

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

Thursday, May 14, 2026 ▪ 10:00 AM
NC Telecenter – Conference Room
415 East Blvd, #130 ▪ Williamston, NC 27892

Virtual (Zoom) link 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. 5/14/2026 Joint Meeting Agenda – TCC Chairman Alligood & TAC Chairman Bond **P. 2**
- E) Approval of Meeting Minutes**
1. 3/12/2026 Joint Meeting Minutes – TCC Chairman Alligood & TAC Chairman Bond **P. 3**
- F) Public Comments** **P. 4**
- G) Items for Presentation – NCDOT Division of Planning & Programming**
1. Confident Scope and Cost Estimate – Jorge Maturano, EI **P. 5**
- H) Item for Presentation and Decision**
1. Mid-East RPO Comprehensive Safety Action Plan – Liz Byrom, PhD, PE & Sam Singleton **P. 7**
- I) Public Hearings and Items for Decision**
1. Adoption of FY 2026-2027 Planning Work Program – Sam Singleton **P. 9**
2. Adoption of Prioritization 8.0 Local Input Point Assignment Methodology – Sam Singleton **P. 21**
3. Endorsement of Amended Memorandum of Understanding – Sam Singleton **P. 39**
- J) Items for Decision**
1. Adoption of TCC Bylaws – Sam Singleton **P. 65**
2. Adoption of TAC Bylaws – Sam Singleton **P. 74**
3. Adoption of TCC-TAC Joint Meeting Schedule for the remainder of CY 2026 – Sam Singleton **P. 82**
4. Appointment of Prioritization 8.0 County Priority Officials – Sam Singleton **P. 84**
5. Approval of Prioritization 9.0 Express Design Request #2 – Sam Singleton **P. 86**
6. Ratification of Letters of Support for Ferry Division Grant Applications – Sam Singleton **P. 95**
7. Recognition of outgoing TCC Chairman Brian Alligood – Sam Singleton **P. 98**
- K) Chair and Vice-Chair Elections**
1. Election of TCC Chair and Vice-Chair for terms ending January 2027 – Sam Singleton **P. 100**
2. Election of TAC Chair and Vice-Chair for terms ending January 2027 – Sam Singleton **P. 101**

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L) Items for Presentation – RPO Staff

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|--|--------|
| 1. Pedestrian Safety Project Selections – Sam Singleton | P. 102 |
| 2. House Bill 1109, STI Study Recommendation – Sam Singleton | P. 108 |
| 3. 15 th Street Project (U-5860) Update – Sam Singleton | P. 110 |

M) Items for Presentation – NC Department of Transportation

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|--|--------|
| 1. Division 1 Report – Chris Slachta & Brooks Braswell, PE | P. 113 |
| 2. Division 2 Report – Len White & Roham Lahiji | P. 116 |

N) Informational Items

1. Next Joint Meeting – Sam Singleton

O) Adjournment

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.

Mid-East Rural Planning Organization
May 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
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
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
Marshall Gill, PE	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
5/14/2026 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
5/14/2026 Joint Meeting of the TCC & TAC
Agenda Abstract**

Agenda Section: D) Approval of Joint Meeting Agenda
Agenda Title: 1. 5/14/2026 Joint Meeting Agenda
Presenter(s): TCC Chairman Alligood & TAC Chairman Bond

Summary of Information:

Agenda for the May 14, 2026 Joint Meeting of the Mid-East RPO Technical Coordinating Committee (TCC) & Transportation Advisory Committee (TAC).

Staff Recommendations/Motions:

1. Motion to approve the 5/14/2026 Joint Meeting Agenda
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Attachments:



**Mid-East Rural Planning Organization
5/14/2026 Joint Meeting of the TCC & TAC
Agenda Abstract**

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

Summary of Information:

Minutes of the March 12, 2026 Joint Meeting of the Mid-East RPO Technical Coordinating Committee (TCC) & Transportation Advisory Committee (TAC) will be presented for approval at the **next** joint meeting of the TCC and TAC.

Staff Recommendations/Motions:

Attachments:



Mid-East Rural Planning Organization
5/14/2026 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
5/14/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: G) Items for Presentation – NCDOT Division of Planning & Programming
Agenda Title: 1. Confident Scope and Cost Estimate
Presenter(s): Jorge Maturano, EI

Summary of Information:

NCDOT has recently established a Confident Scope and Cost Estimate (CSCE) milestone within the project delivery process. Confident Scope is the point in time in preliminary engineering at which the project team agree that the project’s scope is solidified and shouldn’t change substantially moving forward. A cost estimate based on the solidified scope is generated at this milestone. Only minor tweaks to the project scope, with minimal impact on the project cost, would be expected to occur after a project reaches this milestone. For NCDOT administered projects, the timing of Confident Scope will vary based on several factors. For locally administered projects, for consistency across the state, the Confident Scope is achieved once the Design Recommendation Plan Set or 25% Plans is completed.

Jorge Maturano, EI will provide an overview of this new milestone. Mr. Maturano is a Senior Program Engineer with the NCDOT Division of Planning and Programming.

Staff Recommendations/Motions:

Attachments:

- *Confident Scope Status for MERPO Projects (P.6)*

Powerpoint slides will be distributed to TCC & TAC members after the meeting

Confident Scope Status as of March 24, 2026
Mid-East Rural Planning Organization

Project ID	Div	MPO/RPO	County	Description	Design Rec. Plan Set (25% Plans) Complete	Confident Scope Achieved	Funding Program Description	ROW Acquisition Begins	Letting Type	Let Date	STIP Status
EB-5979	1	Mid-East RPO	MARTIN	US 17 BUSINESS (EAST MAIN STREET), SKEWARKEE TRAIL TO US 17. CONSTRUCTION OF A 10 FOOT WIDE MULTI-USE PATH.	Not Yet	Not Yet	BIKE & PED - STI (PRIORITIZATION)	9/18/2026	Division POC Let (DPOC)	1/29/2027	Delivery
R-5810	1	Mid-East RPO	MARTIN	US 17 FROM SR 1119 (RALPH TAYLOR ROAD) TO SR 1205 (HOLLY CREEK ROAD). ACCESS MANAGEMENT.	Yes	Yes	HIGHWAY - STI (PRIORITIZATION)	8/13/2024	Division Design Raleigh Let (DDRL)	10/20/2026	Delivery
R-5879	1	Mid-East RPO	MARTIN	MARTIN COUNTY AT US 13/US 17 AT MAIN STREET IN WILLIAMSTON.IMPROVE INTERSECTION.	Yes	Yes	HIGHWAY - STI (PRIORITIZATION)	10/29/2027	Raleigh Letting (LET)	10/15/2030	Delivery
AV-5743	2	Mid-East RPO	BEAUFORT	WARREN FIELD AIRPORT (OCW), ACQUIRE LAND FOR AND CONSTRUCT RUNWAY 5-23 EXTENSION AND TAXIWAY.	Not Yet	Not Yet	AVIATION - STI (PRIORITIZATION)	7/11/2029	NON - DOT LET (Aviation)	7/9/2031	Delivery
U-5860	2	Mid-East RPO	BEAUFORT	SR 1306 (15TH STREET),FROM US 17 BUSINESS (CAROLINA AVENUE)TO BROWN STREET, WIDEN TO MULTI-LANES	Yes	Yes	HIGHWAY - STI (PRIORITIZATION)	6/26/2026	Division Design Raleigh Let (DDRL)	6/20/2028	Delivery



Mid-East Rural Planning Organization
5/14/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: H) Items for Presentation and Decision
Agenda Title: 1. Mid-East RPO Comprehensive Safety Action Plan
Presenter(s): Liz Byrom, PhD, PE & Sam Singleton

Summary of Information:

Over the past year, Mid-East RPO staff has worked closely with NCDOT, Kittelson & Associates, local governments, and other agencies on the development of a Comprehensive Safety Action Plan for the Mid-East RPO region: Beaufort County, Martin County, and the areas of Pitt County not within the boundaries of the Greenville Urban Area MPO. The plan represents a holistic multimodal strategy to improve roadway safety for all who travel within the region, and targets a goal of zero deaths and serious injuries on roadways in the region by 2045.

Liz Byrom, PhD, PE is a Senior Engineer with Kittelson & Associates, and has served as the Project Manager for the Mid-East RPO Comprehensive Safety Action Plan. Dr. Byrom will provide an overview of the plan, and present its recommendations. Following this, the TAC will have the opportunity to adopt the Mid-East RPO Comprehensive Safety Action Plan via Resolution 2026-02.

Staff Recommendations/Motions:

1. Motion to adopt Resolution 2026-02.

Attachments:

- *Mid-East RPO Comprehensive Safety Action Plan Final Report Materials* ([click here to download](#))
- *Resolution 2026-02: Resolution Adopting the Mid-East Rural Planning Organization Comprehensive Safety Action Plan (P.8)*

Powerpoint slides will be distributed to TCC & TAC members after the meeting

MID-EAST RURAL PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE

RESOLUTION 2026-02
ADOPTING THE MID-EAST RURAL PLANNING ORGANIZATION
COMPREHENSIVE SAFETY ACTION PLAN

WHEREAS, the Mid-East Rural Planning Organization (RPO) provides cooperative, comprehensive, and continuing transportation planning services for Beaufort County, Martin County, and the areas of Pitt County not within a Metropolitan Planning Organization; and

WHEREAS, the Transportation Advisory Committee is the duly recognized transportation planning policy board for the Mid-East RPO; and

WHEREAS, between January 1, 2020 and December 31, 2024, there were a total of 14,684 crashes within the Mid-East RPO region;

WHEREAS, of the 14,684 reported crashes in the region, 286 resulted in serious injuries, and 116 resulted in a fatal injury; and

WHEREAS, the Mid-East RPO, in coordination with the North Carolina Department of Transportation (NCDOT), local governments, partner agencies, and Kittelson & Associates, has developed a Safety Action Plan (SAP) aimed at improving roadway safety throughout the Mid-East RPO region; and

WHEREAS, the SAP is grounded in the Safe System Approach and establishes a framework to reduce and ultimately eliminate fatal and serious injury crashes; and

WHEREAS, the SAP meets the requirements of a Comprehensive Safety Action Plan under the United States Department of Transportation's Safe Streets and Roads for All Program.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Advisory Committee hereby adopts the Mid-East Rural Planning Organization Comprehensive Safety Action Plan.

BE IT FURTHER RESOLVED, that the Mid-East RPO will work with NCDOT, local governments, and other partner agencies to implement the strategies identified in the SAP, and further integrate safety into the transportation planning and programming processes; and

BE IT FURTHER RESOLVED, that the Mid-East RPO affirms its vision of eliminating roadway-related fatalities and serious injuries by 2045.

ADOPTED, this the 14th day of May, 2026.

Dempsey Bond, Jr., Chairman

Samuel D. Singleton, Secretary



Mid-East Rural Planning Organization
5/14/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: I) Public Hearing and Item for Decision
Agenda Title: 1. Adoption of FY 2026-2027 Planning Work Program
Presenter(s): Sam Singleton

Summary of Information:

The Planning Work Program (PWP) serves as the budget for the Mid-East RPO and outlines planning priorities anticipated by RPO staff throughout the fiscal year. The North Carolina Department of Transportation has allocated **\$153,000** for the Fiscal Year 2026-2027 Mid-East RPO PWP:

80%	Federal State Planning & Research (SPR)	\$122,400
15%	State Local Match Assistance per NCGS 136-214	\$22,950
5%	Local Match (Shared equally by MERPO counties)	\$7,650

At its January 8, 2026 meeting, the TCC voted unanimously to recommend preliminary approval of the draft FY 2026-2027 PWP by the TAC. The TAC accepted this recommendation at its January 20, 2026 meeting, and voted unanimously to preliminarily approve the draft FY 2026-2027 PWP. The draft PWP was then delivered to the NCDOT Transportation Planning Division (TPD) for review and approval, which has been given.

The final draft PWP varies slightly from the draft PWP presented by staff in February. In late-April, NCDOT-TPD advised all RPOs that a new excel template has been developed, and that it will need to be utilized for all future PWPs. The new template includes an automated indirect cost calculator, aimed at preventing potential indirect cost errors. Slight modifications to certain PWP line items were necessary in order to balance the total FY 2026-2027 PWP allocation.

If adopted, the PWP will take effect on July 1, 2026.

Staff Recommendations/Motions:

1. Motion to enter into a public hearing.
2. Motion to close the public hearing.
3. Motion to adopt the FY 2026-2027 Planning Work Program

Attachments:

- Mid-East RPO FY 2026-2027 PWP Allocation (P. 10)*
- January 2026 preliminarily-approved FY 2026-2027 PWP (P.P. 11-14)*
- May 2026 final draft FY 2026-2027 PWP (P.P. 15-19)*
- FY 2026-2027 PWP Adoption Letter (P. 20)*



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

November 3, 2025

Mr. Sam Singleton, Planner
Mid-East Commission
1385 John Small Avenue
Washington, North Carolina 27889

Subject: Mid-East Rural Planning Organization FY 2027 allocation

Dear Mr. Singleton:

The North Carolina Department of Transportation has allocated Federal SPR (State Planning and Research) funds as detailed in the table below:

FY 2027 Mid-East RPO Allocation				
5% local match	15% State funds (Local Match Assistance per NCGS 136-214)	80% Federal SPR funds	Total maximum reimbursable amount from NCDOT (State and Federal)	Total not-to-exceed work plan Federal + State+ local match
\$7,650	\$22,950	\$122,400	\$145,350	\$153,000

The funds are available on a reimbursable basis according to an 80/5/15 cost share and are expected to be matched by a minimum 5% local funds.

Reimbursement for planning expenses should be made through the invoice submittal procedure as outlined by the RPO Administrative Procedures. Reimbursements will only be made for transportation planning expenses incurred in executing the work tasks described in your approved FY 2027 PWP, which is due by March 27, 2026.

If you have any questions or concerns, please feel free to contact me at agpatel1@ncdot.gov, (919)-707-0901.

Sincerely,

Alpesh Patel

Alpesh Patel
Director
Transportation Planning Division

Cc: Dominique Boyd, NCDOT

DRAFT

FY 2027 (July 1, 2026 - June 30, 2027)
PLANNING WORK PROGRAM
ANNUAL FUNDING SOURCES TABLE
MID-EAST RURAL PLANNING ORGANIZATION

TCC Preliminary Approval Recommendation: **January 8, 2026**
TAC Preliminary Approval: **January 20, 2026**

TASK CODE	WORK CATEGORY	RPO PROGRAM FUNDS			
		LOCAL	State	FEDERAL	TOTAL
		5%	15%	80%	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	\$ 1,500	\$ 4,500	\$ 24,000	\$ 30,000
II-2.1	Project Prioritization				
II-3	PROGRAM AND PROJECT DEVELOPMENT	\$ 500	\$ 1,500	\$ 8,000	\$ 10,000
II-3.1	STIP Participation				
II-3.2	Merger / Project Development				
II-4	GENERAL TRANSPORTATION PLANNING	\$ 850	\$ 2,550	\$ 13,600	\$ 17,000
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 of consultant-led study here	\$ -	\$ -	\$ -	\$ -
II-4.2.2	Special Study #2 - insert name of consultant-led study here	\$ -	\$ -	\$ -	\$ -
III. ADMINISTRATION OF TRANSPORTATION PLANNING AND POLICIES					
III-1	ADMINISTRATIVE ACTIVITIES	\$ 1,000	\$ 3,000	\$ 16,000	\$ 20,000
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	\$ 150	\$ 450	\$ 2,400	\$ 3,000
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	\$ 100	\$ 300	\$ 1,600	\$ 2,000
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

DRAFT **FY 2027 (July 1, 2026 - June 30, 2027)**
PLANNING WORK PROGRAM
Narrative
MID-EAST RURAL PLANNING ORGANIZATION

I. DATA COLLECTION AND ASSESSMENT		
I-1 DATA COLLECTION AND ASSESSMENT		\$ 5,000.00
I-1.1	Highway	
	Collect AADT and crash data throughout the region. Assess data and use to develop and/or identify potential prioritization and SPOT safety / HSIP projects.	
I-1.2	Other Modes	
	Collect data for non-highway modes. Begin assessing potential Prioritization 9.0 projects.	
I-1.3	Socioeconomic	
	Update socioeconomic and demographic data for all counties. Maintain and update parcel and centerline data for all counties.	
I-1.4	Title VI	
	Affirm RPO compliance with Title VI requirements. Perform LEP assessment where needed.	
II. TRANSPORTATION PLANNING		
II-1 COMPREHENSIVE TRANSPORTATION PLAN (CTP) DEVELOPMENT		\$ 400.00
II-1.1	Develop CTP Vision	
	Review 2014 Beaufort County CTP for potential update.	
II-1.2	Conduct CTP Needs Assessment	
	N/A	
II-1.3	Analyze Alternatives and Environmental Screening	
	N/A	
II-1.4	Develop Final Plan	
	N/A	
II-1.5	Adopt Plan	
	N/A	
II-2 PRIORITIZATION		\$ 30,000.00
II-2.1	Project Prioritization	
	Perform all Prioritization 8.0 local input point assignment tasks required by the NCDOT SPOT Office and the Mid-East RPO's P8.0 Local Input Point Assignment Methodology (adopted XX/XX/2026). Coordinate with consulting firms, and NCDOT Division 1, Division 2, and Feasibility Studies Unit on development of project express designs for Prioritization 9.0. Begin preparations for Prioritization 9.0.	
II-3 PROGRAM AND PROJECT DEVELOPMENT		\$ 10,000.00
II-3.1	STIP Participation	
	Review, and monitor changes to the 2026-2035 STIP and future 2028-2037 STIP. Coordinate with Divisions 1 & 2, STIP Unit and SPOT Office on any actions that need to be taken by MERPO. Keep TCC & TAC members updated on all matters relating to the STIP and MERPO projects within it.	
II-3.2	Merger / Project Development	
	Attend required merger meetings. Attend any local government and/or public meetings for projects in the merger process.	
II-4 GENERAL TRANSPORTATION PLANNING		\$ 17,000.00
II-4.1	Regional and Statewide Planning	

DRAFT **FY 2027 (July 1, 2026 - June 30, 2027)**
PLANNING WORK PROGRAM
Narrative
MID-EAST RURAL PLANNING ORGANIZATION

Attend meetings for the following: NCARPO, NCAMPO (As RPO Liason), Annual MPO conference, Annual NC Transportation Summit, Highway 17/64 Association, Southern Albemarle Association, Beaufort Area Transit System TAB, Martin County Transit TAB, Greenville MPO TCC, County Commissioners (as needed), City/Town Council (as needed). Also attend any meetings with local government officials and/or NCDOT when needed.

II-4.2 Special Studies, Projects and Other Trainings

If not adopted by June 30, 2026, continue development of MERPO Comprehensive Safety Action Plan. Participate in any special studies, projects, or other trainings as necessary.

II-4.2.1	Special Study #1 - insert name of consultant-led study here	\$	-
	N/A		
II-4.2.2	Special Study #2 - insert name of consultant-led study here	\$	-
	N/A		

III. ADMINISTRATION OF TRANSPORTATION PLANNING AND POLICIES

III-1 ADMINISTRATIVE ACTIVITIES \$ 20,000.00

III-1.1 Administrative Documents

Amend FY 2026-2027 PWP as needed. Prepare draft FY 2027-2028 PWP and present to TCC & TAC for preliminary approval and adoption. Prepare and submit quarterly reports and final yearly narrative and report. Update MOU, PIP, and other related documents as needed.

III-1.2 TCC / TAC Work Facilitation; Ethics Compliance

Prepare for and hold TCC & TAC meetings. Inform TAC members of ethics requirements and ensure they remain compliant. Assist TAC members with SEI & RED forms if needed. Inform State Ethics Commission of any TAC membership changes.

III-1.3 Program Administration

Provide transportation-related information and data to local governments and members of the public. Contact NCDOT staff concerning questions from officials, citizens, and TAC/TCC members. Includes phone calls, emails, etc. Update MERPO website as needed. Perform any and all tasks related to the administration of MERPO.

IV. DIRECT COSTS

IV-1 PROGRAMMATIC DIRECT CHARGES \$ 25,000.00

IV-1.1 Program-wide Direct Costs

Office supplies, printing, cost of space, hosted computer & telephone, equipment, subscriptions, ArcGIS software, mobile phone, and other direct costs.

IV-2 ADVERTISING \$ 50.00

IV-2.1 News Media Ads

Advertising costs for public hearings, workshops, and other meetings.

IV-3 LODGING, MEALS, INCIDENTALS \$ 3,000.00

IV-3.1 Hotel Costs

DRAFT **FY 2027 (July 1, 2026 - June 30, 2027)**
PLANNING WORK PROGRAM
Narrative
MID-EAST RURAL PLANNING ORGANIZATION

Costs for overnight stays at NCARPO quarterly meetings, annual MPO Conference, annual NC Transportation Summit, and other relevant meetings, conferences and trainings.

IV-3.2	Meal Costs		
	Meal costs while on overnight or extended travel.		
IV-3.3	Incidentals		
	Hotel parking, tips		
IV-4	POSTAGE	\$	50.00
IV-4.1	Mailings		

Costs for mailings associated with MERPO tasks or projects (surveys, notices, etc.)

IV-5	REGISTRATION / TRAINING	\$	2,000.00
IV-5.1	Conference Registration		
	Registration fees for NCAMPO Conference, and other relevant conferences.		
IV-5.2	Meeting / Workshop / Training Fees		
	Registration/class fees for relevant trainings.		

IV-6	TRAVEL	\$	500.00
IV-6.1	Mileage Reimbursement		

Mileage Reimbursement for personal vehicle if Mid-East Commission vehicle is unavailable.

IV-6.2	Car Rental Costs		
	N/A		
IV-6.3	Other Travel Expenses		
	Airfare, other.		

V. INDIRECT COSTS

V-1	INDIRECT COSTS APPROVED BY COGNIZANT AGENCY	\$	40,000.00
V-1.1	Incurred Indirect Costs		
	Indirect costs incurred by the Lead Planning Agency (LPA): Mid-East Commission		
RPO OPERATIONAL EXPENSE TOTAL		\$	153,000.00

FY 2027 (July 1, 2026-June 30, 2027)
 PLANNING WORK PROGRAM
 ANNUAL FUNDING SOURCES TABLE
 MID-EAST RURAL PLANNING ORGANIZATION

DRAFT

TASK CODE	WORK CATEGORY	RPO PROGRAM FUNDS				amount subject to indirect cost rate (ex: NICRA, etc)
		LOCAL	State	FEDERAL	TOTAL	Indirect rate
		5%	15%	80%	100%	42.48%
I. DATA COLLECTION AND ASSESSMENT						
I-1	DATA COLLECTION AND ASSESSMENT	\$ 250	\$ 750	\$ 4,000	\$ 5,000	\$ 3,612
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	\$ 289
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	\$ 2,055	\$ 6,165	\$ 32,880	\$ 41,100	\$ 29,694
II-2.1	Project Prioritization					
II-3	PROGRAM AND PROJECT DEVELOPMENT	\$ 500	\$ 1,500	\$ 8,000	\$ 10,000	\$ 7,225
II-3.1	STIP Participation					
II-3.2	Merger / Project Development					
II-4	GENERAL TRANSPORTATION PLANNING	\$ 850	\$ 2,550	\$ 13,600	\$ 17,000	\$ 12,282
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	\$ 1,000	\$ 3,000	\$ 16,000	\$ 20,000	\$ 14,450
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	\$ 1,260	\$ 3,781	\$ 20,163	\$ 25,204	\$ -

DRAFT

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	\$ 150	\$ 450	\$ 2,400	\$ 3,000	\$ -
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	\$ 100	\$ 300	\$ 1,600	\$ 2,000	\$ -
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	\$ 1,435	\$ 4,304	\$ 22,957	\$ 28,696	\$ 67,553
V-1.1	Incurred Indirect Costs					
If using the pink column, the value to the right is the indirect cost calculation						\$ 28,696
RPO OPERATIONAL EXPENSE TOTAL		\$ 7,650	\$ 22,950	\$ 122,400	\$ 153,000	

Signatures for original PWP approval

Approved by the TAC on: _____ 20__

Signature, TAC Chairman

Signature, RPO Secretary

If using MDTC as the basis for Indirect cost:	Enter Indirect Cost Rate here:				
Local %	State %	Federal	Total		
5%	15%	80%			
\$ -	\$ -	\$ -		Total Allocation	
\$ -	\$ -	\$ -	\$ -	Indirect	
\$ -	\$ -	\$ -	\$ -	Can Spend on Direct	

I. DATA COLLECTION AND ASSESSMENT

I-1 DATA COLLECTION AND ASSESSMENT \$ 5,000.00

I-1.1 Highway

Collect AADT and crash data throughout the region. Assess data and use to develop and/or identify potential prioritization and SPOT safety / HSIP projects.

I-1.2 Other Modes

Collect data for non-highway modes. Begin assessing potential Prioritization 9.0 projects.

I-1.3 Socioeconomic

Update socioeconomic and demographic data for all counties. Maintain and update parcel and centerline data for all counties.

I-1.4 Title VI

Affirm RPO compliance with Title VI requirements. Perform LEP assessment where needed.

II. TRANSPORTATION PLANNING

II-1 COMPREHENSIVE TRANSPORTATION PLAN (CTP) DEVELOPMENT \$ 400.00

II-1.1 Develop CTP Vision

Review 2014 Beaufort County CTP for potential update.

II-1.2 Conduct CTP Needs Assessment

N/A

II-1.3 Analyze Alternatives and Environmental Screening

N/A

II-1.4 Develop Final Plan

N/A

II-1.5 Adopt Plan

N/A

II-2 PRIORITIZATION \$ 41,100.00

II-2.1 Project Prioritization

Perform all Prioritization 8.0 local input point assignment tasks required by the NCDOT SPOT Office and the Mid-East RPO's P8.0 Local Input Point Assignment Methodology. Coordinate with consulting firms, and NCDOT Division 1, Division 2, and Feasibility Studies Unit on development of project express designs for Prioritization 9.0. Begin preparations for Prioritization 9.0.

II-3 PROGRAM AND PROJECT DEVELOPMENT \$ 10,000.00

II-3.1 STIP Participation

Review, and monitor changes to the 2026-2035 STIP and future 2028-2037 STIP. Coordinate with Divisions 1 & 2, STIP Unit and SPOT Office on any actions that need to be taken by MERPO. Keep TCC & TAC members updated on all matters relating to the STIP and MERPO projects within it.

II-3.2 Merger / Project Development

Attend required merger meetings. Attend any local government and/or public meetings for projects in the merger process.

II-4 GENERAL TRANSPORTATION PLANNING \$ 17,000.00

II-4.1 Regional and Statewide Planning

FY 2027 (July 1, 2026-June 30, 2027)
PLANNING WORK PROGRAM
Narrative
MID-EAST RURAL PLANNING ORGANIZATION

DRAFT

Attend meetings for the following: NCARPO, NCAMPO (As RPO Liason), Annual MPO conference, Annual NC Transportation Summit, Highway 17/64 Association, Southern Albemarle Association, Beaufort Area Transit System TAB, Martin County Transit TAB, Greenville MPO TCC, County Commissioners (as needed), City/Town Council (as needed). Also attend any meetings with local government officials and/or NCDOT when needed.

II-4.2 Special Studies, Projects and Other Trainings

If not adopted by June 30, 2026, continue development of MERPO Comprehensive Safety Action Plan. Participate in any special studies, projects, or other trainings as necessary.

II-4.2.1	Special Study #1 - insert name, if there is a special study	\$	-
	N/A		

II-4.2.2		\$	-
	N/A		

III. ADMINISTRATION OF TRANSPORTATION PLANNING AND POLICIES

III-1 ADMINISTRATIVE ACTIVITIES \$ 20,000.00

III-1.1 Administrative Documents

Amend FY 2026-2027 PWP as needed. Prepare draft FY 2027-2028 PWP and present to TCC & TAC for preliminary approval and adoption. Prepare and submit quarterly reports and final yearly narrative and report. Update MOU, PIP, and other related documents as needed.

III-1.2 TCC / TAC Work Facilitation; Ethics Compliance

Prepare for and hold TCC & TAC meetings. Inform TAC members of ethics requirements and ensure they remain compliant. Assist TAC members with SEI & RED forms if needed. Inform State Ethics Commission of any TAC membership changes.

III-1.3 Program Administration

Provide transportation-related information and data to local governments and members of the public. Contact NCDOT staff concerning questions from officials, citizens, and TAC/TCC members. Includes phone calls, emails, etc. Update MERPO website as needed. Perform any and all tasks related to the administration of MERPO.

IV. DIRECT COSTS

IV-1 PROGRAMMATIC DIRECT CHARGES \$ 25,204.00

IV-1.1 Program-wide Direct Costs

Office supplies, printing, cost of space, hosted computer & telephone, equipment, subscriptions, ArcGIS software, mobile phone, and other direct costs.

IV-2 ADVERTISING \$ 50.00

IV-2.1 News Media Ads

Advertising costs for public hearings, workshops, and other meetings.

IV-3 LODGING, MEALS, INCIDENTALS \$ 3,000.00

IV-3.1 Hotel Costs

Narrative

MID-EAST RURAL PLANNING ORGANIZATION

Costs for overnight stays at NCARPO quarterly meetings, annual MPO Conference, annual NC Transportation Summit, and other relevant meetings, conferences and trainings.

IV-3.2 Meal Costs		
	Meal costs while on overnight or extended travel.	
IV-3.3 Incidentals		
	Hotel parking, tips	
IV-4 POSTAGE		\$ 50.00
IV-4.1 Mailings		

Costs for mailings associated with MERPO tasks or projects (surveys, notices, etc.)

IV-5 REGISTRATION / TRAINING		\$ 2,000.00
IV-5.1 Conference Registration		
	Registration fees for NCAMPO Conference, and other relevant conferences.	
IV-5.2 Meeting / Workshop / Training Fees		
	Registration/class fees for relevant trainings.	
IV-6 TRAVEL		\$ 500.00
IV-6.1 Mileage Reimbursement		

Mileage Reimbursement for personal vehicle if Mid-East Commission vehicle is unavailable.

IV-6.2 Car Rental Costs		
	N/A	
IV-6.3 Other Travel Expenses		
	Airfare, other.	

V. INDIRECT COSTS

V-1 INDIRECT COSTS APPROVED BY COGNIZANT AGENCY		\$ 28,696.00
V-1.1 Incurred Indirect Costs		
	Indirect costs incurred by the Lead Planning Agency (LPA): Mid-East Commission	
RPO OPERATIONAL EXPENSE TOTAL		\$ 153,000.00



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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

May 14, 2026

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

Subject: MERPO Fiscal Year 2026-2027 Planning Work Program

Dear Mr. Raynor:

The Mid-East Rural Planning Organization's Technical Coordinating Committee and Transportation Advisory Committee met in joint session on May 14, 2026. Upon recommendation by the Technical Coordinating Committee, the Transportation Advisory Committee voted to adopt the Fiscal Year 2026-2027 (July 1, 2026 – June 30, 2027) Planning Work Program for the Mid-East Rural Planning Organization.

Sincerely,

Dempsey Bond, Jr., TAC Chairman

Samuel D. Singleton, Secretary

Cc: Bryant Buck, Mid-East Commission
Pat Harris, Mid-East Commission
Sherri Bunch, Mid-East Commission
Dominique Boyd, NCDOT-TPD



Mid-East Rural Planning Organization
5/14/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: 1) Public Hearing and Item for Decision
Agenda Title: 2. Adoption of 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.

At the March 12, 2026 joint meeting of the TCC & TAC, RPO staff presented the draft P8.0 LIPAM, which included moderate formatting changes, grammar corrections, and the replacement of P7.0 information with P8.0 information. Upon recommendation by the TCC, the TAC voted unanimously to preliminarily-approve the draft methodology. The draft methodology was then submitted by RPO staff to the NCDOT SPOT Office for review and approval by the Statewide Local Input Point Assignment Methodology Committee, which has since been given.

If adopted, the methodology will take effect immediately, and be utilized throughout the remainder of Prioritization 8.0.

Staff Recommendations/Motions:

1. Motion to enter into a public hearing.
 2. Motion to close the public hearing.
 3. Motion to adopt the Prioritization 8.0 Local Input Point Assignment Methodology.
-

Attachments:

- *Mid-East RPO Prioritization 8.0 Local Input Point Assignment Methodology (P.P. 22-38)*



MID-EAST RURAL PLANNING ORGANIZATION

Local Input Point Assignment Methodology

Prioritization 8.0

FINAL DRAFT

*Preliminarily approved by the Mid-East Rural Planning Organization
Transportation Advisory Committee on March 12, 2026.*

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.

Dempsey Bond, Jr., Chairman

Samuel D. Singleton, Secretary

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B. STI Law & Local Input Point Assignment Methodology..... P. 4

II. PUBLIC OUTREACH & SCHEDULE..... P. 10

A. Public Participation in Project Scoring Process..... P. 10

B. Prioritization Process and Timeline..... P. 10

III. DESCRIPTION OF CRITERIA AND WEIGHTS.....P. 13

IV. TOTAL SCORE AND PROJECT RANKING APPROACH..... P. 16

V. POINT ASSIGNMENT PROCESS..... P. 16

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)*

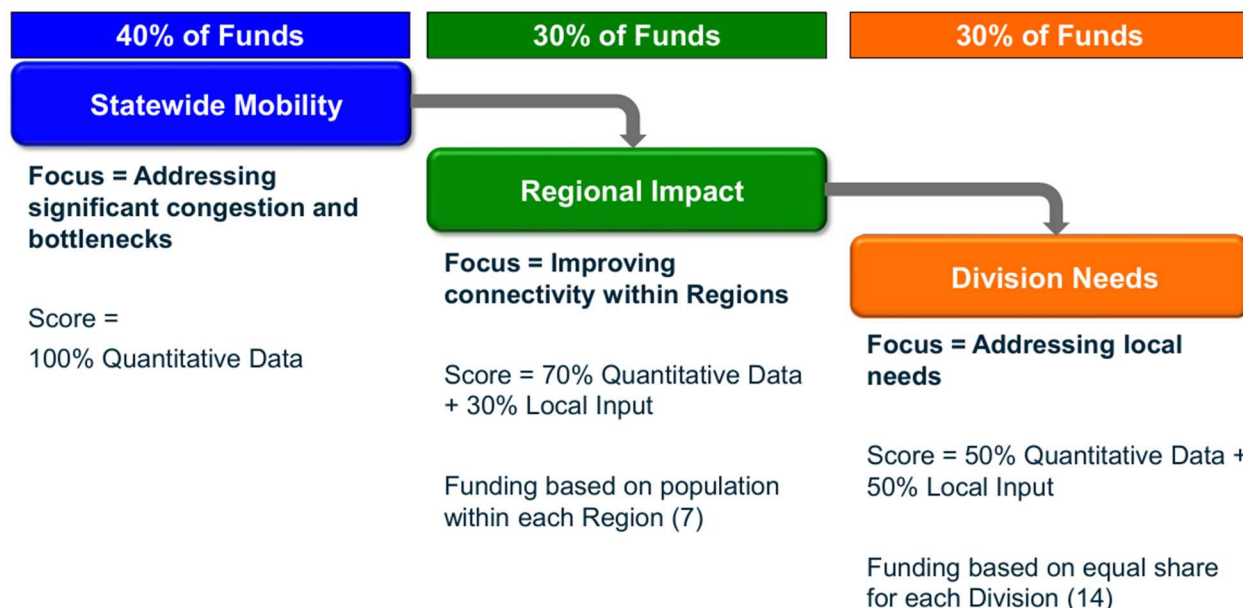
B. STI Law & Local Input Point Assignment Methodology

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.

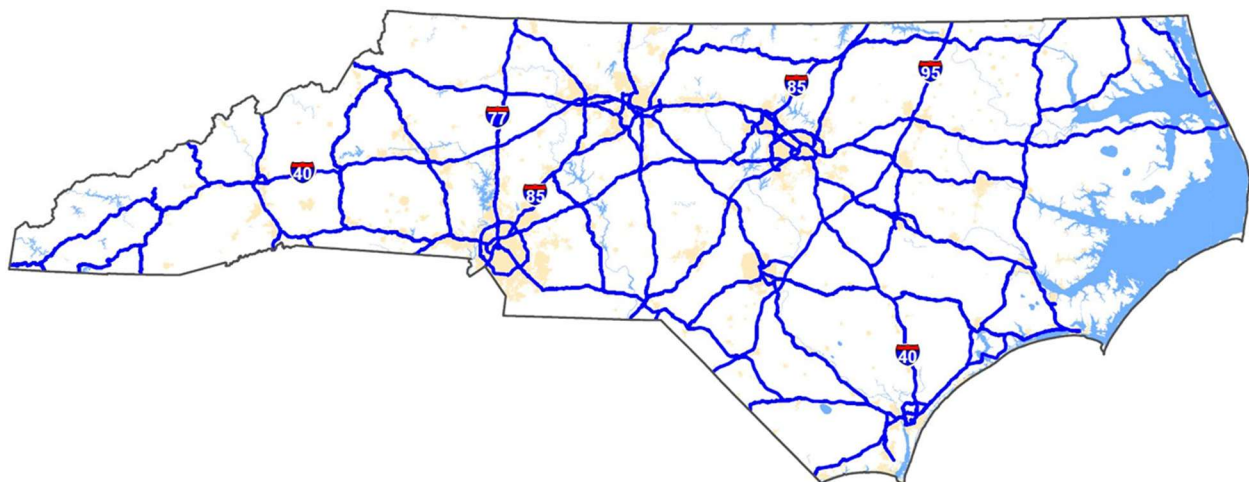


Only a small set of projects are eligible for Statewide Mobility funding – highway projects on routes that were designated as part of the National Highway System (NHS) prior to the passage of the Federal MAP-21 legislation, four-lane widening projects on unfinished segments of the 1989 “intrastate” system, 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.

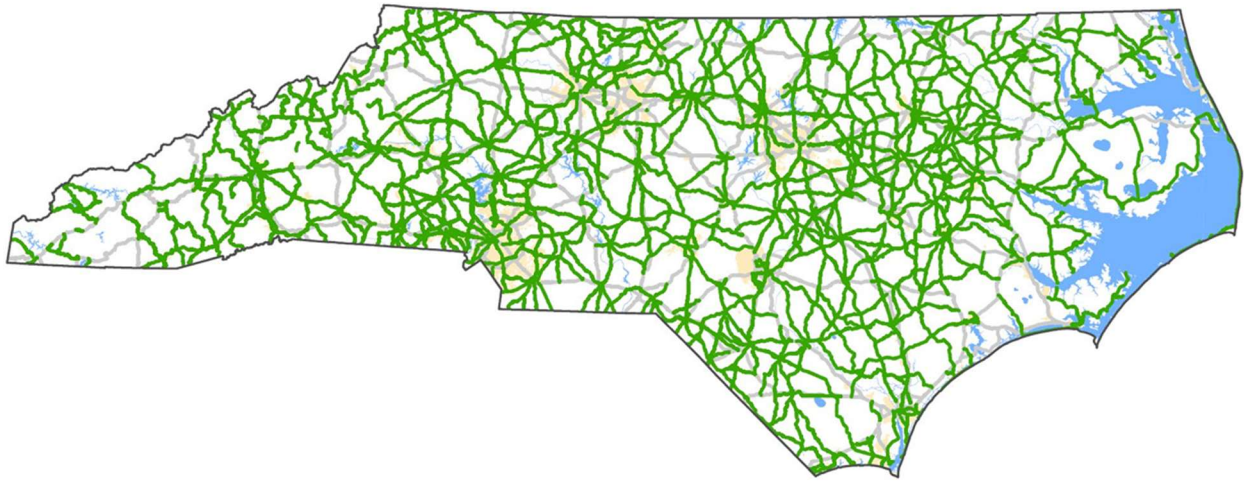
STI Categories & Eligibility Definitions:

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)

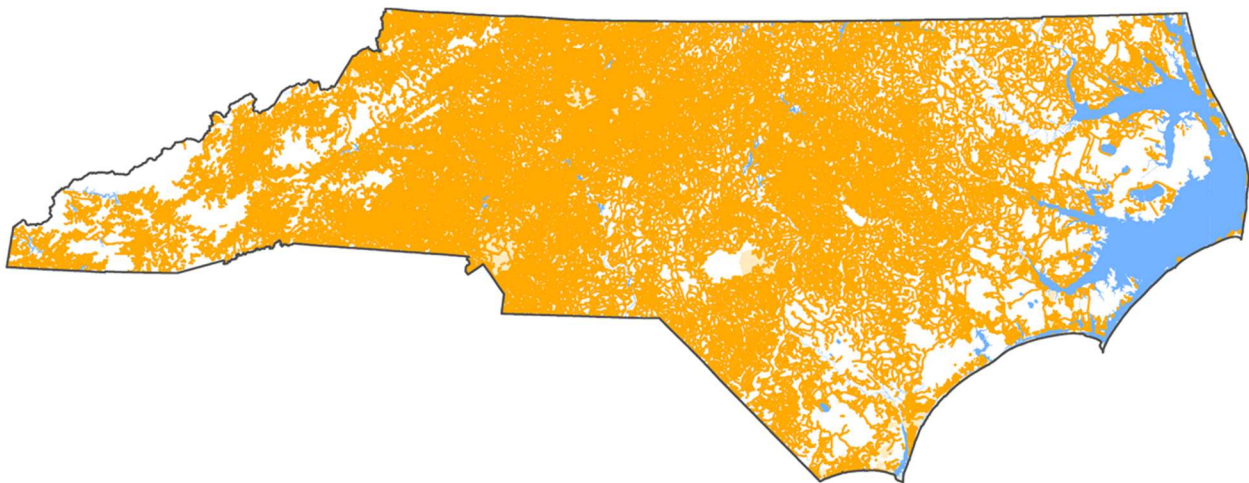
Highway Project Eligibility – Statewide Mobility:



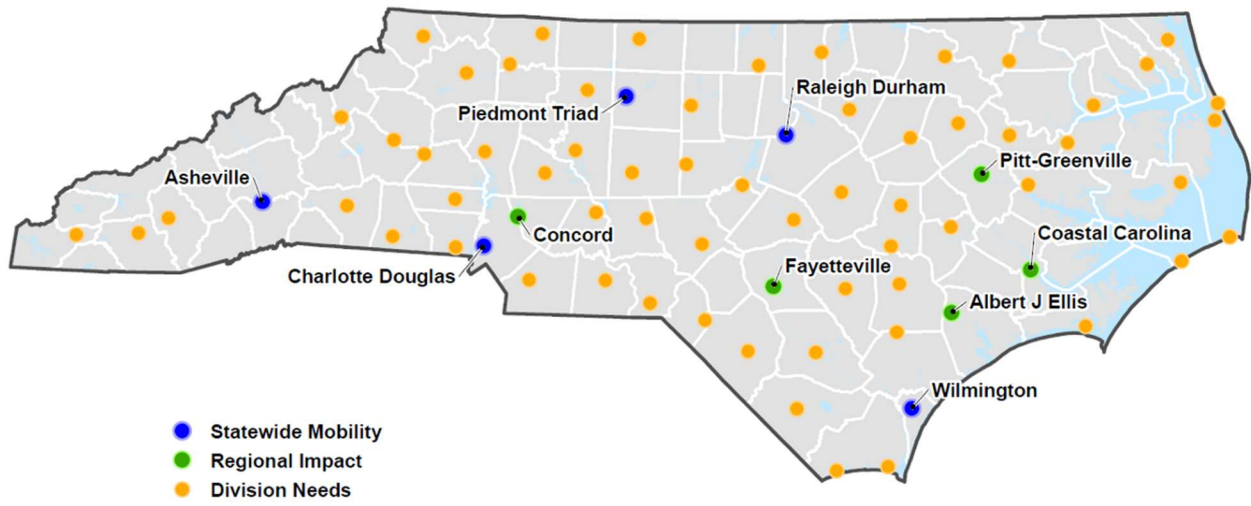
Highway Project Eligibility – Regional Impact:



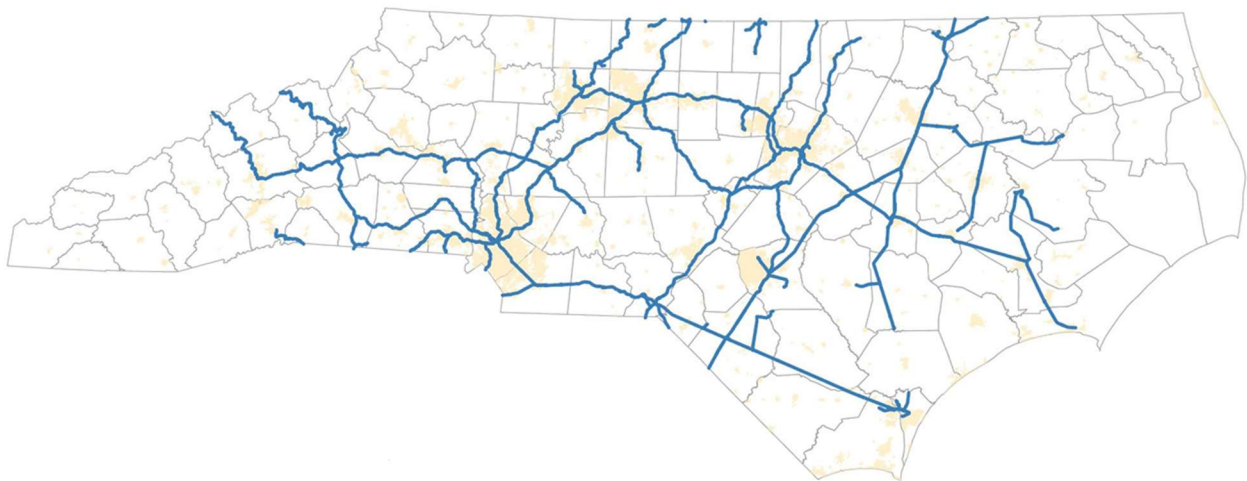
Highway Project Eligibility – Division Needs:



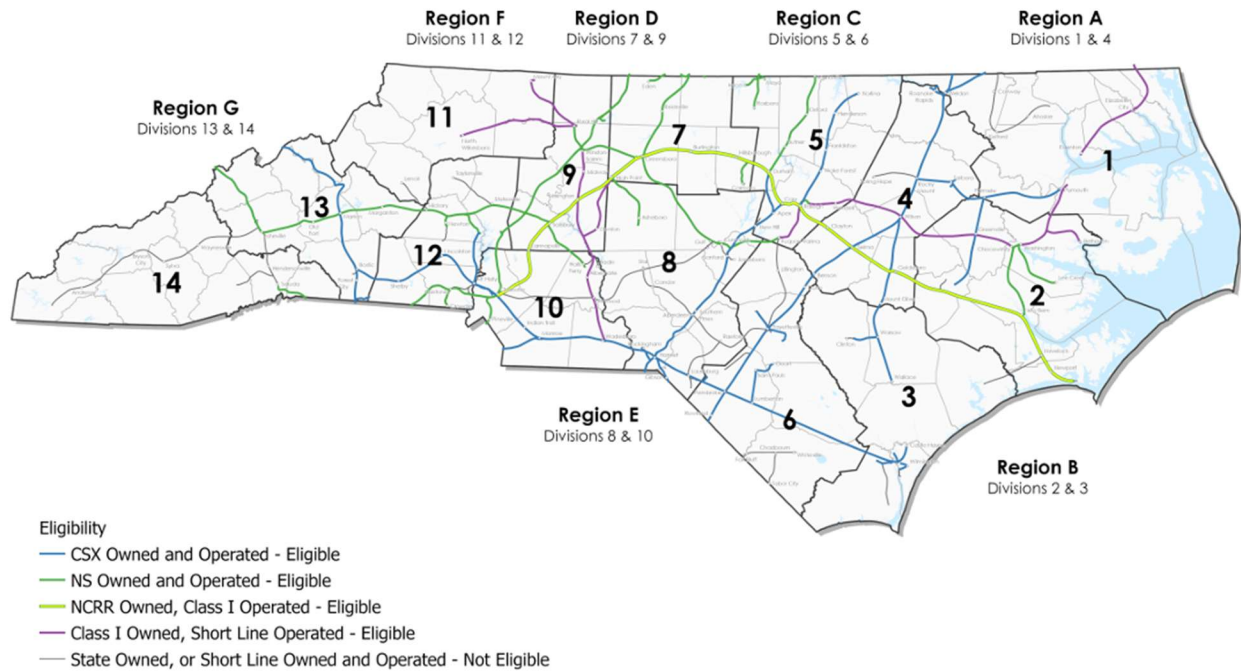
Aviation Project Eligibility – All Categories:



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.

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

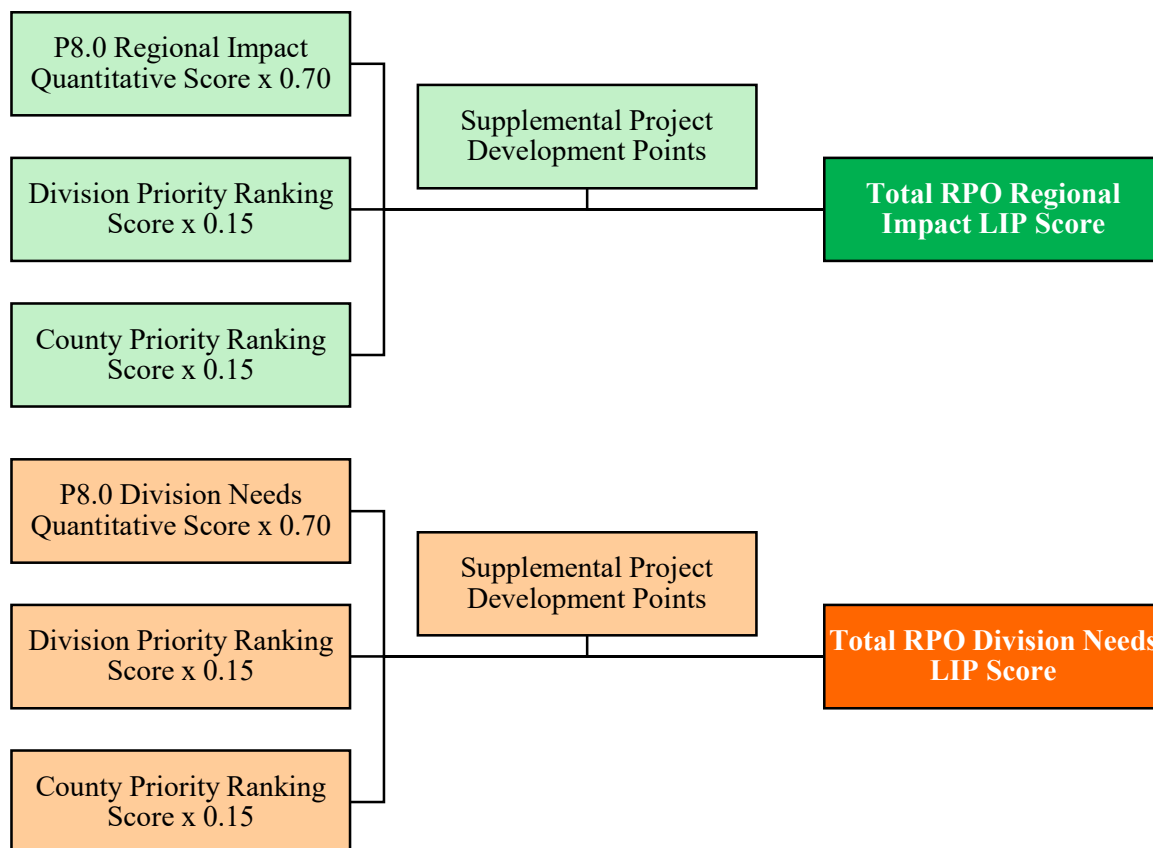
The following scoring criteria will be used to generate a score for each project submitted by MERPO in Prioritization 7.0, regardless of transportation mode. Each project will receive a score in the Regional Impact Category and/or Division Needs Category if it competes in that category.

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:

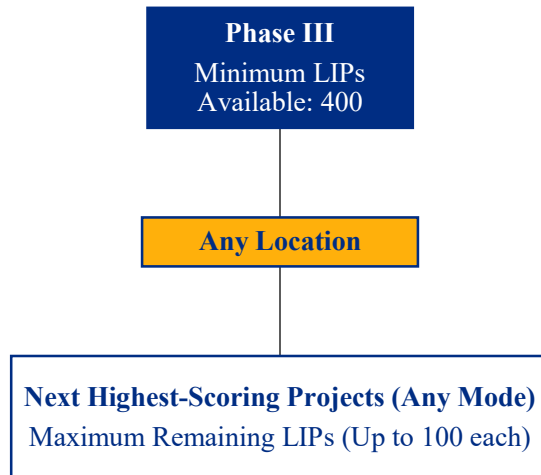
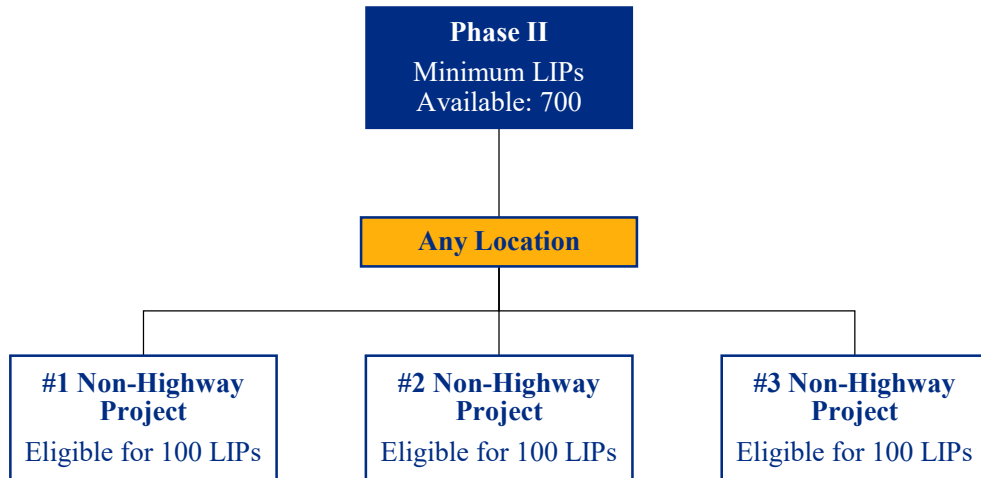
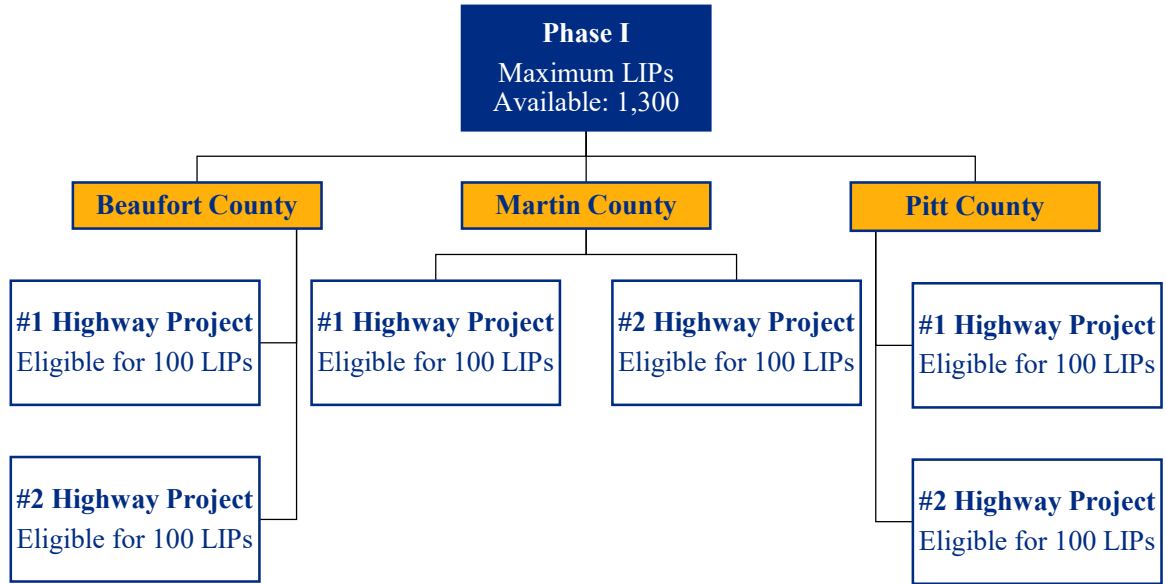


V. POINT ASSIGNMENT PROCESS

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
5/14/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: I) Public Hearing and Item for Decision
Agenda Title: 3. Endorsement of Amended Memorandum of Understanding
Presenter(s): Sam Singleton

Summary of Information:

At the March 12, 2026 joint meeting of the TCC & TAC, the Governing Documents Subcommittee was re-established. Membership of the subcommittee included: Brian Alligood, April Alligood*, Tina Brown, Andrew Brownfield*, Justin Oakes, Ben Rogers*, Chris Slachta, Brooks Braswell*, Len White, Roham Lahiji*, and Michael Raynor (* denotes alternate). The subcommittee met twice: March 30, 2026, and April 27, 2026. At the second meeting, the subcommittee voted unanimously to recommend TAC endorsement of an amended Memorandum of Understanding, and the adoption of bylaws for both the TCC and TAC.

All RPOs operate based off an adopted MOU. The MOU specifies the purposes, responsibilities, membership, and structure of the RPO, and is signed by each member county, each member municipality (optional), the lead planning agency (LPA), and the North Carolina Department of Transportation (NCDOT). The original MOU for the Mid-East RPO was signed on February 18, 2002. It was amended on February 6, 2006; May 20, 2010; and November 19, 2018.

Staff will provide an overview of the proposed amendments to the Mid-East RPO MOU, and answer any questions. Following this, the TAC will have the opportunity to endorse the amended MOU. If endorsed by the TAC, the MOU will then be presented to the following entities for adoption: Beaufort County Board of Commissioners, Martin County Board of Commissioners, Pitt County Board of Commissioners, Municipal Governing Boards (optional), the Mid-East Commission Board of Directors, and NCDOT (Secretary of Transportation). The Amended MOU will officially take effect once all required adoptions have taken place.

Staff Recommendations/Motions:

1. Motion to enter into a public hearing.
2. Motion to close the public hearing.
3. Motion to endorse the Amended Memorandum of Understanding

Attachments:

- *Current Amended Memorandum of Understanding (P.P. 40-48)*
- *Proposed Amended Memorandum of Understanding (P.P. 49-64)*

November 2018

**Amended Memorandum of Understanding for
Cooperative, Comprehensive and Continuing Transportation Planning
And the Establishment of a
Rural Transportation Planning Organization (RPO)
For**

Beaufort County and the participating municipalities therein; Pitt County and the non-MPO municipality therein; Martin County and the participating municipalities therein; and the North Carolina Department of Transportation (NCDOT), hereinafter collectively “the Parties”.

Witnesseth

Whereas, on February 6, 2006, the Parties entered into a Memorandum of Understanding which created the Mid-East Rural Planning Organization, hereinafter “RPO”; and,

Whereas, the RPO provides rural areas the opportunity to work in partnership with NCDOT toward the development of sound, short and long-range transportation planning for the rural areas of our region; and,

Whereas, the Parties have agreed to amend the original Memorandum of Understanding;

Now, therefore, the following Amended Memorandum of Understanding is made on this 19th day of November 2018.

Section 1. Purpose and Responsibilities. It is hereby agreed that the Parties intend to establish and participate in a Rural Transportation Planning Organization created for the general purposes and responsibilities outlined in the following:

1. Develop long-range local and regional multi-modal transportation plans in cooperation with the North Carolina Department of Transportation.
2. Provide a forum for public participation in the rural transportation planning process.
3. Develop and prioritize suggestions for transportation projects that the RPO believes should be included in the State Transportation Improvement Program (STIP).
4. Provide transportation-related information to local governments and other interested organizations and persons.
5. To conduct transportation related studies and surveys for local governments and other interested entities/organizations.
6. To perform other related transportation planning activities that shall be agreed upon between the RPO and the North Carolina Department of Transportation.

Section 2. Lead Planning Agency. It is hereby further agreed that the transportation plans and programs and land use policies and programs for the RPO will be coordinated by the Mid-East Commission, an agency selected on behalf of participating local governments and NCDOT, to be the administrative entity and to serve

as the lead local planning agency for coordinating rural transportation planning in the three county planning area. The RPO hereby authorizes Mid-East Commission to be the recipient of any funds appropriated to the RPO by NCDOT pursuant to North Carolina General Statute 136-213(c), or otherwise obtained by the RPO.

Section 3. Establishment of Transportation Advisory Committee (TAC). A Transportation Advisory Committee (TAC) is hereby established with the responsibility for serving as a forum for cooperative transportation planning decision making for the RPO. The TAC shall have the responsibility of keeping local elected governing boards informed of the status and requirements of the transportation planning process; to assist in the dissemination and clarification of the decisions, inclinations, and policies of the local elected governing boards and NCDOT; and to help ensure meaningful public participation in the rural transportation planning process.

1. The TAC will be responsible for carrying out the following:
 - a. Establishment of goals, priorities, and objectives for the transportation planning process.
 - b. Endorsement and review of changes to adopted transportation plans within the RPO.
 - c. Endorsement, review and approval of a Planning Work Program (PWP) for transportation planning which defines work tasks and responsibilities for the various agencies participating in the RPO.
 - d. Endorsement, review and approval of transportation improvement projects which support and enhance regional and local transportation improvement projects which support and enhance regional and local transportation within the three-county RPO.
2. The membership of the TAC shall consist of the following:
 - a. One County Commissioner representing Beaufort County. An alternate voting member may be designated from the Commissioners' Board.
 - b. One municipal elected official representing the municipalities within Beaufort County that by affirmative vote of their governing boards, have elected to become members of the Mid-East RPO, unless there are no municipalities included in the county's RPO planning area. The municipalities within Beaufort County that are members of the Mid-East RPO shall decide jointly on the elected official to represent the Beaufort County municipalities on the Mid-East RPO Transportation Advisory Committee. A majority vote of the Mayors shall determine the municipal representative.
Inaction by municipalities resulting in a vacant seat will automatically delegate the responsibility of selecting a municipal representative to Beaufort County.
An alternate voting member may also be designated for the municipal representative. These voting members and their respective alternates shall be identified by name in the Mid-East RPO TAC membership roster.
 - c. One County Commissioner representing Martin County. An alternate voting member may be designated from the Commissioners' Board.
 - d. One municipal elected official representing the municipalities within Martin County that by affirmative vote of their governing boards, have elected to become members of the Mid-East RPO, unless there are no municipalities included in the county's RPO planning area. The municipalities within Martin County that are members of the Mid-East RPO shall decide jointly on the elected official to represent the Martin County municipalities on the Mid-East RPO Transportation Advisory Committee. A majority vote of the Mayors shall determine the municipal representative.
Inaction by municipalities resulting in a vacant seat will automatically delegate the responsibility of selecting a municipal representative to Martin County.
An alternate voting member may also be designated for the municipal representative. These voting members and their respective alternates shall be identified by name in the Mid-East RPO TAC membership roster.

- e. One County Commissioner representing Pitt County. An alternate voting member may be designated from the Commissioners' Board.
 - f. One municipal elected official representing the municipalities within the non-MPO municipalities in Pitt County that by affirmative vote of their governing boards, have elected to become members of the Mid-East RPO, unless there are no municipalities included in the county's RPO planning area. The municipalities within Pitt County that are members of the Mid-East RPO shall decide jointly on the elected official to represent the Pitt County municipalities on the Mid-East RPO Transportation Advisory Committee. A majority vote of the Mayors in the non-MPO municipalities shall determine the municipal representative. Inaction by municipalities resulting in a vacant seat will automatically delegate the responsibility of selecting a municipal representative to Pitt County. An alternate voting member may also be designated for the municipal representative. These voting members and their respective alternates shall be identified by name in the Mid-East RPO TAC membership roster.
 - g. One of the two North Carolina Board of Transportation members in the RPO area. The other North Carolina Board of Transportation member would serve as alternate.
3. Each voting representative on the TAC shall have one vote.
 4. The county commissioner representing each county on the TAC shall be selected every year by the Board of County Commissioners of each county in regular session. An alternate voting member may be designated from the Commissioners' Board. The alternate voting members shall meet the same criteria as the original appointees. While individual representation may change at the discretion of the Board of County Commissioners, each county shall have a seat on the TAC so long as the county is a member of the RPO.
 5. The term of membership for the municipal representative from each county shall be one year. An alternate voting member may be designated for the municipal representative. The alternate voting members shall meet the same criteria as the original appointees. At the end of each one year term, the municipalities within each county that are members of the Mid-East RPO shall caucus and select a municipal representative from the county. Municipal representatives who have just completed a year term are eligible to serve additional terms if selected by the county's municipal caucus. If all the municipalities within a county agree, the responsibility of selecting a municipal representative may be delegated to the county. Inaction by municipalities resulting in a vacant seat will automatically delegate the responsibility of selecting a municipal representative to the county.
 6. In the event a county is no longer a member of the RPO, municipal representation for that county is also lost. Municipalities cannot be a member of the TAC without the county being a member of the RPO.
 7. A TAC membership roster shall be compiled and updated at least annually, listing each member and alternate. The Roster will be maintained by the Mid-East Commission.
 8. The TAC shall meet as often as it is deemed necessary, appropriate and advisable. A quorum shall be required for the transaction of all business. A quorum shall consist of fifty-one percent (51%) of the active membership of the TAC. TAC members who fail to attend or send an alternate in their place for two (2) consecutive meetings of the TAC shall have their seat declared vacant, and their absence shall not count for quorum. Attendance at a future meeting shall automatically reinstate the member's seat on the committee. A member voting privileges will be restored at the second consecutive meeting that the member attends. On the basis of majority vote of its voting membership, the TAC shall appoint a member of the committee to act as Chairperson and Vice Chairperson with the responsibility for coordination of the committee's activities. Terms of appointment for Chairperson and Vice Chairperson shall be for one year. Reappointment is possible.
 9. The Mid-East Commission will serve as staff to the TAC.

Section 4. Establishment of the Technical Coordinating Committee (TCC). A Technical Coordinating Committee shall be established with the responsibility of general review, guidance, and coordination of the transportation planning process for the RPO and the responsibility for making recommendations to the respective local, state, and federal governmental agencies and the TAC regarding any necessary actions relating to the continuing transportation planning process.

1. The TCC shall be responsible for development, review, and recommendation for approval of the PWP for the RPO and the STIP priorities.
2. Membership of the TCC shall include technical representatives from all local and state government agencies directly related to and concerned with the transportation planning process for the RPO planning area. The membership shall include, but not be limited to, the following:
 - a. Beaufort County Manager, Assistant Manager, Planning Director, or Engineer, or his/her designee.
 - b. Martin County Manager, Assistant Manager, Planning Director, or Engineer, or his/her designee.
 - c. Pitt County Manager, Assistant Manager, Planning Director, or Engineer, or his/her designee.
 - d. Municipal representative(s) from Beaufort County representing the municipalities within Beaufort County. The municipal representative(s) may be the Chief Administrative Official, Planning Director, Engineer or Clerk, or his/her designee. Any municipalities that are members of the Mid-East RPO may have a TCC representative if desired.
 - e. Municipal representative(s) from Martin County representing the municipalities within Martin County. The municipal representative(s) may be the Chief Administrative Official, Planning Director, Engineer or Clerk, or his/her designee. Any municipalities that are members of the Mid-East RPO may have a TCC representative if desired.
 - f. Municipal representative(s) from Pitt County representing the municipalities within Pitt County's Mid-East RPO area. The municipal representative(s) may be the Chief Administrative Official, Planning Director, Engineer or Clerk, or his/her designee. Any municipalities that are members of the Mid-East RPO may have a TCC representative if desired.
 - g. The Transportation Director of Beaufort Area Transit System (BATS), or his/her designee.
 - h. The Transportation Director of Martin County Transit (MCT), or his/her designee.
 - i. The Transportation Director of Pitt Area Transit System (PATs), or his/her designee.
 - j. The Airport Administrator of Washington-Warren Airport, or his/her designee.
 - k. The Airport Administrator of Martin County Airport, or his/her designee.
 - l. NC DOT Division 1 Engineer, or his/her designee.
 - m. NC DOT Division 2 Engineer, or his/her designee.
 - n. The NC DOT Transportation Planning Division Manager or his/her designee.
 - o. The NC DOT Regional Traffic Safety Engineer or his/her designee.
 - p. The MPO Planner for the Greenville Metropolitan Planning Organization or his/her designee.
 - q. A delegate of the Southern Albemarle Association, or his/her designee.
3. The Chief Administrative Officials from municipalities in each of the counties shall jointly determine the official(s) to represent their county's municipalities on the TCC. Any municipalities that are members of the Mid-East RPO may have a TCC representative if desired.
4. Each voting representative on the TCC shall have one vote. An alternate shall be designated by their local government board action for each member, provided they meet the same criteria as the member.
5. Membership of the TCC may be altered on the basis of a majority vote of its membership and approval of the TAC, and may be further defined and expanded as permitted in the duly adopted bylaws.
6. A TCC membership roster shall be compiled and updated at least annually, listing each member and alternate. The Roster will be maintained by the Mid-East Commission.
7. The TCC shall meet when it is deemed necessary, appropriate and advisable. A quorum shall be required for the transaction of all business. A quorum shall consist of fifty-one percent (51%) of the active

membership of the TCC. TCC members who fail to attend or send an alternate in their place for two (2) consecutive meetings of the TCC shall have their seat declared vacant, and their absence shall not be counted for quorum. If a TCC seat is declared vacant, the RPO Planner will request a new TCC representative from that county, municipality, agency or organization. Attendance at a future meeting shall automatically reinstate the member's seat on the committee. A member voting privileges will be restored at the second consecutive meeting that the member attends. On the basis of majority vote of its voting membership, the TCC shall appoint a member of the committee to act as chairperson and vice chairperson with the responsibility for coordination of the committee's activities. Terms of appointment for Chairperson and Vice Chairperson shall be for one year. Reappointment is possible.

8. The Mid-East Commission will serve as staff to the TCC.

Section 5. Commitment to the Rural Planning Process. The Parties further agree to assist in the rural transportation planning process by providing planning assistance, data and inventories where possible, in accordance with the approved PWP.

Section 6. Staff Support and Coordination. Each member jurisdiction shall have the support of RPO staff in developing local transportation projects and priorities. It is further agreed that each member shall coordinate its transportation plans with those of other RPO members. Additionally, the RPO may identify and present projects of a regional nature to NC DOT for consideration.

Section 7. Termination. The Parties may terminate their participation in the RPO by giving written notice of termination to the other parties ninety (90) days before the end of the State fiscal year.

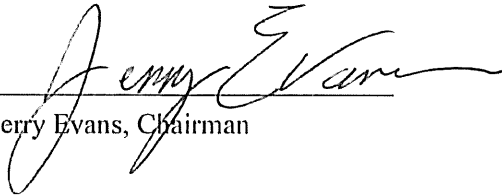
Section 8. Applicability. This amended Memorandum of Understanding supersedes and replaces any prior Memorandum of Understanding between the Parties regarding the RPO.

Section 9. Witness. In witness thereof, the Parties have been authorized by appropriate and proper resolutions, and/or legislative authority to sign this Amended Memorandum of Understanding, as of the dates shown on the following signature pages.

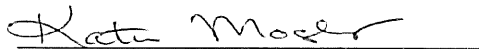
Beaufort County

This "THE MEMORANDUM OF UNDERSTANDING FOR COOPERATIVE, COMPREHENSIVE, AND CONTINUING TRANSPORTATION PLANNING AND THE ESTABLISHMENT OF A RURAL TRANSPORTATION PLANING ORGANIZATION IN THE Mid-East RPO," is hereby adopted by the Beaufort County Board of Commissioners, this 7th day of January, 2019.

Beaufort County

By: 
Jerry Evans, Chairman




Katie Mosher, Clerk to the Board

Martin County

This "THE MEMORANDUM OF UNDERSTANDING FOR COOPERATIVE, COMPREHENSIVE, AND CONTINUING TRANSPORTATION PLANNING AND THE ESTABLISHMENT OF A RURAL TRANSPORTATION PLANING ORGANIZATION IN THE Mid-East RPO," is hereby adopted by the Martin County Board of Commissioners, this 3 day of December, 2018.

Martin County

By: Tommy Bowen
Tommy Bowen, Chairman

Jessica Godard
Jessica Godard, Clerk to the Board

Pitt County

This "THE MEMORANDUM OF UNDERSTANDING FOR COOPERATIVE, COMPREHENSIVE, AND CONTINUING TRANSPORTATION PLANNING AND THE ESTABLISHMENT OF A RURAL TRANSPORTATION PLANING ORGANIZATION IN THE Mid-East RPO," is hereby adopted by the Pitt County Board of Commissioners, this 7 day of Jan, 2019.

Pitt County

By: Beth B. Ward, Chairman
Beth B. Ward, Chairman

Kimberly W. Hines
Kimberly W. Hines, Clerk to the Board

Mid-East Commission

This, "THE MEMORANDUM OF UNDERSTANDING FOR COOPERATIVE, COMPREHENSIVE, AND CONTINUING TRANSPORTATION PLANNING AND THE ESTABLISHMENT OF A RURAL TRANSPORTATION PLANNING ORGANIZATION IN THE Mid-East RPO," is hereby adopted by the Board of the Mid-East Commission, this the

19 day of November, 2018. By the adoption of this resolution, the Mid-East Commission also agrees to serve as the administrative entity for the Mid-East RPO and to receive such funding that is forthcoming.

Mid-East Commission

Clerk: *[Signature]*

By: *[Signature]*
Chairman

Memorandum of Understanding
Approved as to form:

NC Department of Transportation

Assistant Attorney General

By: *[Signature]* 11/17/19
Secretary

**AMENDED MEMORANDUM OF UNDERSTANDING
FOR
COOPERATIVE, COMPREHENSIVE AND CONTINUING TRANSPORTATION PLANNING
AND THE ESTABLISHMENT OF A
RURAL TRANSPORTATION PLANNING ORGANIZATION
FOR**

The County of Beaufort and the participating municipalities therein; the County of Martin and the participating municipalities therein; the County of Pitt and the participating municipalities therein not included in a Metropolitan Planning Organization; and the North Carolina Department of Transportation, hereinafter collectively “the Parties”.

WITNESSETH

WHEREAS, section 135 of Title 23, United States Code, declares that each State shall, with respect to nonmetropolitan areas, cooperate with affected local officials with responsibility for transportation; and consider coordination of transportation plans, the transportation improvement program, and planning activities with related planning activities being carried out outside of metropolitan planning areas and between States; and

WHEREAS, Chapter 136, Article 17 of the North Carolina General Statutes provides for the establishment of Rural Transportation Planning Organizations, to work cooperatively with the state to plan rural regional transportation systems and to advise the department on rural transportation policy; and

WHEREAS, on February 18, 2002, the Parties entered into a Memorandum of Understanding which established the Mid-East Rural Planning Organization, hereinafter ‘RPO’; amended on February 6, 2006, May 20, 2010, and November 19, 2018; and

WHEREAS, the establishment of the RPO provides rural areas the opportunity to work in partnership with the North Carolina Department of Transportation toward the development of sound, short and long-range transportation planning for rural areas, and for local input to North Carolina’s transportation project prioritization process; and

WHEREAS, the RPO assists the North Carolina Department of Transportation in complying with the provisions of section 135 of Title 23, United States Code, relative to the participation of local officials and the public in the transportation planning process; and

WHEREAS, the Parties have agreed to amend the Memorandum of Understanding.

NOW, THEREFORE, the following Amended Memorandum of Understanding is made on this the 14th day of May, 2026.

Section I. Establishment of the RPO

It is hereby agreed that the Parties intend to establish and participate in a Rural Transportation Planning Organization created for the general purposes and responsibilities outlined as follows:

1. Develop sound, short, and long-range local and regional multi-modal transportation plans in cooperation with the North Carolina Department of Transportation.
2. Provide a forum for public participation in the rural transportation planning process.
3. Develop and prioritize suggestions for transportation projects that the RPO believes should be included in the State Transportation Improvement Program (STIP).
4. Provide transportation-related information to local governments, and other interested organizations and persons.
5. To conduct transportation-related studies and surveys for local governments, and other interested entities or organizations.
6. To perform other related transportation planning activities that shall be agreed upon between the RPO and the North Carolina Department of Transportation.

Section II. Lead Planning Agency

It is hereby further agreed that the transportation plans and programs, and land use policies and programs for the RPO shall be coordinated by the Mid-East Commission, an agency selected on behalf of participating local governments and the North Carolina Department of Transportation, to be the administrative entity and to serve as the lead local planning agency for coordinating rural transportation planning in the RPO's three county region. The RPO hereby authorizes the Mid-East Commission to be the recipient of any funds appropriated to the RPO by the North Carolina Department of Transportation pursuant to North Carolina General Statute 136-213(c), or otherwise obtained by the RPO.

Section III. Establishment of the Transportation Advisory Committee

A Transportation Advisory Committee, hereinafter 'TAC', is hereby established with the responsibility of serving as a forum for cooperative transportation planning and decision-making for the RPO. The TAC shall have the responsibility of keeping local elected governing boards informed of the status and requirements of the transportation planning process; to assist in the dissemination and clarification of the decisions, inclinations, and policies of the local elected governing boards and the North Carolina Department of Transportation; and to help ensure meaningful public participation in the rural transportation planning process.

1. The TAC shall be responsible for carrying out the following:

- a. Establishment of goals, priorities, and objectives for the transportation planning process.
 - b. Endorsement and review of changes to adopted transportation plans within the RPO.
 - c. Endorsement, review, and approval of a Planning Work Program (PWP) for transportation planning, which defines work tasks and responsibilities for the various agencies participating in the RPO.
 - d. Endorsement, review, and approval of transportation improvement projects which support and enhance regional and local transportation within the three-county RPO.
2. Membership of the TAC shall include officials from local and state government agencies directly related to and concerned with the transportation planning process for the RPO planning area. The membership shall include, but not be limited to, the following:
- a. One (1) County Commissioner representing the County of Beaufort. The County Commissioner shall be selected every one (1) year by the Beaufort County Board of Commissioners in regular session. An alternate voting member shall be designated from the Commissioners' Board. The alternate voting member shall meet the same criteria as the original appointee. While individual representation may change at the discretion of the Beaufort County Board of Commissioners, the County of Beaufort shall have a seat on the TAC so long as the County is a member of the RPO.
 - b. One (1) municipal elected official representing the participating municipalities in Beaufort County. The municipal elected official shall be selected every one (1) year by the Beaufort County Board of Commissioners in regular session. An alternate voting member shall be designated by the Beaufort County Board of Commissioners. The alternate voting member shall meet the same criteria as the original appointee.
 - c. One (1) County Commissioner representing the County of Martin. The County Commissioner shall be selected every one (1) year by the Martin County Board of Commissioners in regular session. An alternate voting member shall be designated from the Commissioners' Board. The alternate voting member shall meet the same criteria as the original appointee. While individual representation may change at the discretion of the Martin County Board of Commissioners, the County of Martin shall have a seat on the TAC so long as the County is a member of the RPO.
 - d. One (1) municipal elected official representing the participating municipalities in Martin County. The municipal elected official shall be selected every one (1) year by the Martin County Board of Commissioners in regular session. An alternate voting member shall be designated by the Martin County Board of Commissioners. The alternate voting member shall meet the same criteria as the original appointee.

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- e. One (1) County Commissioner representing the County of Pitt. The County Commissioner shall be selected every one (1) year by the Pitt County Board of Commissioners in regular session. An alternate voting member shall be designated from the Commissioners' Board. The alternate voting member shall meet the same criteria as the original appointee. While individual representation may change at the discretion of the Pitt County Board of Commissioners, the County of Pitt shall have a seat on the TAC so long as the County is a member of the RPO.
 - f. One (1) municipal elected official representing the participating municipalities not included in a Metropolitan Planning Organization in Pitt County. The municipal elected official shall be selected every one (1) year by the Pitt County Board of Commissioners in regular session. An alternate voting member shall be designated by the Pitt County Board of Commissioners. The alternate voting member shall meet the same criteria as the original appointee.
 - g. One (1) member of the North Carolina Board of Transportation. The Board of Transportation Member shall be selected every one (1) year by the North Carolina Board of Transportation. An alternate voting member shall be designated by the North Carolina Board of Transportation. The alternate voting member shall meet the same criteria as the original appointee.
3. Each voting representative shall have one (1) vote.
 4. The term of office for all seats on the TAC is one (1) year. Reappointment is possible.
 5. In the event a county is no longer a member of the RPO, all representation for that county is also lost. Entities, including municipalities, cannot be a member of the TAC without their respective county being a member of the RPO.
 6. A TAC membership roster shall be compiled and updated at least annually, listing each member and alternate. The roster shall be maintained by the Mid-East Commission.
 7. The TAC shall meet as often as it is deemed necessary, appropriate and advisable. A quorum shall be required for the transaction of all business. A quorum shall consist of fifty-one percent (51%) of the eligible voting membership of the TAC.
 8. Each member or alternate shall be expected to attend each regular meeting and each special meeting, either in-person or electronically. If a member fails to attend or send the alternate in their place for two (2) consecutive meetings, that member shall have their seat declared vacant, and their absence shall not count for quorum. If a member's seat is declared vacant, RPO staff shall request a replacement member from the respective appointing agency or governmental unit. Attendance at a future meeting shall automatically reinstate the member's seat on the committee if a replacement has not yet been appointed. The member's voting privileges will be restored at the second consecutive meeting that the member attends.
 9. On the basis of majority vote of its eligible voting membership, the TAC shall appoint a member of the committee to serve as the Chair and a member of the committee to serve as

the Vice-Chair. The Chair shall be responsible for the coordination of the committee's activities. The Vice-Chair shall conduct the duties of the Chair in the event of the Chair's absence. Terms of appointment for the Chair and the Vice-Chair shall be for one (1) year. Reappointment is possible.

10. The Mid-East Commission shall serve as staff to the TAC.

Section IV. Establishment of the Technical Coordinating Committee

A Technical Coordinating Committee, hereinafter 'TCC', shall be established with the responsibility of general review, guidance, and coordination of the transportation planning process for the RPO, and the responsibility for making recommendations to the TAC regarding any necessary actions relating to the continuing transportation planning process.

1. The TCC shall be responsible for the development, review, and recommendation for approval of the Planning Work Program for the RPO, and the RPO's State Transportation Improvement Program priorities.
2. Membership of the TCC may include technical representatives from local and state government agencies, and other transportation-related entities, directly related to and concerned with the transportation planning process for the RPO planning area. The membership shall include, but not be limited to, the following:
 - a. Two (2) representatives of the County of Beaufort. The representatives may be the County Manager, Assistant County Manager, Clerk, Planning Director, Engineer, Economic Development Director, or another designee. The representatives shall be selected every one (1) year by the County Manager. Alternate voting members shall be designated by the County Manager. The alternate voting members shall meet the same criteria as the original appointees.
 - b. One (1) representative from each of the participating municipalities in Beaufort County. The representatives may be the Chief Administrative Official, Assistant Chief Administrative Official, Clerk, Planning Director, Engineer, or another designee. The representative shall be selected every one (1) year by the municipality's Chief Administrative Official. An alternate voting member shall be designated by the municipality's Chief Administrative Official. The alternate voting member shall meet the same criteria as the original appointees.
 - c. Two (2) representatives of the County of Martin. The representatives may be the County Manager, Assistant County Manager, Clerk, Planning Director, Engineer, Economic Development Director, or another designee. The representatives shall be selected every one (1) year by the County Manager. Alternate voting members shall be designated by the County Manager. The alternate voting members shall meet the same criteria as the original appointees.

- d. One (1) representative from each of the participating municipalities in Martin County. The representatives may be the Chief Administrative Official, Assistant Chief Administrative Official, Clerk, Planning Director, Engineer, or another designee. The representative shall be selected every one (1) year by the municipality's Chief Administrative Official. An alternate voting member shall be designated by the municipality's Chief Administrative Official. The alternate voting member shall meet the same criteria as the original appointees.
- e. Two (2) representatives of the County of Pitt. The representatives may be the County Manager, Assistant County Manager, Clerk, Planning Director, Engineer, Economic Development Director, or another designee. The representatives shall be selected every one (1) year by the County Manager. Alternate voting members shall be designated by the County Manager. The alternate voting members shall meet the same criteria as the original appointees.
- f. One (1) representative from each of the participating municipalities not included in a Metropolitan Planning Organization in Pitt County. The representatives may be the Chief Administrative Official, Assistant Chief Administrative Official, Clerk, Planning Director, Engineer, or another designee. The representative shall be selected every one (1) year by the municipality's Chief Administrative Official. An alternate voting member shall be designated by the municipality's Chief Administrative Official. The alternate voting member shall meet the same criteria as the original appointees.
- g. One (1) representative of the North Carolina Department of Transportation's First (1st) Highway Division. The representative may be the Division Engineer, Deputy Division Engineer, Division Project Development Engineer, Division Planning Engineer, or another designee. The representative shall be selected every one (1) year by the Division Engineer. An alternate voting member shall be designated by the Division Engineer. The alternate voting member shall meet the same criteria as the original appointee.
- h. One (1) representative of the North Carolina Department of Transportation's Second (2nd) Highway Division. The representative may be the Division Engineer, Deputy Division Engineer, Division Project Development Engineer, Division Planning Engineer, or another designee. The representative shall be selected every one (1) year by the Division Engineer. An alternate voting member shall be designated by the Division Engineer. The alternate voting member shall meet the same criteria as the original appointee.
- i. One (1) representative of the North Carolina Department of Transportation's Transportation Planning Division. The representative may be the Group Supervisor, Coordinator, or another designee. The representative shall be selected every one (1) year by the Group Supervisor. An alternate voting member shall be designated by the Group

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Supervisor. The alternate voting member shall meet the same criteria as the original appointee.

- j. One (1) representative of Beaufort Area Transit System. The representative may be the Transportation Manager or another designee. The representative shall be selected by the Transportation Manager every one (1) year. An alternate voting member shall be designated by the Transportation Manager. The alternate voting member shall meet the same criteria as the original appointee.
- k. One (1) representative of Martin County Transit. The representative may be the Transportation Manager, or another designee. The representative shall be selected every one (1) year by the Transportation Manager. An alternate voting member shall be designated by the Transportation Manager. The alternate voting member shall meet the same criteria as the original appointee.
- l. One (1) representative of Pitt Area Transit System. The representative may be the Transportation Manager, or another designee. The representative shall be selected every one (1) year by the Transportation Manager. An alternate voting member shall be designated by the Transportation Manager. The alternate voting member shall meet the same criteria as the original appointee.
- m. One (1) representative of Washington-Warren Airport. The representative may be the Airport Administrator, or another designee. The representative shall be selected every one (1) year by the Airport Administrator. An alternate voting member shall be designated by the Airport Administrator. The alternate voting member shall meet the same criteria as the original appointee.
- n. One (1) representative of Martin County Airport. The representative may be the Airport Administrator, or another designee. The representative shall be selected every one (1) year by the Airport Administrator. An alternate voting member shall be designated by the Airport Administrator. The alternate voting member shall meet the same criteria as the original appointee.
- o. One (1) representative of the Southern Albemarle Association's Beaufort County delegation. The representative may be the Vice-President of the Beaufort County delegation, or another designee. The representative shall be selected every one (1) year by a majority vote of the Beaufort County delegation. An alternate voting member shall be designated by a majority vote of the Beaufort County delegation. The alternate voting member shall meet the same criteria as the original appointee.
- p. One (1) representative of the Southern Albemarle Association's Martin County Delegation. The representative may be the Vice-President of the Martin County delegation, or another designee. The representative shall be selected every one (1) year by a majority vote of the Martin County delegation. An alternate voting member shall be

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designated by a majority vote of the Martin County delegation. The alternate voting member shall meet the same criteria as the original appointee.

- q. One (1) representative of the Greenville Urban Area Metropolitan Planning Organization, who shall be a non-voting member. The representative may be the MPO Director, or another designee. The representative shall be selected every one (1) year by the MPO Director.
3. Each voting representative on the TCC shall have one (1) vote.
 4. The term of office for all seats on the TCC shall be one (1) year. Reappointment is possible.
 5. Membership of the TCC may be altered on the basis of a majority vote of its membership, and approval of the TAC, and may be further defined and expanded as permitted in the duly adopted TCC bylaws. In the event a county is no longer a member of the RPO, all representation for that county is also lost. Entities, including municipalities, cannot be a member of the TCC without their respective county being a member of the RPO.
 6. A TCC membership roster shall be compiled and updated at least annually, listing each member and alternate. The roster shall be maintained by the Mid-East Commission.
 7. The TCC shall meet when it is deemed necessary, appropriate, and advisable. A quorum shall be required for the transaction of all business. A quorum shall consist of fifty-one percent (51%) of the eligible voting membership of the TCC.
 8. Each member or alternate shall be expected to attend each regular meeting and each special meeting, either in-person or electronically. If a member fails to attend or send the alternate in their place for two (2) consecutive meetings, that member shall have their seat declared vacant, and their absence shall not count for quorum. If a member's seat is declared vacant, RPO staff shall request a replacement member from the respective appointing agency or governmental unit. Attendance at a future meeting shall automatically reinstate the member's seat on the committee if a replacement has not yet been appointed. The member's voting privileges shall be restored at the second consecutive meeting that the member attends.
 9. On the basis of majority vote of its voting membership, the TCC shall appoint a member of the committee to serve as the Chair and a member of the committee to serve as the Vice-Chair. The Chair shall be responsible for the coordination of the committee's activities. The Vice-Chair shall conduct the duties of the Chair in the event of the Chair's absence. Terms of appointment for the Chair and the Vice-Chair shall be for one (1) year. Reappointment is possible.
 10. The Mid-East Commission shall serve as staff to the TCC.

Section V. RPO Meetings

The TCC and TAC are responsible for carrying out the provisions of North Carolina General Statute 143, Article 33C, regarding open meetings; and Chapter 132, regarding public records. In addition:

1. The TCC and TAC may hold meetings individually or in joint session.
2. TCC and TAC meetings, whether held individually or in joint session, shall be held when deemed appropriate and advisable, but shall meet with the necessary regularity to ensure adequate performance of duties described herein.
3. TCC and TAC meetings, whether held individually or in joint session, may be held in-person or electronically, or a hybrid combination thereof. Electronic meetings are permitted, given that a physical location is provided where members, alternates, and the public can participate.

Section VI. Commitment to the Rural Transportation Planning Process

The parties further agree to assist in the rural transportation planning process by providing planning assistance, data and inventories where possible, in accordance with the approved Planning Work Program (PWP).

Section VII. Staff Support and Coordination

Each member jurisdiction shall have the support of RPO staff in developing local transportation projects and priorities. It is further agreed that each member shall coordinate its transportation plans with those of RPO members. Additionally, the RPO may identify and present projects of a regional nature to the North Carolina Department of Transportation for consideration.

Section VIII. Termination

The Parties may terminate their participation in the RPO by giving written notice of termination to the other parties ninety (90) days before the end of the State fiscal year.

Section IX. Applicability

This amended Memorandum of Understanding supersedes and replaces any prior Memorandum of Understanding between the Parties regarding the RPO.

Section X. Witness

In witness thereof, the Parties have been authorized by appropriate and proper resolutions, and/or legislative authority to sign this Amended Memorandum of Understanding, as of the dates shown on the following signature pages.

MID-EAST RURAL PLANNING ORGANIZATION

This “AMENDED MEMORANDUM OF UNDERSTANDING FOR COOPERATIVE, COMPREHENSIVE AND CONTINUING TRANSPORTATION PLANNING, AND THE ESTABLISHMENT OF A RURAL TRANSPORTATION PLANNING ORGANIZATION FOR” The County of Beaufort and the participating municipalities therein; the County of Martin and the participating municipalities therein; the County of Pitt and the participating municipalities therein not included in a Metropolitan Planning Organization; and the North Carolina Department of Transportation, is hereby endorsed by the Mid-East Rural Planning Organization Transportation Advisory Committee, this the 14th day of May, 2026.

Mid-East Rural Planning Organization

Dempsey Bond, Jr., Chairman

Samuel D. Singleton, Secretary

COUNTY OF BEAUFORT

This “AMENDED MEMORANDUM OF UNDERSTANDING FOR COOPERATIVE, COMPREHENSIVE AND CONTINUING TRANSPORTATION PLANNING, AND THE ESTABLISHMENT OF A RURAL TRANSPORTATION PLANNING ORGANIZATION FOR” The County of Beaufort and the participating municipalities therein; the County of Martin and the participating municipalities therein; the County of Pitt and the participating municipalities therein not included in a Metropolitan Planning Organization; and the North Carolina Department of Transportation, is hereby adopted by the Beaufort County Board of Commissioners, this the ____ day of _____, 2026.

County of Beaufort

Frankie Waters, Chairman

Kathleen Mosher, Clerk to the Board

(Seal)

COUNTY OF MARTIN

This “AMENDED MEMORANDUM OF UNDERSTANDING FOR COOPERATIVE, COMPREHENSIVE AND CONTINUING TRANSPORTATION PLANNING, AND THE ESTABLISHMENT OF A RURAL TRANSPORTATION PLANNING ORGANIZATION FOR” The County of Beaufort and the participating municipalities therein; the County of Martin and the participating municipalities therein; the County of Pitt and the participating municipalities therein not included in a Metropolitan Planning Organization; and the North Carolina Department of Transportation, is hereby adopted by the Martin County Board of Commissioners, this the ____ day of _____, 2026.

County of Martin

Joe R. Ayers, Chairman

Julia S. Rease, Clerk to the Board

(Seal)

COUNTY OF PITT

This “AMENDED MEMORANDUM OF UNDERSTANDING FOR COOPERATIVE, COMPREHENSIVE AND CONTINUING TRANSPORTATION PLANNING, AND THE ESTABLISHMENT OF A RURAL TRANSPORTATION PLANNING ORGANIZATION FOR” The County of Beaufort and the participating municipalities therein; the County of Martin and the participating municipalities therein; the County of Pitt and the participating municipalities therein not included in a Metropolitan Planning Organization; and the North Carolina Department of Transportation, is hereby adopted by the Pitt County Board of Commissioners, this the ____ day of _____, 2026.

County of Pitt

Mark C. Smith, Chairman

Kimberly W. Hines, Clerk to the Board

(Seal)

MID-EAST COMMISSION

This “AMENDED MEMORANDUM OF UNDERSTANDING FOR COOPERATIVE, COMPREHENSIVE AND CONTINUING TRANSPORTATION PLANNING, AND THE ESTABLISHMENT OF A RURAL TRANSPORTATION PLANNING ORGANIZATION FOR” The County of Beaufort and the participating municipalities therein; the County of Martin and the participating municipalities therein; the County of Pitt and the participating municipalities therein not included in a Metropolitan Planning Organization; and the North Carolina Department of Transportation, is hereby adopted by the Mid-East Commission Board of Directors, this the ____ day of _____, 2026.

Mid-East Commission

Dina Askew, Chair

Theresa Harris, Secretary

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

This “AMENDED MEMORANDUM OF UNDERSTANDING FOR COOPERATIVE, COMPREHENSIVE AND CONTINUING TRANSPORTATION PLANNING, AND THE ESTABLISHMENT OF A RURAL TRANSPORTATION PLANNING ORGANIZATION FOR” The County of Beaufort and the participating municipalities therein; the County of Martin and the participating municipalities therein; the County of Pitt and the participating municipalities therein not included in a Metropolitan Planning Organization; and the North Carolina Department of Transportation, is hereby adopted by the North Carolina Department of Transportation, this the ____ day of _____, 2026.

North Carolina Department of Transportation

Daniel H. Johnson, Secretary

**MUNICIPAL STATEMENT OF ADOPTION
OF THE
AMENDED MEMORANDUM OF UNDERSTANDING
REGARDING THE
MID-EAST RURAL PLANNING ORGANIZATION**

The Amended Memorandum of Understanding for Cooperative, Comprehensive and Continuing Transportation Planning, and the establishment of a Rural Transportation Planning Organization for The County of Beaufort and the participating municipalities therein; the County of Martin and the participating municipalities therein; the County of Pitt and the participating municipalities therein not included in a Metropolitan Planning Organization; and the North Carolina Department of Transportation, is hereby adopted by the [Municipality Name] [Board of Commissioners/Council], this the ____ day of _____, 2026.

[Municipality Name]

[Name], Mayor

[Name], Clerk

(Seal)



Mid-East Rural Planning Organization
5/14/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: J) Items for Decision
Agenda Title: 1. Adoption of TCC Bylaws
Presenter(s): Sam Singleton

Summary of Information:

At the March 12, 2026 joint meeting of the TCC & TAC, the Governing Documents Subcommittee was re-established. Membership of the subcommittee included: Brian Alligood, April Alligood*, Tina Brown, Andrew Brownfield*, Justin Oakes, Ben Rogers*, Chris Slachta, Brooks Braswell*, Len White, Roham Lahiji*, and Michael Raynor (* denotes alternate). The subcommittee met twice: March 30, 2026, and April 27, 2026. At the second meeting, the subcommittee voted unanimously to recommend TAC endorsement of an amended Memorandum of Understanding, and the adoption of bylaws for both the TCC and TAC.

Staff will provide an overview of the proposed bylaws for the TCC. If adopted, the bylaws will take effect once the amended MOU has been adopted by all required parties.

Staff Recommendations/Motions:

1. Motion to adopt the proposed TCC Bylaws.
-

Attachments:

- Proposed Mid-East RPO TCC Bylaws (P.P. 66-73)

**MID-EAST RURAL PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE**

ARTICLE I – NAME

The name of this committee shall be the Mid-East Rural Planning Organization Technical Coordinating Committee, hereinafter referred to as the ‘Technical Coordinating Committee’, or as the ‘TCC’.

ARTICLE II – PURPOSE

The purpose and goals of this committee, as outlined in the Memorandum of Understanding, shall be to advise the Mid-East Rural Planning Organization (RPO) Transportation Advisory Committee (TAC) in its purposes:

1. Develop sound, short, and long-range local and regional multi-modal transportation plans in cooperation with the North Carolina Department of Transportation.
2. Provide a forum for public participation in the rural transportation planning process.
3. Develop and prioritize suggestions for transportation projects that the Mid-East RPO believes should be included in the State Transportation Improvement Program (STIP).
4. Provide transportation-related information to local governments and other interested entities and organizations.
5. Conduct transportation related studies and surveys for local governments and other interested entities and organizations.
6. To perform other transportation planning activities that shall be agreed upon between the RPO and the North Carolina Department of Transportation.

ARTICLE III – MEMBERS

Section 1 – Membership:

As specified in the Mid-East RPO Amended Memorandum of Understanding (MOU) between the County of Beaufort and participating municipalities therein; the County of Martin and participating municipalities therein; the County of Pitt and the participating municipalities therein not included in a Metropolitan Planning Organization; and the North Carolina Department of Transportation, Membership of the TCC may include technical representatives from local and state government agencies, and other transportation-related entities, directly related to and concerned with the transportation planning process for the RPO planning area, which includes Beaufort County and participating municipalities within, Martin County and participating municipalities within, and the areas of and participating municipalities within Pitt

County that are not included in the Greenville Urban Area Metropolitan Planning Organization’s service area. The initial voting membership shall include the following members:

- Two (2) representatives of the County of Beaufort. The representatives may be the County Manager, Assistant County Manager, Clerk, Planning Director, Engineer, Economic Development Director, or another designee. The representatives shall be selected every one (1) year by the County Manager. Alternate voting members shall be designated by the County Manager. The alternate voting members shall meet the same criteria as the original appointees.
- One (1) representative from each of the participating municipalities in Beaufort County. The representatives may be the Chief Administrative Official, Assistant Chief Administrative Official, Clerk, Planning Director, Engineer, or another designee. The representative shall be selected every one (1) year by the municipality’s Chief Administrative Official. An alternate voting member shall be designated by the municipality’s Chief Administrative Official. The alternate voting member shall meet the same criteria as the original appointees.
- Two (2) representatives of the County of Martin. The representatives may be the County Manager, Assistant County Manager, Clerk, Planning Director, Engineer, Economic Development Director, or another designee. The representatives shall be selected every one (1) year by the County Manager. Alternate voting members shall be designated by the County Manager. The alternate voting members shall meet the same criteria as the original appointees.
- One (1) representative from each of the participating municipalities in Martin County. The representatives may be the Chief Administrative Official, Assistant Chief Administrative Official, Clerk, Planning Director, Engineer, or another designee. The representative shall be selected every one (1) year by the municipality’s Chief Administrative Official. An alternate voting member shall be designated by the municipality’s Chief Administrative Official. The alternate voting member shall meet the same criteria as the original appointees.
- Two (2) representatives of the County of Pitt. The representatives may be the County Manager, Assistant County Manager, Clerk, Planning Director, Engineer, Economic Development Director, or another designee. The representatives shall be selected every one (1) year by the County Manager. Alternate voting members shall be designated by the County Manager. The alternate voting members shall meet the same criteria as the original appointees.
- One (1) representative from each of the participating municipalities not included in a Metropolitan Planning Organization in Pitt County. The representatives may be the Chief Administrative Official, Assistant Chief Administrative Official, Clerk, Planning Director, Engineer, or another designee. The representative shall be selected every one (1) year by the municipality’s Chief Administrative Official. An alternate voting member shall be designated by the municipality’s Chief Administrative Official. The alternate voting member shall meet the same criteria as the original appointees.

- One (1) representative of the North Carolina Department of Transportation’s First (1st) Highway Division. The representative may be the Division Engineer, Deputy Division Engineer, Division Project Development Engineer, Division Planning Engineer, or another designee. The representative shall be selected every one (1) year by the Division Engineer. An alternate voting member shall be designated by the Division Engineer. The alternate voting member shall meet the same criteria as the original appointee.
- One (1) representative of the North Carolina Department of Transportation’s Second (2nd) Highway Division. The representative may be the Division Engineer, Deputy Division Engineer, Division Project Development Engineer, Division Planning Engineer, or another designee. The representative shall be selected every one (1) year by the Division Engineer. An alternate voting member shall be designated by the Division Engineer. The alternate voting member shall meet the same criteria as the original appointee.
- One (1) representative of the North Carolina Department of Transportation’s Transportation Planning Division. The representative may be the Group Supervisor, Coordinator, or another designee. The representative shall be selected every one (1) year by the Group Supervisor. An alternate voting member shall be designated by the Group Supervisor. The alternate voting member shall meet the same criteria as the original appointee.
- One (1) representative of Beaufort Area Transit System. The representative may be the Transportation Manager or another designee. The representative shall be selected by the Transportation Manager every one (1) year. An alternate voting member shall be designated by the Transportation Manager. The alternate voting member shall meet the same criteria as the original appointee.
- One (1) representative of Martin County Transit. The representative may be the Transportation Manager, or another designee. The representative shall be selected every one (1) year by the Transportation Manager. An alternate voting member shall be designated by the Transportation Manager. The alternate voting member shall meet the same criteria as the original appointee.
- One (1) representative of Pitt Area Transit System. The representative may be the Transportation Manager, or another designee. The representative shall be selected every one (1) year by the Transportation Manager. An alternate voting member shall be designated by the Transportation Manager. The alternate voting member shall meet the same criteria as the original appointee.
- One (1) representative of Washington-Warren Airport. The representative may be the Airport Administrator, or another designee. The representative shall be selected every one (1) year by the Airport Administrator. An alternate voting member shall be designated by the Airport Administrator. The alternate voting member shall meet the same criteria as the original appointee.
- One (1) representative of Martin County Airport. The representative may be the Airport Administrator, or another designee. The representative shall be selected every one (1) year by the

Airport Administrator. An alternate voting member shall be designated by the Airport Administrator. The alternate voting member shall meet the same criteria as the original appointee.

- One (1) representative of the Southern Albemarle Association’s Beaufort County delegation. The representative may be the Vice-President of the Beaufort County delegation, or another designee. The representative shall be selected every one (1) year by a majority vote of the Beaufort County delegation. An alternate voting member shall be designated by a majority vote of the Beaufort County delegation. The alternate voting member shall meet the same criteria as the original appointee.
- One (1) representative of the Southern Albemarle Association’s Martin County Delegation. The representative may be the Vice-President of the Martin County delegation, or another designee. The representative shall be selected every one (1) year by a majority vote of the Martin County delegation. An alternate voting member shall be designated by a majority vote of the Martin County delegation. The alternate voting member shall meet the same criteria as the original appointee.
- One (1) representative of the Greenville Urban Area Metropolitan Planning Organization, who shall be a non-voting member. The representative may be the MPO Director, or another designee. The representative shall be selected every one (1) year by the MPO Director.

In order to participate as a member of the TCC, individuals must meet any requirements established by the MOU, these bylaws, and state or federal regulations as minimum requirements for membership. In any case where one of the voting members or alternates listed above cannot meet these requirements, that seat will be considered vacant and will not be counted toward quorum. The TCC Chair shall contact said member to discuss consideration of a replacement member for that unit of government or organization.

Section 2 – Term of Membership:

The term of office for all seats on the TCC is one (1) year. Reappointment is possible. All appointments shall begin on January 1.

ARTICLE IV – OFFICERS

Section 1 – Officers Defined:

The officers of the TCC shall consist of a Chair and a Vice-Chair. The Chair and the Vice-Chair shall be elected by a majority vote of the TCC’s membership annually, during the first regular meeting of each calendar year. There shall be no limit to the number of consecutive terms a TCC member may serve as either Chair or Vice-Chair. Should neither the Chair nor Vice-Chair be able to preside at a meeting, the TCC shall appoint a Chair Pro-Tempore for that meeting, or until such time as the Chair or Vice-Chair can resume their responsibilities. The Mid-East Commission Transportation Planner, as staff to the Mid-East RPO, shall act as Secretary to the TCC. In the absence of a Transportation Planner assigned to the RPO, the Mid-East Commission shall provide a staff person that shall act as the Secretary to the TCC.

Section 2 – Duties of the Chair:

The Chair shall call meetings of the TCC to order, and shall act as the presiding officer of such meetings. The Chair shall see that all orders and action items, including amendments, are carried into effect. The Chair shall also:

- Sign all official documents of the TCC
- Preside at all meetings of the TCC
- Decide all points of order or procedure
- Order the transmittal of all recommendations of the TCC to the TAC
- With assistance from the Mid-East Commission Transportation Planner, draft meeting agendas, and make said available to TCC members in a timely manner.

Section 3 – Duties of the Vice-Chair:

The Vice-Chair shall conduct the duties of the Chair in the event of the Chair’s absence.

Section 4 – Duties of the Secretary:

The administrative coordination for the TCC shall be performed by the Mid-East Commission Transportation Planner, as staff to the Mid-East RPO. The Mid-East Commission Transportation Planner shall:

- Keep minutes of TCC meetings in proper form for the approval of the TCC at its next regular meeting.
- Send notices of regular meetings of the TCC by mail or e-mail, with a copy of the agenda, in accordance with Article V of these bylaws.
- Give notice of special meetings called in accordance with North Carolina Open Meetings Law.
- Maintain all files, records, and correspondence of the TCC.

ARTICLE V – MEETINGS**Section 1 – Regular Meetings:**

The TCC shall establish a regular meeting date and time, and publish a schedule for each calendar year. The TCC may hold joint meetings with the TAC. TCC meetings, whether individual or joint, may be held in-person or electronically, or a hybrid combination thereof. Electronic meetings are permitted, given that a physical location is provided where members, alternates, and members of the general public can

participate. Meeting notices are to be mailed and/or e-mailed no later than seven (7) days prior to a determined TCC meeting date. Meeting agendas are to be mailed and/or e-mailed prior to a determined TCC meeting date.

Section 2 – Special Meetings:

Special meetings may be called by the Chair, or at the request of three (3) eligible voting members of the TCC petitioning the Chair. Notice of special meetings shall be given in accordance with the North Carolina Open Meetings Law.

Section 3 – Workshops:

The TCC may choose to hold workshops from time to time. Notification of all workshops shall be provided to TCC members in the same manner as the regular meetings of the TCC.

Section 4 – Attendance:

Each member or alternate shall be expected to attend each regular meeting and each special meeting, either in-person, via telephone, or via online platforms, such as Zoom or Microsoft Teams, provided that at least seven (7) days' notice is given. If a member fails to attend or send an alternate in their place for two (2) consecutive meetings, that member shall have their seat declared vacant, and their absence shall not count for quorum. If a member's seat is declared vacant, the Mid-East Commission Transportation Planner shall request a replacement member from the respective appointing agency or governmental unit. Attendance at a future meeting shall automatically reinstate the member's seat on the committee if a replacement has not yet been appointed. The member's voting privileges shall be restored at the second consecutive meeting that the member attends.

Section 5 – Quorum:

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

Section 6 – Agenda:

The agenda is a list of considerations for discussion at a meeting. Any member of the TCC may place items on the agenda prior to its distribution by notifying the TCC Chair and/or the Mid-East Commission Transportation Planner. Additional items may be placed on the regular agenda at the beginning of the TCC meeting on the date of the meeting, if approved by a majority vote of the present and eligible voting members.

Section 7 – Voting Procedures:

The Chair may call for a vote on any issue, provided that it is seconded and within the purposes set forth in Article II and provided the issue is on the agenda as outlined in Section 6 of this article. Each voting member of the TCC shall have one (1) vote. A majority vote of the members, or their authorized alternates, present and eligible to vote shall be sufficient for approval of matters coming before the TCC.

The Chair is required to vote. In the event of a tie, the motion does not pass. Abstentions on issues requiring a vote is permitted. Any member present and not voting shall be recorded as a positive vote on the motion.

Section 8 – Parliamentary Procedures:

In the absence of any direction from these bylaws or other duly adopted voting procedures pursuant to certain approval actions, Robert’s Rules of Order shall designate procedures governing voting.

ARTICLE VI – AMENDMENTS TO BYLAWS

Amendments to these bylaws shall require the affirmative vote of a majority of the TCC’s eligible voting members, provided that written notice of the proposed amendment has been received by each member at least seven (7) days prior to the meeting at which the amendment is to be considered and provided that such amendment does not conflict with the letter or fundamental intent of the MOU governing this document. In the event of any conflict, the MOU shall carry precedence over these bylaws.

ADOPTED by the Mid-East Rural Planning Organization Technical Coordinating Committee on this the 14th day of May, 2026.

Brian M. Alligood, Chairman

Samuel D. Singleton, Secretary



Mid-East Rural Planning Organization
5/14/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: J) Items for Decision
Agenda Title: 2. Adoption of TAC Bylaws
Presenter(s): Sam Singleton

Summary of Information:

At the March 12, 2026 joint meeting of the TCC & TAC, the Governing Documents Subcommittee was re-established. Membership of the subcommittee included: Brian Alligood, April Alligood*, Tina Brown, Andrew Brownfield*, Justin Oakes, Ben Rogers*, Chris Slachta, Brooks Braswell*, Len White, Roham Lahiji*, and Michael Raynor (* denotes alternate). The subcommittee met twice: March 30, 2026, and April 27, 2026. At the second meeting, the subcommittee voted unanimously to recommend TAC endorsement of an amended Memorandum of Understanding, and the adoption of bylaws for both the TCC and TAC.

Staff will provide an overview of the proposed bylaws for the TAC. If adopted, the bylaws will take effect once the amended MOU has been adopted by all required parties.

Staff Recommendations/Motions:

1. Motion to adopt the proposed TAC Bylaws.
-

Attachments:

- Proposed Mid-East RPO TAC Bylaws (P.P. 75-81)

**MID-EAST RURAL PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE**

ARTICLE I – NAME

The name of this committee shall be the Mid-East Rural Planning Organization Transportation Advisory Committee, hereinafter referred to as the ‘Transportation Advisory Committee’, or as the ‘TAC’.

ARTICLE II – PURPOSE

The purpose and goals of the Transportation Advisory Committee shall be to:

1. Review and approve the Mid-East Rural Planning Organization (RPO) Prospectus.
2. Review and approve the Mid-East RPO Planning Work Program, which defines work tasks and responsibilities for the various agencies participating in the Mid-East RPO.
3. Establish goals, priorities, and objectives for the rural transportation planning process in the Mid-East RPO service area.
4. Coordinate work efforts with the Mid-East RPO Technical Coordinating Committee (TCC) in meeting the transportation and economic development needs of Beaufort, Martin, and Pitt Counties.
5. Make recommendations to the respective local, state, and federal government agencies regarding any necessary actions relating to the cooperative, comprehensive and continuing transportation planning process.
6. Review and recommend transportation improvement projects, which support and enhance inter-county and intra-county transportation serving the Mid-East RPO service area.
7. Develop and prioritize transportation projects, which the Mid-East RPO recommends for inclusion in the State Transportation Improvement Program.
8. Review and recommend to the North Carolina Department of Transportation (NCDOT) changes to Transportation Plans for the units of government of the Mid-East RPO.
9. Provide a forum for public participation in the rural transportation planning process.
10. Coordinate with adjacent Metropolitan Planning Organizations and Rural Planning Organizations, and with the appropriate NCDOT Divisions.

ARTICLE III – MEMBERS

Section 1 – Membership:

As specified in the Mid-East RPO Amended Memorandum of Understanding (MOU) between the County of Beaufort and participating municipalities therein; the County of Martin and participating municipalities therein; the County of Pitt and the participating municipalities therein not included in a Metropolitan Planning Organization; and the North Carolina Department of Transportation, the TAC shall consist of officials from local and state governmental agencies directly related to and concerned with the transportation planning process for the RPO planning area, which includes Beaufort County and participating municipalities within, Martin County and participating municipalities within, and the areas of and participating municipalities within Pitt County that are not included in the Greenville Urban Area Metropolitan Planning Organization’s service area. The initial voting membership shall include the following members:

- One (1) County Commissioner representing the County of Beaufort. The County Commissioner shall be selected every one (1) year by the Beaufort County Board of Commissioners in regular session. An alternate voting member shall be designated from the Commissioners’ Board. The alternate voting member shall meet the same criteria as the original appointee. While individual representation may change at the discretion of the Beaufort County Board of Commissioners, the County of Beaufort shall have a seat on the TAC so long as the County is a member of the RPO.
- One (1) municipal elected official representing the participating municipalities in Beaufort County. The municipal elected official shall be selected every one (1) year by the Beaufort County Board of Commissioners in regular session. An alternate voting member shall be designated by the Beaufort County Board of Commissioners. The alternate voting member shall meet the same criteria as the original appointee.
- One (1) County Commissioner representing the County of Martin. The County Commissioner shall be selected every one (1) year by the Martin County Board of Commissioners in regular session. An alternate voting member shall be designated from the Commissioners’ Board. The alternate voting member shall meet the same criteria as the original appointee. While individual representation may change at the discretion of the Martin County Board of Commissioners, the County of Martin shall have a seat on the TAC so long as the County is a member of the RPO.
- One (1) municipal elected official representing the participating municipalities in Martin County. The municipal elected official shall be selected every one (1) year by the Martin County Board of Commissioners in regular session. An alternate voting member shall be designated by the Martin County Board of Commissioners. The alternate voting member shall meet the same criteria as the original appointee.
- One (1) County Commissioner representing the County of Pitt. The County Commissioner shall be selected every one (1) year by the Pitt County Board of Commissioners in regular session. An alternate voting member shall be designated from the Commissioners’ Board. The alternate voting member shall meet the same criteria as the original appointee. While individual representation

may change at the discretion of the Pitt County Board of Commissioners, the County of Pitt shall have a seat on the TAC so long as the County is a member of the RPO.

- One (1) municipal elected official representing the participating municipalities not included in a Metropolitan Planning Organization in Pitt County. The municipal elected official shall be selected every one (1) year by the Pitt County Board of Commissioners in regular session. An alternate voting member shall be designated by the Pitt County Board of Commissioners. The alternate voting member shall meet the same criteria as the original appointee.
- One (1) member of the North Carolina Board of Transportation. The Board of Transportation Member shall be selected every one (1) year by the North Carolina Board of Transportation. An alternate voting member shall be designated by the North Carolina Board of Transportation. The alternate voting member shall meet the same criteria as the original appointee.

In order to participate as a member of the TAC, individuals must meet any requirements established by the MOU, these bylaws, and state or federal regulations as minimum requirements for membership. In any case where one of the voting members or alternates listed above cannot meet these requirements, that seat will be considered vacant and will not be counted toward quorum. The TAC Chair shall contact said member to discuss consideration of a replacement member for that unit of government or organization.

Section 2 – Term of Membership:

The term of office for all seats on the TAC is one (1) year. Reappointment is possible. All appointments shall begin on January 1 to facilitate election year changes and compliance with North Carolina State Ethics Commission requirements.

ARTICLE IV – OFFICERS

Section 1 – Officers Defined:

The officers of the TAC shall consist of a Chair and a Vice-Chair. The Chair and the Vice-Chair shall be elected by a majority vote of the TAC's membership annually, during the first regular meeting of each calendar year. There shall be no limit to the number of consecutive terms a TAC member may serve as either Chair or Vice-Chair. Should neither the Chair nor Vice-Chair be able to preside at a meeting, the TAC shall appoint a Chair Pro-Tempore for that meeting, or until such time as the Chair or Vice-Chair can resume their responsibilities. The Mid-East Commission Transportation Planner, as staff to the Mid-East RPO, shall act as Secretary to the TAC. In the absence of a Transportation Planner assigned to the RPO, the Mid-East Commission shall provide a staff person that shall act as the Secretary to the TAC.

Section 2 – Duties of the Chair:

The Chair shall call meetings of the TAC to order, and shall act as the presiding officer of such meetings. The Chair shall see that all orders and action items, including amendments, are carried into effect. The Chair shall also:

- Sign all official documents of the TAC
- Preside at all meetings of the TAC
- Decide all points of order or procedure
- Order the transmittal of all recommendations of the TAC to NCDOT
- With assistance from the Mid-East Commission Transportation Planner, draft meeting agendas, and make said available to TAC members in a timely manner.

Section 3 – Duties of the Vice-Chair:

The Vice-Chair shall conduct the duties of the Chair in the event of the Chair’s absence.

Section 4 – Duties of the Secretary:

The administrative coordination for the TAC shall be performed by the Mid-East Commission Transportation Planner, as staff to the Mid-East RPO. The Mid-East Commission Transportation Planner shall:

- Keep minutes of TAC meetings in proper form for the approval of the TAC at its next regular meeting.
- Send notices of regular meetings of the TAC by mail or e-mail, with a copy of the agenda, in accordance with Article V of these bylaws.
- Give notice of special meetings called in accordance with North Carolina Open Meetings Law.
- Maintain all files, records, and correspondence of the TAC.

ARTICLE V – MEETINGS**Section 1 – Regular Meetings:**

The TAC shall establish a regular meeting date and time, and publish a schedule for each calendar year. The TAC may hold joint meetings with the TCC. TAC meetings, whether individual or joint, may be held in-person or electronically, or a hybrid combination thereof. Electronic meetings are permitted, given that a physical location is provided where members, alternates, and members of the general public can participate. Meeting notices are to be mailed and/or e-mailed no later than seven (7) days prior to a determined TAC meeting date. Meeting agendas are to be mailed and/or e-mailed prior to a determined TAC meeting date.

Section 2 – Special Meetings:

Special meetings may be called by the Chair, or at the request of three (3) eligible voting members of the TAC petitioning the Chair. Notice of special meetings shall be given in accordance with the North Carolina Open Meetings Law.

Section 3 – Workshops:

The TAC may choose to hold workshops from time to time. Notification of all workshops shall be provided to TAC members in the same manner as the regular meetings of the TAC.

Section 4 – Attendance:

Each member or alternate shall be expected to attend each regular meeting and each special meeting, either in-person, via telephone, or via online platforms, such as Zoom or Microsoft Teams, provided that at least seven (7) days' notice is given. If a member fails to attend or send an alternate in their place for two (2) consecutive meetings, that member shall have their seat declared vacant, and their absence shall not count for quorum. If a member's seat is declared vacant, the Mid-East Commission Transportation Planner shall request a replacement member from the respective appointing agency or governmental unit. Attendance at a future meeting shall automatically reinstate the member's seat on the committee if a replacement has not yet been appointed. The member voting privileges shall be restored at the second consecutive meeting that the member attends.

Section 5 – Quorum:

A quorum is required for the transaction of all business, including conducting meetings, hearings, participating in deliberations, or voting upon or otherwise transacting the public's business. A quorum consists of fifty-one percent (51%) of the eligible voting membership of the TAC.

Section 6 – Agenda:

The agenda is a list of considerations for discussion at a meeting. Any member of the TAC may place items on the agenda prior to its distribution by notifying the TAC Chair and/or the Mid-East Commission Transportation Planner. Additional items may be placed on the regular agenda at the beginning of the TAC meeting on the date of the meeting, if approved by a majority vote of the present and eligible voting members.

Section 7 – Voting Procedures:

The Chair may call for a vote on any issue, provided that it is seconded and within the purposes set forth in Article II and provided the issue is on the agenda as outlined in Section 6 of this article. Each voting member of the TAC shall have one (1) vote. A majority vote of the members, or their authorized alternates, present and eligible to vote shall be sufficient for approval of matters coming before the TAC. The Chair is required to vote. In the event of a tie, the motion does not pass. Abstentions on issues

requiring a vote is permitted. Any member present and not voting shall be recorded as a positive vote on the motion.

Section 8 – Parliamentary Procedures:

In the absence of any direction from these bylaws or other duly adopted voting procedures pursuant to certain approval actions, Robert’s Rules of Order shall designate procedures governing voting.

ARTICLE VI – AMENDMENTS TO BYLAWS

Amendments to these bylaws shall require the affirmative vote of a majority of the TAC’s eligible voting members, provided that written notice of the proposed amendment has been received by each member at least seven (7) days prior to the meeting at which the amendment is to be considered and provided that such amendment does not conflict with the letter or fundamental intent of the MOU governing this document. In the event of any conflict, the MOU shall carry precedence over these bylaws.

ADOPTED by the Mid-East Rural Planning Organization Transportation Advisory Committee on this the 14th day of May, 2026.

Dempsey Bond, Jr., Chairman

Samuel D. Singleton, Secretary



Mid-East Rural Planning Organization
5/14/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: J) Items for Decision
Agenda Title: 3. Adoption of TCC-TAC Joint Meeting Schedule for the remainder of CY 2026
Presenter(s): Sam Singleton

Summary of Information:

Since 2022, the TCC and TAC have adopted joint meeting schedules based off the state fiscal year (July 1 – June 30). To better align with the (*draft or adopted*) TCC Bylaws and TAC Bylaws, RPO staff is proposing that joint meeting schedules be adopted based off the calendar year (January 1 – December 31) instead.

With this change potentially taking effect in the middle of 2026, a draft joint meeting schedule has been developed for the remainder of the year.

Staff Recommendations/Motions:

1. Motion to adopt the TCC-TAC Joint Meeting Schedule for the remainder of CY 2026.
-

Attachments:

- *Draft TCC-TAC Joint Meeting Schedule for the remainder of CY 2026 (P. 83)*



**Mid-East Rural Planning Organization
 Technical Coordinating Committee (TCC) & Transportation Advisory Committee (TAC)
 July 2026 – December 2026 Meeting Schedule**

Date & Time	Type	Format	In-Person Location
Thursday, July 23, 2026 10:00 AM	Joint: TCC & TAC	Hybrid: In-Person or Virtual	Pitt County
Thursday, November 12, 2026 10:00 AM	Joint: TCC & TAC	Hybrid In-Person or Virtual	Beaufort County

The Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC) typically hold joint meetings. Unless otherwise noted in the 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.



Mid-East Rural Planning Organization
5/14/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: J) Items for Decision
Agenda Title: 4. Appointment of Prioritization 8.0 County Priority Officials
Presenter(s): Sam Singleton

Summary of Information:

Pursuant to the (draft or adopted) Prioritization 8.0 Local Input Point Assignment Methodology, one County TCC Representative from each of MERPO's three counties will be tasked with giving a priority score for each P8.0 project submitted within their respective county. The County Priority Official will be expected to collaborate with other county staff, county elected officials, municipal staff, and municipal elected officials within their respective counties.

MERPO staff will work in close coordination with the County Priority Officials throughout the Regional Impact and Division Needs Local Input Point assignment phases.

Staff Recommendations/Motions:

1. Appointment of the following to serve as the Prioritization 8.0 County Priority Officials
 - One (1) member of the TCC who represents the County of Beaufort
 - One (1) member of the TCC who represents the County of Martin
 - One (1) member of the TCC who represents the County of Pitt
-

Attachments:

- Prioritization 8.0 County Priority Officials – Appointment Form (P. 85)

**APPOINTMENT OF COUNTY PRIORITY OFFICIALS FOR PRIORITIZATION 8.0
MID-EAST RURAL PLANNING ORGANIZATION**

The Mid-East Rural Planning Organization’s Technical Coordinating Committee and Transportation Advisory Committee met in joint session on Thursday, May 14, 2026. Upon recommendation by the Technical Coordinating Committee, the Transportation Advisory Committee voted to appoint the following individuals to serve as County Priority Officials for Prioritization 8.0:

_____, a member of the Technical Coordinating Committee who represents the County of Beaufort.

_____, a member of the Technical Coordinating Committee who represents the County of Martin.

_____, a member of the Technical Coordinating Committee who represents the County of Pitt.

Dempsey Bond, Jr., TAC Chair

Samuel D. Singleton, Secretary



Mid-East Rural Planning Organization
5/14/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: J) Items for Decision
Agenda Title: 5. Prioritization 9.0 Express Design Request #2
Presenter(s): Sam Singleton

Summary of Information:

Beginning in Prioritization 9.0, most highway project submittals will require an express design-level cost estimate or greater. In an effort to complete roughly 400 express designs by the P9.0 submittal window close in 2027, NCDOT has set the following deadlines for express design requests by RPOs, MPOs, and Highway Divisions:

- End of November 2025: 1/3 of requests due (Request #1 approved on 11/13/2025)
- End of June 2026: 1/3 of requests due
- End of September 2026: 1/3 of requests due

The Mid-East RPO has four remaining express design request allotments. RPO staff is recommending that the following projects be included in Express Design Request #2:

- H250558: US 264 from US 264 ALT (NE Greenville Blvd) in Pitt County to SR 1427 (Flanders Filter Rd) in Beaufort County. Modernize roadway.
- H250551: NC 33 from SR 1755 (Blackjack-Simpson Rd) to SR 1760 (Mobleys Bridge Rd) in Pitt County. Modernize roadway.

Staff Recommendations/Motions:

1. Motion to approve Express Design Request #2.
-

Attachments:

- H250558 P8.0 Submittal Summary (P.P. 87-90)
- H250551 P8.0 Submittal Summary (P.P. 91-94)



NCDOT Prioritization 8.0 Project Summary - Modernization

SPOT ID: H250558

Mode: Highway

Status: Submitted

US-264

From/Cross Street: US 264 ALT (Greenville Blvd NE) in Pitt County

Specific Improvement Type: 16 - Modernize Roadway

To: SR 1427 (Flanders Filter Rd) in Beaufort County

Project Category: Statewide Mobility

Length: 13.26

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$122,182,000

Description:

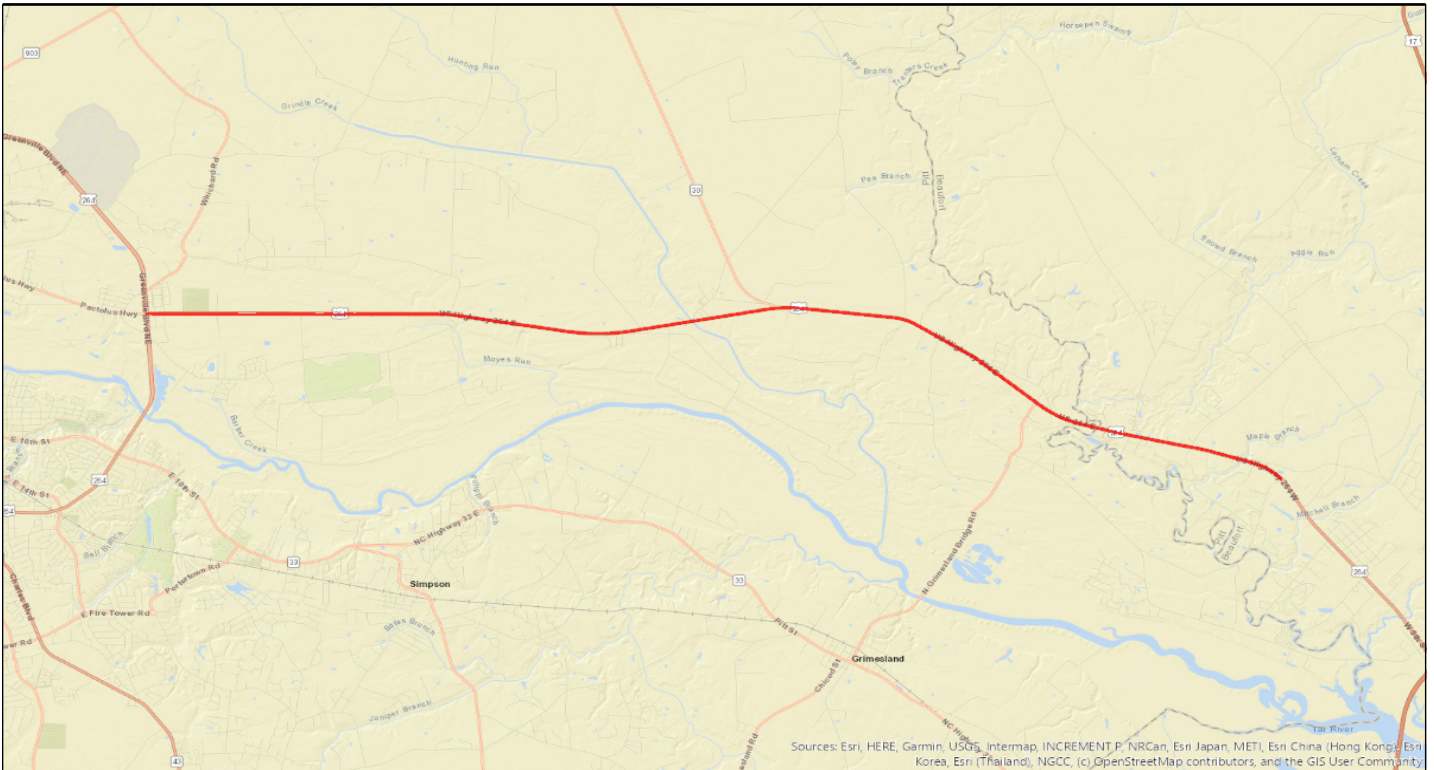
Modernize roadway to include 12 ft. lanes, wide paved shoulders, and a 46 ft. depressed grass median with cable guardrails. Project to also include safety improvements at multiple intersections, and flood mitigation / drainage improvements throughout the corridor. Location: Greenville, Unincorporated (Pactolus), Washington.

Division(s): Division 2

County(s): Pitt, Beaufort

MPOS(s)/RPO(s): Mid-East RPO, Greenville Urban Area MPO

Project Location



US-264

SPOT ID: H250558

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)		
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)		
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)		
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits		
Lane Width	Lane Width Difference (100%)		
Shoulder Width	Paved Shoulder Width Difference (100%)		
Pavement Condition	Pavement Condition Rating (100%)		

Project Data*

Existing Conditions

Project Benefits

Existing Cross-Section:	
Speed Limit (mph):	60
Length (miles):	13.26
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	9
Roadway has Curb & Gutter?	No
Volume (AADT):	17,863
Volume (PADT):	18,590.43
Peak ADT (PADT) Factor:	1.04
Capacity (vpd):	12,906.87
Volume (PADT)/Capacity Ratio:	1.44
% Autos:	91%
% Trucks:	9%
Truck Volume (AADTT):	1,684.48
Total Crashes:	660
Crash Density (seg):	0.66
Crash Severity (seg):	2.32
Critical Crash Rate (seg):	0.43
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	49

Project Cross-Section:	
Speed Limit (mph):	60
Length (miles):	13.26
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
TerrainType:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) – DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	No
CTP/MTP Name & Year:	
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!ine tool and associated databases.

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Mid-East RPO	74%	0	0
Greenville Urban Area MPO	26%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$103,193,000	Cost Estimation Tool
Right-of-Way Cost:	\$18,989,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$122,182,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$122,182,000	

Project Purpose and Identified Needs

Primary Purpose: US 264 serves as a critical connection between Greenville and Washington. This project would improve safety, mobility, and resiliency along this section of US 264 by widening lane and shoulder width, restricting unprotected left-turns from side streets and driveways, and implementing flood/drainage control solutions in certain locations.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 8.0 Project Summary - Modernization

SPOT ID: H250551

Mode: Highway

Status: Submitted

NC-33

From/Cross Street: SR 1755 (Black Jack-Simpson Rd) **Specific Improvement Type:** 16 - Modernize Roadway

To: SR 1760 (Mobleys Bridge Rd)

Project Category: Regional Impact

Length: 5.6

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$11,940,000

Description:

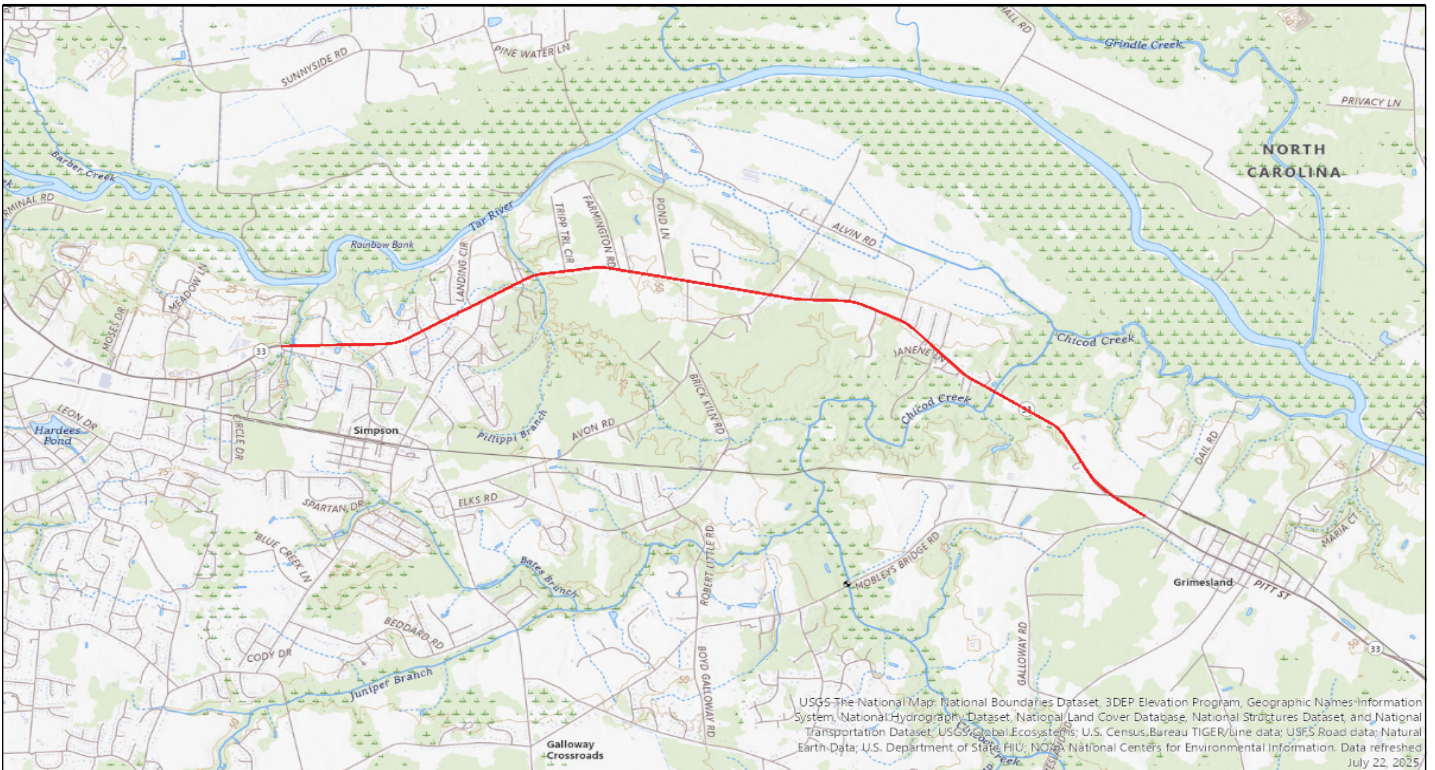
Modernize roadway to include 12 ft. lanes, wide paved shoulders, and a TWLTL. Project includes the construction of a parallel 10 ft. multi-use path, and safety improvements at multiple intersections. Location: Greenville, Simpson, Grimesland.

Division(s): Division 2

County(s): Pitt

MPOS(s)/RPO(s): Greenville Urban Area MPO, Mid-East RPO

Project Location



NC-33

SPOT ID: H250551

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)		
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)		
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)		
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits		
Lane Width	Lane Width Difference (100%)		
Shoulder Width	Paved Shoulder Width Difference (100%)		
Pavement Condition	Pavement Condition Rating (100%)		

Project Data*

Existing Conditions

Project Benefits

Existing Cross-Section:	
Speed Limit (mph):	55
Length (miles):	5.6
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	5
Roadway has Curb & Gutter?	No
Volume (AADT):	8,260.18
Volume (PADT):	8,026.78
Peak ADT (PADT) Factor:	0.97
Capacity (vpd):	9,300
Volume (PADT)/Capacity Ratio:	0.86
% Autos:	96%
% Trucks:	4%
Truck Volume (AADTT):	346.93
Total Crashes:	253
Crash Density (seg):	2.8
Crash Severity (seg):	3.7
Critical Crash Rate (seg):	0.92
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	69

Project Cross-Section:	
Speed Limit (mph):	55
Length (miles):	5.6
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Major Collector
TerrainType:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) – DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	No
CTP/MTP Name & Year:	
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!ine tool and associated databases.

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Greenville Urban Area MPO	52%	0	0
Mid-East RPO	48%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$10,078,000	Cost Estimation Tool
Right-of-Way Cost:	\$1,862,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$11,940,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$11,940,000	

Project Purpose and Identified Needs

Primary Purpose: This section of NC 33 is currently a two-lane undivided highway. Traffic volume has increased along this route as several new residential developments have been constructed in the area. This has contributed to the route’s high crash rate. This project will improve safety and mobility along NC 33 by increasing lane and shoulder width, adding a TWLTL, adding a multi-use path, and improving multiple intersections.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project’s needs, justification, and solution.



Mid-East Rural Planning Organization
5/14/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: J) Items for Decision
Agenda Title: 6. Ratification of Letters of Support for Ferry Division Grant Applications
Presenter(s): Sam Singleton

Summary of Information:

On April 30, 2026, RPO staff received a request from the NCDOT Ferry Division to provide letters of support for two grant applications by May 7, 2026. RPO staff signed two letters of support and submitted both to Ferry Division staff on May 4, 2026.

RPO staff is requesting that the TAC vote to ratify both letters of support.

Staff Recommendations/Motions:

1. Motion to ratify Mid-East RPO letters of support for NCDOT Ferry Division grant applications.
-

Attachments:

- *FY 2026 Rural Ferry Program Letter of Support (P. 96)*
- *FY 2026 Small Shipyards Application Letter of Support (P. 97)*



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

May 4, 2026

Ms. Jamie Pfister
Acting Executive Director, Federal Transit Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: NCDOT Ferry Division FY 2026 Rural Ferry Program – Replacement of the Bulkhead at the Cherry Branch Terminal

Dear Ms. Pfister:

This letter is in support of the North Carolina Department of Transportation Ferry Division’s application for the FY2026 Rural Ferry Program Grant to replace the bulkhead at the Cherry Branch Terminal.

The Ferry Division is requesting funding to replace approximately 2,750 linear feet of severely deteriorated steel bulkhead at the Cherry Branch Ferry Terminal. The replacement of this bulkhead is long overdue, with the bulkhead having met its useful life, and needed to protect the basin and landside assets. Inspections have shown widespread, heavy corrosion throughout the length of the bulkhead, ranging from 30% section loss to areas of complete section loss. Failure of this bulkhead could lead to long term interruptions of service and vessel repairs as well as injuries to employees or the traveling public. The Cherry Branch Terminal also serves as a safe harbor for other Ferry Division vessels during hurricanes, which it would be unable to do in the event of the bulkhead failing. Completing this replacement is essential to maintain safe vessel operations and preserve the basin. In addition to safety concerns, the new bulkhead is needed to advance a long-delayed shore power improvement project, which cannot proceed without a structurally sound bulkhead.

The NCDOT Ferry Division provides vital transportation services in North Carolina, connecting people to jobs, education, and medical services, while also supporting the movement of goods and supplies. It is also critical in helping the region prepare for and respond to hurricanes and other disasters. This project will continue to strengthen the operations and resiliency of the Ferry Division, which is critical to coastal North Carolina.

We appreciate your consideration of this application.

Sincerely,

A handwritten signature in black ink, appearing to read "Sam Singleton".

Sam Singleton, 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

May 4, 2026

Mr. David M. Heller
Deputy Associate Administrator for Shipbuilding & Industry Expansion
U.S. Department of Transportation Maritime Administration
Room W21-318
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: FY 2026 Small Shipyards Application – North Carolina Department of Transportation Ferry Division

Dear Mr. Heller:

This letter is in support of the North Carolina Department of Transportation Ferry Division's application for the Small Shipyard Grant Program to purchase a 75-ton crane for their Shipyard.

Cranes are critical to the operations at the Shipyard, and the new 75-ton crane equipment would improve the safety conditions, enhance productivity, and increase capacity with NCDOT Ferry Division vessel repairs being conducted at the Shipyard.

The NCDOT Ferry Division provides vital transportation services in North Carolina, connecting people to jobs, education, and medical services, while also supporting the movement of goods and supplies. It is also critical in helping the region prepare for and respond to hurricanes and other disasters. This project will continue to strengthen the operations and resiliency of the Ferry Division, which is critical to coastal North Carolina.

We appreciate your consideration of this application.

Sincerely,

A handwritten signature in black ink, appearing to read "Sam Singleton", written over a white background.

Sam Singleton, Secretary



Mid-East Rural Planning Organization
5/14/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: J) Items for Decision
Agenda Title: 7. Recognition of outgoing TCC Chairman Brian Alligood
Presenter(s): Sam Singleton

Summary of Information:

Brian Alligood will be retiring as the Beaufort County Manager on June 30, 2026. As such, this will be his last meeting as a member of the Technical Coordinating Committee, which he has chaired since 2022.

Staff Recommendations/Motions:

1. Motion to adopt Resolution 2026-03.
-

Attachments:

- Resolution 2026-03: Resolution recognizing Brian M. Alligood for his contributions to the Mid-East Rural Planning Organization (P. 99)

MID-EAST RURAL PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE

RESOLUTION 2026-03
RECOGNIZING BRIAN M. ALLIGOOD FOR HIS CONTRIBUTIONS TO THE
MID-EAST RURAL PLANNING ORGANIZATION

WHEREAS, the Mid-East Rural Planning Organization (RPO) provides cooperative, comprehensive, and continuing transportation planning services for Beaufort County, Martin County, and the areas of Pitt County not within a Metropolitan Planning Organization; and

WHEREAS, the Transportation Advisory Committee is the duly recognized transportation planning policy board for the Mid-East RPO; and

WHEREAS, Brian M. Alligood has been a member of the Mid-East RPO Technical Coordinating Committee since 2015, and has served as Chairman since 2022; and

WHEREAS, throughout his tenure on the Technical Coordinating Committee, Mr. Alligood exhibited strong leadership and an unwavering commitment to improving the transportation network throughout the region; and

WHEREAS, Mr. Alligood has played an integral role in the development of numerous plans, feasibility studies, and projects in the region; and

WHEREAS, Mr. Alligood has been an invaluable resource for fellow Technical Coordinating Committee members, Transportation Advisory Committee members, North Carolina Department of Transportation staff, and Mid-East RPO staff; and

WHEREAS, Mr. Alligood will retire as the Beaufort County Manager on June 30, 2026; and

WHEREAS, Mr. Alligood's retirement as the Beaufort County Manager will mark the conclusion of his tenure on the Technical Coordinating Committee.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Advisory Committee hereby recognizes Brian M. Alligood for his immense contributions to the Mid-East RPO, and expresses its sincere appreciation for his 11 years of service.

BE IT FURTHER RESOLVED, that the Transportation Advisory Committee congratulates Mr. Alligood on his well-earned retirement and wishes him the best in all his future endeavors.

ADOPTED, this the 14th day of May, 2026.

Dempsey Bond, Jr., Chairman

Samuel D. Singleton, Secretary



Mid-East Rural Planning Organization
5/14/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: K) Chair and Vice-Chair Elections
Agenda Title: 1. Election of TCC Chair and Vice-Chair for terms ending January 2027
Presenter(s): Sam Singleton

Summary of Information:

At the May 7, 2025 joint meeting of the TCC & TAC, Brian Alligood was elected as TCC Chairman for FY 2026, and Jonas Hill was elected as TCC Vice-Chairman for FY 2026. With the FY 2026 term expiring, RPO staff is requesting that the TCC elect a Chair and Vice-Chair, who shall both serve terms ending in January 2027.

Staff Recommendations/Motions:

1. Nominations for TCC Chair
 2. Nominations for TCC Vice-Chair
-

Attachments:



Mid-East Rural Planning Organization
5/14/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: K) Chair and Vice-Chair Elections
Agenda Title: 2. Election of TAC Chair and Vice-Chair for terms ending January 2027
Presenter(s): Sam Singleton

Summary of Information:

At the May 7, 2025 joint meeting of the TCC & TAC, Dempsey Bond, Jr. was elected as TAC Chairman for FY 2026, and Charlotte Griffin was elected as TAC Vice-Chairwoman for FY 2026. With the FY 2026 term expiring, RPO staff is requesting that the TAC elect a Chair and Vice-Chair, who shall both serve terms ending in January 2027.

Staff Recommendations/Motions:

1. Nominations for TAC Chair
 2. Nominations for TAC Vice-Chair
-

Attachments:



Mid-East Rural Planning Organization
5/14/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: L) Items for Presentation – RPO Staff
Agenda Title: 1. Pedestrian Safety Project Selections
Presenter(s): Sam Singleton

Summary of Information:

Nine (9) projects submitted by the Mid-East RPO in the FY 2026 NCDOT Call for Pedestrian Safety Projects have been selected for funding, and will advance to implementation. The projects are located in the following municipalities:

- Town of Belhaven (1)
- Town of Grimesland (1)
- Town of Robersonville (2)
- City of Washington (2)
- Town of Williamston (3)

Staff Recommendations/Motions:

Attachments:

- FY 2026 Pedestrian Safety Project Selections – Mid-East RPO (P. 103-107)

**NCDOT Call for Pedestrian Safety Projects
TAP Funding Selections
Town of Belhaven**

Mid-East Rural Planning Organization
April 2026

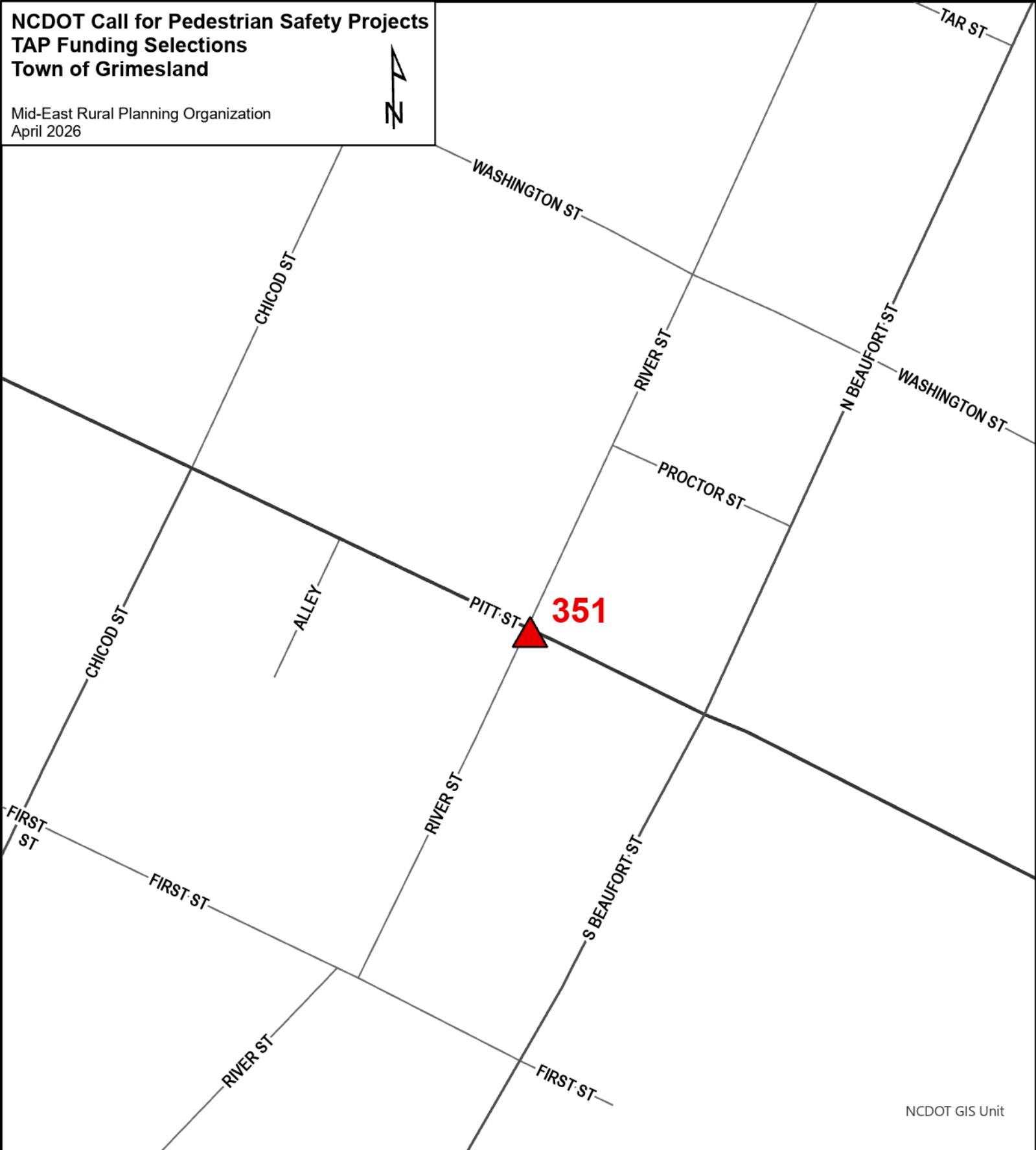


NCDOT GIS Unit

Project ID	County	Municipality	Route or Corridor Name	From/To	Project Description
400	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.

**NCDOT Call for Pedestrian Safety Projects
TAP Funding Selections
Town of Grimesland**

Mid-East Rural Planning Organization
April 2026

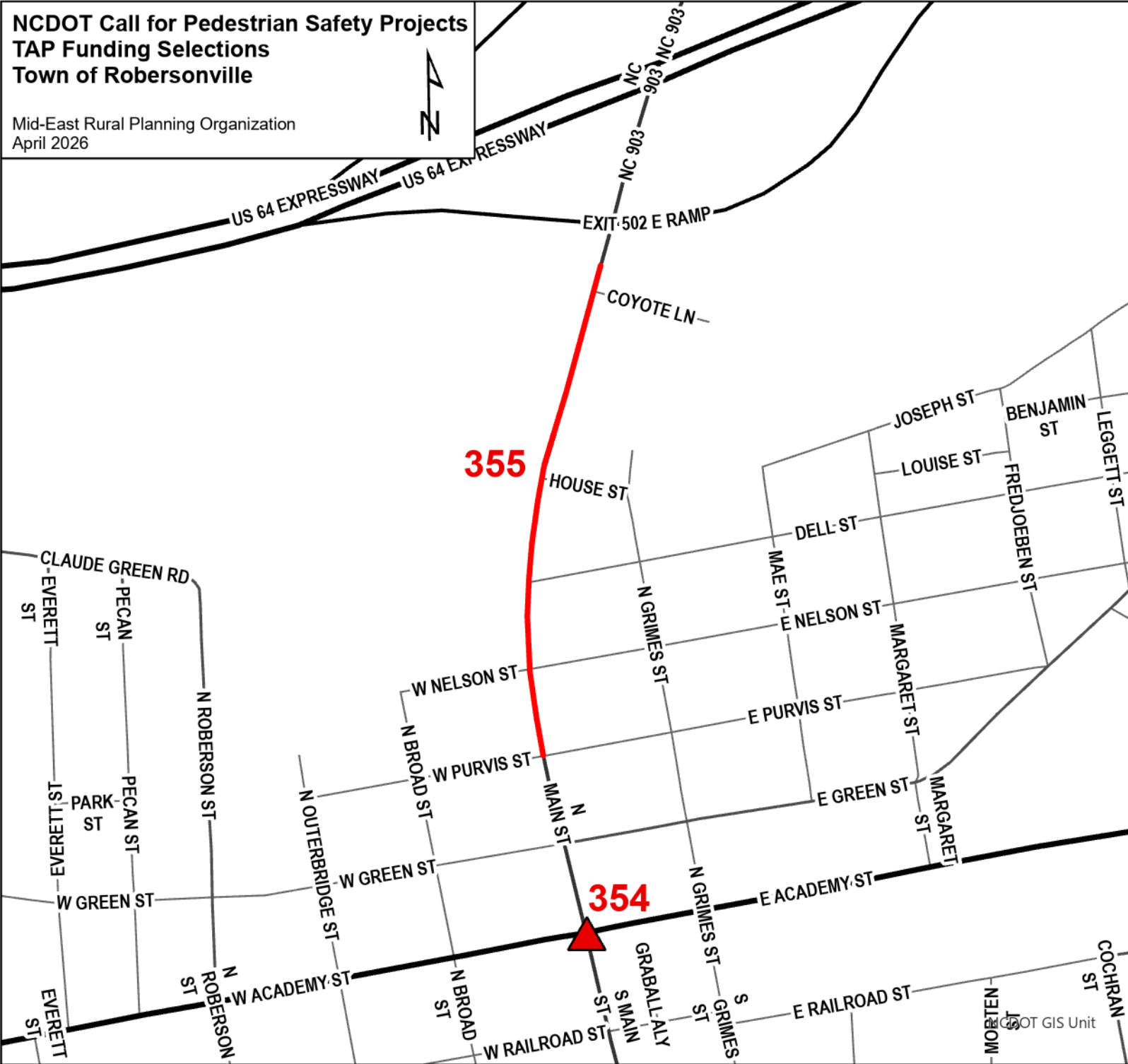


NCDOT GIS Unit

Project ID	County	Municipality	Route or Corridor Name	From/To	Project Description
351	Pitt	Town of Grimesland	NC 33 (Pitt St)	<u>West River Rd</u>	Consider adding 8 ped heads, 4 existing crosswalks at existing signal - new cabinet may be needed.

**NCDOT Call for Pedestrian Safety Projects
TAP Funding Selections
Town of Robersonville**

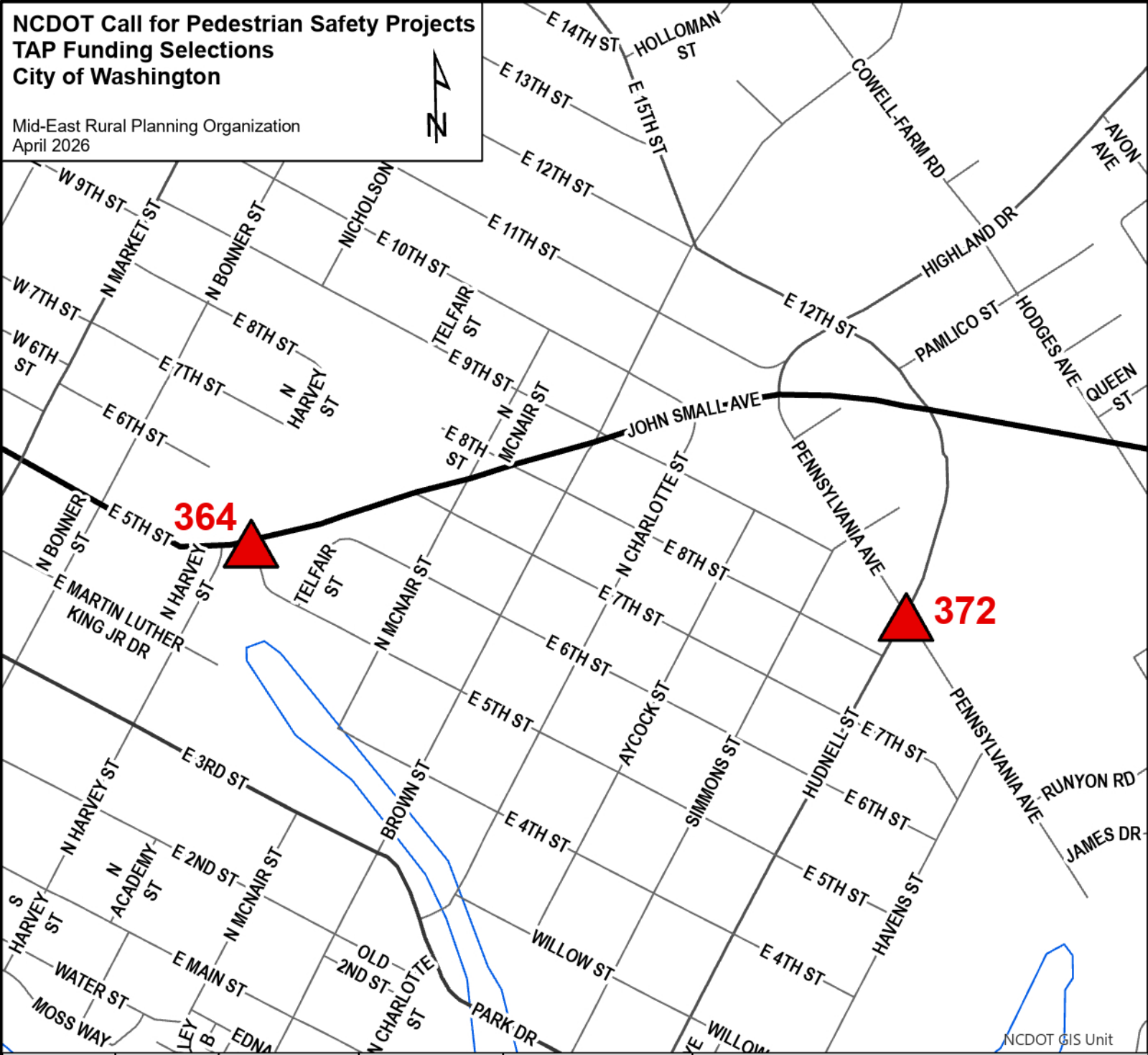
Mid-East Rural Planning Organization
April 2026



ID	County	Municipality	Route	From/To	Description
354	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.
355	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.

**NCDOT Call for Pedestrian Safety Projects
TAP Funding Selections
City of Washington**

Mid-East Rural Planning Organization
April 2026

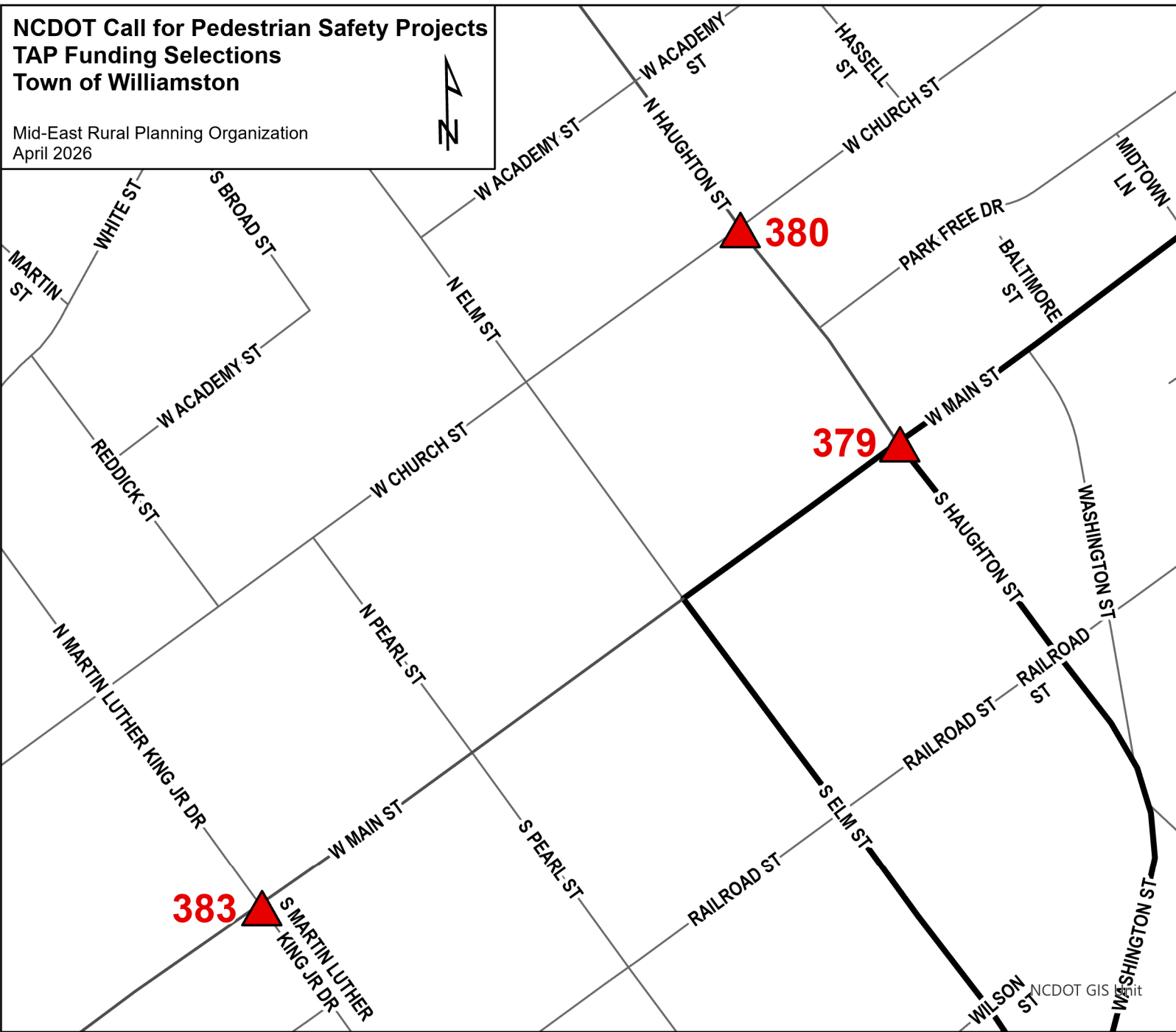


NCDOT GIS Unit

Project ID	County	Municipality	Route or Corridor Name	From/To	Project Description
364	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.
372	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.

**NCDOT Call for Pedestrian Safety Projects
TAP Funding Selections
Town of Williamston**

Mid-East Rural Planning Organization
April 2026



NCDOT GIS Unit

ID	County	Municipality	Route	From/To	Description
379	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.
380	Martin	Town of Williamston	NC 125/SR 1460 (Haughton St)	West Church St	Consider adding 8 ped heads, new traffic signal cabinet, refresh markings.
383	Martin	Town of Williamston	US 17 BUS (Main St)	Martin Luther King Dr	Consider adding 8 ped heads, new traffic signal cabinet, refresh markings.



Mid-East Rural Planning Organization
5/14/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: L) Items for Presentation – RPO Staff
Agenda Title: 2. House Bill 1109, STI Study Recommendation
Presenter(s): Sam Singleton

Summary of Information:

SOG Bill Summary: Requires the Department of Transportation (DOT) to study project delivery performance of projects prioritized using the Strategic Prioritization Funding Plan of Transportation Investments (STI) laws and factors negatively affecting project delivery of projects prioritized using the STI laws, and requires recommending changes that will improve the delivery of projects prioritized and providing any information or data that DOT deems relevant to the study. Allows DOT to consult with relevant partners in conducting the study. Requires a report on the study by November 1, 2026, to the Chairs of the two specified Transportation Committees and the Fiscal Research Division.

Staff Recommendations/Motions:

Attachments:

- House Bill 1109 – Edition 1 (P. 109)

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2025**

H

1

HOUSE BILL 1109

Short Title: NCDOT STI Study Recommendation. (Public)

Sponsors: Representatives Shepard and Iler (Primary Sponsors).

For a complete list of sponsors, refer to the North Carolina General Assembly web site.

Referred to: Transportation, if favorable, Rules, Calendar, and Operations of the House

April 30, 2026

A BILL TO BE ENTITLED

1
2 AN ACT TO DIRECT THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
3 TO STUDY THE STRATEGIC PRIORITIZATION FUNDING PLAN FOR
4 TRANSPORTATION INVESTMENTS LAWS, AS RECOMMENDED BY THE HOUSE
5 SELECT COMMITTEE ON NORTH CAROLINA'S TRANSPORTATION FUTURE.

6 The General Assembly of North Carolina enacts:

7 **SECTION 1.** The North Carolina Department of Transportation shall study project
8 delivery performance of projects prioritized utilizing the Strategic Prioritization Funding Plan
9 for Transportation Investments (STI) laws, Article 14B of Chapter 136 of the General Statutes;
10 study factors negatively affecting project delivery of projects prioritized utilizing the STI laws;
11 recommend legislative changes to STI laws, or other changes, that will improve the delivery of
12 projects prioritized utilizing the STI laws; and provide any information or data on any other
13 subject or topic which the Department deems relevant to this study. The Department may consult
14 with planning organizations, the construction industry, and other relevant partners in conducting
15 the study.

16 **SECTION 2.** No later than November 1, 2026, the North Carolina Department of
17 Transportation shall submit a report on the study required by this act to the chairs of the House
18 Select Committee on North Carolina's Transportation Future, the chairs of the Joint Legislative
19 Transportation Oversight Committee, and the Fiscal Research Division.

20 **SECTION 3.** This act is effective when it becomes law.





**Mid-East Rural Planning Organization
5/14/2026 Joint Meeting of the TCC & TAC
Agenda Abstract**

Agenda Section: L) Items for Presentation – RPO Staff
Agenda Title: 3. 15th Street Project (U-5860) Update
Presenter(s): Sam Singleton

Summary of Information:

On April 13, 2026, the Washington City Council voted unanimously in favor of adopting a resolution of support for the 15th Street improvement project (U-5860).

The right-of-way phase for U-5860 is currently scheduled to begin in late-June 2026. The utility relocation phase will begin following the start of right-of-way acquisition. As of now, the project remains on schedule to be let for construction in June 2028.

Staff Recommendations/Motions:

Attachments:

- *Washington City Council Resolution Supporting NCDOT Project U-5860 (P.P. 111-112)*

A RESOLUTION SUPPORTING SAFETY IMPROVEMENTS ALONG THE 15TH STREET CORRIDOR THROUGH NCDOT PROJECT U-5860

WHEREAS, 15th Street serves as a major transportation corridor connecting U.S. 17 Business and U.S. 264 and carries significant local and regional traffic volumes;

WHEREAS, crash data collected between 2020 and 2024 documented 417 crashes along the corridor, including three fatal crashes and eleven disabling-injury crashes;

WHEREAS, the North Carolina Department of Transportation has identified the corridor as exceeding statewide critical crash thresholds and requiring comprehensive safety improvements;

WHEREAS, the North Carolina Department of Transportation has developed State Transportation Improvement Program Project U-5860, which proposes converting the corridor to a four-lane divided roadway with a raised median, dedicated turn lanes, improved traffic signals, and enhanced pedestrian facilities;

WHEREAS, engineering analysis indicates the proposed design is expected to reduce total crashes by approximately 57 percent and reduce fatal crashes by approximately 76 percent;

WHEREAS, the project includes multimodal safety improvements such as a 10-foot multi-use path, sidewalks, ADA-compliant pedestrian crossings, and enhanced signalized intersections to improve safety for drivers, pedestrians, and cyclists.

WHEREAS, the project represents approximately \$38.6 million in transportation infrastructure investment for the Washington community and includes upgrades to roadway infrastructure, stormwater systems, traffic signals, and city utilities;

WHEREAS, the project design has been refined through collaboration between NCDOT, the City of Washington, and community stakeholders, including adjustments to reduce right-of-way impacts and eliminate previously anticipated property relocations;

WHEREAS, the project is currently fully funded within the North Carolina Strategic Transportation Improvement Program, with right-of-way acquisition scheduled to begin in 2026;

WHEREAS, removal of the project from the STIP would require the project to be re-submitted and re-prioritized through statewide transportation funding cycles, potentially delaying safety improvements for many years and risking the loss of funding to other regions of the state;

WHEREAS, the City Council recognizes the importance of ensuring that public policy decisions regarding transportation infrastructure are guided by engineering analysis, safety data, and factual project information;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Washington affirms the importance of advancing transportation safety improvements along the 15th Street corridor and supports continued collaboration with the North Carolina Department of Transportation to ensure the project reflects community needs while maintaining its core safety objectives;

BE IT FURTHER RESOLVED that the City Council encourages continued public engagement and the dissemination of accurate information regarding the project's design, impacts, and timeline.

Adopted this 13th day of April, 2026.

City of Washington, North Carolina



Mayor



City Clerk





Mid-East Rural Planning Organization
5/14/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: M) 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. 114-115)

DIVISION 1
MARTIN COUNTY
5/14/2026

[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: 04/24/2026 Latest Payment Date: 05/01/2026</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: 60.08%</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: 04/16/2026 Original Completion Date: 10/15/2026 Latest Payment Thru: Latest Payment Date:</p>	<p>Route: SR-1106 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: 04/15/2026
Latest Payment Date: 04/21/2026

Construction Progress: 34.29%

Contract Number: DA00647

Route: SR-1510

Division: 1

County: Martin

TIP Number:

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: 03/31/2026

Latest Payment Date: 04/08/2026

Construction Progress: 91.11%



The North Carolina
[Department of
Transportation](#)



Mid-East Rural Planning Organization
5/14/2026 Joint Meeting of the TCC & TAC
Agenda Abstract

Agenda Section: M) 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. 117)*
- Division 2 Construction Report – Pitt County (P.P. 118-120)*

DIVISION 2
BEAUFORT COUNTY
5/14/2026

[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)439-2970
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: 04/30/2026	
Latest Payment Date: 05/08/2026	Construction Progress: 12.25%

Contract Number: C204955	Route: US-17
Division: 2	County: Beaufort
TIP Number:	
Length: 2.893 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact: Jason B. Beasley	NCDOT Contact No: (252)439-2970
Location Description: BRIDGE #060353 OVER US-17 BUS/TAR RIVER ON US-17.	
Contractor Name: S T WOOTEN CORPORATION	
Contract Amount: \$6,296,460.59	
Work Began: 04/20/2026	Letting Date: 02/17/2026
Original Completion Date: 06/01/2028	Revised Completion Date:
Latest Payment Thru: 04/30/2026	
Latest Payment Date: 05/11/2026	Construction Progress: 9.51%

Contract Number: DB00625	Route: -
Division: 2	County: Beaufort
TIP Number:	
Length: 0.279 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact:	NCDOT Contact No:
Location Description: GOOSE CREEK STATE PARK, BEAUFORT COUNTY	
Contractor Name: BARNHILL CONTRACTING CO	
Contract Amount: \$0.00	
Work Began: 03/19/2026	Letting Date: 01/14/2026
Original Completion Date: 04/03/2026	Revised Completion Date:
Latest Payment Thru:	
Latest Payment Date:	Construction Progress: 0%

**DIVISION 2
PITT COUNTY
5/14/2026**

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<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: 04/30/2026 Latest Payment Date: 05/07/2026</p>	<p>Route: SR-1598 County: Pitt Federal Aid Number: STP-1598(3) NCDOT Contact No: (252)439-2970 Letting Date: 03/15/2022 Revised Completion Date: 10/16/2027 Construction Progress: 87.72%</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: 04/30/2026 Latest Payment Date: 05/07/2026</p>	<p>Route: SR-1203 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)439-2970 Letting Date: 10/21/2025 Revised Completion Date: 01/11/2030 Construction Progress: 14.79%</p>
<p>Contract Number: DB00592 Division: 2 TIP Number: Length: 13.45 miles NCDOT Contact: Stanley L. Harrell Location Description: GREENE AND PITT COUNTY Contractor Name: BARNHILL CONTRACTING CO Contract Amount: \$3,412,298.25 Work Began: 02/28/2025 Original Completion Date: 12/15/2026 Latest Payment Thru: 04/15/2026 Latest Payment Date: 04/23/2026</p>	<p>Route: SR-1058, SR-1135, SR-1202 SR-1204, SR-1215, SR-1217 SR-1406, SR-1408 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)527-0053 Letting Date: 10/23/2024 Revised Completion Date: Construction Progress: 73.33%</p>
<p>Contract Number: DB00594 Division: 2 TIP Number: Length: 13.98 miles NCDOT Contact: Jason B. Beasley Location Description: PITT COUNTY Contractor Name: BARNHILL CONTRACTING CO Contract Amount: \$0.00 Work Began: 03/20/2026</p>	<p>Route: SR-1725, US-13 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)439-2970 Letting Date: 02/25/2026</p>

Original Completion Date: 11/27/2027 Latest Payment Thru: Latest Payment Date:	Revised Completion Date: Construction Progress: 0%
Contract Number: DB00595 Division: 2 TIP Number: Length: 18.19 miles NCDOT Contact: Jason B. Beasley Location Description: PITT COUNTY Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$3,591,091.00 Work Began: 07/08/2025 Original Completion Date: 03/15/2027 Latest Payment Thru: 01/31/2026 Latest Payment Date: 02/10/2026	Route: SR-1128, SR-1143, SR-1432 SR-1433, SR-1434, SR-1530 SR-1544, SR-1588, SR-1727 SR-1728, SR-1905 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)439-2970 Letting Date: 05/14/2025 Revised Completion Date: Construction Progress: 73.43%
Contract Number: DB00597 Division: 2 TIP Number: Length: 8.18 miles NCDOT Contact: Jason B. Beasley Location Description: SR 1415 IN PITT COUNTY Contractor Name: BARNHILL CONTRACTING CO Contract Amount: \$0.00 Work Began: Original Completion Date: 03/15/2027 Latest Payment Thru: Latest Payment Date:	Route: SR-1415 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)439-2970 Letting Date: 06/11/2025 Revised Completion Date: Construction Progress: 0%
Contract Number: DB00615 Division: 2 TIP Number: Length: 13.83 miles NCDOT Contact: Stanley L. Harrell Location Description: PITT COUNTY Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$3,283,823.00 Work Began: 02/10/2026 Original Completion Date: 08/12/2027 Latest Payment Thru: 04/07/2026 Latest Payment Date: 04/14/2026	Route: SR-1108, SR-1216, SR-1217 SR-1258, SR-1263, SR-1270 SR-1349, SR-1351, SR-1900 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)527-0053 Letting Date: 11/12/2025 Revised Completion Date: 08/14/2027 Construction Progress: 20.16%
Contract Number: DB00620 Division: 2 TIP Number: Length: 10.05 miles NCDOT Contact: Jason B. Beasley Location Description: PITT COUNTY Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$3,283,823.00 Work Began: 03/18/2026 Original Completion Date: 08/12/2027 Latest Payment Thru: 04/30/2026 Latest Payment Date: 05/07/2026	Route: SR-1755 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)439-2970 Letting Date: 11/12/2025 Revised Completion Date: 08/13/2027 Construction Progress: 92.04%
Contract Number: DB00630 Division: 2 TIP Number: HS-24020 Length: 0 miles NCDOT Contact: Jason B. Beasley	Route: NC-43 County: Pitt Federal Aid Number: 5097416 NCDOT Contact No: (252)439-2970

Location Description: US 264 AT NC 43

Contractor Name: RICK BOSTIC CONSTRUCTION & DEMOLITION INC

Contract Amount: \$0.00

Work Began:

Letting Date: 03/25/2026

Original Completion Date: 06/20/2026

Revised Completion Date:

Latest Payment Thru:

Latest Payment Date:

Construction Progress: 0%



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