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

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

Wilmington Urban Area Metropolitan Planning Organization
Board
Meeting Agenda

TO: Wilmington Urban Area MPO Board
FROM: Members Mike Kozlosky, Executive Director
DATE: November 13, 2026
SUBJECT: November 18th meeting

A meeting of the Wilmington Urban Area MPO's Board will be held on Wednesday, November 18, 2026, at 3 pm. The meeting will be held in the WMPO Board Room located at 525 North 4th Street in downtown Wilmington, NC. Members of the public, MPO Board Members and MPO Staff can attend the meeting in person and virtually through the Zoom platform. MPO Board member attendance will be subject to the adopted Remote Participation Policy. The meeting will be streamed live online so that simultaneous live audio, and video, if any, of the meeting is available at the following URL:
https://us06web.zoom.us/j/84645497547

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

Meeting ID: 846 4549 7547

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

The following is the agenda for the meeting:

1) Call to Order
2) Roll Call
3) Conflict of Interest Statement
4) Approval of Board Member Excused Absences
5) Approval of the Agenda
6) Public Comment Period (15 min.)
7) Presentations (30 min)
    a. Cape Fear Memorial Bridge Update- Trevor Carroll, NCDOT
    b. 2026 Commuter Challenge Results- Carolyn Caggia, WMPO
8) Consent Agenda (5 min.)
    a. Approval of Board Regular Meeting Minutes- October 28, 2026 (pg. 4-15)
    b. Resolution adopting the Wilmington Urban Area MPO 2027 Meeting Schedule (pg. 16-17)
    c. Opening of the 30-day public comment period for 2026-2035 STIP/MPO Transportation Improvement Programs Amendment #26-8 (pg.18)

d. Resolution adopting the 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modifications #26-11 (pg. 19-20)
e. Resolution adopting the WMPO's Amended Public Participation Plan (pg. 21-46)
f. Resolution adopting Targets for Safety Performance Measures established by the North Carolina Department of Transportation (pg.47-52)

9) Regular Agenda (20 min.)
   a. Resolution approving the WMPO's Prioritization 8.0 Division Needs Tier Point Assignment (pg. 53-69)
   b. Resolution approving the 2020 Census Adjusted Urbanized Area Boundary for the Wilmington Urban Area Metropolitan Planning Organization (pg. 70-73)
   c. Resolution rescinding the Wilmington Urban Area Metropolitan Planning Organization Board's Remote Participation Policy and Procedure (WMPO Board Member Kevin Spears) (pg. 74-78)
10) Discussion (5 min.)
   a. 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modifications #26-12 (pg. 79-83)
11) Updates (10 min.)
   a. Wilmington Urban Area MPO (pg. 84-95)
   b. Cape Fear Public Transportation Authority (pg. 96-97)
   c. NCDOT Division 3 (pg. 98-111)
   d. NCDOT Integrated Mobility Division (pg. 112)
   e. NCDOT Transportation Planning Office (pg. 113-114)
12) Announcements
   a. Active Transportation Advisory Committee- December 15, 2026
13) Next meeting – December 9, 2026, at 10 am

Attachments

- MPO Board Regular Meeting Minutes- October 28, 2026
- Wilmington Urban Area MPO Proposed 2027 Meeting Schedule
- Resolution adopting the Wilmington Urban Area MPO 2027 Meeting Schedule
- Proposed 2026-2035 STIP/MPO Transportation Improvement Programs Amendment #26-8
- Proposed 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modifications #26-11
- Resolution approving 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modifications #26-11
- WMPO's Proposed Public Participation Plan Amendment Memorandum
- Proposed Wilmington Urban Area MPO Amended Public Participation Plan (November 2026)
- Resolution adopting the Wilmington Urban Area MPO Amended Public Participation Plan
- Safety Performance Measures – FHWA Assessment and 2027 Targets Memorandum
- Resolution Endorsing Targets for Safety Performance Measures Established by the North Carolina Department of Transportation
- WMPO's Division Needs Tier Local Input Point Assignment for Prioritization 8.0 Memorandum
- Proposed WMPO Division Needs Tier Local Input Point Assignment for Prioritization 8.0
- WMPO Division Needs Tier Local Input Point Assignment for Prioritization 8.0 Public Comments
- Resolution approving the WMPO's Prioritization 8.0 Division Needs Tier Point Assignment
- 2020 Census Urbanized Area and Metropolitan Planning Area Boundaries Adjustments Memorandum
- Post 2020 Census Boundary Review Maps
- Resolution Approving the 2020 Census Adjusted Urbanized Area Boundaries and Metropolitan Planning Area Boundary Updates
- WMPO's adopted and amended Remote Participation Policy and Procedure

- Resolution rescinding the Wilmington Urban Area Metropolitan Planning Organization Board's Remote Participation Policy and Procedure
- Proposed 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modifications #26-12
- Wilmington Urban Area MPO Update (November)
- Cape Fear Public Transportation Authority Update (November)
- NCDOT Division Project Update (November)
- NCDOT Integrated Mobility Division (November)
- NCDOT Transportation Planning Division Project Update (November)

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

WMPO Board Meeting Minutes
Wednesday, October 28, 2026
525 N 4th Street
Wilmington, NC 28401

Members Present, In person
Chuck Bost, Town of Belville
Lynn Barbee, WMPO Board Chair, Town of Carolina Beach
Brenda Bozeman, Town of Leland
Allen Oliver, Town of Kure Beach
Jimmy Tate, Pender County
Bill Rivenbark, New Hanover County
Ken Dull, Town of Wrightsville Beach
Stephanie Walker, Cape Fear Transportation Authority
Kevin Spears, City of Wilmington
Frank Williams, WMPO Board Vice Chair, Brunswick County
Rose Terry, Town of Navassa

Members Present, Remote
Cassidy Santaguida, City of Wilmington
Landon Zimmer, NC Board of Transportation

Others Present, In Person
Mike Kozlosky, WMPO
Abby Lorenzo, WMPO
Greer Templer, WMPO
Beth King, WMPO
Krysden Burden, WMPO
Caitlin Cerza, WMPO
Ronda Hogan, WMPO
Tessa Jones, WMPO
Luke Hutson, WMPO
Regina Hopkins, WMPO
Carolyn Caggia, WMPO
Susan Habina, City of Wilmington
James Dehaven, Wilmington Resident
Lecia Dehaven, Wilmington Resident
Paul Lawler, Wilmington Resident
Michelle Howes, NCDOT
Trevor Carroll, NCDOT
Granseur Dick, ILM
deAndre Corniffe, Wilmington Resident
Stephon Swart, Wilmington Resident
Denis McGarry, Wilmington Resident
Jane Patterson, Wilmington Resident
Dave Hendrickson, Wilmington Resident
Derek Pielech, NCDOT
Steve Brown, ESP Associates
Megan Mullins, Wilmington Chamber of Commerce
Chris Coudriet, NHC
Jerod Patterson, Business Alliance for a Sound Economy
Adrienne Cox, NCDOT Div3
Mark Hairr, WAVE
Kelly Godbey, Wilmington Resident
Zeke Partin, Town of Wrightsville Beach

Others Present, Remote
Greg Laughter, WMPO
Thom Moton, City of Wilmington
Amanda Killian, NCDOT TPO
Katie Hite, NCDOT

Emma Dill, Wilmington Star News
Bill Kincannon, HDR
Jason Pace, Exult
Cole Dagerhart, Exult
George Willoughby, Leland Resident
Kyle Burden, City of Wilmington
Liam Mikeal, Town of Leland

1. **Call to Order**
   Chairman Barbee called the meeting to order at 3:00pm.

2. **Roll Call**
   Mike Kozlosky, WMPO Executive Director, called the roll.

   Present: Chuck Bost, Lynn Barbee, Brenda Bozeman, Allen Oliver, Jimmy Tate, Ken Dull, Stephanie Walker, Kevin Spears, Cassidy Santaguida, Frank Williams, Rose Terry, and Landon Zimmer.

   Mike Kozlosky requested that the Board waive the remote attendance policy so Landon Zimmer and Cassidy Santaguida could participate remotely. Frank Williams made a motion to allow Landon Zimmer and Cassidy Santaguida to participate remotely for the October 28, 2026, meeting, Brenda Bozeman seconded the motion. The motion passed unanimously.

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

4. **Approval of Board Member Excused Absences**
   There were no excused absences.

5. **Approval of the Agenda**
   Allen Oliver made a motion to approve the agenda; Frank Williams seconded the motion. The agenda passed unanimously.

6. **Public Comment**
   Due to the extent of citizens that wanted to participate in public comment, Brenda Bozeman made a motion to allow all six people to speak for three minutes, extending the normal fifteen minutes of public comment to eighteen minutes. Rose Terry seconded the motion, the motion passed unanimously.

James Dehaven, Wilmington resident, spoke to the WMPO Board regarding the U-5710 project. Mr. Dehaven shared information about a company called Flow Labs, an AI based transportation management company, who has signed a multi-million-dollar contract with the State of North Carolina. Mr. Dehaven stated that NCDOT has not shared any information about using the technology here in New Hanover County, stating that the technology would not be of use on an over-capacity roadway. Mr. Dehaven stated a hypothetical chat GPT analysis of the Flow Lab service on Military Cutoff Road indicated up to a 15% improvement in traffic flows. Mr. Dehaven noted NCDOT has never suggested any expected improvements or guarantees in traffic flows for this overpass project. Mr. Dehaven went on to explain that traffic on Military Cutoff Road is far heavier than the traffic on Eastwood Road, yet NCDOT is adamant about building an overpass on Eastwood Road. Mr. Dehaven stated that the traffic is so light on Eastwood Road that during the off season the Town of Wrightsville Beach does not charge parking fees. Mr. Dehaven noted NCDOT expects to begin this project at the same time as the planned bridge work on Wrightsville Beach. He stated the Wilmington City Council passed a unanimous resolution asking NCDOT to postpone the U-5710 project until the bridge work is complete, but NCDOT is ignoring the resolution. Mr. Dehaven is asking the WMPO Board to postpone the U-5710 project until the Wrightsville Beach bridge work is complete and fully utilize the Flow Labs technology on Military Cutoff Road and Eastwood Road to accurately measure traffic flows. He noted that this technology is being used in Washington, D.C., the State of Florida, the City of Detroit, and Seattle. He believes it is proven technology and the State of North Carolina has fully embraced it, but not here in New Hanover County.

Paul Lawler, Wilmington resident, addressed the WMPO Board about the Cape Fear Memorial Bridge. Mr. Lawler stated that State and Federal governments have pledged $327 million towards a new Cape Fear Memorial Bridge, and the WMPO has pledged an additional $700 to $780 million via tolls. He noted that locals will be paying 70% of the cost of this bit of the state's highway system. Mr. Lawler stated he does not understand why local officials would agree to tolling the bridge. He noted NCDOT proposed Raleigh pay tolls for an extension to Capital Boulevard, local legislators said no, and they are finding another answer. The Lindsay Warren Replacement Bridge is currently being constructed, and it will not be tolled. A solution to Highway 12 in Dare County, with cost estimates in the billion-dollar range, is being considered with no conversation about tolls. Mr. Lawler stated the 140-foot clearance for the Cape Fear Memorial Bridge was based on a 1996 study of the river, but things have changed. There is no port facility just south of the Isabel Holmes Bridge, the Kinder Morgan facility north of the bridge is gone. Mr. Lawler noted the area has evolved from a manufacturing center to technology, office, tourism, and retirement and believes the proposed bridge design is no longer needed. Mr. Lawler stated that Mayor Barbee and Mayor Oliver are experienced with bridge closures,

when the Snow's Cut Bridge is closed for weather, he mentioned that bridge deck is maybe 75 or 80 feet. The Cape Fear Memorial Bridge with a bridge deck 155 feet or higher will be more likely to close for weather, making evacuations much more difficult. Mr. Lawler stated that the toll will fall heavily on Brunswick County residents, noting that Census Bureau numbers show that the largest portion of the daily commuters are from Brunswick to New Hanover County. Mr. Lawler concluded with the statement that Congressman Rouser has told people that he will listen to WMPO, please speak and withdraw support for the toll tax and ask for a new study so the bridge can be built appropriate for the needs.

Denis McGarry, Wilmington resident, spoke to the WMPO Board about the Cape Fear Memorial Bridge. He reviewed five reasons, he believes the WMPO should withdraw their approval of tolls. The first reason would be the fact that the design is based on old data. He states that the Army Corps set the bridge height on data from 30 years ago. The second reason is low navigability, Mr. McGarry noted that there are no plans to dredge north of the bridge, consequently, no large vessels can go up into that area. Mr. McGarry stated there is low commercial use, there is little commercial traffic on the Cape Fear north of the bridge, so bridge openings have declined over time. The fourth reason he stated was the cost; it has tripled during the exploratory period. The cost to build the bridge has ballooned from $400 million to $1.1 billion, meaning the citizens are now funding 75% of the cost through tolls. The last reason Mr. McGarry stated that the WMPO should withdraw their approval of tolls is community reaction. The community has spoken out clearly against tolls and the burden it will put on them. Mr. McGarry asked that the WMPO Board exercise their right to withdraw the approval of tolls in the remaining WMPO sessions in this calendar year.

Jane Patterson, Wilmington resident, President of Residence of Old Wilmington (ROW) spoke to the WMPO Board advocating for quality-of-life issues that impact downtown residents. Ms. Patterson thanked the Board for their work creating a coherent infrastructure plan for the Tri-County area and asked them to find a bridge solution that would serve the residents and businesses as the region grows. She stated the Board's constituents oppose a 135-foot fixed-band bridge and support Alternative A. Ms. Patterson displayed 2,287 petitions from residents of Kure Beach, Carolina Beach, Nevassa, Beleville, Leland, Wrightsville Beach and Wilmington opposing both the 135-foot fixed bridge and tolls. She presented the concerns of these petitions, noting the fixed-span bridge will create unsafe streets, it will put a 40-foot wall in front of neighbors' homes, it will eliminate parking, cut off emergency routes and create jake brake noise and diesel exhaust. Ms. Patterson concluded by asking the Board to oppose tolling the Cape Fear Memorial Bridge replacement and support a design that respects the scale and character of Wilmington's historic neighborhoods.

Kelly Godbey, 30-year Wilmington resident, spoke to the WMPO Board about the Cape Fear Memorial Bridge replacement. Ms. Godey noted that 30 years ago, downtown Wilmington was not somewhere you would consider living. There were abandoned houses, dilapidated houses, boarded storefronts, and empty streets. She stated today that there are million-dollar historic homes, thriving businesses and downtown has become one of the region's most sought-after assets. Ms. Godbey noted that the beach towns and the historic downtown make Wilmington unique, but if the 140-foot bridge is chosen, many long-term residents are considering moving. She states business will suffer; downtown will suffer and that will make the entire region suffer. Ms. Godbey pointed out that the Board recently adopted the Safe Streets and Roads for All Safety Action campaign, promoting walking more, biking more, and making streets safer. She noted that the fixed-span bridge will send 20,000 cars through one of Wilmington's most walkable, residential neighborhoods. She stated that the policies the Board adopts should reflect the decisions they have made. Ms. Godbey asked the Board to rescind their approval of the tolls for the Cape Fear Memorial Bridge.

David Hendrickson, Wilmington resident, spoke to the WMPO Board about the Cape Fear Memorial Bridge and wanted to initiate four points. First, he wanted to let the Board know that their constituents are against tolling. Second, the Board has the power to rescind tolling. Third, he stated that the window for rescinding tolling is getting very tight; and fourth, Mr. Hendrickson stated that if the Board withdraws their approval of tolling, they will put the pressure where it belongs, on the State. Mr. Hendrickson stated that NCDOT urged the Board to approve tolls to make the Cape Fear Memorial Bridge project score better in the STIP process. NCDOT also told the Board that they could rescind tolling and that the legislature of North Carolina must approve tolling, there must be special legislation to approve it. Mr. Hendrickson stated this legislation has not occurred, and until it does, it is not a legal feature. He stated the Board can rescind tolling and he is asking that the Board do that and do it before the time expires.

7. **Presentations**
   a. Wilmington International Airport Update – Granseur Dick, ILM
      Granseur Dick, Deputy Director of ILM gave an update on the airport. He began his presentation with an overview of the growth at the airport in the last five years, noting the doubled enplanements, capital improvements, added airlines and non-stop flights. Mr. Dick stated this all contributes to an estimated economic impact of $4.5 billion, an increase of $1.25 billion. He noted they are seeing a little bit of a leveling off of the enplanements due to rising fuel costs causing a contraction in air service. Mr. Dick shared the ILM route map and a four-year recap of expenditures, enplanements, non-stop destinations, and their net operating margin. He highlighted the passenger

demand forecast, noting that ILM needs to follow their optimistic forecast, so they are not behind on their capital programming.

Mr. Dick presented that ILM has over $300 million in total capital projects, with the road, curb and parking project costing $134,256,781 of that cost. Mr. Dick reviewed the financial summary of the road, curb and parking project, and discussed a few of the improvements in the project. He also highlighted another key project ongoing at ILM, Terminal Phase 6. Mr. Dick stated that this project will add four new gates to the terminal and he shared a layout of the new parking that will be available for aircraft. The third project Mr. Dick reviewed is the airfield project. He stated this is an ongoing project to rehab runway 64, ILM's longest and primary runway. This project was started this year, and if they receive funding, phase three of this project will be to put down a two-inch overlay of the entire runway, to be completed roughly 2031 timeframe. Mr. Dick stated that ILM has also benefited from some economic development funds which they are using to do a utility project on the east side of the ramp that will serve multiple hanger users and general aviation tenants. The last project Mr. Dick highlighted are the roadway improvements that they have been working on with NCDOT; Hall Drive Extension and 23rd Street Improvements.

Mr. Dick explained to the Board how ILM is affording all of the projects, including the federal grants, the state supporting grants and the reserve balance that ILM has drawn down from. The ILM Board Airport Authority has set a minimum reserve balance of $25 million, so ILM is drawing down from that, using their own bank account to cash flow the projects. Mr. Dick reviewed where ILM stands within the small hub airports, noting that their fees, their rates and charges to the customers are at or below their companions for this size of an airport. He stated they are also trying to be affordable for both their customers and the airlines who are considering whether they want to invest in ILM or some other airport in another community.

Mr. Dick noted the other key piece in making sure they have enough financial stability is the island business park. Leased space, he stated there is about 53 acres left available to lease, 40 acres are already under lease at some level of completion. Mr. Dick presented an annual economic impact of ILM, noting the jobs supported, the tax revenue and personal income, stating there is $4.5 billion in 2025 estimated total economic impact.

In conclusion, Mr. Dick highlighted their non-profit branch that is the ILM Aerospace Foundation, which is working towards funding aviation careers for local community kids.

8. **Consent Agenda**
   a. Approval of Board Regular Meeting Minutes- September 30, 2026
   b. Opening of the 30-day public comment period for 2026-2035 STIP/MPO Transportation Improvement Programs Amendment #26-7
   c. Resolution approving 2026-2035 STIP/MPO Transportation Improvement Programs Amendments #26-10
   d. Resolution requesting an amendment to the 2026-2035 State/MPO Transportation Improvement Programs for TG-6824 Capital Improvements
   e. Resolution authorizing the Executive Director to enter into a Data Sharing Licensing Agreement for access to the National Performance Management Research Data Set

Frank Williams made a motion to approve the consent agenda with item 8a pulled. Allen Oliver seconded the motion, the motion passed unanimously.

Frank Williams made a motion to approve item 8a on the consent agenda, with the addition of Zeke Partin, Town of Wrightsville Beach added to the Public Attendance. Brenda Bozeman seconded the motion, the motion passed unanimously.

9. **Old Business**
   a. WMPO Subcommittee Appointments

   Mike Kozlosky reviewed with the WMPO Board that at their last meeting, they voted to continue three subcommittees, the WMPO Executive Director Evaluation and Compensation Subcommittee, the Alternative Funding Subcommittee, and the Boundary, Governance, and Structure Subcommittee. Mr. Kozlosky also reviewed that there was a consensus of the Board on the composition of the subcommittees. Mr. Kozlosky stated that he would like to review the committees one at a time and vote on the members.

   WMPO Executive Director Evaluation and Compensation Subcommittee – it was a consensus that the committee be a four-member committee, the chair, the vice-chair and two members. It was also stated that if additional members wished to serve, it would be allowed if it was not a quorum. There are five members who wish to serve, Jimmy Tate, Rose Terry, Kevin Spears and including the chair and vice- chair, that would add Lynn Barbee and Frank Williams.

   Allen Oliver made a motion to approve the five members of the WMPO Executive Director Evaluation and Compensation as read. Chuck Bost seconded the motion, the motion passed unanimously.

WMPO Alternative Funding Subcommittee - the consensus of the board was that it would consist of five members, the chair and four other members. The members who expressed an interest in serving are Cassidy Santaguida, Stephanie Walker, Allen Oliver. It was decided that the Chair did not have to serve on this committee and Lynn Barbee withdrew his name. Kevin Spears and Chuck Bost were added to the ballot to serve on the committee.

Frank Williams made a motion to approve the five members, Cassidy Santaguida, Stephanie Walker, Allen Oliver, Kevin Spears and Chuck Bost for the Alternative Funding Subcommittee. Brenda Bozeman seconded the motion, the motion passed unanimously.

WMPO Boundary, Governance, and Structure Subcommittee – the consensus of the board was that it would include five members, the Chair, or Vice Chair and four other members. The Chair and Vice Chair have both expressed an interest in being on the committee as well as Landon Zimmer. Ken Dull requested to be considered for the committee. Frank Williams requested to be considered, even if his position as Vice-Chair is not included. Cassidy Santaguida requested to be considered for the committee.

Brenda Bozeman made a motion to approve, Lynn Barbee, Frank Williams, Landon Zimmer, Ken Dull and Cassidy Santaguida as the WMPO Boundary, Governance, and Structure Subcommittee. Kevin Spears seconded the motion, the motion passed unanimously.

10. <u>Regular Agenda</u>

a. <u>Resolution approving Amendment #4 to the FY27 Unified Planning Work Program</u>

Regina Hopkins, WMPO's Accounting Manager, presented Amendment #4 to the FY27 UPWP. Ms. Hopkins stated this amendment is to fund a new feasibility study that will be managed by NCDOT with cooperation from the MPO. The study is to address the removal from the STIP, the Independence Boulevard Extension Project. Ms. Hopkins noted improving north-south connectivity is still an important consideration and the project is still included in the 2050 MTP. Ms. Hopkins stated the NCDOT has offered to provide 80% of the costs with State Planning and Research (SPR) funds for a total of $160,000. The 20% local match, or $40,000 will be provided using a portion of the $50,000 contingency funds already budgeted in the FY27 UPWP. Ms. Hopkins noted this amendment will add $160,000 in SPR funds to the UPWP but it will not increase the local amount.

Jimmy Tate made a motion to support approving Amendment #4 to the FY27 Unified Planning Work Program. Frank Williams seconded the motion, the motion passed unanimously.

b. Opening of a 14-day Public Comment Period for the WMPO's Division Needs Tier Local Input Point Assignment for Prioritization 8.0

Greer Templer, WMPO Senior Transportation Planner, presented the Board with an overview of where we are in the Prioritization 8.0 process, what the next steps will be, and the results of the regional impact programming. Ms. Templer reviewed the three tiers for projects in the prioritization process and reminded the Board that the tiers are data driven, 100% at the Statewide level, 70% at the Regional level and 50% at the Division level, with the remainder being made up with point assignments. Ms. Templer presented the three projects within the WMPO boundary, selected for Regional Impact Tier funding. These being the Mann's Harbor Shipyard Dorm Facility, the US-17 Business (Market Street) Improvements (U-4902B) and the Wilmington to Raleigh Passenger Rail project. She then reviewed dates for Division Needs Tier Local Input Point assignment, anticipating that the projects in this tier will receive final scores between December 2026 and January 2027. She noted there are 1,600 points for eligible Division Needs Tier projects and draft point assignments are in accordance with the WMPO Board's approved Local Input Point Methodology, which she reviewed. Ms. Templer presented the 16 projects selected for Division Needs Local Input Points, with the WMPO's top seven being roadway projects. Ms. Templer reviewed the seven projects and reminded the Board that all of this will be brought back before them next month at the November meeting for approval.

Stephanie Walker questioned the Oleander and College Road intersection project, asking Ms. Templer to explain a bit more, because it is number one on the priority list. Ms. Templer explained that there were two projects submitted for this intersection, one being at-grade and the other being grade-separated. She explained the at-grade option, scored higher quantitatively through the process, so instead of trying to carry two projects forward at the same intersection, NCDOT Division 3 and the WMPO agreed to prioritize the one that scored higher.

Rose Terry questioned if the 14-day period was starting the 28th of October, since the 28th is basically over. Ms. Templer responded that the 14-day period would be kept open until the end of day, the 11th of November, so it would be a comparable timeline.

Landon Zimmer questioned Mike Kozlosky if the WMPO previously voted on Oleander and College Road and rejected the NCDOT's proposal, and when was that.

Mr. Kozlosky stated he was not aware that the WMPO voted against an overpass, he is aware that the WMPO agreed to look at two different options. Mr. Kozlosky also recalled a discussion where the WMPO was thinking about moving funds from the Military Cutoff and Eastwood Road. project to College and Oleander but ended up retaining the funds on Military Cutoff and Eastwood Road.

Rose Terry made a motion to open a 14-day Public Comment Period for the WMPO's Division Needs Tier Local Input Point Assignment for Prioritization 8.0. Frank Williams seconded the motion, the motion passed unanimously.

c. Resolution Supporting the Allocation of FY29 and FY30 Wilmington Urban Metropolitan Planning Organization Direct Attributable Funds

Krysden Burden, WMPO Grants Coordinator, presented the Board with an overview of the FY29-2030 Special Call for Projects and the funding recommendations. She reviewed the timeline of the special call, stating that the call began on June 1st, there was a pre-submittal informational meeting on June 10th, pre-applications were due on July 17th, and final applications were due September 18th. Ms. Burden noted there were seven applications submitted by six of our member jurisdictions with a total request of $12,124,000 in funding. She noted we do not have $12 million in funding, but we do have $5,553,004 available to award. She gave an overview of the seven applications that were submitted, the scores they received, and the funding requested. Ms. Burden presented the Board with three different options that the WMPO staff had identified as possible options to award funding in FY29 and FY30. She stated that the three options were presented to the TCC at their October 14th meeting, and the TCC recommended Option B. Ms. Burden stated the TCC made a technical recommendation, but it is up to the Boad which option they choose.

Stephanie Walker questioned if there would have been an opportunity for the New Hanover County (NHC) project, which was removed, to have phases of their project approved. Ms. Burden clarified that NHC only requested construction funding, if they had requested PE, right-of-way as well, they could have had phases approved. Mike Kozlosky reviewed that the Board has created a five-year program, and last year the Board funded projects from 2026 to 2028, but there were no projects in 2029 or 2030, so the WMPO held a Special Call for Projects for 2029 and 2030. He also reviewed that the Board stipulated they wanted to go on 2-year cycles, so this call was held off cycle and next year we will go back on cycle and programming funds until 2032.

Ken Dull questioned if there is a yearly amount of money that can be anticipated. Mr. Kozlosky replied that there is about $5 to $6 million annually and part of that is used

for operating expenses, some is put in reserve for cost overruns on projects already funded, and some is used to fund new projects.

Cassidey Santaguida asked where the total remaining funding goes from each of the proposed options. Ms. Burden replied that it would remain in the DA allocation funds and be used for future calls, or shortfall funding.
Ken Dull made a motion to approve Option B for allocation of FY29 and FY30 Wilmington Urban Metropolitan Planning Organization Direct Attributable Funds. Stephanie Walker seconded the motion, the motion passed unanimously.

d. Resolution Dissolving the Go Coast Committee

Carolyn Caggia, WMPO Transportation Planner, highlighted a memo that was included in the board's packet explaining the rationale for dissolving the WMPO's Go Coast Committee. Ms. Caggia reviewed with the Board that Go Coast is the WMPO's Transportation Demand Management Program, which has been guided by a short-range plan, as well as a committee consisting of representatives from area employers, higher education institutions, and other agencies. Ms. Caggia stated that the Go Coast program is well guided by its current short-range plan, which is included in the WMPO's MTP. She noted that the dissolvement of the committee would allow Go Coast staff to focus on services offered to employers, while reducing employer commitments to quarterly meetings. Ms. Caggia stated that when additional employer input is needed, staff proposes convening employer representatives on an as-needed basis.

Brenda Bozeman made a motion to approve the resolution dissolving the Go Coast Committee. Jimmy Tate seconded the motion, the motion passed unanimously.

e. Resolution Adopting the WMPO's 2027 Compensation Philosophy
Mike Kozlosky reviewed with the Board at the last meeting, Jackie Esposito from Catapult provided an overview of the draft compensation philosophy and it was open for comments until the close of business on October 16th. Mr. Kozlosky noted that there were no comments received, but one change was made by staff from the draft. He stated that under the Performance and Organizational Contribution section the WMPO's core values were added.

Allen Oliver made a motion to approve the resolution adopting the WMPO's 2027 Compensation Philosophy. Chuck Bost seconded the motion, the motion passed unanimously.

11. Discussion

a. 2026-2035 STIP/MPO Transportation Improvement Programs Administrative Modifications #26-11

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

12. Updates

a. Wilmington Urban Area MPO

Updates are in the packet.

b. Cape Fear Public Transit Authority

Updates are in the packet.

c. NCDOT Division 3

Updates are in the packet.

d. NCDOT Transportation Planning Division

Amanda Killian added a quick update on Pender County Comprehensive Transportation Plan, noting that it is in progress, they are working on all of the project sheets and then they will go to the steering committee before hosting public input sessions. Ms. Killian also noted that the 2027 NCDOT Multimodal Freight Plan is being updated, and so that will be projected to be done by the end of this year.

Chairman Barbee thanked the NCDOT Division 3 for the tour they led of the Hampstead Bypass, noting it was very informative and appreciated by all.

Vice-chair Williams thanked Mike Kozlosky, the WMPO staff, Trevor Carroll and Landon Zimmer for attending and participating in the Brunswick County Transportation Summit.

13. Next Meeting – November 18, 2026

It was noted that the December meeting is on December 9th at 10:00 am.

14. Adjourn

Frank Williams made a motion to adjourn the meeting. Kevin Spears seconded the motion; the meeting was adjourned at 4:22 p.m.

Respectfully submitted,

Mike Kozlosky
Director
Wilmington Urban Area Metropolitan Planning Organization

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

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

MEMORANDUM

TO: TCC/Board members

FROM: Mike Kozlosky, Executive Director

DATE: October 28, 2026

SUBJECT: Wilmington Urban Area MPO Proposed 2027 Meeting Schedule

Technical Coordinating Committee	Board
January 13	January 27
February 10	February 24
March 17	March 31
April 14	April 28
May 12	May 26
June 16	June 30
July 14	July 28
August 11	August 25
September 15	September 29
October 13	October 27
November 3	November 17
December –no meeting scheduled	December 8*

The TCC meetings will begin at 10 am on the date of the meetings.

The Board meetings will begin at 3 pm on the date of the meetings.

*Board meeting begins at 10 am.

All TCC and WMPO Board meetings will be held in the WMPO Board Room located at 525 North 4th Street in downtown Wilmington unless otherwise publicly noticed.

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD

RESOLUTION ADOPTING THE WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S 2027 MEETING CALENDAR

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization's Board adopts the meeting calendar on an annual basis.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the 2027 meeting calendar.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 18, 2026.

_____
Lynn Barbee, Chair

_____
Mike Kozlosky, Secretary

REVISIONS TO THE 2026-2035 STIP/MPO TIP

HIGHWAY PROGRAM

Amendment #26-8

STATEWIDE PROJECT

STIP ADDITIONS

* BO-2616 STATEWIDE **PROJ.CATEGORY** DIVISION	- STATEWIDE PROJECT	VARIOUS; SYSTEMWIDE. FUNDING FOR MULTI-MODAL PLANNING. ***ADD PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	PLANNING	FY 2027 - FY 2027 - FY 2028 - FY 2028 - FY 2029 - FY 2029 -	$400,000 $100,000 $400,000 $100,000 $400,000 $100,000 $1,500,000	(BGANY) (HF(M)) (BGANY) (HF(M)) (BGANY) (HF(M))
* HN-0044 STATEWIDE **PROJ.CATEGORY** EXEMPT	- STATEWIDE PROJECT	NORTH CAROLINA DEPARTMENT OF ENVIRONMENTAL QUALITY; STATEWIDE. NC DIVISION OF AIR QUALITY PUBLIC EDUCAITON AND OUTREACH: NC AIR AWARENESS PROGRAM PROVIDING PUBLIC EDUCATION AND OUTREACH TO REDUCE MOBILE SOURCE EMISSIONS, REDUCE AIR POLLUTION, AND IMPROVE AIR QUALITY. ***ADD PROJECT AT THE REQUEST OF DIVISION OF PLANNING AND PROGRAMMING. "O(M)" FUNDS REPRESENT FUNDS FROM THE DEPARTMENT OF ENVIRONMENTAL QUALITY.***	IMPLEMENTATION	FY 2027 - FY 2027 -	$536,000 $134,000 $670,000	(CMAQ) (O(M))

REVISIONS TO THE 2026-2035 STIP/MPO TIP

HIGHWAY PROGRAM

Administrative Modification #26-11

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

EB-6039 NEW HANOVER **PROJ.CATEGORY** DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	ST. JOSEPH AVENUE / LEWIS DRIVE; LAKE PARK BOULEVARD TO ACCESS ROAD IN CAROLINA BEACH CONSTRUCT BIKE LANES. ***TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 26 TO FY 27.***	CONSTRUCTION	FY 2027 - FY 2027 -	$1,200,000 $300,000 $1,500,000	(TADA) (L(M))
I-6037 NEW HANOVER **PROJ.CATEGORY** STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	I-140; US 421 TO I-40. REHABILITATE BRIDGE AND PAVEMENT. ***COST INCREASE EXCEEDING $2 MILLION AND 25% THRESHOLDS.***	CONSTRUCTION	FY 2028 - FY 2028 - FY 2029 - FY 2029 - FY 2030 - FY 2030 -	$2,923,000 $731,000 $5,746,000 $1,436,000 $1,411,000 $353,000 $12,600,000	(NHPIM) (T(M)) (NHPIM) (T(M)) (NHPIM) (T(M))

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD

RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #26-11 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 #26-11.

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 #26-11.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 18, 2026.

_____
Lynn Barbee, Chair

_____
Mike Kozlosky, Secretary

WMPO

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

MEMORANDUM

To: WMPO Board Members

From: Tessa Jones, Public Information Officer

Date: November 12, 2026

Subject: Proposed WMPO Public Participation Plan Amendment: Integration of Online Comment Forms

---

The Wilmington Urban Area Metropolitan Planning Organization's Public Participation Plan (PPP), adopted by the WMPO Board on May 27, 2026, outlines how the organization ensures meaningful and accessible opportunities for public involvement across its core work products and plans.

To improve how the public can share input, staff are recommending an amendment to the adopted PPP to add an online form as one way community members may submit comments during public comment periods. This update would be reflected in the list of "Comment Opportunities" for applicable WMPO work products, including:

- Metropolitan Transportation Improvement Program (MPO TIP)
- Unified Planning Work Program (UPWP)
- PPP (Public Participation Plan)

WMPO staff reviewed how an online form could complement existing public comment methods and determined that formally integrating this option into the PPP would provide clarity and consistency. The considerations supporting this amendment include:

- **Expanded accessibility** - providing an additional, convenient option for community members to submit comments, particularly for those who prefer digital engagement or cannot participate through existing methods.
- **Improved organization and efficiency** - enabling staff to more effectively receive, categorize, and track comments through ArcGIS Survey123, Esri's online survey collection tool, which allows comment forms to be integrated into the WMPO website and easily exported as spreadsheets.

The adopted PPP specifies that a 45-day public comment period must occur prior to the WMPO Board's consideration of approval for any changes to the plan. The 45-day public comment period for the proposed PPP amendment opened on September 30 and will close on November 14, 2026. At this time, WMPO staff have received zero public comments regarding the proposed amendment.

WILMINGTON URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

Public Participation Plan

Adopted May 27, 2026

Amended November 2026



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

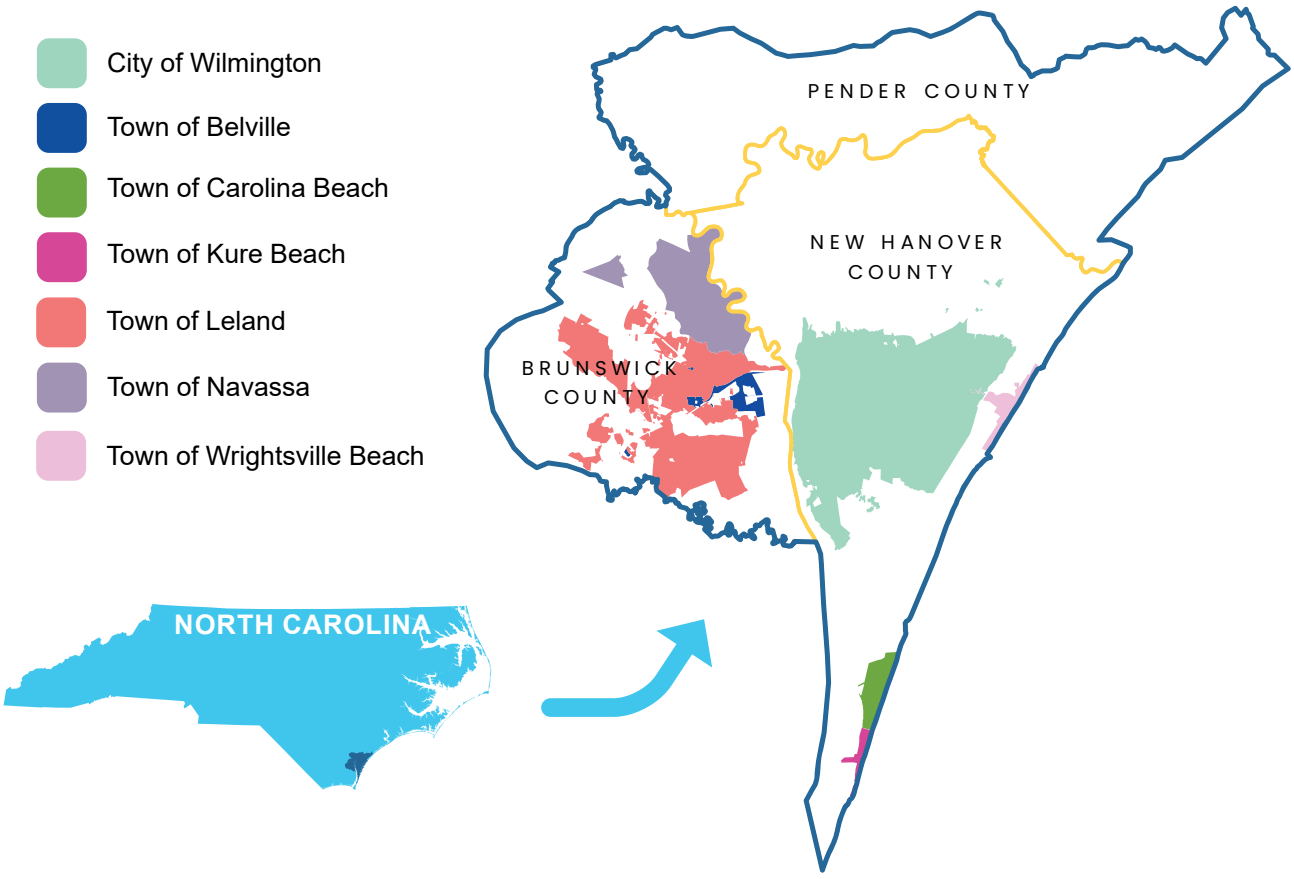
Getting to Know the WMPO

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.

WMPO

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 5.7.2026

WMPO

Pender County



Brad George
Commissioner

NC Board of Transportation



Landon Zimmer
Board Member

CFPTA

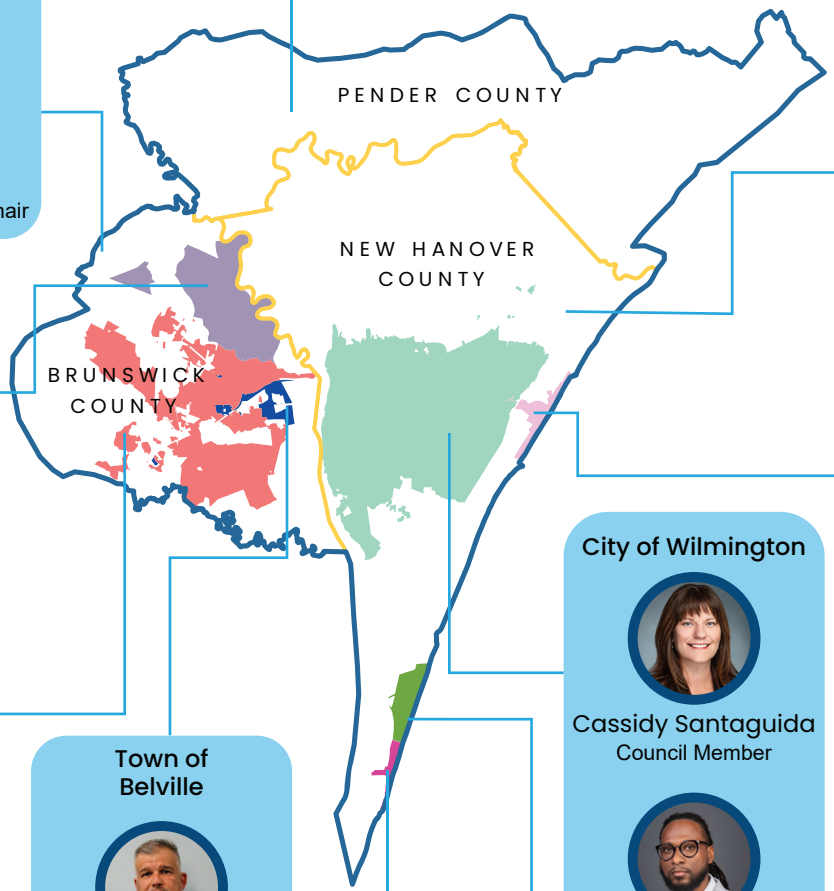


Stephanie Walker
New Hanover County Commissioner

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

City of Wilmington

Cassidy Santaguida
Council Member

Kevin Spears
Mayor Pro Tem

Town of Leland



Brenda Bozeman
Mayor

Town of Belville



Chuck Bost
Mayor

Town of Kure Beach



Allen Oliver
Mayor

Town of Carolina Beach



Lynn Barbee
Mayor
WMPO Board Chair

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

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.



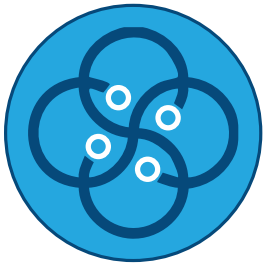
The ATAC meets every other month and is composed of citizens, subject matter experts, and stakeholders involved in matters related to active transportation.

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.



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.

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.

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 accomodations 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	• WMPO offices and website • WMPO member planning department offices • Area libraries
Unified Planning Work Program (UPWP)	Annually	30 days	Not Required	• WMPO offices and website
Public Participation Plan (PPP)	As needed	45 days	Not Required	• WMPO offices and website
MPO Transportation Improvement Program (TIP)	Biannually	30 days	Yes	• 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
30 days prior to adoption Available for public review and comment for 30 days before adoption, including amendments	The MTP is updated and adopted every 5 years	Conducted on an as-needed basis

How can I make comments on the MTP?

Comment Opportunities	Consideration	Draft Document Locations
• Via email and mail • Online form • Public meetings and in-person events • Virtual open house	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	• 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
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	The MPO TIP is updated and adopted biannually	Conducted on an as-needed basis Require 30-day comment period

How can I make comments on the MPO TIP?

Comment Opportunities	Consideration	Draft Document Locations
• Via email and mail • Online form • Public hearing • Public meetings	When significant written/oral comments are received, they are presented to the WMPO Board	WMPO offices and website

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
30 days prior to adoption Available for public review and comment for 30 days before adoption	The UPWP is adopted annually	Conducted on an as-needed basis Do not require 30-day comment period

How can I make comments on the UPWP?

Comment Opportunities	Consideration	Draft Document Locations
• Via email and mail • Online form • Public meetings	When significant written/oral comments are received, they are presented to the WMPO Board	WMPO offices and website

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
45 days prior to adoption Available for public review and comment for 45 days before adoption	The PPP is updated and adopted as needed	Conducted on an as-needed basis

How can I make comments on the PPP?

Comment Opportunities	Consideration	Draft Document Locations
• Via email and mail • Online form • Public meetings	When significant written/oral comments are received, they are presented to the WMPO Board	WMPO offices and website

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?

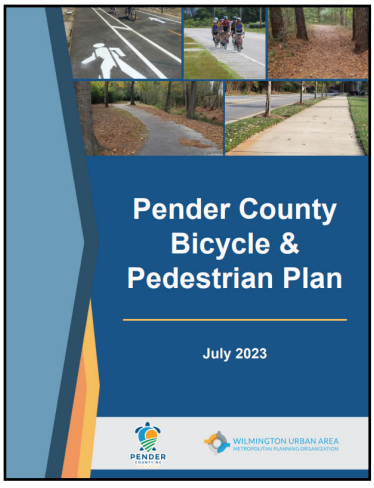
Public Comment Period	Adoption	Amendments
Varies Each planning effort develops a plan- and community-specific engagement strategy with opportunities for input throughout the study	Transportation studies are completed and adopted as needed	Conducted on an as-needed basis

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

Comment Opportunities	Consideration	Draft Document Locations
• Public comment at Board meetings • Public engagement occurs throughout plan development process	Study-specific Public comment is typically incorporated throughout the plan development process	WMPO office and website







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:



Open and click rates of email correspondence and social media links



Use of online tools, surveys, and comment opportunities



Social media reach (the number of people who see our content) and engagement (how people interact with it through likes, shares, comments, and clicks)



Range of geographic reach of public input



Participation levels at meetings and events



Feedback on the clarity, accessibility, and usefulness of information shared

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

TITLE VI

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD

RESOLUTION ADOPTING THE WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S AMENDED PUBLIC PARTICIPATION 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 N.C. Board of Transportation; and

WHEREAS, public participation is an integral part of the Wilmington Urban Area Metropolitan Planning Organization's transportation planning process and is essential to ensuring that transportation decisions reflect the needs, values, and priorities of the region; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization developed the 2026 Public Participation Plan to serve as a guiding framework for how the public is informed, engaged, and involved in the metropolitan transportation planning process; and

WHEREAS, the plan was adopted by the Wilmington Urban Area Metropolitan Planning Organization's Board on May 27, 2026; and

WHEREAS, to support increased accessibility and the further reduction of barriers to public involvement, an online public comment form option for core planning products was identified and added as an additional method for the public to provide comments; and

WHEREAS, the development of the amended Public Participation Plan included a 45-day public comment period, opened September 30, 2026, and closed on November 14, 2026, to provide the public with an opportunity to review and submit comments on the draft amended plan; and

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the amended Public Participation Plan.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 18, 2026.

_____
Lynn Barbee, Chair

_____
Mike Kozlosky, Secretary

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL JOHNSON
SECRETARY

DATE: October 2, 2026

TO: Mike Kozlosky
Executive Director, Wilmington Urban Area Metropolitan Planning Organization

FROM: Brian Murphy, PE
State Traffic Safety Engineer
Transportation Mobility & Safety Division

DocuSigned by:
Brian Murphy
940404F68A9D4F0...

SUBJECT: Safety Performance Measures – FHWA Assessment and 2027 Targets

Background

Effective April 14, 2016, the Federal Highway Administration (FHWA) established five highway safety performance measures in accord with regulations set forth in the Federal MAP-21 and FAST Act transportation funding bills. These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

These targets are established annually, are based on 5-year rolling averages, and are for calendar years. North Carolina state targets are set in agreement with our Strategic Highway Safety Plan (SHSP) goals. The SHSP goals are developed through collaborative efforts of a diverse group of stakeholders including state, regional, and local partners (including MPOs). The goal of the most recent (2024) SHSP is to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION MOBILITY & SAFETY DIVISION
1561 MAIL SERVICE CENTER
RALEIGH, NC 27699-1561

Telephone: (919) 814-5000
Fax: (919) 771-2745
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
750 N. GREENFIELD PARKWAY
GARNER, NC 27529

North Carolina Safety Performance Target Achievement Determination

Earlier this year, FHWA completed an assessment of target achievement for NCDOT's calendar year (CY) 2024 safety targets, based on the 5-year averages for 2020-2024 for each measure. As per 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress towards meeting its safety performance targets when at least four of the safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance. **Based on FHWA's review, North Carolina has not met or made significant progress toward achieving its safety performance targets.** As a result, NCDOT must ensure that all HSIP safety funds are obligated and must develop an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward achieving its targets. Table 1 below provides a summary of the target achievement determination at the state level.

Table 1: North Carolina Safety Performance Target Achievement Determination Summary for CY 2024.

Performance Measures	Target	Actual	Baseline	Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	2020 - 2024	2020 - 2024	2018 - 2022			
Number of Fatalities	1,151.7	1,611.6	1,551.0	No	No	No
Rate of Fatalities	0.967	1.358	1.328	No	No	
Number of Serious Injuries	3,312.1	5,289.6	5,039.0	No	No	
Rate of Serious Injury	2.767	4.446	4.304	No	No	
Number of Non-Motorized Fatalities and Serious Injuries	451.1	719.6	661.4	No	No	

Table 2 below shows what this determination would look like if the state's methodology for establishing the CY 2024 goal was applied to crash data specific to Wilmington Urban Area MPO.

Table 2: Wilmington Urban Area MPO Safety Performance Target Achievement Determination Summary for CY 2024.

Performance Measures	5-Year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2020 - 2024	2020 - 2024	2018 - 2022			
Fatalities (5 Year Average)	22.9	35.2	33.8	No	No	No
Fatality Rate (5 Year Average)	0.906	1.251	1.276	No	Yes	
Serious Injuries (5 Year Average)	60.9	88.2	88.8	No	Yes	
Serious Injury Rate (5 Year Average)	2.415	3.182	3.376	No	Yes	
Non-Motorized Fatalities and Serious Injuries (5 Year Average)	16.1	21.0	20.4	No	No	

2027 State Safety Performance Targets

2027 state safety performance targets were submitted to FHWA on August 31st, as required, with the submission of the annual Highway Safety Improvement Program (HSIP) report. These targets reflect the 2024 SHSP goal to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. The calculated targets are shown in Table 3 below. More detailed information about each target can be found at this link.

Table 3: North Carolina Calendar Year 2027 Safety Performance Targets.

Performance Measure	CY 2027
Number of Fatalities	1,012.6
Rate of Fatalities	0.846
Number of Serious Injuries	3,000.5
Rate of Serious Injuries	2.499
Number of Non-Motorized Fatalities & Serious Injuries	403.4

2027 Wilmington Urban Area MPO Safety Performance Targets

Table 4 below provides crash data specific to your MPO and shows what the safety performance targets would look like if you applied the state's methodology (reducing fatalities and serious injuries by half by 2035). More detailed information specific to your MPO can be found at this link.

Table 4: Wilmington Urban Area MPO Specific Safety Performance Targets.

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-Motorized Fatalities and Serious Injuries (5 Year Average)
2016 – 2020	30.8	1.186	80.2	3.114	19.8
2017 – 2021	33.2	1.273	86.8	3.355	21.4
2018 – 2022	33.8	1.276	88.8	3.376	20.4
2019 - 2023	35.2	1.288	89.6	3.291	20.6
2020 - 2024	35.2	1.251	88.2	3.182	21.0
2021 - 2025	37.8	1.283	88.2	3.022	26.2
2027 Target	**19.2**	**0.770**	**53.4**	**2.145**	**13.5**

Next Steps

MPOs are not directly assessed by FHWA on their progress towards meeting safety performance targets. However, coordination and deliberate action will be needed to achieve the fatal and serious injury crash reduction goals outlined in the NC Strategic Highway Safety Plan and as communicated through the safety performance targets. We encourage additional coordination between MPO's and NCDOT Traffic Safety Unit in all areas of safety, but specifically in data sharing, safety tools development, safety need identification and shared safety project implementation. The Traffic Safety Unit is available to meet with your MPO for additional discussion and partnership.

FHWA guidance allows each MPO to establish safety performance targets by either agreeing to plan and program projects so that they contribute toward the accomplishments of the State DOT performance targets or committing to quantifiable HSIP targets for their specific MPO area. If an MPO establishes its own targets, it will need to do so in coordination with the State per FHWA guidelines. The Traffic Safety Unit is available to facilitate this coordination. As a reminder, MPOs must establish safety performance targets no later than February 27 of each year per FHWA guidance. If you have not already done so, please transmit a signed adoption resolution indicating the establishment of safety targets for your MPO or supporting the state's targets to Daryl Vreeland (dvreeland@ncdot.gov) in the Transportation Planning Division just as you have in previous years. An adoption resolution template can be found at this link.

Finally, the NCDOT Traffic Safety website seeks to communicate safety information to the public and the following links may be of specific interest to MPOs:

- Main NCDOT Traffic Safety Unit website: link
- Mapped safety data: link
    - Here you can find a variety of spatial datasets related to traffic safety, including: fatal and serious injury crashes, pedestrian and bicycle crashes, safety projects (completed and funded), and several interactive map-based dashboards that allows the user to select an area of interest for more specific crash statistics.

Please contact me directly at (919) 814-4948 or bgmurphy@ncdot.gov for further questions or discussion.

BGM/mma

cc: Brian Wert, PE
Daryl Vreeland, AICP
George Hoops, PE
Jennifer Portanova, PE
Shawn Troy, PE

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD

RESOLUTION ENDORSING TARGETS FOR SAFETY PERFORMANCE MEASURES ESTABLISHED BY THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

WHEREAS, the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures annually, by August 31; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) has established targets for five performance measures based on five year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized (bicycle and pedestrian) Fatalities and Non-motorized Serious Injuries; and

WHEREAS, the NCDOT coordinated the establishment of safety targets with the 20 Metropolitan Planning Organizations (MPOs) in North Carolina continually through outreach conducted by NCDOT's Mobility and Safety Group; and

WHEREAS, the NCDOT officially establishes and reports the safety targets in the Highway Safety Improvement Program annual report by August 31, of each year; and

WHEREAS the MPO's may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets for each measure or establish its own target within 180 days of the State establishing and reporting its safety targets in the HSIP annual report.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby agrees to plan and program projects that contribute toward the accomplishment of the State's targets as noted below for each of the aforementioned performance measures:

1. For the 2027 HSIP, the goal is to reduce total fatalities by 36 percent from 1,602.8 (2021-2025 average) to 1,012.6 (2023-2027 average) by December 31, 2027.

2. For the 2027 HSIP, the goal is to reduce the fatality rate by 24 percent from 1.110 (2021-2025 average) to 0.846 (2023-2027 average) by December 31, 2027.

3. For the 2027 HSIP, the goal is to reduce total serious injuries by 44 percent from 5,346.8 (2021-2025 average) to 3,000.5 (2023-2027 average) by December 31, 2027.

4. For the 2027 HSIP, the goal is to reduce the serious injury rate by 36 percent from 3.910 (2021-2025 average) to 2.499 (2023-2027 average) by December 31, 2027.

5. For the 2027 HSIP, the goal is to reduce the total non-motorized fatalities and serious injuries by 47 percent from 756.2 (2021-2025) to 403.4 (2023-2027 average) by December 31, 2027.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 18, 2026.

_____

Lynn Barbee, Chair

_____

Mike Kozlosky, Secretary

WMPO

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

MEMORANDUM

To: WMPO Board Members

From: Greer Templer, Senior Transportation Planner

Date: November 12, 2026

Subject: Prioritization 8.0 – Final Division Needs Local Input Point Assignments

---

On September 21, 2026, the North Carolina Department of Transportation (NCDOT) released Prioritization 8.0 Regional Impact Tier project scores and funded projects, projects eligible to be assigned Division Needs Tier local input point assignment, and revised Division Needs Tier project funding availability.

Based on the funding availability published by NCDOT on September 21, approximately $24 million is available for Division Needs Tier projects competing within NCDOT Division 3, which is comprised of Brunswick, Duplin, New Hanover, Onslow, Pender, and Sampson counties. NCDOT has noted that these funding amounts represent a snapshot in time and remain subject to change as project cost estimates, delivery schedules, anticipated revenues, and other programmatic factors are updated throughout the Prioritization process.

The Local Input Point assignment period for Division Needs Tier projects is open from October 1 through November 20, 2026. Following the Division Needs Tier assignment period, projects are anticipated to be programmed between December 2026 and January 2027. Because projects cascade through the Prioritization tiers, Statewide Mobility Tier and Regional Impact Tier programming decisions and resulting project scores influence the available project pool and local input point assignment considerations for Division Needs Tier projects.

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

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

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

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

The draft WMPO Local Input Point assignments were presented to the WMPO Board on October 28, initiating a 14-day public comment period that closed on November 11. One public comment containing two recommendations was received during the comment period and is included as an attachment following this memorandum for full review. The public comment recommendations submitted for consideration are summarized below:

- Recommendation 1: The comment recommends reallocating Division Needs Local Input Points from H171924 – Cape Fear Crossing to H230873 – Cape Fear Memorial Bridge Replacement. Implementing the requested reassignment would require Board action to deviate from the established methodology. The WMPO Board retains the discretion to direct a different assignment based on its policy priorities and considerations.
- Recommendation 2: The comment concerns the Division Needs Local Input Point assignment for F230649 – Additional (Second) Ramp at Southport. The concern has been addressed through coordination and point donation agreements between the WMPO and the Cape Fear Rural Planning Organization (Cape Fear RPO), allowing for a full 100-point assignment to the project.

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

Deviate From	Deviate To	Reasoning
US 117 (College Road) at US 76 (Oleander Drive) ***Grade Separated*** Intersection Improvements **(H149006-E/U-5704)**	Wilmington Multimodal Transportation Center Intercity Passenger Station **(R150128)**	• The *US 117 (College Road) at US 76 (Oleander Drive)* ***At-Grade*** *Intersection Improvements (H250015/U-5704)* project is receiving WMPO Local Input Points per the adopted methodology, has a higher Division Needs quantitative score, and is receiving Local Input Points from NCDOT Division 3. • *R150128* is the highest-scoring project following the top 16 projects identified for WMPO Local Input Point assignment per the adopted methodology. • Reassignment of points to *Wilmington Multimodal Transportation Center Intercity Passenger Station (R150128)* supports fulfilling the multimodal criteria outlined in the WMPO's adopted methodology.

Central College Road Trail **(B230787)**	Forden Station Ticket Kiosks **(T250790)**	• *Central College Road Trail (B230787)* is funded for construction through the WMPO's Locally Administered Projects Program (LAPP). • *T250790* is the highest-scoring public transit project directly within the WMPO's planning area identified for WMPO Local Input Point assignment per the adopted methodology. • Reassignment of points to *Forden Station Ticket Kiosks (T250790)* supports fulfilling the multimodal criteria outlined in the WMPO's adopted methodology.

The attached point assignment also provides for proposed point donations to and from the WMPO for projects whose point assignments are shared between planning organizations:

Project	WMPO Proposed Point Assignment	WMPO Points to be Submitted	WMPO Points to be Donated or Received
Additional (second) Ramp at Southport Ferry Terminal **(F230649)**	0	50	(50) to be **received** from Cape Fear RPO
Synchrolift Refurbishment at Manns Harbor Shipyard **(F192751)**	0	20	(20) to be **received** from Mid-East RPO
Southport – Ft Fisher Operations Buildings and Visitor Center Replacements **(F230648)**	100	50	(50) **donated** to Cape Fear RPO
US 74 (US 76) – Upgrade roadway to interstate standards **(H090287-AG)**	100	89	(11) **donated** to Cape Fear RPO
Southport – Ft Fisher Additional Ferry Vessel **(F150235)**	100	50	(50) **donated** to Cape Fear RPO

All Division Needs Local Input Point assignments must be submitted to NCDOT by November 20, 2026.

Prioritization 8.0 Divison Needs Tier Projects - Final Local Point Assignment

Project Information										Local Input Criteria									
SPOT ID	**Mode**	**TIP**	**Project Category**	**Route / Facility / Project Name**	**From / Cross Street / Location**	**To / Cross Street**	**Description**	**Specific Improvement Type**	**Cost to NCDOT**	P 8.0 Quantitative Score (x of 100)	**FINAL** Division 3 Points (x of 100)	Consistency with Plans (x of 100)	Status of project in development (x of 100)	Number of Prioritization Cycles (x of 100)	Total (x of 500)	**FINAL Point Assignment**	**Points to be Submitted to SPOT (less donated points)**	Notes	Ranking
H250015	Highway	U-5704	Statewide Mobility	US 117 (College Road)	US 76 (Oleander Drive)	N/A	Upgrade the intersection to an at-grade quadrant design, utilizing utilize Parkway Drive with improvements including roadway widening and turn lanes.	10 - Improve Intersection	$ 57,700,000	62.66	100	100	50	100	412.66	**100**	**100**		1
H192190	Highway		Division Needs	New location	US 17 (Ocean Highway)	NC 133 (River Road)	Construct new roadway connection between US 17 and NC 133 in Brunswick County.	5 - Construct Roadway on New Location	$ 55,800,000	73.73	100	100	25	100	398.73	**100**	**100**		2
F230649	Ferry		Regional Impact	Southport - Ft Fisher	Southport terminal	N/A	Additional (second) ramp at Southport	8 - Expand Facility	$ 18,000,000	79.36	100	100	25	25	329.36	**0**	**50***	*Cape Fear RPO donating 50 points to WMPO to support full point assignment to F230649.	
H149006-D	Highway	U-5881	Statewide Mobility	US 117 (College Road)	South of SR 1272 (New Centre Drive)	NS-94068 (Ringo Drive)	Upgrade Roadway	2 - Upgrade Arterial to Freeway/Expressway	$ 55,700,000	74.28	0	100	50	100	324.28	**100**	**100**		3
B250267	Bicycle & Pedestrian	5702AA	Division Needs	UNCW Pedestrian Bridge across College Road	West US 117 (South College Road)	East US 117 (South College Road)	The feasibility study describes a proposed pedestrian facility crossing US 117/NC 132/South College Road to provide additional connectivity to the University of North Carolina - Wilmington (UNCW) campus. It also includes pedestrian improvements to the College Road corridor as a supplemental design component of the project.	6 - Grade-Separated Pedestrian Facility (Pedestrian)	$ 6,845,451	73.56	100	100	25	25	323.56	**100**	**100**		4
B231171	Bicycle & Pedestrian		Division Needs	US 421 (Carolina Beach Road)	SR 1187 (Sanders Road)	SR 2566 (Halyburton Memorial Parkway)	Construct a multi-use path along S College Beach Road from Sanders Road to the intersection with Halyburton Memorial Parkway.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 8,722,400	73.14	100	100	25	25	323.14	**100**	**100**		5
H110987	Highway	U-5729	Regional Impact	US 421 (Carolina Beach Road)	US 421 (Burnett Boulevard)	US 117 (Shipyard Boulevard)	Upgrade roadway	11 - Access Management	$ 72,100,000	72.98	0	100	50	100	322.98	**100**	**100**	**U-5729SW is now included in the scope of U-5729 and no longer being scored separately.	6
F230648	Ferry		Regional Impact	Southport - Ft Fisher	Southport and Ft Fisher terminals	N/A	Replace and expand Operations Buildings / Visitor Centers at Southport and Fort Fisher	8 - Expand Facility	$ 4,448,500	65.48	100	100	25	25	315.48	**100**	**50***	*WMPO donating 50 points to Cape Fear RPO to support full point assignment to F230648.	7
H149006-A	Highway	U-5702B	Regional Impact	NC 132 (College Road)	US 421 (Carolina Beach Road)	US 117 (Shipyard Boulevard)	Access management and travel time improvements.	11 - Access Management	$ 129,300,000	63.18	0	100	50	100	313.18	**100**	**100**		8
H110993	Highway	U-6080	Division Needs	SR 1175 (Kerr Avenue)	Patrick Avenue	SR 1411 (Wrightsville Avenue)	Widen existing 2-lane facility to 4-lane divided facility with bicycle lanes, 5' sidewalk, 10' multiuse path	1 - Widen Existing Roadway	$ 68,400,000	52.37	0	100	50	100	302.37	**100**	**100**		9
H149006-E	Highway	U-5704	Statewide Mobility	US 117 (College Road)	US 76 Oleander Drive	N/A	Upgrade the intersection to a grade-separated quadrant design, utilizing utilize Parkway Drive with improvements including roadway widening and turn lanes.	7 - Upgrade At-grade Intersection to Interchange or Grade Separation	$ 184,600,000	52.00	0	100	50	100	302.00			*WMPO staff recommend reassigning points from H149006-E to R150128,the next-highest-scoring project to fall outside the top 16 threshold per the adopted methodology. The at-grade alternative to H149006-E (H250015) is recommended to receive points under the adopted methodology.	
H090287-AG	Highway	R-4462	Statewide Mobility	US 74 (US 76)	NC 87 (Maco Road)	SR 1426 (Mount Misery Road)	Upgrade roadway to interstate standards	2 - Upgrade Arterial to Freeway/Expressway	$ 375,800,000	51.30	0	100	50	100	301.30	**100**	**89***	*WMPO donating 11 points to Cape Fear RPO to support full point assignment to H090287-AG.	10
A150101	Aviation	AV-5795	Statewide Mobility	ILM - Wilmington International Airport: GA Apron Expansion	34.277476901379764, -77.91062332512783	N/A	The airport is experiencing unprecedented demand for GA and corporate tiedown and hangar space, exceeding ramp availability. Project Expands the North Apron toward new tenant ramp areas to expand capacity and enhance economic development within the corporate GA community. [DOA PRN = 3432]	1200 - Aircraft Apron / Helipad Requirements	$ 1,000,000	74.20	0	100	50	75	299.20	**100**	**100**		11

B230787	Bicycle & Pedestrian		Division Needs	Central College Road Trail	SR-2048 (Gordon Road)	SR-2206 (Northchase Parkway NE)	Construct a 10' shared-use path adjacent to US 117/NC 132/N College Road.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 11,212,800	69.46	0	100	100	25	294.46			*Funded for construction through the WMPO's LAP Program. **WMPO staff recommend reassigning points from B230787 to T250790, the highest-scoring transit project to directly support Cape Fear Public Transportation Authority/Wave Transit operations and fall outside the top 16 threshold per the adopted methodology.This recommended deviation also supports fulfilling the multimodal criteria outlined in the WMPO's adopted methodology.	
F150235	Ferry		Regional Impact	Southport - Ft Fisher	Southport - Ft Fisher route	N/A	Additional River Class vessel	6 - Expand Vehicle Vessel	$ 35,000,000	44.20	0	100	50	100	294.20	**100**	**50***	*WMPO donating 50 points to Cape Fear RPO to support full point assignment to F150235.	12
H090713	Highway		Regional Impact	NC 133 (River Road SE)	SR 1551 (Blackwell Road)	SR 1599 (Jackeys Creek Lane)	Widen NC133 (River Road SE) from SR 1551 (Blackwell Road) to SR 1599 (Jackey's Creek Lane SE) to four-lane, divided cross section with curb and gutter.	1 - Widen Existing Roadway	$ 67,000,000	63.06	0	100	25	100	288.06	**100**	**100**		13
H171924	Highway	U-4738	Statewide Mobility	US 117 (Shipyard Boulevard), US 17 (Ocean Highway), US 17 bus, US 421 (Carolina Beach Road), US 74	US 117 (Shipyard Boulevard)	I-140 (Wilmington BYP)	Upgrade existing roadways and construct new river crossing south of existing Cape Fear Memorial Bridge. [TOLL PROJECT]	6 - Widen Existing Roadway and Construct Part on New Location	$ 1,629,700,000	59.92	0	100	25	100	284.92	**100**	**100**		14
R150128	Rail		Division Needs	CSX SE Line (Wilmington Multimodal Transportation Center)	Downtown Wilmington Multimodal Transportation Center located on Campbell Street between 3rd and 4th Street, across from Padgett Transfer Station (Cape Fear Public Transportation Authority/Wave Transit).	N/A	Construction of an intercity passenger station in Wilmington to accommodate future rail service between Raleigh and Wilmington. This passenger station will be part of a larger multimodal center ultimately accommodating public transportation, private mass transportation, passenger rail, bicyclists, and pedestrians.	4 - Passenger rail station improvement or construction (point)	$ 93,925,000	34.00	0	100	50	100	284.00	**100**	**100***	*WMPO staff recommend reassigning points from H149006-E to R150128, the next-highest-scoring project to fall outside the top 16 threshold per the adopted methodology.This recommended deviation also supports fulfilling the multimodal criteria outlined in the WMPO's adopted methodology.	15
H170244	Highway		Regional Impact	NC 133 (River Road SE)	SR 1599 (Jackeys Creek Lane SE)	Rabon Way SE	Widen NC133 (River Road SE) from SR 1599 (Jackey's Creek Lane SE) to Rabon Way to four-lane, divided cross section with curb and gutter.	1 - Widen Existing Roadway	$ 65,500,000	46.01	0	100	25	100	271.01				
H230873	Highway		Statewide Mobility	US 17 BUS	US 74 Interchange	5th Street	Replace the existing Cape Fear Memorial Bridge	5 - Construct Roadway on New Location	$ 1,029,800,000	60.71	0	100	25	75	260.71				
B230788	Bicycle & Pedestrian		Division Needs	South College Road Trail	South 17th Street	SR-1521 (Piner Road)	Construct a 10' shared-use path adjacent to NC 132 (N College Road) from South 17th Street to SR-1521 (Piner Road).	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 11,004,800	77.22	0	100	50	25	252.22			Funded for construction through the WMPO's LAP Program	
R140031	Rail		Regional Impact	NCDOT AC Line	Wallace to Castle Hayne	N/A	Restoration of the Wallace to Castle Hayne Rail Corridor from just north of Wilmington to Wallace. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void.	5 - Passenger rail service (line)	$ 52,845,600	26.18	0	100	25	100	251.18				
A150420	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Perimeter Road Improvements (Ph.1)	Various Areas, General Location: 34?, 16', 21.59"N 77?, 53',56.94"W	N/A	Project will improve safety and emergency response by relocating the Airport's vehicle perimeter road outside NAVAID critical areas and Object Free Areas while also providing enhanced separation of airport operational vehicles, emergency response vehicles and aircraft. [DOA PRN = 3415]	3000 - Other	$ 1,000,000	20.40	0	100	25	100	245.40				
H190398	Highway		Statewide Mobility	US 17	SR 2734 (Marsh Oaks Drive)	SR 1582 (Washington Acres Road)	Convert roadway to reduced conflict intersection corridor configuration and provide access management.	4 - Upgrade Arterial to Signalized RCI Corridor	$ 94,400,000	67.98	0	100	25	50	242.98				
R150532	Rail		Statewide Mobility	NCDOT AC Line	From Burgaw to Castle Hayne	N/A	Restoration of the Wallace to Castle Hayne Rail Corridor from Burgaw to Castle Hayne (phase 2) per Pender Co CTP project PEND0001-R.	1 - Freight rail corridor improvement or construction (line)	$ 202,239,824	15.60	0	100	25	100	240.60				
R150125	Rail		Statewide Mobility	CSX AF Line	MP AF 286.6, near the former Invista facility located on the New Hanover side of the New Hanover / Pender County boundary to the Pender County Commerce Park facility	N/A	Construction of approximately 1.5 mile rail line extension from MP AF 286.60 (near Invista) to support new rail volumes inbound & outbound from Pender Commerce Park. Project includes at-grade crossing improvements to US 421 (Crossing #629 171T).	1 - Freight rail corridor improvement or construction (line)	$ 7,868,025	9.32	0	100	25	100	234.32				
F250422	Ferry		Regional Impact	Southport - Ft Fisher	Southport and Ft Fisher terminals	N/A	Additional (second) ramps at Southport and Fort Fisher	8 - Expand Facility	$ 36,000,000	82.58	0	100	25	25	232.58				
R192033	Rail		Statewide Mobility	CSX AF Line (Yadkin Spur, CNC Lead)	US 17/421 South of I-140 Dan Cameron Bridge, Wilmington	N/A	Installation of grade crossing improvements at existing at-grade crossing (Crossing #629 163B) at US 421 in Wilmington. The project includes the installation of gates, signalization and supplementary safety measures per MUTCD guidelines and AREMA recommendations to achieve optimal benefit per spending.	3 - Highway-rail crossing improvement (point)	$ 6,916,000	55.36	0	100	25	50	230.36				

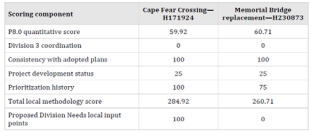
R230522	Rail		Regional Impact	NCRR/NS NC Line, CSX AC Line, NCDOT AC Line, & CSX SE Line (Wilmington to Raleigh Passenger Service)	Wilmington to Raleigh via Goldsboro	N/A	Upgrade rail infrastructure to support new intercity passenger service from Wilmington to Raleigh via Goldsboro. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void.	5 - Passenger rail service (line)	$ 154,938,000	79.74	0	100	25	25	229.74			Awarded funding at Regional Impact Tier	
F230761	Ferry		Regional Impact	Southport - Ft Fisher	Ft Fisher terminal	N/A	Additional (second) ramp at Fort Fisher	8 - Expand Facility	$ 18,000,000	79.36	0	100	25	25	229.36				
B250735	Bicycle & Pedestrian		Division Needs	Country Club Drive Multi-Use Path	St Johns Church Road	SR-1563 (Sloop Point Loop Road)	Construct a 10' shared-use path adjacent to SR-1565/Country Club Drive.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 16,345,600	53.50	0	100	50	25	228.50				
A170927	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Emergency Boat Ramp Access Launch Rwy 6	34?, 15', 33.49"N 77?, 54', 45.32"W	N/A	The existing emergency water rescue ramp (boat access) is an unimproved riverbank and regularly susceptible to erosion by tide and current. This project will Provide stabilized access for Rescue boat along with a dock to support life safety activities in response to waterway aircraft crash emergencies at runway end. [DOA PRN = 3806]	3000 - Other	$ 1,000,000	25.28	0	100	25	75	225.28				
A231118	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Apron Maintenance	34?, 16', 18.6"N 77?, 54', 32.38"W	N/A	Perform maintenance and renovations on the Modern Aviation FBO Ramp to ensure a safe operating surface amid increasing demand. [DOA PRN = 4931]	1200 - Aircraft Apron / Helipad Requirements	$ 500,000	74.60	0	100	25	25	224.60				
A231184	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Airline and Customs Apron - Joint and Pavement Repair	34?, 16', 24.71"N 77?, 54', 35.45"W	N/A	Clean, seal, and repair joints and concrete pavement sections for the Air Carrier and Customs Aprons to ensure a safe and adequate pavement system at on the existing airline and customs ramp.	1200 - Aircraft Apron / Helipad Requirements	$ 500,000	73.34	0	100	25	25	223.34				
B231163	Bicycle & Pedestrian		Division Needs	SR 1521/1492 (Piner Road/Grissom Road/Masonboro Loop Road)	NC 132 (College Road)	Masonboro Sound Road	Construct a multi-use path along Piner Rd. and Masonboro Loop Road from the Monkey Junction intersection to the Masonboro Loop Road/Masonboro Sound Road intersection.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 16,803,676	67.62	0	100	25	25	217.62				
B231167	Bicycle & Pedestrian		Division Needs	US 421 (Carolina Beach Road)	SR 1247 (Antoinette Drive)	NC 132 (College Road)	Construct a multi-use path along Carolina Beach Road from Antoinette Drive to the Monkey Junction intersection.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 1,200,400	60.64	0	100	25	25	210.64				
H231084	Highway		Division Needs	SR 1521 (Piner Road), SR 1492 (Myrtle Grove Road)	SR 1520 (Grissom Road)	N/A	Redesign multiple intersections along SR 1521 (Piner Road) and SR 1492 (Myrtle Grove Road). SR 1521 at SR 1520; SR 1521 at SR 1492; and SR 1492 at SR 1520. Widen SR 1521 from US 421 to SR 1492 to include median divider, multiuse path, and 5' sidewalk.	21 - Realign Multiple Intersections	$ 11,600,000	60.59	0	100	25	25	210.59				
F230763	Ferry		Regional Impact	Southport - Ft Fisher	Ft Fisher terminal	N/A	Terminal improvement: install 5' sidewalk at Fort Fisher between ferry terminal building entrance and US 421	8 - Expand Facility	$ 39,006	60.00	0	100	25	25	210.00				
T250305	Public Transit		Division Needs	Duplin County Transit Vehicle Expansion	Duplin County Public Transportations building - 144 Duplin Commons Dr., Kenansville	N/A	Purchase (2) 22' LTV Demand Response Vehicles	4 - Demand Response	$ 303,070	55.42	100	0	25	25	205.42				
F250415	Ferry		Regional Impact	Southport - Ft Fisher	Southport - Ft Fisher route and terminals	N/A	Additional River Class vessel, additional (second) ramps at Southport and Fort Fisher, and replace/expand dorm at Southport	6 - Expand Vehicle Vessel	$ 74,591,000	52.26	0	100	25	25	202.26				
F250418	Ferry		Regional Impact	Southport - Ft Fisher	Southport - Ft Fisher route and Southport terminal	N/A	Additional River Class vessel, additional (second) ramp at Southport, and replace/expand dorm at Southport	6 - Expand Vehicle Vessel	$ 56,591,000	50.96	0	100	25	25	200.96				
F250416	Ferry		Regional Impact	Southport - Ft Fisher	Southport - Ft Fisher route and Southport terminal	N/A	Additional River Class vessel and additional (second) ramp at Southport	6 - Expand Vehicle Vessel	$ 53,000,000	50.32	0	100	25	25	200.32				
H230971	Highway		Regional Impact	US 17 (Oleander Drive)	Pine Grove Drive	Greenville Loop Road	Construction of access management improvements to include raised median, turning lanes, and driveway access closures.	11 - Access Management	$ 86,100,000	49.48	0	100	25	25	199.48				
H231083	Highway		Division Needs	SR 1209 (Independence Boulevard)	US 421 (Carolina Beach Road)	River Road	Widen Independence Boulevard to 4-lane, divided cross section with 10' multiuse path and 5' sidewalk.	18 - Widen Existing Local (Non-State) Roadway	$ 94,500,000	49.21	0	100	25	25	199.21				
B230803	Bicycle & Pedestrian		Division Needs	US 421 (Carolina Beach Road) Pedestrian Crossing Improvements	SR-1247 (Antoinette Drive)	N/A	Construct crosswalks at existing signalized intersection of US 421 (Carolina Beach Road) and SR-1247 (Antoinette Drive). Includes six (6) curb ramps, six (6) pedestrian signal heads, and three (3) painted crosswalks.	8 - Multi-Site Pedestrian Facility (Pedestrian)	$ 1,082,400	49.14	0	100	25	25	199.14				
R231208	Rail		Regional Impact	NCRR/NS NC Line, CSX A & SE Lines (New Passenger Service)	Wilmington to Raleigh via Fayetteville and Pembroke	N/A	Improvement to rail infrastructure to support new intercity passenger service from Wilmington to Raleigh via Fayetteville and Pembroke on the NCRR/NC NC, CSX A, and CSX SE Lines. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void.	5 - Passenger rail service (line)	$ 204,786,600	48.98	0	100	25	25	198.98				

R192058	Rail		Statewide Mobility	CSX ACB Line	New railroad line: Cape Fear Memorial Bridge to Port of Wilmington's north end	N/A	Construction of new rail line connecting the Cape Fear Memorial Bridge to the NCSPA-owned trackage at its north end in Wilmington (Surry St to CSX ACB Line to port). The project is funding-eligible since CSX uses trackage to conduct interchange with WTRY (port). The project would also maintain project funding eligibility if CSX reserved rights to own and/or operate over this stretch of trackage in the future.	1 - Freight rail corridor improvement or construction (line)	$ 651,218,000	23.48	0	100	25	50	198.48				
R230524	Rail		Regional Impact	CSX AC Line, NCDOT AC Line, & CSX SE Line (Wilmington to Goldsboro Passenger Service)	CSX AC Line (Goldsboro to Wallace), NCDOT AC Line (Wallace to Castle Hayne), CSX SE Line (Castle Hayne to Wilmington)	N/A	Improvement to and construction of rail infrastructure to support new intercity passenger service from Wilmington to Goldsboro on the CSX SE, NCDOT AC, and CSX AC Lines. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. This project would also include a layover facility at one endpoint. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void.	5 - Passenger rail service (line)	$ 144,230,800	48.48	0	100	25	25	198.48				
H129637-A	Highway	U-4434	Division Needs	SR 1209 (Independence Boulevard Extension)	Randall Parkway	US 17 BUS (Market Street)	Randall Parkway to US 74 (Martin Luther King, Jr. Parkway) in Wilmington. Multi-lanes on new location.	5 - Construct Roadway on New Location	$ 424,600,000	47.53	0	100	50		197.53				
H250557	Highway		Division Needs	SR 1322 (Murrayville Road)	US 117 (College Road)	I-40	Widen SR 1322 (Murrayville Road) from two lanes, undivided to four lanes, divided, with MUP and sidewalk.	1 - Widen Existing Roadway	$ 49,800,000	46.85	0	100	25	25	196.85				
B230917	Bicycle & Pedestrian		Division Needs	NC132 (College Road) Pedestrian Crossing Improvements	Shopping Center Drive	N/A	Construct crosswalks at existing signalized intersection of NC 132 (S College Road) and Shopping Center Drive. Includes six (6) curb ramps, six (6) pedestrian signal heads, and three (3) painted crosswalks.	8 - Multi-Site Pedestrian Facility (Pedestrian)	$ 1,212,000	44.76	0	100	25	25	194.76				
H230956	Highway		Regional Impact	US 421 (Carolina Beach Road)	SR 1576 (River Road)	Access Road	Replacement of existing bridge structure over Snow's Cut. Proposed cross section includes raised median, shoulders, and 12' MUP.	26 - Upgrade Roadway	$ 113,500,000	43.35	0	100	25	25	193.35				
F251118	Ferry		Regional Impact	Statewide: Support Vessel	Manns Harbor Shipyard	N/A	Replace Tug Vessel (Cape Fear)	1 - Replace Support Vessel	$ 1,684,280	36.80	0	100	25	25	186.80				
H231111	Highway		Division Needs	SR 1322 (Murrayville Road)	I-40	N/A	Convert grade separation of SR 1322 (Murrayville Road) at I-40 to half clover interchange.	9 - Convert Grade Separation to Interchange	$ 89,100,000	36.48	0	100	25	25	186.48				
H230961	Highway		Regional Impact	US 74 (Causeway Drive), US 76 (Causeway Drive)	Airlie Road	US 74 (West Salisbury Street)	Replace moveable span, 4-lane, undivided bridge with fixed span, 4-lane divided bridge with 12' multi-use path facility.	26 - Upgrade Roadway	$ 262,600,000	35.41	0	100	25	25	185.41				
B230808	Bicycle & Pedestrian		Division Needs	US421 (Carolina Beach Road) Pedestrian Crossing Improvements	SR-1492 (Myrtle Grove Road)	N/A	Construct crosswalks at existing signalized intersection of US 421 (Carolina Beach Road) and SR-1492 (Myrtle Grove Road). Includes six (6) curb ramps, six (6) pedestrian signal heads, and three (3) painted crosswalks.	8 - Multi-Site Pedestrian Facility (Pedestrian)	$ 1,082,400	35.04	0	100	25	25	185.04				
T250790	Public Transit		Division Needs	Forden Station Ticket Kiosks	505 Cando St, Wilmington, NC 28405	N/A	Implementation of ticket kiosks and tap pay option for mobile payment to be placed at passenger facilities.	5 - Facility - Passenger Station	$ 25,000	34.76	0	100	25	25	184.76	**100**	**100***	*WMPO staff recommend reassigning points from B230787 to T250790, the highest-scoring transit project to directly support Cape Fear Public Transportation Authority/Wave Transit operations and fall outside the top 16 threshold per the adopted methodology.This recommended deviation also supports fulfilling the multimodal criteria outlined in the WMPO's adopted methodology.	16
B230789	Bicycle & Pedestrian		Division Needs	NC-133 (River Road SE) Belville Trail Ext/Gullah Geechee Heritage Greenway	Rice Hope Run	SR-1547 (Brunswick Place)	Construct a 10' shared-use path adjacent to NC-133 (River Road SE).	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 1,990,800	33.78	0	100	25	25	183.78				
A231185	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Overlay Airport Blvd, Building Circulation and Surrounding Roadways	34?, 16', 4.44"N 77?, 55', 10.85"W	N/A	Overlay aging pavement on Airport Blvd. and ILM roadways leading to N 23rd St. to accommodate increasing traffic and support ILM passenger growth. [DOA PRN = 4934]	3000 - Other	$ 1,000,000	29.16	0	100	25	25	179.16				
T250647	Public Transit		Division Needs	Paratransit Vehicles	1480 Castle Hayne Rd, Wilmington, NC 28401	N/A	Purchase two (2) new vehicles to provide paratransit ADA trips.	4 - Demand Response	$ 222,000	27.92	0	100	25	25	177.92				
A231119	Aviation		Statewide Mobility	ILM - Wilmington International Airport: Perimeter Road Improvements (Ph. 2)	34?, 16', 24.33"N 77?, 53', 36.15"W	N/A	Project will improve safety by relocating the Airport's vehicle perimeter road outside NAVAID critical areas and Object Free Areas. The road will be all-weather road allowing traffic to be separated from Aircraft movement areas. (Phase 2) [DOA PRN = 3835]	3000 - Other	$ 500,000	25.26	0	100	25	25	175.26				
H193097	Highway		Statewide Mobility	US 17	SR 1563 (Sloop Point Loop Road)	NC 210	Upgrade to a controlled access facility with service roads.	2 - Upgrade Arterial to Freeway/Expressway	$ 326,000,000	48.35	0	50	25	50	173.35				
H231085	Highway		Division Needs	SR 1572 (Sidbury Road)	Future NC 417 (Hampstead BYP, R-3300A)	N/A	Convert future grade separation on SR 1572 (Sidbury Road) at (future) NC 417 (Hampstead Bypass) to interchange.	9 - Convert Grade Separation to Interchange	$ 72,900,000	18.34	0	100	25	25	168.34				
R231037	Rail		Statewide Mobility	CSX AC Line (MRSX DOD Junction)	SE Quandrant of the AC/DOD junction, near Leland	N/A	Construction of a third leg to create a full wye junction where the MRSX DOD Line meets the CSX AC Line near MP AC 252.5, near Eliah. Proposed limits of Old Fayetteville Rd and Lanvale Rd NE. The project is funding-eligible since CSX uses the first two miles of DOD trackage to conduct interchanges with the DOD.	1 - Freight rail corridor improvement or construction (line)	$ 13,462,368	16.98	0	100	25	25	166.98				

R230604	Rail		Division Needs	NCDOT AC Line & CSX SE Line	Wilmington to Castle Hayne	N/A	Construct new route on existing preserved corridor of NCDOT AC Line from future rail station in Wilmington at N 3rd Street and tie into proposed Castle Hayne station via the CSX SE Line.	5 - Passenger rail service (line)	$ 37,611,000	16.64	0	100	25	25	166.64				
T250643	Public Transit		Division Needs	Station and Operations Facility Security Improvements	CFPTA Operations Center - 1480 Castle Hayne Rd, Wilmington, NC 28401; Padgett Station - 520 N Third Street, Wilmington, NC 28401; Forden Station - 505 Cando St, Wilmington, NC 28405	N/A	Security improvements at Padgett Station and the CFPTA Operations Center. Improvements at Padgett Station to include new 6' perimeter fence and three (3) moveable gates. Improvements at the Operations Center includes new remote access gate to secure bus yard. New audio and visual monitoring equipment at Forden and Padgett Stations and the Operation Center. Includes security upgrades on all fixed route and paratransit vehicles.	8 - Facility - Administrative	$ 396,000	14.76	0	100	25	25	164.76				
T250660	Public Transit		Division Needs	Automatic Bus Wash	1480 Castle Hayne Rd, Wilmington, NC 28401	N/A	New bus wash facility at Wave Transit Operations Center.	9 - Facility - Maintenance	$ 285,000	14.76	0	100	25	25	164.76				
R230584	Rail		Regional Impact	CSX SE Line	MP 253.74 to MP 371 between Castle Hayne and Hamlet	N/A	Modernization of corridor (replace dark territory with signalized territory for a proposed passenger route) between MP 253.74 and 371 to increase the overall train capacity of the corridor.	7 - Corridor modernization (line)	$ 233,046,000	14.26	0	100	25	25	164.26				
R230597	Rail		Division Needs	NCDOT AC Line	New route from N 3rd St to King St in Wilmington	N/A	Construction of a new route on an existing preserved corridor of NCDOT AC Line from future rail station in Wilmington at N 3rd Street that ties into the existing CSX ACB Line at King Street (Crossing #629 284Y).	5 - Passenger rail service (line)	$ 10,893,267	12.16	0	100	25	25	162.16				
R170043	Rail		Statewide Mobility	CSX AC Line	From Malmo to the RJ Corman Carolina Line in Whiteville	N/A	Restoration of the former Atlantic Coast Rail line from Malmo to the RJ Corman Carolina line in Whiteville. Conceptual study completed by NCDOT FS-1706A.	1 - Freight rail corridor improvement or construction (line)	$ 194,696,865	15.80	0	50	25	50	140.80				
R170434	Rail		Statewide Mobility	CSX AC Line	From Malmo to the International Logistics Park near the Columbus/Brunswick County Line	N/A	Restoration of the former Atlantic Coast Rail line from MP 255.05 on the CSX AC Line in Malmo to the International Logistics Park near the Columbus/Brunswick County Line.	1 - Freight rail corridor improvement or construction (line)	$ 27,001,755	15.80	0	50	25	50	140.80				
F231106	Ferry		Regional Impact	Manns Harbor Shipyard	Manns Harbor Shipyard	N/A	Replace and expand dorm facility at Manns Harbor Shipyard	8 - Expand Facility	$ 4,480,000	80.00	0	0	25	25	130.00			Awarded funding at Regional Impact Tier	
F250420	Ferry		Regional Impact	Southport - Ft Fisher	Ft Fisher terminal	N/A	Replace and expand Operations Building / Visitor Center at Fort Fisher	8 - Expand Facility	$ 1,382,500	76.78	0	0	25	25	126.78				
H250014	Highway	BP3-R004A	Division Needs	SR 1438 ALT(Lanvale Road)	SR 1472 (Village Road)	N/A	Signalize intersection and coordinate with railroad.	10 - Improve Intersection	$ 2,084,000	62.79	0	0	25	25	112.79				
R230594	Rail		Statewide Mobility	CSX AC Line	SR 1438 (Lanvale Rd), Brunswick County	N/A	Construction of grade separation with road OVER rail at SR 1438 (Lanvale Road NE) and closure of existing at-grade crossing (Crossing #629 191E) near Leland.	3 - Highway-rail crossing improvement (point)	$ 19,100,000	57.44	0	0	25	25	107.44				
R230591	Rail		Statewide Mobility	CSX SE Line	SR 1302 (23rd Street), New Hanover County	N/A	Construction of grade separation with road OVER rail at SR 1302 (23rd Street) and closure of existing at-grade crossing (Crossing #628 721N) near intersection of SR 1302 (23rd Street) and SR 1399 (Blue Clay Road) near Wilmington.	3 - Highway-rail crossing improvement (point)	$ 26,800,000	56.46	0	0	25	25	106.46				
F251115	Ferry		Regional Impact	Statewide: Support Vessel	Manns Harbor Shipyard	N/A	Replace Dredge (Manteo)	1 - Replace Support Vessel	$ 7,909,095	56.40	0	0	25	25	106.40				
F250411	Ferry		Regional Impact	Southport - Ft Fisher	Southport - Ft Fisher route	N/A	Replace and expand Operations Building / Visitor Center at Southport	8 - Expand Facility	$ 3,066,000	55.80	0	0	25	25	105.80				
F231109	Ferry		Regional Impact	Statewide: Support Vessel	Manns Harbor Shipyard	N/A	Replace Support Vessel (Skyco)	1 - Replace Support Vessel	$ 40,000,000	55.60	0	0	25	25	105.60				
F192751	Ferry		Regional Impact	Manns Harbor Shipyard	Manns Harbor Shipyard	N/A	Synchrolift Refurbishment. Includes equipment upgrades, retrofits, and dredging.	8 - Expand Facility	$ 5,000,000	54.20	0	0	25	25	104.20		20*	*Mid-East RPO has proposed a donation of 20 points to the WMPO to support full point assignment to F192751.	
F230647	Ferry		Division Needs	Southport - Ft Fisher	Southport - Ft Fisher route	N/A	Replace a River Class Vessel with a new River Class (MV Southport)	2 - Replace Vehicle Vessel	$ 30,000,000	51.60	0	0	25	25	101.60				
F250451	Ferry		Division Needs	Statewide: Support Vessel	Manns Harbor Shipyard	N/A	Replace Tug Vessel (Wanchese)	1 - Replace Support Vessel	$ 5,646,459	48.40	0	0	25	25	98.40				
F230645	Ferry		Division Needs	Southport - Ft Fisher	Southport - Ft Fisher route	N/A	Replace a River Class Vessel with a new River Class (MV Fort Fisher)	2 - Replace Vehicle Vessel	$ 30,000,000	48.00	0	0	25	25	98.00				
F251117	Ferry		Regional Impact	Statewide: Support Vessel	Manns Harbor Shipyard	N/A	Replace Tug Vessel (Morehead City)	1 - Replace Support Vessel	$ 1,684,276	35.20	0	0	25	25	85.20				
R231210	Rail		Regional Impact	CSX SF & SE Lines (New Passenger Service)	Wilmington to Charlotte via Hamlet	N/A	Improvement to rail infrastructure to support new intercity passenger service from Charlotte to Wilmington via Hamlet on the CSX SF and SE Lines. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day.	5 - Passenger rail service (line)	$ 1,090,329,000	27.02	0	0	25	25	77.02				
F250453	Ferry		Division Needs	Statewide: Support Vessel	Manns Harbor Shipyard	N/A	Replace Tug Vessel (Hobucken)	1 - Replace Support Vessel	$ 1,684,280	24.80	0	0	25	25	74.80				

R250597	Rail		Regional Impact	NCRR/NS NC, CSX AC, NCDOT AC, & CSX SE Lines	NCRR/NS NC, CSX AC, NCDOT AC, and CSX SE Lines between Raleigh and Wilmington	N/A	Modernization of corridor (replace dark territory with signalized territory for a proposed passenger route and improve curves with further spirals and superelevation) between MP 81 and MP 128.4 on the NCRR/NS NC Line, MP 160.9 and MP 235 on the CSX AC Line, and MP 364.1 and MP 372.2 on the CSX SE Line to support future intercity rail passenger traffic, increase speeds, and reduce travel times.	7 - Corridor modernization (line)	$ 159,562,551	21.28	0	0	25	25	71.28				
F250454	Ferry		Division Needs	Statewide: Support Vessel	Manns Harbor Shipyard	N/A	Replace Tug Vessel (Manns Harbor)	1 - Replace Support Vessel	$ 1,684,280	14.00	0	0	25	25	64.00				

WMPO Draft P8.0 Regional Impact Local Input Point Assignment - Public Comments

Comment Number	Date Received	Time	Name of Commentor	Commentor Jurisdiction	Comment Subject	Comment	Response
DLIP-001B	8/4/2026	3:25 PM	Brayton Willis	Leland	Comments on Prioritization 8.0 Local Input Point Assignments	Dear WMPO Board Members: I respectfully request that the WMPO Board defer the staff-recommended assignment of 100 Division Needs local input points to Project H171924, the proposed approximately $1.63 billion Cape Fear Crossing toll project, until the public receives a clearer explanation of its current transportation justification, financial feasibility, and funding prospects compared with other eligible investments. I appreciate staff's explanation, provided in response to Bob Lazaro's inquiry, that the proposed second ferry ramp at the Southport terminal lies outside the WMPO planning boundary and that the Cape Fear Crossing is the next highest-scoring project under the adopted methodology. I also understand that WMPO submitted H171924 for Prioritization 8.0 in September 2025 because it remains in the adopted Metropolitan Transportation Plan. That explanation clarifies how staff arrived at its recommendation. It does not resolve the broader question: Why should another extraordinarily expensive toll crossing receive additional priority while replacement of the existing Cape Fear Memorial Bridge remains substantially underfunded? What the Published Scores Show The draft Division Needs table provides the following comparison:  The Memorial Bridge replacement has the slightly higher quantitative score. The Crossing ranks higher under the local methodology because it receives 25 additional points for its prioritization history; the other listed components are identical. I recognize that repeated submission is an adopted criterion. However, longevity in the planning process should not substitute for demonstrating current need, measurable transportation benefits, and a realistic path to funding.I also acknowledge that the Memorial Bridge replacement received WMPO points during the Regional Impact round. My request is to determine whether additional Division Needs points could improve its funding prospects and reduce reliance on tolling, taking that earlier assignment into account.**SEE FULL COMMENT IN ATTACHMENT A**	The comment recommends that the WMPO Board consider a deviation to reassign Local Input Points from H171924 - Cape Fear Crossing to H230873 - Cape Fear Memorial Bridge Replacement. The WMPO Board-approved P8.0 Local Input Point Methodology establishes the criteria used to evaluate and rank projects for local input point assignment. Based on these criteria, H171924 receives a higher score than H230873 and ranks among the top 16 highest-scoring projects. Both projects are also identified as non-funded priority transportation projects in the WMPO's adopted 2026–2031 Strategic Business Plan. NCDOT's last available funding estimate for new Division 3 Division Needs projects was $24 million dollars. With both projects exceeding $1 billion in cost, neither will be funded in this funding cycle or funding category. While the final proposed Division Needs local input point assignment is consistent with the adopted methodology and resulting project rankings, the WMPO Board retains the discretion to deviate from the established methodology and direct a different assignment based on its policy priorities and considerations.
DLIP-001B	8/4/2026	3:25 PM	Brayton Willis	Leland	Comments on Prioritization 8.0 Local Input Point Assignments	**The Ferry Ramp and Regional Benefits** I understand staff's concern that the Southport ramp is outside the WMPO planning boundary. However, facilities outside that boundary can still provide transportation benefits to people and communities within it. What consequences would removing WMPO points have for the ramp's funding prospects and operation of the Southport–Fort Fisher route? What coordination has occurred with the Cape Fear Rural Planning Organization and NCDOT Division 3? Please explain the applicable geographic allocation rules, how many points WMPO may assign to the ramp, and how the proposed reassignment complies with those rules. The public should understand both the jurisdictional explanation and the regional transportation tradeoff.	The comment is addressed through continued coordination among the WMPO, Cape Fear Rural Planning Organization (CFRPO), and NCDOT Division 3 regarding regional ferry projects. Because the Southport–Fort Fisher ferry projects serve both planning areas, the WMPO and CFRPO may each submit up to 50 points per project, for a combined maximum of 100 points. At the time the Draft P8.0 Division Needs Local Input Point assignments were released for public comment, coordination between the WMPO and CFRPO was ongoing. Through this coordination, the CFRPO is donating 50 points to the WMPO to support a full 100-point assignment for the Southport ferry project referenced in the comment (F230649 – Additional [Second] Ramp at Southport). In turn, the WMPO is donating points to the CFRPO to support full 100-point assignments for two additional ferry projects: F230648 – Replace and Expand Operations Buildings and Visitor Centers at Southport and Fort Fisher; and F150235 – Additional River Class Vessel. The concern raised in the comment regarding F230649 has been resolved through coordinated point donations between the WMPO and CFRPO. The CFRPO's donation of 50 points to the WMPO allows for a full 100-point assignment for the project, while the WMPO's reciprocal donations support full 100-point assignments for the two additional shared ferry projects. No changes to the final proposed P8.0 Division Needs Local Input Point assignments are recommended.

Scoring component	Cape Fear Crossing—H171924	Memorial Bridge replacement—H230873
P8.0 quantitative score	59.92	60.71
Division 3 coordination	0	0
Consistency with adopted plans	100	100
Project development status	25	25
Prioritization history	100	75
Total local methodology score	284.92	260.71
Proposed Division Needs local input points	100	0

Subject: Request to Reconsider Proposed Assignment of Local Input Points to Cape Fear Crossing—Project H171924

Dear WMPO Board Members:

I respectfully request that the WMPO Board defer the staff-recommended assignment of 100 Division Needs local input points to Project H171924, the proposed approximately $1.63 billion Cape Fear Crossing toll project, until the public receives a clearer explanation of its current transportation justification, financial feasibility, and funding prospects compared with other eligible investments.

I appreciate staff's explanation, provided in response to Bob Lazaro's inquiry, that the proposed second ferry ramp at the Southport terminal lies outside the WMPO planning boundary and that the Cape Fear Crossing is the next highest-scoring project under the adopted methodology. I also understand that WMPO submitted H171924 for Prioritization 8.0 in September 2025 because it remains in the adopted Metropolitan Transportation Plan.

That explanation clarifies how staff arrived at its recommendation. It does not resolve the broader question: Why should another extraordinarily expensive toll crossing receive additional priority while replacement of the existing Cape Fear Memorial Bridge remains substantially underfunded?

What the Published Scores Show

The draft Division Needs table provides the following comparison:

Scoring component	Cape Fear Crossing—H171924	Memorial Bridge replacement—H230873
P8.0 quantitative score	59.92	60.71
Division 3 coordination	0	0
Consistency with adopted plans	100	100
Project development status	25	25
Prioritization history	100	75
Total local methodology score	284.92	260.71
Proposed Division Needs local input points	100	0

The Memorial Bridge replacement has the slightly higher quantitative score. The Crossing ranks higher under the local methodology because it receives 25 additional points for its prioritization history; the other listed components are identical. I recognize that repeated submission is an adopted criterion. However, longevity in the planning process should not substitute for demonstrating current need, measurable transportation benefits, and a realistic path to funding.

I also acknowledge that the Memorial Bridge replacement received WMPO points during the Regional Impact round. My request is to determine whether additional Division Needs points could improve its funding prospects and reduce reliance on tolling, taking that earlier assignment into account.

The Three Original Transportation Justifications

Having previously reviewed and commented on the Cape Fear Crossing Draft Environmental Impact Statement, I remain concerned about the three principal transportation benefits presented during that review: improved port-related freight movement, improved local and regional mobility, and improved emergency evacuation.

Those concerns warrant updated, publicly reviewable answers.

1. Port-related freight movement

In my earlier comments, I questioned whether a crossing south of the existing Memorial Bridge would improve freight transportation when trucks traveling to some destinations could face greater travel distances. Additional mileage can increase fuel consumption, travel time, operating costs, and environmental impacts.

What current origin-destination analysis demonstrates measurable net benefits for port-related freight? How many trucks would use the crossing, where would they be traveling, and how would their routes compare with available alternatives?

The analysis should identify:

- Expected truck volumes and inbound and outbound destinations.
- Changes in travel distance, travel time, reliability, and operating costs.
- The influence of toll rates on truck route selection.
- Results with and without the proposed navigation channel deepening.

The relevant question is whether the crossing would produce demonstrable freight benefits sufficient to support its cost.

2. Emergency evacuation

I previously questioned the evacuation benefits of a high-level crossing that could become subject to restrictions or closure as hurricane winds reach unsafe velocities. I also recognize that a new crossing could help people evacuate before those restrictions begin. The issue is how much additional evacuation capability it would provide within that usable period.

What improvement in evacuation clearance times would the project produce under realistic departure schedules, wind-related operating restrictions, and congestion on connecting highways? Would it eliminate existing bottlenecks or relocate them?

Please identify the assumed Brunswick County landing area, connecting roads, and evacuation destinations. The analysis should demonstrate how evacuees would move through the entire transportation network, rather than measuring added bridge capacity alone.

3. Local and regional mobility

My underlying question remains:

What traffic would this crossing serve?

What actual traffic volumes, documented growth rates, and demonstrated capacity deficiencies justify another approximately $1.63 billion river crossing? Have earlier forecasts been compared with observed traffic counts to determine whether anticipated growth occurred? How much traffic would realistically divert to a southern crossing at different toll rates? How would replacement of the Memorial Bridge affect that demand?

Traffic forecasts are necessary planning tools, but they remain estimates based on assumptions. Those assumptions should be disclosed, tested against observed conditions, and examined for uncertainty.

Tolling and Financial Feasibility

Designating H171924 as a toll project raises substantial financial and transportation questions.

Tolls influence driver behavior, route selection, traffic volumes, and revenue. If motorists and truck operators choose existing toll-free crossings, the proposed facility's traffic benefits and revenues could be lower than anticipated.

Please identify the available analysis addressing projected toll revenues, construction and financing costs, operations, maintenance, and debt service. What additional public funding would be required? Who would bear the financial risk if traffic or revenues fell below projections?

The public should understand whether tolling is a preliminary planning assumption or a financing approach supported by a current feasibility assessment. Toll financing should not be accepted as the default answer to a major transportation funding shortfall without examining its costs and consequences.

Relationship to the Cape Fear Memorial Bridge Replacement

The Cape Fear Crossing and Memorial Bridge replacement would serve the same regional transportation network. Evaluate their traffic forecasts, financing assumptions, and environmental consequences together.

The Memorial Bridge is an essential existing facility with a clear need for replacement. Its replacement is estimated to cost more than $1 billion, and a substantial funding gap remains. The Crossing is a proposed additional facility whose current benefits and financial feasibility warrant renewed examination. Before increasing the Crossing's funding priority, the Board should obtain a quantitative answer to whether these points could more effectively support replacement of the existing bridge without tolls.

I recognize that prioritization points are not dollars and that assigning 100 points to the Memorial Bridge would not automatically eliminate tolling. Nevertheless, the public deserves to know whether that allocation could increase non-toll funding, reduce the funding gap, or advance a necessary project phase.

What Would These Points Actually Accomplish?

The immediate decision concerns prioritization, rather than construction approval. The Board should therefore receive a clear comparison of the practical consequences of its available choices.

Question requiring an answer	Cape Fear Crossing	Memorial Bridge replacement
How would 100 additional WMPO points affect the applicable final score?	Provide calculation	Provide calculation
Would the resulting score make the project or a defined phase competitive for funding?	Identify likely effect	Identify likely effect
What phase could receive funding, at what cost, and on what schedule?	Identify phase and amount	Identify phase and amount
What funding limits or eligibility constraints apply?	Explain constraints	Explain constraints
How would an award affect remaining public funding needs and reliance on tolls?	Explain effect	Explain effect

The comparison should account for points already assigned during the Regional Impact round and explain how those assignments interact with the current Division Needs decision. If the proposed points would not make the Crossing or a defined phase realistically competitive, the Board should explain the value of assigning them rather than supporting another eligible investment.

The Ferry Ramp and Regional Benefits

I understand staff's concern that the Southport ramp is outside the WMPO planning boundary. However, facilities outside that boundary can still provide transportation benefits to people and communities within it. What consequences would removing WMPO points have for the ramp's funding prospects and operation of the Southport–Fort Fisher route? What coordination has occurred with the Cape Fear Rural Planning Organization and NCDOT Division 3?

Please explain the applicable geographic allocation rules, how many points WMPO may assign to the ramp, and how the proposed reassignment complies with those rules. The public should understand both the jurisdictional explanation and the regional transportation tradeoff.

Environmental Consequences and Alternatives

Another major river crossing and its connecting roads could affect wetlands, floodplains, neighborhoods, wildlife habitat, and private property. Those consequences should be considered alongside reasonable alternatives involving existing transportation facilities. The combined transportation, environmental, and financial implications of the Crossing and Memorial Bridge replacement also deserve examination. Forecasts should explain whether each project assumes the other will be built and whether either project's projected benefits depend on tolling the other.

A new crossing should not be presumed to be the preferred solution before reasonable alternatives have been objectively evaluated.

What Has Changed Since the Earlier Environmental Review?

The earlier Cape Fear Crossing environmental review ended without the project proceeding to construction. Its continued inclusion in an adopted plan does not, by itself, explain what has changed since that review. What new traffic data, freight analyses, evacuation modeling, benefit-cost evaluations, or financial studies support renewed prioritization? Please identify the studies underlying H171924's current quantitative score, their preparation dates, and their principal assumptions. Do they reflect current costs, observed traffic trends, toll-related diversion, proposed port improvements, and replacement of the Memorial Bridge?

I am not suggesting that every final design or environmental question must be resolved before assigning prioritization points. I am requesting evidence proportionate to the decision and the extraordinary scale of the proposed investment.

Requested Action

I respectfully request that the Board defer the recommended assignment of 100 Division Needs local input points to H171924 until WMPO and NCDOT, in coordination with the responsible project sponsors, provide an updated, publicly available, and independently reviewable assessment addressing:

1. Current purpose and need: Observed traffic conditions, documented deficiencies, forecast assumptions, and comparisons of earlier projections with actual outcomes.

2. Measurable transportation benefits: Freight, local and regional mobility, and evacuation benefits, including the effects of tolling.

3. Financial feasibility: Expected revenues, financing requirements, remaining public funding needs, and responsibility for revenue shortfalls.

4. Practical funding consequences: A comparison of assigning the points to the Crossing, Memorial Bridge replacement, or another eligible investment.

5. Ferry implications: Geographic allocation rules, coordination with neighboring planning organizations, and consequences for the Southport ramp.

6. Environmental consequences and alternatives: The relationship between the two crossings and reasonable options involving existing facilities.

The adopted methodology allows the Board to deviate from its rankings with a publicly stated justification. That discretion allows the Board to consider whether the recommended assignment best serves the region's current transportation needs.

As a retired U.S. Army Corps of Engineers senior project manager, I recognize the importance of long-range planning and the uncertainties inherent in forecasting. I also recognize the obligation to demonstrate that a proposed public investment responds to an identifiable need and produces benefits reasonably commensurate with its cost.

I support additional transportation infrastructure when a demonstrated public need exists. Before giving another approximately $1.63 billion toll crossing additional priority, the Board should explain what the assignment could accomplish and why it offers greater public value than other eligible uses of these points.

The citizens of southeastern North Carolina deserve a transparent, financially responsible process grounded in demonstrated needs. Before advancing another toll crossing, shouldn't we fully examine reasonable opportunities to replace the Cape Fear Memorial Bridge without imposing tolls on the traveling public? And if the Cape Fear Crossing's claimed benefits cannot be convincingly demonstrated and quantified, what exactly are we purchasing for approximately $1.63 billion?

Respectfully,

Brayton P. Willis, Jr.
Leland, North Carolina

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD

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

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

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

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

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

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

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

WHEREAS, the Wilmington Metropolitan Planning Organization Board opened a 14-day public comment period on October 28, 2026, and the WMPO has conducted the public comment period for the Division Needs tier projects.

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

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 18, 2026.

_____
Lynn Barbee, Chair

_____
Mike Kozlosky, Secretary

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

MEMORANDUM

To: WMPO Board Members

From: Greer Templer, Senior Transportation Planner

Date: October 29, 2026

Subject: Post-2020 Census Urbanized Area and Metropolitan Planning Area Boundary Adjustments

---

In September 2026, the North Carolina Department of Transportation (NCDOT), in coordination with the Federal Highway Administration (FHWA), initiated the post-2020 Census Urbanized Area (UA) boundary update. As part of this process, NCDOT requested that Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) review draft UA boundary adjustments and corresponding Metropolitan Planning Area (MPA) boundary adjustments, confirm alignment between the boundaries, and identify any additional MPA revisions needed.

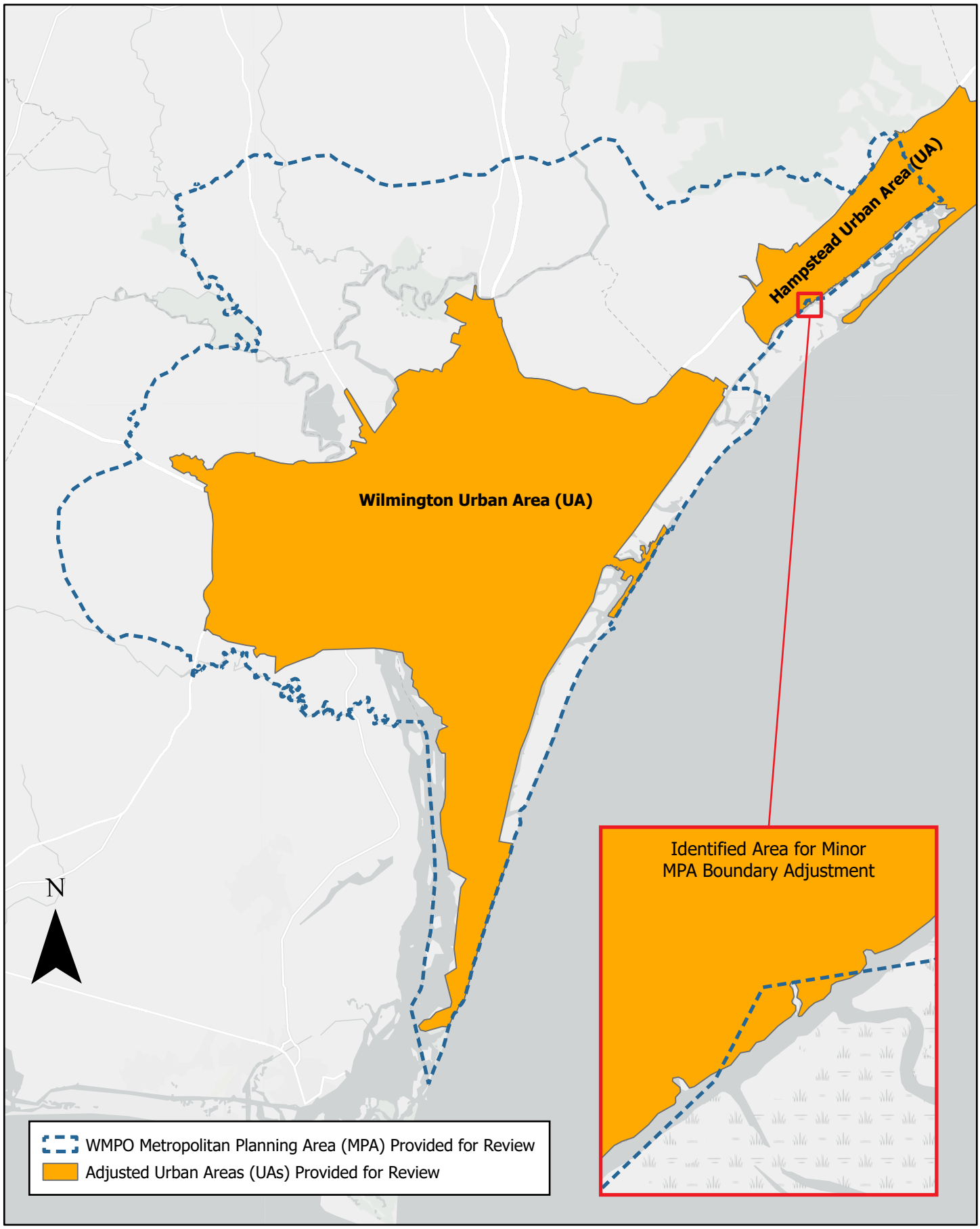
UAs are geographic areas designated by the U.S. Census Bureau based on established population and density criteria and inform certain federal transportation planning and funding activities. An MPA defines the geographic area within which an MPO conducts its transportation planning activities. Federal law requires an MPA to encompass, at a minimum, the MPO's designated UA.

WMPO staff reviewed the proposed boundary adjustments in coordination with NCDOT. The WMPO's primary designated UA, the Wilmington UA, is already fully within its existing MPA. However, a second UA, the Hampstead UA, extends into the WMPO planning area, and for which the updated UA and MPA boundaries did not fully align within the portion of that UA located inside the WMPO's MPA. To address this discrepancy, WMPO staff coordinated with NCDOT and recommended a minor MPA boundary adjustment to align it with the updated UA boundary in that area. The adjustment is limited to aligning the MPA boundary with the updated UA boundary where the two already overlap.

WMPO staff recommends approval of the updated UA boundaries and associated minor revisions to the WMPO's MPA boundary.

Post-2020 Census Boundary Review

Draft Urban Area and Metropolitan Planning Area Adjustments Provided by NCDOT



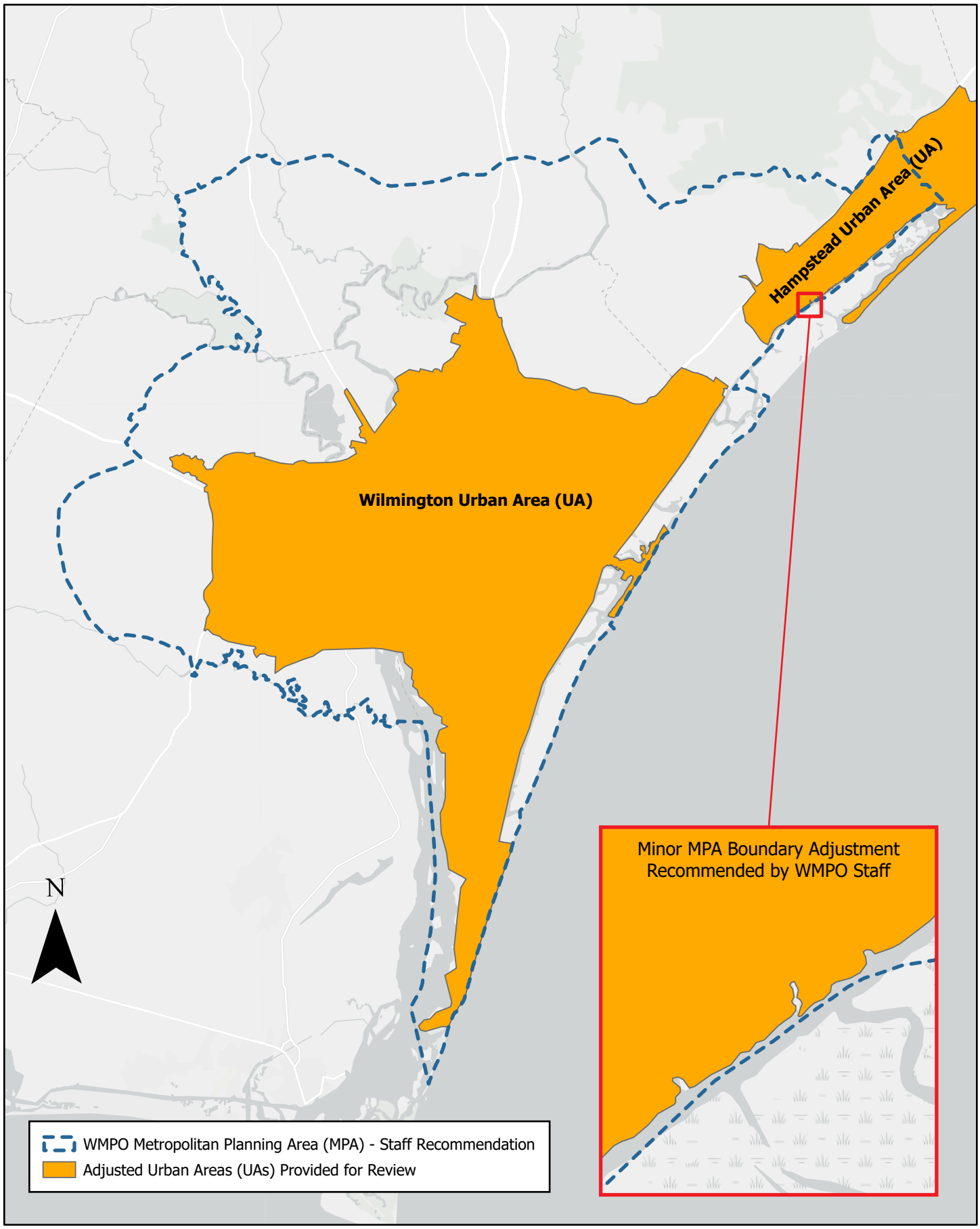
0 2 4 8 Miles

Data Source: WMPO, NCDOT

WMPO

Post-2020 Census Boundary Review

Urban Area and Metropolitan Planning Area Adjustments Recommended by WMPO Staff



0 2 4 8 Miles

Data Source: WMPO, NCDOT

WMPO

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD

RESOLUTION APPROVING THE POST-2020 CENSUS ADJUSTED URBANIZED AREA BOUNDARIES AND METROPOLITAN PLANNING AREA BOUNDARY UPDATES FOR THE WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization (WMPO) 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 Department of Transportation (NCDOT), in coordination with the Federal Highway Administration (FHWA), has initiated the post-2020 Census update of North Carolina's Urbanized Area (UA) boundaries; and

WHEREAS, UAs are geographic areas designated by the U.S. Census Bureau based on population and housing unit density criteria, which inform federal transportation planning and funding activities; and

WHEREAS, NCDOT has requested that Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) review the proposed adjusted UA boundaries and corresponding Metropolitan Planning Area (MPA) boundary adjustments within their respective planning areas; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization reviewed the proposed adjusted UA boundaries and corresponding MPA boundary adjustments in coordination with NCDOT and identified minor adjustments to the MPA boundary to reflect updated UA geographies within the planning area.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves the proposed post-2020 Census adjusted Urbanized Area boundaries and associated minor adjustments to the Metropolitan Planning Area boundary updates for the Wilmington Urban Area Metropolitan Planning Organization.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 18, 2026.

_____
Lynn Barbee, Chair

_____
Mike Kozlosky, Secretary

WMPO Board Member Remote Participation Policy and Procedure
Adopted September 29, 2021
Amended August 30, 2023

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

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

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

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

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

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

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

a. personal illness or disability

b. out-of-town travel

c. unexpected lack of child-care

d. family member illness or emergency

e. weather conditions

f. military service

g. employment or business obligations

h. an unexpected scheduling conflict

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

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

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

B. CONDITIONS AND REQUIREMENTS FOR REMOTE PARTICIPATION.

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

a. Hear what is said by other members of the Board.

b. Hear what is said by any individual addressing the Board.

c. To be heard by all members of the Board when speaking to the Board.

d. To be heard by all other persons present at the meeting location.

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

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

a. any item for which the member was not participating remotely during the entire discussion and deliberation of the matter preceding the vote; and

b. any item that was being discussed when an interruption to the electronic communication occurred, if the Board's discussion was not suspended during the interruption. A brief loss of simultaneous communication will not disqualify the member from voting on the matter under discussion.

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

C. PROCEDURE FOR REMOTE PARTICIPATION.

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

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

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

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

a. When the roll is taken or the meeting is commenced.

b. Prior to participating in the deliberations, including making motions, proposing amendments, and raising points of order.

c. Prior to voting.

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

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

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

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

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

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

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD

RESOLUTION RECINDING THE WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD'S REMOTE PARTICIPATION POLICY AND PROCEDURES

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization (WMPO) 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, during the COVID-19 emergency, the WMPO Board conducted remote meetings pursuant to and in accordance with North Carolina General Statute § 166A-19.24, which provided the authority and procedures for remote meetings during declarations of emergency by the Governor or General Assembly and defined a remote meeting as "an official meeting, or any part thereof, with between one and all of the members of the public body participating by simultaneous communication"; and

WHEREAS, as demonstrated by the Board's remote meetings held during the COVID-19 emergency, the Board recognized that advances in online, audio and video conferencing technology made it possible for members in remote locations to communicate and deliberate effectively with each other during meetings via electronic methods which provide for simultaneous communication; and

WHEREAS, the Board acknowledged that Board member attendance at Board meetings was essential for Board members to perform their official duties and to add to the diversity of thought and opinion in the Board's deliberations; and

WHEREAS, the Board strongly encouraged its members to be physically present for all Board meetings; however, the Board recognized that extenuating circumstances may prevent a member from being physically present at a meeting; and

WHEREAS, the Board also recognized that allowing Board members to participate remotely in meetings helped ensure full participation of the Board at its meetings; and

WHEREAS, the Board directed WMPO staff to develop a Remote Participation Policy and Procedures to provide for such remote participation by Board members in meetings; and

WHEREAS, the WMPO Board's Remote Participation Policy and Procedure was adopted on September 29, 2021, and amended on August 30, 2023; and

WHEREAS, the policy and procedure promoted full participation of Board members at meetings while ensuring access and transparency for the public as required by the Open Meetings Law, subject to rules and requirements; and

WHEREAS, the Remote Participation Policy and Procedure established for remote participation by Board members includes limitations on continued remote participation; and

WHEREAS, there is a request to rescind the policy and procedure to allow Board members to attend remotely without restriction; and

WHEREAS, the Board now finds that the Remote Participation Policy and Procedures are no longer necessary and that Board members should be permitted to participate remotely in Board meetings without limitations or restrictions established by the policy, subject to all applicable laws and Board adopted meeting procedures.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby rescinds the Wilmington Urban Area Metropolitan Planning Organization Board's Remote Participation Policy and Procedures.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 18, 2026.

_____
Lynn Barbee, Chair

_____
Mike Kozlosky, Secretary

REVISIONS TO THE 2026-2035 STIP/MPO TIP

HIGHWAY PROGRAM

Administrative Modification #26-12

STATEWIDE PROJECT

STIP MODIFICATIONS

RX-2600 STATEWIDE **PROJ.CATEGORY** DIVISION	- STATEWIDE PROJECT	VARIOUS; VARIOUS IMPROVE PASSENGER RAIL CROSSING SAFETY INVENTORY PROGRAM. ***MODIFY FUNDING AT THE REQUEST OF THE RAIL DIVISION.***	ENGINEERING	FY 2027 - FY 2028 - FY 2029 - FY 2030 - $2,000,000	$500,000 (T) $500,000 (T) $500,000 (T) $500,000 (T)
TA-6665 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE; SYSTEMWIDE. FUNDING FOR 5311 CAPITAL PROJECTS FOR RURAL AREAS. ***ADD FUNDING IN FY 27 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	CAPITAL	FY 2027 - FY 2027 - FY 2027 - $37,500,000	$3,750,000 (L(M)) $3,750,000 (S(M)) $30,000,000 (5311)
TC-0018 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT; SYSTEMWIDE. FUNDING FOR 5310 CAPITAL PROJECTS FOR RURAL AND URBAN AREAS. ***ADD FUNDING IN FY 27 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	CAPITAL	FY 2027 - FY 2027 - FY 2027 - $7,925,000	$792,000 (L(M)) $793,000 (S(M)) $6,340,000 (5310)
TC-0021 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT; SYSTEMWIDE. FUNDING FOR 5339 STATEWIDE RURAL. ***ADD FUNDING IN FY 27 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	CAPITAL	FY 2027 - FY 2027 - FY 2027 - $15,000,000	$1,500,000 (S) $1,500,000 (L(M)) $12,000,000 (5339)
TM-0028 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT; VARIOUS LOCATIONS. FUNDING FOR OPERATING ASSISTANCE FOR FTA GRANTS. ***ADD FUNDING IN FY 27 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	OPERATIONS	FY 2027 - FY 2027 - $34,000,000	$17,000,000 (5311) $17,000,000 (L(M))

REVISIONS TO THE 2026-2035 STIP/MPO TIP

HIGHWAY PROGRAM

Administrative Modification #26-12

STATEWIDE PROJECT

STIP MODIFICATIONS

TM-0029 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT; VARIOUS LOCATIONS. 5311 STATE ADMINISTRATIVE FUNDS FOR FTA GRANTS. ***ADD FUNDING IN FY 27 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	ADMINISTRATIVE	FY 2027 - $6,000,000 $6,000,000	(5311)
TM-0032 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT; VARIOUS LOCATIONS. 5311(F) INTERCITY BUS FUNDS FOR FTA GRANTS. ***ADD FUNDING IN FY 27 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	OPERATIONS	FY 2027 - $1,400,000 FY 2027 - $9,000,000 FY 2027 - $10,400,000 $20,800,000	(S) (L(M)) (5311)
TM-6111 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT; STATEWIDE. NCDOT-IMD STATE ADMINISTRATION - FUNDS TO SUPPORT THE INTEGRATED MOBILITY DIVISION WITH PROVIDING SUBRECIPIENT MONITORIING AND OVERSIGHT AND PROVIDE TECHNICAL ASSISTANCE IN THE DEVELOPMENT OF PROJECTS AND PLANS FOR ELDERLY AND DISABLED. ***ADD FUNDING IN FY 27 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	ADMINISTRATIVE	FY 2027 - $1,150,000 $1,150,000	(5310)
TM-6112 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT; SYSTEMWIDE. 5311 ADMINISTRATIVE FUNDS FOR FTA GRANTS. ***ADD FUNDING IN FY 27 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	ADMINISTRATIVE	FY 2027 - $1,313,000 FY 2027 - $3,940,000 FY 2027 - $21,009,000 $26,262,000	(S) (L(M)) (5311)

REVISIONS TO THE 2026-2035 STIP/MPO TIP

HIGHWAY PROGRAM

Administrative Modification #26-12

STATEWIDE PROJECT

STIP MODIFICATIONS

TM-6113 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT; SYSTEMWIDE RTAP STATEWIDE FUNDS FOR FTA GRANTS. ***ADD FUNDING IN FY 27 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	ADMINISTRATIVE	FY 2027 - 	$800,000 $800,000	(RTAP)
TO-0004 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE; SYSTEMWIDE. SYSTEM SAFETY OVERSIGHT GRANT FOR RAIL DIVISION NCDOT. ***ADD FUNDING IN FY 27 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	CAPITAL	FY 2027 - FY 2027 - 	$400,000 $1,600,000 $2,000,000	(S) (SSO)
TQ-6954 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE; SYSTEMWIDE. FUNDING FOR SECTION 5310 FOR RURAL PROJECT. ***ADD FUNDING IN FY 27 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	OPERATIONS	FY 2027 - FY 2027 - 	$4,025,000 $4,025,000 $8,050,000	(L(M)) (5310)
TU-0011 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT; SYSTEMWIDE. NCDOT-IMD STATEWIDE METROPOLITAN PLANNING (SECTION 5303 AND 5304) PROGRAM FUNDS TO SUPPORT THE INTEGRATED MOBILITY DIVISION URBAN TRANSIT TECHNICAL ASSISTANCE AND PLANNING ACTIVITIES. ***ADD FUNDING IN FY 27 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	PLANNING	FY 2027 - FY 2027 - FY 2027 - 	$925,000 $550,000 $5,900,000 $7,375,000	(S) (L(M)) (5303)

REVISIONS TO THE 2026-2035 STIP/MPO TIP

HIGHWAY PROGRAM

Administrative Modification #26-12

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

BL-0074 BRUNSWICK **PROJ.CATEGORY** STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 17; PLOOF ROAD AND OLDE WATERFORD WAY IN LELAND. INSTALL SIGNALIZED ZEBRA-TYPE PEDESTRIAN CROSSING. ***TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 26 TO FY 27.***	CONSTRUCTION	FY 2027 - FY 2027 -	$500,000 $125,000 $625,000	(TADA) (L(M))
BL-0153 BRUNSWICK **PROJ.CATEGORY** DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	GULLAH GEECHEE HERITAGE TRAIL GAP; ALONG NC 133 SOUTH OF BELVILLE. CONSTRUCT MULTI-USE PATH. ***TO STRATEGICALLY BALANCE LETTINGS, DELAY CONSTRUCTION FROM FY 27 TO FY 28. PROJECT IS BEING LET WITH HL-0131.***	CONSTRUCTION	FY 2028 - FY 2028 -	$590,000 $148,000 $738,000	(BGDA) (L(M))
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 MULTI-USE PATH. ***TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 27 TO FY 28.***	UTILITIES CONSTRUCTION	FY 2027 - FY 2027 - FY 2028 - FY 2028 -	$800,000 $200,000 $2,682,000 $670,000 $4,352,000	(BGDA) (L(M)) (BGDA) (L(M))
HL-0131 BRUNSWICK **PROJ.CATEGORY** EXEMPT	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC 133; BELVILLE RIVERWALK PARK ENTRANCE. CONSTRUCT TRAFFIC SIGNAL AND RELATED PEDESTRIAN INFRASTRUCTURE. ***TO STRATEGICALLY BALANCE LETTINGS, DELAY CONSTRUCTION FROM FY 27 TO FY 28. PROJECT IS BEING LET WITH BL-0153.***	CONSTRUCTION	FY 2028 - FY 2028 -	$1,166,000 $292,000 $1,458,000	(CRPDA) (L(M))

REVISIONS TO THE 2026-2035 STIP/MPO TIP

HIGHWAY PROGRAM

Administrative Modification #26-12

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

HS-2003P NEW HANOVER **PROJ.CATEGORY** STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 117 (SHIPYARD BOULEVARD); CONVERSE ROAD / LONGSTREET DRIVE INTERSECTION IN WILMINGTON. UPGRADE TRAFFIC SIGNAL AND ADD PEDESTRIAN ACCOMMODATIONS. ***TO ALLOW ADDITIONAL TIME FOR RIGHT-OF-WAY ACQUISITION, DELAY CONSTRUCTION FROM FY 26 TO FY 27.***	CONSTRUCTION	FY 2027 - FY 2027 - 	$244,000 $27,000 $271,000	(HSIP) (T(M))

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

WMPO Planning, Outreach and Engagement, and Project Updates
November 2026

Long-Range Planning Activities:

SAFE STREETS AND ROADS FOR ALL SAFETY ACTION PLAN

Project Description/Scope: The WMPO launched its Safety Action Plan with the help of consultants Kittelson and Associates in April 2025. 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.

Project Status and Next Steps:

- The final Safety Action Plan was presented to the WMPO TCC and Board in August 2026.
- The final plan was adopted by the TCC and Board in September 2026.
- Coordination with the consultant team is underway to complete project close-out activities and obtain hard copies of the final plan.
- WMPO staff are continuing work on developing a formal performance reporting process to be updated on an annual basis.

ADVANCED AIR MOBILITY COMPREHENSIVE REGIONAL PLAN

Project Description: The WMPO is partnering with the North Carolina Department of Transportation's (NCDOT) Division of Aviation on an Advanced Air Mobility (AAM) planning study to explore how emerging aviation technologies could support transportation in the Wilmington region. The study will evaluate potential applications for AAM, including reducing congestion, improving emergency response, and supporting public transportation and freight operations, while also considering safety and performance measures. The WMPO applied to NCDOT's AAM Planning Program with Board support in June 2026 and was subsequently selected as a study partner. Study recommendations will inform future updates to the Metropolitan Transportation Plan and Congestion Management Process.

Project Status and Next Steps:

- The WMPO will be partnering with engineering firm AECOM to support plan development
- WMPO, AECOM, and NCDOT Division of Aviation staff held a scoping meeting on October 23, 2026
- After scope development, WMPO staff will begin working through the contract process

RESILIENCE IMPROVEMENT PLAN

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

Project Status and Next Steps:

- A scope of work has been developed to guide plan development.
- HDR, Inc. has been selected as the consultant team that will support the planning process.
- WMPO staff met with the HDR team on October 27, 2026, to kick off the planning process.
- Initial planning activities will continue through the end of 2026, including compilation of existing conditions data and planning documents, development of a public engagement plan, and identification of steering committee members.

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:

- The 2026 Go Coast Commuter Challenge was held October 5–18, 2026! This annual event encourages people who live or work within the WMPO planning area to swap drive-alone trips for alternative transportation, including bicycling, walking, carpooling, public transportation, or teleworking. This year's challenge worked hard on rebranding and a new marketing toolkit as well as a new employer participation angle. 31 commuters (and 2 teams!) tracked 165 alternative transportation trips during the two-week challenge, traveling a total of 2,550 miles without driving alone. Prizes will be distributed to winners in November 2026.
- WMPO staff are finalizing updated printed and outreach materials, including a new rack card highlighting the Go Coast program and WMPO's TDM services. The materials are expected to be printed and available for distribution in fall/winter 2026.
- Go Coast is developing additional employer transportation guides for public transportation, teleworking and alternative work schedules, and active transportation in fall/winter 2026. These guides will build on the draft carpooling and vanpooling employer guide and support employer outreach in 2027.

Outreach and Engagement Activities:

OCTOBER OUTREACH EVENTS:

- **Bike Fest at Good Hops**
  - WMPO staff participated in the inaugural Pleasure Island Bike Fest in Carolina Beach, hosted by 3wheel Therapy on October 3, 2026. Staff engaged with about 30 community members, primarily bicyclists, and distributed transportation safety materials while promoting the Go Coast Commuter Challenge.
- **NHCSO and WPD National Night Out at Long Leaf Park**
  - WMPO staff participated in National Night Out, hosted by New Hanover County Sheriff's Office with Wilmington Police Department on October 7, 2025, at Long Leaf Park. This event was rescheduled from the summer due to the weather. Staff engaged with over 260 community members and distributed transportation safety materials.
- **City of Wilmington Fall Fest at Maides Park**
  - WMPO staff participated in National Night Out, hosted by New Hanover County Sheriff's Office with Wilmington Police Department on October 7, 2025, at Long Leaf Park. Staff engaged with over 260 community members and distributed transportation safety materials.
- **Monster Dash 5K by Cape Fear Flyers at Carolina Beach State Park**
  - An inaugural event for the WMPO, the Cape Fear Flyers hosted the Monster Dash 5K on the Flytrap Trail at Carolina Beach State Park on October 17. 2026. Staff interacted with about 50 community members, most of whom were kids, and distributed transportation safety materials and Halloween-themed items.
- **Leland Fall Fest at Founders Park**
  - WMPO staff participated in Leland Fall Fest on October 24 at Founders Park in Leland. The inaugural event drew more than 3,000 attendees. Staff hosted interactive activities and distributed transportation safety materials, Halloween-themed items, and candy from a booth decorated for the holiday.
- **Carolina Beach National Night Out at Carolina Beach Boardwalk**
  - The Carolina Beach Police Department will host National Night Out on October 30, 4-6 p.m. at the Boardwalk. The WMPO has previously participated in the event and will provide transportation safety gear, Halloween goodies, and candy at a Halloween-decorated table for an anticipated crowd of ~150.

NOVEMBER OUTREACH EVENTS

- **City of Wilmington's Celebrate Downtown at Live Oak Bank Pavilion**
  - The WMPO will participate in Celebrate Downtown on November 6 from 5-6:30 p.m. at Riverfront Park. Rescheduled from October 30, the event will provide an opportunity for staff to highlight WMPO plans and programs and distribute transportation safety gear.

2027 BRUNSWICK HERITAGE RIVERSIDE RIDE

- Planning is underway for the 2027 Brunswick Heritage Riverside Ride, scheduled for March 13, 2027. Staff are working with partners in Belville, Leland, Navassa, Brunswick County, and the NC Rice Festival to coordinate event logistics and continue developing the 2027 ride's programming and outreach.

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

30 total plan reviews (25 formal; 5 informal; 0 concept)

- City of Wilmington Formal Reviews: 9
- City of Wilmington Informal Reviews: 2
- City of Wilmington Concept Reviews: 0
- City of Wilmington Full Releases: 4
- Town of Leland Formal Reviews: 14
- Town of Leland Informal Reviews: 0
- New Hanover County Formal Reviews: 1
- New Hanover County Informal Reviews: 1
- New Hanover County Sketch Plan Reviews: 0
- Pender County Formal Reviews: 0
- Pender County Informal Reviews: 2
- Town of Belville Reviews: 1
- 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

22 total active (3 new; 16 under review, 3 approved)

- New Hanover County 5 (2 new, 2 under review, 1 approved) ALA Coastal Expansion – approved.
- City of Wilmington 4 (0 new, 3 under review, 1 approved) The Glen – approved.
- Carolina Beach 0
- Town of Belville 1 (0 new, 0 under review, 1 approved) Benton Brown Way – approved.
- Town of Leland 3 (0 new, 2 under review, 1 approved) Terrapin (Malmo Loop Tract), revised – approved.
- Town of Navassa 0
- Pender County 9 (1 new, 8 under review, 0 approved).
- Brunswick County 1 (0 new, 1 under review, 0 approved) South Cape Residential – approved.

Locally Administered Projects Program (LAPP) Updates:

ACTIVE PROJECTS:

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

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

Project Status and Next Steps:

- Remaining construction funds were authorized in September 2026
- Expressway gutter and curb ramps were poured and installed the week of October 19, 2026
- Paving to be completed by October 30, 2026
- Anticipated completion of the trail by the first week of November 2026

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

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

Project Status and Next Steps:

- The 60% plans have been routed for NCDOT review
- NCDOT's outstanding 25% comments (March 24, 2026) will be combined with the 60% review comments and provided to the City and WSP to address together in the 90% plans currently being drafted
- 90% plan comments from the City were provided to WSP. A comment review meeting was held with WSP regarding the 90% plans, and WSP is working to address City comments.
- The City is working with WSP to get a scope and fee for splitting the plans into three sections due to the high cost of construction

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

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

Project Status and Next Steps:

- 100% final design and signal plans are complete; currently under review by NCDOT
- ROW funding authorized in September 2026
- Finalizing ROW negotiations with property owners
- Preparing for construction authorization and bid; expected in fall of 2026

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

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

Project Status and Next Steps:

- NCDOT construction authorization and notice to proceed issued on October 7, 2026
- NCDOT Encroachment Permit approved October 8, 2026
- Advertisement for Construction Bids released October 16, 2026
- Pre-Bid Conference held October 28, 2026
- Bid Let November 19, 2026
- Project completion is estimated for September 14, 2028

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

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

Project Status and Next Steps:

- First grading cuts are currently being performed in front of the high school
- All safety and silt fence have been installed
- Anticipating grading work to be complete by the second week in November 2026

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

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

Project Status and Next Steps:

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

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

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

- Interviews for PE/design firm selection occurred mid-July 2026
- GFT has been selected and approval received from NCDOT; currently working through the contract process

BL-0180 – City of Wilmington - Kerr Avenue Trail

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

Project Status and Next Steps:

- ROW currently in progress
- On September 22, 2026, City Council unanimously passed a Resolution allowing the City Manager to enter into an agreement with NCDOT. The agreement has been executed by the City and is with NCDOT for signature.
- Schedule change approved moving the construction let date to October 29, 2027

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

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

Project Status and Next Steps:

- Final construction plan comments were made and returned to NCDOT for review

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

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

Project Status and Next Steps:

- Utility coordination has been completed and final utilities by other (UbO) plans have been received
- The City has completed review of the 90% plans and held a meeting with RS&H to review the 90% comments
- The 90% comments have been submitted to NCDOT for review

EB-6039 – Carolina Beach – Multimodal Improvements

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

Project Status and Next Steps:

- Town selected GFT to provide CEI services and has received concurrence from NCDOT
- STIP Modification was submitted to move construction funding from FY26 to FY27
- NCDOT is reviewing 100% drawings and bid documents; Town is ready to submit construction funding authorization request upon NCDOT approval

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

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

Project Status and Next Steps:

- The contract has been awarded; shop drawings were approved in early April 2026
- Anticipated pole delivery date has been delayed; delivery expected by January 2027

- Tentatively planning to install this new signal and 3rd/Orange projects together in February 2027 when materials are available

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

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

Project Status and Next Steps:

- The contract has been awarded; shop drawings were approved in early April 2026
- Anticipated pole delivery date has been delayed; delivery expected by January 2027
- Tentatively planning to install this new signal and 3rd/Ann together in February 2027 when materials are available

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

- Currently working on completing ROW acquisition; 4 of 8 parcels have settled
- Planimetric and roadway design has been sent to CSX for review, and coordination continues to move forward
- Additional funding awarded by the WMPO Board on August 26, 2026 to complete MUP
- On track to let in Spring 2028

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

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

Project Status and Next Steps:

- Principal designer completing PE items
- Anticipating construction funding request in May 2027 with a target Notice to Proceed by August 2027

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

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

Project Status and Next Steps:

- Requested PE firm assist with CE, ROW, Utilities, and Railroad documents

TC-0021 – Wave - Passenger Amenities and Upgrades

Project Description: Cape Fear Public Transportation Authority (Wave Transit) currently has a total of 440 bus stops, 24 benches, and 27 shelters. Shelters account for only 6% of our passenger amenities, while other NC agencies average 14%. To meet the peer average for statewide systems, CFPTA needs to install an additional twenty-six (26) benches and twenty (20) shelters. This project will support the installation of a total of nineteen (19) bus stop benches and nineteen (19) bus stop shelters along ten (10) 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:

- 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. Shelters delivered September 11, 2026. Bus stop benches (19) delivered October 20, 2026
- A contract with Ardurra was executed October 16, 2026, for surveying, permitting, and engineering site design for each installation at 38 bus stops. Project meetings started the week of October 26, 2026.

TC-0027 – Wave - Passenger Amenities and Upgrades

Project Description: Passenger Facilities and amenities replacement, security, and improvement: acquire, construct, or replace structures, equipment, and systems that provide passenger facilities and amenities for fixed route bus service in the Wilmington, NC UZA. Projects include acquisition and installation of bus shelters, lighting and landing platforms along existing routes; evaluation of a new customer service enclosure at Forden Transfer Station; and extension of fencing at Padgett Transfer Station.

Project Status and Next Steps:

- The fencing at Padgett was completed in May 2023 (132 linear feet at Padgett for $3,565.00)
- The Forden Station Customer Service Desk Project has been completed resulting in a fully enclosed and secure area for Wave Customer Service Representatives while maintaining a high level of convenience for passengers.

- Phase I completed the week of August 11, 2025, with bus shelter installations completed at Independence Mall, Greenfield St at 16th St across from New Hanover County Health and Human Services Facility and on Nixon St at 5th Ave next to The Pointe at Taylor Estates. Project also included removal of unused and old shelters in disrepair on N. 2nd St between Princess St & Market St and on Columb Dr.

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

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

Project Status and Next Steps:

- Pre-Construction Meeting held on January 20, 2026
- Construction began in February 2026 and is currently ongoing
- Utility relocation coordination in progress
- Project is being constructed concurrently with the Hooker Road MUP (U-5534G) and the Hinton Avenue MUP (U-5534H); work primarily focused on Hooker Road thus far
- Anticipated construction completion in February 2027

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

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

Project Status and Next Steps:

- Pre-Construction Meeting held on January 20, 2026
- Construction began in February 2026 and is currently ongoing
- Installation of stormwater boxes and pipes, curb and gutter, and driveways in progress; currently working through utility conflicts
- Project is being constructed concurrently with the Hinton Avenue MUP (U-5534H) and the Wrightsville Avenue/Greenville Avenue Intersection Improvements (U-5534C)
- Anticipated construction completion in February 2027

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

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

Project Status and Next Steps:

- Pre-Construction Meeting held on January 20, 2026
- Construction began in February 2026 and is currently ongoing
- Utility relocation coordination in progress
- Project is being constructed concurrently with the Hooker Road MUP (U-5534G) and the Wrightsville Avenue/Greenville Avenue Intersection Improvements (U-5534C); work primarily focused on Hooker Road thus far
- Anticipated construction completion in February 2027

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

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

Project Status and Next Steps:

- Davenport is currently working on environmental documentation as well as updating plans to NCDOT 2024 specifications; estimated completion mid-October 2026
- Town planning to have construction bid documentation prepared for NCDOT review by December 2026

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

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

Project Status and Next Steps:

- Construction started in June 2026 and is 80% complete; coordination with NCDOT project area overlap is underway
- Design contract change order for 7 intersection plan updates is in progress; NCDOT responses expected soon
- Construction change order executed for an additional 120 days on the contract, providing time for design changes and coordination with NCDOT

PROJECTS IN CLOSE-OUT PHASE:

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

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

Project Status and Next Steps:

- Project close-out in progress; final reimbursement request submitted
- Ribbon-cutting ceremony was held on January 29, 2026

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

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

Project Status and Next Steps:

- Project close-out in progress; final reimbursement request submitted
- Ribbon-cutting ceremony was held on January 29, 2026

EB-6027 – New Hanover County - Middle Sound Greenway

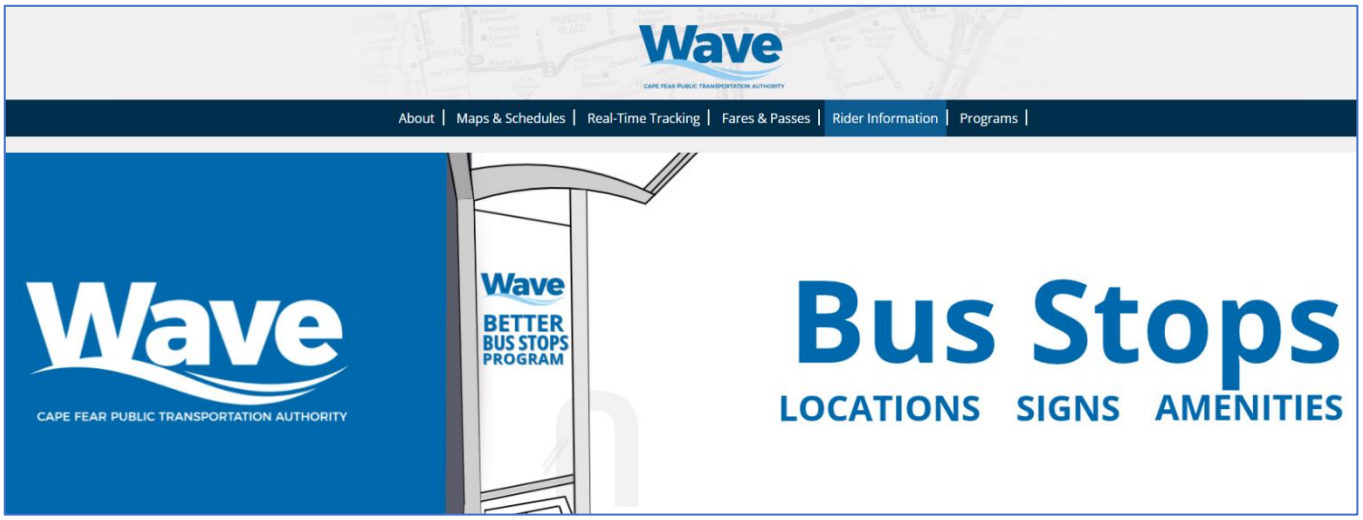
Project Description: Design only of the Middle Sound Greenway connection to Publix.

Project Status and Next Steps:

- Project close-out is in progress

TCC Update
November 2026

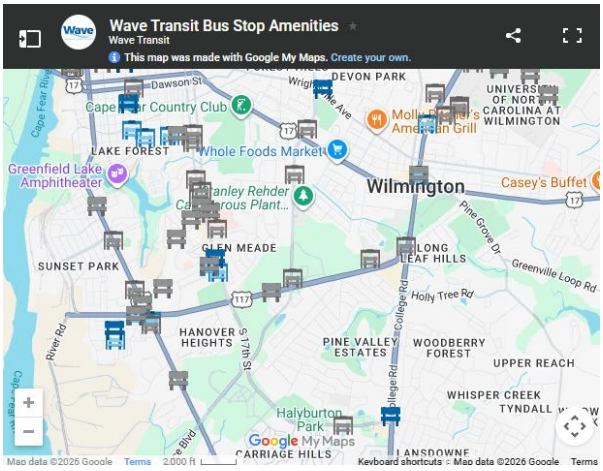
Wave Unveils Better Bus Stops Program



Wave recently stepped up its efforts on providing additional bus stop amenities across the transit system. This multi-faceted approach includes a major project to install new shelters and benches at 40 bus stops and Adopt-An-Amenity and Adopt-A-Stop Programs to partner with community.



Wave's Donate-An-Amenity Program allows businesses, organizations, and individuals/groups to purchase and donate approved bus stop amenities, fund all or a portion of an approved amenity, or provide products, services, or labor for the installation of amenities. The program also includes provisions covering the approval process, installation, maintenance and how to address bus stops that may be removed. Specifications for Wave bus shelters and benches are part of the policy to ensure consistency and compliance with applicable requirements.



Additionally, Wave's new Adopt-A-Stop Program allows individuals and organizations to apply to Wave to perform basic litter pickup and cleaning at Wave bus stops on a regular basis (e.g., weekly, monthly, etc.).

These programs are part of Wave Transit's overall "Better Bus Stops Program" to help accelerate installation of bus stop amenities across the bus system. More information can be found on Wave's website at: https://www.wavetransit.com/stops/.

Wave Offers Free Rides All Day Election Day November 3, 2026

Ride to the polls fare-free this Election Day with Wave Transit! Fixed-route bus, RideMICRO, UNCW Shuttles and DART/ADA services are fare-free for everyone Tuesday, November 3rd.



Wave Hosts Safety & Security Training for Eastern North Carolina Transit Agencies

Wave Transit served as the host site for safety and security training co-sponsored by the North Carolina Department of Transportation (NCDOT) Integrated Mobility Division (IMD) and the Center for Urban Transportation Research (CUTR) at the University of South Florida. This day-long session on October 8 included representatives from several eastern North Carolina public transit providers and included strategies to prevent and manage assaults on transit workers and passengers. Tabletop exercises and group discussions equipped participants with tools to promote a safety-first culture, minimize risks, and respond efficiently to incidents to protect transit employees and riders, fostering a safer, more resilient transit system.



Ridership

Wave Transit showed strong ridership growth in the first quarter of FY2027, with fixed-route service providing 262,659 passenger trips, a 21% increase over the same period in FY2026. RideMICRO also continued its significant growth, delivering 12,110 trips, up 41% year over year. These results reflect increasing demand across both services and continued growth in public transportation use throughout the Cape Fear region.

Division 3
Project Update
NOVEMBER 2026

WILMINGTON URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

Note: Projects details are subject to change

WMPO NOVEMBER PROJECTS IN DEVELOPMENT

Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
Ron Van Cleef	NON - DOT LET (LAP)	BL-0074	US 17 INSTALLATION OF SIGNALIZED ZEBRA-TYPE PEDESTRIAN CROSSING AT PLOOF ROAD AND OLDE WATERFORD WAY IN LELAND.	BRUNSWICK	2026.11.19
Colver Krietemeyer	Division POC Let (DPOC)	HS-2403AU	US 74 / US 76 (EASTWOOD ROAD), AT LUMINA COMMONS DRIVEWAY INTERSECTION IN WILMINGTON. IMPROVE LEFT TURN LANE OFFSETS AND PEDESTRIAN ACCOMMODATIONS.	NEW HANOVER	2026.12.17
Colver Krietemeyer	On Call Contract (OCC)	50898	SIDEWALK LAKE PARK BOULEVARD. MOBILITY MODERNATION.	NEW HANOVER	2027.01.07
Ron Van Cleef	NON - DOT LET (LAP)	U-5534U	NAVASSA BICYCLE AND PEDESTRIAN IMPROVEMENTS: ADD BIKES ON BROOKLYN STREET AND CONSTRUCT MULTI-USE PATH CONNECTING BROOKLYN STREET TO NAVASSA PARK.	BRUNSWICK	2027.01.14
Derek Pielech	Division POC Let (DPOC)	BP3-R004	BRIDGE 181 OVER STURGEON CREEK ON SR 1437 (OLD FAYETTEVILLE ROAD).	BRUNSWICK	2027.05.20
Brian Harding	Division POC Let (DPOC)	HE-0018	SR 1302 (NORTH 23RD STREET) FROM US 74 (MARTIN LUTHER KING JR. PARKWAY) TO AIRPORT BOULEVARD. WIDEN NORTHBOUND LANE.	NEW HANOVER	2027.05.20
Alex Stewart	Division Design Raleigh Let (DDRL)	U-5710	US 74 (EASTWOOD ROAD) AND SR 1409 (MILITARY CUTOFF ROAD) INTERSECTION - CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE.	NEW HANOVER	2027.09.21
Ron Van Cleef	NON - DOT LET (LAP)	BL-0180	NC 132 (SOUTH COLLEGE ROAD) 17TH STREET TO SR 1521 (PINER ROAD / CAROLINA BEACH ROAD). CONSTRUCT MULTI-USE PATH.	NEW HANOVER	2027.09.30
Colver Krietemeyer	On Call Contract (OCC)	HL-0180	SIGNAL INSTALLATION AT SR 1563 (SLOOP POINT LOOP ROAD) AND SR 1565 (COUNTRY CLUB ROAD) WITH RIGHT TURN LANE ON SR 1565 (COUNTRY CLUB ROAD) AND SIDEWALK / CURB RAMP.	PENDER	2027.09.30
Ron Van Cleef	NON - DOT LET (LAP)	HL-0131	NC 133 BELVILLE RIVERWALK PARK ENTRANCE. CONSTRUCT TRAFFIC SIGNAL AND RELATED PEDESTRIAN INFRASTRUCTURE.	BRUNSWICK	2027.10.29
Ron Van Cleef	NON - DOT LET (LAP)	BL-0153	GULLAH GEECHEE HERITAGE TRAIL GAP, CONSTRUCT MULTI-USE PATH ADJACENT TO NC 133.	BRUNSWICK	2027.10.29
David Stutts	Raleigh Letting (LET)	15BPR.142	BRIDGE PRESERVATION 090096 (BELVILLE) OVER US 74 & US 76 ON US 17.	BRUNSWICK	2027.12.21
Nate Tew	Division Design Raleigh Let (DDRL)	I-6037	I-140 NEW HANOVER COUNTY FROM US 421 TO 1.45 MILES EAST I-40. PAVEMENT AND BRIDGE REHABILITATION.	NEW HANOVER	2028.02.15

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

Note: Projects details are subject to change

WMPO NOVEMBER PROJECTS IN DEVELOPMENT

Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
David Jasinski	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
Zach Howard	Division Design Raleigh Let (DDRL)	U-4902C	US 17 BUSINESS (MARKET STREET) FROM NORTH OF US 117 / NC 132 (COLLEGE ROAD) TO STATION ROAD. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	NEW HANOVER	2032.08.17
Brian Harding	Division Design Raleigh Let (DDRL)	U-5702A	NC 132 (COLLEGE ROAD) FROM SR 1272 (NEW CENTRE DRIVE) TO US 117 (SHIPYARD BOULEVARD).	NEW HANOVER	2033.02.15
Brian Harding	Division Design Raleigh Let (DDRL)	U-5792	US 74 (MARTIN LUTHER KING JR. PARKWAY) AT US 117 / NC 132 (COLLEGE ROAD). CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	NEW HANOVER	2029.06.19
David Leonard	Division Design Raleigh Let (DDRL)	U-6199	VARIOUS, WILMINGTON CITYWIDE SIGNAL SYSTEM.	NEW HANOVER	2030.01.15
Eric Murray	Division POC Let (DPOC)	B-5653	REPLACE BRIDGE 14 OVER TURKEY CREEK ON NC 133.	PENDER	2030.01.17
Derek Pielech	Division POC Let (DPOC)	BP3-R012	BRIDGE 208 OVER STURGEON CREEK ON SR 1472 (VILLAGE ROAD).	BRUNSWICK	2030.04.18
Alex Stewart	Division Design Raleigh Let (DDRL)	U-3338C	SR 1175 (KERR AVENUE) INTERCHANGE AT US 74 (MARTIN LUTHER KING JR PARKWAY).	NEW HANOVER	2030.06.18
Brian Harding	Division Design Raleigh Let (DDRL)	U-5731	US 74 AT US 17/US 421, CONSTRUCT A FLY-OVER AND FREE FLOW RAMP AT INTERCHANGE.	NEW HANOVER	2030.06.18
Colver Krietemeyer	Division POC Let (DPOC)	U-6128	US 76 (OLEANDER DRIVE) NEW HANOVER COUNTY AT GREENVILLE LOOP ROAD AND GREENVILLE AVENUE. UPGRADE INTERSECTION.	NEW HANOVER	2030.06.20
Brian Harding	Division Design Raleigh Let (DDRL)	U-5732	US 17 FROM SR 1582 (WASHINGTON ACRES ROAD) TO VISTA LANE. ACCESS MANAGEMENT.	PENDER	2032.01.20
Derek Pielech	Division POC Let (DPOC)	BP3-R004A	INTERSECTION IMPROVEMENTS @ LANVALE AND VILLAGE.	BRUNSWICK	2035.04.20

This list reflects $900+ million dollars of investments in the WMPO boundary area.

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

Note: Projects details are subject to change

WMPO NOVEMBER CONSTRUCTION PROJECTS

Contract Number	Resident Eng	TIP/WBS /Program	County	Description	*Estimated Completion (year.month.date)	Percent Complete
C204724	Brad Haste	B-5156	PENDER	BRIDGE #28 OVER LONG CREEK ON NC 210	2026.10.07	91.06%
C204553	Brad Haste	R-3300B	PENDER	NC 417 (HAMPSTEAD BYPASS) FROM SOUTH OF NC 210 TO NORTH OF SR 1563 (SLOOP POINT ROAD).	2027.12.11	75.47%
C204942	Joshua Pratt	U-6202	NEW HANOVER	SR 2048 (GORDON ROAD) FROM US 17 (MARKET STREET) TO I-40. WIDEN ROADWAY.	2029.12.18	30.20%
C205072	Brad Haste	R-3300A	PENDER	US 17 HAMPSTEAD BYPASS FROM US 17 BYPASS SOUTH OF HAMPSTEAD TO NC 210	2030.03.30	26.72%
DC00505	Joshua Pratt	W-5703C	NEW HANOVER	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.	2028.04.15	13.92%
C205140	Joshuah Pratt	HB-0040	NEW HANOVER	REPLACE BRIDGE 21 OVER BANKS CHANNEL ON US 76 (CAUSWAY DRIVE); REPLACE BRIDGE 22 OVER LEES CUT ON US 74 (W SALISBURY STREET); AND REPLACE BRIDGE 24 OVER BANKS CHANNEL ON US 74 (W SALISBURY STREET) IN WRIGHTSVILLE BEACH.	2029.11.07	0.00%
DC00504	Nate Tew	N/A	PENDER	REDUCED CONFLICT INTERSECTION ALONG US 17 FROM SCOTTS HILL ROAD TO SIDBURY ROAD.	2027.12.18	0.00%

This list reflects over $428+ million dollars of investments in the WMPO boundary area.

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

TIP PROJECT: B-5156

CONTRACT: C204724

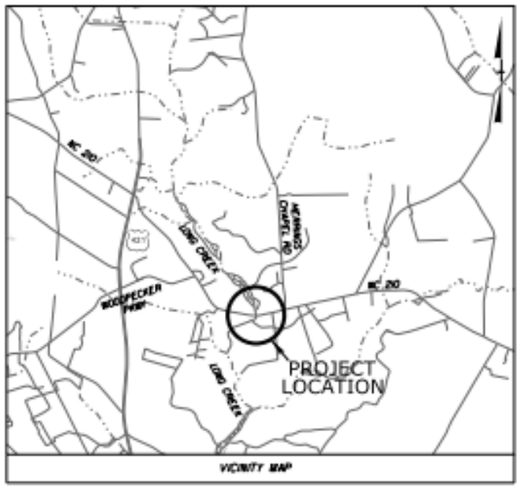
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PENDER COUNTY

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

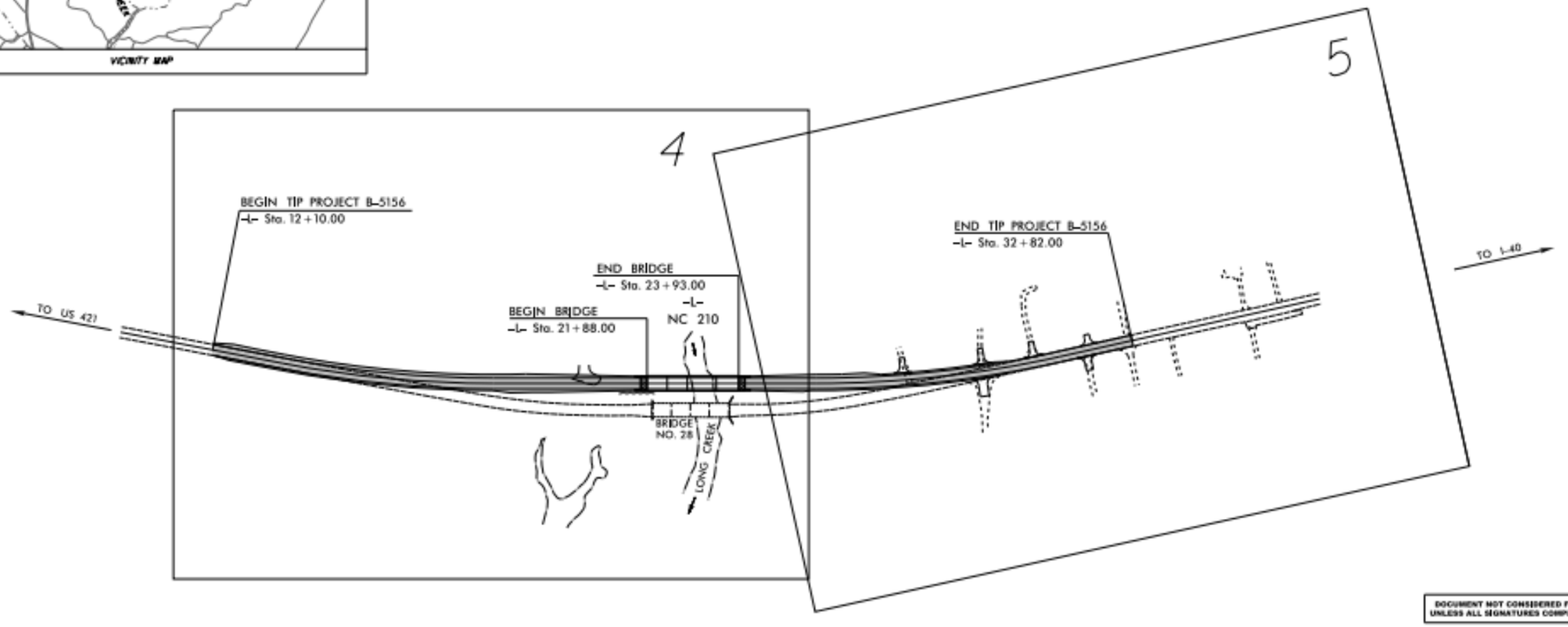
LOCATION: BRIDGE 28 OVER LONG CREEK ON NC 210

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



VICINITY MAP

NAD 83/NA 2011



NTS

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES

PLANS: 50 25 0 50 100

PROFILE (HORIZONTAL): 50 25 0 50 100

PROFILE (VERTICAL): 10 5 0 10 20

DESIGN DATA

AADT 2020	=	3,000
AADT 2040	=	3,600
K	=	10%
D	=	55%
T	=	12%*
V	=	60 MPH

* (TTST 4% + DUAL 8%)

FUNCTIONAL CLASSIFICATION: RURAL MAJOR 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: Kimley»Horn

2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: AUGUST 28, 2019

LETTING DATE: APRIL 16, 2024

JEFFREY W. MOORE, P.E. — PROJECT ENGINEER

SETH DENNEY, P.E. — PROJECT DESIGN ENGINEER

DAVID STUTTS, P.E. — STRUCTURES MANAGEMENT UNIT PROJECT ENGINEER-PEEPROGRAM MANAGEMENT

HYDRAULICS ENGINEER — SIGNATURE: — P.E.

ROADWAY DESIGN ENGINEER — SIGNATURE: — P.E.

3/1/2024

Project Details:

Work Begin: 06/2024

Est. Completion: 03/2026

Rev. Completion: 06/2026

Contractor: SMITH-ROWE, LLC

NCDOT Contact: Brad Haste

Contract: $5,022,225.46

Project Comments:

B-5156

NC-210

BRIDGE 28 OVER LONG CREEK

Facility opened

Added silt fence and special sediment stone and reseeded entire project area

CONSTRUCTION PROGRESS

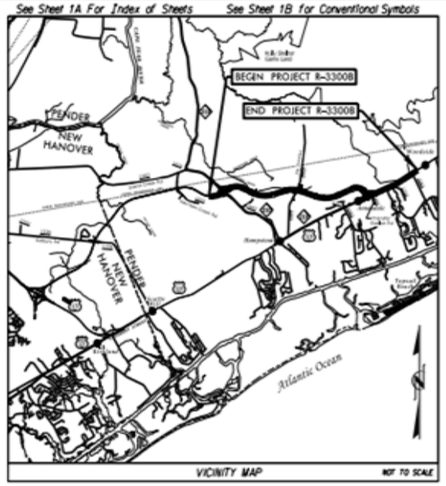
91%

11/2026

TIP PROJECT: R-3300B

CONTRACT: C204553

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



VICINITY MAP NOT TO SCALE

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PENDER COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-3300B	1	

STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
40237.1.2	N/A	PE
40237.2.5	N/A	R/W & UTIL
40237.3.3	N/A	CONSTR

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

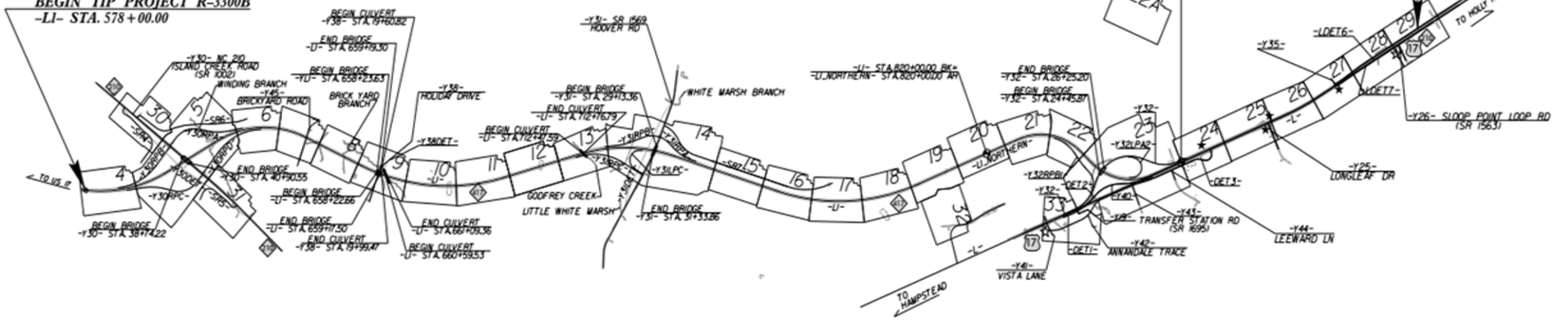
TYPE OF WORK: ***GRADING, DRAINAGE, PAVING, STRUCTURES, SIGNALS, ITS, NOISE WALLS, RETAINING WALLS, AND CULVERTS***

NAD 83/ NSRS 2007

END TIP PROJECT R-3300A
BEGIN TIP PROJECT R-3300B
-LI- STA. 578+00.00

-LI_NORTHERN- POT Sta. 874+60.24 BK
= -L- POT Sta. 264+00.28 AH

END TIP PROJECT R-3300B
-L- STA. 332+54.76
US 17



NTS

☆ UPDATE EXISTING SIGNAL
★ PROPOSED SIGNAL

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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SUNGATE DESIGN GROUP P.A.
900 JONES FRANKLIN ROAD
RALEIGH, NORTH CAROLINA 27606
NC COA No. C-0890

Dewberry
2610 WYCLIFF ROAD
SUITE 410
RALEIGH, NC 27607
PHONE: 919.881.9939
NC COA No. F-0929

GRAPHIC SCALES

PLANS: 50 25 0 50 100
PROFILE (HORIZONTAL): 50 25 0 50 100
PROFILE (VERTICAL): 10 5 0 10 20

DESIGN DATA

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

PROJECT LENGTH

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

PREPARED IN THE OFFICE OF:
Stantec
STANTEC CONSULTING
801 Jones Franklin Road | Suite 300 | Raleigh, NC 27606
Tel. (919) 851-6866 | Fax. (919) 851-7024 | www.stantec.com
License No. F-0672

FOR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: MARCH 16, 2018

LETTING DATE: JANUARY 18, 2022

MICHAEL D. LINDGREN, P.E.
PROJECT ENGINEER

TRACE HOWELL, P.E.
NCDOT DIVISION 3 CONTACT

HYDRAULICS ENGINEERS

NORTH CAROLINA PROFESSIONAL SEAL 36971 ENGINEER JOSHUA G. DALTON
NORTH CAROLINA PROFESSIONAL SEAL 32784 ENGINEER STEVEN W. BENDER

Joshua G. Dalton P.E. SIGNATURE: 11/22/2021
Steve Bender P.E. SIGNATURE: 11/22/2021

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 025513 ENGINEER MICHAEL D. LINDGREN

Mike Lindgren P.E. SIGNATURE: 11/22/2021

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

Project Details:

Work Begin: 03/2022

Est. Completion: 03/2027

Rev. Completion: 12/2027

Contractor: CONTI CIVIL

NCDOT Contact: Brad Haste

Contract: $185,680,442

Project Comments:

R-3300B

HAMPSTEAD BYPASS

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

CONSTRUCTION PROGRESS

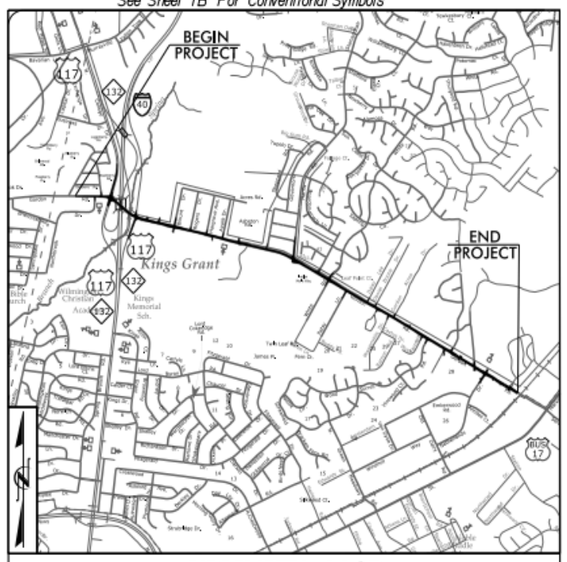
75%

11/2026

TIP PROJECT: U-6202

CONTRACT: C204942

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



VICINITY MAP

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

NEW HANOVER COUNTY

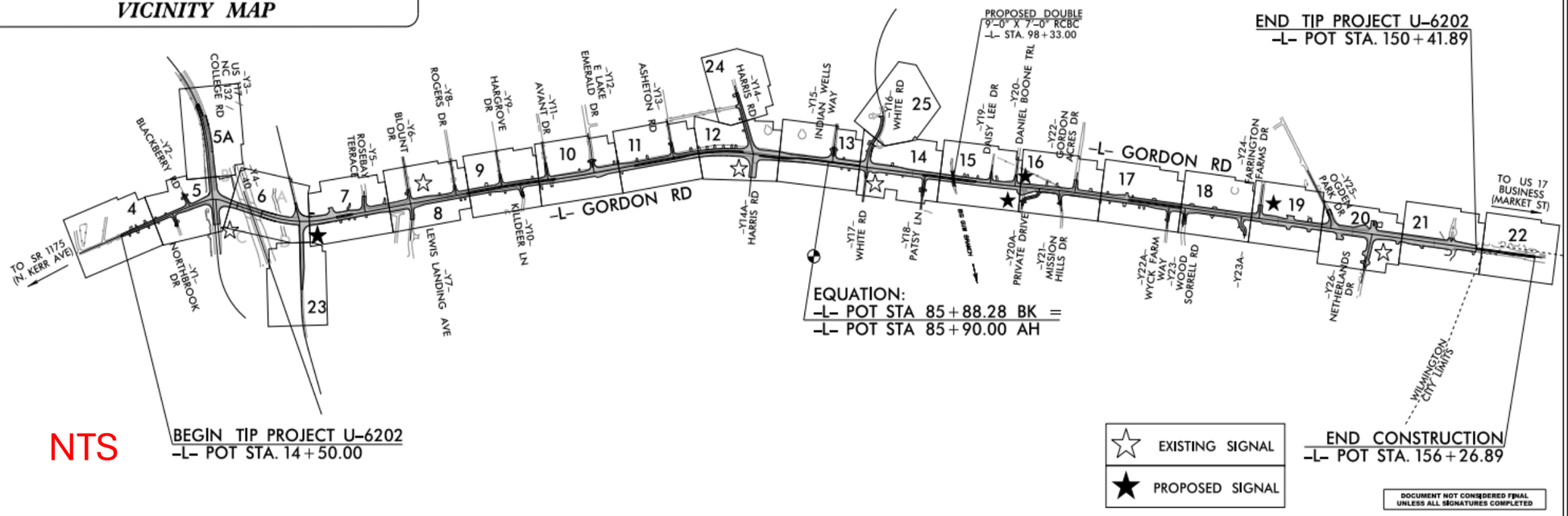
LOCATION: SR 2048 (GORDON ROAD) FROM WEST OF INTERSTATE-40 TO WEST OF US 17 BUS (MARKET STREET)

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

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-6202	1	

STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
48662.1.1		PE
48662.2.1		ROW
48662.2.2		UTILITY
48662.3.1		CONSTRUCTION

NAD 83/NSRS 2007



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES

PLANS: 30 15 0 30 60

PROFILE (HORIZONTAL): 50 25 0 50 100

PROFILE (VERTICAL): 10 5 0 10 20

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 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 P.E.
SIGNATURE:

ROADWAY DESIGN ENGINEER

8/23/2024 P.E.
SIGNATURE:

STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION

Project Details:

Work Begin: 03/2025

Est. Completion: 12/2029

Contractor: ST WOOTEN

NCDOT Contact: Josh Pratt

Contract: $50,843,005

Project Comments:

U-6202

GORDON ROAD WIDENING

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

CONSTRUCTION PROGRESS

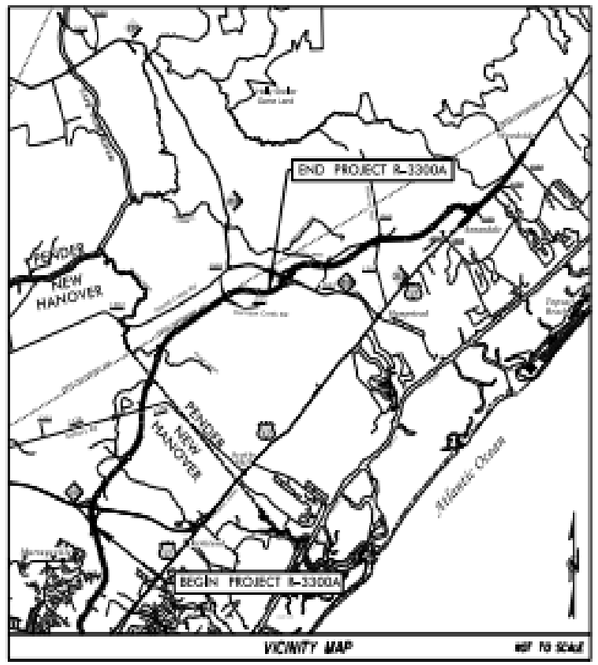
30%

11/2026

TIP PROJECT: R-3300A

CONTRACT: C205072

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



VICINITY MAP not to scale

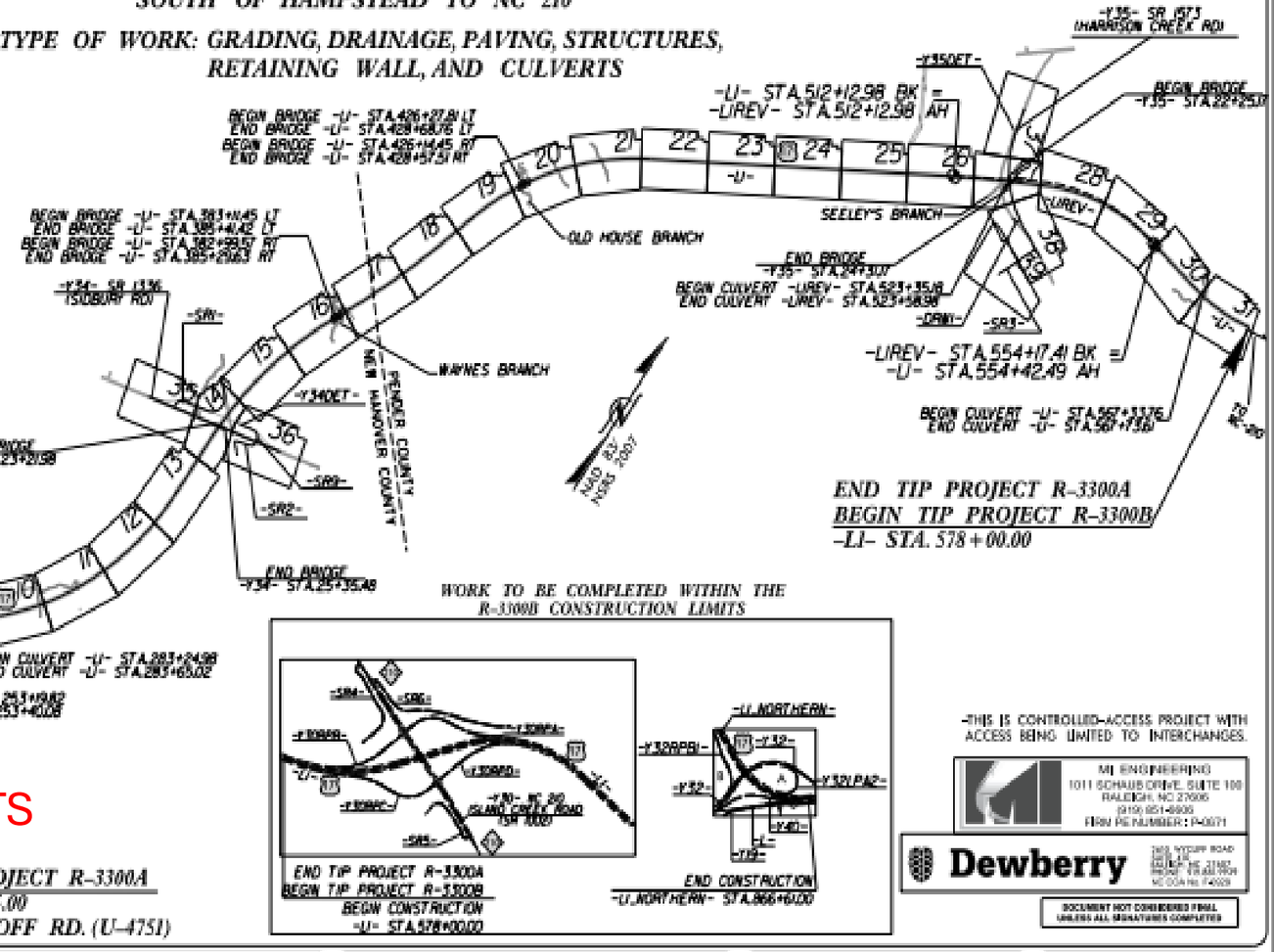
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

NEW HANOVER & PENDER COUNTIES

N.C.	R-3300A	1	
40237.1.3	N/A	PE	
40237.2.4	N/A	RW	
40237.2.5	N/A	UTILITIES	
40237.3.2	N/A	CONST	

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



NTS

BEGIN TIP PROJECT R-3300A
-LI- STA. 205+85.00
MILITARY CUTOFF RD. (U-4751)

WORK TO BE COMPLETED WITHIN THE R-3300B CONSTRUCTION LIMITS

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

MJ ENGINEERING
1011 SCHAUB DRIVE, SUITE 100
RALEIGH, NC 27606
(919) 851-8900
FIRM PE NUMBER: P-0871

Dewberry
2610 WYCLIFF ROAD
SUITE 414
RALEIGH, NC 27607
PHONE: 919.881.7604
NC COA No. P-0339

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES

PLANS: 50 0 50 100
PROFILE (HORIZONTAL): 50 0 50 100
PROFILE (VERTICAL): 10 0 10 20

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

PREPARED IN THE OFFICE OF:
STANTEC CONSULTING
FOR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: APRIL 1, 2019

LETTING DATE: JULY 15, 2025

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

TRACE HOWELL, P.E.
RIGHT INTERNAL CONTACT

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)

MORE BUILD-UP

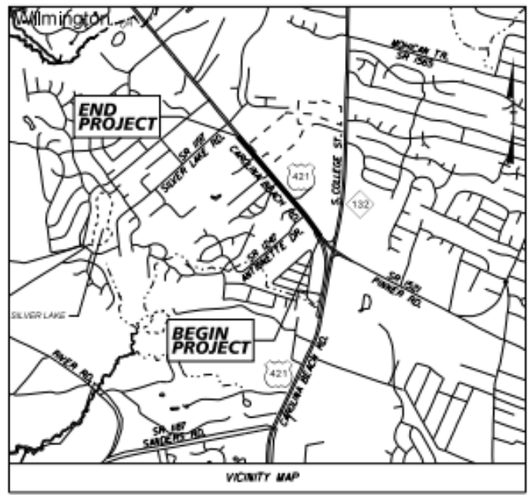
CONSTRUCTION PROGRESS

26%

TIP PROJECT: W-5703C

CONTRACT: DC00505

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



STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

NEW HANOVER COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	W-5703C	1	

STATE PROJECT	F.A. PROJECT NO.	DESCRIPTION
44849.1.3	HSIP-0421(091)	PE
44849.2.9	HSIP-0421(091)	UTIL
44849.2.3	HSIP-0421(091)	R/W
44849.3.3	HSIP-0421(091)	CONSTR

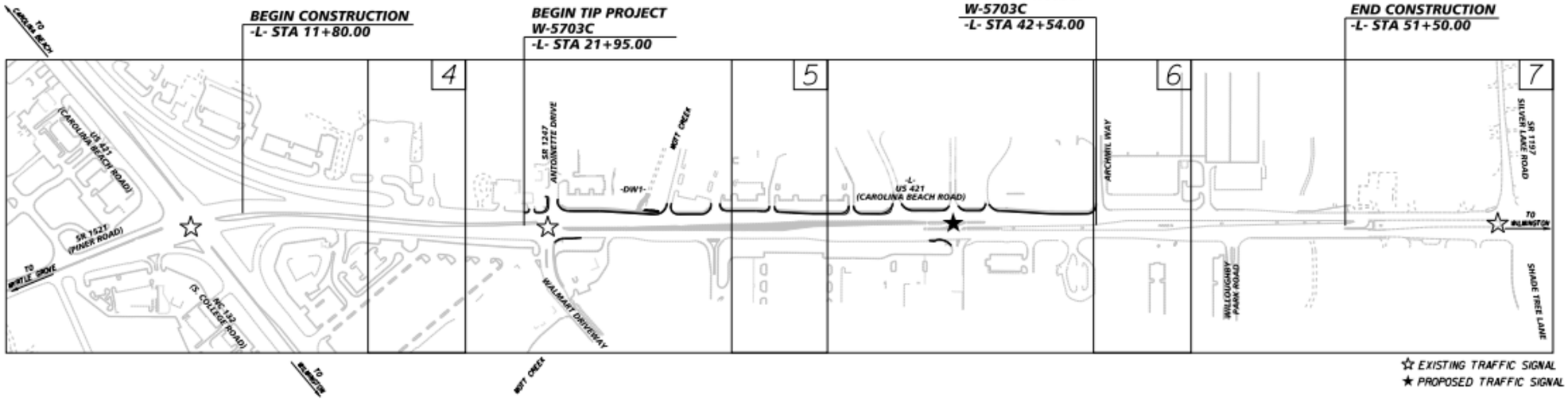
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

100% PLANS

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

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

NAD 83 NC GRID NA ZONE



NTS

THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF THE CITY OF WILMINGTON

NCDOT CONTACT: BRIAN HARDING, PE
DIVISION 3, DIVISION PROJECT MANAGER
(910) 341-2000

GRAPHIC SCALES

PLANS: 50 25 0 50 100

PROFILE (HORIZONTAL): 50 25 0 50 100

PROFILE (VERTICAL): 10 5 0 10 20

DESIGN DATA

ADT 2024 = 35,400
ADT 2040 = 45,000
K = 8%
D = 55%
T = 3%*
V = 50 MPH

CLASSIFICATION: PRINCIPAL ARTERIAL

* 1% TTST 2% DUAL

STATEWIDE TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT W-5703C = 0.390 MILES

TOTAL LENGTH TIP PROJECT W-5703C = 0.390 MILES

PLANS PREPARED FOR THE NCDOT BY: Kimley»Horn

2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: JANUARY 2025

LETTING DATE: APRIL 16, 2026

SEAN KANE, P.E. — PROJECT ENGINEER

BEN CRAWFORD, P.E. — PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

3/6/2026 P.E.

SIGNATURE:

ROADWAY DESIGN ENGINEER

3/6/2026 P.E.

SIGNATURE:

Project Details:

Work Begin: 6/2026

Completion: 4/2028

Contractor: CHATHAM CIVIL

NCDOT Contact: Joshua Pratt

Contract Amount: $4,438,659.05

Project Comments:

W-5703C

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

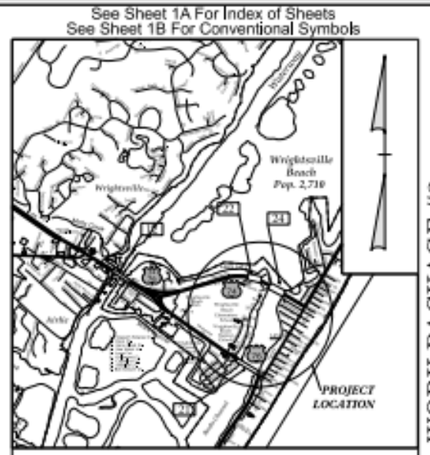
Pedestrian Safety Improvements

CONSTRUCTION PROGRESS

13%

TIP PROJECT: HB-0040

CONTRACT:



VICINITY MAP (NTS)

WORK PACKAGE #2

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

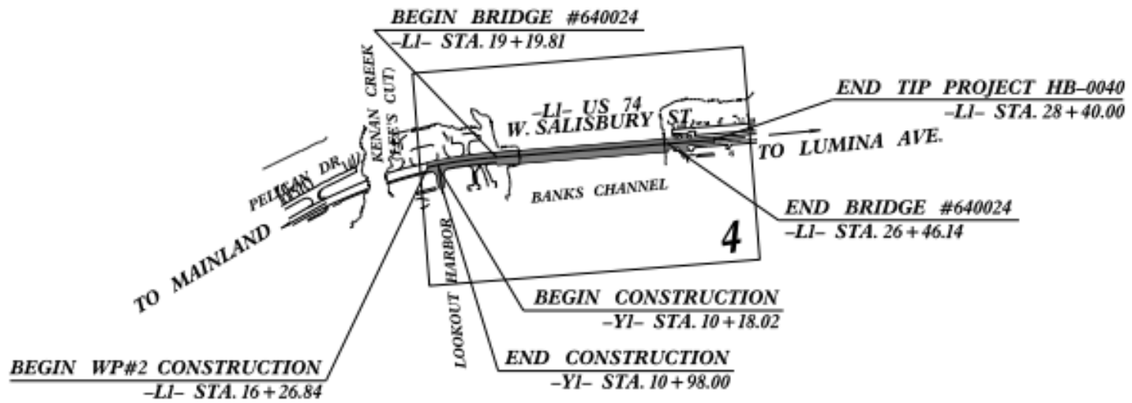
NEW HANOVER COUNTY

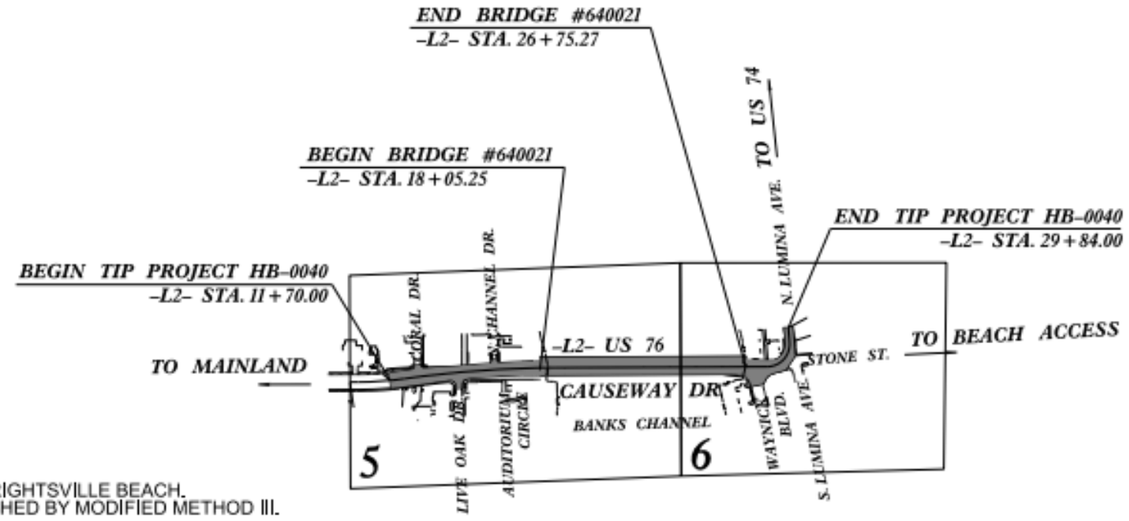
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	HB-0040	1	

STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
50607.1.1		PE
50607.2.1		RW
50607.2.2		UTIL.

LOCATION: *BRIDGE NO. 640024 ON US 74 (W. SALISBURY ST.) OVER BANKS CHANNEL*
BRIDGE NO. 640021 ON US 76 (CAUSEWAY DR.) OVER BANKS CHANNEL

TYPE OF WORK: *GRADING, PAVING, DRAINAGE, AND STRUCTURES (BRIDGES)*







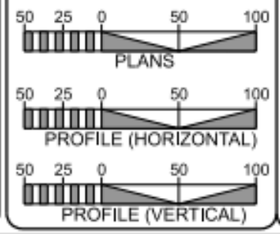
NEW CONTRACT as of 10.01.26

NTS

THERE IS NO CONTROL OF ACCESS ON THIS PROJECT.
THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF THE TOWN OF WRIGHTSVILLE BEACH.
CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTALISHED BY MODIFIED METHOD III.

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES



DESIGN DATA

ADT 2028 = 28,300
ADT 2050 = 40,600
T = 6 %
V = 40 MPH

FUNC CLASS =
MINOR ARTERIAL

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT HB-0040 = 0.271 MILES

LENGTH STRUCTURE TIP PROJECT HB-0040 = 0.302 MILES

TOTAL LENGTH TIP PROJECT HB-0040 = 0.573 MILES

-L1- AND -L2- USED TO CALCULATE LENGTH.

PREPARED IN THE OFFICE OF:
RS&H
8521 SIX FORKS ROAD, SUITE 400
RALEIGH, NC 27615
NC FIRM LICENSE No: F-0493
FOR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
JULY 2025

LETTING DATE:

SEAN KORTOVICH, PE
PROJECT ENGINEER

ALLISON HARRIS FLOYD, PE
PROJECT DESIGN ENGINEER

DEREK R. PIELECH, PE
NCDOT CONTACT

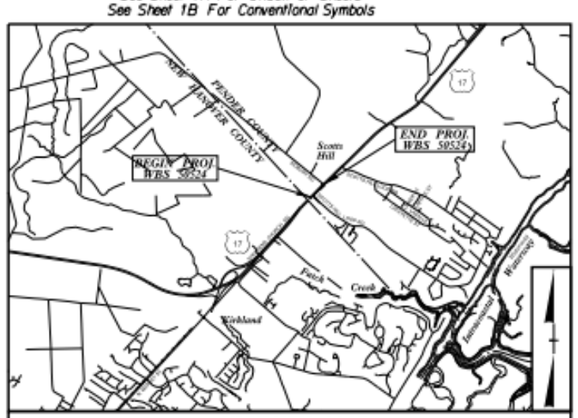
HYDRAULICS ENGINEER
SIGNATURE: P.E.

ROADWAY DESIGN ENGINEER
SIGNATURE: P.E.

PROJECT: WBS 50524

CONTRACT: DC00504

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



VICINITY MAP

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

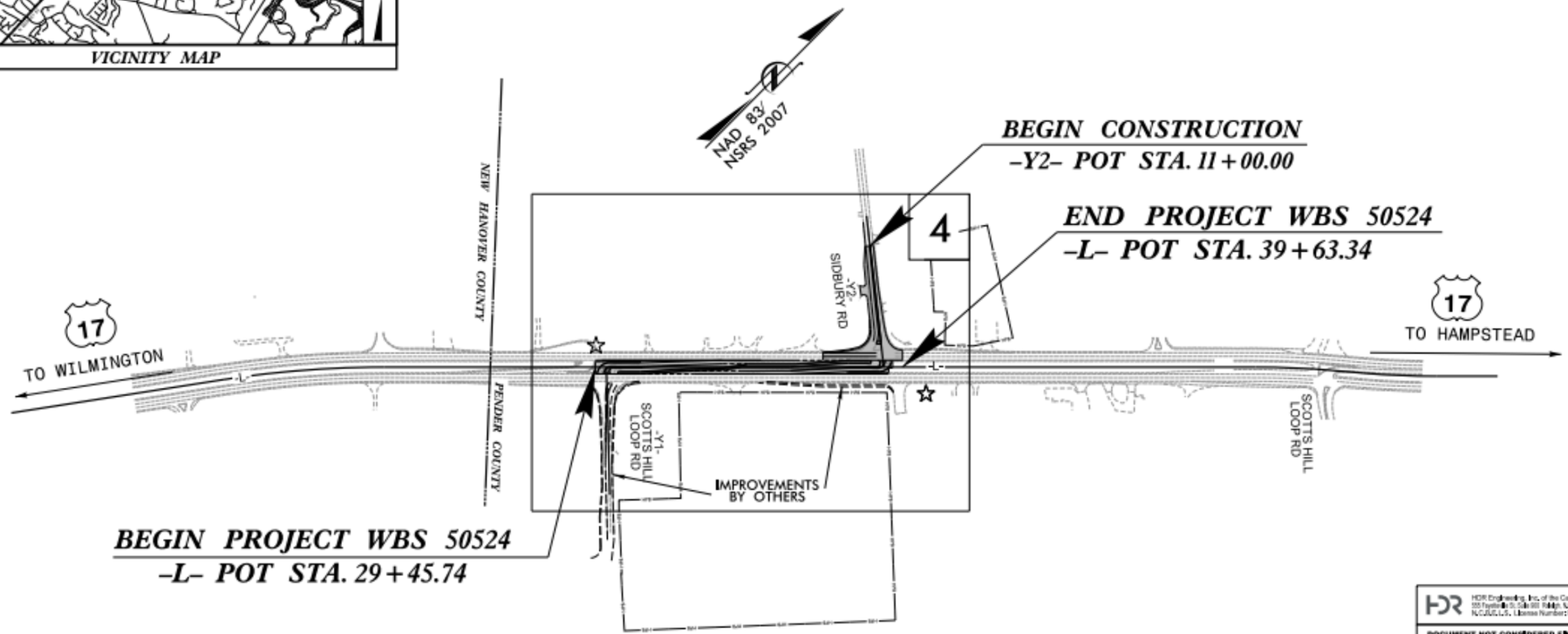
PENDER COUNTY

N.C.	WBS 50524	1	
WBS 48864	N/A	PE/ROW/CONSTR.	
WBS 50524	N/A	PE/ROW/CONSTR.	



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

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



NTS

HDR Engineering, Inc. of the Carolinas
NC(C)A.U.S. License Number: F-0116

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

☆ MODIFIED SIGNAL

GRAPHIC SCALES

PLANS 50 25 0 50 100

PROFILE (HORIZONTAL) 50 25 0 50 100

PROFILE (VERTICAL) 10 5 0 10 20

DESIGN DATA

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

PROJECT LENGTH

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

Prepared for the Office of:
HIGHWAY DIVIVSION 3
5501 Barbados Blvd., Castle Hayne NC, 28429

2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: N/A

LETTING DATE: MAY 21, 2026

CASEY HARRIS, P.E.
PROJECT ENGINEER

HUNTER FREDERICK
PROJECT DESIGN ENGINEER

BRIAN HARDING, P.E.
NCDOT CONTACT

HYDRAULICS ENGINEER
SIGNATURE: P.E. 4/13/2026

ROADWAY DESIGN ENGINEER
SIGNATURE: P.E. 4/13/2026

Project Details:

Work Begin: 5/2026

Start Date: 10/2026

Completion: 12/2027

Contractor: King Asphalt, Inc

NCDOT Contact: Nate Tew

Contract: DC00504

Project Comments:

N/A

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

CONSTRUCTION PROGRESS

0%

Note: Projects details are subject to change

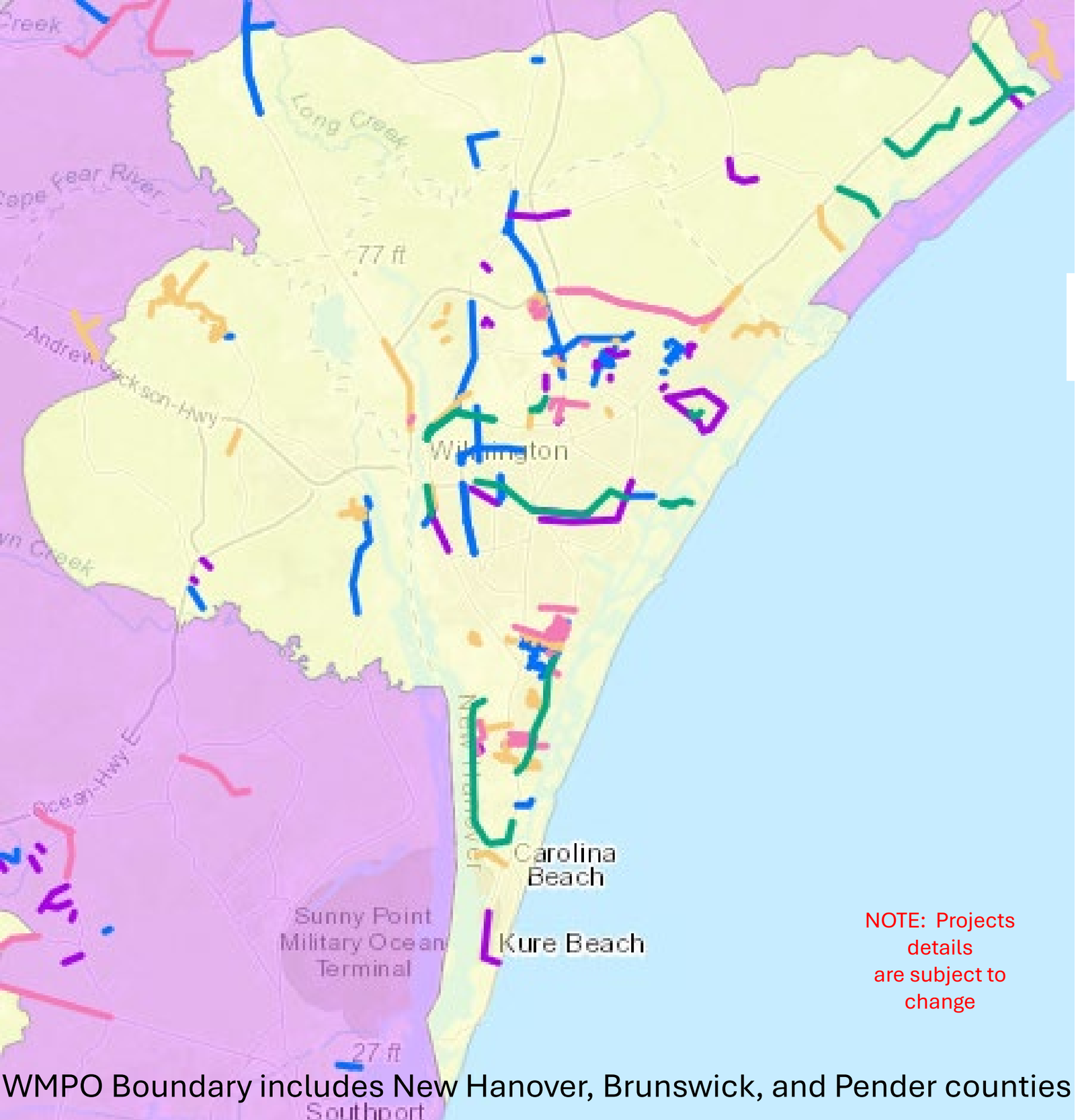
WMPO NOVEMBER RESURFACING / PRESERVATION PROJECTS

Contract Number	Contract Year	County	Routes	*Estimated Completion (year.month.date)	Percent Complete
DC00492	2026	NEW HANOVER	RESURFACING AND PRESERVATION ALONG VARIOUS ROUTES	2027.07.16	75.67%
DC00503	2026	NEW HANOVER	ADA CURB RAMP UPGRADES/ADDITIONS WHERE NEEDS HAVE BEEN IDENTIFIED	2027.05.28	28.83%
C205199	2026	BRUNSWICK	3 SECTIONS OF NC-133, AND 19 SECTIONS OF SECONDARY ROADS	2027.11.30	0.00%
C205213	2026	NEW HANOVER	5 SECTIONS OF US-117, 3 SECTIONS OF NC-133, AND 46 SECTIONS OF SECONDARY ROADS	2027.11.30	0.00%
C205212	2026	PENDER	1 SECTION OF US-421, 9 SECTIONS OF SECONDARY ROADS, AND 6 SECTIONS OF TOWN ROADS.	2027.11.30	0.00%
DC00487	2026	PENDER	RUMBLE INSTALLATION IN BICYCLE PATTERN, AND THERMOPLASTIC MARKINGS ALONG IDENTIFIED ROUTES IN PENDER	2027.08.13	0.00%

This list reflects $20+ million dollars of investments in the WMPO boundary area.

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



NOTE: Projects details are subject to change

WMPO Boundary includes New Hanover, Brunswick, and Pender counties

NCDOT GO!NC Portal

Legend

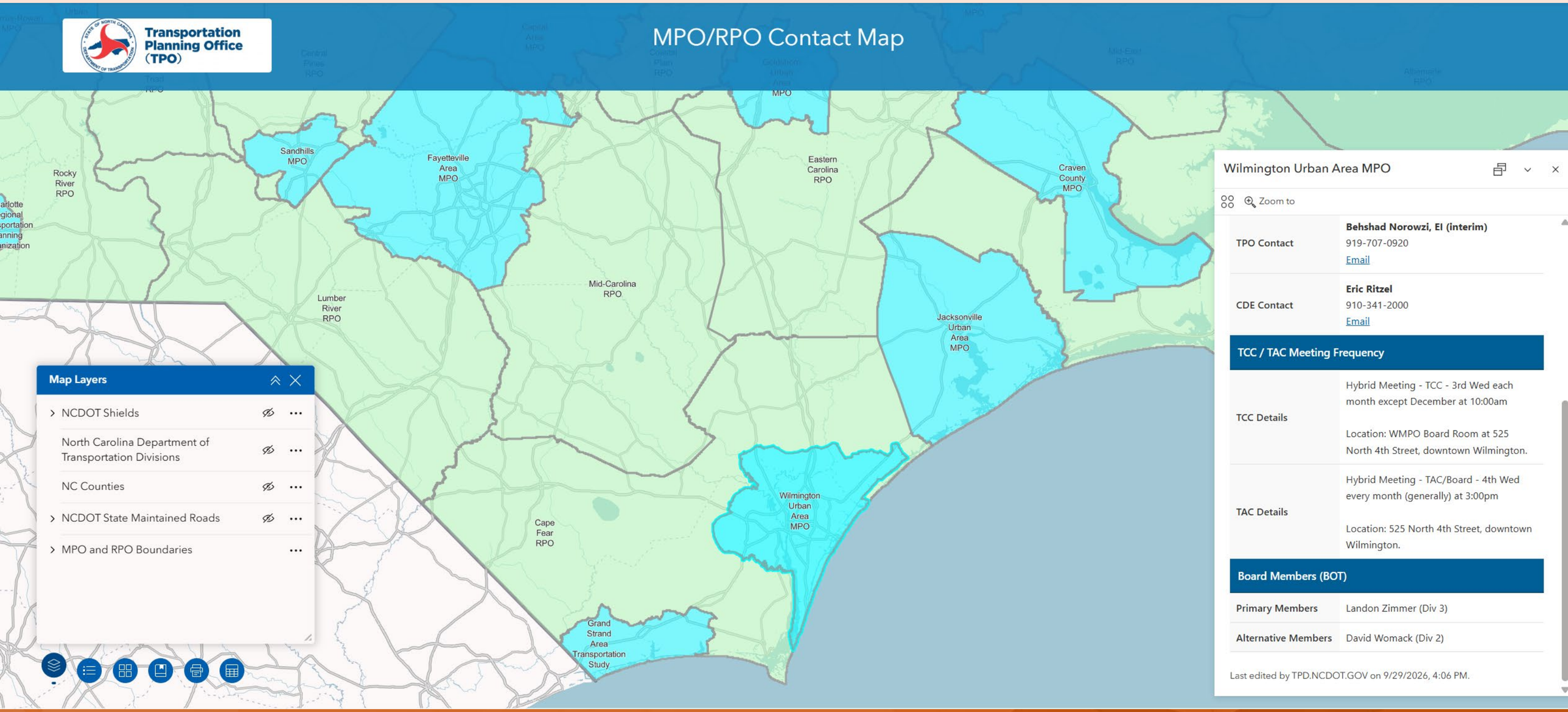
NCDOT HMIP 2026-2030

PlanYear

- 2026
- 2027
- 2028
- 2029
- 2030

SCAN QR CODE FOR LINK

NOVEMBER NCDOT Resource Feature



IMD PLANNING UPDATES & ANNOUNCEMENTS

Integrated Mobility Division
N.C. DEPARTMENT OF TRANSPORTATION

November 2026

STATEWIDE PLANNING

STATEWIDE ACTIVE TRANSPORTATION PLAN

IMD is developing a new statewide Active Transportation Plan to guide the future of walking, biking, and rolling in North Carolina. This plan will be the first of its kind since the 2013 WalkBikeNC Plan.

We are asking North Carolina residents to share their active transportation stories and photos. Selected stories and photos may be featured in the final plan AND could win a $100 gift card. *(See contest disclaimer and official rules on the submission website.)*

Submit your story and/or photo at the link below!
Be A Part of North Carolina's Active Transportation Story!

E-BIKE EDUCATIONAL MATERIALS

IMD is developing educational and outreach materials to support the safe and informed use of e-bikes and e-scooters across North Carolina. Materials may include online resources, fact sheets, videos, flyers, brochures, and rack cards focused on safety, e-bike and e-scooter laws and policies, e-bike classifications, and guidance on safe operation. These resources will be designed for use by communities, agencies, and partners statewide.

FUNDING OPPORTUNITIES

SAFE ROUTES TO SCHOOL PLANNING AND PROGRAMMING GRANTS

REMINDER: The next call for Safe Routes to School Non-Infrastructure Grants will close on November 6th. This is a cost-reimbursement program for non-infrastructure programs and activities to local governments, regional planning organizations, schools, and other local or regional entities. Additional information is posted on the connect website alongside a recorded webinar:
https://connect.ncdot.gov/projects/BikePed/Pages/saferoutestoschool.aspx

PAVED TRAIL FEASIBILITY STUDIES

REMINDER: The call for projects will close on November 6th. These feasibility studies aim to build upon higher-level planning efforts and take a comprehensive approach to identify possible route alternatives of multimodal corridors. The purpose of this type of study is to evaluate technical feasibility of a project from a design, permitting, and constructability perspective. Project types eligible for these studies include paved trails, greenways, shared-use paths, sidepaths, and sidewalks. Any municipality, county, MPO, or RPO within North Carolina is eligible to apply. To learn more information, visit the Paved Trail Feasibility Studies Website and watch the recorded webinar found on the site as well.

MICROTRANSIT FEASIBILITY STUDIES

More information is coming soon!

QUESTIONS?

Contact:
Cambell Pfister
Regional Transportation Planner – Coastal Plains
Integrated Mobility Division
Office: 919-707-2601
Capfister@ncdot.gov

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

November 2026

Amanda Killian, P.E.
Transportation Engineer
Transportation Planning Office
Division of Planning and Programming
North Carolina Department of Transportation
1 South Wilmington Street
Raleigh, NC 27601

November 2026 TPO Updates – Wilmington MPO

Pender County Comprehensive Transportation Plan (CTP): Staff have completed the highway project sheets and updated the volume over capacity maps for the new base year (2024) and future year (2050). The bike and pedestrian project sheets are in progress, and all project sheets will be presented to the steering committee tentatively by the end of the year. After this, public input sessions will be hosted.

County and Congressional District Transportation Profiles Update: In September 2026, the Bureau of Transportation Statics (BTS) updated the county transportation files and the congressional district transportation files. BTS provides statistics such as means of transportation to work, number of bridges, transportation facilities, etc.

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

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

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

Telephone: 919-707-0961
Customer Service: 1-877-368-4968

Website: ncdot.gov

Location:
1554 MAIL SERVICE CENTER
RALEIGH, NC 27699

2026 NC County Map Book: The North Carolina Association of County Commissioners is pleased to share the 2026 County Map Book, compiling relevant North Carolina county data maps into one publication.

These maps and data tables highlight demographic, economic, health, and educational information from North Carolina's 100 counties. This annual publication is intended to provide context and promote analysis for decisions at the local level in counties across the state.

One page county-specific summaries will be released soon.

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)
· NCDOT Interactive Traffic Volume Map—Interactive Traffic Volume map (ncdot.gov)
· Traffic Safety Data & Engineering—NCDOT: Traffic Safety Data & Engineering
· NCDOT Comprehensive Transportation Plans (CTPs) – Connect NCDOT - CTPs

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

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

Telephone: 919-707-0961
Customer Service: 1-877-368-4968

Website: ncdot.gov

Location:
1554 MAIL SERVICE CENTER
RALEIGH, NC 27699