

MID-EAST RURAL PLANNING ORGANIZATION
Technical Coordinating Committee & Transportation Advisory Committee
Joint Meeting Agenda

Thursday, March 12, 2026 ▪ 10:00 AM
Beaufort County Board of Commissioners' Meeting Room
136 W 2nd Street, Washington, NC 27889

Virtual (Zoom) option available upon request

- A) Establish Quorum**
1. Establish Quorum for TCC & TAC – Sam Singleton
- B) Call to Order**
1. Call to Order – TCC Chairman Alligood & TAC Chairman Bond
- C) Ethics Awareness & Conflict of Interest Reminder** **P. 1**
- D) Approval of Joint Meeting Agenda**
1. 3/12/2026 Joint Meeting Agenda – TCC Chairman Alligood & TAC Chairman Bond **P. 2**
- E) Approval of Meeting Minutes**
1. 1/8/2026 TCC Meeting Minutes – TCC Chairman Alligood **P. 3**
2. 1/20/2026 TAC Meeting Minutes – TAC Chairman Bond **P. 8**
- F) Public Comments** **P. 13**
- G) Public Hearing and Item for Decision**
1. FY 2026 Planning Work Program Amendment – Sam Singleton **P. 14**
- H) Items for Decision**
1. Draft Prioritization 8.0 Local Input Point Assignment Methodology – Sam Singleton **P. 18**
- I) Items for Discussion and/or Decision**
1. Governing Documents Subcommittee – Sam Singleton **P. 36**
- J) Items for Presentation – RPO Staff**
1. Revisions to the 2026-2035 STIP – Sam Singleton **P. 37**
2. Prioritization Updates – Sam Singleton **P. 39**
3. 2026 NCDOT-IMD Multimodal Planning Grant Program – Sam Singleton **P. 41**
4. 2026 NCDOT-DOA Advanced Air Mobility Planning Grant Program – Sam Singleton **P. 54**
5. Comprehensive Safety Action Plan Update – Sam Singleton **P. 62**
6. Status of Pedestrian Safety Project Submittals – Sam Singleton **P. 63**
7. Functional Classification – Sam Singleton **P. 66**
- K) Items for Presentation – NC Department of Transportation**
1. Division 1 Report – Chris Slachta & Brooks Braswell, PE **P. 67**
2. Division 2 Report – Len White & Roham Lahiji **P. 70**
3. Transportation Planning Division Report – Michael Raynor, EI **P. 75**
- L) Informational Items**
1. 2026 State Ethics Commission Filings for TAC Members – Sam Singleton **P. 76**
2. Next Joint Meeting – Sam Singleton **P. 81**
- M) Adjournment**

Mid-East Rural Planning Organization
March 2026

Transportation Advisory Committee		
Dempsey Bond, Jr, Chairman	Primary County Commissioner Representative	Martin County
Charlotte Griffin, Vice-Chairwoman	Martin County Municipal Elected Official	Town of Bear Grass
Ed Booth	Primary County Commissioner Representative	Beaufort County
Randy Walker	Alternate County Commissioner Representative	Beaufort County
Melvin McLawhorn	Primary County Commissioner Representative	Pitt County
Ann Floyd Huggins	Alternate County Commissioner Representative	Pitt County
Tom Richter	Beaufort County Municipal Elected Official	Town of Washington Park
Vacant	Pitt County Municipal Elected Official	Pitt County Municipality
Tess Judge	Primary Board of Transportation Representative	Board of Transportation - Division 1
David Womack	Alternate Board of Transportation Representative	Board of Transportation - Division 2

Technical Coordinating Committee		
Brian Alligood, Chairman	County Manager	Beaufort County
Jonas Hill, Vice-Chairman	Planning & Development Director	Pitt County
Judi Lannon	Town Administrator	Town of Aurora
Kurt Ryan	Aurora Leadership Council	Town of Aurora
Rhonda Cotten	Transportation Manager	Beaufort Area Transit System
Lynn Davis	Town Manager	Town of Belhaven
Justin Oakes	Town Manager	Town of Farmville
Jeff Rashko	Planner I	Greenville Urban Area MPO
Tina Dixon	Public Works Director	Town of Grimesland
Mary Allen	Commissioner	Town of Jamesville
Drew Batts	County Manager	Martin County
Steve Biggs	President/CEO	Martin County Economic Development
Frank Halsey, Jr.	Administrative Officer II	Martin County Transit
Jerry McCrary	Mayor	Town of Parmele
Ben Rogers	Planner III	Pitt County
Tina Brown	Mayor	Town of Robersonville
Tonya Leggett	Martin County Delegate	Southern Albemarle Association
Glen Moore	Planning Administrator	City of Washington
Domini Cunningham	Interim Community & Cultural Services Director	City of Washington
April Alligood	Town Clerk	Town of Washington Park
Andrew Brownfield	Planning & Zoning Supervisor	Town of Williamston

North Carolina Department of Transportation		
Ronnie Sawyer, PE	Division Engineer	Division 1
Vacant	Deputy Division Engineer	Division 1
Brooks Braswell, PE	Division Project Development Engineer	Division 1
Chris Slachta	Division Planning Engineer	Division 1
Mary Beth Houston, PE	Division Engineer	Division 2
Cadmus Capehart, PE	Deputy Division Engineer	Division 2
Heather Lane, PE	Division Project Development Engineer	Division 2
Len White	Division Planning Engineer	Division 2
Roham Lahiji	Corridor Development Engineer	Division 2
Dominique Boyd	Eastern Piedmont Group Supervisor	Transportation Planning Division
Michael Raynor, EI	TPD Coordinator - MERPO & GUAMPO	Transportation Planning Division

Staff		
Bryant Buck	Executive Director	Mid-East Commission
Pat Harris	Community Development Director	Mid-East Commission
Sam Singleton	Transportation Planner II	Mid-East Commission



**Mid-East Rural Planning Organization
3/12/2026 Joint Meeting of the TCC & TAC
Agenda Abstract**

Agenda Section: C) Ethics Awareness & Conflict of Interest Reminder

Agenda Title:

Presenter(s): Sam Singleton

Summary of Information:

Pursuant to G.S. §138A-15 (e) - ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER:
Does any member have any known conflict of interest with respect to matters coming before the board(s) today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

Staff Recommendations/Motions:

Attachments:



**Mid-East Rural Planning Organization
3/12/2026 Joint Meeting of the TCC & TAC
Agenda Abstract**

Agenda Section: D) Approval of Joint Meeting Agenda
Agenda Title: 1. 3/12/2026 Joint Meeting Agenda
Presenter(s): TCC Chairman Alligood & TAC Chairman Bond

Summary of Information:

Agenda for the March 12, 2026 Joint Meeting of the Mid-East RPO Technical Coordinating Committee (TCC) & Transportation Advisory Committee (TAC).

Staff Recommendations/Motions:

1. Motion to approve the 3/12/2026 Joint Meeting Agenda
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Attachments:



**Mid-East Rural Planning Organization
3/12/2026 Joint Meeting of the TCC & TAC
Agenda Abstract**

Agenda Section: E) Approval of Meeting Minutes
Agenda Title: 1. 1/8/2026 TCC Meeting Minutes
Presenter(s): TCC Chairman Alligood

Summary of Information:

Minutes of the January 8, 2026 meeting of the Mid-East RPO Technical Coordinating Committee (TCC).

Staff Recommendations/Motions:

1. Motion to approve the 1/8/2026 TCC meeting minutes.
-

Attachments:

- 1/8/2026 TCC Meeting Minutes (P.P. 4-7)

**MID-EAST RURAL PLANNING ORGANIZATION
TCC REGULAR MEETING MINUTES
THURSDAY, JANUARY 8, 2026**

The Mid-East Rural Planning Organization Technical Coordinating Committee (TCC) met in regular session on Thursday, January 8, 2026. The meeting was held at the Farmville Public Library – 4276 West Church Street, Farmville, NC 27828. The following were present:

Technical Coordinating Committee:

Chairman Brian Alligood	Beaufort County
Vice-Chairman Jonas Hill	Pitt County
Judi Lannon	Town of Aurora
Justin Oakes	Town of Farmville
Jeff Rashko	Greenville Urban Area MPO
Mary Allen	Town of Jamesville
Frank Halsey, Jr.	Martin County Transit
Ben Rogers	Pitt County
Tina Brown	Town of Robersonville
Tonya Leggett	Southern Albemarle Association
Glen Moore	City of Washington
April Alligood	Town of Washington Park

North Carolina Department of Transportation:

Brooks Braswell	Division 1
Chris Slachta	Division 1
Eric Sedlacek	Division 1
Cadmus Capehart	Division 2
Len White	Division 2
Roham Lahiji	Division 2
Michael Raynor	Transportation Planning Division

Staff:

Sam Singleton	Mid-East Commission
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Guests:

Dempsey Bond, Jr.	Martin County (TAC)
Charlotte Griffin	Town of Bear Grass (TAC)
Stephanie Harmon	Peanut Belt RPO
Ethan Sommers	Albemarle RPO

**MID-EAST RURAL PLANNING ORGANIZATION
TCC REGULAR MEETING MINUTES
THURSDAY, JANUARY 8, 2026**

Call to Order

Chairman Alligood called the Technical Coordinating Committee meeting to order at 10:03 AM.

Ethics Awareness & Conflicts of Interest Reminder

Sam Singleton read the following: *Pursuant to G.S. §138A-15 (e) - ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER: Does any member have any known conflict of interest with respect to matters coming before the board(s) today? If so, please identify the conflict and refrain from any participation in the particular matter involved.*

No conflicts of interest were disclosed.

Approval of Joint Meeting Agenda

Jeff Rashko made a motion to approve the 1-8-2026 TCC meeting agenda. Justin Oakes seconded the motion. The motion was passed unanimously by the TCC.

Approval of Joint Meeting Minutes

Vice-Chairman Hill made a motion to approve the 11-13-2025 joint meeting minutes. Justin Oakes seconded the motion. The motion was passed unanimously by the TCC.

Public Comments

No public comments.

Items for Decision – Draft FY 2026-2027 Planning Work Program

Sam Singleton provided background information about the Planning Work Program (PWP) and its funding sources. Mr. Singleton then gave an overview of the draft FY 2026-2027 PWP for the Mid-East RPO, and noted that the upcoming fiscal year's total allocation will remain the same at \$153,000. Mr. Singleton said that staff is seeking preliminary approval of the draft PWP by the TCC and TAC before it is sent to the NCDOT Transportation Planning Division for approval.

Jeff Rashko made a motion to preliminarily approve the draft FY 2026-2026 PWP for the Mid-East RPO. Justin Oakes seconded the motion. The motion was passed unanimously by the TCC.

Items for Discussion and/or Decision – Prioritization 8.0 Local Input Point Assignment Methodology

Sam Singleton said that the NC General Statutes require MPOs and RPOs to develop local input point assignment methodologies (LIPAMs) for each Prioritization cycle. Mr. Singleton noted that the P7.0 LIPAM for the Mid-East RPO is included in the agenda packet, and said that staff is seeking TCC & TAC guidance on whether the Mid-East RPO should utilize the same methodology for P8.0. Mr. Singleton said that if the boards wish to use the same methodology, he would make some changes to the document’s formatting and/or graphics, as well as update P7.0 information with P8.0 information.

Mary Allen made a motion to utilize the Mid-East RPO’s P7.0 LIPAM for P8.0. Jeff Rashko seconded the motion. The motion was passed unanimously by the TCC.

Items for Presentation – Revisions to the 2026-2035 STIP

Sam Singleton said that revisions to the STIP are brought before the NC Board of Transportation at their monthly meetings for approval. Mr. Singleton said that the December 2025 and January 2026 Item N Handouts each included one project within the Mid-East RPO:

EB-5979 Martin 12/2025	US 17 BUS (E Main St), Skewarkee Trail to US 17. Construction of a 10 ft. MUP	Delay PE from FY 25 to FY 26 and add R/W phase at request of Division.
HS-2402F Pitt 1/2026	NC 43, SR 2241 and SR 1753 intersections south of Greenville. Install traffic signals at both intersections.	Modify project scope to remove construction of left turn lanes at the Request of the Division.

Items for Presentation – Post-Census Functional Classification Change Requests

Sam Singleton said that of the 61 functional classification change requests submitted by MERPO, 34 were approved (including 3 with modifications) by the Statewide Functional Classification Revision Committee, and 27 were denied by the Statewide Functional Classification Revision Committee.

Items for Presentation – Division 1 Report

Chis Slachta, NCDOT Division 1 Planning Engineer, provided updates on current and upcoming projects in Martin County.

Items for Presentation – Division 2 Report

Roham Lahiji, NCDOT Division 2 Corridor Development Engineer, provided updates on current and upcoming projects in Beaufort County and Pitt County.

**MID-EAST RURAL PLANNING ORGANIZATION
TCC REGULAR MEETING MINUTES
THURSDAY, JANUARY 8, 2026**

Items for Presentation – Transportation Planning Division Report

Michael Raynor, NCDOT TPD Coordinator for the Mid-East RPO and Greenville Urban Area MPO, provided updates from the Transportation Planning Division.

Informational Items – Next Joint Meeting

Sam Singleton said that the next joint meeting of the Mid-East RPO TCC & TAC will be held on Thursday, March 12, 2026 at 10:00 AM. Mr. Singleton said that the in-person location for the meeting is tentatively scheduled to be in Beaufort County.

Adjournment

The meeting was adjourned at 10:39 AM.

Brian Alligood, TCC Chairman
Mid-East Rural Planning Organization

____ / ____ / 20____

ATTEST:

Sam Singleton, Secretary
Mid-East Rural Planning Organization

____ / ____ / 20____



**Mid-East Rural Planning Organization
3/12/2026 Joint Meeting of the TCC & TAC
Agenda Abstract**

Agenda Section: E) Approval of Joint Meeting Minutes
Agenda Title: 2. 1/20/2026 TAC Meeting Minutes
Presenter(s): TAC Chairman Bond

Summary of Information:

Minutes of the January 20, 2026 meeting of the Mid-East RPO Transportation Advisory Committee (TAC).

Staff Recommendations/Motions:

1. Motion to approve the 1/20/2026 TAC meeting minutes.
-

Attachments:

- 1/20/2026 TAC Meeting Minutes (P.P. 9-12)

**MID-EAST RURAL PLANNING ORGANIZATION
TAC REGULAR MEETING MINUTES
TUESDAY, JANUARY 20, 2026**

The Mid-East Rural Planning Organization Transportation Advisory Committee (TAC) met in regular session on Tuesday, January 20, 2026. The meeting was held at the Mid-East Commission – 1502 N Market Street, Suite A, Washington, NC 27889. The following were present:

Transportation Advisory Committee:

Chairman Dempsey Bond, Jr.	Martin County
Vice-Chair Charlotte Griffin	Town of Bear Grass
Ed Booth	Beaufort County
Melvin McLawhorn	Pitt County
Tom Richter	Town of Washington Park
Tess Judge	NC Board of Transportation – Division 1
David Womack	NC Board of Transportation – Division 2 (Alt.)

North Carolina Department of Transportation:

Win Bridgers	Division 1
Ronnie Sawyer	Division 1
Brooks Braswell	Division 1
Chris Slachta	Division 1
Mary Beth Houston	Division 2
Cadmus Capehart	Division 2
Heather Lane	Division 2
Len White	Division 2
Roham Lahiji	Division 2
Allison Thorburn	Division 2
Michael Raynor	Transportation Planning Division

Staff:

Bryant Buck	Mid-East Commission
Pat Harris	Mid-East Commission
Sam Singleton	Mid-East Commission

Guests:

Brian Alligood	Beaufort County (TCC)
Ellen Brabo	City of Washington
Max Perreault	City of Washington
Ethan Sommers	Albemarle RPO

**MID-EAST RURAL PLANNING ORGANIZATION
TAC REGULAR MEETING MINUTES
TUESDAY, JANUARY 20, 2026**

Call to Order

Chairman Bond called the Transportation Advisory Committee meeting to order at 1:03 PM.

Ethics Awareness & Conflicts of Interest Reminder

Sam Singleton read the following: *Pursuant to G.S. §138A-15 (e) - ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER: Does any member have any known conflict of interest with respect to matters coming before the board(s) today? If so, please identify the conflict and refrain from any participation in the particular matter involved.*

No conflicts of interest were disclosed.

Approval of Joint Meeting Agenda

Ed Booth made a motion to approve the 1-20-2026 TAC meeting agenda. David Womack seconded the motion. The motion was passed unanimously by the TAC.

Approval of Joint Meeting Minutes

Tom Richter made a motion to approve the 11-13-2025 joint meeting minutes. TAC Vice-Chairwoman Griffin seconded the motion. The motion was passed unanimously by the TAC.

Public Comments

Ellen Brabo, Mayor of the City of Washington, spoke on behalf of the Washington City Council in opposition to STIP Project U-5860.

Items for Decision – Draft FY 2026-2027 Planning Work Program

Sam Singleton provided background information about the Planning Work Program (PWP) and its funding sources. Mr. Singleton then gave an overview of the draft FY 2026-2027 PWP for the Mid-East RPO, and noted that the upcoming fiscal year's total allocation will remain the same at \$153,000. Mr. Singleton said that staff is seeking preliminary approval of the draft PWP by the TCC and TAC before it is sent to the NCDOT Transportation Planning Division for approval.

TAC Vice-Chairwoman Griffin made a motion to preliminarily approve the draft FY 2026-2026 PWP for the Mid-East RPO. David Womack seconded the motion. The motion was passed unanimously by the TAC.

**MID-EAST RURAL PLANNING ORGANIZATION
TAC REGULAR MEETING MINUTES
TUESDAY, JANUARY 20, 2026**

Items for Discussion and/or Decision – Prioritization 8.0 Local Input Point Assignment Methodology

Sam Singleton said that the NC General Statutes require MPOs and RPOs to develop local input point assignment methodologies (LIPAMs) for each Prioritization cycle, and explained their purpose and structure. Mr. Singleton said that the TCC voted to recommend to the TAC that the Mid-East RPO’s P7.0 LIPAM be utilized for P8.0.

TAC Vice-Chairwoman Griffin made a motion to utilize the Mid-East RPO’s P7.0 LIPAM for P8.0. Ed Booth seconded the motion. The motion was passed unanimously by the TAC.

Items for Presentation – Revisions to the 2026-2035 STIP

Sam Singleton said that revisions to the STIP are brought before the NC Board of Transportation at their monthly meetings for approval. Mr. Singleton said that the December 2025 and January 2026 Item N Handouts each included one project within the Mid-East RPO:

EB-5979 Martin 12/2025	US 17 BUS (E Main St), Skewarkee Trail to US 17. Construction of a 10 ft. MUP	Delay PE from FY 25 to FY 26 and add R/W phase at request of Division.
HS-2402F Pitt 1/2026	NC 43, SR 2241 and SR 1753 intersections south of Greenville. Install traffic signals at both intersections.	Modify project scope to remove construction of left turn lanes at the Request of the Division.

Items for Presentation – Post-Census Functional Classification Change Requests

Sam Singleton said that of the 61 functional classification change requests submitted by MERPO, 34 were approved (including 3 with modifications) by the Statewide Functional Classification Revision Committee, and 27 were denied by the Statewide Functional Classification Revision Committee.

Items for Presentation – Division 1 Report

Chis Slachta, NCDOT Division 1 Planning Engineer, provided updates on current and upcoming projects in Martin County.

Items for Presentation – Division 2 Report

Len White, NCDOT Division 2 Planning Engineer, provided updates on current and upcoming projects in Beaufort County and Pitt County. Heather Lane, Division 2 Project Development Engineer, gave several updates on STIP Project U-5860.

**MID-EAST RURAL PLANNING ORGANIZATION
TAC REGULAR MEETING MINUTES
TUESDAY, JANUARY 20, 2026**

Items for Presentation – Transportation Planning Division Report

Michael Raynor, NCDOT TPD Coordinator for the Mid-East RPO and Greenville Urban Area MPO, provided updates from the Transportation Planning Division.

Informational Items – Next Joint Meeting

Sam Singleton said that the next joint meeting of the Mid-East RPO TCC & TAC will be held on Thursday, March 12, 2026 at 10:00 AM. Mr. Singleton said that the in-person location for the meeting is tentatively scheduled to be in Beaufort County.

Informational Items – 2026 SEI & RED Filings

Sam Singleton reminded TAC members that their annual Statement of Economic Interest (SEI) and Real Estate Disclosure (RED) forms are due to the NC State Ethics Commission by April 15, 2026.

Adjournment

The meeting was adjourned at 1:41 PM.

Dempsey Bond, Jr., TAC Chairman
Mid-East Rural Planning Organization

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ATTEST:

Sam Singleton, Secretary
Mid-East Rural Planning Organization

____ / ____ / 20____



**Mid-East Rural Planning Organization
3/12/2026 Joint Meeting of the TCC & TAC
Agenda Abstract**

Agenda Section: F) Public Comments

Agenda Title:

Presenter(s): TCC Chairman Alligood & TAC Chairman Bond

Summary of Information:

Members of the public who are present may address the TCC and TAC. Each speaker will be limited to three (3) minutes, and each group's representative will be limited to a maximum of five (5) total minutes. Prior to addressing the TCC and TAC, each speaker must state their name and, if applicable, the group that they are representing.

Staff Recommendations/Motions:

Attachments:



**Mid-East Rural Planning Organization
3/12/2026 Joint Meeting of the TCC & TAC
Agenda Abstract**

Agenda Section: G) Public Hearing and Item for Decision
Agenda Title: 1. FY 2026 Planning Work Program Amendment
Presenter(s): Sam Singleton

Summary of Information:

RPO staff is seeking TCC and TAC approval to amend the FY 2025-2026 Planning Work Program (PWP). The proposed amendment would transfer funds from II-3 Program and Project Development to I-1 Data Collection and Assessment, II-2 Prioritization, and II-4 General Transportation Planning. The total amount budgeted for the FY 2025-2026 PWP (\$153,000) would remain the same.

Pursuant to the Mid-East RPO Public Involvement Plan (PIP), a public hearing is to be held before the proposed amendment is voted on.

Staff Recommendations/Motions:

1. Motion to enter into public hearing.
 2. Motion to approve the proposed amendment to the FY 2025-2026 PWP.
-

Attachments:

- 2026-03 Proposed PWP Amendment (P. 15)
- FY 2025-2026 PWP (P. 16)
- 2026-03 PWP Amendment Letter (P. 17)



MID-EAST RURAL PLANNING ORGANIZATION
Planning Work Program Amendment

2026-03
 3/12/2026
 WBS # 51759.4.10
 PO/C # 7500027279

FY 2025-2026 ALLOCATION

FEDERAL - 80%	STATE - 15%	LOCAL - 5%	TOTAL
\$ 122,400	\$ 22,950	\$ 7,650	\$ 153,000

PROPOSED AMENDMENT

Current includes any previous amendment(s)

TASK CODE	WORK CATEGORY	CURRENT	INCREASE	DECREASE	NEW
I-1	Data Collection and Assessment	\$ 3,000	\$ 2,000	\$ -	\$ 5,000
II-1	CTP Development	\$ 400	\$ -	\$ -	\$ 400
II-2	Prioritization	\$ 20,000	\$ 8,000	\$ -	\$ 28,000
II-3	Program and Project Development	\$ 21,000	\$ -	\$ 20,000	\$ 1,000
II-4	General Transportation Planning	\$ 17,000	\$ 10,000	\$ -	\$ 27,000
III-1	Administrative Activities	\$ 23,000	\$ -	\$ -	\$ 23,000
IV-1	Programmatic Direct Charges	\$ 25,000	\$ -	\$ -	\$ 25,000
IV-2	Advertising	\$ 50	\$ -	\$ -	\$ 50
IV-3	Lodging, Meals, Incidentals	\$ 1,500	\$ -	\$ -	\$ 1,500
IV-4	Postage	\$ 50	\$ -	\$ -	\$ 50
IV-5	Registration / Training	\$ 1,500	\$ -	\$ -	\$ 1,500
IV-6	Travel	\$ 500	\$ -	\$ -	\$ 500
IV-1	Indirect Costs	\$ 40,000	\$ -	\$ -	\$ 40,000
	TOTAL	\$ 153,000	\$ 20,000	\$ 20,000	\$ 153,000

JUSTIFICATION

I-1 - Data Collection and Assessment: + \$2,000. Higher expenditures than anticipated due to Functional Classification revisions, NCDOT-TSU Pedestrian Safety Call for Projects, and Prioritization 8.0 project data collection. Additional funds are requested for P8.0 Regional Impact LIP assignments and P9.0 project data collection.

II-2 Prioritization: + \$8,000. Additional funds are requested for P8.0 LIPAM development & adoption, P8.0 Regional Impact LIP assignments, H185274 express design tasks, and P9.0 express design requests & tasks.

II-3 Program and Project Development: - \$20,000. Transfer to I-1, II-2, and II-4 requested. No current/upcoming/anticipated merger/project development tasks.

II-4: General Transportation Planning: + \$10,000. Additional funds are requested for MERPO Comprehensive Safety Action Plan tasks and adoption, STIP Project U-5860 tasks, and regional & statewide planning meetings/events/coordination.

Approved by the Transportation Advisory Committee on: ____ / ____ 20____

 Dempsey Bond, Jr., TAC Chairman
 Mid-East Rural Planning Organization

 Sam Singleton, Secretary
 Mid-East Rural Planning Organization

FY 2026 (July 1, 2025 - June 30, 2026)
 PLANNING WORK PROGRAM
 ANNUAL FUNDING SOURCES TABLE
 MID-EAST RURAL PLANNING ORGANIZATION

TASK CODE	WORK CATEGORY	RPO PROGRAM FUNDS			
		LOCAL 5%	State 15%	FEDERAL 80%	TOTAL 100%
I. DATA COLLECTION AND ASSESSMENT					
I-1	DATA COLLECTION AND ASSESSMENT	\$ 250	\$ 750	\$ 4,000	\$ 5,000
I-1.1	Highway				
I-1.2	Other Modes				
I-1.3	Socioeconomic				
I-1.4	Title VI				
II. TRANSPORTATION PLANNING					
II-1	COMPREHENSIVE TRANSPORTATION PLAN (CTP) DEVELOPMENT	\$ 20	\$ 60	\$ 320	\$ 400
II-1.1	Develop CTP Vision				
II-1.2	Conduct CTP Needs Assessment				
II-1.3	Analyze Alternatives and Environmental Screening				
II-1.4	Develop Final Plan				
II-1.5	Adopt Plan				
II-2	PRIORITIZATION	\$ 1,400	\$ 4,200	\$ 22,400	\$ 28,000
II-2.1	Project Prioritization				
II-3	PROGRAM AND PROJECT DEVELOPMENT	\$ 50	\$ 150	\$ 800	\$ 1,000
II-3.1	STIP Participation				
II-3.2	Merger / Project Development				
II-4	GENERAL TRANSPORTATION PLANNING	\$ 1,350	\$ 4,050	\$ 21,600	\$ 27,000
II-4.1	Regional and Statewide Planning				
II-4.2	Special Studies, Projects and Other Trainings				
II-4.2.1	Special Study #1 - insert name, if there is a special study	\$ -	\$ -	\$ -	\$ -
II-4.2.2		\$ -	\$ -	\$ -	\$ -
III. ADMINISTRATION OF TRANSPORTATION PLANNING AND POLICIES					
III-1	ADMINISTRATIVE ACTIVITIES	\$ 1,150	\$ 3,450	\$ 18,400	\$ 23,000
III-1.1	Administrative Documents				
III-1.2	TCC / TAC Work Facilitation; Ethics Compliance				
III-1.3	Program Administration				
IV. DIRECT COSTS					
IV-1	PROGRAMMATIC DIRECT CHARGES	\$ 1,250	\$ 3,750	\$ 20,000	\$ 25,000
IV-1.1	Program-wide Direct Costs				
IV-2	ADVERTISING	\$ 3	\$ 8	\$ 40	\$ 50
IV-2.1	News Media Ads				
IV-3	LODGING, MEALS, INCIDENTALS	\$ 75	\$ 225	\$ 1,200	\$ 1,500
IV-3.1	Hotel Costs				
IV-3.2	Meal Costs				
IV-3.3	Incidentals				
IV-4	POSTAGE	\$ 3	\$ 8	\$ 40	\$ 50
IV-4.1	Mailings				
IV-5	REGISTRATION / TRAINING	\$ 75	\$ 225	\$ 1,200	\$ 1,500
IV-5.1	Conference Registration				
IV-5.2	Meeting / Workshop / Training Fees				
IV-6	TRAVEL	\$ 25	\$ 75	\$ 400	\$ 500
IV-6.1	Mileage Reimbursement				
IV-6.2	Car Rental Costs				
IV-6.3	Other Travel Expenses				
V. INDIRECT COSTS					
V-1	INDIRECT COSTS	\$ 2,000	\$ 6,000	\$ 32,000	\$ 40,000
V-1.1	Incurred Indirect Costs				
RPO OPERATIONAL EXPENSE TOTAL		\$ 7,650	\$ 22,950	\$ 122,400	\$ 153,000

Signatures for original PWP approval

Approved by the TAC on: May 7, 2025

Signature, TAC Chairman

Signature, RPO Secretary

Q1 Amendment		
Date: N/A		
Original Budgeted Amount	Net Change	New 1st Quarter Budgeted Amount
I. DATA COLLECTION AND ASSESSMENT		
\$ 3,000		\$ 3,000
II. TRANSPORTATION PLANNING		
\$ 400		\$ 400
\$ 20,000		\$ 20,000
\$ 21,000		\$ 21,000
\$ 17,000		\$ 17,000
\$ -		\$ -
\$ -		\$ -
III. ADMINISTRATION OF TRANS PLANNING & POLICES		
\$ 23,000		\$ 23,000
IV. DIRECT COSTS		
\$ 25,000		\$ 25,000
\$ 50		\$ 50
\$ 1,500		\$ 1,500
\$ 50		\$ 50
\$ 1,500		\$ 1,500
\$ 500		\$ 500
V. INDIRECT COSTS		
\$ 40,000		\$ 40,000
\$ 153,000	\$ -	\$ 153,000

Signatures for Amendment - Quarter 1

Approved by the TAC on: _____20__

Signature, TAC Chairman

Signature, RPO Secretary

Q2 Amendment		
Date: N/A		
Original Budget With Previous Q Amendment(s)	Net Change	New 2nd Quarter Budgeted Amount
I. DATA COLLECTION AND ASSESSMENT		
\$ 3,000		\$ 3,000
II. TRANSPORTATION PLANNING		
\$ 400		\$ 400
\$ 20,000		\$ 20,000
\$ 21,000		\$ 21,000
\$ 17,000		\$ 17,000
\$ -		\$ -
\$ -		\$ -
III. ADMINISTRATION OF TRANS PLANNING & POLICES		
\$ 23,000		\$ 23,000
IV. DIRECT COSTS		
\$ 25,000		\$ 25,000
\$ 50		\$ 50
\$ 1,500		\$ 1,500
\$ 50		\$ 50
\$ 1,500		\$ 1,500
\$ 500		\$ 500
V. INDIRECT COSTS		
\$ 40,000		\$ 40,000
\$ 153,000	\$ -	\$ 153,000

Signatures for Amendment - Quarter 2

Approved by the TAC on: _____20__

Signature, TAC Chairman

Signature, RPO Secretary

Q3 Amendment		
Date: 3/12/2026		
Original Budget With Previous Q Amendment(s)	Net Change	New 3rd Quarter Budgeted Amount
I. DATA COLLECTION AND ASSESSMENT		
\$ 3,000	\$ 2,000	\$ 5,000
Higher expenditures than anticipated due to Functional Classification revisions, NCDOT-TSU Pedestrian Safety Call for Projects, and Prioritization 8.0 project data collection.		
II. TRANSPORTATION PLANNING		
\$ 400		\$ 400
\$ 20,000	\$ 8,000	\$ 28,000
\$ 21,000	\$ (20,000)	\$ 1,000
\$ 17,000	\$ 10,000	\$ 27,000
Additional funds are requested for MERPO Comprehensive Safety Action Plan tasks		
\$ -		\$ -
\$ -		\$ -
III. ADMINISTRATION OF TRANS PLANNING & POLICES		
\$ 23,000		\$ 23,000
IV. DIRECT COSTS		
\$ 25,000		\$ 25,000
\$ 50		\$ 50
\$ 1,500		\$ 1,500
\$ 50		\$ 50
\$ 1,500		\$ 1,500
\$ 500		\$ 500
V. INDIRECT COSTS		
\$ 40,000		\$ 40,000
\$ 153,000	\$ -	\$ 153,000

Signatures for Amendment - Quarter 3

Approved by the TAC on: _____20__

Signature, TAC Chairman

Signature, RPO Secretary

Q4 Amendment		
Date:		
Original Budget With Previous Q Amendment(s)	Net Change	New 4th Quarter Budgeted Amount
I. DATA COLLECTION AND ASSESSMENT		
\$ 5,000		\$ 5,000
II. TRANSPORTATION PLANNING		
\$ 400		\$ 400
\$ 28,000		\$ 28,000
\$ 1,000		\$ 1,000
\$ 27,000		\$ 27,000
\$ -		\$ -
\$ -		\$ -
III. ADMINISTRATION OF TRANS PLANNING & POLICES		
\$ 23,000		\$ 23,000
IV. DIRECT COSTS		
\$ 25,000		\$ 25,000
\$ 50		\$ 50
\$ 1,500		\$ 1,500
\$ 50		\$ 50
\$ 1,500		\$ 1,500
\$ 500		\$ 500
V. INDIRECT COSTS		
\$ 40,000		\$ 40,000
\$ 153,000	\$ -	\$ 153,000

Signatures for Amendment - Quarter 4

Approved by the TAC on: _____20__

Signature, TAC Chairman

Signature, RPO Secretary



1502 N Market Street, Suite A • Washington, NC 27889
Office: (252) 974-1822 • Direct: (252) 833-2827
www.mideastrpo.com

Transportation Advisory Committee
Dempsey Bond, Jr., Chairman
Charlotte Griffin, Vice-Chairwoman

Technical Coordinating Committee
Brian Alligood, Chairman
Jonas Hill, Vice-Chairman

March 12, 2026

Michael Raynor, E.I.
Transportation Engineer II
NCDOT Transportation Planning Division
1 South Wilmington Street
Raleigh, NC 27699-1554

Subject: MERPO Planning Work Program Amendment, FY 2025-2026

Dear Mr. Raynor:

The Mid-East Rural Planning Organization (MERPO) is seeking Transportation Planning Division approval for the amended FY 2025-2026 Planning Work Program. This amendment was deemed necessary by RPO staff, who reviewed the current fiscal year planning work program and budget, and identified shifts of money that are necessary to reflect actual work demands through the first eight months of the fiscal year. The changes were recommended by the Technical Coordinating Committee on March 12, 2026, and endorsed by the Transportation Advisory Committee on March 12, 2026. There is no change to the RPO's overall budget, and no money is requested of RPO members. The recommended changes are as follows:

I – Data Collection and Assessment

I-1 – Data Collection and Assessment: There are no changes in the deliverables for this line item, but funding is **increased** for Data Collection and Assessment by \$2,000.00 to reflect work related to Highway (I-1.1) and Other Modes (I-1.2) data collection for Prioritization 8.0 Regional Impact local input point assignments, and Prioritization 9.0 project data collection. Total for I-1 – Data Collection and Assessment: **Increased** by \$2,000.00

II – Transportation Planning

II-2 – Prioritization: There are no changes in the deliverables for this line item, but funding is **increased** for Prioritization by \$8,000.00 to reflect work related to Project Prioritization (II-2.1) for Prioritization 8.0 Local Input Point Assignment Methodology development and adoption, Prioritization 8.0 Regional Impact Local Input Point Assignments, H185274 express design tasks, and Prioritization 9.0 express design requests and tasks. Total for II-2 – Prioritization: **Increased** by \$8,000.00

II-3 – Program and Project Development: There are no changes to the specified deliverables, but the amount of money allocated for Program and Project Development is **decreased** by \$20,000.00 due to a lack of work related to STIP Participation (II-3.1) and Merger / Project Development (II-3.2). Total for II-3 – Program and Project Development: **decreased** by \$20,000.00

II-4 – General Transportation Planning: There are no changes to the specified deliverables, but funding is **increased** for General Transportation Planning by \$10,000.00 to reflect work related to Regional and Statewide Planning (II-4.1) for meetings, events and coordination, and work related to Special Studies, Projects and Other Trainings (II-4.2) for the MERPO Comprehensive Safety Action Plan and STIP Project U-5860. Total for II-4 – General Transportation Planning: **Increased** by \$10,000.00

Sincerely,

Dempsey Bond, Jr., TAC Chairman
Mid-East Rural Planning Organization

Sam Singleton, Secretary
Mid-East Rural Planning Organization



Mid-East Rural Planning Organization
3/12/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: H) Items for Decision
Agenda Title: 1. Draft Prioritization 8.0 Local Input Point Assignment Methodology
Presenter(s): Sam Singleton

Summary of Information:

Pursuant to Session Law 2012-84 (Senate Bill 890), all Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) are required to have an adopted process for determining project prioritization. As such, Local Input Point Assignment Methodologies (LIPAMs) are adopted by MPOs and RPOs for each cycle of Prioritization. LIPAMs incorporate measurable, objective data, and information about priorities from local jurisdictions to ensure a process that is both data-driven and responsive to local needs.

At its meeting on January 8, 2026, the TCC voted to recommend to the TAC that the Mid-East RPO's P7.0 LIPAM be utilized for P8.0 (with various updates to formatting, graphics, and Prioritization cycle information). This recommendation was accepted by the TAC at its meeting on January 20, 2026.

Staff has developed the draft P8.0 LIPAM, which includes moderate formatting changes, grammar corrections, new graphics, and the replacement of P7.0 information with P8.0 information. If the draft P8.0 LIPAM is preliminarily-approved by the TCC and TAC, staff will submit the document to the NCDOT SPOT Office for approval. If approved, the document will be presented at the May 14, 2026 joint TCC-TAC meeting for final adoption.

Staff Recommendations/Motions:

1. Motion to preliminarily approve the draft Prioritization 8.0 Local Input Point Assignment Methodology

Attachments:

- *Draft Mid-East RPO Prioritization 8.0 Local Input Point Assignment Methodology (P.P. 19-35)*



MID-EAST RURAL PLANNING ORGANIZATION

Local Input Point Assignment Methodology

Prioritization 8.0

May 2026

Upon recommendation by the Technical Coordinating Committee, the Transportation Advisory Committee voted to adopt the Mid-East Rural Planning Organization's Prioritization 8.0 Local Input Point Assignment Methodology on May 14, 2026.

TAC Chair
Mid-East Rural Planning Organization

Sam Singleton, Secretary
Mid-East Rural Planning Organization

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I. INTRODUCTION

A. Mid-East Rural Planning Organization

In 2000, the State of North Carolina recognized the need for more coordinated transportation planning in rural areas of the state not within a Metropolitan Planning Organization by enacting G.S. Chapter 136, Article 17, Section 136-210-213. This legislation provided for the development of Rural Planning Organizations (RPOs). As a result, in 2002, the Mid-East Rural Planning Organization was established through a Memorandum of Understanding between Beaufort County, Martin County, Pitt County, and the North Carolina Department of Transportation. Within this MOU, the Mid-East Commission, a Regional Council of Governments, was designated as the Lead Planning Agency responsible for the administration and operation of the Mid-East RPO.

The Mid-East RPO consists of two committees: the Technical Coordinating Committee (TCC) and the Transportation Advisory Committee (TAC). The TCC provides recommendations to the TAC for consideration. TCC membership includes representatives from local governments, multi-modal partners, the Southern Albemarle Association, the Greenville Urban Area Metropolitan Planning Organization (MPO) and the North Carolina Department of Transportation. The TAC is the governing board of the Mid-East RPO, and acts on recommendations from the TCC. The TAC is seated by one county commissioner from each MERPO county, one municipal elected official from each MERPO county, a member of the North Carolina Board of Transportation, and designated alternates.

The Mid-East RPO is one of 18 Rural Planning Organizations in North Carolina, and provides the following core services to Beaufort County, Martin County, and the areas of Pitt County not within the Greenville Urban Area Metropolitan Planning Organization:

- *Coordinate, Assist, and Develop Local & Regional Plans*
- *Provide a forum for public participation in the transportation planning and implementation process*
- *Provided transportation-related information to local governments*
- *Develop and prioritize projects that the organization believes should be included in the State Transportation Improvement Program (STIP)*

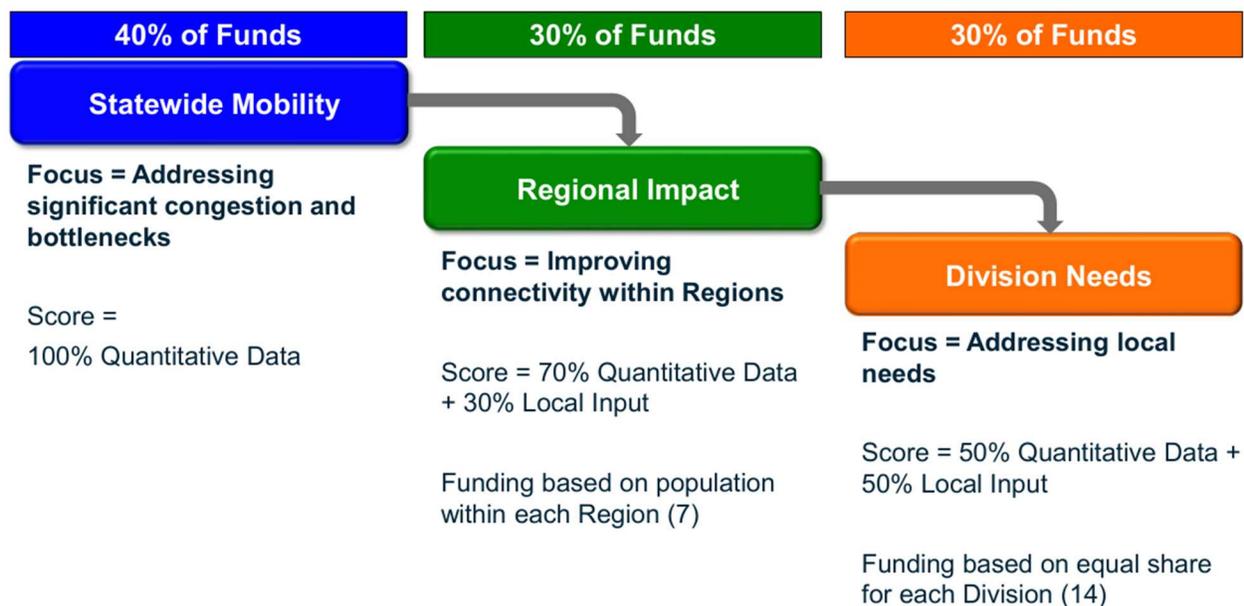
B. STI Law & Local Input Point Assignment Methodology

The following methodology has been adopted by the Mid-East Rural Planning Organization for the purpose of determining regional priorities for transportation funding, as carried out through the State of North Carolina's Strategic Transportation Investments (STI) law and the associated "SPOT" Prioritization Process. This methodology is intended to incorporate both measurable, objective data and information about priorities from local jurisdictions, to ensure a process that is both data-driven and responsive to local needs. This methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process for determining project prioritization.

STI divides available state and federal transportation funding into three categories: Statewide Mobility, Regional Impact, and Division Needs. For each category, NCDOT calculates quantitative scores based on a variety of criteria. In the Statewide Mobility category, projects are selected for funding based entirely on the NCDOT quantitative score. However, in the Regional Impact and Division Needs categories, part of the final score is based on local points assigned by the MPO or RPO and/or the NCDOT Division Engineer in that area. The local input points assigned by MERPO (and other MPOs and RPOs) represent 15% of the final score for Regional Impact projects and 25% of the final score for Division Needs projects. The local input points assigned by the Division Engineer also represent 15% of the final score for Regional Impact projects and 25% of the final score for Division Needs projects.

Therefore, scores for Statewide Mobility category projects are 100% quantitative (NCDOT score), Regional Impact category projects are 70% quantitative and 30% local input points (15% MPO/RPO and 15% Division Engineer), and Division Needs category projects are 50% quantitative and 50% local input points (25% MPO/RPO and 25% Division Engineer). The highest scoring projects will be programmed for funding by NCDOT in the State Transportation Improvement Program (STIP).

The STI law includes a component known as cascading, where projects not funded in the Statewide Mobility category are eligible for funding in the Regional Impact category. Similarly, projects not funded in the Regional Impact category are eligible for Division Needs funds. Projects that cascade down are then subject to the scoring criteria and local input for the respective funding category.

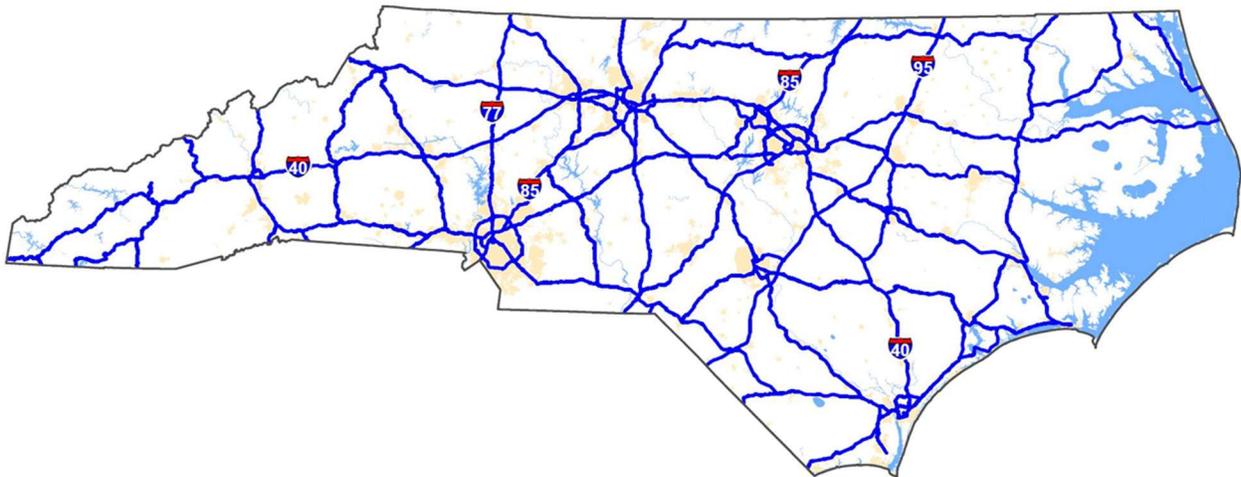


Only a small set of projects are eligible for Statewide Mobility funding – highway projects on routes that were designated as part of the National Highway System (NHS) prior to the passage of the Federal MAP-21 legislation, four-lane widening projects on unfinished segments of the 1989 “intrastate” system, aviation projects at large commercial airports, and freight rail projects on Class I railroads. All Statewide eligible projects are also eligible for Regional Impact funding, in addition to highway projects on all other US- and NC- numbered routes, aviation projects at small commercial service airports, non-station passenger rail projects, transit projects that serve more than one county, and all ferry projects except replacement vehicles. All types of projects are eligible in the Division Needs category.

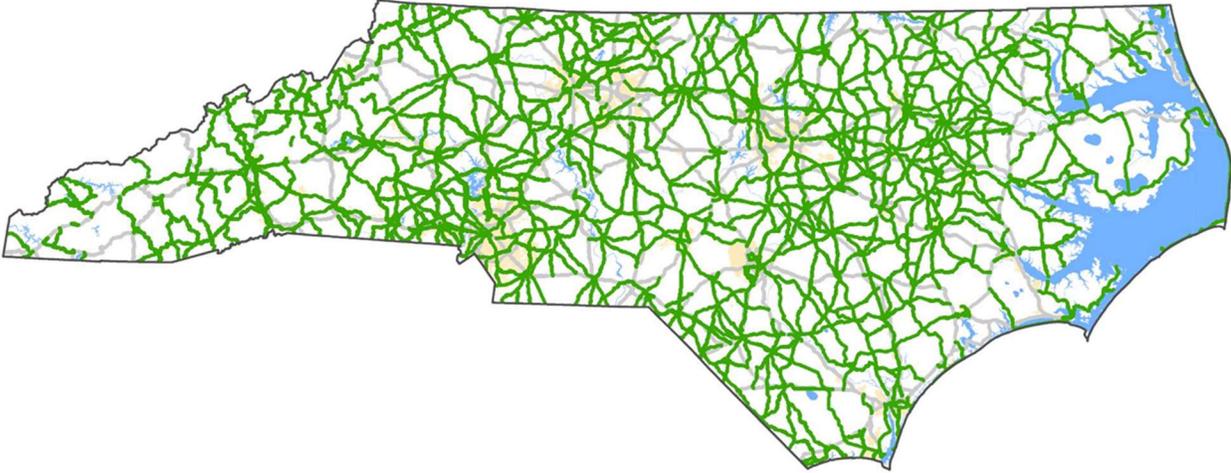
STI Categories & Eligibility Definitions:

Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> • Interstates (existing & future) • National Highway System routes (as of 2013) • STRAHNET 1 • Designated Toll Facilities 	<ul style="list-style-type: none"> • Other US and NC Routes 	<ul style="list-style-type: none"> • All Secondary Roads (SR) • Federal-Aid Eligible Local Roads
Aviation	<ul style="list-style-type: none"> • Large Commercial Service Airports 	<ul style="list-style-type: none"> • Other Commercial Service Airports not in Statewide 	<ul style="list-style-type: none"> • All Airports without Commercial Service (General Aviation)
Bicycle-Pedestrian	Not eligible	Not eligible	<ul style="list-style-type: none"> • All projects (\$0 State Highway Trust Funds)
Public Transportation	Not eligible	<ul style="list-style-type: none"> • Service spanning two or more counties 	<ul style="list-style-type: none"> • All other service, including terminals and stations
Ferry	Not eligible	<ul style="list-style-type: none"> • Vessel or infrastructure expansion 	<ul style="list-style-type: none"> • Replacement vessels
Rail	<ul style="list-style-type: none"> • Freight Service on Class-I Railroad Corridors 	<ul style="list-style-type: none"> • Rail service spanning two or more counties not in Statewide 	<ul style="list-style-type: none"> • All other service, including terminals and stations (no short lines)

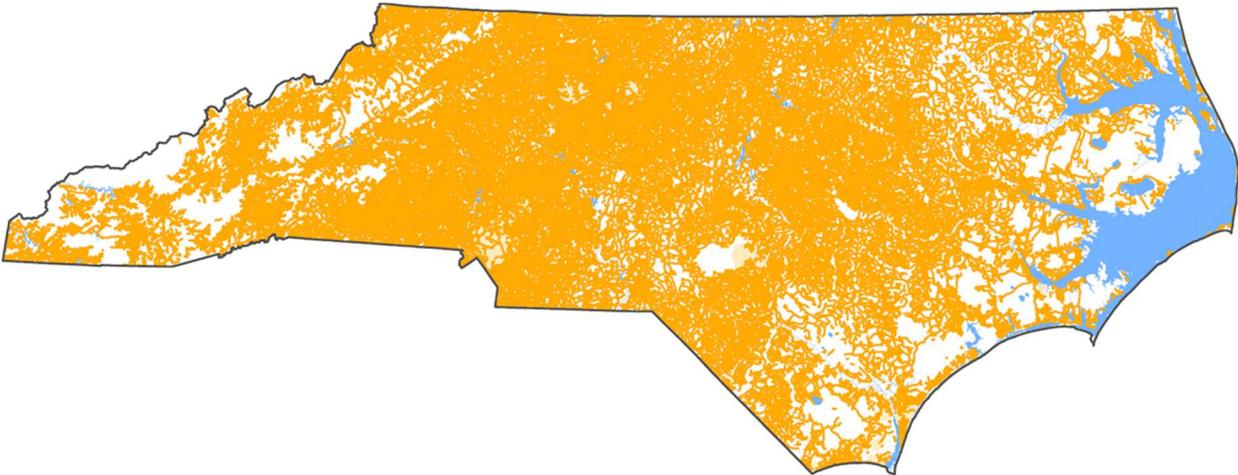
Highway Project Eligibility – Statewide Mobility:



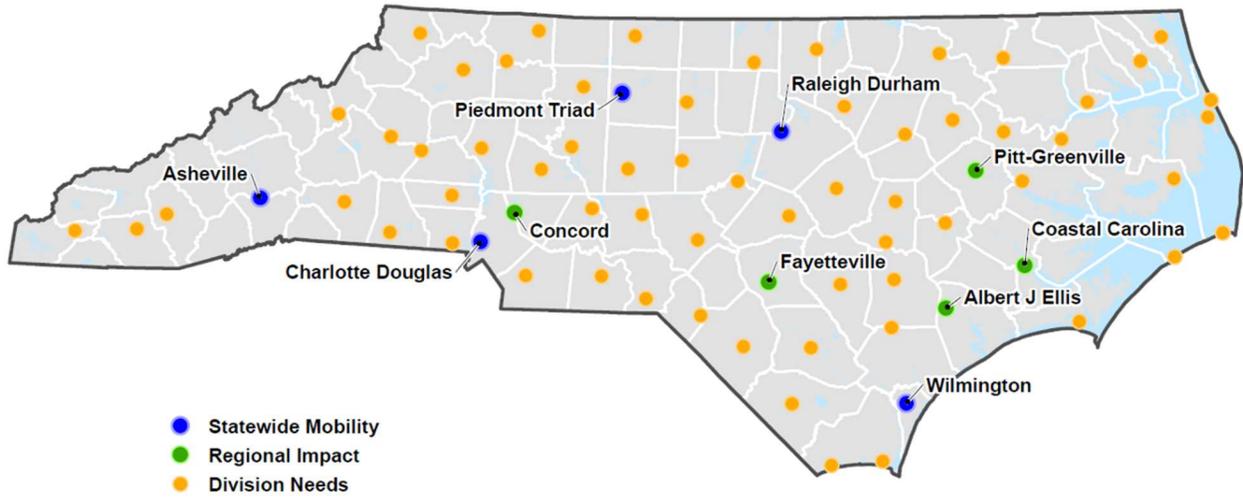
Highway Project Eligibility – Regional Impact:



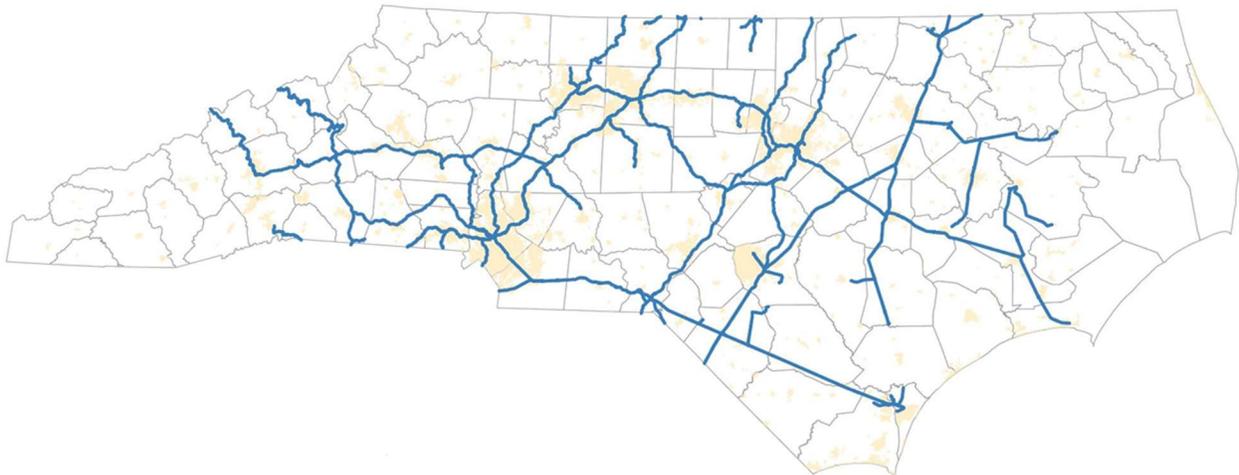
Highway Project Eligibility – Division Needs:



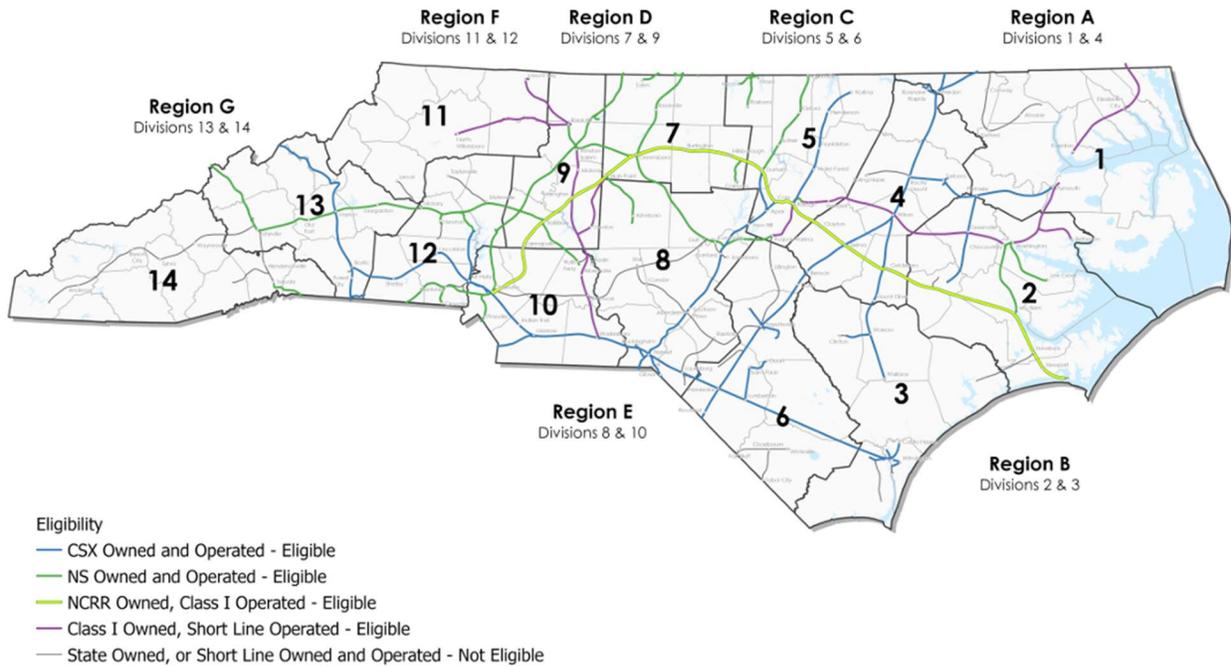
Aviation Project Eligibility – All Categories:



Rail Project Eligibility – Statewide Mobility:



Rail Corridors eligible for funding under the STI Law in NC:



The Mid-East RPO is split between two regions for Regional Impact funding. Martin County lies within Region A, which is a combination of Divisions 1 and 4. Beaufort County and Pitt County each lie within Region B, which is a combination of Divisions 2 and 3. The Mid-East RPO is also split between two Divisions for Division Needs funding. Martin County lies within Division 1, while Beaufort County and Pitt County both lie within Division 2.



The Mid-East RPO has 1,300 local input points to assign in both the Regional Impact and Division Needs categories. Up to 50% of the Mid-East RPO's Local Input Points (650 Points Max) can be flexed between the Regional Impact and Division Needs categories. This document describes the method for selecting projects to which to assign these points.

II. PUBLIC OUTREACH & SCHEDULE

A. Public Participation in Project Scoring Process

The project scoring process is intended to be open and transparent. As such, all meetings of the Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC) will be open to the public, with public participation being solicited. In addition, relevant documents will be posted to the Mid-East RPO's website at www.mideastrpo.com in a logical, easy to find location. Relevant documents include, but are not limited to:

- Draft Mid-East RPO Local Input Point Assignment Methodology
- Final Mid-East RPO Local Input Point Assignment Methodology (including records of deviations as applicable)
- Preliminary & Final Local Input Point Assignments
- Link to the NCDOT STI Prioritization Resources Website
- Highlights of Schedule Milestones
- Specific Public Comment & Public Meeting Schedules (when available)

All posted materials will be available within one week of completion and will remain available on the Mid-East RPO website until the final 2028-2037 STIP is adopted by the North Carolina Board of Transportation.

The public is invited to submit comments at any point throughout the process by e-mail, phone, or mail, as well as in-person at TCC and TAC meetings. Instructions for submitting public comments will be provided on the Mid-East RPO website. All comments received will be included in TCC-TAC meeting agenda packets. The TCC and TAC will also hold two public hearings. The first public hearing will be held at a time after the initial staff-recommended scoring is developed, but before the TCC and TAC adopt local input point assignments for projects competing in the Regional Impact category. The second public hearing will be held at a time after the initial staff-recommended scoring is developed, but before the TCC and TAC adopt local input point assignments for projects competing in the Division Needs category. Any comments provided by the public will be addressed by the TCC and TAC before a vote on the assignment of local input points. All comments and discussions will be documented in the meeting minutes.

B. Prioritization Process & Timeline

The Prioritization process adopted by the Transportation Advisory Committee (TAC) and approved by the North Carolina Department of Transportation (NCDOT) will not be modified without adequate notice and opportunity for public comment. However, the timeline is subject to change for a variety of reasons, many

of which are beyond the control of the Mid-East RPO. Any change to the timeline will be reflected on the Mid-East RPO website and this document, which will also be available on the MERPO website; however, modification to the timeline will not require public notice or comment, nor adoption by the TAC, nor approval from NCDOT. And

1. **January-February 2026:** The draft Local Input Point Assignment Methodology (LIPAM) will be developed by MERPO Staff.
2. **March 2026:** The draft LIPAM will be presented by MERPO staff to the TCC & TAC for preliminary approval.
3. **March 2026:** The preliminarily-approved LIPAM will be submitted by MERPO staff to NCDOT for approval.
4. **May 2026:** The NCDOT-approved LIPAM will be presented by MERPO staff to the TCC & TAC for final adoption. The adopted LIPAM will be posted to MERPO website.
5. **May 2026:** NCDOT will release quantitative scores and Statewide Mobility-programmed projects.
6. **May-June 2026:** MERPO staff will determine whether any projects were funded in the Statewide Mobility category. Projects funded in the Statewide Mobility category will not be considered for local input points in the Regional Impact category. Projects not funded in the Statewide Mobility category will be eligible for local input points in the Regional Impact category.
7. **June 2026:** MERPO Staff will review the Regional Impact quantitative scores for each qualifying project in MERPO boundaries relative to other qualifying projects in the project's STIP Region. Projects in Martin County fall within Region A. Projects in Beaufort County and Pitt County fall within Region B.
8. **June-July 2026:** MERPO staff will determine Project Development Points for all projects eligible to compete in the Regional Impact category.
9. **June-July 2026:** MERPO staff will meet with the Division Engineer (or his/her designee) for Division 1 and the Division Engineer (or his/her designee) for Division 2 to discuss projects competing in the Regional Impact category. MERPO staff and each Division Engineer (or their designees) will ensure that mutual high-priorities are prioritized appropriately. The Division Engineers (or their designees) will assign a Division Priority to each project competing in the Regional Impact category according to the project scoring criteria within this document.
10. **June-July 2026:** MERPO Staff will meet with the County Priority Officials from Beaufort County, Martin County and Pitt County to discuss projects competing in the Regional Impact category. Each County's TCC Representative will be responsible for assigning a County Priority for each project within the County competing in the Regional Impact category according to the project scoring criteria within this document.
11. **June-July 2026:** MERPO staff may meet with staff from adjacent RPOs and MPOs to discuss point sharing for projects competing in the Regional Impact category. Projects that cross MERPO

boundaries will be eligible for local input points in excess of the percentage of the project within the RPO boundaries, up to 100 points, if the adjacent RPO/MPO provides less than their full share of points. MERPO staff will endeavor to assign points shared by adjacent RPOs and MPOs for projects crossing MERPO boundaries that would otherwise not receive MERPO Local Input Points according to the project scoring criteria. If point sharing is approved, both MERPO and the adjacent RPO/MPO must agree to the number of points donated and provide the arrangement in writing to the NCDOT SPOT Office.

- 12. July 2026:** MERPO staff will generate preliminary Regional Impact project scores and local input point assignments according to the scoring criteria. Results will be posted to the MERPO website.
- 13. July 2026:** The TCC will recommend, and the TAC will adopt the final Regional Impact local input point assignments during a joint meeting. TCC & TAC meetings are public meetings where public comment will specifically be sought on the preliminary scores. The TAC is free to modify final point assignments to provide local oversight to the data-driven process, to compensate for situations where the methodology does not accurately reflect the TAC's priorities, and to ensure appropriate projects at the relevant category. Any variation in point assignments from the preliminary point assignments must have justifications documented in the meeting minutes. Anticipated justifications include project cost, point sharing arrangements, estimated points required for funding, geographic equity, modal distribution, new information, methodology failures, and public comment.
- 14. July-August 2026:** MERPO staff will enter the final Regional Impact local input point assignments into SPOT Online. The assignments will be posted on the MERPO website.
- 15. September 2026:** NCDOT will release Regional Impact total scores and programmed projects.
- 16. September-October 2026:** MERPO staff will determine whether any projects were funded in the Regional Impact category. Projects funded in the Regional Impact category will not be considered for local input points in the Division Needs category. Statewide Mobility and Regional Impact projects not funded in the Regional Impact category will be eligible for local input points in the Division Needs category.
- 17. October 2026:** MERPO staff will review the Division Needs quantitative scores for each qualifying project in MERPO boundaries relative to other qualifying projects in the project's Division. Projects in Martin County fall within Division 1. Projects in Beaufort County and Pitt County fall within Division 2.
- 18. October 2026:** MERPO staff will determine Project Development Points for Division Needs category Projects.
- 19. October 2026:** MERPO staff will meet with the Division Engineer (or his/her designee) for Division 1 and the Division Engineer (or his/her designee) for Division 2 to discuss projects competing in the Division Needs category. MERPO staff and each Division Engineer (or their designees) will ensure that mutual high-priorities are prioritized appropriately. The Division Engineers (or their designees) will assign a Division Priority to each project competing in the Division Needs category according to the project scoring criteria within this document.

- 20. October 2026:** MERPO staff will meet with the County Priority Officials from Beaufort County, Martin County and Pitt County to discuss projects competing in the Division Needs category. Each County's TCC Representative will be responsible for assigning a County Priority for each project within the County competing in the Division Needs category according to the project scoring criteria within this document.
- 21. October 2026:** MERPO staff may meet with staff from adjacent RPOs and MPOs to discuss point sharing for projects competing in the Division Needs category. Projects that cross MERPO boundaries will be eligible for local input points, consistent with #11 above.
- 22. October-November 2026:** MERPO Staff will generate preliminary Division Needs project scores and local input point assignments according to the scoring criteria. Results will be posted to the MERPO website.
- 23. November 2026:** The TCC will recommend, and the TAC will adopt the final Division Needs local input point assignments during a joint meeting, consistent with #13 above.
- 24. November 2026:** MERPO staff will enter the final Division Needs local input point assignments into SPOT Online. The assignments will be posted on the MERPO website.
- 25. December 2026 – Winter 2027:** NCDOT staff will program Division Needs, and develop the draft 2026-2035 STIP.
- 26. Winter/Spring 2027:** NCDOT will release the draft 2028-2037 STIP.
- 27. Winter/Spring 2027:** NCDOT staff will prepare the final draft 2028-2037 STIP.
- 28. Summer 2027:** Adoption of the 2028-2037 STIP by the North Carolina Board of Transportation.

III. DESCRIPTION OF CRITERIA AND WEIGHTS

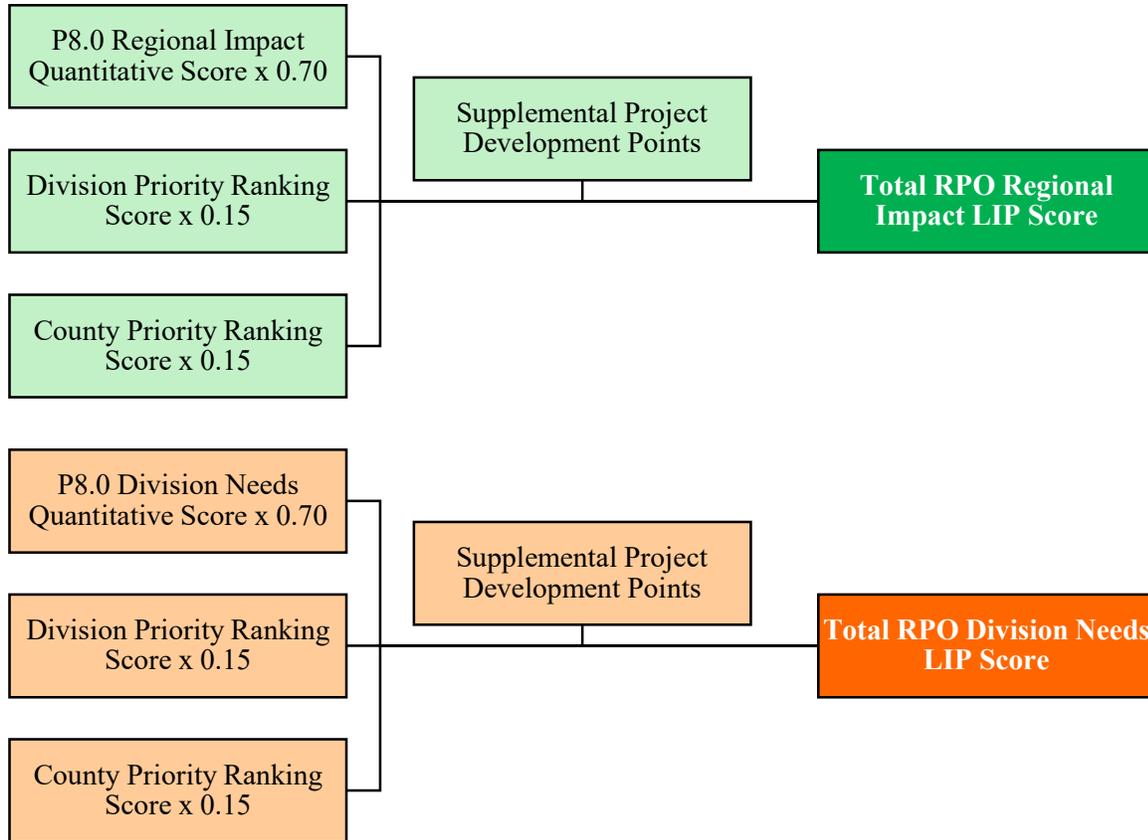
The following scoring criteria will be used to generate a score for each project submitted by MERPO in Prioritization 7.0, regardless of transportation mode. Each project will receive a score in the Regional Impact Category and/or Division Needs Category if it competes in that category.

REGIONAL IMPACT SCORING CRITERIA		
Criteria	Weight	Methodology
SPOT Quantitative Score (Quantitative)	70%	The Mid-East RPO believes that the Prioritization 8.0 Quantitative Score, calculated using either the default or alternative criteria, is the best quantitative criterion to maximize the funding potential for MERPO transportation projects. Projects that receive lower Prioritization 8.0 Quantitative Scores will have difficulty being competitive. As such, the project's Prioritization 8.0 Quantitative Score will serve as MERPO's Local Quantitative Criteria.
Division Priority (Qualitative)	15%	<p>Projects will not compete well in the Regional Impact category unless they have the support of the Division Engineer and rank well by the Division Engineer's scoring criteria. Division Engineers will assign each project one of the following priority classifications: HIGH, MEDIUM, LOW, or NONE. The priority classifications shall equate to the following points:</p> <p>HIGH: 100 MEDIUM: 75 LOW: 50 NONE: 0</p> <p>Division Engineers should ensure that an equal number of projects are assigned to each priority classification.</p>
County Priority (Qualitative)	15%	<p>Projects should have local support. The County Priority Official for each county is expected to collaborate with other county staff, county elected officials, municipal staff, and municipal elected officials within their respective county, and other stakeholders representing county transportation modes or systems, as deemed appropriate by the County Priority Official, to develop county priorities. Each County Priority Official will assign every project within their respective county a HIGH, MEDIUM, LOW, or NONE priority classification. The priority classifications shall equate to the following points:</p> <p>HIGH: 100 MEDIUM: 75 LOW: 50 NONE: 0</p> <p>County Priority Officials should ensure that an equal number of projects are assigned to each priority classification. If a project is prioritized by more than one county, it will be assigned the average of the points received.</p>
Project Development (Qualitative)	Supplemental Points	<p>Projects that have completed or are currently undergoing planning or development activities will be given supplemental points to distinguish them from projects that are simply conceptual. Points will be given cumulative to projects for each of the following criteria as indicated:</p> <p>Identified in CTP or other Adopted Plan: +10 Points Completed Feasibility Study and/or Express Design: +10 Points Project and/or Sibling of Project in Current STIP: +10 Points</p>

DIVISION NEEDS SCORING CRITERIA		
Criteria	Weight	Methodology
SPOT Quantitative Score (Quantitative)	50%	The Mid-East RPO believes that the Prioritization 8.0 Quantitative Score, calculated using either the default or alternative criteria, is the best quantitative criterion to maximize the funding potential for MERPO transportation projects. Projects that receive lower Prioritization 8.0 Quantitative Scores will have difficulty being competitive. As such, the project's Prioritization 8.0 Quantitative Score will serve as MERPO's Local Quantitative Criteria.
Division Priority (Qualitative)	25%	<p>Projects will not compete well in the Division Needs category unless they have the support of the Division Engineer and rank well by the Division Engineer's scoring criteria. Division Engineers will assign each project one of the following priority classifications: HIGH, MEDIUM, LOW, or NONE. The priority classifications shall equate to the following points:</p> <p>HIGH: 100 MEDIUM: 75 LOW: 50 NONE: 0</p> <p>Division Engineers should ensure that an equal number of projects are assigned to each priority classification.</p>
County Priority (Qualitative)	25%	<p>Projects should have local support. The County Priority Official for each county is expected to collaborate with other county staff, county elected officials, municipal staff, and municipal elected officials within their respective county, and other stakeholders representing county transportation modes or systems, as deemed appropriate by the County Priority Official, to develop county priorities. Each County Priority Official will assign every project within their respective county a HIGH, MEDIUM, LOW, or NONE priority classification. The priority classifications shall equate to the following points:</p> <p>HIGH: 100 MEDIUM: 75 LOW: 50 NONE: 0</p> <p>County Priority Officials should ensure that an equal number of projects are assigned to each priority classification. If a project is prioritized by more than one county, it will be assigned the average of the points received.</p>
Project Development (Qualitative)	Supplemental Points	<p>Projects that have completed or are currently undergoing planning or development activities will be given supplemental points to distinguish them from projects that are simply conceptual. Points will be given cumulative to projects for each of the following criteria as indicated:</p> <p>Identified in CTP or other Adopted Plan: +10 Points Completed Feasibility Study and/or Express Design: +10 Points Project and/or Sibling of Project in Current STIP: +10 Points</p>

IV. TOTAL SCORE AND PROJECT RANKING APPROACH

RPO Project Scores will be calculated as follows:

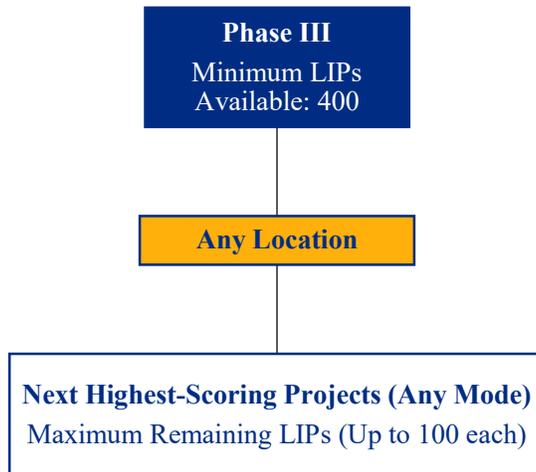
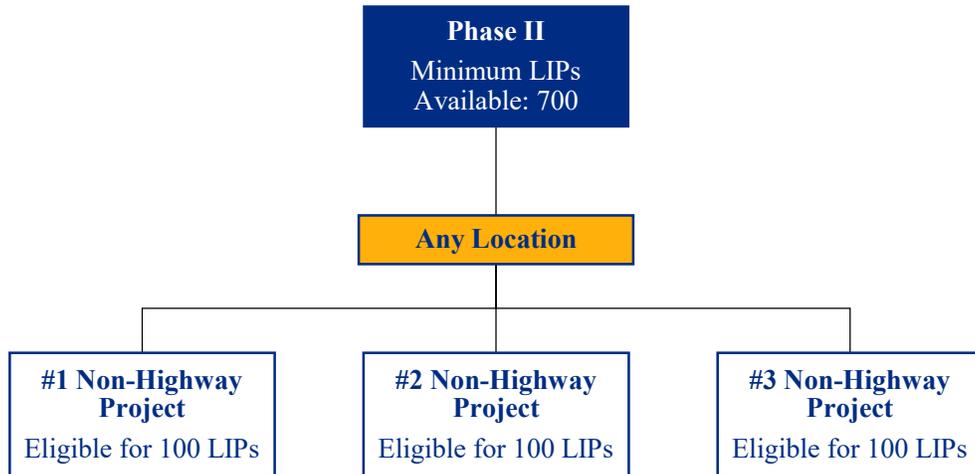
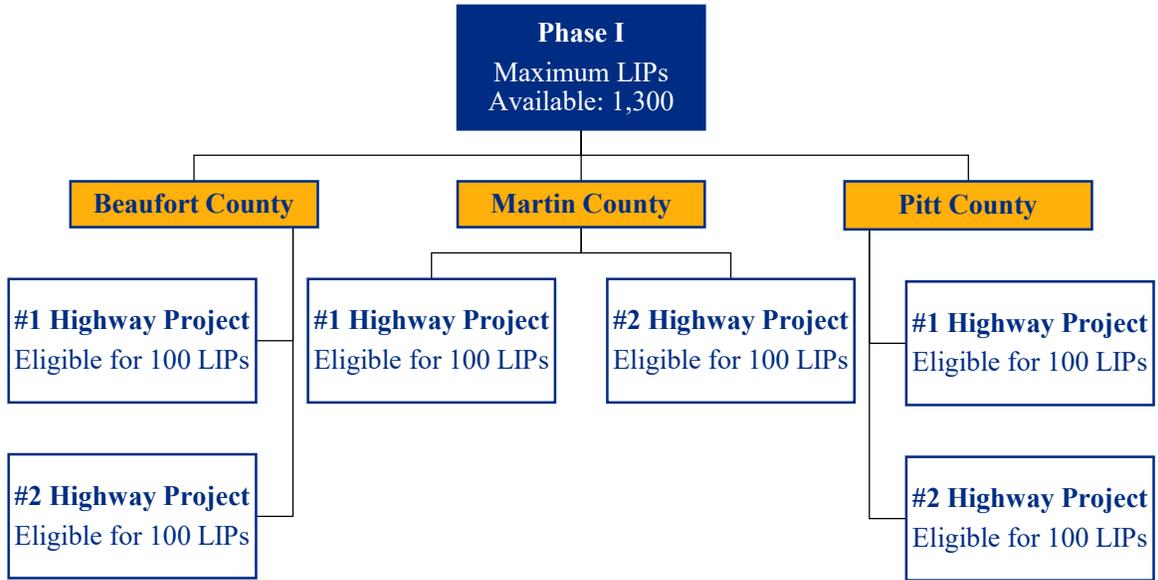


V. POINT ASSIGNMENT PROCESS

Preliminary points will be assigned as follows at both the Regional Impact and Division Needs categories, based on each project’s RPO Project Score. 1,300 Local Input Points are available for both the Regional Impact and Division Needs categories however, the Mid-East RPO reserves the option to flex up to 50% (650 Points Max) of its Local Input Points between the Regional Impact and Division Needs categories.

1. **The top two scoring highway projects in each county (Beaufort, Martin & Pitt) will be eligible for 100 points each (600 points max).**
2. **The top three scoring non-highway projects will be eligible for 100 points each, regardless of non-highway mode or location (300 points max).**
3. **Maximum points remaining will be assigned to the next highest-scoring projects, regardless of modes or locations.**

Final point assignments may be modified by the Transportation Advisory Committee in accordance with Prioritization Process and Timeline – Step #13.





**Mid-East Rural Planning Organization
3/12/2026 Joint Meeting of the TCC & TAC
Agenda Abstract**

Agenda Section: I) Items for Discussion and/or Decision
Agenda Title: 1. Governing Documents Subcommittee
Presenter(s): Sam Singleton

Summary of Information:

Staff would like to hold a discussion with TCC and TAC members about the Governing Documents Subcommittee, which was formed in March 2025.

Staff Recommendations/Motions:

Attachments:



Mid-East Rural Planning Organization
3/12/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: J) Items for Presentation
Agenda Title: 1. Revisions to the 2026-2035 STIP
Presenter(s): Sam Singleton

Summary of Information:

At each monthly meeting of the NC Board of Transportation, a list of proposed revisions to the current STIP are brought before members for approval. This is referred to as the “Item N Handout”. Examples of revisions can be updated cost estimates, project delays/accelerations, and project additions/removals.

The February 2026 Item N Handout included changes to three projects within the Mid-East RPO. These revisions were approved by the Board of Transportation at its March 2025 meeting.

Staff Recommendations/Motions:

Attachments:

- *February 2026 Item N Handout (P. 38)*

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

MID-EAST RURAL PLANNING ORGANIZATION

STIP MODIFICATIONS

B-5612 PITT PROJ.CATEGORY REGIONAL	- MID-EAST RURAL PLANNING ORGANIZATION	NC 222, BRIDGE 730024 OVER TAR RIVER. REPLACE BRIDGE.	RIGHT-OF-WAY	FY 2028 - \$960,000 (BFP)
		<u>TO REFLECT THE LATEST DELIVERY SCHEDULE, ACCELERATE RIGHT-OF-WAY FROM FY 29 TO FY 28.</u>	CONSTRUCTION	FY 2028 - \$240,000 (T(M))
				FY 2031 - \$112,000 (BFP)
				FY 2031 - \$28,000 (T(M))
				FY 2032 - \$4,032,000 (BFP)
				FY 2032 - \$1,008,000 (T(M))
				FY 2033 - \$3,584,000 (BFP)
				FY 2033 - \$896,000 (T(M))
				FY 2034 - \$2,352,000 (BFP)
				FY 2034 - \$588,000 (T(M))
				FY 2035 - \$1,120,000 (BFP)
				FY 2035 - \$280,000 (T(M))
				\$15,200,000
HS-2401H MARTIN PROJ.CATEGORY REGIONAL	- MID-EAST RURAL PLANNING ORGANIZATION	US 17 BUSINESS, SR 1001 (BEAR GRASS ROAD), SR 1190 (HARRISWAY DRIVE), AND COUNTRY CLUB DRIVE. CONSTRUCT REDUCED CONFLICT INTERSECTION.	RIGHT-OF-WAY	FY 2027 - \$90,000 (HSIP)
		<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY AND UTILITIES FROM FY 26 TO FY 27.</u>	UTILITIES	FY 2027 - \$10,000 (T(M))
				FY 2027 - \$27,000 (HSIP)
				FY 2027 - \$3,000 (T(M))
			CONSTRUCTION	FY 2027 - \$945,000 (HSIP)
				FY 2027 - \$105,000 (T(M))
				\$1,180,000
* HS-2402F PITT PROJ.CATEGORY REGIONAL	- GREENVILLE URBAN AREA METROPOLITANNC PLANNING ORGANIZATION - MID-EAST RURAL PLANNING ORGANIZATION	NC 43, SR 2241 (IVY ROAD) AND SR 1753 (STOKESTOWN ST. JOHN ROAD) INTERSECTIONS SOUTH OF GREENVILLE. INSTALL TRAFFIC SIGNALS AT BOTH INTERSECTIONS. <u>REMOVE UTILITIES AT THE REQUEST OF THE DIVISION.</u>	CONSTRUCTION	FY 2026 - \$662,000 (HSIP)
				FY 2026 - \$74,000 (T(M))
				\$736,000

* INDICATES FEDERAL AMENDMENT



Mid-East Rural Planning Organization
3/12/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: J) Items for Presentation
Agenda Title: 2. Prioritization Updates
Presenter(s): Sam Singleton

Summary of Information:

Upcoming Prioritization 8.0 Tasks (MERPO-specific*):

March 12: Preliminary approval of draft P8.0 LIPAM by the TCC & TAC*
Mid/Late March: Partner Data Review*
March-April: SPOT Office approval of draft P8.0 LIPAM
May 14: Final adoption of P8.0 LIPAM by the TCC & TAC*
May 14: TCC & TAC approval of P9.0 express design request #2 (and potentially #3)*
Late May: Quantitative scores and Statewide Mobility-funded projects released
June-August: Regional Impact LIP assignments*

Staff Recommendations/Motions:

Attachments:

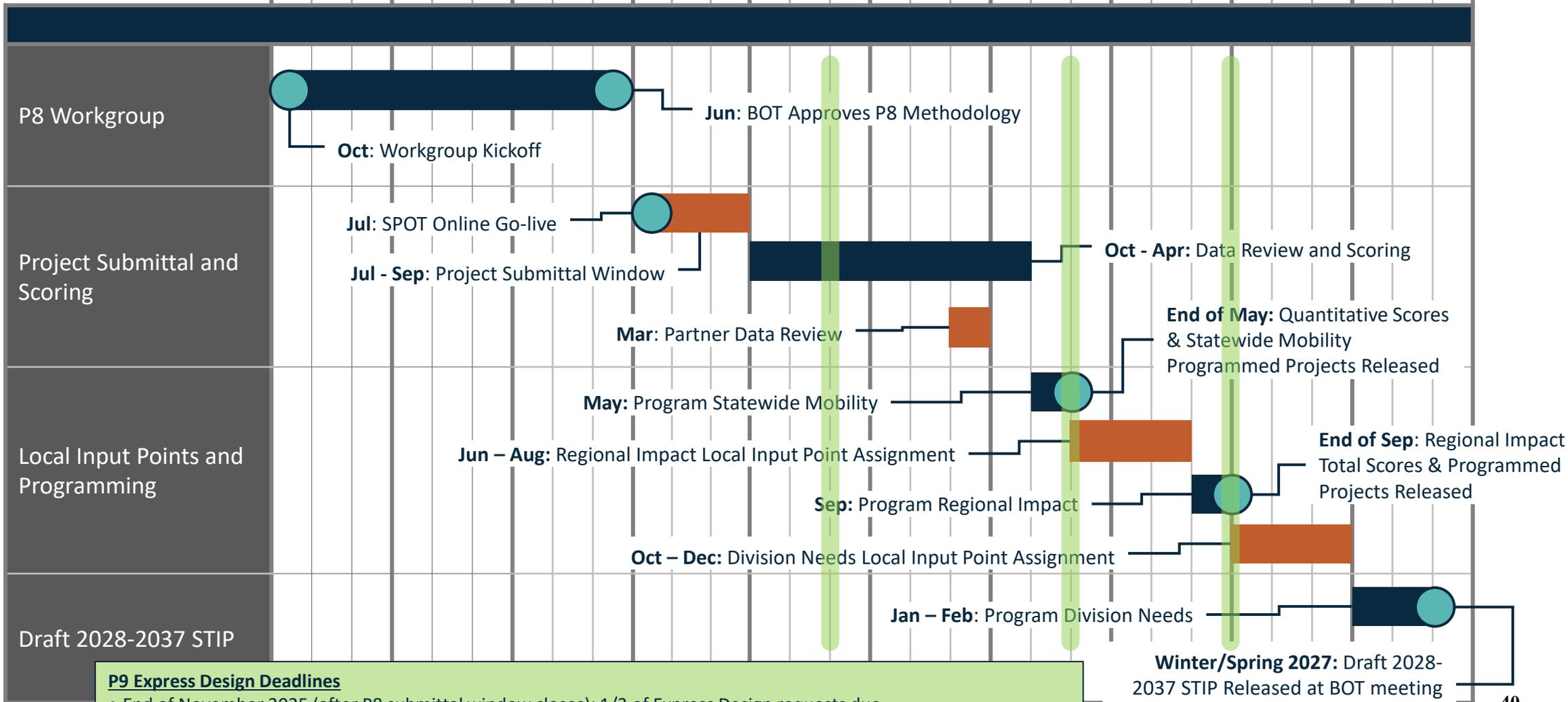
- *Prioritization 8.0 Schedule (P. 40)*

P8 Schedule (with P9 Express Design deadlines)

October 2024
(format updated July 2025)

-  Fixed Dates
-  Partner Input

2024	2025					2026					2027		
O N D	J F M A M	J J A S O	N D	J F M A M	J J A S O	N D	J F M	A M J	J A S	O N D	J F M		



- P9 Express Design Deadlines**
- End of November 2025 (after P8 submittal window closes): 1/3 of Express Design requests due
 - End of May 2026 (prior to Regional Impact Local Input Point assignment window): 1/3 of Express Design requests due
 - End of September 2026 (between Local Input Point assignment windows): 1/3 of Express Design requests due



**Mid-East Rural Planning Organization
3/12/2026 Joint Meeting of the TCC & TAC
Agenda Abstract**

Agenda Section: J) Items for Presentation
Agenda Title: 3. 2026 NCDOT-IMD Multimodal Planning Grant Program
Presenter(s): Sam Singleton

Summary of Information:

The NCDOT Integrated Mobility Division (IMD) is accepting applications for the 2026 Multimodal Planning Grant Program through April 13, 2026. If your local government is interested in applying, please contact RPO staff. While unable to directly apply for this grant, a resolution of support from a municipality or county's applicable MPO or RPO is expected as part of an application.

For more information, visit: <https://connect.ncdot.gov/municipalities/PlanningGrants/IMD-Multimodal-Planning-Program/Pages/default.aspx>

Staff Recommendations/Motions:

Attachments:

- *Multimodal Planning Grant Program – Overview (P.P. 42-48)*
- *Multimodal Planning Grant Program – FAQs (P.P. 49-52)*
- *2025 Multimodal Planning Grant Program Awardees (P. 53)*

NCDOT Multimodal Planning Grant Initiative Overview

Program Background

Communities throughout North Carolina have begun to place more emphasis on providing facilities for travel options beyond single-occupancy vehicle travel. A desire for better modal choices, the demand for more walkable and bikeable communities, and a focus on smart growth initiatives have combined to highlight the need for better, more complete multimodal, bicycle and pedestrian transportation systems. Comprehensive planning documents are an integral part of developing these systems and can guide both local and state efforts to improve conditions for multimodal connections and bicycling and walking.



Figure 1 NCDOT Bicycle and Pedestrian Planning Studies Outcomes, 2011-2020

To encourage the development of comprehensive local bicycle plans and pedestrian plans, the NCDOT Integrated Mobility Division (IMD) and the Transportation Planning Division (TPD) created a matching grant program to fund plan development. This program was initiated through a special allocation of funding approved by the North Carolina General Assembly in 2003 along with federal funds earmarked specifically for bicycle and pedestrian planning by the TPD. The planning grant program was launched in January 2004 with 244 plans awarded through 2021. Between 2011-2020, 112 municipal and county plans have been completed, 250 projects submitted through STI Prioritization for funding, and 79 projects funded in the 2020-2029 State Transportation Improvement Program. A total of approximately \$7.5 million has been allocated.

In 2022, the program underwent some changes to better accommodate the shifting needs in North Carolina and to better integrate public transportation and active transportation modes as part of multimodal planning studies. This document is intended to guide grant applicants in identifying the types of planning studies that might be the best fit for them.

Who Can Apply

The following local government entities are eligible to apply for multimodal planning grants:

- Any North Carolina municipality is eligible to apply for a bicycle, pedestrian, or multimodal planning grant
- Municipalities less than 10,000 in population are also eligible to apply for a project acceleration study
- Counties with population less than 100,000 may either apply for County-wide plan, OR apply on behalf of incorporated or unincorporated communities within their jurisdiction for a bicycle, pedestrian or multimodal planning study.
- As of the 2025 program cycle: universities and colleges are eligible to apply for multimodal plans and bicycle and/or pedestrian plans.

Due to the limited amount of funding, the following entities are not eligible to apply for a multimodal planning grant:

- Counties with populations greater than 100,000
- Other entities such as Business Improvement Districts
- Bicycle, pedestrian, and transit advocacy groups (although those organizations may provide a letter of support for a municipality or county applying for a grant)
- Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) may not apply for this type of multimodal planning grant; however a resolution of support from the appropriate MPO or RPO is expected as part of the application package from a county or a municipality

Applications submitted and received for previous grant cycles do not carry over — municipalities/counties must re-apply each year to be considered within the current process. Please note that all applications and relevant documents will be accepted online at the [program webpage](#).

A comprehensive **Bicycle or Pedestrian Network Plan** allows a municipality to set a vision for bicycle or pedestrian transportation in their community, plan for a bicycle or pedestrian network, and identify priority bicycle or pedestrian projects in addition to policy recommendations. Municipalities (and counties with populations of less than 100,000) who currently have bicycle plans and/or pedestrian plans, either previously funded through this grant program or otherwise, may also apply to update their plan provided it is at least five years old. Smaller municipalities (below 10,000 population) are eligible to apply for a joint bicycle and pedestrian plan, but still have the option of applying for a stand-alone pedestrian or a stand-alone bicycle plan.

Municipalities/counties with populations of 10,000 and over may choose to apply for funding to undertake either a multimodal plan, a bicycle plan, or a pedestrian plan in any given fiscal year. Municipalities/counties may apply for funding for the other type of plan in subsequent years. Funding is intended to support the development of a multimodal network plan or a comprehensive bicycle or pedestrian transportation plan. If neighboring municipalities wish to file a joint application, please contact IMD for instructions and guidance.

Multimodal Network Plans are intended to go a step further beyond the combined bicycle and pedestrian plans to take into account the interaction between existing transit systems and bicycle and pedestrian transportation networks. A multimodal network plan is not intended to replace a Transit Development Plan/Transit Master Plan that would evaluate potential changes to transit routes and other major transit operations changes. A multimodal network plan is also not meant to replace a Comprehensive Transportation Plan or address roadway capacity issues and roadway mobility recommendations.

In addition to the traditional bike and pedestrian plans and multimodal network plans, IMD also offers funding support for **Project Acceleration Studies**. Available for municipalities with a population of 9,999 or less, these abbreviated plans offer a shorter study schedule and primarily focus on priority project identification and project implementation. Project acceleration plans are intended to evaluate potential red flags and barriers to project implementation and ensure that the top priority projects identified have the required data needed to submit a project for funding through STI prioritization.

Selection of these planning projects will be based on a competitive review process. However, an effort will be made to award grants based not only on the merit of the proposal but to achieve statewide geographic distribution as well. Consideration will be given to funding a cross-section of municipality types.

The eligibility criteria for the plan types are summarized in the table below.

Table 1: Types of Planning Studies and Eligible Applicants

Jurisdiction Type	Stand-Alone Pedestrian Plan or Bicycle Plan or Plan Update	Multimodal Network Plan	Project Acceleration Study
Town or City with Population <5,000	V	V	V
Town or City with Population between 5,000 and 9,999 and no transit	V	V	V
Town or City with Population between 5,000 and 9,999 and existing transit	V	V	V
Town or City with Population >10,000	V	V	
Counties <100,000	V	V	
Counties <100,000 with fixed or deviated fixed transit		V	

How Does a Plan Help Your Community?

Planning is the first step of the implementation process for all transportation projects. A community seeking to implement a multimodal improvement project would typically undertake the following steps:

- Planning: a Comprehensive Transportation Plan, Metropolitan Transportation Plan, multimodal network plan or bicycle and pedestrian plan are some examples of planning studies
- Prioritization for Funding: this could include an application for state funding through STI Prioritization, applying for funding allocated at a regional level such as STBG-DA or other discretionary funds through an MPO, or allocating local funding sources
- Programming: once funding is identified, a project needs to be reflected or programmed in the State Transportation Improvement Program (STIP) or local Capital Improvement Program (CIP) with funding source and timeframe noted
- Project Development: this step involves project design and environmental permitting, building up to right-of-way acquisition phase
- Implementation: bidding and construction

See Figure 2 below illustrating some of the generalized steps in the planning-to-implementation process. For a more detailed description of project development process in North Carolina, please refer to the latest NCDOT Integrated Project Delivery (IPD) guidance¹.



Figure 2: From Planning to Implementation

While transportation planning has traditionally focused on planning for vehicles and reducing congestion, creating a multimodal plan allows a community to focus on planning for pedestrians, bicyclists, and transit. In a multimodal plan, a community sets out its vision for enhancing its transportation network across all modes to improve access, mobility, and safety for pedestrians, bicyclists, and transit users of all ages and abilities. In the plan, this vision is supported by mapping a multimodal network and by identifying high priority multimodal projects in the community.

¹ NCDOT Integrated Project Delivery (IPD) Project Delivery Network, June 2021 version available at [NCDOT ProjectDeliveryNetwork Version 2.0.pdf](#). Later versions may be available at the time of the grant application cycle.

The local agency can then work with its Metropolitan Planning Organization (MPO) or Rural Planning Organization (RPO) to submit identified multimodal projects to the state prioritization process (Strategic Prioritization (STI) or SPOT) for funding. The Strategic Prioritization Process is a data-driven method the state uses to prioritize transportation projects, and it is used to develop the State Transportation Improvement Program (STIP) which is a programmed list of projects that will be funded across the state during a 10-year period. Apart from seeking funding in the STIP through STI Prioritization, a local government project sponsor may also have the option to apply for locally-administered federal grant funding sources such as STBG-DA (Surface Transportation Block Grant-Directly Attributable) or CMAQ (Congestion Mitigation and Air Quality Improvement Program) through the regional MPO process. And some bicycle, pedestrian, and transit stop improvement projects may be funded through local funding sources including Powell Bill funding amounts passed on to municipalities from the state, local transportation bond referendums, Capital Improvement Programs, or additional sources such as economic development grants, a portion of local hotel/motel occupancy tax, or with support from public health foundations and other community non-profit foundations.

As of 2019, NCDOT updated its Complete Streets Policy to require planners and designers to consider and incorporate multimodal facilities in the design and improvement of all appropriate transportation projects in North Carolina. This policy update means that when a roadway project is being developed, planned multimodal recommendations for the corridor must be considered for inclusion. The jurisdiction's adopted Comprehensive Transportation Plan (CTP) is considered the primary multimodal plan, but locally adopted plans, like multimodal network plans and bicycle and pedestrian plans, are also considered. Localities with existing multimodal plans have an advantage in coordinating complete streets improvements on roadway projects because they have already identified what types of multimodal facilities or accommodations they would like and in which locations.

What is the Right-Sized Plan for My Community?

To help navigate the plan types available through this program, a brief overview of each plan type, which types of communities it might be a good fit for, and end products are outlined below. Please refer to Table 1 above for a summary of what communities may be eligible for what types of plans. Some communities may benefit from multiple plan types, in which case they should choose the plan type that meets the community's greatest needs. A multimodal network plan is considered to be the preferred plan type for communities where existing transit is present, and it is generally recommended that a community completes a multimodal network plan before undertaking more narrowly focused plans.

Plans Types

Multimodal Network Plan

What is it? A comprehensive multimodal network plan allows a municipality to set a vision for multimodal transportation in their community, plan a multimodal network, and identify priority multimodal projects. Creation of a multimodal network plan is the first step to implementation of bicycle, pedestrian, and transit improvements and fosters a more walkable, bikeable and transit-friendly environment.

How is it helpful? Having a plan for a multimodal network and identified projects allows the municipality to better communicate and coordinate their multimodal needs with regional planning organizations and NCDOT during transportation planning and project development.

Who is it for? This type of plan is a good option for municipalities that do not have an existing multimodal plan or would like to update their previous multimodal or bicycle and pedestrian plan.

Products:

- List of short-term and long-term multimodal improvements and implementation plan
 - Improvements could include point projects such as pedestrian crossing improvements and bus stop improvements
 - Linear project recommendations could include sidewalk improvements, shared-use path improvements and on-road bicycle improvements
- Multimodal network map
- Cutsheets for priority projects with additional detail and planning level cost estimates for top 4-6 projects

When to choose this type of plan? A local government would pursue a multimodal network plan rather than a bicycle or pedestrian plan when fixed route or deviated fixed route transit service is present, so that access to transit issues may be explored. A bicycle and pedestrian project acceleration study could be selected in place of a multimodal network plan when a local municipality with population under 10,000 has limited time and budget and would like an abbreviated process to zero in on the top priority projects most likely to move forward to implementation.

Bicycle or Pedestrian Network Plan/or Bicycle and Pedestrian Network Plan Update

What is it? A comprehensive bicycle or pedestrian network plan allows a municipality to set a vision for bicycle or pedestrian transportation in their community, plan for a bicycle or pedestrian network, and identify priority bicycle or pedestrian projects. Creation of a bicycle or pedestrian network plan is likely to be the first step to implementation of bicycle and pedestrian projects and supports a more bicycle-friendly walk-friendly environment.

How is it helpful? Having a plan for a bicycle or pedestrian network and identified projects allows the municipality to better communicate and coordinate their active transportation needs with regional planning organizations and NCDOT during transportation planning and project development. A bicycle or pedestrian planning process also helps with review of existing land use policies to encourage consideration of potential changes to realign local development standards with desired walk-friendly and bicycle-friendly outcomes.

Who is it for? This type of plan is a good option for municipalities that do not have an existing bicycle or pedestrian plan, or their previous plan is at least five years old, and they would like to update it.

Products:

- List of short-term and long-term bicycle and pedestrian improvements and implementation plan
 - Improvements could include point projects such as pedestrian crossing improvements and addressing intersection safety for bicyclists

- Linear project recommendations could include sidewalk improvements, shared-use path improvements and on-road bicycle improvements
- Bicycle or pedestrian network map
- Cutsheets for priority projects, with additional detail and planning level cost estimates for top 4-6 projects

When to choose this type of plan? A local government would pursue a bicycle or pedestrian network plan rather than a multimodal network plan when no fixed route or deviated fixed route transit service is present. A full bicycle or pedestrian network plan allows a municipality to go through more detailed steps in data gathering and stakeholder public engagement as compared with a project acceleration study, so that a larger list of potential projects is considered more fully. A municipality may also select this plan when their existing bicycle or pedestrian plan is more than five years old, and the municipality would like to refresh its priority projects list, account for local growth or changes, and explore new programs and policies to promote walking and bicycling.”

Project Acceleration Plan

What is it? A project acceleration plan is an abbreviated plan that focuses on priority bicycle, pedestrian, and multimodal project identification and project implementation.

How is it helpful? Project acceleration plans focus on efficiently identifying multimodal projects and implementation steps to foster a more walkable, bikeable and transit-friendly environment in communities that might otherwise have difficulty resourcing or funding a multimodal network plan.

Who is it for? A project acceleration plan is meant for municipalities with a population of 9,999 or less.

Products:

- Recommended project inventory organized by category, with cost estimates.
- Prioritized list and maps of short-term and long-term multi-modal improvements.
- 5 to 10 priority project cutsheets.
- Implementation Plan.

When to choose this type of plan? A project acceleration study could be selected in place of a multimodal network plan when a local municipality with population of 9,999 or less has limited time and budget and would like an abbreviated process to zero in on the top priority projects most likely to move forward to implementation. This could also be a good fit for a municipality that has recently completed extensive planning and public and stakeholder engagement and transportation needs evaluation as part of another study (i.e. a comprehensive plan or a CTP) but would like to identify and further prepare for implementation priority bicycle, pedestrian and multimodal projects.

Frequently Asked Questions (FAQ's)

What is the difference in the traditional comprehensive bicycle and pedestrian plan and the project acceleration plans? The traditional bicycle and pedestrian plans take a comprehensive approach evaluating an entire community and providing varied project, policy, program and administration recommendations and implementation strategies. The project acceleration plans are envisioned as a more focused document concentrating on the identification of priority projects that are implementable for smaller communities with more limited resources. The plan development process will be of a much shorter timeframe (around six months) and the final plan document will be of a more minimal length. ([Content Standards for Project Acceleration Plans.](#))

NOTE: A community can apply for only one type of plan in an individual grant cycle.

Can county or regional government agencies apply for funding?

Counties with populations of less than 100,000 may apply on behalf of incorporated communities and/or unincorporated areas within their jurisdiction. County governments with populations greater than 100,000 and regional governments are not eligible to apply, nor are other non-municipal entities.

Can a municipality that already has a plan apply for funding?

Municipalities (and counties with populations of less than 100,000) who currently have a comprehensive bicycle and/or pedestrian plan at least five (5) years old may apply for funding to update their plan. Municipalities may have plans that target only off-road projects, as in a greenway master plan, or just on-road improvements as part of an existing transportation plan and are therefore not viewed as a comprehensive planning document for this planning grant program. Such plans typically do not address elements that are a part of comprehensive planning document, such as, policy, education, enforcement, maintenance, and land use/development issues. To understand what is included in a multimodal network plan, a comprehensive pedestrian and/or bicycle plan, or project acceleration plan, see the "Content Standards" documents provided on the respective plan webpages found on the sidebar: <https://connect.ncdot.gov/municipalities/PlanningGrants/IMD-Multimodal-Planning-Program/Pages/default.aspx>

If a proposal was submitted in a previous grant cycle, can the same proposal be resubmitted?

The application is slightly modified every year to clarify/improve both the application process and the review process. Therefore, a new application form must be submitted to be eligible for consideration each year. All municipalities are encouraged to re-apply. Those municipalities that received funding in previous years may apply for the type of plan, bicycle or pedestrian, for which they did not receive funding in the past.

Can the plan be a project/corridor plan, or focus on a sub-area of a municipality or specific construction project?

Funding is only intended to support the development of a comprehensive bicycle, pedestrian or joint bicycle and pedestrian transportation plan for the entire municipality. However, for the project acceleration plans, there will be a more project identification/implementation emphasis that may focus

attention to certain corridors and areas of a community.

Can the funding be used to develop a bicycle or pedestrian element of other municipal planning efforts?

Any plan developed with these funds must be comprehensive in nature and be a stand-alone bicycle or pedestrian plan. While NCDOT encourages the inclusion of bicycle and pedestrian elements in local comprehensive plans, transportation plans, land use plans, recreation plans, greenway and open space plans, etc., requests for funding to develop such elements are not within the scope of this grant.

Can in-kind services be used for a local match?

In-kind services cannot be used for local participation. The local match must be a cash contribution.

Can other non-municipal funds be used for the local cash match?

Other NCDOT state or federal funds provided to a municipality cannot be used as a local cash match. Funds secured from other state or federal agencies and organizations or businesses may be used for the local match.

Can Powell Bill funds be used for a local match?

No, Powell Bill funds may not be used toward the local match – see [here](#). However, funds secured from state agencies other than NCDOT may be used for a local match.

How much does a plan cost to develop?

Average costs associated with the development of plans vary greatly depending on the size of the municipality and the complexity of issues to be addressed in the plan. Average costs associated with a plan update are 50%-75% of the cost of a standard plan. Cost may vary depending on the extent of the update; however, communities should budget for the maximum estimate. A range of estimated costs for plans developed by consultants is shown below. The cost of all plans funded through this program shall be within these established ranges. After awardee notification, the specific cost of the plan will be determined through discussions between NCDOT and the municipality (or county) and through contract negotiations between NCDOT/municipality/county and the selected consultant.

Population	Estimated Consultant Costs
Less than 10,000 (Project Acceleration Plan)	\$35,000 to \$45,000
Less than 10,000	\$50,000 to \$60,000
10,000 to 25,000	\$50,000 to \$65,000
25,000 to 50,000	\$55,000 to \$70,000
50,000 to 100,000	\$65,000 to \$100,000
Over 100,000	\$85,000 to \$190,000

Note: Average costs associated with a plan update are 50%-75% of the cost of a standard plan. Cost may vary depending on the extent of the update; however, communities should budget for the maximum estimate.

What percent does my town pay?

NCDOT planning grant funds will be provided on a sliding scale, based on municipal (or county) population, as shown in the table below. Neither in-kind services nor other state or federal funds from

NCDOT can be used for local participation.

Municipal Population	DOT Participation	Local Participation
Less than 10,000	90%	10%
10,000 to 25,000	80%	20%
25,000 to 50,000	70%	30%
50,000 to 100,000	60%	40%
Over 100,000	50%	50%

When will selected municipalities/counties receive the funding?

It is anticipated that municipalities/counties will be notified of the planning grant award in early summer. A municipality/county selected for funding must execute a legal agreement with the NCDOT prior to receiving funding authorization. This agreement will outline the responsibilities of each party, the terms and the deliverables.

As described in the *Multimodal Planning Grant Overview* document, NCDOT will utilize prequalified on-call firms to prepare the plans.

The municipality/county will submit a lump sum of their matching funds for this project with the signed agreement. NCDOT will then administer all payments to the consultant preparing the plan. The planning process will begin once (a) the municipal agreement is executed, and local match is received and (b) NCDOT has assigned a consultant to the project and negotiated plan cost.

What is the time frame for executing a municipal agreement between NCDOT and a funded municipality/county?

Once a municipality/county is notified of award, NCDOT will generate a municipal agreement and forward it to the municipality/county for execution. The municipality/county shall submit an executed contract within three months of award notification.

How long will the municipality/county have to complete the plan?

It is anticipated that selected consultants will have twelve months (around 6 to 8 months for the Project Acceleration plans *or* approximately 6 to 9 months for plan updates) from the date of receipt of an NCDOT written Notice to Proceed to complete the plan. Final timelines will be determined during creation of agreements and finalization of consultant contracts.

How will proposals be selected for funding?

Integrated Mobility Division (IMD) staff will conduct a preliminary review of all applications for completeness and general appropriateness. An Awards Committee will review all proposals that pass the initial screening and will forward their funding recommendations to the NCDOT Board of Transportation for final approval. The Awards Committee will include IMD staff and individuals with professional experience in developing, administering, and / or implementing bicycle plans and pedestrian plans. These individuals will represent municipalities of varying sizes, MPO's and RPO's, COG's and other appropriate agencies and organizations. It is anticipated that the Board of Transportation will approve selected municipalities/counties at their June meeting.

What are the selection criteria?

The NCDOT Planning Grant Awards Committee will review each proposal and evaluate it based on the stated vision, goals and needs of the municipality/county; comprehensiveness of scope; understanding of issues and opportunities; level of local commitment; and, feasibility of successful plan completion. For a comprehensive list of criteria, see the "Selection Criteria" section of the *Multimodal Planning Program Overview* document:

(<https://connect.ncdot.gov/municipalities/PlanningGrants/Documents/Multimodal%20Planning%20Grant%20Program%20Overview.pdf>).

What type of assistance is available to local staff preparing an application?

Staff from the NCDOT Integrated Mobility Division (IMD) will be available to answer questions and provide guidance. (Bryan Lopez at balopez@ncdot.gov, 919-707-2606). MPO and RPO planning staff may also be able to provide helpful information or staff assistance. In addition, content standards, a list of past awardees, completed plans, and links to Web sites that provide general information on bicycle and pedestrian planning may be found on the Multimodal Planning Program webpage:

(<https://connect.ncdot.gov/municipalities/PlanningGrants/IMD-Multimodal-Planning-Program/Pages/default.aspx>).

Is the funding provided on an "all or nothing" basis?

Yes. Applications for funding for a comprehensive municipal bicycle or pedestrian plan from a municipality/county that can provide the necessary level and type of matching funds are the only type of proposals that will be considered.

What does a bicycle plan or pedestrian plan look like?

A list of plans may be found on the Multimodal Planning Program page

(<https://connect.ncdot.gov/municipalities/PlanningGrants/Pages/Grant-Recipients-and-Completed-Plans.aspx>).

Can the funds be used for construction of sidewalks, greenway trails or other capital improvements projects?

These funds are made available for the development of comprehensive bicycle and/or pedestrian transportation plans only. Proposals detailing specific construction projects are not eligible for consideration.

Is there a "live person" available who can answer my questions?

Yes, you can contact: Bryan Lopez (919) 707-2606 / balopez@ncdot.gov

Planning Grant Awardee	Plan Type
City of Greenville	Pedestrian Plan
City of Hendersonville	Bicycle Plan Update
City of Kinston	Multimodal Network Plan
NC State University	Multimodal Network Plan
Town of Boiling Springs	Bicycle & Pedestrian Project Acceleration Plan
Town of Burgaw	Bicycle & Pedestrian Project Acceleration Plan
Town of Franklin	Bicycle & Pedestrian Plan Update
Town of Kitty Hawk	Bicycle & Pedestrian Plan
Town of Matthews	Pedestrian Plan
Town of Surf City	Bicycle & Pedestrian Plan Update
Town of Vandemere	Bicycle and Pedestrian Project Acceleration Plan
Town of Winterville	Bicycle & Pedestrian Plan
Town of Yadkinville	Bicycle & Pedestrian Plan
UNC-Chaple Hill	Multimodal Network Plan
UNC-Wilmington	Multimodal Network Plan



**Mid-East Rural Planning Organization
3/12/2026 Joint Meeting of the TCC & TAC
Agenda Abstract**

Agenda Section: J) Items for Presentation
Agenda Title: 4. 2026 NCDOT-DOA Advanced Air Mobility Planning Grant Program
Presenter(s): Sam Singleton

Summary of Information:

The NCDOT Division of Aviation (DOA) will soon begin accepting applications for the Advanced Air Mobility (AAM) Planning Grant Program. AAM is a broad term that encompasses the use of emerging aviation technology, such as Unmanned Aerial Systems (UAS). RPO staff will provide more information on this year's cycle as it becomes available.

Staff Recommendations/Motions:

Attachments:

- **FY 2025* AAM Planning Grant Overview (P.P. 55-61)*

NCDOT Division of Aviation Advanced Air Mobility (AAM) Planning Grant Overview

Program Background

The North Carolina Department of Transportation envisions a comprehensive transportation system that embodies safety, sustainability, efficiency, resilience, and equity for all residents. With North Carolina’s population projected to grow from 10 million to 14 million by 2050,¹ the demand on our transportation infrastructure will intensify, necessitating innovative and strategic approaches. In response to the evolving transportation landscape, advanced mobility innovations have the potential to improve our transportation system and meet increasing demands.² By synergizing the collaborative efforts of NCDOT’s Aviation, Integrated Mobility, and Rail divisions, Advanced Air Mobility (AAM) technology emerges as a transformative force that aims to enhance accessibility and mobility for both people and freight across the state.

AAM is a range of emerging aviation technology that hold immense potential to enhance statewide connectivity and fortify critical services. Furthermore, AAM seamlessly complements established transportation systems, acting as an economic catalyst and drawing essential investments. As this innovative approach gathers momentum, local communities stand to benefit significantly. Consequently, municipalities and planning organizations should prioritize the development of AAM plans that seamlessly integrate into long-term planning efforts. Integrating AAM into the planning process enables local and regional authorities, as well as public agencies, to understand the complexities of different transportation modes and their interplay. It also provides practitioners the opportunity to mitigate potential impacts and ensures that AAM has broad societal benefits.³ Collectively, these strategies lay the groundwork for the seamless integration of AAM into the existing transportation ecosystem, thereby facilitating the development of related projects.



Source: N.C. Department of Transportation Advanced Mobility NC (2024)

To support this endeavor, the NCDOT Division of Aviation is pleased to establish an AAM Planning Grant Program. This program, anticipated to be awarded annually, helps strengthen North Carolina by funding local planning initiatives that support statewide AAM planning goals. NCDOT Division of Aviation can provide guidance to local agencies on key considerations related to AAM including: infrastructure development, partnership facilitation, community outreach and engagement, economic development, and policy alignment. With a total of \$1 million allocated, municipalities can develop AAM plans or enhance existing multimodal plans tailored to their unique community needs.

What is AAM?

Advanced Air Mobility helps emerging aviation markets safely develop a system that transports people and cargo between places not served or underserved by aviation.⁴ It represents a paradigm shift in transportation, aiming to integrate cutting-edge technologies into our daily mobility experiences with a range of innovations, including electric vertical takeoff and landing (eVTOL) aircraft, autonomous systems, and connected infrastructure. AAM serves as an umbrella term that encompasses the use of emerging aviation technology including the following:

Urban Air Mobility (UAM): UAM focuses on transporting passengers and cargo within cities, bypassing traffic congestion by utilizing electric Vertical Takeoff and Landing (eVTOL) aircraft.

Regional Air Mobility (RAM): RAM extends beyond cities, connecting suburbs, villages, small towns, and even remote areas. It serves as a bridge between different regions, including islands and communities separated by challenging terrain.

Uncrewed Aerial Systems (UAS): AAM integrates UAS, which are remotely piloted or autonomous aircraft, into the airspace. These include small uncrewed aircraft systems (sUAS), electric conventional take-off and landing vehicles (eCTOLS) and eVTOLs. These systems play a crucial role in various applications, from cargo delivery to public services.

Infrastructure Development: Existing infrastructure that is underutilized provides an opportunity for early AAM operations. As the technology evolves and operations scale, new infrastructure may be needed, including vertiports (airports for vertical takeoff and landing) and the digital infrastructure for highly automated operations (such as UAS Traffic Management).

How AAM Planning Benefits Your Community

The adoption of Advanced Air Mobility (AAM) involves a strategic planning process that lays the groundwork for its successful integration into a community's transportation ecosystem. Here are the key steps typically undertaken by a community seeking to develop and implement AAM:



Planning: Communities engage in comprehensive planning studies, which may include a Comprehensive Transportation Plan, Metropolitan Transportation Plan, multimodal network plan, or an AAM Integration Plan. These studies help define the vision, goals, and strategies necessary for AAM implementation.



Collaboration: Planning encourages collaboration between municipalities, industry stakeholders, and research institutions. Joint efforts can lead to innovative solutions and shared best practices.



Public Involvement: Essential to the AAM implementation process is the active involvement of the public. Communities initiate public engagement strategies to inform, consult, and collaborate with citizens. This includes public forums, workshops, and surveys that ensure community needs and preferences are integrated into planning efforts. Public engagement fosters transparency, builds trust, and enhances the receptivity of new transportation initiatives.



Funding: To secure necessary funding, communities explore a variety of avenues. This may include applications for Federal Discretionary funds, engagement with various innovation funds, and consideration of forthcoming cycles of NCDOT Division of Aviation funds.



Implementation: The culmination of the project is marked by the implementation phase, followed by the tangible realization of construction and/or operational activities. This pivotal stage actualizes the AAM vision, thereby expanding and enriching the transportation alternatives available to the community.

What the Program Funds

For FY 2025, the AAM Planning Grant Program includes \$1 million of potential funding to support AAM planning initiatives. To maximize the impact of these funds while fostering local investment and commitment, the NCDOT Division of Aviation will cover 90% of eligible costs under the grant program. Grantees are expected to provide a 10% cash match.

The **Advanced Air Mobility Planning Grant** can significantly benefit a municipality providing funding for the following:

- **Transportation Needs Assessment & Use-Case Alignment:** Funds may be used to assess existing transportation requirements and needs and ensure AAM applications are appropriately aligned.
- **Land-use and Infrastructure Planning:** Grant funds support planning for AAM-compatible land use and infrastructure. This includes assessing current infrastructure, planning for new facilities like landing pads and charging stations, and the equitable integration of AAM operations into the community.
- **Multi-modal Integration Planning:** Funds aid in integrating AAM with other transport modes. This includes planning for intermodal facilities and efficient cargo movement, ensuring AAM complements existing systems.



- **Feasibility Studies:** Grant funds may be used to conduct feasibility studies related to AAM implementation. These studies evaluate factors such as airspace integration, safety protocols, environmental impact, use-cases, and economic viability.
- **Outreach & Public Engagement:** Grant funds can support community outreach efforts to educate residents about AAM and address any concerns. Public acceptance and understanding are crucial for successful AAM integration.
- **Policy and Regulation Alignment:** Grant funds may be allocated to review and update local policies and regulations to align with AAM requirements. This ensures safe and efficient AAM operations within the community.

Who the Program is for

The following entities are encouraged to apply for AAM planning grant funding:

1. Any NC Municipality or County Government (with a planning department)

2. Any NC Planning Organization

Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs).

Applications may include a consortium of multiple applicants as defined above for regional planning purposes. If neighboring municipalities and/or planning organizations wish to file a joint application, please select one primary applicant and use the indicated box on the application to list additional local partners.

How to Apply (Updated 10/23/2024)

To apply for the grant, please submit a cover letter and your application to Jason Schronce, Division of Aviation Deputy Director of Programs and Planning, at jbschronce@ncdot.gov. The application will be attached, emailed, or located on our website.

The due date for FY 2025 submission will be November 22, 2024. There is no limit to the amount of the \$1 million grant that you can apply for, so long as the 10% local cash match requirement is met.

The applicant (MPO, RPO, Municipality, or County) will apply with a project vision, outcome goal, and implementation strategy on how an AAM Planning Grant will be incorporated into their community planning procedure (using the questions in the application form). If a high-level scope/fee has been developed with a particular consultant, please indicate as such and provide the additional information as an attachment.

In the application, please indicate the “not to exceed” cost and “not to exceed” local match funds (10%) that the locality or planning organization is willing to contribute to the project. Then, indicate the source of the local matching funds.



NCDOT Division of Aviation will make selection(s) from the grant applications and administer the grant funding through on-call limited-service contracts (LSC) with NCDOT and the selected Consulting Firm(s).

- When an application is submitted without a direct consultant scope attached, then the Division of Aviation will match a consultant with the submitted project after consultation with the applicant.
- If an applicant provided a high-level scope/fee with a particular consultant and the project was selected, then Division of Aviation will work within our LSC parameters to honor that request and contract with that particular consultant for the project.

The 10% local match funds will be provided to NCDOT during the contractual establishment at the start of the project. The intent is that any selected firm will be prequalified with NCDOT under the Multimodal Transportation Planning (Code 141) action code.

A list of prequalified firms can be found on NCDOT's Connect webpage:

<https://www.ebs.nc.gov/VendorDirectory/search.html?s=pc&a=new>.

Selection Process

The NCDOT Division of Aviation staff will perform an initial review of all applications to ensure completeness and general appropriateness. This review includes consultation with other NCDOT staff and professionals experienced in AAM plan development, administration, and implementation. Selection of applicants will be based on a competitive review process. However, efforts will also be made to award grants not only based on the merit of the proposal but also to achieve statewide geographic distribution.

Criteria

Applicants must demonstrate knowledge of advanced air mobility and how it may address existing needs within their area. Furthermore, applicants should demonstrate how they intend to integrate AAM plans into long term land use, transportation, and/or multimodal plans.

As a rule, AAM grants will only be awarded to qualifying applicants who can meet the local match of 10%. Local participation cannot be fulfilled through in-kind services; it must be a cash contribution. Additionally, other NCDOT state or federal funds provided to a municipality cannot be used as a local cash match. However, funds secured from other state agencies, organizations, or businesses may be used for the local match.

When to Expect Funding

Following award notification, anticipated grant recipients will be announced, and a consultant will be selected through NCDOT's on-call LSC through grantee coordination. The grantee will receive a municipal agreement from NCDOT Division of Aviation which must be submitted within three months. The agreement outlines responsibilities, terms, and deliverables. The



planning process commences once the municipal agreement is executed and the NTP has been issued to the consultant.

Division of Aviation Planning Support

The successful implementation and integration of AAM relies on a statewide collaborative approach, bolstered by the comprehensive support of the NCDOT Division of Aviation. Accordingly, the Grant Program includes **technical guidance** and; one year of **structured roundtables, peer exchanges**, and/or **workshops** with NCDOT Division of Aviation to foster knowledge sharing and establish best practices. This multifaceted support ensures a robust foundation for AAM's realization.

Deliverables

Award recipients and the consultant are required to submit quarterly progress reports throughout the duration of the project. Upon project completion, a comprehensive final report must be completed.

Note: Funds must be spent within two years of receipt.

Helpful Resources

NCDOT has developed a comprehensive statewide Advanced Mobility Plan that incorporates AAM considerations. This strategic plan provides essential insights into AAM technologies and infrastructure, serving as a framework for addressing AAM planning at local and regional levels. Additionally, applicants can refer to the following critical resources for AAM planning:

- [AAM Prepared American Planning Association \(APA\): *Planning for Advanced Air Mobility \(2024\)*](#)
- [Association of Uncrewed Vehicles Systems International \(AUVSI\): *AAM Prepares \(2024\)*](#)
- [Federal Aviation Administration \(FAA\): *Advanced Air Mobility Implementation Plan \(2023\)*](#)
- [National Aeronautics' and Space Administration's \(NASA\): *Advanced Air Mobility Community Integration Considerations Playbook \(2023\)*](#)
- [NC Department of Transportation: *Advanced Mobility Strategic Plan \(2024\)*](#)

Endnotes

¹ Office of State Budget and Management. (2022). NC's population to reach 14.0 million by 2050. <https://www.osbm.nc.gov/blog/2022/12/30/ncs-population-reach-140-million-2050>

² North Carolina Department of Transportation. (2024). NC Advanced Mobility Strategic Plan. ncdot.gov/divisions/aviation/advance-mobility/Documents/advanced-mobility-strategic-plan.pdf

³ American Planning Association. (2024). Planning for Advanced Air Mobility. [Planning For Advanced Air Mobility \(planning-org-uploaded-media.s3.amazonaws.com\)](https://planning-org-uploaded-media.s3.amazonaws.com)



⁴ North Carolina Department of Transportation. (2023). What is Advanced Air Mobility?
<https://www.ncdot.gov/divisions/aviation/advance-mobility/Pages/advanced-air-mobility.aspx>



**Mid-East Rural Planning Organization
3/12/2026 Joint Meeting of the TCC & TAC
Agenda Abstract**

Agenda Section: J) Items for Presentation
Agenda Title: 5. Comprehensive Safety Action Plan Update
Presenter(s): Sam Singleton

Summary of Information:

RPO staff will provide an update on the Mid-East RPO Comprehensive Safety Action Plan.

Staff Recommendations/Motions:

Attachments:



**Mid-East Rural Planning Organization
3/12/2026 Joint Meeting of the TCC & TAC
Agenda Abstract**

Agenda Section: J) Items for Presentation
Agenda Title: 6. Status of Pedestrian Safety Project Submittals
Presenter(s): Sam Singleton

Summary of Information:

NCDOT has completed its initial review of the Mid-East RPO's 31 Pedestrian Safety Call for Projects submittals. Based off program criteria, consideration of the June 2026 obligation timeline, and available funding, the Department has developed an initial project determination spreadsheet. For the Mid-East RPO:

- 1 project did not meet the program criteria
- 8 projects cannot meet the obligation deadline
- 1 project cannot meet the obligation deadline, but proposed improvements will be considered in a resurfacing project
- 10 projects will not advance, but will be considered for HSIP funding
- 11 projects will advance and be considered for TAP funding

The 11 advancing projects **are not committed at this time**, and their status may change as engineering and design occurs. More information, including final project selections, will be announced in the coming months.

Staff Recommendations/Motions:

Attachments:

- Pedestrian Safety Call for Projects: Mid-East RPO Determination (P.P. 64-65)

**NCDOT Pedestrian Safety Call for Projects - Project Determinations
Mid-East Rural Planning Organization Submittals**

As of January 21, 2026

Project ID	Division	County	Municipality	Route or Corridor Name	From/To Limits	Project Description	Initial Project Determination
349	1	Martin	Town of Bear Grass	SR 1001 (E Bear Grass Rd)	Bear Grass Charter School (N Rogers St) to Taylor Estates	Construct sidewalks along roadway. Many students at Bear Grass Charter School walk in the road, or along the shoulder and/or curb and gutter to get to/from the school. Constructing a sidewalk along this stretch of roadway would provide a dedicated facility for students and citizens, and would significantly improve safety. Note: this project is identified in the 2018 Martin County CTP, and was submitted by MERPO in Prioritization 7.0 and Prioritization 8.0. The proposed sidewalk has also been investigated by NCDOT Division 1. This project is an extremely high priority for the Town of Bear Grass.	No, cannot obligate by June 2026
354	1	Martin	Town of Robersonville	US 64 ALT (Academy St)	NC 903 (Main St)	Consider 1 ramp, consider crosswalks on all 4 sides, 8 ped countdown heads, leading pedestrian interval (LPI), appropriate signing and markings.	Yes, pursue for TAP funding
355	1	Martin	Town of Robersonville	NC 903 (N Main St)	W Purvis St to Gas Station (Handy Mart) Driveway south of US 64 interchange.	Construct sidewalk along roadway. This will fill in the existing sidewalk gap between W Purvis St and the Handy Mart.	Yes, pursue for TAP funding
379	1	Martin	Town of Williamston	US 17 BUS (Main St) / NC 125 S	NC 125 (Haughton St)	Consider adding 8 ped heads, new traffic signal cabinet, refresh markings, upgrade 4 ramps. This project is a very high priority for the Town of Williamston, as it aligns with the Town's Downtown Redevelopment Plan - which focuses on making downtown accessible for both new businesses and pedestrians.	Yes, pursue for TAP funding
380	1	Martin	Town of Williamston	NC 125/SR 1460 (Haughton St)	West Church St	Consider adding 8 ped heads, new traffic signal cabinet, refresh markings.	Yes, pursue for TAP funding
381	1	Martin	Town of Williamston	US 17 BUS (Main St)	SR 1106 (Smithwick St)	Consider adding 6 ped heads and refresh the crosswalks on three sides, remove crosswalk across Main Street on cabinet side. This project is a very high priority for the Town of Williamston, as it aligns with the Town's Downtown Redevelopment Plan - which focuses on making downtown accessible for both new businesses and pedestrians.	No, cannot obligate by June 2026
382	1	Martin	Town of Williamston	US 17 BUS (Main St)	Watts St	Consider adding 8 ped heads, new traffic signal cabinet, refresh markings.	No, cannot obligate by June 2026. This location will be considered in a resurfacing project. Not advancing for TAP funding.
383	1	Martin	Town of Williamston	US 17 BUS (Main St)	Martin Luther King Dr	Consider adding 8 ped heads, new traffic signal cabinet, refresh markings.	Yes, pursue for TAP funding
384	1	Martin	Town of Williamston	US 17 BUS (Main St) / NC 125 (Washington St)	SR 1446 (Jamesville Rd) / Martin Luther King Dr	Consider adding 4 ped heads and 2 high visibility crosswalks, new cabinet.	No, cannot obligate by June 2026
350	2	Pitt	Town of Fountain	US 258 (Railroad St)	NC 222 (Wilson St)	Add 8 peds at existing signal - new cabinet may be needed.	Yes, pursue for TAP funding
351	2	Pitt	Town of Grimesland	NC 33 (Pitt St)	West River Rd	Consider high visibility crosswalk at ped crossing.	Yes, pursue for TAP funding
352	2	Pitt	Town of Grimesland	NC 33 (Pitt St)	Chicora St	Consider 2 curb ramps for ADA compliance, and high visibility crosswalks at ped crossing.	No, cannot obligate by June 2026
357	2	Beaufort	City of Washington	US 264 (5th St)	US 17 BUS (Bridge St / Carolina Ave)	Consider installing 8 ped heads and replace crosswalks with high visibility crosswalks.	NCDOT is considering pursuing HSIP funds for this project. Not advancing for TAP funding.
358	2	Beaufort	City of Washington	US 17 BUS (Bridge St)	W 4th St (W MLK Jr. Dr)	Consider 8 ped heads, 1 curb ramp, and replace crosswalks with high visibility crosswalks.	NCDOT is considering pursuing HSIP funds for this project. Not advancing for TAP funding.
359	2	Beaufort	City of Washington	US 17 BUS (Bridge St)	NC 32 (W 3rd St)	Consider 8 ped heads and replace crosswalks with high visibility crosswalks.	NCDOT is considering pursuing HSIP funds for this project. Not advancing for TAP funding.

360	2	Beaufort	City of Washington	US 17 BUS (Bridge St)	W 2nd St	Consider 8 ped heads and replace crosswalks with high visibility crosswalks.	Yes, pursue for TAP funding
361	2	Beaufort	City of Washington	US 17 BUS (Bridge St)	W Main St	Consider 4 ped heads, replace crosswalks with high visibility crosswalks.	NCDOT is considering pursuing HSIP funds for this project. Not advancing for TAP funding.
363	2	Beaufort	City of Washington	US 264 (5th St)	Hackney Ave	Consider installing 8 ped heads, 5 curb ramps, high visibility crosswalks on US 264, and replace crosswalks with high visibility crosswalks.	NCDOT is considering pursuing HSIP funds for this project. Not advancing for TAP funding.
364	2	Beaufort	City of Washington	US 264 (5th St)	E 5th St	Consider 2 ped heads, 3 curb ramps, and 3 high visibility crosswalks. May need new signal cabinet.	Yes, pursue for TAP funding
366	2	Beaufort	City of Washington	NC 32 (3rd St)	SR 1422 (N Market St)	Consider 5 curb ramps and replace existing crosswalks with high visibility crosswalks. Consider adding 8 ped heads if there's room. May need new signal cabinet.	NCDOT is considering pursuing HSIP funds for this project. Not advancing for TAP funding.
368	2	Beaufort	City of Washington	NC 32 (3rd St)	N Bonner St	Consider 4 curb ramps for ADA compliance. Consider adding 8 ped heads. May need new signal cabinet.	No, cannot obligate by June 2026
369	2	Beaufort	City of Washington	NC 32 (3rd St)	N Harvey St	Consider 4 curb ramps for ADA compliance.	NCDOT is considering pursuing HSIP funds for this project. Not advancing for TAP funding.
371	2	Beaufort	City of Washington	NC 32 (3rd St)	N Brown St	Consider 4 curb ramps. Potential Pedestrian Hybrid Beacon (PHB) to cross NC 32. Greenway connection is just to the north on Brown St.	NCDOT is considering pursuing HSIP funds for this project. Not advancing for TAP funding.
372	2	Beaufort	City of Washington	SR 1352 (Hudnell St)	Pennsylvania Ave	Consider Rectangular Rapid Flashing Beacon (RRFB), consider adding curb ramp, and replace crosswalk with high visibility crosswalks. Proposed project is located adjacent to the site of the new Washington Elementary School, which consolidates the existing Eastern Elementary School (PK-1) and John Cotten Tayloe Elementary School (2-3). New school is under construction and is expected to open by August 2026.	Yes, pursue for TAP funding
373	2	Beaufort	City of Washington	SR 1352 (Hudnell St)	Pennsylvania Ave to US 264 (John Small Ave)	Consider 6 curb ramps. Proposed project is located near the site of the new Washington Elementary School, which consolidates the existing Eastern Elementary School (PK-1) and John Cotten Tayloe Elementary School (2-3). New school is under construction and is expected to open by August 2026.	NCDOT is considering pursuing HSIP funds for this project. Not advancing for TAP funding.
374	2	Beaufort	City of Washington	SR 1422 (N Market St)	E MLK Jr. Dr	Consider 2 existing ramps for ADA compliant ramps, and 2 curb ramps.	NCDOT is considering pursuing HSIP funds for this project. Not advancing for TAP funding.
376	2	Beaufort	City of Washington	SR 1422 (N Market St)	Harding St to E 14th St	Consider 32 curb ramps to ADA compliant ramps.	No, cannot obligate by June 2026
378	2	Beaufort	City of Washington	SR 1422 (N Market St)	Oak Dr to Airport Rd	Consider 6 curb ramps, remove 5 ramps, consider 100' curb & gutter.	No, cannot obligate by June 2026
385	2	Pitt	Unincorporated	SR 1401 (Old River Rd)	NC 33 to NC 222	Install 40 streetlights on existing utility poles. Pitt County staff have discussed the project with Edgecombe Martin EMC, who estimated installation costs at \$1,200 per streetlight (\$48,000 total), and a total annual operating cost of approximately \$5,000. Installing streetlights will improve safety for pedestrians by increasing visibility at night. There are several housing developments and manufactured home parks in the area. This is a high priority project for Pitt County.	No, did not meet project criteria
400	2	Beaufort	Town of Belhaven	US 264 BUS (Pamlico St)	US 264 BUS (Main St)	Consider adding 8 ped heads, 4 existing crosswalks at existing signal - new cabinet may be needed.	Yes, pursue for TAP funding
402	2	Beaufort	Town of Belhaven	Public Dock Driveway (509 W Main Street)	US 264 BUS (W Main St)	Improve crossing over NS/CLNA rail line. Current crossing is in poor condition, and is a safety hazard for pedestrians (especially wheelchair users) and bicyclists trying to access the public dock owned by the Town of Belhaven. The Town recently met with representatives of the railroad, who agreed to improve the crossing if the Town covered the cost (estimated around \$20,000). This project is a very high priority for the Town of Belhaven.	No, cannot obligate by June 2026



**Mid-East Rural Planning Organization
3/12/2026 Joint Meeting of the TCC & TAC
Agenda Abstract**

Agenda Section: J) Items for Presentation
Agenda Title: 7. Functional Classification
Presenter(s): Sam Singleton

Summary of Information:

RPO staff will provide additional information about the functional classification revision process, and factors that determine a request's approval or denial.

Staff Recommendations/Motions:

Attachments:



**Mid-East Rural Planning Organization
3/12/2026 Joint Meeting of the TCC & TAC
Agenda Abstract**

Agenda Section: K) Items for Presentation – NC Department of Transportation
Agenda Title: 1. Division 1 Report
Presenter(s): Chris Slachta & Brooks Braswell, PE

Summary of Information:

Updates from NCDOT Division 1 will be given by Chris Slachta, Division Planning Engineer, and Brooks Braswell, Division Project Development Engineer.

Staff Recommendations/Motions:

Attachments:

-Division 1 Construction Report – Martin County (P.P. 68-69)

Users Guide

[New Search](#)

<p>Contract Number: C204498 Division: 1 TIP Number: R-2511 Length: 10.625 miles NCDOT Contact: Gerard E. Mombaerts Location Description: US-17 FROM WASHINGTON BYPASS NORTH OF NC-171 TO MULTI-LANES SOUTH OF WILLIAMSTON. Contractor Name: BRANCH CIVIL INC Contract Amount: \$86,385,000.00 Work Began: 07/26/2022 Original Completion Date: 01/28/2027 Latest Payment Thru: 02/20/2026 Latest Payment Date: 03/02/2026</p>	<p>Route: US-17 County: Martin Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)789-6150 Letting Date: 04/19/2022 Revised Completion Date: 04/15/2028 Construction Progress: 57.68%</p>
<p>Contract Number: DA00617 Division: 1 TIP Number: Length: 15.169 miles NCDOT Contact: Gerard E. Mombaerts Location Description: 2 SECTIONS OF NC-11 & 1 SECTION OF NC-903 Contractor Name: BARNHILL CONTRACTING CO Contract Amount: \$3,450,222.73 Work Began: 10/21/2025 Original Completion Date: 11/20/2026 Latest Payment Thru: 02/28/2026 Latest Payment Date: 03/03/2026</p>	<p>Route: NC-11 County: Martin Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)789-6150 Letting Date: 04/16/2025 Revised Completion Date: Construction Progress: 63.8%</p>
<p>Contract Number: DA00621 Division: 1 TIP Number: Length: 22.679 miles NCDOT Contact: Gerard E. Mombaerts Location Description: 12 SECTION OF SECONDARY ROADS Contractor Name: WHITEHURST PAVING CO INC Contract Amount: \$0.00 Work Began: Original Completion Date: 10/15/2026 Latest Payment Thru: Latest Payment Date:</p>	<p>Route: - County: Martin Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)789-6150 Letting Date: 06/18/2025 Revised Completion Date: Construction Progress: 0%</p>
<p>Contract Number: DA00625 Division: 1 TIP Number: Length: 18.57 miles NCDOT Contact: Gerard E. Mombaerts Location Description: 4 SECTIONS OF PRIMARY & 14 SECTIONS OF SECONDARY ROADS Contractor Name: BARNHILL CONTRACTING CO Contract Amount: \$2,839,412.17 Work Began: 12/12/2025 Original Completion Date: 04/30/2027</p>	<p>Route: - County: Martin Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)789-6150 Letting Date: 08/20/2025 Revised Completion Date:</p>

Latest Payment Thru: 01/15/2026
Latest Payment Date: 01/23/2026

Construction Progress: 17.53%

Contract Number: DA00635
Division: 1
TIP Number:

Route: SR-1500
County: Martin

Length: 0.861 miles

Federal Aid Number: STATE FUNDED

NCDOT Contact: Gerard E. Mombaerts

NCDOT Contact No: (252)789-6150

Location Description: SR-1500 (HOLLY SPRINGS LOOP ROAD) FROM US 64 WBL TO US 64 WB L

Contractor Name: FSC II LLC DBA FRED SMITH COMPANY

Contract Amount: \$1,291,500.00

Work Began: 08/18/2025

Letting Date: 06/18/2025

Original Completion Date: 08/28/2026

Revised Completion Date:

Latest Payment Thru: 12/31/2025

Latest Payment Date: 01/09/2026

Construction Progress: 93.94%

Contract Number: DA00647
Division: 1
TIP Number:

Route: SR-1510
County: Martin

Length: 0.108 miles

Federal Aid Number: STATE FUNDED

NCDOT Contact: Gerard E. Mombaerts

NCDOT Contact No: (252)789-6150

Location Description: BRIDGE NO. 48 OVER LANIER SWAMP SR-1510 (MILL RD.)

Contractor Name: S&C CONSTRUCTION LLC

Contract Amount: \$695,570.27

Work Began: 12/01/2025

Letting Date: 10/15/2025

Original Completion Date: 07/15/2026

Revised Completion Date:

Latest Payment Thru: 02/28/2026

Latest Payment Date: 03/04/2026

Construction Progress: 70.38%



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Mid-East Rural Planning Organization
3/12/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: K) Items for Presentation – NC Department of Transportation
Agenda Title: 2. Division 2 Report
Presenter(s): Len White & Roham Lahiji

Summary of Information:

Updates from NCDOT Division 2 will be given by Len White, Division Planning Engineer, and Roham Lahiji, Corridor Development Engineer.

Staff Recommendations/Motions:

Attachments:

- Division 2 Construction Report – Beaufort County (P. 71)*
- Division 2 Construction Report – Pitt County (P.P. 72-74)*

Users Guide

[New](#)
[Search](#)

Contract Number: C204711	Route: SR-1112
Division: 2	County: Beaufort
TIP Number: B-5614	
Length: 0.398 miles	Federal Aid Number: 1112019
NCDOT Contact: Jason B. Beasley	NCDOT Contact No: (252)830-3495
Location Description: BRIDGE #060009 OVER BLOUNTS CREEK ON SR-1112 (MOUTH OF THE C REEK ROAD).	
Contractor Name: SANFORD CONTRACTORS INC	
Contract Amount: \$11,018,000.00	
Work Began: 12/01/2025	Letting Date: 10/21/2025
Original Completion Date: 10/28/2028	Revised Completion Date: 01/26/2029
Latest Payment Thru: 01/31/2026	
Latest Payment Date: 02/06/2026	Construction Progress: 5.94%

Users Guide

[New Search](#)

<p>Contract Number: C204070 Division: 2 TIP Number: U-5606 Length: 1.344 miles NCDOT Contact: Jason B. Beasley Location Description: SR-1598 (DICKINSON AVE) FROM NC-11 TO SR-1610 (READE CR). Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$15,747,596.21 Work Began: 06/02/2022 Original Completion Date: 03/03/2027 Latest Payment Thru: 02/28/2026 Latest Payment Date: 03/05/2026</p>	<p>Route: SR-1598 County: Pitt Federal Aid Number: STP-1598(3) NCDOT Contact No: (252)830-3495 Letting Date: 03/15/2022 Revised Completion Date: 10/16/2027 Construction Progress: 87.17%</p>
<p>Contract Number: C204414 Division: 2 TIP Number: B-5301 Length: 0.606 miles NCDOT Contact: Jason B. Beasley Location Description: BRIDGE #730472 OVER US-264 ON SR-1210 AND BRIDGE #87 OVER NO R FOLK SOUTHERN RAILROAD ON NC-33. Contractor Name: CONTI CIVIL LLC Contract Amount: \$9,574,442.00 Work Began: 10/17/2022 Original Completion Date: 04/13/2025 Latest Payment Thru: 01/16/2026 Latest Payment Date: 01/21/2026</p>	<p>Route: NC-33 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495 Letting Date: 06/21/2022 Revised Completion Date: 10/31/2025 Construction Progress: 90.01%</p>
<p>Contract Number: C205092 Division: 2 TIP Number: U-5875 Length: 2.406 miles NCDOT Contact: Jason B. Beasley Location Description: SR-1203 (ALLEN RD) FROM SR-1467 (STANTONSBURG RD) TO US-13 (DICKINSON AVE EXT). Contractor Name: BARNHILL CONTRACTING CO Contract Amount: \$47,191,560.83 Work Began: 01/19/2026 Original Completion Date: 12/12/2029 Latest Payment Thru: 02/28/2026 Latest Payment Date: 03/09/2026</p>	<p>Route: SR-1203 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495 Letting Date: 10/21/2025 Revised Completion Date: 01/11/2030 Construction Progress: 9.13%</p>
<p>Contract Number: DB00570 Division: 2 TIP Number: Length: 11.23 miles</p>	<p>Route: SR-1563, SR-1726, SR-1819 SR-1820, SR-1823, SR-1847 SR-1848, SR-1888, SR-1889 SR-1941, SR-2206, SR-2207 SR-2210, SR-2212, SR-2213 SR-2214, SR-2220, SR-2228 SR-2229 County: Pitt Federal Aid Number: STATE FUNDED</p>

Contract Number: DB00607	Route: NC-43
Division: 2	County: Pitt
TIP Number:	
Length: 0.366 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact: Jason B. Beasley	NCDOT Contact No: (252)830-3495
Location Description: NC 43 AT NC 102 CALICO	
Contractor Name: BARNHILL CONTRACTING CO	
Contract Amount: \$912,740.00	
Work Began: 09/29/2025	Letting Date: 04/23/2025
Original Completion Date: 03/15/2026	Revised Completion Date:
Latest Payment Thru: 02/28/2026	
Latest Payment Date: 03/04/2026	Construction Progress: 74.72%

Contract Number: DB00615	Route: -, SR-1108, SR-1216 SR-1217, SR-1258, SR-1351
Division: 2	County: Pitt
TIP Number:	
Length: 13.83 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact: Stanley L. Harrell	NCDOT Contact No: (252)527-0053
Location Description: PITT COUNTY	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$0.00	
Work Began: 02/10/2026	Letting Date: 11/12/2025
Original Completion Date: 08/12/2027	Revised Completion Date: 08/14/2027
Latest Payment Thru:	
Latest Payment Date:	Construction Progress: 0%

Contract Number: DB00620	Route: -
Division: 2	County: Pitt
TIP Number:	
Length: 10.05 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact: Jason B. Beasley	NCDOT Contact No: (252)830-3495
Location Description: PITT COUNTY	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$0.00	
Work Began:	Letting Date: 11/12/2025
Original Completion Date: 08/12/2027	Revised Completion Date:
Latest Payment Thru:	
Latest Payment Date:	Construction Progress: 0%



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**Mid-East Rural Planning Organization
3/12/2026 Joint Meeting of the TCC & TAC
Agenda Abstract**

Agenda Section: K) Items for Presentation – NC Department of Transportation
Agenda Title: 3. Transportation Planning Division Report
Presenter(s): Michael Raynor, EI

Summary of Information:

Updates from the NCDOT Transportation Planning Division will be given by Michael Raynor, TPD Coordinator for the Mid-East RPO and Greenville Urban Area MPO.

Staff Recommendations/Motions:

Attachments:



**Mid-East Rural Planning Organization
3/12/2026 Joint Meeting of the TCC & TAC
Agenda Abstract**

Agenda Section: L) Informational Items
Agenda Title: 1. 2026 State Ethics Commission Filings for TAC Members
Presenter(s): Sam Singleton

Summary of Information:

All voting members and alternates on MPO and RPO Transportation Advisory Committees (TACs) are required to file annual Statement of Economic Interest (SEI) and Real Estate Disclosure (RED) forms with the North Carolina State Ethics Commission. These two forms are filed at the time of initial appointment to a TAC, and thereafter, during the annual filing season – which runs concurrent to tax season (January to April 15th).

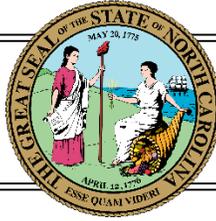
For TAC members who have not done so yet, please visit: <https://ethics.nc.gov/seis/electronic-filing> to file your SEI and RED forms by the deadline: Wednesday, April 15, 2026. Failure to do so may result in fines of up to \$500 annually.

Please contact RPO staff with any questions relating to filing.

Staff Recommendations/Motions:

Attachments:

- 2026 State Ethics Commission Newsletter (P.P. 77-80)



P.O. BOX 27685
 RALEIGH, NORTH CAROLINA 27611 (919) 814-3600

(919) 814-3600
<https://ethics.nc.gov/>

March 2026

It's that time Again.....

Your Annual Statement of Economic Interest is Due on April 15th!



Get ready to cross the finish line! April 15th is the 2026 Statement of Economic Interest (“SEI”) filing deadline for currently serving SEI filers. If you have already filed your 2026 SEI you are already a winner! That includes those currently in State elected offices who filed their 2026 candidate SEI for that office.

Also, if you were a State elected official (legislator, judge, district attorney, or clerk of court) whose service ended in 2025, you are required to file a post-service 2026 SEI by April 15th.

Are you ready to accelerate your SEI filing? Then we encourage you to file your SEI electronically. In 2025, over 95% of SEI filers chose to e-file because e-filing is convenient, fast, and efficient. E-filing provides immediate confirmation of your filing and ensures that your information is saved for future filings.

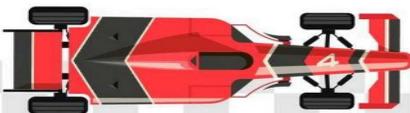
The SEI e-filing system guides you through a series of questions designed to automatically determine what type of filing is necessary based on the answers you provide and generates the appropriate completed form at the end of the process (either a No-Change form SEI or a Long form SEI). The system even emails a copy of your completed form to you!

If you don't receive a confirmation as soon as you e-file, you have not successfully submitted your SEI. Please log back into your e-filing account, make sure you completed all sections, and hit the “submit” button.

Here are the links to access the SEI e-filing superstore: <https://ethics.nc.gov/seis/regular-and-post-service-filers>

MPO/RPO TAC Filers (e-file and manual): <https://ethics.nc.gov/seis/electronic-filing>

We still offer manual filing for those who cannot file electronically but we hope you will give electronic filing a try. Trust us, we're the Ethics Commission. You will be surprised at how easy it really is and who wants the hassle of printing out a manual/paper form and mailing or delivering it to us.



AVOID A PENALTY!

If your goal is to make it to the finish line, don't race through the questions. The SEI is a legal document, so carefully read over each question before answering. If you miss a question or provide incomplete information, you will be asked to file again.

- **Income Question:** You should list all income sources (not amounts) of over \$5,000. Some filers select “*I had no reportable income over \$5,000*” which in many cases is inaccurate. For instance, if you or your immediate family members are employed, you most likely had income of \$5,000 or more and therefore must disclose the source of that income.
- **Reason for Filing** During the e-filing process, keep in mind the ***Reason for Filing*** questions apply to those positions you hold which require that you file an SEI.
 - Example A. - You are a professor at a university, but the reason why you are required to file an SEI is because you are currently serving or being considered to serve on the Plant Conservation Board. You would **ONLY** select the Board as your reason for filing.
 - Example B. – You are a **covered** employee with the Department of Justice, and you serve on the Dispute Resolution Commission. You would select **BOTH** the agency **AND** the Board. If you are required to file due to service with multiple entities, you should list them all on one SEI to avoid the need for multiple filings.
- **Missing Real Estate Disclosure Form (RED) for RPO/MPO filers** If you are filing because you serve on an MPO/RPO Transportation Advisory Committee ("TAC"), you must select your TAC as your “Reason for Filing.” Otherwise, the e-filing system will not prompt you to complete a Real Estate Disclosure ("RED") form. Manual filers, make sure you file both an SEI and a RED.
- **Paper/Manual SEI Filing** This is a last resort if you are unable to e-file. You must answer all required questions and check the applicable boxes, or your SEI will be rejected as incomplete and you will need to refile and possibly miss the filing deadline.

Frequently Asked SEI Questions

Q: Who must file an SEI?

A: Members of State boards and Transportation Advisory Committees; member of the Governor’s Cabinet and Council of State; legislators; judicial officers (justices, judges, district attorneys, clerks of court); and State employees in certain exempt positions.

Q: Do I have to file if my term on a Board or Commission has expired or will expire before April 15?

A: It depends. Even if your term has expired or will expire on or before April 15, 2026, you will continue to serve until your replacement is appointed **and** sworn in. You therefore are obligated to file an SEI.

Q: Where Can I Check My Agency or Board’s SEI Compliance?

A: You can check compliance, including your SEI filing date and education received date here:

<https://ethicssei.nc.gov/Tools/Report>

TEST YOUR ALERTNESS, SKILL, AND DISCIPLINE

Income Disclosure:

If Mr. Smith and his spouse earned a salary as a State employee in 2025, must they report this income in response to Question 6 on the SEI?

- Yes, Mr. Smith should report any income over \$5,000 received by him, his spouse, or another immediate family member in response to the income question on the SEI. Although the identity of the employer may have already been listed in response to the employer question at the beginning of the SEI, the income question should also include this information.

Stock Questions:

As of December 31, 2025, Mr. Smith owned stock valued at \$9,600 in GM and \$11,500 in Google. He also owned \$22,700 in a technology-focused mutual fund which holds stock in Apple as well as other technology companies. What should Mr. Smith list in response to the stock question on the SEI?

- Mr. Smith **is not** required to report the GM stock because, as of December 31st, it did not meet the \$10,000 reporting threshold for individual stocks.
- Mr. Smith **is** required to report the Google stock because it was over \$10,000 in value as of December 31st.
- Question 3 excludes stocks owned in mutual funds from the reporting requirement. Although the value of Mr. Smith's interest in the technology mutual fund exceeded \$10,000, that interest is not reportable.

Ms. Jones has extensive stock ownership. Can she just list the name of her brokerage firm?

- **No!** Each filer is obligated to disclose those interests on their SEI. This enables members of the public and the filer's colleagues to understand the filer's interests in the event there is a potential conflict of interest. Stocks may be listed on the SEI or on an attachment to the SEI. But please don't specify the value or number of shares owned.

Filing a No Change Form:

Mr. Wilson files a No Change SEI every year because it's more convenient than answering the questions on the Long Form SEI. Is that okay?

- **No!** Before filing an SEI each filer is obligated to carefully review the last filed Long Form and confirm that there have been no changes to any required disclosures, such as employment and income, business interests, stock holdings, and service on non-profit boards. When filing a No Change SEI, the filer must verify that there have been no changes to the interests disclosed on the last filed Long Form SEI.

HERO CORNER –
Because Ethics Liaisons are our heroes!

We greatly value and appreciate your support in assisting the Ethics Commission in ensuring compliance with the State Government Ethics Act. With over 6,500 public officials subject to the SEI filing and ethics education requirements, we cannot achieve full compliance without you keeping us updated on changes to public officials and encouraging those officials to 100% compliance with SEI and education requirements. **Please remember, if we aren't notified about changes to membership or the EL doesn't follow up with those who are out of compliance, it can result in an employee or board member being placed on our SEI or education noncompliance lists.**



As we approach the busiest time of the SEI filing season, we ask that you please check your board, commission, or agency's roster of covered persons on the [Compliance Report \(https://ethicssei.nc.gov/Tools/Report\)](https://ethicssei.nc.gov/Tools/Report). This is a great tool for tracking SEI and education compliance. If the information found on the compliance report is not current or the list of members or employees needs updating, please report any changes on our convenient [New Covered Person or Ethics Liaison Form | Ethics Commission \(https://ethics.nc.gov/ethics-liaison/new-covered-person-or-ethics-liaison-form\)](https://ethics.nc.gov/ethics-liaison/new-covered-person-or-ethics-liaison-form).

Sincerely,



*Aaron, Angela, David, Katie, Kathy,
Jameson, Jane, Mary, Susy, and Tracey*

Your Friends at the State Ethics Commission.

AND THE NOMINEES FOR MOST VALUABLE PIT CREW MEMBER ARE

Wanda Jenkins of Fayetteville State University assumes responsibility for her crew members. She performs inspections to track crucial data needed by the Ethics Commission. With a leader like Wanda, the university's covered employees and trustees will cross the Ethics compliance finish line in record time!

Rick Long's Military Affairs Commission roared off the starting line, with his team being amongst the first to file. With Rick managing communication between his commissioners and the Ethics Crew, the MAC team is on its way to finishing ahead of the pack!

Lindsey Wakely at the State Board of Elections was quick off the starting line, providing lists of candidates for State office so the SEI Unit could help candidates file their SEIs. And she red-flagged withdrawn candidates quicker than you can say "return to pit lane."





**Mid-East Rural Planning Organization
3/12/2026 Joint Meeting of the TCC & TAC
Agenda Abstract**

Agenda Section: L) Informational Items

Agenda Title: 2. Next Joint Meeting

Presenter(s): Sam Singleton

Summary of Information:

The next joint meeting of the TCC & TAC will be on Thursday, May 14, 2026 at 10:00 AM. The meeting is tentatively set to be held in Martin County.

Staff Recommendations/Motions:

Attachments:

- Mid-East RPO TCC & TAC FY 2026 Joint Meeting Schedule (P. 82)



**Mid-East Rural Planning Organization
Technical Coordinating Committee (TCC) & Transportation Advisory Committee (TAC)
FY 2025-2026 Joint Meeting Schedule**

Thursday, July 31, 2025 9:00 AM	In-Person (Virtual link available upon request)	Farmville Public Library 4276 West Church Street Farmville, NC 27828
Thursday, September 11, 2025 10:00 AM	In-Person (Virtual link available upon request)	Beaufort County Community College – Building 10 5337 US Hwy 264 E Washington, NC 27889
Thursday, November 13, 2025 10:00 AM	In-Person (Virtual link available upon request)	NC Telecenter 415 East Blvd, #130 Williamston, NC 27892
Thursday, January 8, 2026 10:00 AM *TCC Only*	In-Person (Virtual link available upon request)	Farmville Public Library 4276 West Church Street Farmville, NC 27828
Tuesday, January 20, 2026 1:00 PM *TAC Only*	In-Person (Virtual link available upon request)	Mid-East Commission 1502 N Market Street, Suite A Washington, NC 27889
Thursday, March 12, 2026 10:00 AM	In-Person (Virtual link available upon request)	Beaufort County Board of Commissioners' Meeting Room 136 W 2 nd Street Washington, NC 27889
Thursday, May 14, 2026 10:00 AM	In-Person (Virtual link available upon request)	Martin County Location TBA

The Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC) typically hold joint meetings. Unless otherwise noted in the fiscal year (FY) meeting schedule, TCC-TAC meetings are held on the second Thursday of every odd-numbered month at 10:00 AM. The in-person location of each meeting typically rotates between Beaufort, Martin, and Pitt counties. All joint meetings of the TCC and TAC are open to the public. At each meeting, members of the public will have an opportunity to address the TCC and TAC. Each speaker will be limited to three (3) minutes, and each group's representative will be limited to a maximum of five (5) total minutes.

This information is available in Spanish or any other language upon request as well as to persons with disabilities. Please contact the Mid-East Rural Transportation Planner at (252) 974-1822 or at 1502 N. Market St., Suite A, Washington, NC 27889 for accommodations for this request.

Esta información está disponible en español o en cualquier otro idioma bajo petición. De igual forma, la información está disponible para personas con discapacidad. Por favor, póngase en contacto con el Mid-East RPO, Planificador de Transportación Rural, al (252) 974-1822 o visítenos en 1502 N. Market St., Suite A, Washington, NC 27889 para esta solicitud.