties, and MPOs have the resources needed to deliver transportation systems that connect neighborhoods, support our local economies, and serve our residents every day.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the Bridge And Safety Infrastructure For Community Success (BASICS) Act (HR 7437).

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

Lynn Barbee, Chair

Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA
METROPOLITAN PLANNING ORGANIZATION**

Public Participation Plan



Table of Contents

Getting to Know the WMPO.....Page 1

What is the Public Participation Plan?.....Page 2

The Goals of this Plan.....Page 2

Connect With Us.....Page 3

Who is Involved in the Process?.....Page 4

Federal Certifications.....Page 10

Public Participation Strategies and Tools.....Page 11

WMPO Core Work Products and Plans.....Page 13

Working Together.....Page 19

Appendix.....Page 20

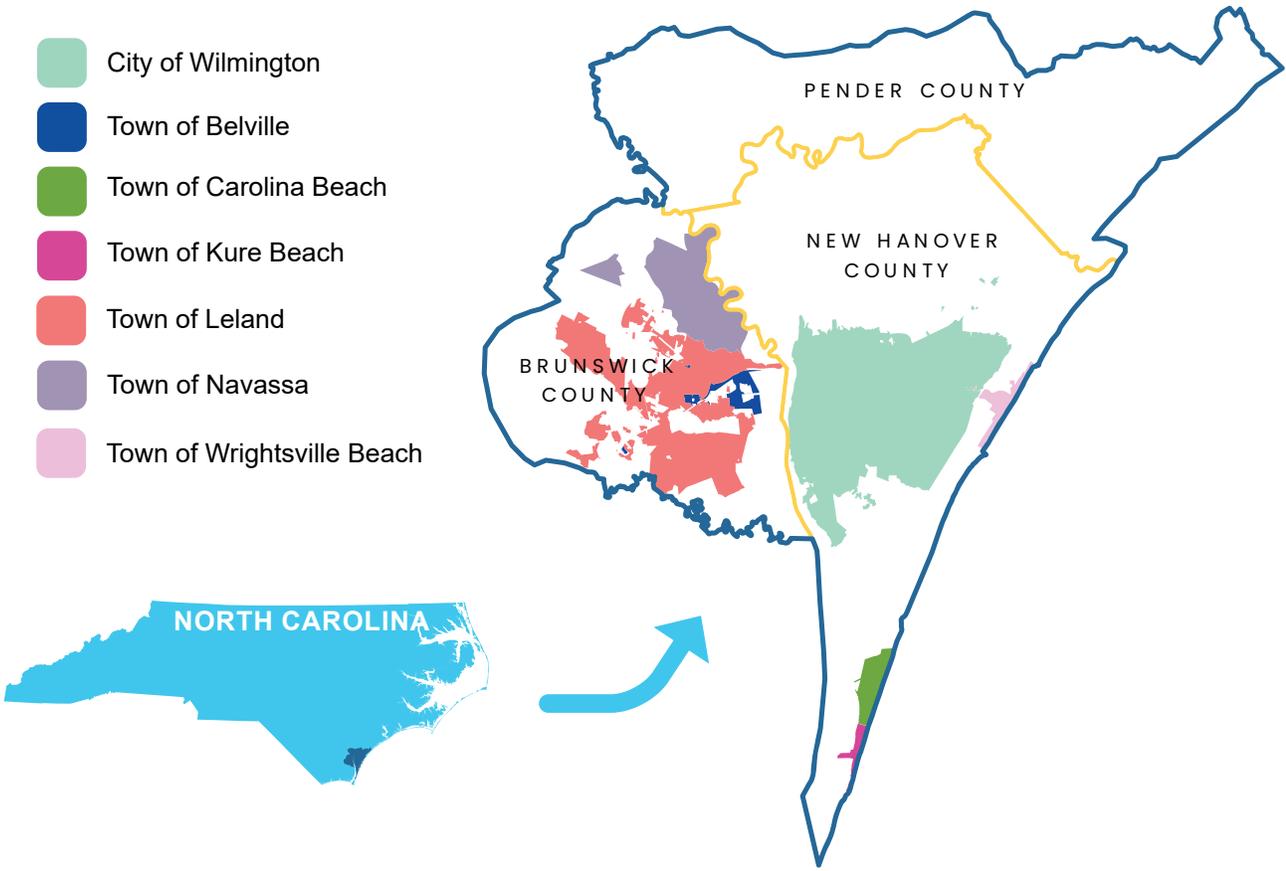
Getting to Know the WMPO

The Wilmington Urban Area Metropolitan Planning Organization (WMPO) leads regional transportation planning in the greater Wilmington area. As a federally funded organization, the WMPO helps guide how federal transportation dollars are spent and ensures planning is coordinated, continuous, and comprehensive. Our work includes developing long-range transportation plans, reviewing projects, coordinating with local boards and committees, and setting regional transportation goals. Simply put, the WMPO brings together the community, local officials, and transportation experts to plan for safe, efficient, and reliable transportation in our region.

Here to Serve the Region

The WMPO’s planning area spans about 494 square miles and includes the City of Wilmington, the Towns of Belville, Carolina Beach, Kure Beach, Leland, Navassa, and Wrightsville Beach, as well as all of New Hanover County and portions of Brunswick and Pender Counties. The policy and direction of our organization are guided by a Board of representatives from these communities, Wave Transit, and the North Carolina Board of Transportation, all working together to plan for transportation that meets our region’s needs.

WMPO Planning Area Boundary



WMPO Mission:

The mission of the WMPO is to create and carry out continuing, cooperative, and comprehensive regional transportation planning efforts that proactively guide transportation decisions to improve safety, connectivity, economic development, and quality of life throughout the Wilmington region.

What is the Public Participation Plan?

The WMPO's Public Participation Plan (PPP) outlines how the public is informed, engaged, and involved in the metropolitan transportation planning process. The PPP is designed as a blueprint for action to ensure that public participation is fair, transparent, and effective. WMPO planning work products, as well as major amendments to adopted plans and programs, must follow the public involvement requirements outlined in this PPP. The plan also ensures compliance with applicable federal requirements, including the Infrastructure Investment and Jobs Act (IIJA), Title VI of the Civil Rights Act, and the Americans with Disabilities Act (ADA).

The PPP serves as a guiding framework for meaningful public involvement across all major WMPO planning activities.

It establishes the policies, procedures, and techniques used to inform the public and gather feedback.

Your Involvement and Input Matter!

Meaningful public involvement is essential to the development and successful implementation of transportation plans, projects, and programs, and helps ensure that transportation decisions reflect the needs, values, and priorities of the region's residents, businesses, and stakeholders. This plan establishes the policies, procedures, and techniques used to inform the public and gather feedback from residents, community groups, partner agencies, and other interested parties throughout the WMPO. By expanding the information available to decision-makers, the PPP helps strengthen planning outcomes and promotes participation from all members of the community.



WMPO staff speaking with community member at an outreach event.

The Goals of this Plan

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



Ensure meaningful and timely public involvement in decision-making

Actively seek, consider, and respond to public input by providing clear, accessible opportunities for participation early and throughout WMPO planning and decision-making processes.



Promote transparency and understanding in transportation planning

Provide timely, understandable, and accessible information so the public, stakeholders, and decision-makers can understand transportation issues, processes, and outcomes.



Engage a broad and diverse range of community voices

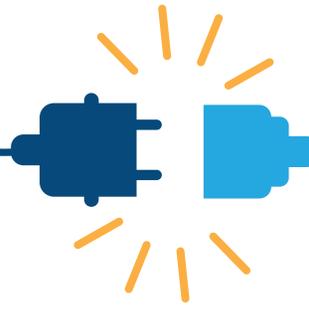
Use a variety of outreach methods and communication tools to reach diverse populations and encourage participation from a wide cross-section of the community.



Integrate and continuously improve public participation practices

Embed credible public participation processes into all WMPO activities, maintain effective feedback channels, evaluate outcomes, and adapt strategies to meet community needs and federal requirements, including IIJA, Title VI, ADA, and FTA/FHWA guidance.

Connect with Us!



Participate In-Person

Make a public comment at a WMPO Board meeting or visit WMPO's office at 525 N. 4th Street, Wilmington, NC 28401



Connect with us Online

Visit www.wmpo.org or www.gocoastnc.org

Follow us on:

Facebook: Wilmington Urban Area MPO | Go Coast

Instagram: [wilmingtonmpo](#) | [gocoastnc](#)

LinkedIn: Wilmington Urban Area Metropolitan Planning Organization

Nextdoor: WMPO



Call, Email, or Send a Letter

Email us at wmpo@wilmingtonnc.gov

Call us at (910) 341-3258

Send letters to the WMPO at:

Wilmington Urban Area MPO

525 N. 4th Street

Wilmington, North Carolina 28401



Come to an Event

WMPO participates in special events throughout the region and hosts events for the public to learn about projects and resources. Visit the WMPO website to view opportunities.



Who is Involved in the Process?

The WMPO is a cooperative partnership of local governments, transportation agencies, and planning partners that collaboratively address the region’s transportation needs through a coordinated regional planning process. As a federally mandated Metropolitan Planning Organization, the WMPO operates in accordance with federal transportation planning regulations and works in partnership with state and federal partners to help guide transportation investments throughout the Wilmington region. This process is directed by the WMPO Board, with input and recommendations from three standing committees and various ad hoc steering and subcommittees, as needed.

The WMPO Board

The WMPO is governed by a 13-member Board, which serves as the region’s transportation policy-making body. The Board is established in accordance with federal regulations (23 CFR § 450.104) and is composed of 12 elected officials and one appointed representative from local jurisdictions and transportation agencies with authority over transportation planning and project implementation within the WMPO planning area. The Board provides overall policy direction and approvals for the metropolitan transportation planning and programming process.

Each voting member is entitled to one vote. Non-voting members may include representatives from state and federal transportation agencies and other partner organizations, as identified in the WMPO’s adopted Memorandum of Understanding (MOU), and serve in an advisory capacity to support coordination and compliance with federal and state requirements.

WMPO Board Meetings

All WMPO Board meetings are conducted in accordance with North Carolina’s open meetings law, N.C.G.S. Chapter 143, Article 33C.

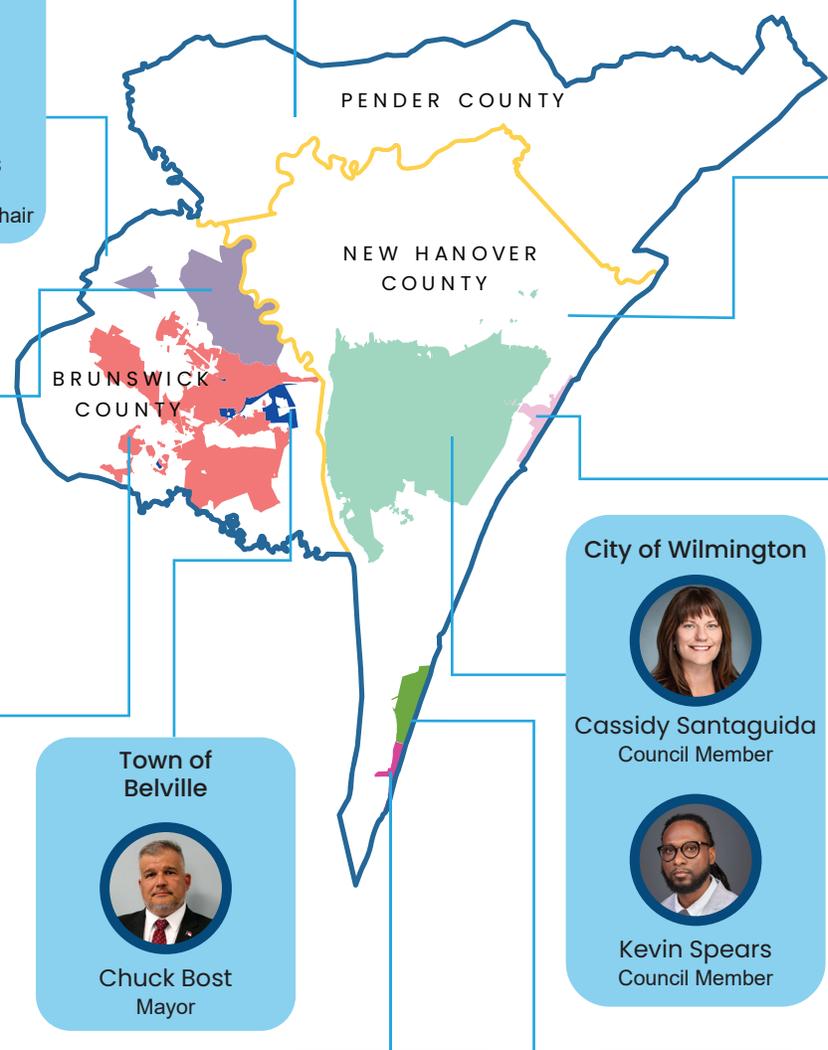
WMPO Board Regular Meetings

When 	Where 	Who 	What 
3:00 p.m. Last Wednesday of each month	WMPO Office or via Zoom	WMPO Board Open to the public	Agenda posted ≥5 days before the meeting at wmpo.org Begins with public comment period

There is typically no regular WMPO Board meeting in December. The dates, times, and locations of meetings are subject to change. Additionally, certain situations may require the WMPO Board to hold special and/or emergency meetings, or to hold meetings fully virtual.

2026 WMPO Board Members

Updated 1.29.2026



Pender County



Brad George
Commissioner

NC Board of Transportation



Landon Zimmer
Board Member

CFPTA



Stephanie Walker
New Hanover County
Commissioner

Brunswick County



Frank Williams
Commissioner
WMPO Board Vice Chair

New Hanover County



Bill Rivenbark
Commissioner

Town of Navassa



Rose Terry
Mayor

Town of Wrightsville Beach



Ken Dull
Mayor

Town of Leland



Brenda Bozeman
Mayor

Town of Belville



Chuck Bost
Mayor

City of Wilmington



Cassidy Santaguida
Council Member



Kevin Spears
Council Member

WMPO Non-Voting Board Members

- Federal Highway Administration
- Cape Fear Council of Governments
- North Carolina State Ports Authority
- New Hanover County Airport Authority
- North Carolina Turnpike Authority

Town of Kure Beach



Allen Oliver
Mayor

Town of Carolina Beach



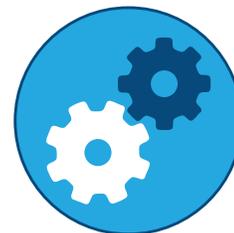
Lynn Barbee
Mayor
WMPO Board Chair

Committees and Subcommittees

WMPO committees and subcommittees help the Board explore specific topics in more detail and better understand complex issues. They provide an opportunity for focused discussion that supports informed, transparent decision-making and helps guide the WMPO's transportation planning work. There are three standing committees: the Technical Coordinating Committee (TCC), the Active Transportation Advisory Committee (ATAC), and the Go Coast Committee. Plan-specific committees and Board subcommittees meet on an as-needed basis.

Technical Coordinating Committee (TCC)

The TCC provides overall oversight, direction, and coordination of the transportation planning process, and is responsible for making recommendations to the appropriate local and state government agencies, as well as the WMPO Board, on actions needed to support and advance the ongoing transportation planning process in the Wilmington region. The TCC is comprised of planners, engineers, and other staff from the WMPO's member jurisdictions and planning partners.



The TCC meets monthly and is composed of planners, engineers, and other staff from each member jurisdiction and WMPO planning partners.

TCC meets at 10 a.m., two weeks prior to the WMPO Board meeting, except December. Meetings are typically held in the Board Room of the WMPO office.

Active Transportation Advisory Committee (ATAC)

The ATAC is composed of members appointed by the Board and is responsible for making recommendations to the Board on implementing relevant programs, policies, projects, and funding priorities related to active transportation access. Active transportation refers to any human-powered means of transportation.

The ATAC advises the WMPO Board in three focus areas:

1. Safety & Education
2. Planning & Policy
3. Public Engagement & Community Partnerships

ATAC members represent local jurisdictions, agencies, and stakeholder groups. Members may be private citizens, employees of WMPO member jurisdictions, nonprofit employees, educators, students, healthcare providers, and more.



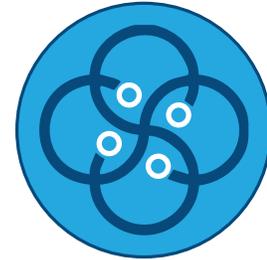
The ATAC meets every other month and is composed of citizens, subject matter experts, and stakeholders involved in matters related to active transportation.

The ATAC meets bimonthly on the third Tuesdays of February, April, June, August, October, and December at 2 p.m. in the Board Room of the WMPO office.

Go Coast Committee

The Go Coast Committee is composed of representatives from area employers, WMPO member jurisdictions, higher education institutions, and Wave Transit. The Committee guides the activities of the Go Coast program in implementing the short-range Transportation Demand Management (TDM) plan included in the WMPO's adopted Metropolitan Transportation Plan, *Cape Fear Navigating Change 2050*, as Appendix L.

The Go Coast Committee shapes the program's various events, challenges, and campaigns, including the annual commuter challenge in October, the Be A Looker safety campaign, and Bike Month in May. The committee also provides valuable employer perspectives needed to inform outreach and support programs for area employers. The Committee's input helps facilitate a shift away from driving alone toward other modes of transportation, supporting Go Coast's goals to mitigate traffic congestion, improve air quality, and enhance the travel experience for residents, employees, and visitors of the Cape Fear region.



Go Coast meets quarterly and is composed of staff from major employers throughout the region.

Go Coast meetings are held quarterly at 3 p.m. on the third Thursday of the second month of each quarter. The committee meets in person at the WMPO office in February and August, and meets virtually in May and November.

Citizens Advisory Committee (CAC)

The CAC is composed of individuals appointed by each WMPO Board member to assist in public engagement efforts during the development of the Metropolitan Transportation Plan (MTP). The committee is established by the WMPO Board at the start of the MTP development process and is dissolved following the completion of the plan. A meeting schedule for the committee is determined to correspond with the public engagement phases of the MTP's development.



The CAC and MTPC meet during MTP development cycles. The CAC meeting schedule corresponds with public engagement phases, while the MTPC typically meets on a monthly basis.

MTP Advisory Committee (MTPC)

The MTPC is composed of technical staff from member agencies, planning partners, and modal subject matter experts to guide and oversee the development of the MTP. The committee is established by the WMPO Board at the start of the MTP development process and is dissolved following the completion of the plan. The MTP Advisory Committee typically meets on a monthly basis throughout the development of the technical components of the MTP.

Board Subcommittees

To help guide its work, the WMPO Board uses subcommittees to take a closer look at specific topics. Subcommittees are composed of Board members who meet to learn more about an issue, hear presentations, ask questions, and discuss ideas before bringing their findings and recommendations back to the full Board. They do not make final decisions; instead, they provide recommendations that inform Board discussions and actions. For example, the Alternative Funding Subcommittee explores ways to fund transportation projects beyond traditional sources. Other subcommittees include Boundary, Governance and Structure; Evaluation and Compensation; and Cape Fear Memorial Bridge Replacement Aesthetics.



WMPO Board subcommittees meet on an as-needed basis and provide recommendations to the Board regarding specific issues. Meeting schedules vary.

Meeting Notice and Agendas

Notice of WMPO Board and committee meetings, including special and emergency meetings, will be provided in accordance with the North Carolina Open Meetings Law, as set forth in North Carolina General Statutes Chapter 143, Article 33C. For regular meetings, agendas and supporting materials will be posted on the WMPO website at least five (5) calendar days prior to regularly scheduled meetings.

The WMPO Board adopts its regular meeting schedule for the upcoming calendar year at its final meeting of each year. Any changes to the adopted schedule will be publicly noticed in accordance with state law.

WMPO Meeting Notice Requirements



- The date, time, and place of the meeting.
- A brief description of the meeting.
- The contact information where individuals can obtain meeting information and a copy of the agenda.
- Information about how to obtain a record of the meeting as stated in North Carolina Open Meetings Law.
- If held solely electronically, post on WMPO’s website the meeting’s electronic location and means, and instructions where the public may watch a livestream and/or listen to the meeting.
- Contact information for persons with disabilities needing special accommodations to participate in the proceeding in accordance with the Americans with Disabilities Act and North Carolina Open Meetings Law.

Accessibility

All WMPO Board and Committee meetings will be held in facilities that are accessible to persons with disabilities and, where feasible, served by public transportation. Individuals requiring special accommodations, auxiliary aids, or language assistance to participate in a meeting are encouraged to contact the WMPO in advance. Instructions for requesting accommodations will be included in the meeting notices.

Virtual and Hybrid Meetings

WMPO meetings may be conducted in-person, virtually, or in a hybrid format, consistent with the North Carolina law. When meetings are held virtually or include a virtual participation option, the WMPO will take reasonable steps to ensure public access, which may include live streaming, call-in options, and the advance posting of agendas and presentation materials.

When in-person public comment is not feasible, alternative methods for submitting comments, including but not limited to, mail, email, voicemail, online forms, or other electronic means may be provided. Deadlines for submitting public comments will be clearly communicated and will allow reasonable time for public participation.

Public Comment During Meetings

Public comment is offered at regularly scheduled meetings of the WMPO Board and some of its advisory committees. Comment periods generally occur at the beginning of meetings and provide an opportunity for the public to speak on matters listed or not listed on the agenda.

Prior to the start of each regular meeting, a sign-up sheet will be available for those who wish to speak. Speakers are asked to state their name for the record before providing comments. Each speaker is limited to three (3) minutes, and the total public comment period shall not exceed fifteen (15) minutes. If necessary, the Board or advisory committee Chair may extend the public comment period by a majority vote of the Board or committee.

For meetings held in a hybrid format (both in-person and virtual), public comment is accepted in person only, in accordance with the WMPO’s public comment policy.

Public Hearings

For certain projects, plans, and programs, federal, state, or local law may require a public hearing. The purpose of a public hearing is to provide public input into a decision to be made by a local government unit or body. Public hearings are conducted per the requirements of applicable statutes and the WMPO’s adopted Rules and Procedures.

WMPO Meetings Summary	Meeting Frequency	Public Notice	Agenda Posted in Advance	Public Access to Attend	Public Comment on Agenda
WMPO Board- Regular	Monthly	●	●	●	●
WMPO Board- Non-Regular	As needed	●	●	●	
TCC- Regular	Monthly	●	●	●	
TCC- Non-Regular	As needed	●	●	●	
ATAC	Bimonthly	●	●	●	●
Go Coast	Quarterly	●	●	●	●
Ad Hoc Planning Subcommittees	As needed	●	●	●	
Standing/Ad Hoc Subcommittees	As needed	●	●	●	

Federal Certifications

Infrastructure Investment and Jobs Act (IIJA)

The WMPO operates under the federal requirements established in the Infrastructure Investment and Jobs Act (IIJA), signed into law on November 16, 2021. This law reauthorizes and provides long-term funding for federal surface transportation programs while largely maintaining existing program structures. Under IIJA, the metropolitan transportation planning process must be continuous, cooperative, and comprehensive. The law also reaffirms certification requirements for Metropolitan Planning Organizations to ensure compliance with federal planning standards.



Self-Certification

In addition to the federal certification conducted no less than every four years, the WMPO completes an annual self-certification typically with the development of the upcoming fiscal year's Unified Planning Work Program (UPWP). Through this process, the WMPO affirms that its transportation planning activities are being carried out in accordance with applicable federal and state requirements. The draft UPWP, including self-certification, is made available for public review and comment prior to Board consideration.

Federal Certification

Conducted at a minimum of every four years by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), federal law requires these agencies to review and certify the transportation planning process for Transportation Management Areas (TMAs), which are urbanized areas with populations of more than 200,000. The WMPO was designated a TMA in 2012, based on the 2010 census. During the Certification Review, FHWA and FTA examine how the MPO functions, transportation plans are developed, and how public outreach and participation efforts are included. The WMPO was designated as a TMA in 2012, beginning the requirement for federal certification review. Prior to a review, the WMPO notifies the public of this review through a press release that announces the opportunity to provide public comment.

The most recent Federal Certification Review was conducted in the spring of 2023.

WMPO Federal Certification Review (2023)

Visit wmpo.org/organizational-documents to view the most recent Certification Review. Hard copies are available upon request.

Public Participation Strategies and Tools

The WMPO uses a variety of outreach methods to inform, engage, and solicit input from the public and stakeholders throughout the transportation planning process. These methods are selected based on the purpose, scope, and audience of each planning effort and may be used individually or in combination. The WMPO is committed to making participation accessible by holding meetings in locations served by transit, offering virtual and in-person engagement options, providing multiple formats for surveys and materials, and accommodating language and accessibility needs whenever possible to reduce barriers to participation.

Engagement Strategies

Engagement strategies describe the structured ways the WMPO involves the public, stakeholders, and decision-makers in transportation planning. These strategies range from broad opportunities for public input to targeted collaboration with partner agencies and formal involvement through committees and governing bodies. Together, they support ongoing communication, informed discussion, and consideration of input throughout the planning process.

Public and Stakeholder Engagement

Opportunities for the public and stakeholders throughout planning or project development process to gather input, share information, and build collaborative relationships. Engagement may include coordination with local governments, partner agencies, community organizations, advocacy groups, and residents. These efforts help ensure that transportation plans, programs, and projects reflect regional needs and community priorities.



A stakeholder group was convened to inform the Go Coast short-range plan.

Public Meetings and Interactive Engagement

Opportunities for community members to learn about transportation initiatives and offer input. These meetings may be held in-person or virtually and are designed to encourage two-way communication. Formats may include open houses, workshops, charettes, small-group discussions, and transportation summits.



Community members explore project materials at a public meeting.

Advisory and Steering Committees

The WMPO uses advisory committees as targeted strategies to support outreach and engagement during major planning efforts, such as the development of the Metropolitan Transportation Plan (MTP). For planning initiatives, the WMPO may establish a steering committee to guide the planning process and provide focused input at key milestones. The steering committee typically includes representatives from local governments, transportation agencies, planning partners, and other stakeholders to ensure a balanced mix of technical expertise and community perspectives.



A steering committee meeting for the SS4A Safety Action Plan.

Engagement Tools

The WMPO uses a range of engagement tools to help inform the public and gather feedback on transportation planning efforts. These tools are designed to make participation easier and to ensure community input is considered in decision-making.

Print and Traditional Media

These tools share information through established, non-digital channels to raise awareness and reach audiences who may not regularly engage online. They are especially effective for brand distribution and targeted community awareness. Some examples include local media coverage, brochures and flyers, billboards, newsletters, and the WMPO Annual Report.

Surveys and Input Collection

Used to gather structured input from the public and stakeholders, these tools help the WMPO understand community priorities, concerns, and preferences related to transportation planning. Tools include paper and online surveys, comment forms, feedback cards, and written input collected at meetings.

In-Person Outreach and Educational Displays

These tools support face-to-face engagement and help explain transportation topics through visual and interactive materials. They are commonly used at public meetings, workshops, and community events to encourage discussion and learning, through maps, display boards, posters, and hands-on activities.

Websites and Online Engagement Platforms

Online platforms provide centralized, on-demand access to planning information and engagement opportunities, allowing the public to participate regardless of time or location. Tools used include the WMPO website, project web pages, online comment portals, and virtual meeting materials.

Social Media and Digital Communications

These tools are used to share timely updates, promote engagement opportunities, and encourage two-way communication with the public in formats that are familiar and widely used. Methods may include social media posts, digital newsletters, email announcements, and event reminders.

Multimedia and Interactive Visualization Tools

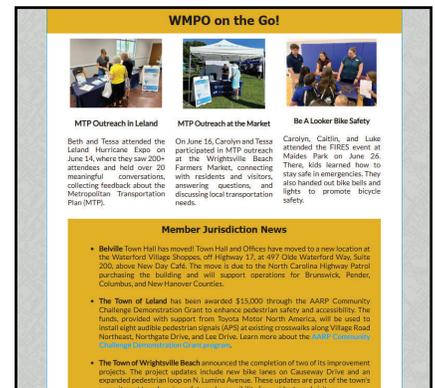
These tools use digital media to explain transportation plans, projects, and data in engaging, easy-to-understand formats. They are especially helpful for illustrating complex concepts or long-range plans. Examples include videos, animations, interactive maps, and dashboards.



WMPO staff gathering feedback from trail users.



WMPO staff seeking input from the community at a pop-up event.



An excerpt of the WMPO's monthly e-newsletter.



WMPO staff providing input for the Town of Leland's Safety Action Plan at an open house event.

WMPO Core Work Products and Plans

The WMPO is responsible for four core documents and transportation studies that all MPOs must complete to maintain federal certification and remain eligible to receive federal transportation funding.

Public participation requirements prescribed by federal law vary by document, but all of the plans and programs detailed on the following pages are developed through an open process that allows public review and feedback at various stages of plan or program development. Final products and reports are adopted after careful consideration of community comments.

Core Work Products & Transportation Studies:

- Metropolitan Transportation Plan (MTP)
- Metropolitan Transportation Improvement Plan (MTIP)
- Public Participation Plan (PPP)
- Transportation Studies
- Unified Planning Work Program (UPWP)

Core Work Product	Adoption Schedule	Public Comment Period	Public Hearing	Draft Document Locations
Metropolitan Transportation Plan (MTP)	Every 5 years	30 days	Not Required	<ul style="list-style-type: none"> • WMPO offices and website • WMPO member planning department offices • Area libraries
Unified Planning Work Program (UPWP)	Annually	30 days	Not Required	<ul style="list-style-type: none"> • WMPO offices and website
Public Participation Plan (PPP)	As needed	45 days	Not Required	<ul style="list-style-type: none"> • WMPO offices and website
MPO Transportation Improvement Program (TIP)	Biannually	30 days	Yes	<ul style="list-style-type: none"> • WMPO offices and website

Metropolitan Transportation Plan (MTP)

The MTP is fiscally constrained, developed for the Metropolitan Planning Area (MPA) and covers at least a 20-year planning horizon. The MTP encompasses transportation strategies to maintain the existing transportation infrastructure while meeting the future needs of all federally funded transportation modes in the MPA, including highways, public transportation, bicycle and pedestrian, freight and rail, ferry, and aviation. Throughout the development of the MTP, the WMPO provides multiple opportunities for community members, partners, and stakeholders to share input and help shape priorities. Engagement occurs at key milestones in the planning process to ensure the plan reflects local needs, values, and long-term goals.

When can I make comments on the MTP?

Public Comment Period	Adoption	Amendments
<p>30 days prior to adoption</p> <p>Available for public review and comment for 30 days before adoption, including amendments</p>	<p>The MTP is updated and adopted every 5 years</p>	<p>Conducted on an as-needed basis</p>

How can I make comments on the MTP?

Comment Opportunities	Consideration	Draft Document Locations
<ul style="list-style-type: none"> • Via email and mail • Online form • Public meetings and in-person events • Virtual open house 	<p>When significant written/oral comments are received on the draft, a summary, analysis, and report on the comments shall be made as part of the final MTP</p>	<ul style="list-style-type: none"> • WMPO offices and website • WMPO member planning department offices



Where can I view the MTP document?
To view the full document, visit wmpo.org/mtp/. Hard copies are available at WMPO office, Member Jurisdiction offices, and local libraries.

Metropolitan Transportation Improvement Program (MPO TIP)

The MPO TIP is a multimodal capital improvement document that outlines the scheduling and funding of all transportation projects across the state over a minimum four-year time period, as required by federal law. The WMPO’s MPO TIP spans a 10-year period, with the first five years designated as the delivery TIP and the latter five years as the developmental TIP. Federal law also requires the MPO and State TIPs to match exactly in projects, schedules, and scope, for projects to move forward with federal funding.

In North Carolina, MPO TIPs are typically updated every two years (but no later than four years) and developed in concert with federal and state revenue forecasts, the North Carolina Department of Transportation’s (NCDOT) Strategic Prioritization process, preconstruction, and project development timetables, and in adherence with federal and state laws. When amendments to the MPO TIP are proposed, they are made available for public review and comment on the WMPO website, including in the announcements section and on the MPO Transportation Improvement Program webpage, where information on proposed changes, comment periods, and how to provide feedback is posted.

When can I make comments on the MPO TIP?

Public Comment Period	Adoption	Amendments
<p>30 days prior to adoption Available for public review and comment for 30 days before adoption, including amendments A public hearing is conducted prior to adoption</p>	<p>The MPO TIP is updated and adopted biannually</p>	<p>Conducted on an as-needed basis Require 30-day comment period</p>

How can I make comments on the MPO TIP?

Comment Opportunities	Consideration	Draft Document Locations
<ul style="list-style-type: none"> • Via email and mail • Public hearing • Public meetings 	<p>When significant written/oral comments are received, they are presented to the WMPO Board</p>	<p>WMPO offices and website</p>

Annual Listing of Obligated Projects

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

Where can I view the MPO TIP document?

To view the full document, visit wmpo.org/mpo-state-transportation-improvement-program/. Hard copies are available at the WMPO office.

Unified Planning Work Program (UPWP)

The UPWP outlines how the WMPO will use its transportation planning funds. It serves as the WMPO’s work plan and budget, identifying the tasks to be completed and the products to be delivered to support the region’s transportation planning efforts.

The UPWP guides the day-to-day planning activities needed to carry out the goals of the Metropolitan Transportation Plan (MTP) and ensures that the WMPO’s planning process meets federal and state requirements. It also documents how federal, state, and local transportation planning funds will be spent and helps coordinate work among WMPO staff, partner agencies, and funding agencies.

Public involvement is an important part of the UPWP process. Providing opportunities for public input helps keep the community informed about upcoming planning activities and ensures that transportation planning efforts reflect local needs, priorities, and concerns.

When can I make comments on the UPWP?

Public Comment Period	Adoption	Amendments
<p>30 days prior to adoption</p> <p>Available for public review and comment for 30 days before adoption</p>	<p>The UPWP is adopted annually</p>	<p>Conducted on an as-needed basis</p> <p>Do not require 30-day comment period</p>

How can I make comments on the UPWP?

Comment Opportunities	Consideration	Draft Document Locations
<ul style="list-style-type: none"> Via email and mail Public meetings 	<p>When significant written/oral comments are received, they are presented to the WMPO Board</p>	<p>WMPO offices and website</p>

Where can I view the UPWP document?

To view the full document, visit wmpo.org/upwp-budget/. Hard copies are available at the WMPO office.

Public Participation Plan (PPP)

The PPP outlines how the WMPO provides opportunities for the public to be informed, involved, and engaged in the transportation planning process. The PPP establishes the strategies, tools, and procedures for gathering public input and ensuring meaningful participation across all WMPO plans, programs, and projects.

When can I make comments on the PPP?

Public Comment Period	Adoption	Amendments
<p>45 days prior to adoption Available for public review and comment for 45 days before adoption</p>	<p>The PPP is updated and adopted as needed</p>	<p>Conducted on an as-needed basis</p>

How can I make comments on the PPP?

Comment Opportunities	Consideration	Draft Document Locations
<ul style="list-style-type: none"> • Via email and mail • Public meetings 	<p>When significant written/oral comments are received, they are presented to the WMPO Board</p>	<p>WMPO offices and website</p>

Where can I view the PPP document?

To view the full document, visit wmpo.org/organizational-documents/. Hard copies are available at the WMPO office.

Transportation Studies

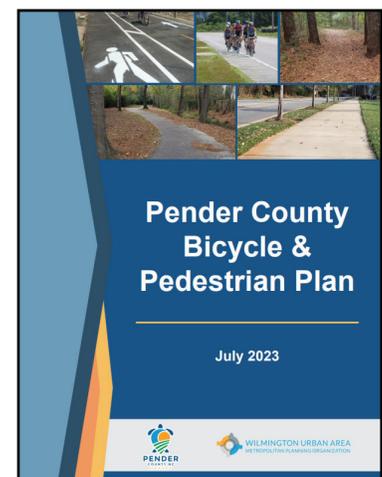
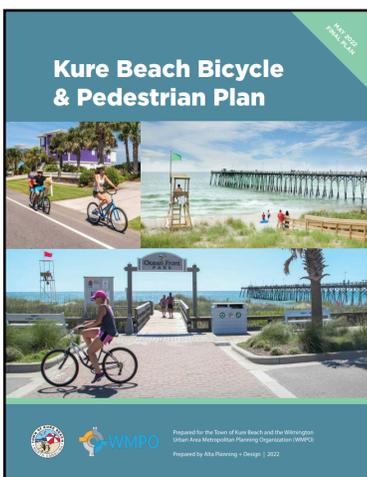
In addition to the Core Work Products, the WMPO also completes special studies and plans. Periodically, the WMPO conducts specialized planning studies focused on specific transportation modes, issues, corridors, or areas within the region. These studies are funded through the Unified Planning Work Program (UPWP) and help advance the goals of the Metropolitan Transportation Plan (MTP). The results often inform future transportation projects and improvements and help highlight community needs, concerns, and priorities in particular areas or among specific groups of residents.

When can I make comments on local and regional transportation studies?

Public Comment Period	Adoption	Amendments
<p>Varies</p> <p>Each planning effort develops a plan- and community-specific engagement strategy with opportunities for input throughout the study</p>	<p>Transportation studies are completed and adopted as needed</p>	<p>Conducted on an as-needed basis</p>

How can I make comments on local and regional transportation studies?

Comment Opportunities	Consideration	Draft Document Locations
<ul style="list-style-type: none"> Public comment at Board meetings Public engagement occurs throughout plan development process 	<p>Study-specific Public comment is typically incorporated throughout the plan development process</p>	<p>WMPO office and website</p>



Where can I view specialized planning studies?

To view the full documents, visit wmpo.org. Hard copies are available at the WMPO office.

Working Together

The Public Participation Plan (PPP) explains how the WMPO invites, encourages, and considers public input when making transportation plans and decisions. This plan is designed to:

- Provide clear, accessible ways for the public to learn about transportation projects and plans
- Offer meaningful opportunities for people to share ideas, concerns, and feedback
- Ensure public input is considered throughout the planning and decision-making process

Public participation helps us create transportation solutions that better serve the people who live, work, and travel in our region.

How We Measure Success

The WMPO regularly reviews how well our public engagement strategies are working. This helps us understand what is effective and where improvements are needed. Success can be measured by:

- | | |
|--|---|
|  <p>Open and click rates of email correspondence and social media links</p> |  <p>Use of online tools, surveys, and comment opportunities</p> |
|  <p>Social media reach (the number of people who see our content) and engagement (how people interact with it through likes, shares, comments, and clicks)</p> |  <p>Range of geographic reach of public input</p> |
|  <p>Participation levels at meetings and events</p> |  <p>Feedback on the clarity, accessibility, and usefulness of information shared</p> |

This information is used to refine various approaches and strengthen future engagement efforts.

A Living, Evolving Plan

The PPP is a living document, meaning it is not fixed or final. As our community grows and changes, so do the ways people communicate, access information, and engage with public agencies. We update this plan as needed to respond to:

- Changes in community needs and priorities
- New technologies and communication tools
- Feedback from the public on how engagement can be improved
- Updates to federal or state requirements

This flexibility helps ensure our outreach efforts remain relevant and effective over time.

Conclusion

Building a transportation system that meets the needs of the region depends on continued collaboration. The WMPO is committed to listening to the community, evaluating what works, and adjusting its approach as needs and priorities change.

This Public Participation Plan will continue to evolve over time. By working together, the WMPO and the public can help shape transportation decisions that support safe, connected, and accessible travel for everyone in the region—now and in the future.

Appendix

Title VI

The WMPO strives to ensure full and fair participation by all potentially affected individuals, groups, and communities in the transportation decision-making process. The WMPO does not discriminate against any person with respect to any WMPO program, activity, or service and adheres to the Federal non-discrimination requirements under Title VI and other related regulations and statutes. *Public comments are solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.*

The WMPO will seek out and consider the input and needs of interested parties and groups traditionally underserved by transportation systems who may face challenges accessing our services, such as minority and limited English proficient (LEP) persons. Underlying these efforts in our commitment to determining the most effective outreach methods for a given project or population.

General public involvement practices will include:

- Expanding traditional outreach methods.
- Providing for early, frequent, and continuous engagement by the public.
- Use of social media and other resources as a way to gain public involvement.
- Coordinating with community- and faith-based organizations such as the Hispanic Liaison, educational institutions, and other entities to implement public engagement strategies that reach out specifically to members of affected minority and/or LEP communities.
- Providing opportunities for public participation through means other than written communication, such as personal interviews or use of audio or video recording devices to capture oral comments.
- Considering radio, television, or newspaper ads on stations and in publications that serve LEP populations. Outreach to LEP persons could also include audio programming available on podcasts.

If you have questions or comments about the WMPO's Public Participation Plan, please contact:

Mike Kozlosky, Executive Director/Title VI Coordinator

Phone: (910) 341-3258

Email: Mike.Kozlosky@wilmingtonnc.gov

Wilmington Urban Area Metropolitan Planning Organization

525 N. 4th Street, Wilmington, NC 28401



To review the complete Title VI program administration and general responsibilities, please see the WMPO's Adopted Title VI Program Plan at wmpo.org/organizational-documents/

Accommodations

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

Acronyms

3-C	Continuing, Cooperative, and Comprehensive Planning Process
ADA	Americans with Disabilities Act
ATAC	Active Transportation Advisory Committee
CAC	Citizens Advisory Committee
CMP	Congestion Management Process
CTP	Comprehensive Transportation Plan
DOT	Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal year
GIS	Geographic Information Systems
IIJA	Infrastructure Investment and Jobs Act
LRTP	Long Range Transportation Plan
MOU	Memorandum of Understanding
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MTPC	Metropolitan Transportation Plan Advisory Committee
MTIP	Metropolitan Transportation Improvement Program
NCDOT	North Carolina Department of Transportation
PPP	Public Participation Plan
RPO	Rural Planning Organization
STIP	Statewide Transportation Improvement Program
TCC	Technical Coordinating Committee
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Area
UA	Urbanized Area
UNCW	University of North Carolina at Wilmington
UPWP	Unified Planning Work Program
WMPO	Wilmington Urban Area Metropolitan Planning Organization



WMPO

Wilmington Urban
Area Metropolitan
Planning Organization
www.wmpo.org

Unified Planning Work Program

Fiscal Year 2026

Amendment #3
March 25, 2026

Amendment #2
Approved February 25, 2026

Amendment #1
Approved November 19, 2025

Original UPWP
Adopted March 26, 2025

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

TABLE OF CONTENTS

<u>Subject</u>	<u>Page</u>
Table of Contents.....	2
Introduction.....	3
Narrative of Planning Section 104(f) (PL104) Work Tasks to be Performed in FY 26.....	5
Narrative of Safe & Accessible Transportation Options Set Aside (SATO/Y410) Work Task to be Performed in FY 26	10
Narrative of Surface Transportation Block Grant – Direct Attributable (STBG-DA) Work Tasks and Special Studies to be Performed in FY 26.....	12
Narrative of Safe Streets for All (SS4A) Continued Fund Source to Support a Special Study	14
Tables of UPWP FTA Section 5303 FY 26 Funding for Work Tasks to be Performed in FY 26	15
Narrative of Additional Local Only Participation Non-Grant Funded Operations	24
Amendment # 1	25
Amendment # 2	28
Amendment # 3	30
Planning Work Program Funding Sources FY 26	33
Anticipated DBE Contracting Opportunities for FY 26.....	34
Resolution Adopting the FY 26 Unified Plan Work Program	35
Resolution Approving Amendment # 1	36
Resolution Approving Amendment # 2	37
Resolution Approving Amendment # 3	38

Introduction

In compliance with Federal law and in the spirit of cooperation, the Wilmington Urban Area MPO (WMPO) conducts a “cooperative, comprehensive, and continuing” transportation planning process. This Unified Planning Work Program (UPWP) outlines the tasks and associated funding sources dedicated to the Wilmington Urban Area MPO’s transportation planning process during Fiscal Year 2026 (FY 26). Depending on the specific funding source, tasks funded through the UPWP are eligible for reimbursement of 80-90% of their cost from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) through the North Carolina Department of Transportation (NCDOT).

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

- Federal Highway Administration - Section 104(f) Funds (PL104)
Funds dedicated to the urban area to perform transportation planning. PL104 funds require a 20% local match.
- Federal Highway Administration - Safe & Accessible Transportation Options Set Aside (SATO/Y410)
These funds are dedicated to the urban area to perform transportation planning to increase safe and accessible options for multiple travel modes for people of all ages and abilities. SATO/Y410 funds are 100% reimbursable.
- Federal Highway Administration - Surface Transportation Block Grant-Direct Attributable Funds (STBG-DA)
Funds dedicated to Transportation Management Areas and these funds can be used to perform transportation planning. STBG-DA funds require a 20% local match.
- Federal Highway Administration - Safe Streets for All (SS4A)
These are discretionary grant funds to be used for the development of a Comprehensive Safety Action Plan for the WMPO’s planning area. SS4A funds require a 20% local match. The WMPO’s FY 24 UPWP included a 20% local match (50% from the state, 50% member contributions) for a \$400,000 SS4A planning grant for the development of a regional Comprehensive Safety Action Plan. The WMPO applied during the FY 24 funding cycle and received notification of the award in December 2023. Plan development will begin in 2025.
- Federal Transit Administration - Section 5303 Funds
These funds are used for transit planning in the urban area. The Federal Transit Administration provides 80% of these funds, NCDOT 10%, and there is a required 10% local match.

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

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

Narrative of UPWP Section 104(f) Work Tasks to be Performed in FY 26
(Primary work to be performed by WMPO staff except where noted.)

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

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

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

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

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

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

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

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

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

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

Congestion Management Strategies – Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions, and transportation system management strategies. Evaluate strategies developed for the Congestion Management Process. Document process and solutions in the update of the MTP and CMP reports. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

Freight Movement/Mobility Planning – Identification of freight movement deficiencies, priorities, and proposed improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

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

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

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

Bicycle & Pedestrian Element of the Metropolitan Transportation Plan – Identify bicycle and pedestrian deficiencies, priorities, and proposed bicycle and pedestrian improvement solutions and strategies. Provide documentation of the process and recommendations in the update of the MTP. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

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

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

Highway Element of the Metropolitan Transportation Plan – Identification of highway deficiencies, priorities, and proposed highway improvement solutions and strategies. Provide documentation of process and recommendations in the MTP. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

Rail, Water, or other mode of the Metropolitan Transportation Plan – Identify rail and waterway deficiencies, priorities, and proposed rail and waterway improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP.

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

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

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

III-A Planning Work Program Line-Item Codes: \$2,000

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

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

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

Facilitate updates to the UPWP, MTP, etc., to address performance tracking and reporting. This includes preparing quarterly reports, the annual report, requests for reimbursement, and establishing/developing/refinement/updating of performance measures/targets. This task also includes updated plans (CTP/MTP/TIP), as required to track performance measure requirements.

III-B Transportation Improvement Plan Line-Item Codes: \$12,500

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

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

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

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

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

General work associated with development of projects in the adopted STIP/MPO TIP.

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

III-C Civil Rights Compliance & Other Regulatory Requirements Line-Item Codes: \$24,000

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

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

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

Extensive public participation effort will be carried out to solicit input and gauge public input for planning studies and projects within the Wilmington Urban Area MPO's planning area boundary. Outreach will be used in the development and adoption of the Cape Fear Navigating Change 2050 Plan.

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

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

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

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

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

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

III-E Management, Operations, & Program Support Admin Line-Item Codes: \$249,700

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

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

III-E Indirect Costs: \$16,170

Indirect Costs – Indirect Costs- Indirect Costs are costs to the Lead Planning Agency that are not direct costs and are not related to a specific activity but are shared costs across multiple activities. These are costs incurred for a common or joint purpose benefiting more than the one cost objective, and not readily assignable to the cost objective specifically benefitted, without effort disproportionate to the results achieved. The de minimis indirect cost rate as of October 1, 2024, is 15%, however a lower de minimis cost rate may be applied. The negotiated indirect cost rate negotiated between the City of Wilmington (Lead Planning Agency) and WMPO for FY 26 is 3.5% of the Modified Total Direct Cost.

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

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

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

This funding requires no local match and the full funding amount of \$8,200 is 100% reimbursable.

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

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

II-B Planning Process Line-Item Codes: \$7,913

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

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

III-E Indirect Costs: \$287

Indirect Costs – Indirect Costs are costs to the Lead Planning Agency that are not direct costs and are not related to a specific activity but are shared costs across multiple activities. These are costs incurred for a common or joint purpose benefiting more than the one cost objective, and not readily assignable to the cost objective specifically benefitted, without effort disproportionate to the results achieved. The de minimis indirect cost rate as of October 1, 2024, is 15%, however a lower de minimis cost rate may be applied. The negotiated indirect cost rate negotiated between the City of Wilmington (Lead Planning Agency) and WMPO for FY 26 is 3.5% of the Modified Total Direct Cost.

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

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

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

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

Mapping – Creation or maintenance of base maps, zone maps, land use, etc. for the study area. The MPO will create, maintain, and store mapping for the study area for each update of the study. The WMPO has a full-time GIS Analyst dedicated to this task.

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

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

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

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

Special Studies: Consultant – 2027-2031 Strategic Plan Update – \$15,000

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

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

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

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

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

III-E Management, Operations, & Program Support Admin Line-Item Codes:
\$1,353,761

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

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

III-E Indirect Costs: \$51,622

Indirect Costs – Indirect Costs are costs to the Lead Planning Agency that are not direct costs and are not related to a specific activity but are shared costs across multiple activities. These are costs incurred for a common or joint purpose benefiting more than the one cost objective, and not readily assignable to the cost objective specifically benefitted, without effort disproportionate to the results achieved. The de minimis indirect cost rate as of October 1, 2024, is 15%, however a lower de minimis cost rate may be applied. The negotiated indirect cost rate negotiated between the City of Wilmington (Lead Planning Agency) and WMPO for FY 26 is 3.5% of the Modified Total Direct Cost.

Narrative of Safe Streets and Roads for All (SS4A) Continued Funding for a Special Study

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

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

The SS4A program provides funding for the completion of Comprehensive Safety Action Plans and Implementation. To access the implementation funding, a Comprehensive Safety Action Plan meeting the USDOT standards must first be completed. Applications are accepted annually. The estimated cost to complete A Comprehensive Safety Action Plan for the Wilmington MPO's planning area is \$500,000. The grant provides federal funding in the amount of 80% and requires a 20% local match. The North Carolina Department of Transportation is not an eligible applicant but committed to provide \$50,000 in funding as a contribution towards the MPO's local match. The WMPO's members will provide the remaining \$50,000 local match. The match requirements from NCDOT and MPO members were committed in the FY 24 UPWP and the WMPO applied during the SS4A FY 24 funding cycle call for \$400,000 to develop a regional Comprehensive Safety Action Plan. The grant was awarded in December 2023 and development of the plan will begin in 2025.

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

II-B Planning Process Line-Item Codes:

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

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

Tables of FTA Section 5303

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

MPO	Wilmington
FTA Code	44.21.00 - Program Support Administration
Task Code	II-A-1
Title	Networks and Support Systems
5303 Task Objective	Collect and analyze data for route planning and submission to NTD
Tangible Product Expected	Transit System Data - Accurate data from multiple data collection devices onboard Wave Transit vehicles and other sources to ensure compliance with National Transit Database requirements
Expected Completion Date of Products	June 2026 1 Year Contract
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (CFPTA) aka Wave Transit
Responsible Agency	CFPTA (WAVE)
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	2,610
Section 5303 NCDOT 10%	2,610
Section 5303 FTA 80%	20,880
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	44.21.00 - Program Support Administration
Task Code	II-A-3
Title	Transportation Modeling
5303 Task Objective	Financial Planning - Plan capital and operating cost estimates to ensure fiscal compliance and maintain the adopted level of transit service
Tangible Product Expected	Financial Planning – Short range financial plans based on current federal and state legislation to ensure that transit services are provided in a consistent manner utilizing the most economical and efficient methods
Expected Completion Date of Products	June 2026 1 Year Contract
Previous Work	Financial planning of the public transportation program
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (CFPTA) aka Wave Transit
Responsible Agency	CFPTA (WAVE)
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	750
Section 5303 NCDOT 10%	750
Section 5303 FTA 80%	6,000
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	44.21.00 - Program Support Administration
Task Code	II-B-2
Title	Regional Planning
5303 Task Objective	Community Goals & Objectives – Interpret and communicate with members of the Authority and WMPO TCC and TAC adopted planning documents defining community goals and objectives
Tangible Product Expected	Community Goals & Objectives – Service offerings that are compliant with adopted plans that outlined the goals of the community for public transportation in the region
Expected Completion Date of Products	June 2026 1 Year Contract
Previous Work	Communication of goals and objectives to decision makers and the public
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (CFPTA) aka Wave Transit
Responsible Agency	CFPTA (WAVE)
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	380
Section 5303 NCDOT 10%	380
Section 5303 FTA 80%	3,040
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	44.21.00 - Program Support Administration
Task Code	II-B-2
Title	Regional Planning
5303 Task Objective	Transit Element of the LRTP – Provide input to CAC, TCC and TAC regarding long range transit plans for the region
Tangible Product Expected	Transit Element of the LRTP – Informed decisions regarding long range public transportation plans leading to a realistic planning document for the region
Expected Completion Date of Products	June 2026 1 Year Contract
Previous Work	Provided input and educated decision makers regarding the federal and state public transportation program
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (CFPTA) aka Wave Transit
Responsible Agency	CFPTA (WAVE)
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	90
Section 5303 NCDOT 10%	90
Section 5303 FTA 80%	720
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	44.21.00 - Program Support Administration
Task Code	III-C-1
Title	Title VI Compliance
5303 Task Objective	Interpret and prepare Title VI documents and monitor Title VI efforts to ensure compliance with FTA approved Title VI program
Tangible Product Expected	Compliance with the Title VI circular and adopted Title VI program
Expected Completion Date of Products	June 2026 1 Year Contract
Previous Work	Title VI program development and compliance efforts
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (CFPTA) aka Wave Transit
Responsible Agency	CFPTA (WAVE)
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	0
Section 5303 NCDOT 10%	0
Section 5303 FTA 80%	0
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	44.21.00 - Program Support Administration
Task Code	III-C-3
Title	Minority Business Enterprise
5303 Task Objective	Implement and monitor the MBE program to be compliant with adopted MBE program, update MBE goals as required, and undertake MBE outreach
Tangible Product Expected	MBE participation that is equal to or greater than the adopted and approved MBE goal
Expected Completion Date of Products	June 2026 1 Year Contract
Previous Work	MBE program oversight
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (CFPTA) aka WAVE Transit
Responsible Agency	CFPTA (WAVE)
SPR - Highway - NCDOT	20%
SPR - Highway - F11WA	80%
Section 104 (f) PL, Local	20%
Section 104 (f) PL, FHWA	80%
Section 5303 Local	10%
Section 5303 NCDOT	10%
Section 5303 FTA	80%
Section 5307 Transit - Local	10%
Section 5307 Transit - NCDOT	10%
Section 5307 Transit - FTA	80%
Additional Funds - Local	100%

MPO	Wilmington
FTA Code	44.21.00 - Program Support Administration
Task Code	III-C-6
Title	Public Involvement
5303 Task Objective	Hear and analyze public comment from monthly meetings of the Authority, email comments, written comments and other comments outlined in the Authority Public Involvement Program. Work with public to update LCP, LRTP, SRTP and other planning documents.
Tangible Product Expected	Make recommendations to appropriate parties from comments made to the Authority by members of the community
Expected Completion Date of Products	June 2026 1 Year Contract
Previous Work	Public comment
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (CFPTA) aka Wave Transit
Responsible Agency	CFPTA (WAVE)
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	390
Section 5303 NCDOT 10%	390
Section 5303 FTA 80%	3,120
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	44.21.00 - Program Support Administration
Task Code	III-E
Title	Management & Operations
5303 Task Objective	Management & Operations - MPO and CFPTA staff will conduct required administrative and operational tasks to support Wave Transit. Periodical reviews of administrative agreements and procedures. Staff will perform daily operations to disseminate planning information to the TAC/TCC committee members, the public and/or other agencies.
Tangible Product Expected	Compliance with FTA and NCDOT requirements, well informed community and elected officials about the public transit program, and functional system that meets the needs of the community
Expected Completion Date of Products	June 2026 1 Year Contract
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (CFPTA) aka Wave Transit
Responsible Agency	CFPTA (WAVE) & WMPO
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	6,950
Section 5303 NCDOT 10%	6,949
Section 5303 FTA 80%	55,595
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	44.21.00 - Program Support Administration
Task Code	III-E
Title	Management & Operations
5303 Task Objective	Indirect Costs – Indirect Costs are costs to the Lead Planning Agency that are not direct costs and are not related to a specific activity but are shared costs across multiple activities. These are costs incurred for a common or joint purpose benefiting more than the one cost objective, and not readily assignable to the cost objective specifically benefitted, without effort disproportionate to the results achieved. The de minimis indirect cost rate as of October 1, 2024, is 15%, however a lower de minimis cost rate may be applied. The negotiated indirect cost rate negotiated between the City of Wilmington (Lead Planning Agency) and WMPO for FY 26 is 3.5% of the Modified Total Direct Cost.
Tangible Product Expected	Indirect Costs –Cost is to cover the LPA’s indirect costs associated with administering the 5303 Grant.
Expected Completion Date of Products	June 2026 1 Year Contract
Previous Work	
Relationship	Per MTDC rules, the indirect cost is can only be applied to \$50,000 of WAVE's \$80,253 passthrough funds. (50,000 Wave Funds + 34,395 WMPO funds) x 3.5% = \$2,954
Responsible Agency	City of Wilmington
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	296
Section 5303 NCDOT 10%	295
Section 5303 FTA 80%	2,363
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

Narrative of Additional Local Only Participation

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

As part of the FY 26 UPWP, staff recommends our members contribute non-grant related funds for non-grant related expenses.

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

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

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

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

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

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

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

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



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

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

III-C-1 Title VI Compliance

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

III-E Management Operations

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

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

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

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

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

III-E Management Operations

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

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

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

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

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

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

44.27.00 III-C-1 Title VI Compliance

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

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

44.27.00 III-C-3 Minority Business Enterprise Planning

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

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

44.27.00 III-E Management Operations

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

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



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

2025 - 2026 Unified Planning Work Program Amendment # 2
Modify Task Narratives
February 25, 2026

The below changes enhance the narrative of tasks to provide more detail of what the task encompasses. There are no changes to the funds budgeted for the tasks.

PL104:

44.24.00 II-A-1 Networks and Support Systems

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

44.27.00 III-E Management & Operations

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

STBG-DA:

44.24.00 II-A-1 Networks and Support Systems

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

44.27.00 III-E Management & Operations

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

5303:

44.27.00 III-E Management & Operations

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



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

2025 - 2026 Unified Planning Work Program Amendment # 3
PL-104(f) Funding Reallocation
March 25, 2026

The below budget reallocations move excess funds from completed tasks to Management & Operations to support year end staff and operational needs. This Amendment does not affect the overall total PL104 budget.

44.24.00 II-A-1 Networks and Support Systems

Based on anticipated expenditures, the line item decreased by \$5,000

Traffic Volume Counts –

Due to staff procuring necessary traffic counting equipment at a lower cost than originally projected, this task’s budget decreased by \$5,000. These excess funds were moved down to the PL104 Management & Operations line where they can be utilized for staff time and operating expenditures as needed.

44.23.01 II-A-2 Travelers and Behavior

Based on anticipated expenditures, the line item decreased by \$1,100

Dwelling Unit, Population, Employment Changes –

Staff has mostly completed the projected FY26 initiatives regarding changes in population and development across the WMPO’s area. Necessary restructuring of transportation services to meet current and forecasted demands have been identified and are being documented. These excess funds were moved down to the PL104 Management & Operations line where they can be utilized for staff time and operating expenditures as needed.

44.23.02 II-B-1 Target Planning

Based on anticipated expenditures, the line item decreased by \$1,200

Freight Movement/Mobility Planning –

Staff has completed the projected FY26 initiatives regarding Freight Movement/Mobility Planning across the WMPO’s area. Recommendations are provided in the Cape Fear Navigating Change 2050 MTP, adopted in October 2025. These excess funds were moved down to the PL104 Management & Operations line where they can be utilized for staff time and operating expenditures as needed.

44.27.00 II-B-3 Special Studies

Based on anticipated expenditures, the line item decreased by \$1,900

Staff Time - 2027-2031 Strategic Plan & 2050 MTP Update –

Staff has completed the work planned in FY26 for the 2027-2031 Strategic Plan & 2050 MTP Update. These excess funds were moved down to the PL104 Management & Operations line where they can be utilized for staff time and operating expenditures as needed.

44.21.00 III-A-1 Planning Work Program

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

Staff has completed amending the FY26 UPWP and the FY27 UPWP is ready to be adopted in compliance with the March 31, 2026, deadline. These excess funds were moved down to the PL104 Management & Operations line where they can be utilized for staff time and operating expenditures as needed.

44.25.00 III-B-1 Prioritization

Based on anticipated expenditures, the line item decreased by \$1,000

Staff has completed 75% of the work planned for Prioritization in FY26. The available funds left in the task will be used to perform the remaining 25% of work to be done. These excess funds were moved down to the PL104 Management & Operations line where they can be utilized for staff time and operating expenditures as needed.

44.25.00 III-B-2 Metropolitan TIP

Based on anticipated expenditures, the line item decreased by \$1,800

Staff has mostly completed the work assigned to this task. These excess funds were moved down to the PL104 Management & Operations line where they can be utilized for staff time and operating expenditures as needed.

44.27.00 III-C-6 Public Involvement

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

With the Adoption of the Cape Fear Navigating Change 2050 MTP in October 2025, staff does not anticipate needing the full \$10,000 originally budgeted for staff time allocated to this task. These excess funds were moved down to the PL104 Management & Operations line where they can be utilized for staff time and operating expenditures as needed.

44.27.00 III-D Statewide & Extra-Regional Planning

Based on anticipated expenditures, the line item decreased by \$2,500

Staff has completed approximately 40% of the work allocated to this task and does not anticipate needing the full \$7,000 originally budgeted. The excess funds were moved down to the PL104 Management & Operations line where they can be utilized for staff time and operating expenditures as needed.

44.27.00 III-E Management & Operations

Based on anticipated expenditures, the line item increased by \$18,900

Management & Operations –

To allow for flexibility of available funds, the excess funding from the above tasks were moved down to Management & Operations. These funds will allow for necessary costs to support Management & Operations that include, but are not limited to, staff time and effort, equipment purchases and leases, maintenance service and use contracts for copiers, printers, AV equipment, and other office equipment, consulting and professional contractual services not listed under Special Studies, website hosting, compliance, and maintenance, direct costs of rent, maintenance, and utilities for the WMPO's office space, office and supply purchases, travel & training costs, software subscriptions and purchases, printing and advertising services, insurance coverages, vehicle lease, maintenance, and fuel costs, general operating costs, etc.

WMPO 2025 - 2026 UPWP Administrative Table

WMPO FY26 Task and Cost Allocations			FHWA/TPD Planning - PL104(f)			FHWA/TPD Planning - PL-Y410	FHWA/TPD Planning - STBG-DA			FHWA - Safe Streets & Roads 4 All				FTA/IMD - 5303 - Planning				Additional Funds	FY26 PROGRAM TOTALS				
FTA CODE	TASK CODE	TASK DESCRIPTION	WBS #: TBD			WBS #: TBD	WBS #: TBD			State WBS # 51360 / Federal Award # 693J32540101				WBS #: TBD				Local (100%)	FY26 PROGRAM TOTALS				
			Local 20%	Federal 80%	Total 100%	Federal Total 100%	Local 20%	Federal 80%	Total 100%	Local 10%	State 10%	Federal 80%	Total 100%	Local 10%	State 10%	Federal 80%	Total 100%		Local Totals	State Totals	Federal Totals	Grand Totals	
	II-A	Data and Planning Support	19,440	77,760	97,200	-	18,760	75,040	93,800	-	-	-	-	3,360	3,360	26,880	33,600	-	41,560	3,360	179,680	224,600	
44.24.00	II-A-1	Networks and Support Systems	19,160	76,640	95,800	-	18,760	75,040	93,800	-	-	-	-	2,610	2,610	20,880	26,100	-	40,530	2,610	172,560	215,700	
44.23.01	II-A-2	Travelers and Behavior	40	160	200	-	-	-	-	-	-	-	-	-	-	-	-	-	40	-	160	200	
44.23.02	II-A-3	Transportation Modeling	240	960	1,200	-	-	-	-	-	-	-	750	750	6,000	7,500	-	990	750	6,960	8,700		
44.23.02	II-B	Planning Process	12,080	48,320	60,400	7,913	5,700	22,800	28,500	-	-	-	-	470	470	3,760	4,700	100,000	118,250	470	82,793	201,513	
44.23.02	II-B-1	Target Planning	1,160	4,640	5,800	-	-	-	-	-	-	-	-	-	-	-	-	-	1,160	-	4,640	5,800	
44.23.01	II-B-2	Regional Planning	9,300	37,200	46,500	-	-	-	-	-	-	-	-	470	470	3,760	4,700	-	9,770	470	40,960	51,200	
	Y-410 SATO	Safe and Accessable Transportation Options - Y-410 Set Aside	-	-	-	7,913	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7,913	7,913	
44.27.00	II-B-3	Special Studies: Total	1,620	6,480	8,100	-	5,700	22,800	28,500	-	-	-	-	-	-	-	-	100,000	107,320	-	29,280	136,600	
44.27.00	II-B-3	Special Studies: Staff Time - 2027-2031 Strategic Plan & 2050 MTP	1,620	6,480	8,100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6,480	8,100	
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	
44.27.00	II-B-3	Special Studies: Study 5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	III-A	Planning Work Program	320	1,280	1,600	-	-	-	-	-	-	-	-	-	-	-	-	-	320	-	1,280	1,600	
44.21.00	III-A-1	Planning Work Program	120	480	600	-	-	-	-	-	-	-	-	-	-	-	-	-	120	-	480	600	
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	1,940	7,760	9,700	-	-	-	-	-	-	-	-	-	-	-	-	-	1,940	-	7,760	9,700	
44.25.00	III-B-1	Prioritization	800	3,200	4,000	-	-	-	-	-	-	-	-	-	-	-	-	-	800	-	3,200	4,000	
44.25.00	III-B-2	Metropolitan TIP	140	560	700	-	-	-	-	-	-	-	-	-	-	-	-	-	140	-	560	700	
44.25.00	III-B-3	Merger/Project Development	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000	-	4,000	5,000	
44.27.00	III-C	Cvt Rgts. Cmp./Otr .Reg. Regs.	1,400	5,600	7,000	-	-	-	-	-	-	-	390	390	3,120	3,900	-	1,790	390	8,720	10,900		
44.27.00	III-C-1	Title VI Compliance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
44.27.00	III-C-2	Environmental Justice	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
44.27.00	III-C-3	Minority Business Enterprise Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
44.27.00	III-C-4	Planning for the Elderly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
44.27.00	III-C-5	Safety/Drug Control Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
44.27.00	III-C-6	Public Involvement	1,200	4,800	6,000	-	-	-	-	-	-	-	390	390	3,120	3,900	-	1,590	390	7,920	9,900		
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	900	3,600	4,500	-	-	-	-	-	-	-	-	-	-	-	-	900	-	3,600	4,500		
44.27.00	III-D	Statewide & Extra-Regional Planning	900	3,600	4,500	-	-	-	-	-	-	-	-	-	-	-	-	900	-	3,600	4,500		
44.27.00	III-E	Management Ops. Program Suppt Admin	56,320	225,280	281,600	287	270,312	1,081,249	1,351,561	-	-	-	-	7,246	7,244	57,958	72,448	79,000	412,878	7,244	1,364,774	1,784,896	
44.27.00	III-E	Management Operations	53,086	212,344	265,430	-	259,988	1,039,951	1,299,939	-	-	-	-	6,950	6,949	55,595	69,494	79,000	399,024	6,949	1,307,890	1,713,863	
44.27.00	III-E	Indirect Costs 3.5% of MTDC	3,234	12,936	16,170	287	10,324	41,298	51,622	-	-	-	-	296	295	2,363	2,954	-	13,854	295	56,884	71,033	
FY26 TOTALS:			92,400	369,600	462,000	8,200	294,772	1,179,089	1,473,861	-	-	-	-	11,466	11,464	91,718	114,648	179,000	577,638	11,464	1,648,607	2,237,709	
			Local	Federal	Total	Total / Federal	Local	Federal	Total	Local	Federal	Federal	Total	Local	State	Federal	Total	Local	Local	State	Federal	Grand Total	
			PL 104(f)			PL Y410 SATO	STBG-DA			Safe Streets for All				5303 - Normal Planning				Additional	Totals				

WMPO FY24 Task and Cost Allocations - Carry Forward			FHWA/TPD Planning - PL104(f)			FHWA/TPD Planning - PL-Y410	FHWA/TPD Planning - STBG-DA			FHWA - Safe Streets 4 All				FTA/IMD - 5303 - Normal Planning				Additional Funds	FY24 CARRY FORWARD TOTALS				
FTA CODE	TASK CODE	TASK DESCRIPTION	N/A - Does Not Carry Forward			N/A - Does Not Carry Forward	WBS #: 44094.1.5			State WBS # 51360 / Federal Award # 693J32540101				N/A - Does Not Carry Forward				Local (100%)	FY24 CARRY FORWARD TOTALS				
			Local 20%	Federal 80%	Total 100%	Total 100%	Local 20%	Federal 80%	Total 100%	Local 10%	State 10%	Federal 80%	Total 100%	Local 10%	State 10%	Federal 80%	Total 100%		Local Totals	State Totals	Federal Totals	Grand Totals	
	II-B	Planning Process	-	-	-	-	-	-	-	50,000	50,000	400,000	500,000	-	-	-	-	-	50,000	50,000	400,000	500,000	
44.27.00	II-B-3	Special Studies: Consultant - Safe Streets & Roads for All (SS4A)	-	-	-	-	-	-	-	50,000	50,000	400,000	500,000	-	-	-	-	-	50,000	50,000	400,000	500,000	
FY 24 CONTINUANCE TOTALS:			-	-	-	-	-	-	-	50,000	50,000	400,000	500,000	-	-	-	-	-	50,000	50,000	400,000	500,000	
			Local	Federal	Total	Total	Local	Federal	Total	Local	Federal	Federal	Total	Local	State	Federal	Total	Local	Local	State	Federal	Grand Total	
			PL 104(f)			PL Y410 SATO	STBG-DA			Safe Streets for All				5303 - Normal Planning				Additional	Totals				

Combined Total of FY26 and FY24 Continuance			PL 104(f)			PL Y410 SATO	STBG-DA			Safe Streets for All				5303 - Normal Planning				Additional	FY26 & FY24 Combined Total				
			Local	Federal	Total	Total / 100% Federal	Local	Federal	Total	Local	Federal	Federal	Total	Local	State	Federal	Total	Local	Local	State	Federal	Grand Total	
TOTALS:			92,400	369,600	462,000	8,200	294,772	1,179,089	1,473,861	50,000	50,000	400,000	500,000	11,466	11,464	91,718	114,648	179,000	627,638	61,464	2,048,607	2,737,709	

Anticipated DBE Contracting Opportunities for FY 2026

Name of MPO: Wilmington Urban Area MPO

Person Completing Form: Mike Kozlosky

Telephone Number: 910-342-2781

Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
II-B-3	FY 26: New Special Studies: Consultant 2027 – 2031 Strategic Plan Update	City of Wilmington	Consultant	\$14,960	\$18,700
II-B-3	FY 26: New Special Studies: Consultant Compensation Analysis	City of Wilmington	Consultant	\$3,840	\$4,800
II-B-3	FY 24: Continuance Special Studies: Consultant Safe Streets & Roads for All	City of Wilmington	Consultant	\$400,000	\$500,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ADOPTING THE FY 2026 UNIFIED PLANNING WORK
PROGRAM FOR THE WILMINGTON URBAN AREA METROPOLITAN
PLANNING ORGANIZATION**

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

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

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

WHEREAS, members of the Wilmington Urban Area Metropolitan Planning Organization Board agree that the Planning Work Program will effectively advance transportation planning for State Fiscal Year 2025-2026.

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

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 26, 2025.

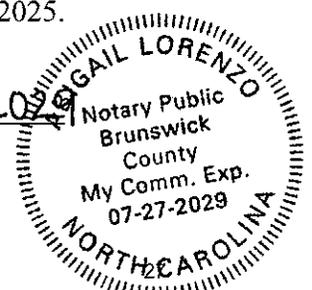
I, Henry E Miller III, Chair of the Board of the Wilmington Urban Area Metropolitan Planning Organization do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Board, duly held on this the 26th day of March 2025.

Henry E Miller III

Henry E. Miller III, Chair

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

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



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT # 1 TO THE FISCAL YEAR 2026
UNIFIED PLANNING WORK PROGRAM**

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

WHEREAS, the Fiscal Year (FY) 2026 Unified Planning Work Program documenting the continuing, cooperative, and comprehensive transportation planning program in the Wilmington Urban Area was adopted by the Wilmington Urban Area Metropolitan Planning Organization's Board on March 26, 2025; and

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the FY 2026 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization proposes amendments to the FY 2026 Unified Planning Work Program to reflect current and anticipated expenditures.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves Amendment # 1 to the FY 2026 Unified Planning Work Program.

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



Luke Waddell, Vice-Chair



Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT # 2 TO THE FISCAL YEAR 2026
UNIFIED PLANNING WORK PROGRAM**

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

WHEREAS, the Fiscal Year (FY) 2026 Unified Planning Work Program documenting the continuing, cooperative, and comprehensive transportation planning program in the Wilmington Urban Area was adopted by the Wilmington Urban Area Metropolitan Planning Organization's Board on March 26, 2025; and

WHEREAS, the Board of the Wilmington Urban Area Metropolitan Planning Organization approved Amendment #1 on November 19, 2025; and

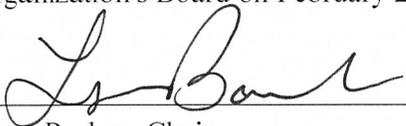
WHEREAS, the need for amendments to the FY 2026 Unified Planning Work Program has been evaluated and justified in order to effectively advance transportation planning for FY 2026; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the FY 2026 Unified Planning Work Program to update task narratives for the fiscal year; and

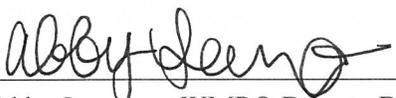
WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization proposes amendments to the FY 2026 Unified Planning Work Program to reflect current and anticipated expenditures.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves Amendment # 2 to the FY 2026 Unified Planning Work Program.

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



Lynn Barbee, Chair



Abby Lorenzo, WMPO Deputy Director

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT # 3 TO THE FISCAL YEAR 2026
UNIFIED PLANNING WORK PROGRAM**

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

WHEREAS, the Fiscal Year (FY) 2026 Unified Planning Work Program documenting the continuing, cooperative, and comprehensive transportation planning program in the Wilmington Urban Area was adopted by the Wilmington Urban Area Metropolitan Planning Organization's Board on March 26, 2025; and

WHEREAS, the Board of the Wilmington Urban Area Metropolitan Planning Organization approved Amendment #1 on November 19, 2025; and

WHEREAS, the Board of the Wilmington Urban Area Metropolitan Planning Organization approved Amendment #2 on February 25, 2026; and

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the FY 2026 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization proposes amendments to the FY 2026 Unified Planning Work Program to reflect current and anticipated expenditures.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves Amendment # 3 to the FY 2026 Unified Planning Work Program.

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

Lynn Barbee, Chair

Mike Kozlosky, Secretary



WMPO

Wilmington Urban
Area Metropolitan
Planning Organization
www.wmpo.org

Unified Planning Work Program Fiscal Year 2027

**Submitted for Adoption
March 25, 2026**



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

TABLE OF CONTENTS

Subject	Page
Table of Contents	2
Introduction	3
Narrative of Planning Section 104(f) (PL104) Work Tasks to be Performed in FY 27	5
Narrative of Safe & Accessible Transportation Options Set Aside (SATO/Y410) Work Task to be Performed in FY 27	11
Narrative of Surface Transportation Block Grant – Direct Attributable (STBG-DA) Work Tasks and Special Studies to be Performed in FY 27.....	13
Narrative of Safe Streets for All (SS4A) Continued Fund Source to Support a Special Study	16
Tables of UPWP FTA Section 5303 Funding for Work Tasks to be Performed in FY 27	17
Narrative of Additional Local Only Participation Non-Grant Funded Operations.....	23
Planning Work Program Funding Sources FY 27.....	24
Anticipated DBE Contracting Opportunities for FY 27	25
Resolution Adopting the FY 27 Unified Plan Work Program	26

Introduction

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

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

- **FHWA - Section 104(f) Funds (PL104)**
Funds dedicated to the urban area to perform transportation planning. PL104 funds require a 20% local match.

- **FHWA - Safe & Accessible Transportation Options Set Aside (SATO/Y410)**
These funds are dedicated to the urban area to perform transportation planning to increase safe and accessible options for multiple travel modes for people of all ages and abilities. SATO/Y410 funds are 100% reimbursable.

- **FHWA - Surface Transportation Block Grant - Direct Attributable Funds (STBG-DA)**
Funds dedicated to Transportation Management Areas and these funds can be used to perform transportation planning. STBG-DA funds require a 20% local match.

- **FHWA - Safe Streets for All (SS4A)**
These are discretionary grant funds to be used for the development of a Comprehensive Safety Action Plan for the WMPO’s planning area. SS4A funds require a 20% local match. The WMPO’s FY 24 UPWP included a 20% local match (50% from the state, 50% member contributions) for a \$400,000 SS4A planning grant for the development of a regional Comprehensive Safety Action Plan. The WMPO applied during the FY 24 funding cycle and received notification of the award in December 2023. Plan development began in FY 25, continued into FY 26, and is projected to conclude in FY 27.

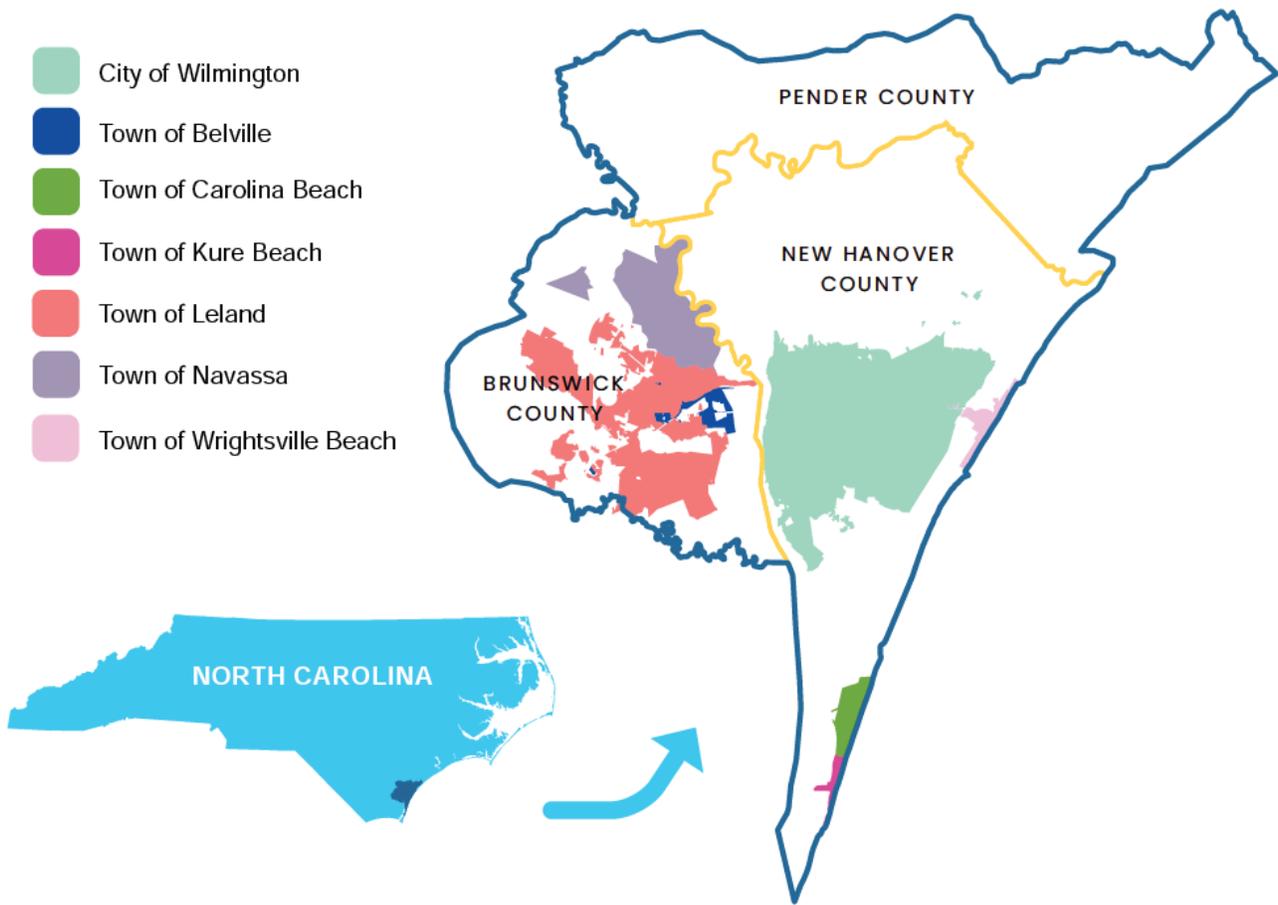
- **FTA - Section 5303 Funds**
These funds are used for transit planning in the urban area. The Federal Transit Administration provides 80% of these funds, NCDOT 10%, and there is a required 10% local match.

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

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

WMPO Members and Planning Area Boundary

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



Planning Section 104(f) – (PL104)

Narrative of Work Tasks to be Performed in FY 27

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

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

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

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

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

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

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

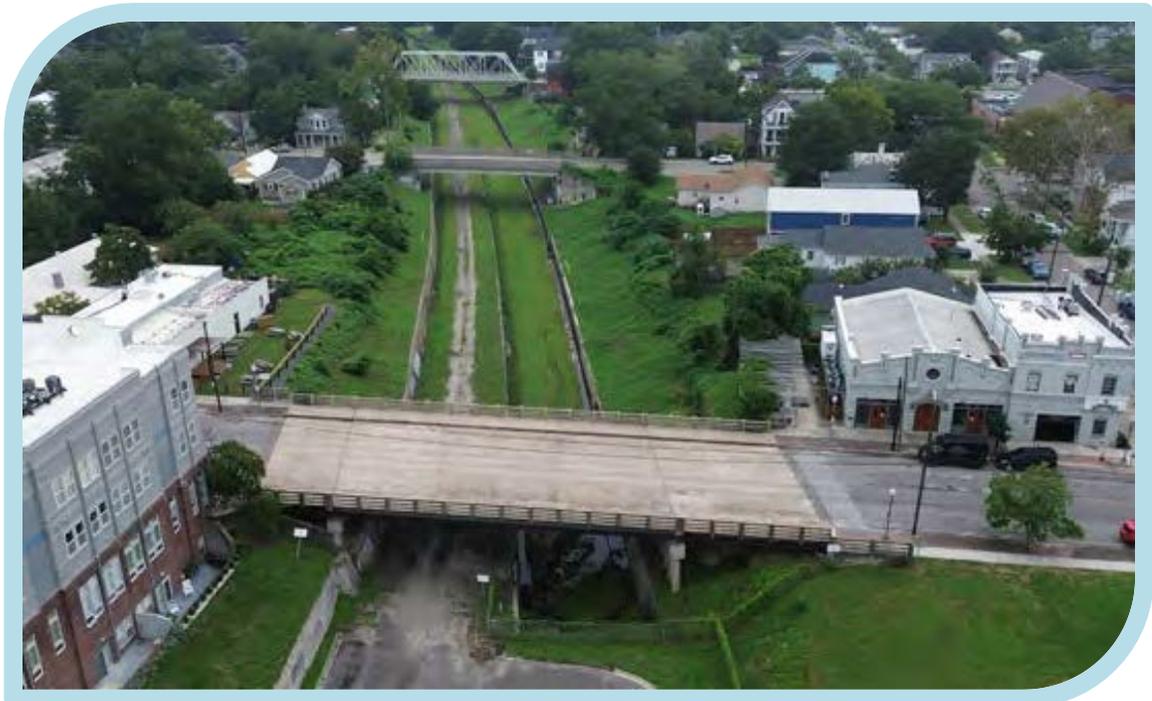
II-B Planning Process – Total: \$52,000

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

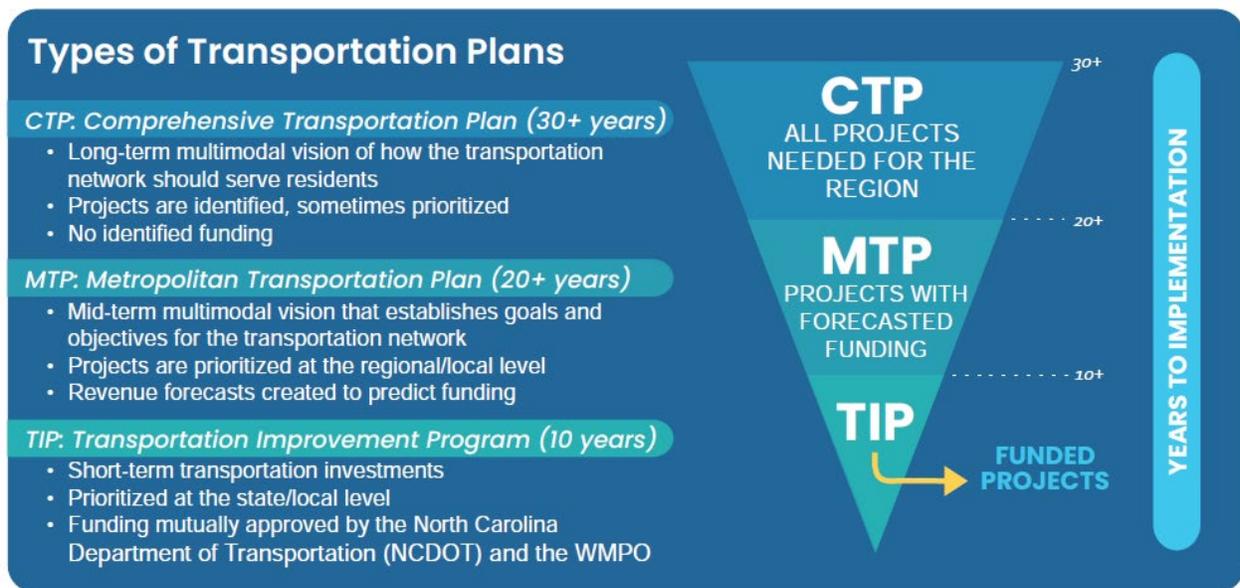
III-B Transportation Improvement Plan – Total: \$12,500

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

III-E Indirect Costs: \$19,289

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

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

Narrative of Work Tasks to be Performed in FY 27

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

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

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

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

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

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

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

Provide safe and accessible transportation options as outlined above.

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

III-E Indirect Costs: \$320

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



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

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

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

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

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

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

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

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

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

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

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

RESILIENCE STRATEGIES:



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

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

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

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

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

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

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

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

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

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

III-E Indirect Costs: \$ 71,816

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

Safe Streets and Roads for All (SS4A)

Narrative of Continued FY 24 Funding for a Special Study

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

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

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

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

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

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

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

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

Tables of FTA Section 5303

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

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

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

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

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

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

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

Narrative of Additional Local Only Participation

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

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

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

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



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

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

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

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

WMPO 2026 - 2027 UPWP Administrative Table

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

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

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

Anticipated DBE Contracting Opportunities for FY 2027

Name of MPO: Wilmington Urban Area MPO

Person Completing Form: Mike Kozlosky

Telephone Number: 910-342-2781

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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

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

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

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

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

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

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

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

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

Lynn Barbee, Chair

*****Subscribed and sworn to me this _day of _____, 2026.

Notary Public _____ My commission expires _____

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION CERTIFYING THE
WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION PLANNING PROCESS
FOR FISCAL YEAR 2026-2027**

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

WHEREAS, the Wilmington Urban Area Board has found that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements noted in [23 CFR 450.336](#), including:

- (1) [23 U.S.C. 134](#), [49 U.S.C. 5303](#), and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended ([42 U.S.C. 7504](#), [7506\(c\)](#) and [\(d\)](#)) and [40 CFR part 93](#);
- (3) Title VI of the Civil Rights Act of 1964, as amended ([42 U.S.C. 2000d-1](#)) and [49 CFR part 21](#);
- (4) [49 U.S.C. 5332](#), prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act ([Pub. L. 114-357](#)) and [49 CFR part 26](#) regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) [23 CFR part 230](#), regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 ([42 U.S.C. 12101 et seq.](#)) and [49 CFR parts 27](#), [37](#), and [38](#);
- (8) The Older Americans Act, as amended ([42 U.S.C. 6101](#)), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) [Section 324 of title 23 U.S.C.](#) regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 ([29 U.S.C. 794](#)) and [49 CFR part 27](#) regarding discrimination against individuals with disabilities.

NOW, THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization certifies that the Wilmington Urban Area Metropolitan Planning Organization's (WMPO's) transportation planning process is being carried out in accordance with applicable requirements as detailed in attachment 1 to this resolution.

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

Lynn Barbee, Chair

Mike Kozlosky, Secretary

**Attachment 1 to
Wilmington Urban Area Metropolitan Planning Organization
2027 Yearly Self-Certification**

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart.

- The WMPO complies with these requirements through implementation of the current approved State/MPO Transportation Improvement Program, the Cape Fear Navigating Change 2050 Metropolitan Transportation Plan, the adopted Transportation Planning Work Program, the adopted Public Participation Plan, current interagency agreements, approved metropolitan area boundaries, annual listings of obligated projects on the WMPO's website, the WMPO's Congestion Management Process, and a current certification from FHWA-FTA. **Refer to the applicable documentation in Table 1 on page 4.**

(2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR Part 93.

- N/A for the WMPO.

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21.

- Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on the grounds of race, color, or national origin. The WMPO complies with this requirement through the policies identified in its Title VI Plan. The WMPO's adopted Public Participation Plan also includes outreach strategies to engage with traditionally underserved populations, which are periodically evaluated for effectiveness. See applicable documents in Table 1 on page 4.

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.

- The WMPO complies with this requirement through the policies identified in the WMPO's Title VI Plan.

(5) Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises (DBEs) in USDOT-funded projects.

- The DBE program ensures equal opportunity in transportation contracting markets. The WMPO will comply with NCDOT's federally approved DBE program.

(6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.

- The Municipality shall comply with the Equal Opportunity Provisions of the Required Contract Provisions for Federal Aid.

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38. Programs and activities funded with federal dollars are prohibited from discrimination based on disability.

- The WMPO complies with this requirement through the policies identified in its adopted Title VI Plan. The WMPO's public involvement locations are ADA-compliant and transit accessible. The WMPO periodically evaluates its website for accessibility by individuals with disabilities. The WMPO's adopted 2050 MTP includes recommendations to provide pedestrian facilities that facilitate safe, efficient, and accessible pedestrian travel, including addressing gaps in the pedestrian network through neighborhood connections to regional off-street bicycle paths, transit, and major destinations; that all pedestrian facilities be designed and constructed in accordance with the Federal Americans with Disabilities Act (ADA) and its implementing regulations; and encourages communities with 50 or more employees to maintain updated ADA transition plans.

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibits discrimination on the basis of age in programs or activities receiving federal financial assistance.

- The WMPO complies with this requirement through the policies identified in its adopted Title VI Plan and the LPA's Non-Discrimination policies. The WMPO's public involvement activities include engagement with senior populations and organizations advocating for their interests.

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender

- The WMPO complies with this requirement through the policies identified in its adopted Title VI Plan and the LPA's Title VI Non-Discrimination policies.

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

- The WMPO complies with this requirement through the policies identified in its adopted Title VI Plan and Title VI Non-Discrimination policies in both the LPA's financial agreement with NCDOT and the LPA's policies. Other activities are addressed in #7 above.

Table 1 – Transportation Planning Process – Applicable Documents Self Certification

The following products of the metropolitan planning process have been completed, adopted, and/or approved and demonstrate that the Wilmington Urban Area Metropolitan Planning Organization is carrying out a continuing, cooperative, and comprehensive transportation planning process for the Wilmington metropolitan area in compliance with all applicable laws, rules, and regulations.

Item #	Name	Date of Adoption, Approval, or Completion
1	FY27 Unified Planning Work Program: https://www.wmpo.org/upwp-budget/	Anticipated March 25, 2026
2	Metropolitan Transportation Plan: https://www.wmpo.org/mtp/	October 29, 2025
3	Performance Measure Targets (PM1); https://www.wmpo.org/wp-content/uploads/2026/01/PM1_Res.-Endorsing-Targets-for-Safety-Performance-Measures.pdf	November 19, 2025
4	Performance Measure Targets (PM2 & PM3): https://www.wmpo.org/wp-content/uploads/2026/01/PM2-3_2023-02-20-Resolution-Supporting-NCDOT-Targets-For-Performance-Measures.pdf	February 20, 2023
5	Performance Measure Targets - Transit State of Good Repairs: https://www.wmpo.org/wp-content/uploads/2026/01/Res.-Adopting-the-CFPTA-Transit-Asset-Mgmt.-Plan-Transit-Asset-Performance-Targets-Measures.pdf	February 25, 2026

6	<p>Performance Measure Targets</p> <p>Transit Safety:</p> <p>https://www.wmpo.org/wp-content/uploads/2026/01/Res.-adopting-the-CFPTAs-Public-Transportation-Agency-Safety-Plan-Transit-Safety-Perf.-Measures-Targets.pdf</p>	February 25, 2026
7	<p>Memorandum of Understanding (MOU):</p> <p>https://www.wmpo.org/wp-content/uploads/2016/07/Wilmington-MPO-MOU-2016_June30_2016.pdf</p>	June 30, 2016
8	<p>Annual listing of obligated projects:</p> <p>https://www.wmpo.org/wp-content/uploads/2023/11/Wilmington-Urban-Area-MPO-Annual-Authorizations-for-FFY-2025.pdf</p> <p>Transit:</p> <p>https://www.wmpo.org/wp-content/uploads/2023/12/Wilmington-Urban-Area-MPO-Transit-Authorizations-FFY-2025.pdf</p>	November 25, 2025
9	<p>Interagency agreements</p> <p>Lead Planning Agency Agreement (2025):</p> <p>https://www.wmpo.org/wp-content/uploads/2026/01/0.-Lead-Planning-Agency-Agreement-Executed.pdf</p>	November 21, 2025
10	<p>Metropolitan Planning Area Boundary:</p> <p>(23 CFR 450.312)</p> <p>https://www.wmpo.org/wp-content/uploads/2026/01/20231025_Resolution-Adopting-Smoothed-Area-Boundary-UZA.pdf</p>	Smoothed UZA Boundary Adopted: October 25, 2023

11	<p>Public Participation Plan</p> <p>Plan:</p> <p>https://www.wmpo.org/wp-content/uploads/2024/07/WMPO_PPP_Adopted-9_30_20_Proposed-Revisions_Amended-1_25_23.pdf</p> <p>Resolution:</p> <p>https://www.wmpo.org/wp-content/uploads/2022/10/20230125_Resolution-Adopting-PPP.pdf</p>	January 25, 2023
12	<p>Title VI Plan</p> <p>Plan:</p> <p>https://www.wmpo.org/wp-content/uploads/2019/08/WMPO_TitleVI_ProgramPlan.pdf</p> <p>Resolution:</p> <p>https://www.wmpo.org/wp-content/uploads/2026/01/20190731_Resolution-Adopting-Title-VI-Plan.pdf</p>	July 31, 2019
13	<p>2026-2035 MPO Transportation Improvement Program</p> <p>WMPO TIP:</p> <p>https://www.wmpo.org/wp-content/uploads/2025/11/Final-2026-2035-WMPO-TIP_Adopted.pdf</p> <p>WMPO TIP – Statewide Projects:</p> <p>https://www.wmpo.org/wp-content/uploads/2025/11/Final-2026-2035-STIP_WMPO-TIP_Statewide.pdf</p> <p>Adoption Resolution:</p> <p>https://www.wmpo.org/wp-content/uploads/2026/01/Resolution-adopting-the-2026-2035-State-WMPO-TIP.pdf</p>	<p>Original adoption Date:</p> <p>July 30, 2025</p>

14	<p>Congestion Management Process</p> <p>WMPO Congestion Management Process (2014 Initial Process):</p> <p>https://www.wmpo.org/wp-content/uploads/2016/04/2013-12-11_FY14_CMP_InitialProcess_Document_TACRev_Final.pdf</p> <p>WMPO Congestion Management Process Update (2020):</p> <p>https://www.wmpo.org/wp-content/uploads/2023/03/2020-CMP-Biennial-Data-Report-Final-Reduced.pdf</p>	<p>Initial Process Adopted:</p> <p>December 11, 2013</p> <p>Updated Process Adopted:</p> <p>January 27, 2021</p>
15	<p>Congestion Management Process – assessment of the effectiveness of implemented strategies.</p> <p>2022 Biennial Data Report:</p> <p>https://www.wmpo.org/wp-content/uploads/2023/05/2022-CMP-Biennial-Data-Report_Final.pdf</p>	<p>Data Report was adopted by the WMPO Board on March 29, 2023.</p> <p>Upon adoption, the WMPO moved to a 5-year data reporting structure alternating with the MTP update cycle to better assess the impacts and effectiveness of strategies. The next report will be completed in late 2027.</p>
16	<p>Federal Certification Review:</p> <p>https://www.wmpo.org/wp-content/uploads/2026/01/WMPO-Certification-Review_Transmittal-and-Final-Report.pdf</p>	<p>December 8, 2022 (Review)</p> <p>March 1, 2023 (Certification from FHWA)</p>

17	<p>Federal Certification Review — Recommendation to update the Regional ITS Plan:</p> <p>https://www.wmpo.org/wp-content/uploads/2025/10/2025.10.30-Final-Strategic-Deployment-Plan-compressed-1.pdf</p>	October 29, 2025
18	<p>Locally Coordinated Public Transportation Plan (2021):</p> <p>https://www.wmpo.org/wp-content/uploads/2021/05/09a_Wave-Transit-LCP-2021-Final-Draft.pdf</p>	May 28, 2021
19	<p>Federal Funds are being used for ITS projects within the MPO:</p> <p>23 CFR 940.5</p> <p>Regional ITS Plan:</p> <p>https://www.wmpo.org/wp-content/uploads/2025/10/2025.10.30-Final-Strategic-Deployment-Plan-compressed-1.pdf</p>	<p>Is the MTP consistent with the ITS Architecture? Yes</p>

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION REQUESTING ADMINISTRATIVE MODIFICATIONS TO THE
2026-2035 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS TO
MODIFY U-5525 SURFACE TRANSPORTATION BLOCK GRANT – DIRECT
ATTRIBUTABLE (STBG-DA) PLANNING ALLOCATIONS BASED ON THE
AMENDED FY26 UNIFIED PLANNING WORK PROGRAM AND THE
ADOPTED FY27 UNIFIED PLANNING WORK PROGRAM (UPWP)**

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization Board adopted the FY26 UPWP on March 26, 2025, approved Amendment #1 on November 19, 2025, approved Amendment #2 on February 25, 2026, and approved Amendment #3 on March 25, 2026; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization Board adopted the FY27 UPWP on March 25, 2026; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2026-2035 State/MPO Transportation Improvement Programs for Administrative Modifications to reflect the STBG-DA planning allocations adopted in the FY26 and FY27 UPWPs in the below amounts:

U-5525	FY26 STBG-DA Planning	\$ 1,473,861	(Federal: \$ 1,179,089	Local: \$ 294,772)
U-5525	FY27 STBG-DA Planning	\$ 1,867,200	(Federal: \$ 1,493,760	Local: \$ 373,440)

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby requests modifying the 2026-2035 State/MPO Transportation Improvement Programs for Administrative Modifications to reflect the STBG-DA planning allocations in the amended FY26 UPWP and adopted FY27 UPWP.

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

Lynn Barbee, Chair

Mike Kozlosky, Secretary

**REVISIONS TO THE 2026-2035 STIP/MPO TIP
HIGHWAY PROGRAM**

Administrative Modification #26-4

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
--

STIP MODIFICATIONS

* HS-2403AG NEW HANOVER PROJ.CATEGORY REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 17 BUSINESS (MARKET STREET), SR 1216 (16TH STREET) INTERSECTION IN WILMINGTON. UPGRADE TRAFFIC SIGNAL AND CONSTRUCT CURB BUMP-OUTS. <u>REMOVE RIGHT-OF WAY AND UTILITIES AT THE REQUEST OF THE DIVISION.</u>	CONSTRUCTION	FY 2026 - \$235,000 (HSIP) FY 2026 - <u>\$26,000</u> (T(M)) \$261,000
--	---	--	--------------	---



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

March 10, 2026

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization
525 N. Fourth Street
Wilmington, NC 28402

Subject: Notification of Receipt of Conceptual Unsolicited Proposal – Cape Fear Memorial Bridge Replacement

Dear Mr. Kozlosky,

This letter is to notify the Wilmington Urban Area Metropolitan Planning Organization (WMPO) that on February 26, 2026, the North Carolina Department of Transportation (NCDOT) received a conceptual unsolicited proposal to design, build, finance, operate, and maintain a replacement of the existing Cape Fear Memorial Bridge.

As required by NCDOT's Public-Private Partnership (P3) Guidelines (August 2025), the Department will not proceed with review of the conceptual unsolicited proposal until the affected local planning organization has been notified and has provided written consent to move forward with the assessment.

Attached for your reference is the executive summary submitted with the proposal. Conceptual unsolicited proposals may contain confidential information and therefore may not be publicly disclosed. However, consistent with the Department's P3 Guidelines, the executive summary is intended to provide a high-level overview of the proposal to assist in initial decision-making.

In accordance with the P3 Guidelines, should the WMPO request that the Department move forward, the proposal would undergo an initial screening to determine whether it is viable and sufficiently aligned with the Department's goals. This screening would be broad in scope and include a preliminary review of technical, environmental, engineering, financial and legal considerations.

If the proposal were accepted and the Department, with direction from the WMPO, elected to pursue a P3 delivery of the proposed Cape Fear Memorial Bridge replacement project, the project

would still be subject to a competitive procurement process. Pursuant to the P3 Guidelines, the proposer would be shortlisted as part of that procurement.

NCDOT appreciates the WMPO's continued partnership. Please let me know if you have any questions or would like any additional information.

Sincerely,


34F914AC31694A5...
Patrick Norman, PE
Chief Engineer

North Carolina Department of Transportation Public-Private Partnerships Guidelines



AUGUST 2025

PUBLIC-PRIVATE PARTNERSHIPS GUIDELINES

PURPOSE

Per the Public-Private Partnership (P3) Policy as approved by the North Carolina Board of Transportation on April 3, 2024, this document establishes the Department's procedural *guidelines for soliciting, evaluating, selecting*, procuring and administering contracts that include a partnership with one or more private entities that wish to develop, design, enhance, finance, construct, operate and/or maintain a transportation facility. The primary purpose of P3s are to leverage public funds or other resources with private investment to accelerate, enhance, or otherwise improve the delivery, operation or maintenance of public transportation infrastructure.

These guidelines are not intended to supersede or replace Department policies enabling private or public entities from funding transportation projects with no further financial interest upon completion of the project. These guidelines are not intended to limit or otherwise apply to the Department's procurement of goods and services in the ordinary course of its operations.

SCOPE

These guidelines will advise the Department in the planning, development, design, construction, operation or maintenance of roads, bridges, highways or other Department of Transportation infrastructure.

AUTHORITY

Session Law 2006-230
Session Law 2009-266
Session Law 2008-164
Session Law 2007-357
Session Law 2007-439
Session Law 2012-184
Session Law 2013-183
General Statute §136-18(39)
General Statute §136-28.1(l)
General Statute §136-28.1(m)
General Statute §143B-350(f)(12a)

BACKGROUND

Session Law 2006-230 first authorized the Department to enter into agreements with private entities to finance the cost of acquiring, constructing, equipping, maintaining and operating highways, roads, streets and bridges, subject to the approval of the Board of Transportation. In the 2007 Legislative Session, this provision was revised to clarify that agreements may be made with private entities for transportation infrastructure projects, with priority given to highways, roads, streets and bridges. **Session Law 2007-439** further requires that the Department report concurrently to the Board of Transportation and to the Chairs of the Joint Legislative Transportation Oversight Committee, the Chairs of the House of Representatives Appropriations Subcommittee on Transportation and the Chairs of the Senate Appropriations Committee on Transportation regarding any such proposed agreement. **Session Law 2008-164** expanded the Department's authority to expressly permit the Department to enter into agreements to plan, design, develop, acquire, construct, equip, maintain and operate highways, roads, streets, bridges and existing rail, as well as properties adjoining existing rail lines in this State. Furthermore, **Session Law 2008-164** stipulates that any contracts for construction of highways, roads, streets and bridges which are awarded pursuant to such an agreement entered shall comply with the competitive bidding requirements of **Article 2 of Chapter 136 of the General Statutes**. **Session Law 2009-266** adjusted more generically refers to transportation infrastructure in lieu of reference to highways, roads, streets, bridges, existing rail and properties adjoining existing rail lines.

Session Law 2007-439 specifically permits the use of P3s for two pilot projects for internet access at rest areas and two pilot projects for litter removal.

Session Law 2012-184 provides the Department with greater flexibility in regard to proposal, performance and payment security requirements, as well as developer assignment, for one pilot project. This same session law provides the Department with the ability to fix, charge, revise and collect tolls and to assign that ability to a third-party developer for one pilot project. **Session Law 2012-184** further requires that any projects with more than 18 months of post-construction capital cost payments to be approved by the Local Government Commission.

Session Law 2013-183 further outlines reporting requirements prior to execution of comprehensive agreements and directs the Department to establish standards for such comprehensive agreements with private partners.

General Statute §136-18(39a) restricts the number of P3 agreements the Department can enter into.

DEFINITIONS

Updated Definitions from 2023 Document

Best Value: Through evaluation and scoring of technical proposals, a quality credit is calculated and used to determine a quality value that is deducted from the price proposal to obtain a final adjusted price used to determine the best overall submitted value.

Competitive Negotiation: Competitive negotiation involves the selection of a Proposer or Proposers based on technical merit or qualifications with or without regard to cost, followed by a period of negotiation with the selected Proposer(s).

Comprehensive Agreement: The assemblage of all contract documents and requirements, as defined below and incorporated by reference, the final finance arrangements and other ancillary operating, financing or encroachment agreements as may be executed by the Department and one or more private entities. The document may also be referred to as a Development Agreement or a Comprehensive Development Agreement.

Contract: The assemblage of all contractual documents and requirements that include the request for proposals, all addenda, a proposal (both technical and financial), applicable NCDOT standard specifications and drawings, and other documents as referenced in the request for proposals.

Design-Build: A project delivery method that combines construction and preconstruction services into one contract that may be suitable for P3s.

Design-Build Team: Any company, partnership, corporation, association, joint venture or other legal entity permitted by law to practice engineering, architecture and construction contracting, as appropriate, in the State of North Carolina.

Due Diligence: A term commonly used to describe the steps taken by a person seeking to acquire, invest in or lend money to a business, ensuring that the buyer, investor or lender has reviewed all material information relevant to the transaction. Due diligence efforts form the foundation of each of the project activities.¹

Interim Agreement: An initial agreement that may be entered into by the Department and the successful Proposer upon completion of initial negotiations. This agreement typically defines the preconstruction activities and any compensation therefore that may be necessary to further the development of a Comprehensive Agreement.

Letter of Interest (LOI): A written response that is solicited from potential Proposers through advertisements. It is often employed in pre-qualifying Proposers for specific services, based on their resources and experience, before issuing a Request for Proposals.

Metropolitan Planning Organization (MPO): The policy board established: a) for an urbanized area with a population of more than 50,000 individuals, and b) by agreement between the Governor and units of general-purpose local government that together represent at least 75% of the effective population (**Title 23, USC Sec 134**).

Oversight Committee: Guides the evaluation and selection of each P3 project to ensure compliance by the Department with **N.C.G.S. Sections 136-18 (39) and (39a)** and determines the Best Value Proposal.

Pre-Development Agreement: Agreement between the Department and a Private Partner Developer which provides the framework for the Developer to collaborate with the Department in project planning and preliminary design, along with performance of other services. These services may include preparation of a predevelopment plan, community outreach plan, financing plan and implementation plan.

Project: The work specified to be planned, developed, designed, financed, constructed, operated and/or maintained in accordance with the Contract.

Project Manager: The Department staff member assigned to coordinate the development of a project's Request for Proposals and the review of the Proposer's submittals. The Department may also elect to utilize a General Engineering Consultant (GEC) or other such technical expert to serve as the Project Manager.

Proposal: The document submitted by a Proposer that may combine technical details, financing approach and costs in a negotiation or competitive negotiation procurement process.

Proposer: A pre-qualified entity that has submitted a statement of qualifications, proposal or other submission in order to participate in the procurement of a P3 project.

Price Proposal: The sealed "bid" in a competitive procurement process that constitutes the Proposer's price to complete the activities required by the Request for Proposals and the Proposer's Technical Proposal.

Public-Private Partnership (P3): Contractual agreements between a public agency (the Department) and one or more private entity where the private sector takes on project risks such as design, construction, finance, long-term operation and traffic revenue.

Request for Proposals (RFP): A document that describes the procurement process, provides the scope of services and requirements for the project and may be used by the Proposer to submit their proposal. The request for proposals typically forms or describes the basis for the contract and the agreement.

Request for Qualifications (RFQ): A document issued by the Department that solicits statements of qualifications or letters of interest from Proposers.

¹ https://www.fhwa.dot.gov/ipd/pdfs/p3/toolkit/p3_procurement_guide_0319.pdf

Rural Planning Organization (RPO): Organizations from areas with a population size more than 50,000 that plan for rural areas, not served by a Metropolitan Planning Organization (MPO).

Short-list: A list of Proposers that have demonstrated the qualifications to perform the contract, as determined by the Department. Short-listed entities are eligible to receive an RFP and to submit proposals.

Statements of Qualification (SOQ): A document that is requested from a potential Proposer that describes the Proposer's qualifications to perform certain types of work including previous experience, licenses, certifications, personnel, equipment, etc.

Technical Proposal: The proposal as set forth by the Proposer that conveys its design, construction approach, services proposed, schedule or other items as required by the RFP in a competitive procurement process. The Technical Proposal, in whole or in part, may be made a part of the Contract as stipulated in the RFP.

Unsolicited Proposals: Any concept or submittal of a potential P3 received by the Department that is not a result of a direct, specific advertisement.

PROJECT SELECTION

An ad hoc Oversight Committee will convene to guide the evaluation and selection of each P3 project. The membership of the Oversight Committee will include, but not be limited to, representatives from the Office of the Secretary of Transportation, Chief Engineer, Chief Financial Officer and Division Engineer's offices as appropriate based on the nature of the proposed project.

Eligible Projects

Projects may be considered for P3 delivery if they are:

- 1) Projects on local long range transportation plans and have demonstrated local support; and
- 2) Satisfy at least one of the following criteria:
 - a. Projects where design and construction need to be expedited for the public good and innovative delivery and finance/partnership can facilitate acceleration.
 - b. Projects affording opportunities for innovation in design, construction, finance, operation and/or maintenance.
 - c. Projects where significant Department resources, which may include rights-of-way or air rights, are available to leverage private investment.
 - d. Projects for which private investment would fulfill a critical financial need to complete the project.
 - e. Projects that provide access to new private capital to deliver critical transportation needs.
- 3) Additionally, federal law (IIJA Section 70701), requires a Value for Money Analysis for projects over \$750 million that plan to secure a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.

Role of the Metropolitan Planning Organization (MPO) and Rural Planning Organization (RPO)

Prior to the Department approving any express lanes or expressway project that includes the collection of tolls, the concept must be approved by the local MPO or RPO. The Department may not proceed without the approval of the MPO or RPO. This includes the conversion of High Occupancy Vehicles lanes to High Occupancy Toll (or express lanes) or other types of managed lanes. Given a tolled facility requires the approval of the local MPO or RPO, the Department can only advance to the due diligence and additional phases with the approval in writing of the local MPO or RPO.

Proposal Solicitation

The Department must provide, to the greatest extent possible, for the solicitation of competitive proposals prior to entering into a P3 agreement. Furthermore, in accordance with **Session Law 2008-164**, any contracts for construction of transportation infrastructure which are awarded pursuant to such an agreement shall comply with the competitive bidding requirements of **Article 2 of this Chapter 136 of the General Statutes**. While finalization of details, such as Comprehensive Agreement terms and conditions, finance plans, lenders' agreements, etc. may occur following the determination of the successful Proposer and prior to the execution of a Comprehensive Agreement or other such contract, the cost and details of construction may not be negotiated except as is permitted in accordance with the Standard Specifications after contract award.

The procurement process for solicited proposals typically includes the following steps:

- 1) Establish an Evaluation Committee,
- 2) Issue a Request for Qualifications (RFQ) and evaluate responses to the RFQ,
- 3) Develop a shortlist of qualified Proposers based on RFQ responses, if appropriate,
- 4) Issue a Request for Proposals (RFP) and evaluate the submissions,
- 5) Negotiate a final contract with the selected Proposer.

Evaluation Committee

The Evaluation Committee performs the evaluation of Statements of Qualification (SOQ) and Proposals. The Evaluation Committee will be comprised of at least five (5) Department employees. To the greatest extent possible, the Evaluation Committee members should have significant NCDOT experience and a thorough understanding of Department policies

and procedures. These members will represent the major areas of the project planning, design, construction, finance and operations. The Evaluation Committee may also include third-party representatives that provide legal, technical, financial and other specialized expertise.

A confidentiality agreement will be signed by all members of the Evaluation Committee that limits their discussion on the Proposals to those persons or Proposer references deemed necessary to assist with the evaluation.

In addition, sub-committees such as, financial, administrative, and technical review committees may be used to review specific portions of a proposal, provided the intent to use such subcommittee(s) is outlined in the RFQ. If a Technical Review Committee is used to review the technical proposals, and a Financial Review Committee is used to review the price proposals, then the review of the price proposals, and technical proposals will occur concurrently.

REQUEST FOR QUALIFICATIONS (RFQ)

The Request for Qualifications (RFQ) will provide a general description of the work and the Proposers' responsibilities, and will include the prequalification requirements, any pre-Proposal conferences, Department point of contact, additional technical or financial qualifications desired, key Proposer firms, contractors and personnel to be identified, and the timeframe for SOQ or LOI to be submitted to the Department. Requirements in the RFQ shall be general and not require Proposers to provide technical evaluation or detailed scheduling of project specifics. Each project's RFQ should be modified to fit the unique needs of that project.

The RFQ will set forth basic evaluation criteria such as professional experience, technical competence, resources, staffing, management stability, legal contracting entity, organizational structure, and the financial capability and stability necessary to complete a project. The RFQ may also request other information deemed necessary by the Department.

The RFQ will include the evaluation criteria to be used in evaluating the LOI or SOQ. The Evaluation Committee will review the responses to the RFQ and identify those Proposers that are best suited for further consideration.

Unless specialized services are otherwise stipulated in the RFQ, the Department's standard pre-qualification requirements apply to each entity providing professional engineering services. Likewise, the standard contractor pre-qualification requirements apply to each contractor entity performing construction work within or utilized by the Proposer. Unless otherwise approved by the Department, each entity must be prequalified prior to the deadline for the submittal of the SOQ.

Any consultant engineers under contract, or previously under contract, with the Department to prepare preliminary plans, planning reports or other project development products for a project will not be allowed to participate in any capacity with the Proposer selected to complete that project. Firms performing location and survey work tasks, geotechnical investigations and/or right of way acquisition activities may be considered for participation on the project. Exceptions to this policy may be granted by the Department, upon written request from the specific firm, if it is determined that the firm's involvement is in the best interest of the public and does not constitute an unfair advantage. This paragraph applies equally to the procurement of a P3 resulting from either a solicited or unsolicited proposal.

REQUEST FOR PROPOSALS (RFP)

The Request for Proposals (RFP) document contains the directives and scope description for any given project. Any desired project elements, design, construction, finance, operations and maintenance requirements, guiding documents, responsibilities of the Proposer, and responsibilities of the Department are stipulated within the RFP.

The RFP will solicit conceptual or detailed proposals and designate the required contents of responsive proposals, which may include, but not be limited to, the following information:

- 1) Additional information regarding the Proposer's qualifications and demonstrated technical and financial competence.
- 2) A discussion on the feasibility of developing the project as proposed.
- 3) Environmental documentation (National Environmental Policy Act (NEPA, etc.)) and permitting responsibilities
- 4) Detailed engineering or architectural designs.
- 5) Project Schedule and the Proposer's ability to perform the contract in a timely manner.
- 6) Ability and experience in related transportation construction projects of similar type and dollar amounts.
- 7) Availability of experienced personnel, both management and labor workforce, to perform contract.
- 8) A detailed financial plan, including costing methodology, cost proposals and project financing approach.
- 9) Current and long-term operation and maintenance responsibilities related to the infrastructure.
- 10) Any other information the Department deems relevant or necessary for evaluating proposals.

RFP CONTENT

The contents of the RFP vary on a project specific basis. However, the RFP, at a minimum should address the items outlined below:

- 1) Project scope and budget
- 2) Estimated procurement schedule
- 3) Instructions on proposal completion, submission and execution
- 4) Department point of contact during procurement phase
- 5) Notification of any pre-proposal conferences

- 6) Proposal evaluation criteria
- 7) Proposer selection process
- 8) Disadvantaged Business Enterprise (DBE)/Minority Business Enterprise (MBE)/Women Business Enterprise (WBE) goals and reporting in accordance with federal and state requirements
- 9) Oral presentation requirements (as applicable)
- 10) Planning, design and other preconstruction services required
- 11) Submittal requirements
- 12) Permits (as applicable)
- 13) Construction services required
- 14) Operations and Maintenance services required
- 15) Third-party Involvement or restrictions
- 16) Information or services to be provided by the Department
- 17) Professional insurance and bonding or other securities required
- 18) Financing/payment/compensation terms
- 19) Public outreach and communications plan
- 20) Specific requirements, as to the Proposer firms, contractors or personnel to be identified in a proposal
- 21) A description of limitations regarding changes to any shortlisted Proposer construction or design firms, and the Department process for approving or denying proposed changes thereto

SELECTION PROCESS

The selection process will generally consist of two phases. For a competitive procurement process, these phases will consist of complete evaluation of the Technical Proposals, and Financial Proposals, as applicable, followed by a determination of the most beneficial proposal using a predetermined algorithm that combines technical score, financial score, as applicable, and Price. For a negotiation or competitive negotiation procurement process, the phases will consist of evaluation of the proposals or SOQ if only a RFQ is used, followed by a period of negotiation.

Proposal Evaluation Criteria

The RFP will clearly outline the criteria to be used to evaluate the Proposals, regardless of procurement process. These criteria may include, but are not limited to:

- 1) Financial plan feasibility
- 2) Project schedule, milestones and history of successful performance and completion of projects in a timely manner
- 3) Reasonableness of assumptions, including those related to ownership, legal liability and operation and maintenance of the project
- 4) Financial exposure and benefit to the Department and the public
- 5) Quality and completeness of public outreach and communication plan
- 6) Rationality of forecasts
- 7) Compatibility with other existing or planned facilities
- 8) Compliance with DBE /MBE/WBE goals
- 9) Proposer's demonstrated capabilities and experience in related transportation construction projects, including type and dollar value of previous contracts
- 10) Design features and approach
- 11) Construction approach
- 12) Operations and Maintenance approach
- 13) Financing approach
- 14) Likelihood of obtaining necessary third-party approvals or support
- 15) Cost and pricing, including user fees and projected usage
- 16) Innovation in planning, development, design, construction, maintenance and financing
- 17) Liability insurance provisions
- 18) Staffing and project coordination capabilities, including governmental liaison and public outreach
- 19) Long term operations and maintenance considerations and life cycle costs
- 20) Traffic Management
- 21) Safety records and plan
- 22) Quality control methods and/or project guarantees
- 23) Natural Environment and Human Environment responsibility
- 24) Oral presentation (as applicable)

REVIEW OF PROPOSALS

The Evaluation Committee will determine whether the proposals are responsive to the requirements of the RFP. If any of the proposals are considered non-responsive, the Department will notify the Proposer of such determination.

Each Proposal found to be responsive will be evaluated by the Evaluation Committee. The Evaluation Committee may solicit input from other Department employees, independent third-party technical, legal, and financial advisors, or Proposer references regarding specific information that may be needed outside their experience or expertise.

Based on the evaluation process and evaluation criteria outlined in the RFP, the Evaluation Committee will score and/or rank the Proposals.

PROCUREMENT ALTERNATIVES

The Department may pursue a negotiated competitive bidding, competitive negotiations or procurement process on select projects. The RFQ and/or RFP will outline the type of procurement to be used in the determination of the successful Proposer.

Competitive Procurement Process

For a competitive procurement process, these phases will consist of a complete evaluation of the technical proposals, and price proposals, followed by a determination of best value proposal.

For a competitive bid procurement process, no negotiations regarding construction costs will occur prior to contract award; however, finalization of details, such as Comprehensive Agreement terms and conditions, finance plans, etc., may occur following the determination of the successful Proposer and prior to the execution of a contract, Comprehensive Agreement, lenders' agreements, or other such instruments. This provision in no way negates the Department's ability to pursue a Best and Final Offer as outlined in the Design-Build Policy and Procedures, issue addenda any time prior to contract award or enact alterations of plans or details of construction of work after contract award.

Negotiated Procurement Process

Under the negotiated procurement process, the Department will attempt to negotiate an Interim Agreement, Comprehensive Agreement, or other such agreement with the Proposer with the highest ranked proposal (or SOQ if only a RFQ is issued). Such negotiations may include modifications to the proposal. If any such agreement cannot be successfully negotiated with the Proposer with the highest ranked proposal to the satisfaction of the Department, or if, in the course of negotiations, the Department deems that the highest ranked proposal will not provide the Department with the anticipated benefit, the Department will formally end negotiations with the Proposer and, in the Department's sole discretion, either:

- 1) Reject all proposals
- 2) Modify the RFP and request a new submission of proposals
- 3) Attempt to negotiate an agreement to the Proposer with the next highest ranked proposal
- 4) Discontinue the project indefinitely

Competitively Negotiated Procurement Process

The use of a competitively negotiated procurement process will be disclosed in the RFQ or RFP; however, in the event that (1) multiple Proposers have provided proposals that are deemed comparable in value by the Evaluation Committee, or (2) the Department deems that it is in the best interest of the Department or the public, the Department may elect to competitively negotiate with two or more Proposers any time after the evaluations of the proposals. Such negotiations may include modifications to the proposals. The Department may competitively negotiate with all Proposers or with only those deemed by the Evaluation Committee to be within a competitive range.

SELECTION PROCESS

The selection process will generally consist of two phases. For a competitive procurement process, these phases will consist of a complete evaluation of the technical proposals, and price proposals, followed by a determination of the best value proposal. For a negotiation or competitive negotiation procurement process, the phases will consist of evaluation of the proposals or SOQ if only a RFQ is used, followed by a period of negotiation.

Stipends

If applicable, the notice of a stipend and the amount of the stipend will be made available to all prospective Proposers. This stipend is partial compensation to each unsuccessful shortlisted Proposer that submits a responsive Proposal. The stipend will be determined on a project specific basis and will be based on the project's size and complexity. No compensation will be paid by the Department for the development of LOIs, SOQs, proposals, negotiations or other documents.

Review of Unsolicited Proposals

The Department is not required to respond in any manner to unsolicited proposals and reserves the right to reject any and all unsolicited proposals without exception. The Department does, however, allow interested parties to suggest potential projects for P3s. If the Department elects to pursue a project, regardless of the manner in which it is suggested, the Department will issue a formal advertisement and/or RFQ in accordance with these guidelines.

The process for accepting and vetting unsolicited proposals will generally include two steps:

- 1) Meeting with NCDOT to informally discuss an idea for an unsolicited proposal (optional)
- 2) Submittal of a conceptual unsolicited proposal and Department screening thereof

Informal Discussion with the Department

Prior to submitting a conceptual unsolicited proposal, individuals or firms may request a meeting with the Department to determine if a given concept is of merit and relevant to the Department's goals. This preliminary meeting is not required. In addition, the Department is not obligated to meet with potential proposers but may do so at its discretion.

Conceptual Unsolicited Proposals

A conceptual unsolicited proposal shall be submitted in accordance with these procedures. Proposers submitting a conceptual unsolicited proposal for screening by the Oversight Committee shall submit 12 hard copies and one electronic copy in PDF format to the Department. Per NCDOT's P3 Policy, unsolicited proposal(s) received for any P3 are required to include an executive summary covering the major elements of the proposal that do not address the Proposer's price, financial plan or other confidential or proprietary information or trade secrets the Proposer intends to be exempt from disclosure. The executive summary will be a public document.

This proposal shall include information regarding the key entity(ies) of the Proposer including contact information for the individual authorized to submit on behalf of the entity(ies).

Conceptual unsolicited proposals shall, at a minimum, address the following items:

- 1) Economic viability of the project, including the market outlook for private finance for the project
- 2) Requirements and/or expectations of the Department;
- 3) Project delivery constraints;
- 4) Risks to schedule, finance and other elements;
- 5) Environmental impacts including NEPA/State Environmental Policy Act (SEPA) considerations, mitigation, permitting and any other related issues;
- 6) Other information deemed appropriate by the Department based on preliminary conversations, previous submissions, and/or other project specific requests.

Upon receipt, the Department will not move forward with review until the affected local planning organization(s), MPO and/or RPO, has been notified and given written consent to move forward with the assessment. If so, directed by the Secretary of Transportation, other necessary approvals (i.e. NCDOT Board of Transportation, FHWA, etc.) will be sought by the Department.

The Department may decide to perform an initial screening with assistance from Department staff or third-party advisors, as needed. This initial screening will be broad and comprised of a preliminary review for legal allowances or restrictions, as well as technical, environmental, engineering and financial considerations.

The Department reserves the right to further develop, competitively procure and subsequently implement any conceptual unsolicited proposal without regard to the Proposer's involvement to date in the event that the conceptual unsolicited proposal is, in the Department's sole discretion, materially consistent with a concept previously identified, considered or studied by the Department.

The Proposer will be advised of the Department's determination as to whether or not the conceptual unsolicited proposal is viable and sufficiently related to the goals of the Department. In such case, the Department may gauge industry interest in the proposal concept through the issuance of a request for letters of interest. At the Department's sole discretion, the response to the request for letters of interest may be used to inform the decision as to whether the Department pursues procurement and implementation of the unsolicited proposal.

Proposal Review Fee

NCDOT may charge reasonable amounts to cover the costs of processing, review, and evaluation of the unsolicited proposal. Evaluation will commence upon payment of an initial, non-refundable fee of \$50,000. During its evaluation, NCDOT will assess whether additional fees will be needed to cover the costs to complete the evaluation. The assessment will include coordination with the Proposer of the unsolicited proposal to determine a reasonable fee to cover additional costs.

Procurement

Unsolicited proposals will be publicly and competitively procured in accordance with North Carolina General Statutes, P3 Policy and this Guidelines document.

By virtue of providing an unsolicited proposal that has been reviewed and accepted, the Proposer will be included on the list of Short-listed Proposers for the subsequent procurement, provided however, that (1) the Proposer maintains its team as to the extent originally proposed unless exceptions to the original team have been approved by the Department; and (2) the Proposer is prequalified by the Department to perform the work.

If more than one unsolicited proposal is submitted to and accepted by the Department for any given concept, only the first Proposer, as evidenced by the submission date, will be afforded the automatic inclusion on the list of Short-listed Proposers. For this purpose, the multiple unsolicited proposals on the same concept must be deemed by the Department, in its sole discretion, to be materially consistent and therefore competing with one another. They are competing if they apply to the same project corridor and are within similar project limits within the corridor.

Procurement of a P3 resulting from an unsolicited proposal will proceed in a manner as outlined in this Public-Private Partnerships Guidelines document. If an unsolicited proposal, regardless of development level, does not result in a procurement or successful agreement with a private partner for any reason, yet remains a future viable concept as determined by the Department, the Department reserves the right to further the concept should restraining elements be resolved. In such case, the Proposer will retain its rights to the inclusion on the project's list of Shortlisted Proposers provided a new or revised procurement ensues within three years of the initial date of submittal of the Proposer's conceptual unsolicited proposal. All conceptual unsolicited proposals will become the intellectual property of the Department.

AGREEMENTS

The Department may enter into one or more agreements with the successful Proposer. The agreements may be Interim Agreements, covering primarily project development or preconstruction activities, Comprehensive Agreements, financing agreements, operating agreements, or any other agreement appropriate to the project.

The Department may seek policy, legal, financial and/or technical advice as may be needed to successfully negotiate or execute the agreement(s).

The agreements may include, but not be limited to the following items:

- 1) Appropriation of responsibilities among parties
- 2) Allocation of risk among parties
- 3) Allocation of resources and costs among parties
- 4) Allocation of cost overruns
- 5) Penalties for non-performance
- 6) Incentives for performance
- 7) Invoicing and payment procedures
- 8) Bonding and insurance requirements
- 9) Limitations on user fees
- 10) Revenue sharing
- 11) Encroachment agreements
- 12) Environmental documentation (NEPA, permitting, etc.) requirements
- 13) Asset management requirements
- 14) Hand back provisions and expectations
- 15) Costs for third-party constraints such as railroads and utility companies
- 16) Cooperation with other existing or planned facilities
- 17) Rights-of-Way dedicated and the Department's use of eminent domain
- 18) Planning, development, design, construction, operation and maintenance standards
- 19) Submittal requirements
- 20) Inspection requirements and rights
- 21) Terms of reimbursement for services provided by the Department
- 22) Maximum rate or return on investment
- 23) Default of contract provisions
- 24) Force Majeure
- 25) Liability for personal injury, facility repair and unknown hazardous waste remediation
- 26) Record retention and audit requirements
- 27) Submission and review of financial statements
- 28) Other requirements suitable to the type, size, complexity and duration of the contract

Execution of the agreement(s) shall be subject to the concurrence of the Secretary of Transportation and the Board of Transportation. Execution of the Agreement(s) is also dependent on all necessary federal actions.

The Local Government Commission (LGC) shall approve all projects that include the issuance of debt or debt-like instruments to pay for capital costs or projects where the final non-retainage payment for completed transportation infrastructure is made later than 18 months after final acceptance by the Department.

PROTECTION AGAINST DISCLOSURE

All SOQ, LOI and Proposals submitted to the Department become the property of the Department upon their submission and may be, except as provided by North Carolina law, subject to the Public Records Act. If a Proposer wishes to provide the Department with information that the Proposer believes constitutes a trade secret, proprietary information or other information exempt from disclosure, the Proposer shall specifically designate that information as such in its proposal. Further, the Proposer shall identify the statute on which the confidential status is claimed as well as the specific material that the Proposer believes is confidential under that statute.

The Proposer's designation shall not be determinative of the trade secret, proprietary or exempted nature of the information so designated as a matter of law.

RESERVATIONS

The Department reserves all rights available to it by law in administering these policies and procedures, including without limitation the right in its sole discretion to:

- 1) Withdraw a RFQ or a RFP at any time and either issue a new request or suspend the solicitation indefinitely.
- 2) Reject any and all SOQ, LOI or Proposals at any time.
- 3) Terminate evaluation of any and all SOQ, LOI or Proposals at any time.
- 4) Issue a RFQ and RFQP for competing proposals for any project presented to the Department in the form of an Unsolicited Proposal.
- 5) Suspend, discontinue or terminate negotiations with any Proposer at any time prior to the actual authorized execution of a final development agreement by all parties.
- 6) Negotiate with a Proposer or Proposers without being bound by any provision in its Proposal.

- 7) Negotiate with a Proposer to include in the development agreement any aspect of unsuccessful Proposals.
- 8) Request or obtain additional information about any Technical Proposal from any source at any time.
- 9) Modify or issue addenda to any RFQ or RFP at any time, including after review of competing Proposals.
- 10) Permit or request clarifications or supplements to SOQ and Proposals, either for responsive or non-responsive Proposals.
- 11) Ensure information provided to Proposers is done so for convenience and is without representation or warranty of any kind.
- 12) Enter into a contract with a Proposer with the next best value proposal (or next highest ranked proposer) in the event that the Department cannot finalize a contract, including financial close as applicable, with the Proposer with the best value proposal (or highest ranked Proposer) or the Proposer fails to satisfy all obligations to be performed prior to contract execution, including financial close as applicable, as described in the RFP.
- 13) Amend, supersede or supplement any part of these Policy and Procedures, provided the amendment or supplement is clearly denoted in the RFQ or RFP as appropriate.
- 14) Reject any and all unsolicited proposals without exception.



February 24, 2026

Secretary J. Daniel Johnson
North Carolina Department of Transportation
1 South Wilmington Street
Raleigh, NC 27601

Subject: Executive Summary to Delivering Bridges' Proposal to Fund, Design, Build, Operate and Maintain the Cape Fear Memorial Bridge Replacement

Dear Secretary Johnson:

This letter serves as the executive summary of the attached unsolicited proposal and confirms Delivering Bridges' (DB) interest in entering into a Comprehensive Agreement with the North Carolina Department of Transportation (NCDOT) to fund, design, build, operate, and maintain the Cape Fear Memorial Bridge Replacement (the "Project").

DB has worked closely with NCDOT Division 3 staff and the Wilmington Metropolitan Urban Area Planning Organization (WMPO) over several years to identify the optimal solution for the Wilmington community and traveling public. We share NCDOT's objective to accelerate delivery of this regionally significant project through an innovative, proven approach.

The attached proposal offers the following:

- **Fully Deliver.** Design, construction, operation, and maintenance of a six-lane fixed-span replacement bridge
- **"Alternative B"**. 135-foot vertical and 400-foot horizontal navigational clearance, consistent with NCDOT's Alternative B and U.S. Coast Guard requirements
- **Highly Experienced Team.** Our design and construction team is highly experienced with developing and delivering major bridge projects throughout the Country including extensive NCDOT experience
- **Thoughtful Development.** A thoroughly developed conceptual design, delivery schedule, and pricing
- **Signature Bridge Options.** Two enhanced aesthetic alternatives for stakeholder consideration, requiring higher user fees
- **Funding.** DB's funding structure, combined with existing grants allows the entire project to be completely funded and construction start by year end
- **DB Risk Transfer.** DB assumes all financial and operational risks, including permitting, property acquisition, traffic management, cost overruns, and schedule delivery
- **Accelerated Delivery.** Project completion in approximately four years from construction notice to proceed, opening as early as Q1 2031 – up to two years sooner than current plans
- **Grants Secured.** Alignment with grant spending requirements eliminates risk of losing identified funding
- **Community Friendly User Fee.** Estimated initial two-axle transponder user fee under \$2.75 per crossing assuming a Q1 2031 opening

The proposal complies with NCDOT's Unsolicited Proposal Guidelines and demonstrates why DB's delivery model is well suited to deliver this project in alignment with NCDOT, State of North Carolina, and WMPO objectives.



**DELIVERING
BRIDGES, LLC**

We appreciate your consideration and welcome the opportunity to advance procurement and implementation.
Please feel free to contact us with any questions.

Sincerely,

A handwritten signature in black ink that reads "Douglas Witt".

Doug Witt
President & CEO
540-454-4201
doug@deliveringbridges.com

A handwritten signature in black ink that reads "Lee Whitney".

Lee Whitney
Vice President
720-893-7506
lee@deliveringbridges.com

CC: Chris Peoples, NCDOT COO

Project File



MEMORANDUM

TO: WMPO Board members

FROM: Mike Kozlosky, Executive Director

DATE: March 11, 2026

SUBJECT: Cape Fear Memorial Bridge Replacement History

The Cape Fear Memorial Bridge is a critical piece of transportation infrastructure linking New Hanover and Brunswick Counties. The bridge also links the North Carolina State Ports facility in Wilmington with the Industrial Logistics Park, Mid-Atlantic Industrial Rail Park, and industrial facilities along the US 421 corridor. The bridge is on the Strategic Highway Network (STRAHNET), which is critical to the Department of Defense's (DoD's) domestic operations. The bridge provides access to education, cultural, and employment activities, and for emergency response and evacuations.

The Cape Fear Memorial Bridge was constructed in 1969. The more than 55-year-old structure, while structurally sound and safe to drive across, is functionally obsolete, meaning it does not meet current design standards and requirements. The bridge currently carries over 65,000 vehicles per day, exceeding its design capacity. By 2050, the bridge is projected to carry 94,900 vehicles per day. Understanding that the bridge will not only need to be replaced, but also widened to accommodate existing and future daily traffic volumes, the North Carolina Department of Transportation (NCDOT) completed a feasibility study in 2020 that evaluated four potential, 6-laned options for the replacement of the Cape Fear Memorial Bridge (65' fixed span, a 135' fixed span, a 65' movable span, and a 65' movable span with rail). Based on the ongoing environmental process, two alternatives remain under consideration: a 135' fixed span and a 65' movable span.

The replacement of the Cape Fear Memorial Bridge is the Wilmington Urban Area Metropolitan Planning Organization's top unfunded priority. The following details the activities and milestones undertaken by the WMPO and NCDOT to progress the project.

- In **November 2020**, the North Carolina Department of Transportation received an unsolicited proposal to replace the Cape Fear Memorial Bridge.
- On **July 28, 2021**, the WMPO Board voted not to support NCDOT and the WMPO moving forward with further review and evaluation of the concept of a potential public-

private partnership for the replacement of the Cape Fear Memorial Bridge as a potential toll facility.

- On **February 23, 2022**, the WMPO Board approved a resolution urging the consideration of all possible options, including tolls and previous proposals, to fund the replacement of the Cape Fear Memorial Bridge.
- In **July 2022**, NCDOT, in response to the resolution, detailed a three-pronged approach for evaluating options for delivering the project: traditional delivery, conventional tolling, and alternative delivery, and also continuing to explore grant opportunities.
- In **September 2023**, both NCDOT Division 3 and WMPO submitted the non-tolled version of the replacement of the Cape Fear Memorial Bridge for evaluation in Prioritization 7.0 (P7.0) to develop the 2026-2035 State/MPO Transportation Improvement Programs.
- On **November 2, 2023**, the WMPO Board expressed its support and endorsement for the NCDOT's application to the United States Department of Transportation (USDOT) for the Bridge Investment Program grant to replace the Cape Fear Memorial Bridge.
- On **November 29, 2023**, NCDOT presented to the WMPO Board on the completed Traffic and Revenue forecast for the project.
- On **January 31, 2024**, the WMPO Board requested a modification to the Wilmington Urban Area Metropolitan Planning Organization's P 7.0 Project Submittal for scoring purposes only to evaluate a toll option for the Cape Fear Memorial Bridge in P 7.0. This was due to the fact that both NCDOT's and WMPO's submittals for the replacement scored identically as a non-tolled alternative in P 7.0 through traditional delivery. Current state law requires tolling to be a local decision, and therefore, the WMPO was the only entity that could submit the project for scoring in P 7.0 as a toll facility.
- In **May 2024**, the P7.0 quantitative scores and Statewide Mobility projects were released. The WMPO's toll alternative of the Cape Fear Memorial Bridge Replacement project scored in the top 10 Statewide Mobility Tier projects and was awarded \$85 million in the draft 2026-2035 State/MPO Transportation Improvement Programs.
- In **July 2024**, NCDOT was awarded \$242 million toward the replacement bridge through the USDOT Bridge Investment Program.
- On **May 28, 2025** the WMPO Board voted to support the continued consideration and pursuit of all possible funding options for the replacement of the Cape Fear Memorial Bridge, supported inclusion of the Cape Fear Memorial Bridge replacement as a toll facility in the 2026-2035 State/MPO Transportation Improvement Programs, and supported amending Cape Fear Moving Forward 2045 to include the replacement of the Cape Fear Memorial Bridge as a toll facility. The Board also reserved the right to withdraw any approval of a toll option at any time until the Department advertises a contract to construct the replacement bridge.
- In **November 2025**, the WMPO Board received a presentation on the findings of the Tolling Comparative Analysis for the Cape Fear Memorial Bridge. The comparative analysis, in accordance with federal law, evaluated Traditional Toll Delivery and Public

Private Partnership (P3) Toll Delivery. The comparative analysis demonstrated that both Traditional Toll Delivery and P3 Toll Delivery are likely financially feasible. The report also outlines opportunities, risks, and potential trade-offs for each option. (See Attachment)

- On **February 26, 2026**, NCDOT received a conceptual unsolicited proposal to design, build, finance, operate, and maintain a replacement of the Cape Fear Memorial Bridge.

A discussion of this conceptual unsolicited proposal will be included on the agenda for the WMPO Board's March meeting.

Attachment: Cape Fear Memorial Bridge Replacement Comparative Analysis Report

Cape Fear Memorial Bridge Comparative Analysis

Supplemental Report

February 2026

Prepared for NCDOT by Advisors

Table of Contents

- Table of Contents 1
- Acronyms & Definitions 2
- Project History 4
- Project Overview 5
 - Background..... 5
 - Ongoing Work..... 5
- Delivery Options Overview 6
 - Traditional Toll Delivery 6
 - Public-Private Partnership (P3) Toll Delivery 6
- Comparative Analysis..... 7
 - Overview 7
 - Objectives & Priorities 7
 - Constraints..... 7
 - Risks 8
 - Qualitative Analysis..... 8
 - Quantitative Analysis 10
 - Forecast Inputs 10
 - Results and Findings 14
- Comparative Analysis Findings 15
- Appendix A: Quantitative Analysis – T&R Assumptions 16
- Appendix B: Quantitative Analysis – T&R Results 17
 - Toll Revenue Forecasts 17
 - Toll Transaction Forecasts..... 17

Acronyms & Definitions

Design-Build-Finance-Operate-Maintain (DBFOM): A project delivery method that allows a private sector consortium to design, construct, finance, perform regular maintenance, and rehabilitation of the infrastructure asset over the term of the contract to meet predefined performance specifications.

Electronic Toll Collection (ETC): A technology and toll payment option that allows customers to use a pre-authorized toll account for payments at one or more toll facilities.

Equity: An ownership interest in an asset - in this case, a private ownership interest in an asset such as a project corporation.

Federal Highway Administration (FHWA): An agency within the U.S. Department of Transportation that supports State and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program).

Internal Rate of Return (IRR): A financial metric representing the annualized rate of return expected from an investment.

Metropolitan Transportation Plan (MTP): The plan used by federal, state, and local governments to guide transportation projects in the region.

North Carolina Department of Transportation (NCDOT): A department of the North Carolina state government.

North Carolina General Statutes (NCGS): The official, comprehensive collection of all permanent laws currently in force in North Carolina, enacted by the state legislature (general assembly).

North Carolina Turnpike Authority (NCTA): A business unit of the North Carolina Department of Transportation created by the Authority Act in 2002.

National Environmental Policy Act (NEPA): Signed into law on January 1, 1970. NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions.

Operations and Maintenance (O&M): Costs related to the day-to-day operations and maintenance of a roadway.

Public Private Partnership (P3): A P3 is a government service or private business venture funded and operated through a partnership of government and one or more private sector companies. A P3 involves a contract between a public sector authority and a private party, in which the private party provides a public service or project and assumes substantial financial, technical and operational risk in the project.

Private Activity Bonds (PABs): Tax-exempt debt issued for P3s.

Renewal and Replacement (R&R): Costs related to the major repair or reconstruction of roadway assets.

Right of Way (ROW): Land purchased for the construction, operations, and maintenance of a facility.

State Transportation Improvement Program (STIP): A 10-year state and federal-mandated plan that identifies the construction funding for and scheduling of transportation projects throughout the state.

Traffic and Revenue (T&R) Studies:

- **Level 1 T&R Study:** Also referred to as a “sketch” or “screening” level study. A Level 1 study utilizes existing data sources and models to screen a project and provide conceptual traffic and revenue forecasts.
- **Level 2 T&R Study:** Utilizes existing travel demand models, but incorporates new traffic counts along with speed and delay studies. A Level 2 study also incorporates a socioeconomic review and the value of time from census statistics. This study results in preliminary traffic and revenue forecasts.
- **Level 3 / Investment Grade T&R Study:** Utilizes a full travel demand model and forecasts. A Level 3 study incorporates new traffic counts, speed and delay studies, toll policy, origin and destination surveys, stated preference surveys and incorporates an independent economic review. A Level 3 study results in “Certified” or “Investment Grade” traffic and revenue forecasts that can be used to satisfy Lender, Investor or Rating Agency requirements.

Transportation Infrastructure Finance and Innovation Act (TIFIA): Act from 1998 which provides credit assistance from USDOT for qualified projects of regional and national significance.

Toll Revenue Bonds (TRBs): Bonds issued against future project or asset-specific revenues that are pledged to pay debt service.

Value of Time (VOT): The willingness-to-pay to reduce travel time and is derived by understanding the trade-off between time and money.

Wilmington Urban Area Metropolitan Planning Organization (WMPO): Created in 1973 and tasked with providing a regional and cooperative transportation planning process that serves as the basis for the expenditure of all federal transportation funds in the greater Wilmington Area.

Project History

The Cape Fear Memorial Bridge is a four-lane, steel vertical-lift bridge that carries U.S. 17/U.S. 74/U.S. 421 over the Cape Fear River. The existing bridge was constructed in 1969, and while it is safe, the bridge is reaching the end of its lifecycle and must be monitored, inspected and maintained on a more frequent basis. Traffic delays due to repair and maintenance activities and the operation of the bridge lift cause congestion and make travel times unreliable. The existing bridge also lacks bicycle and pedestrian lanes to support other modes of transportation. The Wilmington Urban Area Metropolitan Planning Organization (WMPO) seeks to develop a replacement bridge (the “Bridge Replacement” or “Project”) to replace the functionally obsolete bridge over the Cape Fear River and address the forecasted needs of the bridge corridor in the design year. The Project expands the capacity of the corridor, improving mobility and efficiency between downtown Wilmington, the Port of Wilmington, and New Hanover County with Brunswick County and the greater southeastern North Carolina Region.

In February 2022, the WMPO adopted a resolution urging consideration of all possible options including tolls and previous proposals for the Project. As part of this evaluation, and as required by the 2021 Infrastructure Investment and Jobs Act for projects exceeding \$750 million, NCDOT prepared a comparative analysis (value for money) for the Project in 2023 to evaluate delivery options, including both a Traditional Toll Delivery and a Public-Private Partnership (P3) Toll Delivery. The analysis showed that a Traditional Toll Delivery, with a \$2.00 (in 2030 \$) base toll rate, would likely score high enough in Prioritization 7.0 (P7.0) to receive funding in the 2026-2035 State Transportation Improvement Program (STIP). In January 2024, the WMPO adopted a resolution requesting NCDOT modify the project submittal to P7.0 to evaluate a toll option.

In May 2025, the WMPO board adopted a resolution to support the continued consideration and pursuit of all possible funding options for the Bridge Replacement. The resolution also supported including the Project as a toll facility in the 2026-2035 STIP and WMPO Metropolitan Transportation Plan (MTP). The Traditional Toll Delivery scored high enough in P7.0 and was included in the 2026-2035 STIP as Project HB-0039 with \$85 million in state funding, with the caveat that the toll status is dependent on amending state law to allow the facility to be tolled.

Since the initial comparative analysis, several key developments have occurred including the North Carolina Department of Transportation (NCDOT) receipt of a Bridge Investment Program federal grant award of \$242 million, a significant increase in the construction cost estimate, and the Project’s inclusion in the 2026-2035 STIP with \$85 million in state funding. In light of these changes, NCDOT has prepared an updated comparative analysis.



Project Overview

Background

The Cape Fear Memorial Bridge Project, STIP Project HB-0039, is an approximately 0.66-mile long six-lane bridge that would carry U.S. 17/U.S. 76/U.S. 421 across the Cape Fear River between Brunswick and New Hanover counties.

There are currently two alternatives of the Project under consideration:

- A movable span bridge with a proposed 65 to 135-foot vertical clearance.
- A fixed span bridge with a 135-foot vertical clearance and trumpet interchange improvements.

The Project includes the construction of:

- Three 12-foot lanes in each direction separated by a 22-foot median, including 11-foot inside shoulders.
- 15-foot multi-use path on the north side of the bridge.
- 12-foot outside paved shoulders.

Additionally, each alternative would change the eastern loop ramps at South Front Street to tie into Wooster and Dawson streets in downtown Wilmington.



The Bridge Replacement would help improve traffic congestion and mobility on a corridor that connects local communities and carries trucks transporting freight to and from the Port of Wilmington. In 2021, annual average daily traffic on the bridge was approximately 69,000 vehicles, including 8,280 trucks, according to the National Bridge Inventory. Traffic volumes are projected to increase to 94,900 by 2050. The proposed maximum speed limit is 50 miles per hour.

Ongoing Work

NCDOT continues to make steady progress across several key workstreams. NCDOT is developing a Programmatic Agreement to address historic architectural effects, advancing the Environmental Assessment, and geotechnical investigations in the corridor are currently underway.

Delivery Options Overview

In this comparative analysis update, NCDOT considered two delivery methods for the Cape Fear Memorial Bridge Project: A Traditional Toll Delivery and a P3 Toll Delivery. Details on the delivery methods can be found below.

Traditional Toll Delivery

The Traditional Toll Delivery approach used by NCDOT and NCTA involves direct oversight of the design, construction, financing, operations, and maintenance of a project, typically under a design-build model. NCTA also manages tolling operations, including both roadside systems and back-office functions. This approach places full responsibility for the project—along with all associated financial risks and potential upside—on the state.

While this method enables NCDOT to maintain complete control over each phase of the project, it also requires the state to assume the primary financial responsibilities and manage the associated risks. Under this approach, the project would likely be procured as a Design-Build (DB) to capture innovation in design and construction. However, compared to a fully integrated delivery model, it may provide fewer opportunities to align design, construction, operations, and maintenance in a way that optimizes lifecycle costs.

Financing for a Traditional Toll Delivery project typically involves a combination of funding sources, including a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, toll revenue bonds, and state contributions. A TIFIA loan, which can cover up to 49% of eligible project costs, and toll revenue bonds are secured by anticipated toll revenues. The remaining capital requirements are met through state-provided public contributions. Consequently, NCDOT and NCTA assume responsibility for managing and mitigating any revenue risks associated with the project.

Public-Private Partnership (P3) Toll Delivery

The P3 Toll Delivery model represents a long-term partnership where NCDOT selects a private developer to design, build, finance, operate, and maintain a project under a Design, Build, Finance, Operate, and Maintain (DBFOM) agreement. These agreements typically span 50 years, with the state retaining ownership of the project throughout the contract period. In this model, the private developer assumes financial risk and managerial responsibility, overseeing all aspects of the project, including lifecycle costs, revenue risk and upside, and funding.

The private developer finances the project using a combination of debt and equity, while NCDOT would contribute public funds to address any funding shortfall. The debt component often includes a mix of federal TIFIA loans, tax-exempt Private Activity Bonds (PABs), taxable bonds, and bank loans. The developer is granted the right to charge tolls on the bridge, as outlined in the project agreement, and takes on the risk related to the revenue collected. Additionally, NCTA is expected to provide back-office support and customer service, ensuring a seamless customer experience with other NCTA facilities, and enhancing the overall effectiveness and efficiency of the project.

Comparative Analysis

Overview

The comparative analysis evaluation process is shown in the graphic below. The evaluation process involved identifying project objectives, constraints, and risks, and prioritizing the objectives according to NCDOT's and stakeholders' goals. The Project was then assessed using both qualitative and quantitative analyses. To support this effort, NCDOT engaged several advisors: HNTB as the program manager, PFM (NCTA's financial advisor) for financial structuring of the Traditional Toll Delivery scenarios, HDR as the environmental and design advisor, and CDM Smith as the traffic and revenue advisor.



Objectives & Priorities

Key objectives of the Project, identified and prioritized during the comparative analysis, include:

- Accelerate project delivery timetable
- Minimize state/regional/local public funding contribution
- Minimize toll cost and its impact on the local community
- Improve traffic flow while minimizing traffic diversion
- Accommodate navigational, heavy vehicle, and pedestrian needs
- Preserve the integrity of the area while enhancing its economic competitiveness
- Eliminate the vulnerabilities and the maintenance burden associated with the existing bridge while achieving a reliable operations and maintenance cost

Constraints

The primary constraint for the Cape Fear Memorial Bridge is the project's funding structure, which currently relies on tolling to close the gap between available and required resources. Implementing tolling, however, would require legislative action. North Carolina General Statute (NCGS) § 136-89.187 currently prohibits the conversion of any segment of the non-tolled State Highway system to a toll facility. Another key constraint is obligating the \$242 million Bridge Investment Program federal grant. Several critical milestones must be achieved before the funds can be obligated, including execution of a grant agreement with the Federal Highway Administration (FHWA), an action for which the agency has requested at least six months for review and approval. In addition to the executed grant agreement, the NEPA process must be completed, the Initial Financial Plan required by FHWA for major projects must be completed, and a Request for Proposals must be advertised prior to obligation, which are all anticipated for early 2027. With a federal obligation deadline of September 30, 2027, the project schedule contains very little float, putting the federal grant award at risk if delays occur. NCDOT is currently targeting late August to early September 2027 to obligate the grant funding. Failure to meet this deadline would jeopardize the federal grant award, which would in turn significantly impact the financial structure and viability of the Project.

Risks

Key risks associated with the Project were identified and assessed across various dimensions, including permitting needs, construction costs and complexity, funding, and financing. These risks were categorized into three primary groups: Financial, Delivery, and Other. This categorization helped guide the qualitative analysis for the Project.

The quantitative analysis did not include specific financial risk adjustments beyond standard design-build contingencies. For the P3 Toll Delivery model, the risk allocation incorporated into the quantitative analysis reflects practices from recent successful U.S. projects. **Table 1** below outlines the identified Project risks.

Table 1: Project Risks

Financial	Delivery	Other
Project Funding Gap	Environmental Compliance	Traffic Diversion
Revenue Risk	Permit Issuance and Conditions	Public Acceptance of Tolls
Financing Cost	Construction Complexity	Unknown Toll Rates while Planning
Construction Cost Inflation	Utility Relocation	
Competitive Pressure (in bid)	ROW Acquisition	
	Unknown Field/Geo-technical Conditions	
	Traffic Management during Construction	

Qualitative Analysis

The comparative analysis evaluates the Traditional Toll and P3 Toll delivery approaches, through a qualitative analysis of program impacts. Each delivery approach offers unique benefits and trade-offs, particularly in areas such as risk allocation, innovation, and public perception. This analysis highlights the strengths and challenges of each approach, underscoring the importance of selecting the model that aligns best with the project’s goals and constraints. While the qualitative insights are valuable, they must be integrated with a comprehensive assessment of the project’s financial viability to ensure informed decision-making. Each delivery model presents a balanced set of risks and benefits, as can be seen in **Table 2**.

The P3 Toll delivery model leverages private-sector expertise to introduce innovation and enhance operational performance, which can lead to better traffic management and more efficient long-term maintenance. In contrast, the Traditional Toll approach offers stronger program flexibility and direct oversight, though it may lack the adaptability and innovation seen in P3 arrangements. Neither option clearly outperforms the other — their advantages and limitations depend on stakeholder priorities and project objectives.

Under the P3 structure, significant revenue and lifecycle risks are transferred to the private partner, reducing the public sector’s exposure to cost overruns and operational inefficiencies. This delivery approach also broadens funding sources by combining private capital with public financing. However, while revenue risk shifts away from NCDOT, any potential upside is also ceded to the developer. Conversely, the Traditional Toll model relies exclusively on public funding, maintaining full control over toll revenues and offering a simpler financial framework. This simplicity, however, comes with greater exposure to construction and O&M risks. Additionally, the Traditional Toll approach allows NCTA to issue more debt through a gross revenue pledge structure, unlike the net revenue pledge used in P3 financing, though this increases financial risk for NCDOT.

Table 2: Qualitative Analysis

Program Impact	Traditional Toll	P3 Toll	Definitions
Project Delivery	✓	✓	Ability to achieve value through competition, accelerated Project delivery, and design / construction risk transfer.
Revenue Risk		✓	Ability to transfer risk associated with traffic and revenue underperformance / outperformance.
O&M and Lifecycle Risks		✓	Transfers long-term risk and provides more incentive to optimize conditions.
Disputes and Compensation	✓		Lower probability and financial impact associated with Disputes.
Innovation	✓	✓	Incentivizes and allows innovations to improve operations and maintenance, traffic flows, and revenue.
Program Flexibility	✓		Ability to address changing market needs (i.e., regulation, consumer behavior, etc.).
Cost of Capital	✓		Cost at which the Parties would borrow money to fund the Project.

✓ Indicates possible positive impact vis-a-vis the other approach.

This qualitative analysis of the Project shows that neither the Traditional Toll nor the P3 Toll delivery approaches have a definitive advantage regarding qualitative benefits. Each delivery approach balances its opportunities and risks, with trade-offs that must align with project objectives and stakeholder expectations. While the qualitative considerations are important, the Project's financial viability plays a critical role in determining the optimal delivery model.

Quantitative Analysis

The quantitative analysis examines the funding and financing methods for the Project, including the potential need for public funds, under the Traditional Toll Delivery and P3 Toll Delivery models.

Under a Traditional Toll Delivery, NCDOT funds the Project's design and construction through a combination of toll revenue-supported debt, such as toll revenue bonds and a federal TIFIA loan, and public funding contributions. NCDOT, via NCTA, is also responsible for operating and maintaining the Project. Any surplus net toll revenues, after covering debt service, operations, maintenance, and renewal or replacement costs, would remain with NCDOT. Per NCGS § 136-89.188, revenues derived from an NCTA project shall be used only for the project from which the revenue was derived or a contiguous toll facility. Additionally, per NCGS § 136-89.196, upon fulfillment of any obligations in connection with the issuance of revenue bonds, NCTA shall remove tolls from the project.

Alternatively, in the P3 Toll Delivery, a private developer takes responsibility for financing the Project's design and construction, utilizing a combination of toll revenue-backed debt and equity, while NCDOT contributes public funds to address any funding shortfall. In this framework, the Developer retains toll revenues, with a mechanism in place for NCDOT to share in any excess revenues if they outperform projections.

Forecast Inputs

To evaluate the financial feasibility of the two delivery methods, financial models were created for both the Traditional Toll and P3 Toll approaches. These models incorporated project timelines, construction costs, operations and maintenance expenses, toll system costs, and renewal and replacement expenditures, along with anticipated traffic and toll revenue projections. The analysis also reviewed the capital structures of each approach, considering financing mechanisms such as debt capacity for both scenarios and equity for the P3 model, offering a thorough comparison of the financial outcomes associated with each delivery option.

Schedule

Table 3 summarizes the schedule assumptions at the time the comparative analysis was prepared. As project development progresses, these dates will likely change. Both delivery approaches assume a five-year design and construction period from January 2029 through December 2033, with the project opening to traffic in January 2034.

Although Design-Build procurements are typically shorter than DBFOM procurements, the DBFOM model provides integrated developer oversight of design and construction, which can streamline coordination and potentially compress the overall delivery timeline. As a result, it is reasonable to assume comparable construction durations for both approaches and a common opening date of January 2034. In addition, the P3 developer has a strong incentive to achieve early completion because earlier opening accelerates toll revenue and returns.

Table 3: Project Schedule Assumptions

Schedule / Term Assumptions	Traditional Toll & P3 Toll Deliveries
Design & Construction Period	Jan. 2029 – Dec. 2033
Design & Construction Term	5 years
Operations Period	Jan. 2034 – Dec. 2083
Operations Term	50 years

For consistency in the comparative analysis, both approaches assume a 50-year operating term, from January 2034 through December 2083. Traditional toll delivery debt is often amortized over 35–40 years,

while P3 toll delivery typically requires a longer term (approximately 50 years) to support equity return requirements.

Construction Cost

When comparing construction-related costs for the Cape Fear Memorial Bridge, it is important to recognize that NCDOT would not self-perform design or construction under either delivery approach. In both cases, the work would be executed by private-sector teams under NCDOT oversight. The key difference is how the contracts are structured and how construction risk, particularly cost growth and schedule delay, is allocated.

Under a Traditional Toll Delivery approach, NCDOT would contract directly for delivery (e.g., design-build) and would retain more exposure to risks such as unforeseen conditions, scope refinement, and change orders. Consistent with standard practice, NCDOT would include larger reserves and allowances, as well as higher agency and administrative costs, to protect against budget disruption and to ensure unexpected costs do not crowd out other statewide priorities.

Under a P3 Toll Delivery approach, NCDOT would contract with a private developer responsible for delivering the project and managing its design and construction teams. This structure transfers a greater share of cost and schedule risk to the developer. As a result, contingencies and allowances carried by the public sector can be lower because the developer is generally responsible for absorbing many categories of overruns and delay impacts (subject to the contract’s risk allocation).

As shown in **Table 4**, total project costs are estimated at \$1,298 million (YOE) for Traditional Toll Delivery versus \$1,182 million (YOE) for P3 Toll Delivery - a difference of \$116 million. The difference is driven primarily by:

- Lower base design and construction costs under the P3 approach (\$837 million vs. \$896 million), reflecting contractor/developer integration and pricing under risk transfer.
- Lower administrative allowance and agency costs under the P3 approach (\$132 million vs. \$169 million), consistent with a reduced NCDOT delivery burden when a developer manages delivery.
- Lower inflation exposure under the P3 approach (\$175 million vs. \$195 million), reflecting a lower underlying cost basis and the effects of schedule/cost responsibility being concentrated with the developer.

Table 4: Construction Cost

Construction Cost (2025 \$ millions)	Traditional Toll	P3 Toll
Base Design and Construction Costs <i>(includes design and construction components such as roadways, bridges, drainage, etc.)</i>	\$896	\$837
Right of Way, Landscaping, & Utility Relocation	\$27	\$27
Toll Integration	\$11	\$11
Total Design and Construction Related Cost	\$934	\$875
Administrative Allowance, & Agency Costs	\$169	\$132
Inflation	\$195	\$175
Total Project Costs (YOE \$ millions)	\$1,298	\$1,182

Overall, the P3 approach reflects greater cost certainty through risk transfer and a reduced need for public-sector overhead and contingency allowances, while the Traditional approach preserves greater direct control but requires NCDOT to carry more of the financial exposure associated with delivery.

Operating & Renewal and Replacement Costs

The operating and renewal and replacement costs for the Project are summarized into four categories: toll operations, routine maintenance, overhead and other costs, and renewal and replacement. Costs related

to toll operations and routine maintenance occur annually, whereas renewal and replacement costs are assumed at various intervals over the life of the Project. The projected operating costs used in the comparative analysis for the Project are presented in **Table 5**.

Table 5: Operating & Renewal and Replacement Costs

Average Annual Costs (2034 to 2060, YOE \$ millions)	Traditional Toll	P3 Toll
Toll Operations	\$16.9	\$20.7
Routine Maintenance	\$0.1	\$0.1
Overhead and Other Costs	\$0.0	\$2.2
Renewal and Replacement	\$1.5	\$1.5
Average Annual Costs	\$18.5	\$24.6

Activities associated with toll collection and customer service are included in the toll operations costs. These costs are calculated based on the number of projected transactions each year, and the cost per transaction is determined based on historic costs seen on other operational toll facilities in North Carolina. The toll operations costs for the Project include, but are not limited to, supporting the

operations and maintenance of the toll collection systems, distributing transponders, and costs related to the call center facilities and staffing. The toll operations costs for the Traditional Toll Delivery and P3 Toll Delivery differ due to the delivery approaches assuming different traffic forecasts and transaction volume forecasts, which is discussed in more detail in the Traffic and Revenue Section below.

Routine maintenance costs for the Project are related to maintaining the bridge in sound condition. The Traditional Toll Delivery and P3 Toll Delivery assume the same routine maintenance activities and costs for the Project. The routine maintenance costs assume activities such as maintaining pavement surfaces and markings, signage, snow and ice removal, drainage, lighting, and litter removal. The unit costs for these activities are based on maintenance costs seen on other NCDOT projects.

Renewal and replacement costs are related to unusual or extraordinary maintenance, repairs or replacements, that are not planned to recur annually. A new bridge should require relatively minor renewal and replacement costs during the initial years of operations. As elements are subjected to aging and wear, the amount of maintenance and rehabilitation required over time will increase. Similar to the routine maintenance costs, the same renewal and replacement activities and associated costs were assumed in both the Traditional Toll and P3 Toll deliveries for the comparative analysis. These costs include major pavement maintenance, joint maintenance, sign replacement and toll collection system replacement.

Traffic and Revenue

The traffic and revenue (T&R) forecasts used in this analysis were prepared by CDM Smith (Level 2 T&R Study) and are applied consistently across both delivery approaches. In both cases, the forecasts use the same vehicle eligibility and classification framework (passenger and commercial vehicles), assume all-electronic tolling (transponder and bill-by-mail), and apply the same commercial vehicle multipliers.

Table 6: Average Annual Revenue

Average Annual Revenue (2034 to 2060, \$ millions)	Traditional Toll (Base Revenue Case)	P3 Toll (Developer Revenue Case)
Passenger Vehicles Revenues	\$91	\$105
Commercial Vehicles Revenues	\$19	\$22
Other Revenues	\$2	\$2
Annual Toll Revenues	\$112	\$129

Average annual revenues for the 2034 to 2060 period (2025\$) are summarized in **Table 6**. In the Base Revenue Case, total average annual revenue is \$112 million (Passenger \$91 million, Commercial \$19 million, Other \$2 million). In the Developer Revenue Case, total average annual revenue is \$129 million (Passenger \$105 million, Commercial \$22 million, Other \$2 million).

The Traditional Toll analysis relies on the advisor's Base Revenue Case, consistent with conservative assumptions commonly used for public-sector planning and financing. Key inputs include: (1) all vehicles

eligible; (2) no toll discounts; (3) transponder or bill-by-mail collection with transponder rates discounted by 50 percent relative to bill-by-mail; (4) 66 percent transponder share at opening (2034); (5) value of time (VOT) that grows with CPI; and (6) annual toll rate increases equal to CPI plus adjustments driven by demand/congestion.

The P3 Toll analysis uses the advisor’s Developer Revenue Case. Importantly, the Base and Developer cases assume the same toll rates; differences in results are therefore driven by demand and willingness-to-pay assumptions rather than pricing. The Developer Revenue Case reflects higher growth and higher VOT, including: (1) the Base Case trip table increased by 10 percent to represent higher growth conditions; and (2) VOT set at Base Case plus 20 percent and assumed to grow with CPI plus an additional 0.5 percent annually. The Developer Revenue Case also assumes a lower opening-year transponder share of 58 percent (vs. 66 percent in the Base case), with the same bill-by-mail / transponder structure and 50 percent transponder discount.

Overall, the Developer Revenue Case produces higher average annual revenues than the Base Revenue Case as seen in Table 6, consistent with typical market practice where developer cases often exceed advisor base cases due to different risk posture and revenue-optimization objectives.

Financing Assumptions

When evaluating financing for the Project, the Traditional Toll and P3 Toll delivery approaches use different capital structures and allocate risk differently. Two key distinctions are: (1) the inclusion of developer equity in the P3 approach (not present under Traditional Toll), and (2) the use of a gross revenue pledge under Traditional Toll versus a net revenue pledge under P3 Toll, which affects both risk allocation and the amount of debt the project can support. Financing assumptions can be found below in **Table 7**.

Table 7: Financing Assumptions

Financing Assumptions <i>(in Base Case)</i>	Traditional Toll	P3 Toll
Debt - TIFIA Interest Rate	4.6%	4.6%
Debt - TIFIA Tenor	40-years	40-years
Debt - TRB (Traditional Toll) / PABs (P3 Toll) Interest Rate	5.0%	6.0%
Debt - TRB (Traditional Toll) / PABs (P3 Toll) Tenor	40-years	39-years
Equity Pre-Tax IRR	N/A	13.5%

Under the Traditional Toll Delivery approach, the Project is financed by the public sector through toll revenue-supported debt, assumed to include a TIFIA loan and toll revenue bonds (TRBs) where feasible. Consistent with NCTA practice, this structure is typically supported by a gross revenue pledge, meaning toll revenues are applied to debt service before operating and maintenance (O&M) and renewal and replacement (R&R) costs. This can increase debt capacity, but it also leaves the public sponsor exposed if toll revenues are insufficient because the state remains responsible for funding O&M and any R&R.

Under the P3 Toll Delivery approach, a private developer finances design and construction using non-recourse project debt and developer equity. Debt is assumed to include a TIFIA loan and, where feasible, tax-exempt Private Activity Bonds (PABs), alongside developer equity targeting a 13.5% pre-tax Internal Rate of Return (IRR). Any remaining funding gap would require public contributions, similar to the Traditional approach. The P3 structure is assumed to rely on a net revenue pledge, under which toll revenues first cover operating costs and only the remaining net revenue is available for debt service. This framework shifts more operating and revenue risk to the private developer and reduces the state’s direct exposure, but it typically limits leverage relative to a gross revenue pledge because debt repayment is subordinated to O&M.

Results and Findings

Base Case Results

The base case results, as presented in **Table 8**, are derived from project inputs and forecasts provided by NCDOT's advisors. These proposed project inputs and forecasts are meant to align with more cautious expectations, ensuring that the forecasts are acceptable to lenders and other stakeholders.

The base case results of the quantitative analysis show that a P3 Toll Delivery could offer cost savings as well as additional funding from the introduction of equity. The analysis shows that a P3 Toll Delivery approach has a total project cost of \$1,182 million which is lower than the \$1,298 million projected for the Traditional Toll Delivery.

A developer introducing equity in a P3 Toll Delivery allows for more optimistic traffic and revenue projections. This delivery approach generates a net cash flow of \$267 million as compared to the \$327 million under the Traditional Toll Delivery.

After including the \$85 million in STIP funding and the \$242 million federal grant award, a funding gap is not currently projected for either a Traditional Toll Delivery or a P3 Toll Delivery. The comparative analysis base case results show excess value (a potential concession payment) for the P3 Toll Delivery approach of \$60 million.

Table 8: Base Case Results

Base Case Results Summary Sources and Uses (\$ millions)	Traditional Toll	P3 Toll
Total Project Cost	\$1,298	\$1,182
Debt (transaction costs netted)	\$971	\$644
Equity	\$0	\$271
Total Funding Gap (without STIP funding)	\$327	\$267
STIP Funding	\$85	\$85
Federal Grant	\$242	\$242
Total Funding Gap / (Surplus)	\$0	\$(60)

Comparative Analysis Findings

In November 2025, the base case financial results from the updated comparative analysis were presented to the WMPO, indicating that both a Traditional Toll Delivery and P3 Toll Delivery are likely financially feasible. The analysis highlights there is likely no anticipated funding gap for either the Traditional Toll Delivery or P3 Toll Delivery. It is important to note, however, there are various factors that could alter the financial feasibility for either delivery option. This updated comparative analysis assumed a base toll rate of \$2.00 (in 2030 \$) and the financing cases run for each delivery approach did not include additional contingencies. Additional traffic and revenue analyses and forecasts would need to take place to confirm the base toll rate that would be necessary to maintain the financial viability of the project. While both a Traditional Toll Delivery and P3 Toll Delivery are likely financially feasible, this analysis presents the opportunities, risks and associated trade-offs for each option that should be considered when determining which approach best meets the Project's objectives and stakeholder priorities.

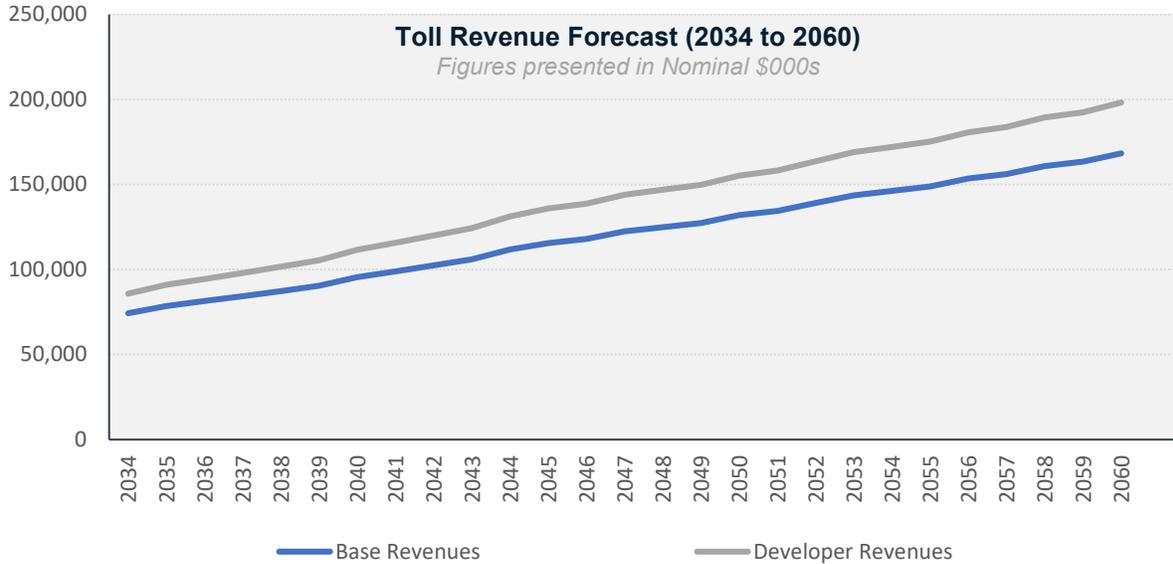
Appendix A: Quantitative Analysis – T&R Assumptions

Attribute	Base Revenue Case	Developer Revenue Case
Eligible Vehicles	All Vehicles	Same
Toll Discounts	No Discounts	Same
Toll Collection Methodology	Transponder or Bill by Mail	Same
Non-transponder Toll Rates Factor/Multiplier	Transponder rates are discounted by 50% from Bill by Mail rates	Same
ETC Penetration (2034)	The transponder share is 66%	The transponder share is 58%
Future Model Years	2025, 2035 and 2045	Same
Population Assumptions	Based on WMPO TDM Model that covers New Hanover County and portions of Brunswick and Pender Counties.	Base Case trip table increased by 10% to represent higher growth
Employment Assumptions	Based on WMPO TDM Model that covers New Hanover County and portions of Brunswick and Pender Counties.	Base Case trip table increased by 10% to represent higher growth
Real VOT Changes	VOT grows with CPI.	Base Case VOT +20%, grows with CPI +0.5%
Annual Toll Rate Increases	CPI + adjustments based upon increased demand / congestion	Same
Commercial Vehicle Multiplier	2x for three-axle vehicles or two-axle vehicles with a one-axle trailer. 4x for vehicles with four or more axles.	Same
Hours of Operation	24 hours a day, 7 days a week, all year	Same

Note: The Traffic and Revenue forecast assumes there are no new crossings / increased capacity for other crossings of the Cape Fear River in the Project vicinity.

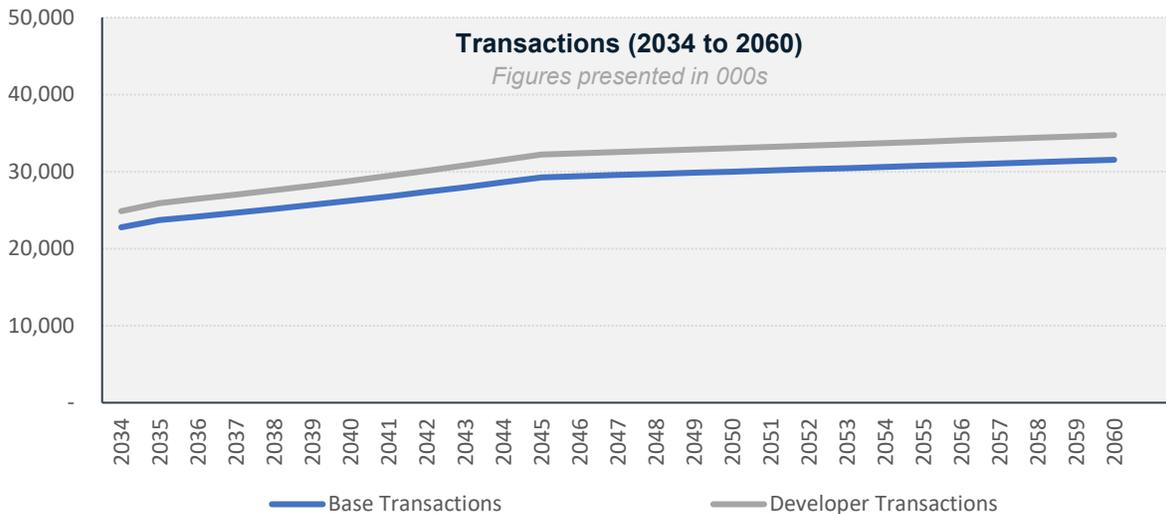
Appendix B: Quantitative Analysis – T&R Results

Toll Revenue Forecasts



- Through 2060 the Developer Revenue Case forecast is 17% higher than the Base Revenue Case forecast on average.

Toll Transaction Forecasts



- Over the same time period, the Base Revenue Case traffic (number of transactions) forecast is on average 10% higher than the Developer Revenue Case traffic forecast.



WMPO Planning and Project Updates March 2026

Long-Range Planning Activities:

SAFE STREETS AND ROADS FOR ALL SAFETY ACTION PLAN

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

Project Status and Next Steps:

- Round 2 of community engagement began mid-December 2025 and wrapped up on February 22, 2026. This round focused on draft countermeasures and safety improvements and resulted in 719 survey responses and 177 map comments.
- A summary of Round 2 engagement is being developed and will be added to the project website when completed.
- Project prioritization and countermeasure identification is underway, and non-infrastructure recommendations are being developed.
- A fourth project steering committee meeting will be held on March 23, 2026, at the WMPO office.
- A draft of the Safety Action plan is expected in April 2026.

CAPE FEAR TRAILS – REGIONAL TRAIL ETIQUETTE CAMPAIGN AND SIGNAGE GUIDE

Project Description/Scope: The WMPO has begun work on the Cape Fear Trails trail etiquette campaign and signage guide in response to feedback from member jurisdictions and planning partners. This effort focuses on improving trail signage regionally and promoting consistent trail etiquette to support safe and comfortable use of shared-use trails by all users. The campaign and guide are being informed by partner input and best practices to establish clear, regionwide messaging and signage guidance. These resources are intended to improve safety, accessibility, and the overall trail experience.

Project Status and Next Steps:

- Research into regional trail signage guides and trail etiquette campaigns began in Fall 2025 to identify best practices and regional precedents.
- WMPO staff met with member jurisdictions in November 2025 to discuss and refine regional branding, proposed trail etiquette rules, and trail etiquette toolkit materials.

- Draft trail etiquette materials and an overview of the draft signage guide were presented at the November TCC and Board meetings to garner additional feedback.
- Development on the draft trail signage guide occurred throughout Winter 2025/2026.
- Draft materials were provided to member jurisdictions for review and comment and were presented to the TCC and Board in January 2026, with an additional presentation to the City of Wilmington Parks and Recreation Advisory Board.
- Materials were refined based on feedback received from WMPO planning partners and committees.
- The WMPO TCC and Board formally endorsed the Cape Fear Trails materials at the February 2026 meetings.
- WMPO staff are in the process of finalizing the rollout for Cape Fear Trails, including a Cape Fear Trails webpage and community outreach focused on trail etiquette. The Cape Fear Trails webpage will serve as a centralized resource for partners to access the signage guide, materials supporting the implementation of Cape Fear Trails wayfinding signage, and the trail etiquette toolkit.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Project Description/Scope: The TDM “Go Coast” program works to increase the use of alternative transportation by WMPO residents and decrease Vehicle Miles Traveled (VMT) by working with employers, WMPO member jurisdictions, higher education, and other partners. In October 2025, the WMPO board adopted *Cape Fear Navigating Change 2050*, the latest update to the region’s Metropolitan Transportation Plan (MTP). Appendix L of the plan includes a short-range Transportation Demand Management (TDM) plan outlining activities for 2026 through 2030. Action items for the Go Coast program included in the short-range plan are informed by the MTP’s five goals of safe, fair, connected, resilient, and proactive.

Go Coast Current Initiatives and Project Statuses:

- Go Coast Committee - The next regular Go Coast committee meeting is scheduled to take place virtually on Thursday, May 21, from 3-5 p.m.
- In February 2026, the WMPO applied again for 100 children’s bicycle helmets through NCDOT’s Bicycle Helmet Initiative. If awarded, helmets will be distributed throughout the year at WMPO outreach in conjunction with safety education from the Be A Looker campaign.
- Planning for the 36th Annual River to Sea Bike Ride is underway. This year’s ride will take place on Saturday, May 2, 2026. There will be a River to Sea Bike Ride Expo on Friday, May 1, from 3-7 p.m. at Empie Park, where participants can get a free bike check, purchase swag, learn more about the ride route and safety, and interact with ride sponsors. Preregistration for the ride will open on April 1.
- National Bike Month is observed each May. In recognition of this national initiative, the WMPO will celebrate Bike Month throughout the region, including National Bike to Work Day on Friday, May 15.

Development Review Activities:

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

SITE DEVELOPMENT PLAN REVIEW

31 total plan reviews (27 formal; 3 informal; 1 concept)

- City of Wilmington Formal Reviews: 10
- City of Wilmington Informal Reviews: 0
- City of Wilmington Concept Reviews: 0
- City of Wilmington Full Releases: 4
- Town of Leland Formal Reviews: 6
- Town of Leland Informal Reviews: 0
- New Hanover County Formal Reviews: 10
- New Hanover County Informal Reviews: 1
- New Hanover County Sketch Plan Reviews: 1
- Pender County Formal Reviews: 1
- Pender County Informal Reviews: 2
- Town of Belville Reviews: 0
- Town of Navassa Reviews: 0
- Town of Carolina Beach Reviews: 0
- Town of Kure Beach Reviews: 0
- Town of Wrightsville Beach Reviews: 0
- Brunswick County Reviews: 0

TRAFFIC IMPACT ANALYSIS (TIA) REVIEW

18 total active (2 new; 15 under review, 1 approved)

- New Hanover County 6 (1 new, 4 under review, 1 approved) Hilton Bluffs – approved
- City of Wilmington 5 (0 new, 5 under review, 0 approved).
- Carolina Beach 0
- Town of Belville 0
- Town of Leland 1 (0 new, 1 under review, 0 approved).
- Town of Navassa 0 (0 new, 0 under review, 0 approved).
- Pender County 4 (1 new, 3 under review, 0 approved).
- Brunswick County 2 (0 new, 2 under review, 0 approved).

Locally Administered Projects Program (LAPP) Updates:

BL – 0059 TOWN OF KURE BEACH - FORT FISHER BOULEVARD/K AVENUE AND NORTH 3RD STREET PEDESTRIAN SAFETY IMPROVEMENTS

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

Project Status and Next Steps:

- Project kick-off meeting in March 2023.
- Contract approved by Kure Beach Town Council in June 2023.
- 100% final design and signal plans are complete; currently under review by NCDOT.
- Contract underway for construction inspection.
- ROW currently in progress.
- Bid for construction expected early Summer.

EB-6025- TOWN OF BELVILLE- RICE HOPE MULTI-USE PATH

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

Project Status and Next Steps:

- Approaching project close-out, a ribbon-cutting ceremony was held on 1/29/2026.

EB- 6026- TOWN OF BELVILLE- BELVILLE ELEMENTARY- MULTI-USE PATH

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

Project Status and Next Steps:

- Approaching project close out, a ribbon cutting ceremony was held on 1/29/2026.

HL-0109 – CITY OF WILMINGTON - 3rd Street/Ann Street Traffic Signal

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

Project Status and Next Steps:

- Private Engineering Firm has completed final signal design plans.
- The contract has been awarded; shop drawings will be provided by the end of February.
- The anticipated pole delivery date is November 2026.
- Tentatively planning to install this new signal and 3rd/Orange projects together in November 2026 when materials are available.

HL-0110 - CITY OF WILMINGTON - 3rd Street/Orange Street Traffic Signal

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

Project Status and Next Steps:

- Private Engineering Firm has completed final signal design plans.
- The contract has been awarded; shop drawings will be provided by the end of February.
- The anticipated pole delivery date is November 2026.
- Tentatively planning to install this new signal and 3rd/Ann together in November 2026 when materials are available.

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

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

Project Status and Next Steps:

- 100% construction plans have been reviewed and approved by NCDOT.
- Received our Concurrence to Award Construction Authorization to begin construction.
- Construction Bid Accepted and contract is in approval process with NCDOT.
- Construction oversight contractor accepted in approval process with NCDOT.
- Timeless Construction is planning to begin construction along Middle Sound Loop Rd to coincide with construction along Market St.
- Held Pre-Construction meeting August 20th.
- Began construction along Market st portion on Sept. 22.
- Erosion control measures and silk fencing was installed along Market St section of path.
- Timeless Construction received certification for fill being used on one section along Market St.
- Held wet utility meeting with Cape Fear Public Utility Authority on Oct 22nd.
- Construction is ongoing.
- Grading has begun along Market St and Middle Sound Loop.
- Erosion control measures have been installed along Market St.

BL-0118 North College Road Pedestrian Improvements

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

Project Status and Next Steps:

- CEI exemption letter was sent to NCDOT for approval.
- Received updated signal plans from DOT regarding the switch to their new software system.
- 100% design plans submitted to NCDOT for review and have been approved.
- Right of way acquisition- 15/15 properties signed and completed (all 15 property owners have been contacted).
- Received Right of Way Certification from NCDOT.
- Construction authorization was not granted from FWHA to proceed with this project. Current bids have been revoked, and the project will have to be rebid.
- Categorical Exclusion Consultation forms have been filed and are awaiting approval.
- All documents necessary for Construction authorization have been loaded into EBS.

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY

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

Project Status and Next Steps:

- Project has been completed.

- Project close-out is in progress.

BL-0074 – TOWN OF LELAND- US 17 Pedestrian crossing at Olde Waterford Way/Ploof Road

Project Descriptions/Scope: Installation of signalized pedestrian crossing at the intersection of US 17/Olde Waterford Way/Ploof Road in Leland, NC

Project Status and Next Steps:

- NCDOT Agreement executed Aug 24, 2023.
- PE funds authorized Sep 14, 2023.
- Exult Engineering contract fully executed Aug 19, 2024.
- Categorical Exclusion (CE) Environmental Documents approved Jan 6, 2025.
- Preliminary Design/Right of Way (75%) plans approved Mar 10, 2025.
- ROW Funding Authorization approved on Jun 10, 2025.
- Environmental consultation form approved in EBS Jan 27, 2026.
- NCDOT LAP Agreement Change Request fully executed Jan 29, 2026 & approved in EBS Feb 3, 2026.
- Final Design (100%) plans, specifications, and estimate approved in EBS Feb 19, 2026.
- Right of Way Certification TBD.
- Request for Construction Authorization TBD.
- Project Completion September 14, 2028.

U-5534C - WRIGHTSVILLE AVENUE/GREENVILLE AVENUE TO HINTON AVENUE

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

Project Status and Next Steps:

- Pre-Construction Meeting held on January 20, 2026.
- Begin Construction – Early February 2026.
- Construction Complete – Anticipated February 2027.

U-5534G –CITY OF WILMINGTON- HOOKER ROAD MULTI-USE PATH

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

Project Status and Next Steps:

- Pre-Construction Meeting held on January 20, 2026.
- Begin Construction – Early February 2026.
- Construction Complete – Anticipated February 2027.

U-5534H –CITY OF WILMINGTON- HINTON AVE MULTI-USE PATH

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

Project Status and Next Steps:

- Pre-Construction Meeting held on January 20, 2026.
- Begin Construction – Early February 2026.

- Construction Complete – Anticipated February 2027.

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

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

Project Status and Next Steps:

- Agreement executed with NCDOT on May 24, 2022.
- PE Authorization obtained on January 20, 2023.
- Design kick-off meeting between City and RS&H staff held on January 31, 2023.
- 25% Plans approved by NCDOT on February 12, 2024.
- Environmental Document approved on May 7, 2024.
- Design put on hold in May 2024 due to insufficient funds for Construction.
- Additional funds through the MPO's DA program were awarded on October 30, 2024.
- Design re-start meeting held on January 8, 2025.
- ROW Plans submitted on November 14, 2025 – currently under review by NCDOT.
- Utility Coordination in progress.

U-6235 – CITY OF WILMINGTON/NEW HANOVER COUNTY – Signal Pre-emption

Phase 2

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

Project Status and Next Steps:

- Project has received Supplemental Funding for construction. Agreement was approved by WMPO, NCDOT and City Council. Contracts are executed.
- Project has received a 2-year extension to April 30, 2027, from NCDOT to allow additional funding requests, bidding, construction, and closeout.
- Project was advertised January 12 and opened February 10th, 2026. 3 bids were received.
- A low responsive bid was received from Terry Spell Mechanical Services, Inc for \$1,190,000 which is within 10% of engineers estimate.
- Staff is working to verify the budget and develop a Resolution to present to the City Council.
- A contract is expected in April with construction starting in late May or early June.

EB-6039 – CAROLINA BEACH – Multimodal Improvements

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

Project Status and Next Steps:

- 90% Plans have been uploaded to EBS.
- On April 29, 2025, the Town and Kimley Horne held a community meeting to discuss the plans and specifically Temporary Construction Easements (TCE) for property owners who will be directly impacted by the project.

- Categorical Exclusion documents revised, fully executed and submitted.
- Met with Kimley Horn and PPS to discuss TCE progress.
- Held a meeting with NCDOT on February 24 to discuss project progress and next steps.
- Tentative Construction bid date is expected in July/August 2026.

EB-6027 – Signal Installation at Sloop Point and Country Club Road

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

Project Status and Next Steps:

- Awaiting Finalized Agreement Before Proceeding.

EB-6027 – Signal Installation at Lanvale Road and Fletcher Road NE/Village Road

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

Project Status and Next Steps:

- Awaiting Finalized Agreement Before Proceeding.

EB-6027 – Signal Installation at Lake Park Boulevard and Federal Point Driveway

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

Project Status and Next Steps:

- Awaiting Finalized Agreement Before Proceeding.

BL-0181 – South College and 17th Street to Piner Road Multi-use Path

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

Project Status and Next Steps:

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

BL-0180 – Kerr Avenue Trail

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

Project Status and Next Steps:

- Project feasibility study and design have been completed.

- Awaiting a finalized agreement with NCDOT to authorize funds to begin ROW acquisition and construction.

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

Project Description: This project includes the design phase only for the 3.91-mile-long, 10'-12' wide multi-use path. Along Country Club Drive and Jenkins Road in Pender County.

- Agreement is in place as of January 8, 2026.
- RFLOI is currently under review by the state.

TC – 0021 WAVE PASSENGER AMENITIES AND UPGRADES

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

Project Status and Next Steps:

- The project was awarded funds in November 2021
- NC Board of Transportation approved the flex request in January 2023
- Flex request confirmed end of April 2023
- Letters from NCDOT transmitted May 23, 2023
- FTA Grant #NC-2026-006 executed for shelter and bench project. Wave Board approved a resolution at its February 26, 2026 meeting to authorize the issuance of a purchase order to Tolar Manufacturing for \$236,782.94 for nineteen (19) new bus shelters. Purchase order subsequently issued to Tolar March 2, 2026 with an estimated delivery timeframe of 4 months.

TC-0027 WAVE PASSENGER AMENITIES AND UPGRADES

Project Description: Passenger Facilities and amenities replacement, security, and improvement: acquire, construct, or replace structures, equipment, and systems that provide passenger facilities and amenities for fixed route bus service in the Wilmington, NC UZA. Projects include acquisition and installation of bus shelters, lighting and landing platforms along existing routes; evaluation of a new customer service enclosure at Forden Transfer Station; and extension of fencing at Padgett Transfer Station.

Project Status and Next Steps:

- The fencing at Padgett was completed in May 2023 (132 linear feet at Padgett for \$3,565.00)
- Proposals were received as part of an Invitation to Bid for the shelters and benches in Spring 2023. Tolar Shelter Manufacturing Company was selected; however, Tolar's bid submission and pricing has expired. A new Invitation to Bid for shelters to be issued Q2 FY26
- The Forden Station Customer Service Desk Project has been completed resulting in a fully enclosed and secure area for Wave Customer Service Representatives while maintaining a high level of convenience for passengers.

- Phase I completed the week of August 11, 2025, with bus shelter installations completed at Independence Mall, Greenfield St at 16th St across from New Hanover County Health and Human Services Facility and on Nixon St at 5th Ave next to The Pointe at Taylor Estates. Project also included removal of unused and old shelters in disrepair on N. 2nd St between Princess St & Market St and on Columb Dr.

U-5534U – TOWN OF NAVASSA – Navassa Park Multi-Use Path

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

Project Status and Next Steps:

- Final plans & contract documents are being prepared for NCDOT review & approval
- CE Document is currently under revision and the town’s consultant is finalizing updated construction drawings and cost estimates. Updated encroachment agreements will be addressed as needed during this process.
- All required easements and ROW requirements have been fully satisfied.
- The WMPO Board voted to approve request for addition funding at the July 30, 2025 Board meeting.
- Monthly coordination calls between all project partners have been scheduled.
- Project construction is currently on track to begin in spring or early summer of 2026.
- The Town executed a change order for professional engineering services to update the construction plans, specifications, and cost estimates, and to revise the approved Categorical Exclusion documentation.

BL-0045 – CITY OF WILMINGTON - Downtown Trail Ph. 1 Design

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

Project Status and Next Steps:

- The WMPO Board approved the City of Wilmington’s request and awarded an additional \$431,200 in federal funding to complete the design for Phase 1 on March 26, 2025.
- Scope change request to utilize remaining originally awarded funds and bring design to 60% plans approved by NCDOT on July 22, 2025.
- Supplemental agreement for an additional \$431,200 in Direct Attributable funding executed on July 23, 2025.
- WSP Supplemental Scope 3 (60%-100% design) approved by NCDOT on October 30, 2025.
- 25% plans were submitted for review by the City on October 17, 2025, and comments were returned on November 14.
- Two amended concepts for the ADA ramp between 3rd and 4th Streets were submitted for review on February 10. Concept 1A was selected.

- Monthly coordination meeting with NCDOT Rail Division on February 11, 2026, to discuss the trail cross-section along NCDOT's recently acquired right-of-way.
- NCDOT Rail Division provided comments on the Geotech report and retaining wall memorandum on February 12, 2026. WSP to review and provide responses.
- WSP Supplemental Scope 3 (60%-100% design) executed by City and WSP on February 20, 2026.
- 60% plan milestone anticipated in March 2026.



TCC Update March 2026

Wave Working on Further System Enhancements to Improve Coverage, Reliability, & On-Time Performance

Wave Transit is working on a plan to expand service coverage and improve reliability and on-time performance on a few routes to ensure the entire route system is operating at an optimal level. These improvements will help build upon the recent success of the Reimagine Wave initiative that has resulted in a significant ridership increase since January 2025. Specifically, fixed-route bus ridership has increased 18% through February 2026 compared to the previous fiscal year representing more than 51,500 more rides. The improvements being considered would be focused on Routes 105 Randall Pkwy/Medical Ctr, 107 College Rd, 109 College Rd/Medical, 210 Greenfield/17th & the UNCW Teal route. Wave is currently working with its Board of Directors on this plan that would be implemented in fiscal year 2027 if funding can be secured.



Wave's Stepped Up Employee Recruiting Efforts Pay Dividends

Wave has been increasing its outreach efforts in order to recruit new bus operators and mechanics to ensure the system is fully staffed to meet the mobility needs of our community. Specifically, recent efforts have included leveraging existing employee referrals to support recruiting efforts, participating in targeted job fairs and workforce events such as those hosted by NCWorks and WWAY-TV, conducting targeted recruitment campaigns across Social Media, partnering with local nonprofit organizations and expanding promotions of vacant positions. These efforts have helped Wave fill more vacant positions, particularly in the bus operator division, thereby helping to keep overtime rates to a minimum.

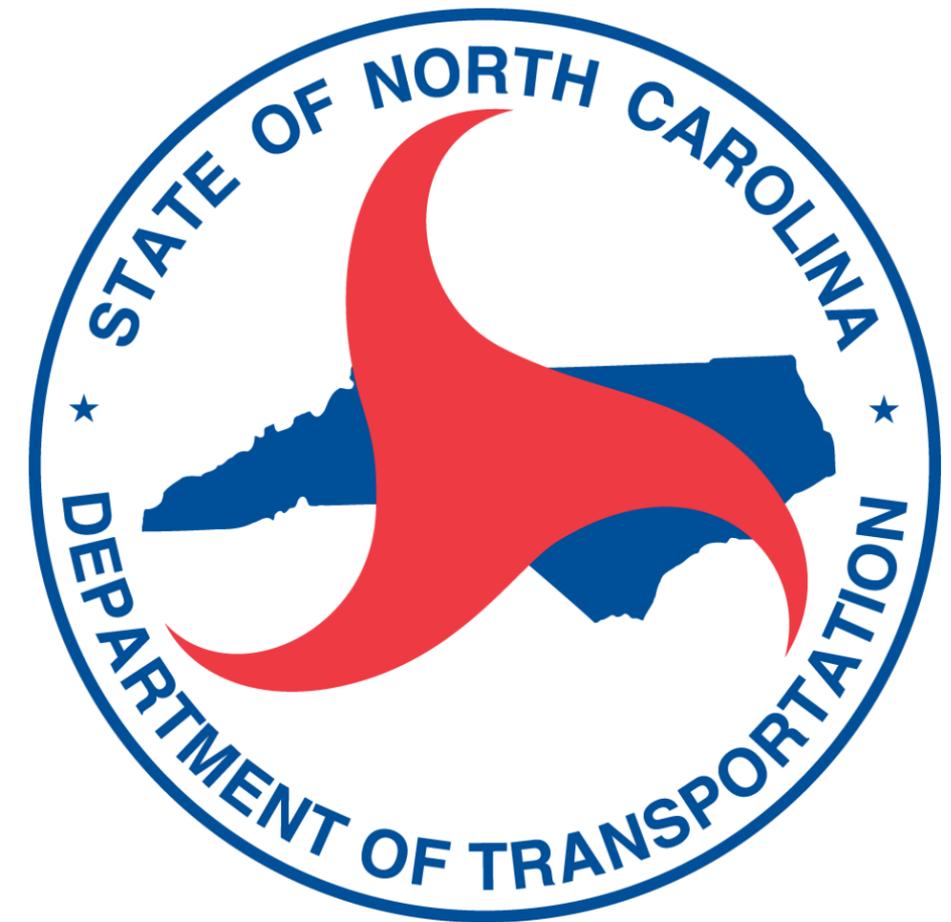


Ridership

For the month of February 2026, fixed-route ridership had 75,138 trips and RideMICRO had 3,025 trips. Even with three days of service lost due to the snow, fixed-route ridership still had a 36% increase and RideMICRO ridership more than doubled compared to February 2025.



Division 3 Project Update MARCH 2026



WILMINGTON URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

WMPO MARCH PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
Brian Harding	Division POC Let (DPOC)	W-5703C	US 117 / NC 132 (COLLEGE ROAD) TO 200 FEET NORTH OF WILOUGHBY PARK. INSTALL CURB AND GUTTER, MULTI-USE PATH, SIDEWALK, PEDESTRIAN SIGNALS, CROSSWALKS, AND LIGHTING.	NEW HANOVER	2026.02.19
Derek Pielech	Division POC Let (DPOC)	BP3-R004A	INTERSECTION IMPROVEMENTS @ LANVALE AND VILLAGE.	BRUNSWICK	2027.05.20
Eric Murray	Division POC Let (DPOC)	BP3-R004	BRIDGE 181 OVER STURGEON CREEK ON SR 1437 (OLD FAYETTEVILLE ROAD).	BRUNSWICK	2027.05.20
Tim Sherrill	Raleigh Letting (LET)	15BPR.142	BRIDGE PRESERVATION 090096 OVER US 74 & US 76 ON US 17; BRIDGE 090198 OVER ICW & NC 179 ON SR 1172. LONG BEACH ROAD.	BRUNSWICK	2027.08.17
Aaron LeBeau	Division Design Raleigh Let (DDRL)	U-5710	US 74 (EASTWOOD ROAD) AND SR 1409 (MILITARY CUTOFF ROAD) INTERSECTION CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE.	NEW HANOVER	2027.09.21
Nate Tew	Division Design Raleigh Let (DDRL)	I-6037	I-140 NEWHANOVER COUNTY FROM US 421 TO 1.45 MILES EAST I-40. PAVEMENT AND BRIDGE REHABILITATION.	NEW HANOVER	2028.02.15
Derek Pielech	Division POC Let (DPOC)	BP3-R012	BRIDGE 208 OVER STURGEON CREEK ON SR 1472 (VILLAGE ROAD).	BRUNSWICK	2028.04.20
Alex Stewart	Division Design Raleigh Let (DDRL)	U-5790	US 421 (CAROLINA BEACH ROAD) FROM NC 132 (SOUTH COLLEGE ROAD) TO SANDERS ROAD IN WILMINGTON. WIDEN EXISTING ROADWAY AND CONTRUCT FLYOVERS AT US 421 AND NC 132. INCLUDES U-5859.	NEW HANOVER	2029.03.20
Brian Harding	Division Design Raleigh Let (DDRL)	U-5734	US 421 (SOUTH FRONT STREET) FROM US 17 BUSINESS/US 76/US 421 (CAPE FEAR MEMORIAL BRIDGE) TO US 421 (BURNETT BOULEVARD) WIDEN TO MULTI-LANES.	NEW HANOVER	2029.06.19

WMPO MARCH PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
Alex Stewart	Division Design Raleigh Let (DDRL)	U-5792	US 74 (MARTIN LUTHER KING JR. PARKWAY) AT US 117/NC 132 (COLLEGE ROAD). CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	NEW HANOVER	2029.06.19
David Stutts	Division POC Let (DPOC)	BR-0008	BRIDGE PRESERVATION. BRIDGE 7 ON US 17 OVER US 76. THIS IS PART OF THE INTERCHANGE WEST OF THE CFMB.	BRUNSWICK	2029.09.18
David Leonard	Division Design Raleigh Let (DDRL)	U-6199	VARIOUS, WILMINGTON CITYWIDE SIGNAL SYSTEM.	NEW HANOVER	2030.01.15
Derek Pielech	Division POC Let (DPOC)	B-5653	REPLACE BRIDGE 14 OVER TURKEY CREEK ON NC 133.	PENDER	2030.01.17
Alex Stewart	Division Design Raleigh Let (DDRL)	U-3338C	SR 1175 (KERR AVENUE) INTERCHANGE AT US 74 (MARTIN LUTHER KING JR PARKWAY).	NEW HANOVER	2030.06.18
Alex Stewart	Division Design Raleigh Let (DDRL)	U-5731	US 74 AT US 17/US 421, CONSTRUCT A FLY-OVER AND FREE FLOW RAMP AT INTERCHANGE.	NEW HANOVER	2030.06.18
Alex Stewart	Division POC Let (DPOC)	U-6128	US 76 (OLEANDER DRIVE) NEW HANOVER COUNTY AT GREENVILLE LOOP ROAD AND GREENVILLE AVENUE. UPGRADE INTERSECTION.	NEW HANOVER	2030.06.20
Alex Stewart	Division Design Raleigh Let (DDRL)	U-5732	US 17 FROM SR 1582 (WASHINGTON ACRES ROAD) TO VISTA LANE. ACCESS MANAGEMENT.	PENDER	2032.01.20
Brandon Powers	Division Design Raleigh Let (DDRL)	U-4902C	US 17 BUSINESS (MARKET STREET) FROM NORTH OF US 117/NC 132 (COLLEGE ROAD) TO STATION ROAD. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	NEW HANOVER	2032.08.17

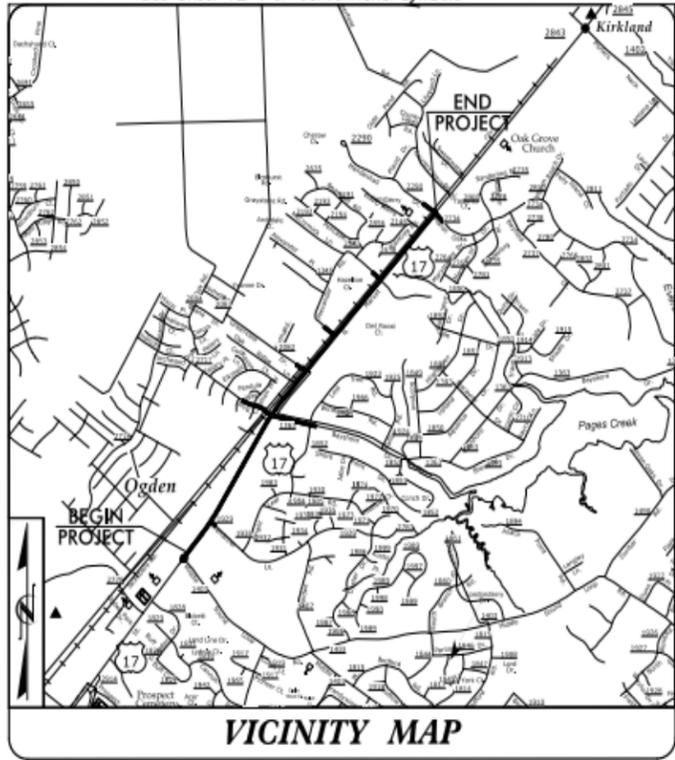
WMPO MARCH PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
Alex Stewart	Division Design Raleigh Let (DDRL)	U-5702A	NC 132 (COLLEGE ROAD) FROM SR 1272 (NEW CENTRE DRIVE) TO US 117 (SHIPYARD BOULEVARD).	NEW HANOVER	2033.02.15
Alex Stewart	Division Design Raleigh Let (DDRL)	U-4434	WILMINGTON, INDEPENDENCE BLVD EXT FROM RANDALL PARKWAY TO MARTIN LUTHER KING, JR. PARKWAY	NEW HANOVER	2040.01.01
Brian Harding	Division Design Raleigh Let (DDRL)	U-5729	US 421 (CAROLINA BEACH ROAD) FROM US 421 (BURNETT AVENUE) TO US 117 (SHIPYARD BOULEVARD) IN WILMINGTON UPGRADE ROADWAY.	NEW HANOVER	2040.01.01

WMPO MARCH CONSTRUCTION PROJECTS						
Contract Number	Resident Eng	TIP/WBS /Program	County	Description	*Estimated Completion (year.month.date)	Percent Complete
C204319	Joshua Pratt	U-4902D	NEW HANOVER	SUPERSTREET MEDIAN ON MARKET STREET (US 17 BUS) FROM MARSH OAKS DRIVE TO LENDIRE DRIVE.	2026.06.04	92.03%
C204724	Joshua Pratt	B-5156	PENDER	BRIDGE #28 OVER LONG CREEK ON NC 210	2026.06.12	90.05%
C204553	Brad Haste	R-3300B	PENDER	NC 417 (HAMPSTEAD BYPASS) FROM SOUTH OF NC 210 TO NORTH OF SR 1563 (SLOOP POINT ROAD).	2027.12.11	65.98%
C204942	Joshua Pratt	U-6202	NEW HANOVER	SR 2048 (GORDON ROAD) FROM US 17 (MARKET STREET) TO I-40. WIDEN ROADWAY.	2029.12.12	20.68%
C205072	Joshua Pratt	R-3300A	PENDER	US 17 HAMPSTEAD BYPASS FROM US 17 BYPASS SOUTH OF HAMPSTEAD TO NC 210	2030.03.30	11.19%

TIP PROJECT: U-4902D

CONTRACT: C204319

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



STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
NEW HANOVER COUNTY

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

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

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



Project Details:

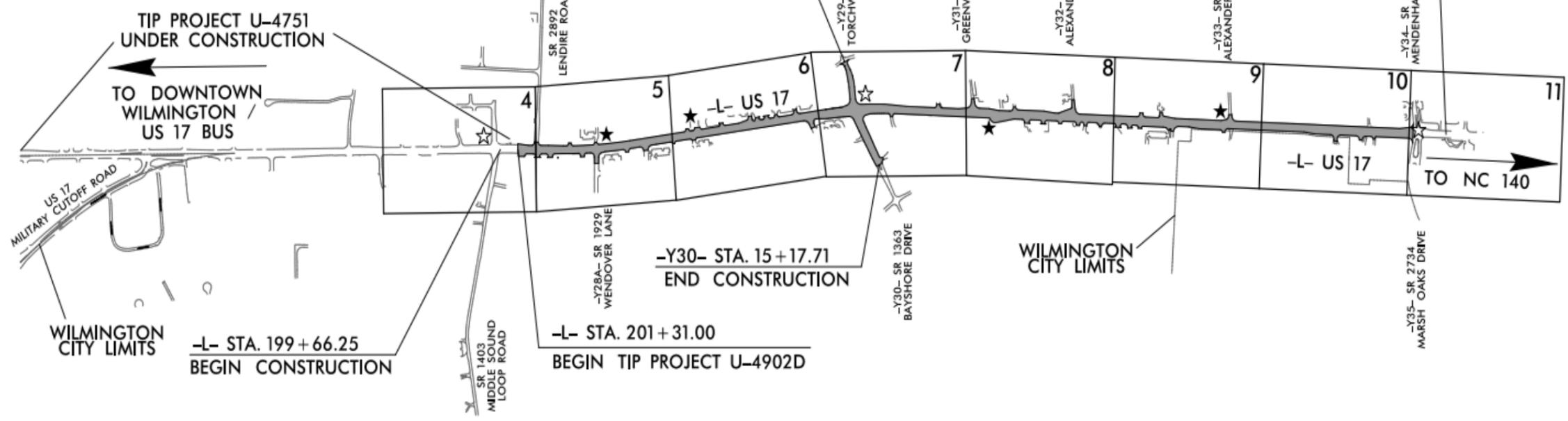
Work Begin: 04/2019
Est. Completion: 11/2022
Rev. Completion: 06/2026*
Contractor: Sealand Contractors
NCDOT Contact: Joshua Pratt
Contract: \$24,654,091

Project Comments:

U-4902D

US 17 (MARKET STREET)

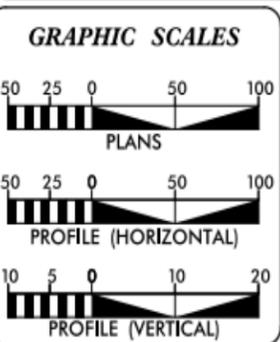
- FROM SR 1403 TO SR 2734 IN WILMINGTON.
- Completed Multi-Use Path asphalt is complete
 - Ongoing / Near-Completion Work*:
 - Curb and gutter installation at Novant Health and Torchwood
 - ADA ramp construction
 - Torchwood Road widening
 - Median islands construction
 - Retaining wall extension
 - Waterline tie-in (7 total connections)
 - Masonry drainage structure punch-list items
 - Topsoil placement and final grading in shoulders and medians
 - Active Issue: Repairs needed at 777 Smoke Shop driveway and parking lot
 - Coordination: Progress milestone meeting held with the Construction Unit on July 2, 2025



NTS

☆ EXISTING SIGNAL
★ PROPOSED SIGNAL

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



DESIGN DATA

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

PROJECT LENGTH

LENGTH OF ROADWAY T.I.P. PROJECT U-4902D =	1.670 MILES
TOTAL LENGTH OF T.I.P. PROJECT U-4902D =	1.670 MILES
LENGTH BASED ON -L- CENTERLINE	

PREPARED IN THE OFFICE OF
HNTB
FOR DIVISION OF HIGHWAYS
2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
JANUARY 30, 2017

LETTING DATE:
FEBRUARY 19, 2019

DOUGLAS M. WHEATLEY, PE
PROJECT ENGINEER

ROY TELLIER, PE
PROJECT DESIGN ENGINEER

KRISTA KIMMEL, PE
NCDOT CONTACT

HYDRAULICS ENGINEER

James A. Byrd
1/7/2019
SIGNATURE:

ROADWAY DESIGN ENGINEER

Roy Tellier
1/4/2019
SIGNATURE:



**CONSTRUCTION
PROGRESS**

92%

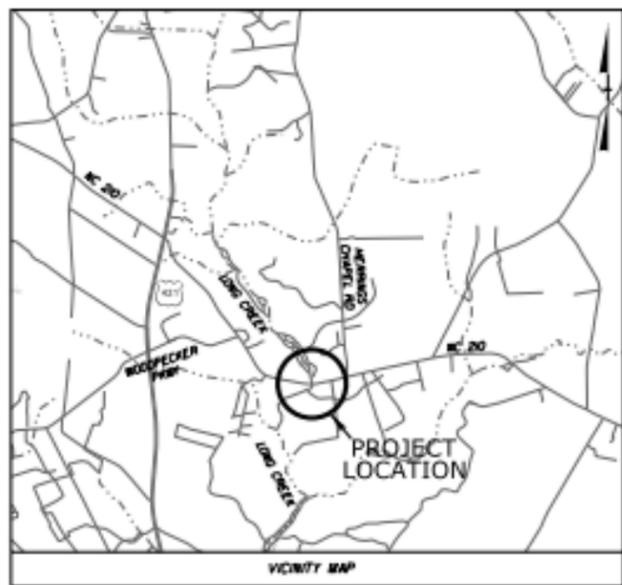
03/2026 175

TIP PROJECT: B-5156

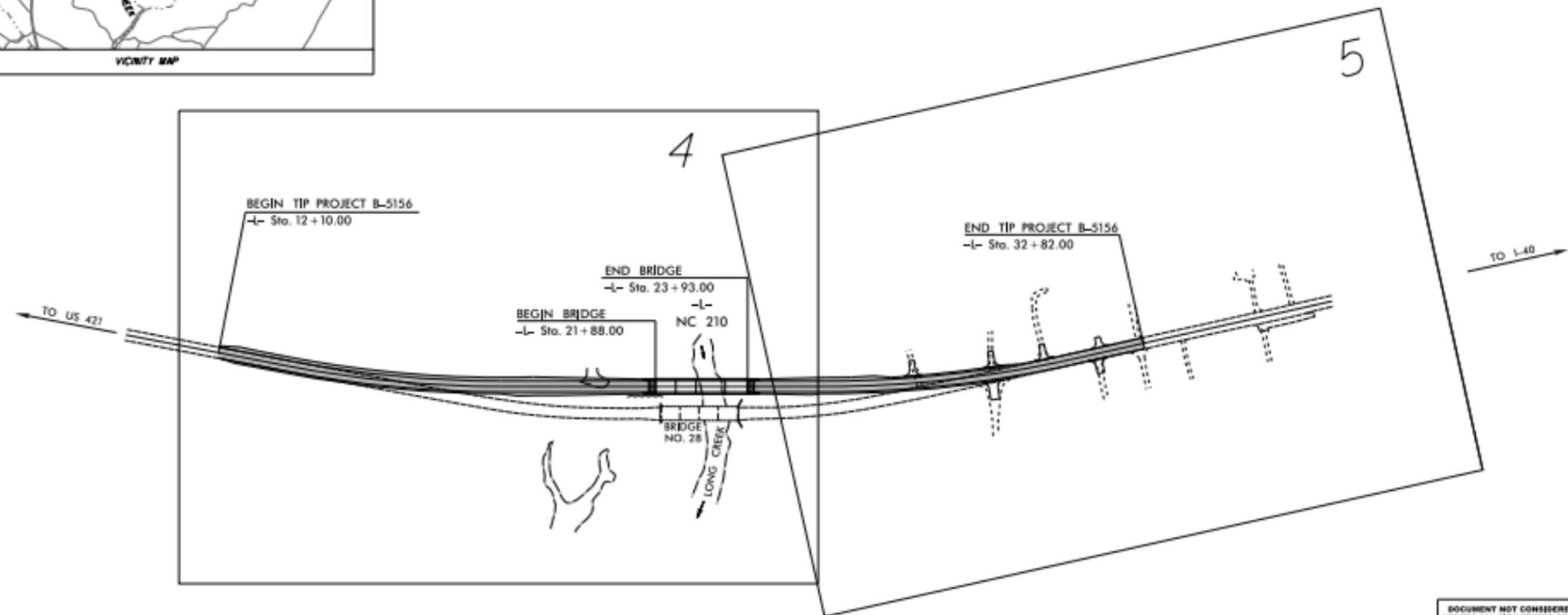
CONTRACT: C204724

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS PENDER COUNTY

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



LOCATION: BRIDGE 28 OVER LONG CREEK ON NC 210
 TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND STRUCTURES



NTS

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Project Details:

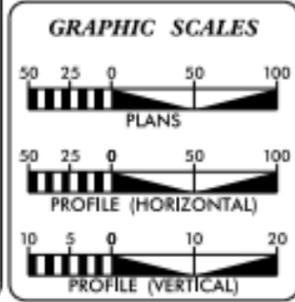
Work Begin: 06/2024
 Est. Completion: 03/2026
 Rev. Completion: 06/2026
 Contractor: SMITH-ROWE, LLC
 NCDOT Contact: Brad Haste
 Contract: \$5,022,225.46

Project Comments:

B-5156
NC-210

BRIDGE 28 OVER LONG CREEK

- Bridge Demo started 8/25/25
- Completed working on SA – additional Structure Removal (\$189,000)
- Planning to pave final on 11/17/25
- Finale inspection on 12-1-25 – still need pavement repairs (12-16-25) and slope repairs.



DESIGN DATA

AADT 2020 =	3,000
AADT 2040 =	3,600
K =	10%
D =	55%
T =	12%*
V =	60 MPH

* (TTST 4% + DUAL 8%)
 FUNCTIONAL: RURAL MAJOR
 CLASSIFICATION: COLLECTOR
 REGIONAL TIER

PROJECT LENGTH

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

PLANS PREPARED FOR THE NCDOT BY:

201 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: AUGUST 28, 2019

LETTING DATE: APRIL 16, 2024

Kimley Horn

JEFFREY W. MOORE, P.E.
PROJECT ENGINEER

SETH DENNEY, P.E.
PROJECT DESIGN ENGINEER

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

HYDRAULICS ENGINEER

Developed by: David Hasty 7/2024
 ROADWAY DESIGN ENGINEER

Developed by: Jeffrey D. Moore
 SIGNATURE



CONSTRUCTION PROGRESS

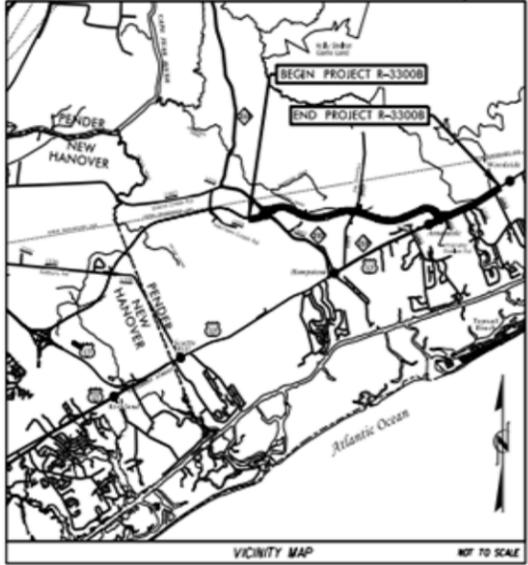
90%

03/2026 176

TIP PROJECT: R-3300B

CONTRACT: C204553

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



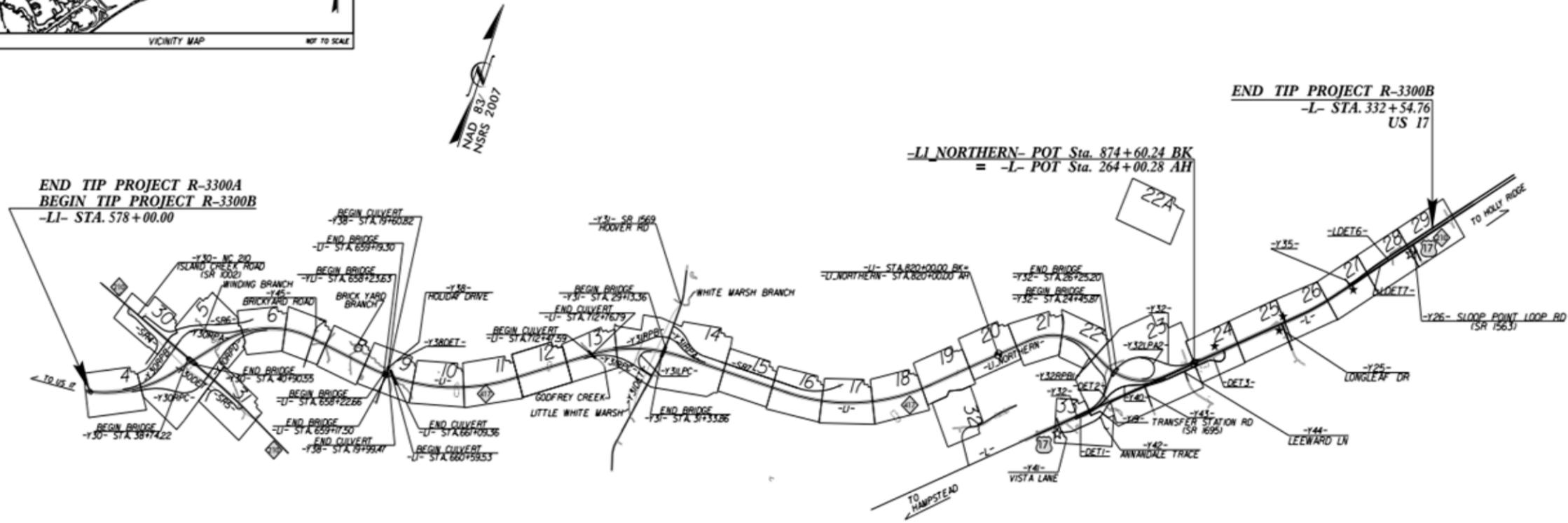
STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

PENDER COUNTY

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

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

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

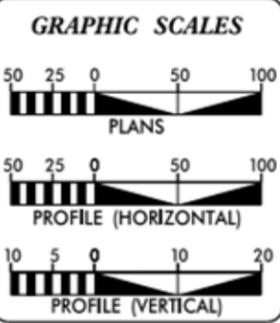


NTS

SUNGATE DESIGN GROUP, P.A. **Dewberry**

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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



DESIGN DATA

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

PROJECT LENGTH

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

PREPARED IN THE OFFICE OF:
Stantec
STANTEC CONSULTING
400 Jones Franklin Road | Suite 200 | Raleigh, NC 27609
Tel: (919) 851-4884 | Fax: (919) 851-7624 | www.stantec.com
License No. P-8812

FOR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
304 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: MARCH 16, 2018

LETTING DATE: JANUARY 18, 2022

MICHAEL D. LINDGREN, P.E.
PROJECT ENGINEER

TRACE HOWELL, P.E.
NCDOT DIVISION 3 CONTACT

HYDRAULICS ENGINEERS

Designed by: **John G. Datta, P.E.** (Seal 2687)

Designed by: **Steve Bender, P.E.** (Seal 12786)

ROADWAY DESIGN ENGINEER

Designed by: **Mike Lindgren, P.E.** (Seal 025513)



Project Details:

Work Begin: 03/2022

Est. Completion: 03/2027

Rev. Completion: 12/2027

Contractor: CONTI CIVIL

NCDOT Contact: Brad Haste

Contract: \$185,680,442

Project Comments:

R-3300B
HAMPSTEAD BYPASS

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

- **Facilities:** Offices updates for ongoing work progress.
- **Culvert 15 (Sloop Point):** Widening and TMP phasing reviewed; revisions approved by Engineers.
- **US 17 Widening:** Caisson North section complete.
- **Roundabout (Island Creek/NC 210 Split):** Awaiting final construction plans from central office.
- **Culverts 9 & 10:** Stream restoration pricing being reviewed.
- **Sloop Point Intersection:** Revision request in progress.
- **Joint Sealing:** Non-conformance letter issued; work proceeding.
- **Noise Wall:** Pay reduction applied due to low grout samples — issue complete.
- **Signal Software:** Maxtime coordination underway with Traffic Services.

**CONSTRUCTION
PROGRESS**

66%

03/2026 177

TIP PROJECT: U-6202

CONTRACT: C204942

Project Details:

Work Begin: 03/2025

Est. Completion: 12/2029

Contractor: ST WOOTEN

NCDOT Contact: Josh Pratt

Contract: \$50,843,005

Project Comments:

U-6202
GORDON ROAD WIDENING

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

- HNTB revising plans to incorporate fire station entrance at Harris Rd
- Temporary seeding has been placed in disturbed areas to prevent erosion.
- Excavation work continues as needed to support utility installation.
- Private driveway and water service line revisions in progress
- Pavement patch repairs are being completed in areas affected by construction.

CONSTRUCTION PROGRESS

21%

03/2026 178

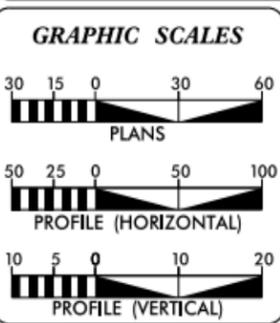
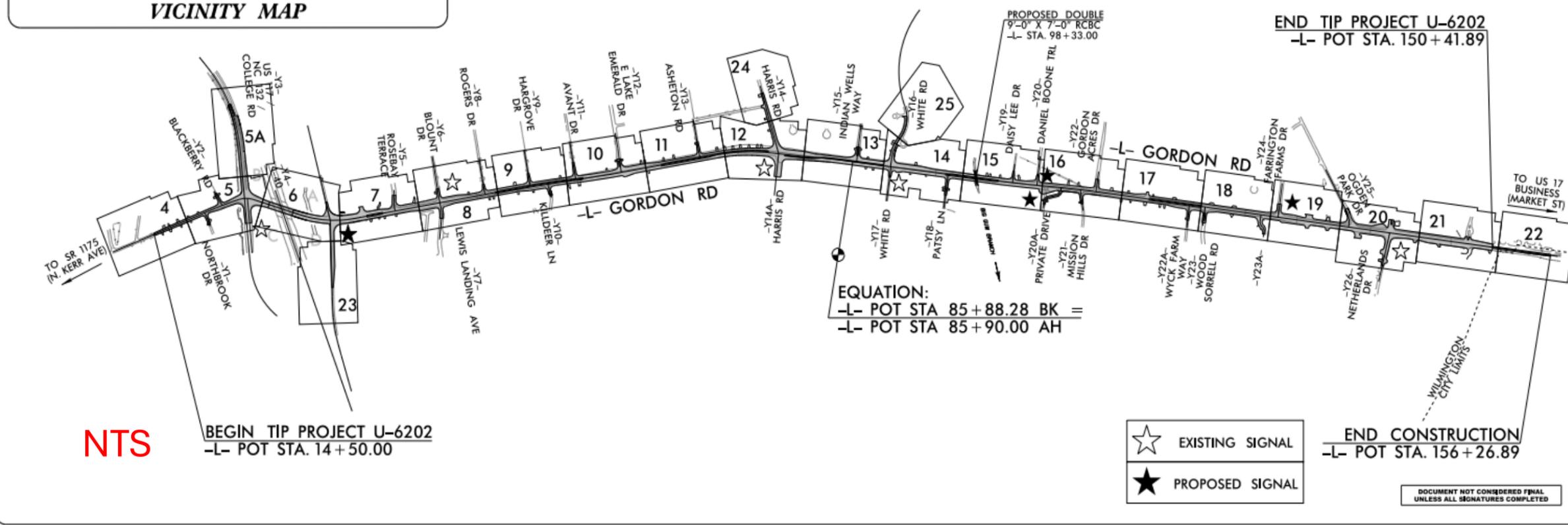
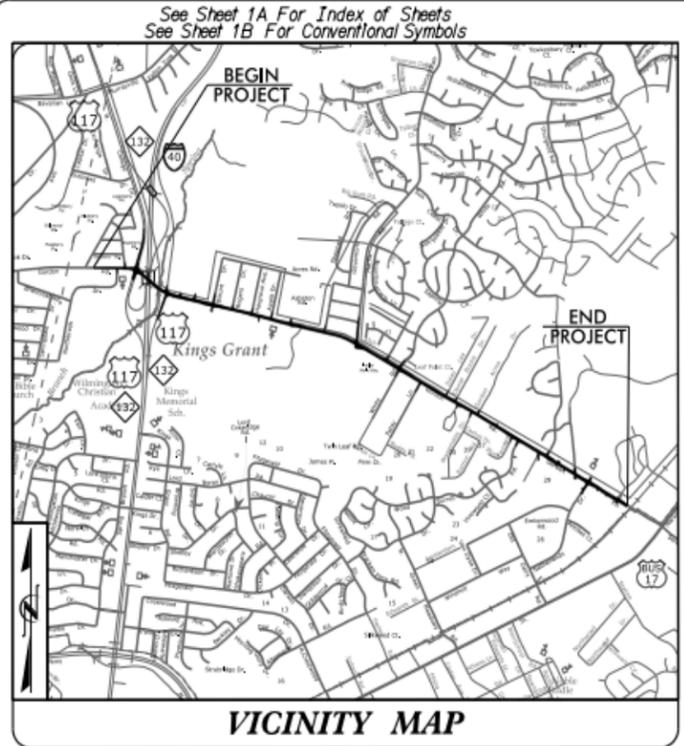
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

NEW HANOVER COUNTY

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

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

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



DESIGN DATA

ADT 2024 = 27,600
ADT 2044 = 35,300

K = 8 %
D = 55 %
T = 4 % *
V = 50 MPH

* TTST = 1% DUAL 3%
FUNC CLASS = URBAN ARTERIAL
REGIONAL TIER

PROJECT LENGTH

LENGTH OF ROADWAY T.I.P. PROJECT U-6202 = 2.574 MILES

TOTAL LENGTH OF T.I.P. PROJECT U-6202 = 2.574 MILES

LENGTH BASED ON -L- CENTERLINE

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

FOR NCDOT DIVISION 3

2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: JUNE 17, 2022

LETTING DATE: NOVEMBER 19, 2024

J. MATTHEW PICKENS, PE
PROJECT ENGINEER

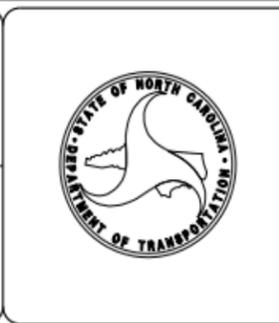
ANDREW J. McOMBER, PE
PROJECT DESIGN ENGINEER

BRIAN HARDING, PE
NCDOT CONTACT

HYDRAULICS ENGINEER

8/23/2024
SIGNATURE: [Signature]
ROADWAY DESIGN ENGINEER

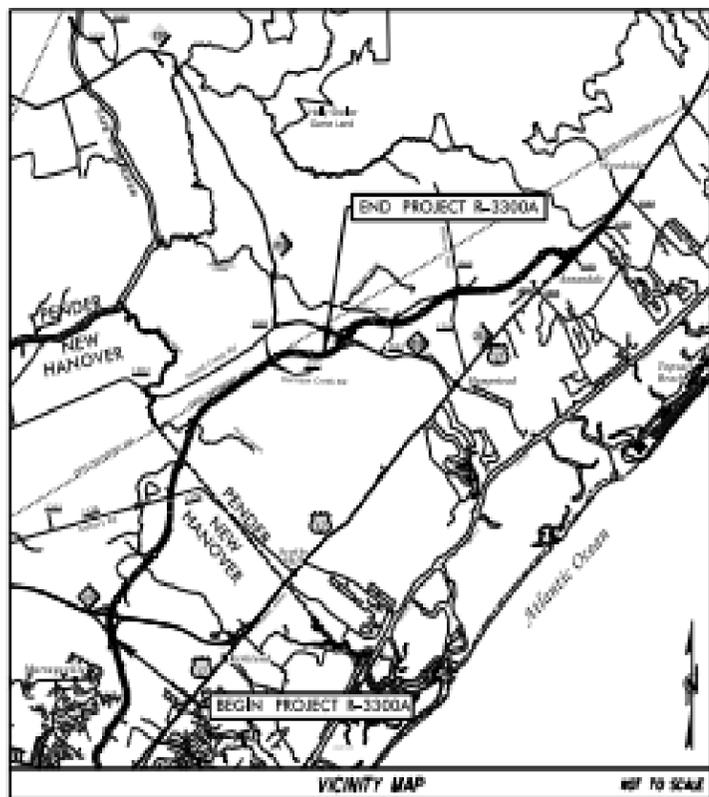
8/23/2024
SIGNATURE: [Signature]



TIP PROJECT: R-3300A

CONTRACT: C205072

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



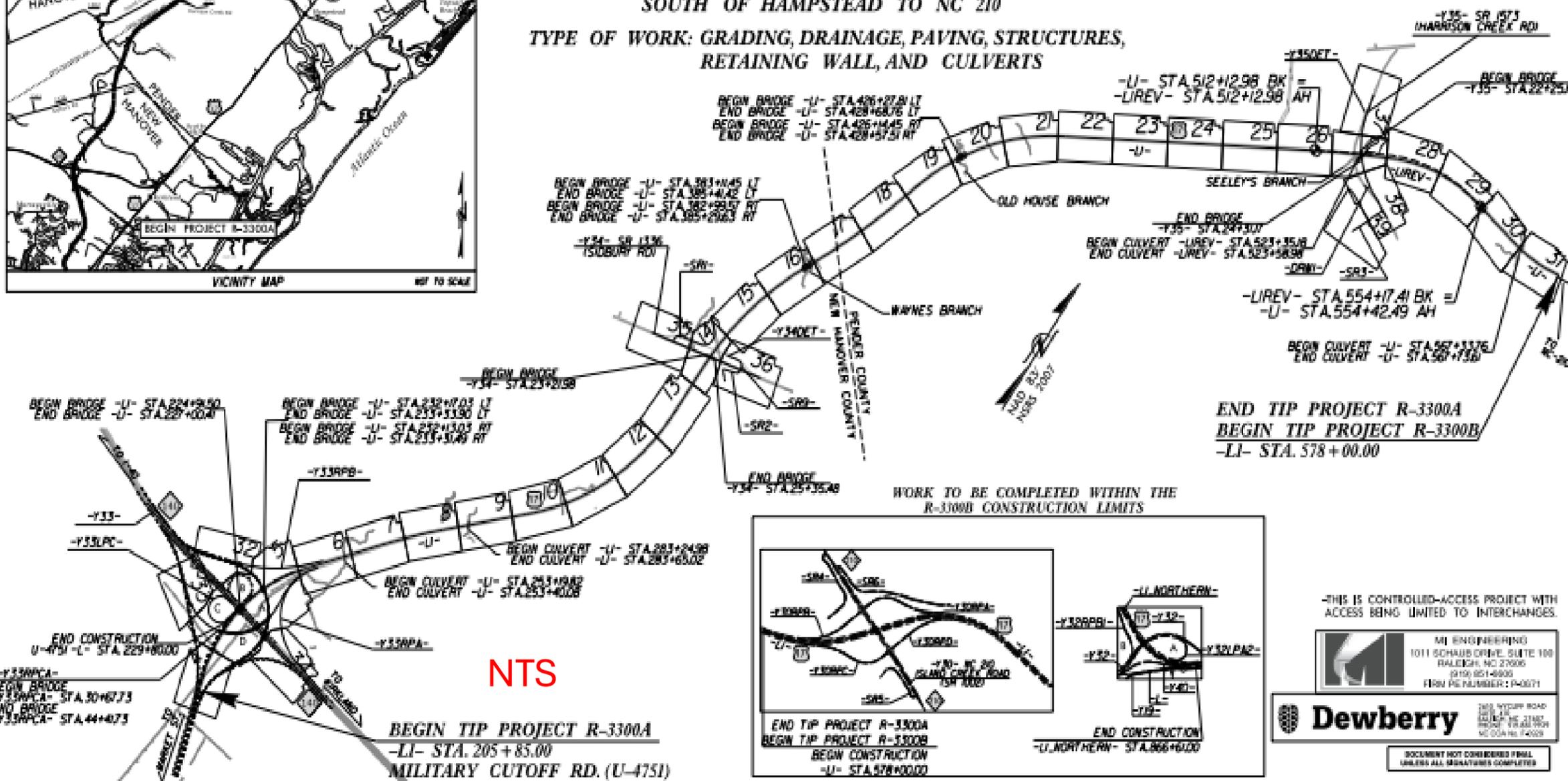
STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

NEW HANOVER & PENDER COUNTIES

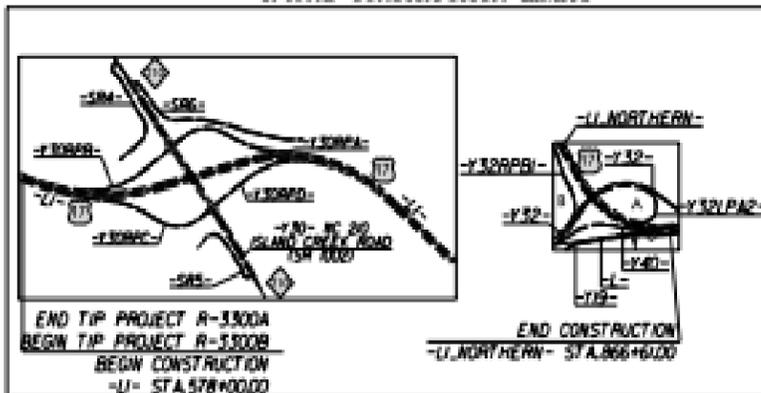
LOCATION: US 17 HAMPSTEAD BYPASS FROM US 17 BYPASS
SOUTH OF HAMPSTEAD TO NC 210

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

DATE	DESCRIPTION	BY	CHK
N.C.	R-3300A	1	
40237.1.3	N/A	PE	
40237.2.4	N/A	BW	
40237.2.6	N/A	UTILITIES	
40237.3.2	N/A	CONST	

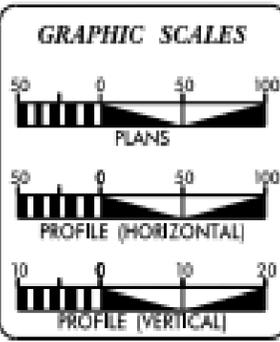


NTS



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

MI ENGINEERING
1011 SCHUBS DRIVE, SUITE 100
RALEIGH, NC 27606
(919) 851-6000
FIRM REGISTRATION: P-0071



DESIGN DATA

ADT 2016	=	N/A
ADT 2040	=	54,800
K	=	8 %
D	=	60 %
T	=	6 % *
V	=	70 MPH

* (TTST 2% + DUALS 4%)
FUNC CLASS = FREEWAY
REGIONAL TIER

PROJECT LENGTH

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

FORWARDED BY THE OFFICE OF
STANTEC CONSULTING
101 West Franklin Road | Suite 100 | Raleigh, NC 27606
(919) 851-6000 | Fax: (919) 851-6001 | www.stantec.com

FOR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
BY STANDARD SIGNATURES

RIGHT OF WAY DATE:
APRIL 1, 2019

LETTING DATE:
JULY 15, 2025

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

TRACE HOWELL, P.E.
SCHEMATIC DESIGNER / CONTRACT

HYDRAULICS ENGINEERS

ROADWAY DESIGN ENGINEER



Project Details:

Work Begin: 07/2025

Est. Completion: 10/2029

Rev. Completion: 03/2030

Contractor: S.T. Wooten

NCDOT Contact: Brad Haste

Contract: \$182,389,503

Project Comments:

R-3300A
(HAMPSTEAD BYPASS)

- Clearing, grubbing, and hauling fill material on site
- Pre-con has set the stage for initial construction
- Additional equipment is being mobilized to support upcoming work
- Project is in the early mobilization and site preparation phase
- Interim completion date is set for October 1, 2029.

**CONSTRUCTION
PROGRESS**

11%

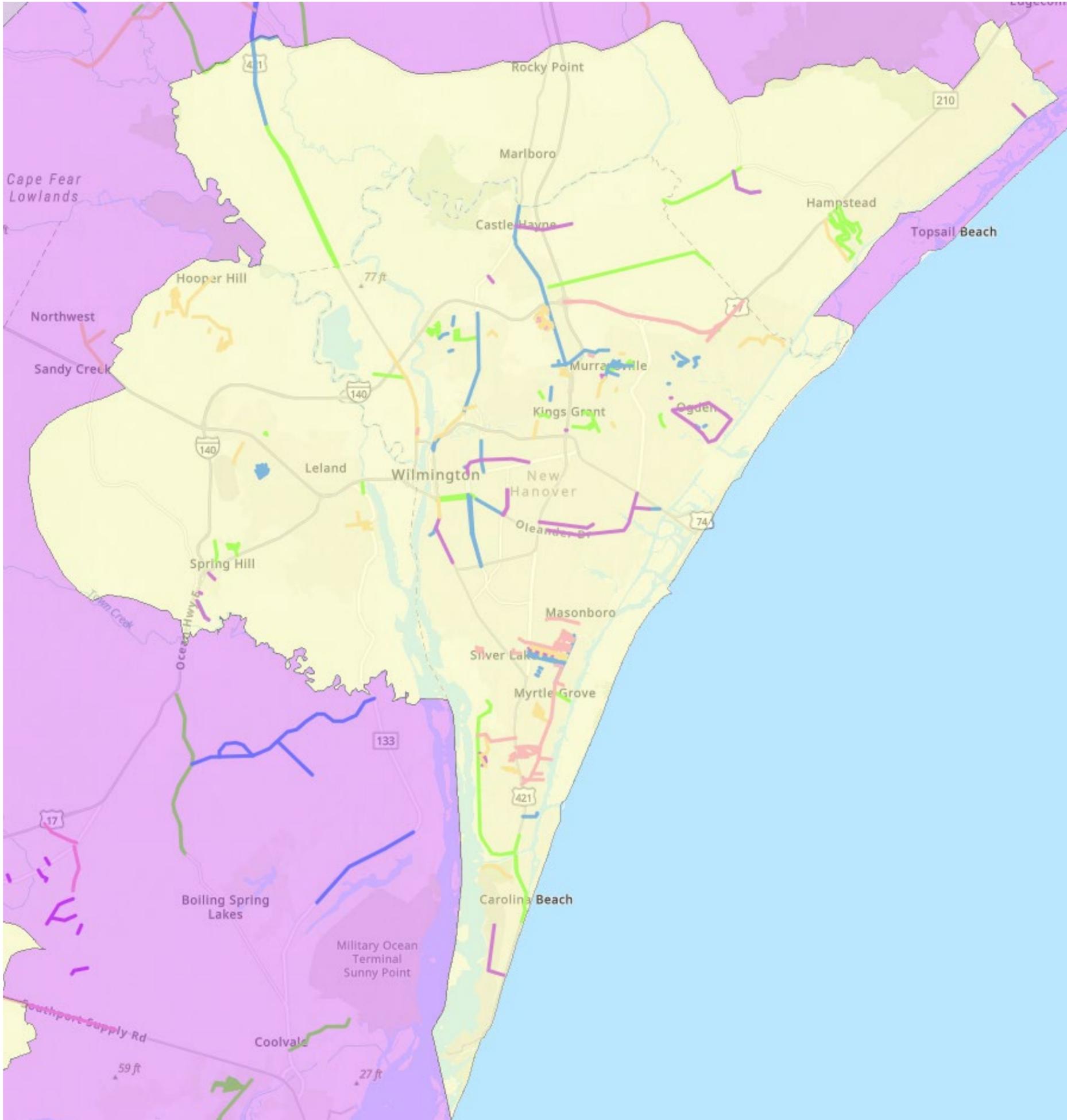
03/2026

179

WMPO MARCH RESURFACING/PRESERVATION PROJECTS						
Contract Number	Contract Year	County	Routes	*Estimated Completion (year.month.date)	Percent Complete	
C204833	2023	NEW HANOVER, PENDER	I-40 RESURFACING FROM MM-420 TO MM-408 AT NC-210 (I-6039)	2025.11.23	99.00%	
C204964	2024	BRUNSWICK	1 SECTION OF NC-87, AND 8 SECTIONS OF SECONDARY ROADS.	2026.05.06	89.07%	
DC00457	2024	NEW HANOVER	VARIOUS ROUTES IN NEW HANOVER COUNTY	2025.11.21	83.42%	
DC00467	2024	BRUNSWICK	VARIOUS ROUTES IN BRUNSWICK COUNTY	2026.06.26	77.11%	
DC00473	2025	NEW HANOVER	VARIOUS ROUTES IN NEW HANOVER COUNTY	2026.05.16	50.82%	
C204866	2023	BRUNSWICK	I-140 RESURFACING FROM US-17 TO NORTH OF US-74 (I-6036)	2026.04.22	36.01%	
DC00464	2024	NEW HANOVER, PENDER	NC 210 AND 5 SECONDARY ROUTES	2026.05.29	27.13%	
C205101	2025	PENDER	A SECTION OF US-421, AND 2 SECTIONS OF SECONDARY ROADS	2026.12.15	25.26%	

Eric Ritzel, NCDOT Division 3 Corridor Development Engineer
 email: eartizel@ncdot.gov Phone: 910-341-2021

Adrienne Cox, NCDOT Division 3 Planning Engineer
 email: amcox1@ncdot.gov Phone: 910-341-2001



HMIP



Public

GO!NC  **NCDOT.GOV**

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

SCAN QR CODE FOR LINK



NOTE: Projects details are subject to change

MARCH NCDOT Resource Feature

The screenshot displays the DriveNC.gov website interface. At the top, the browser address bar shows 'drivenc.gov'. Below the browser, there are navigation tabs: 'Traffic Map', 'Incidents', 'Snow & Ice', and 'Share'. The main content area features a map of New Hanover County, North Carolina, with various road segments highlighted in green and orange. A search bar at the top right contains the text 'New Hanover County, North Caro...'. On the left side, there is a 'Map Filters' panel with several sections: 'Closed Roads Now' (checked), 'MAP PINS' (Truck Closures, Road Work, Other Incidents, Upcoming Incidents), 'All Roads' (checked), 'DATA LAYERS' (Cameras, Charging Stations, Congestion, Ferry Routes, Rest Areas, Snow & Ice, Weather Radar), and 'Carolina Forest' logo at the bottom left. The map shows various locations including Britt, Bladenboro, Abbottsburg, Carvers, Colly, Point Caswell, Long Creek, Rocky Point, Holly Shelter Game Land, Holly Ridge, Ashe Island, Surf City, Evergreen, Welches Creek, Sandyfield, Roan Island, Columbus County, Lake Waccamaw, Bolton, Northwest, Wrightsboro, Porters Neck, Ogden, New Hanover County, Town Creek, Masonboro, Myrtle Grove, Brunswick County, Carolina Beach, Kure Beach, Tabor City, Loris, Longs, Maintenance, Construction, Sunset Beach, Ocean Isle, Little River, Little River, and North Myrtle Beach. The map also shows major roads like I-140, I-77, and US-74.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

MARCH 2026

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

MARCH IMD UPDATES WILMINGTON MPO

March 2026

2026 Bicycle Helmet Initiative: This year's Bicycle Helmet Initiative application is now closed. FREE BICYCLE HELMETS to eligible organizations to distribute to children in their communities. Applicants should be expecting an awardee email in April. For more information and resources, please check our website. IMD would like to thank those who've applied and continue to distribute helmets to promote bicycle safety for children.

UNC Wilmington Multimodal Planning Study has officially kicked off! UNCW was awarded a multimodal planning grant from IMD in 2025 and has officially begun the process as of February. More updates to come as we finalize the steering committee and public engagement plans.

2026 Multimodal Planning Grants: is now accepting applications. Communities statewide can now apply for multimodal planning funding. The program provides federal and state funds to help develop bicycle, pedestrian and multimodal plans that identify active transportation networks and improve transit connections. Applications must be submitted electronically by 5 p.m. April 13. Award recipients are expected to be notified in June.

Sincerely,

Kim Nguyen
Regional Planner- Coastal Plains
Integrated Mobility Division

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

Telephone:
(919) 707-2600
Fax: (919) 733-1391
Customer Service: 1-877-368-4968

Location:
1 S WILMINGTON STREET
RALEIGH, NC 27601

Website: www.ncdot.gov



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

March 2026

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

MARCH TPD UPDATES WILMINGTON MPO

MARCH 2026

Pender County Comprehensive Transportation Plan (CTP): The Pender County CTP is under study. The TPD engineers are working on putting the report and maps together for internal and steering committee review before starting to set up public involvement sessions.

Wilmington Travel Demand Model (TDM): the Wilmington TDM was adopted at the end of October along with Wilmington MPO's MTP ([Cape Fear Navigating Change 2050](#)).

Functional Classification: The statewide functional classification requests have been approved by FHWA as of December of 2025. The approval letters and final datasets were sent to the MPOs and RPOs by NCDOT TPD on behalf of FHWA. It was a tremendous effort by Wilmington MPO!

NEVI: North Carolina Department of Transportation (NCDOT) has been certified by the Federal Highway Administration (FHWA) as having its alternative fuel corridors (AFCs) "fully built out" under the [revised NEVI Guidance](#) issued in October of 2025. The revised guidance allows existing NEVI-compliant stations to count toward certification of FBO.

Despite the certification, NCDOT is proposing to fund the buildout of *additional* stations along these corridors to provide a more robust EV charging network. NCDOT will be releasing NEVI Round 2 Request for Proposals (RFP) in the first quarter of 2026.

To support planning for Round 2 RFP of NEVI Program funding, NCDOT has released an **updated GIS-based map** showing the proposed locations for 16 new charging stations at [NCDOT: National Electric Vehicle Infrastructure \(NEVI\) Program](#)
Information about the map.

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

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

Website: ncdot.gov

Location:
1554 MAIL SERVICE CENTER
RALEIGH, NC 27699

Click on links below to learn more:

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

NCDOT Statewide Plans:

To learn more, click on the following links:

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