

# GOLDSBORO

Urban Area Metropolitan Planning Organization

## Unified Planning Work Program FY 2027



Prepared by the Goldsboro Urban Area  
Metropolitan Planning Organization  
[www.goldsboronc.gov](http://www.goldsboronc.gov)

Lead Planning Agency  
City of Goldsboro  
North Carolina

**Goldsboro Urban Area  
Metropolitan Planning Organization  
Unified Planning Work Program**

**Fiscal Year 2027**

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Adopted by Transportation Advisory Committee on:

February 12, 2026

## **NARRATIVE**

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### ***UPWP Overview***

The 2027 Unified Planning Work Program (UPWP) outlines the tasks and associated funding sources to include activities that will permit the City of Goldsboro, the Village of Walnut Creek, Town of Pikeville, Wayne County and the North Carolina Department of Transportation to continue transportation planning for the Goldsboro Urban Area. The goal of the MPO is to ensure a continuing, cooperative, and comprehensive (“3-C”) approach for transportation planning for the metropolitan area, both short and long-range. Depending on the specific funding source, tasks funded through the UPWP are eligible for reimbursement of 80-90% of their cost from the Federal Highway Administration and Federal Transit Administration through the North Carolina Department of Transportation.

The UPWP for the Goldsboro Urban Area identifies three separate funding sources for Urban Area Planning. A brief description of these funding sources follows:

- Federal Highway Administration Section 104(F) Funds- These funds are dedicated to the urban area to perform transportation planning. They require a 20% match.
- Federal Transit Administration Section 5303 Funds- These funds are used for transit planning in the urban area. The Federal Transit Administration provides 80% of these funds, NCDOT 10%, and there is a required 10% local match.
- Statewide Planning and Research Programs (SPR)-These funds are used by NCDOT to conduct transportation work for the Goldsboro Urban Area MPO.

Local match and work will be completed by the City of Goldsboro, Village of Walnut Creek, Town of Pikeville, and Wayne County. All local work will include administrative, manpower and consulting services.

### ***Federal Requirements***

SAFETEA-LU in concert with the Clean Air Act as Amended, envisions a transportation system that maximizes mobility and accessibility and protects the human and natural environments. This is achieved through a Continuing, Cooperative, and Comprehensive (3-C) transportation planning process that results in a long-range plan and short-range program of projects.

IIJA-The Infrastructure Investment and Jobs Act, aka Bipartisan Infrastructure Law (BIL), was signed into law by President Biden on November 15, 2021. The law authorizes \$1.2 trillion for transportation and infrastructure spending with \$550 billion of that figure going toward “new” investments and programs. Funding from the IIJA is expansive in its reach, addressing energy and power infrastructure, access to broadband internet, water infrastructure, and more. Some of the new programs funded by the bill

could provide the resources needed to address a variety of infrastructure needs at the local level.

A metropolitan planning organization is required to develop a long-range plan and a short-range transportation improvement program that provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the planning area and as an integral part of the intermodal transportation system for North Carolina and for the U. S. Major components that feed into the development of the long range plan and short range program are listed below.

### **Metropolitan Planning Factors & Federal Requirements**

The UPWP has been developed in accordance with the Fixing America's Surface Transportation Act or FAST Act, which requires a planning process that is continuing, cooperative, and comprehensive for making transportation investment decisions in metropolitan areas. The FAST Act also encourages MPOs to consult with planning officials responsible for other types of planning activities affected by transportation, including areas pertaining to land development, environmental protection, economic development, etc. The Goldsboro MPO strives to maintain a cooperative relationship with all of our local planning partners by including them as members of our TCC. Understanding that transportation issues impact all of these areas of concern, MPO staff works to balance these needs throughout our planning process. The FAST Act requires the metropolitan planning process to provide for consideration of projects and strategies that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility options available to people and for freight
- Protect and enhance the environment, promote energy conservation, and improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

### **Public Participation and Title VI**

Federal legislation requires MPOs to include provisions in the planning process to ensure the involvement of the public in the development of transportation plans and programs including the Metropolitan Transportation Plan, the short-term

Transportation Improvement Program, and the annual Unified Planning Work Program. In addition, FAST Act places significant emphasis on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in opportunities for the public to participate in the planning process.

The Goldsboro MPO's Public Participation Plan requires that the draft Unified Planning Work Program (UPWP) is reviewed by the Technical Coordinating Committee (TCC). The TCC meetings are open to the public and public comments can be provided. The TCC then endorses a draft UPWP and forwards the document to the TAC. The draft UPWP is then reviewed by the TAC. Public comments may be provided at this time. The final UPWP comes back again to the TAC for approval. Upon TAC approval, the UPWP is then forwarded on to the State and FHWA/FTA.

### **Metropolitan Transportation Plan/Transportation Improvement Program**

The City of Goldsboro, lead planning agency for the Goldsboro MPO, is responsible for developing the Metropolitan Transportation Plan (MTP) for a 25-year time horizon and a Transportation Improvement Program (TIP) for a 7-year time horizon in cooperation with the State and with local transit operators. The MTP and TIP are produced through a planning process, which involves the region's local governments, the North Carolina Department of Transportation (NCDOT), local jurisdictions and citizens of the region. Additionally, representatives from the local offices of the U.S. Department of Transportation (US DOT) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and the U.S. Environmental Protection Agency (US EPA) provide guidance and participate in the planning process. An MTP update has been completed and was adopted in October 2024.

The Metropolitan Transportation Plan (MTP) must include the following:

- Identification of transportation facilities (including major roadways, transit, multimodal and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities
- A financial plan that demonstrates how the adopted transportation plan can be implemented
- Operations and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.

The Transportation Improvement Program (TIP) must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period
- A financial plan that demonstrates how the TIP can be implemented
- Descriptions of each project in the TIP

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## BUDGET SUMMARY

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### Revenue

Funding the Goldsboro MPO is a collaborative effort among federal, state and local transportation stakeholders. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) provide 80% of MPO operating funds, the North Carolina Department of Transportation (NCDOT) Public Transportation Division (PTD) provides 10% and the lead planning agency of the MPO (City of Goldsboro) provides 10%.

FHWA funds (commonly known as Section 104 PL) are administered by the NCDOT Transportation Planning Division (TPD) and require a 20% local match. Section 104 PL funding levels are based on FAST Act authorization. The North Carolina Section 104 PL funding apportionment is distributed to MPOs by the TPB through a population-based formula. In 2022, the Infrastructure Investment and Jobs Act added a new Metro Planning set-aside for Increasing Safe and Accessible Transportation Options. The Act requires the MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The 2.5% set aside is provided by a separate allocation of PL funds (federal program code Y410). The MPO's share of this amount is distributed using the same allocation formula. Goldsboro MPO's total available PL funding for FY 27 is \$234,750.

Fiscal Year 2027 Section 104 PL revenue summary:

|              |                  |
|--------------|------------------|
| FHWA (80%)   | \$187,800        |
| Local (20%)  | \$ 46,950        |
| <b>Total</b> | <b>\$234,750</b> |

Fiscal Year 2027 Safe & Acc Transportation Options – Metro Planning set aside:

|              |                 |
|--------------|-----------------|
| FHWA (100%)  | \$ 1,700        |
| Local (0%)   | \$ 0.00         |
| <b>Total</b> | <b>\$ 1,700</b> |

Total Fiscal Year 2027 PL Funding:

|              |                  |
|--------------|------------------|
| FHWA (80%)   | \$189,500        |
| Local (20%)  | \$ 46,950        |
| <b>Total</b> | <b>\$236,450</b> |

Statewide Planning & Research funds from the North Carolina Department of Transportation are intended to provide assistance to urbanized areas for the purpose of executing eligible activities as identified in 23 USC section 505. Statewide Planning & Research funds require a 5% local match, provided by the City of Goldsboro, 15% state match, provided by the Transportation Planning Division of NCDOT, and a 80% federal match, provide by Federal SPR Funds.

Metropolitan Planning Program funds from the FTA (commonly known as Section 5303) are intended to provide assistance to urbanized areas for planning and technical studies in support of public transportation services. The North Carolina Section 5303 funding apportionment is distributed to MPOs by the NCDOT PTD through a formula based on transit operating statistics. Section 5303 funds require a 10% local match, provided by the City of Goldsboro, and a 10% state match, provided by PTD. Section 5303 funding levels are also based on the FAST Act authorization. Revenues for this work program reflect the Fiscal Year 2025 authorization from PTD.

Fiscal Year 2027 Section 5303 revenue summary:

|                 |                    |
|-----------------|--------------------|
| FTA (80%)       | \$53,637.60        |
| NCDOT-PTD (10%) | \$ 6,704.70        |
| Local (10%)     | \$ 6,704.70        |
| <b>Total</b>    | <b>\$67,047.00</b> |

**A composite summary of Goldsboro MPO revenues for the Fiscal Year 2027 work program is provided below:**

| <b>Revenue Source</b>              | <b>Total Amount</b> |
|------------------------------------|---------------------|
| Section 104 PL (federal)           | \$187,800           |
| Metro Planning set aside (federal) | \$1,700             |
| Section 5303 (federal)             | \$53,637.60         |
| NCDOT                              | \$6,704.70          |
| Local                              | \$6,704.70          |
| <b>Total</b>                       | <b>\$249,847</b>    |

## **Expenditures**

Fiscal Year 2027 work program expenditures are expected to match our projected revenues. A detailed summary of our anticipated expenditures is provided by the FY 2027 Unified Planning Work Program Table (Section 104 PL work task narrative, and Section 5303 work task narrative) and DBE contracting opportunities table.



| FTA CODE | TASK CODE | TASK DESCRIPTION                             | MPO Planning and Admin - PL104 |             |            |  | Y410 Safe and Acc Trans Options |  | Transit Planning - 5303 |             |               |            | Task Funding Summary |         |            |            |
|----------|-----------|--|--------------------------------|-------------|------------|--|---------------------------------|--|-------------------------|-------------|---------------|------------|----------------------|---------|------------|------------|
|          |           |  | Local 20%                      | Federal 80% | TOTAL 100% |  | 100% Federal                    |  | Local (10%)             | State (10%) | Federal (80%) | Fund Total | Local                | State   | Federal    | TOTAL      |
| 44.24.00 | II-A      | Data and Planning Support                    | \$ 3,456                       | \$ 13,825   | \$ 17,281  |  |                                 |  | \$0                     | \$0         | \$0           | \$0        | \$ 3,456             | \$0     | \$ 13,825  | \$ 17,281  |
| 44.23.01 | II-A-1    | Networks and Support Systems                 | \$ 2,806                       | \$ 11,225   | \$ 14,031  |  |                                 |  | \$0                     | \$0         | \$0           | \$0        | \$ 2,806             | \$0     | \$ 11,225  | \$ 14,031  |
| 44.23.01 | II-A-2    | Travelers and Behavior                       | \$ 200                         | \$ 800      | \$ 1,000   |  |                                 |  | \$0                     | \$0         | \$0           | \$0        | \$ 200               | \$0     | \$ 800     | \$ 1,000   |
| 44.23.02 | II-A-3    | Transportation Modeling                      | \$ 450                         | \$ 1,800    | \$ 2,250   |  |                                 |  | \$0                     | \$0         | \$0           | \$0        | \$ 450               | \$0     | \$ 1,800   | \$ 2,250   |
|          | II-B      | Planning Process                             | \$ 14,300                      | \$ 57,200   | \$ 71,500  |  |                                 |  | \$6,705                 | \$6,705     | \$53,638      | \$67,047   | \$ 21,005            | \$6,705 | \$ 110,838 | \$ 138,547 |
| 44.23.02 | II-B-1    | Targeted Planning                            | \$ 200                         | \$ 800      | \$ 1,000   |  |                                 |  | \$0                     | \$0         | \$0           | \$0        | \$ 200               | \$0     | \$ 800     | \$ 1,000   |
| 44.23.01 | II-B-2    | Regional Planning (CTP, MTP, etc)            | \$ 14,100                      | \$ 56,400   | \$ 70,500  |  |                                 |  | \$0                     | \$0         | \$0           | \$0        | \$ 14,100            | \$0     | \$ 56,400  | \$ 70,500  |
|          |           | Safe and Acc Transp Options related planning | \$ -                           | \$ -        | \$ -       |  | \$ 1,700                        |  |                         |             |               |            |                      |         |            |            |
| 44.27.00 | II-B-3    | Special Studies                              | \$ -                           | \$ -        | \$ -       |  |                                 |  | \$6,705                 | \$6,705     | \$53,638      | \$67,047   | \$ 6,705             | \$6,705 | \$ 53,638  | \$ 67,047  |
|          |           | Public Transit Planning Activities (5303)    | \$ -                           | \$ -        | \$ -       |  |                                 |  | \$6,705                 | \$6,705     | \$53,638      | \$67,047   | \$ 6,705             | \$6,705 | \$ 53,638  | \$ 67,047  |
|          |           |  | \$ -                           | \$ -        | \$ -       |  |                                 |  |                         |             |               |            | \$ -                 | \$ -    | \$ -       | \$ -       |
|          | III-A     | Planning Work Program                        | \$ 3,700                       | \$ 14,800   | \$ 18,500  |  |                                 |  | \$0                     | \$0         | \$0           | \$0        | \$ 3,700             | \$0     | \$ 14,800  | \$ 18,500  |
| 44.21.00 | III-A-1   | Planning Work Program                        | \$ 3,300                       | \$ 13,200   | \$ 16,500  |  |                                 |  | \$0                     | \$0         | \$0           | \$0        | \$ 3,300             | \$0     | \$ 13,200  | \$ 16,500  |
| 44.24.00 | III-A-2   | Metrics and Performance Measures             | \$ 400                         | \$ 1,600    | \$ 2,000   |  |                                 |  | \$0                     | \$0         | \$0           | \$0        | \$ 400               | \$0     | \$ 1,600   | \$ 2,000   |
|          | III-B     | Transp. Improvement Plan                     | \$ 9,675                       | \$ 38,700   | \$ 48,375  |  |                                 |  | \$0                     | \$0         | \$0           | \$0        | \$ 9,675             | \$0     | \$ 38,700  | \$ 48,375  |
| 44.25.00 | III-B-1   | Prioritization                               | \$ 6,025                       | \$ 24,100   | \$ 30,125  |  |                                 |  | \$0                     | \$0         | \$0           | \$0        | \$ 6,025             | \$0     | \$ 24,100  | \$ 30,125  |
| 44.25.00 | III-B-2   | Metropolitan TIP                             | \$ 3,250                       | \$ 13,000   | \$ 16,250  |  |                                 |  | \$0                     | \$0         | \$0           | \$0        | \$ 3,250             | \$0     | \$ 13,000  | \$ 16,250  |
| 44.25.00 | III-B-3   | Merger/Project Development                   | \$ 400                         | \$ 1,600    | \$ 2,000   |  |                                 |  | \$0                     | \$0         | \$0           | \$0        | \$ 400               | \$0     | \$ 1,600   | \$ 2,000   |
|          | III-C     | Cvl Rgts. Cmp./Otr .Reg. Regs.               | \$ 1,000                       | \$ 4,000    | \$ 5,000   |  |                                 |  | \$0                     | \$0         | \$0           | \$0        | \$ 1,000             | \$0     | \$ 4,000   | \$ 5,000   |
| 44.27.00 | III-C-1   | Title VI Compliance                          | \$ 400                         | \$ 1,600    | \$ 2,000   |  |                                 |  | \$0.0                   | \$0.0       | \$0           | \$0        | \$ 400               | \$0     | \$ 1,600   | \$ 2,000   |
| 44.27.00 | III-C-2   | Environmental Justice                        | \$ 100                         | \$ 400      | \$ 500     |  |                                 |  | \$0.0                   | \$0.0       | \$0           | \$0        | \$ 100               | \$0     | \$ 400     | \$ 500     |
| 44.27.00 | III-C-3   | Minority Business Enterprise                 | \$ -                           | \$ -        | \$ -       |  |                                 |  | \$0.0                   | \$0.0       | \$0           | \$0        | \$0                  | \$0     | \$0        | \$0        |
| 44.27.00 | III-C-4   | Planning for the Elderly & Disabled          | \$ -                           | \$ -        | \$ -       |  |                                 |  | \$0.0                   | \$0.0       | \$0           | \$0        | \$0                  | \$0     | \$0        | \$0        |
| 44.27.00 | III-C-5   | Safety/Drug Control Planning                 | \$ -                           | \$ -        | \$ -       |  |                                 |  | \$0                     | \$0.0       | \$0           | \$0        | \$0                  | \$0     | \$0        | \$0        |
| 44.27.00 | III-C-6   | Public Participation                         | \$ 500                         | \$ 2,000    | \$ 2,500   |  |                                 |  | \$0.0                   | \$0.0       | \$0           | \$0        | \$500                | \$0     | \$2,000    | \$2,500    |
| 44.27.00 | III-C-7   | Private Sector Participation                 | \$ -                           | \$ -        | \$ -       |  |                                 |  | \$0.0                   | \$0.0       | \$0           | \$0        | \$0                  | \$0     | \$0        | \$0        |
|          | III-D     | Statewide & Extra-Regional Planning          | \$ 1,750                       | \$ 7,000    | \$ 8,750   |  |                                 |  | \$0.0                   | \$0.0       | \$0           | \$0        | \$ 1,750             | \$0     | \$ 7,000   | \$ 8,750   |
| 44.27.00 | III-E     | Management Ops, Program Suppt Admin          | \$13,400                       | \$53,600    | \$67,000   |  |                                 |  | \$0.0                   | \$0.0       | \$0           | \$0        | \$ 13,400            | \$0     | \$ 53,600  | \$ 67,000  |
|          |           | TOTALS                                       | \$ 47,281                      | \$ 189,125  | \$ 236,406 |  |                                 |  | \$6,705                 | \$6,705     | \$53,638      | \$67,047   | \$53,986             | \$6,705 | \$242,763  | \$303,453  |

## **Section 104 PL Work Task Narrative**

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### **II-A Data and Planning Support**

#### **II-A-1 Networks and Support Systems**

- Traffic Volume Counts
  - MPO staff will collect traffic count data on a regular basis. NCDOT traffic counts will be used to supplement the counts collected by staff.
- Vehicle Miles of Travel (VMT)
  - Vehicle miles of travel is tabulated annually by NCDOT. MPO staff will evaluate data.
- Street System Changes
  - MPO staff will assist with updating City of Goldsboro's street system database as needed to reflect existing and new street infrastructure.
- Traffic Crashes
  - MPO staff will collect, summarize and evaluate traffic crash data for planning projects as well as inquiries from the general public.
- Transit System Data
  - MPO staff will collect and report on data throughout the year to meet any reporting requirements for GWTA.
- Air Travel
  - Data will be collected and analyzed throughout the year on the impact of local air travel on the transportation system.
- Central Area Parking Inventory
  - Inventories of both on and off street parking will be maintain and updated as development occurs.
- Bicycle and Pedestrian Facilities Inventory
  - MPO staff will work to update the bicycle, pedestrian and greenway plan/inventory as facilities are completed and/or improved.
- Collection of Network Data
  - MPO staff will monitor roadway improvements and work with NCDOT staff to update our travel demand model on a regular basis.
- Capacity Deficiency Analysis
  - MPO staff will identify areas of deficient capacity through use of travel demand
  - Model and field observations for further analysis as potential long range transportation improvement projects.
- Mapping
  - MPO staff will maintain the Geographic Information System files for maps that support transportation plans, programs and projects within the MPO area. Expenses include licensing of software, maintenance of centerline/address data and continue the update of planimetric mapping, training and other miscellaneous expenses.

## **II-A-2 Travelers and Behavior**

- Dwelling Unit, Population, & Employment Changes
  - MPO staff will review socioeconomic data and update as necessary for forecasts used by the Travel Demand Model.
- Collection of Base Year Data
  - MPO staff will review existing data and update all relevant information for population, housing and employment.
- Travel Surveys
  - MPO staff will conduct travel surveys as necessary to evaluate the MPO area as well as assists with any small area studies.
- Vehicle Occupancy Rates (Counts)
  - MPO staff will review when available.
- Travel Time Studies
  - MPO staff will assist with travel time studies as deemed necessary.

## **II-A-3 Transportation Modeling**

- Travel Model Updates
  - MPO staff will work with the NCDOT to update our regional Travel Demand Model as necessary.
- Forecast of Data to Horizon Year
  - MPO staff will review data to ensure accuracy.
- Forecast of Future Year Travel Patterns
  - MPO staff will work with the NCDOT to test alternative roadway network improvements for system benefit.
- Financial Planning
  - MPO staff will work with the NCDOT to develop realistic transportation revenue and cost estimates for various transportation planning initiatives.

## **II-B-1 Planning Process**

### **II-B-1 Targeted Planning**

- Hazard Mitigation and Disaster Planning
  - MPO staff will work with other agencies to ensure resiliency of future projects.
- Congestion Management Strategies
  - MPO staff will develop strategies for managing congestion by increasing transportation system capacity or reducing demand.
- Freight Movement/Mobility Planning
  - MPO staff will identify freight movement deficiencies and work with the TAC to identify priorities and improvements for effectively accommodating demand.

## II-B-2 Regional Planning

- Community Goals and Objectives
  - MPO staff will monitor public input as it pertains to goals and objectives set forth in the Metropolitan Transportation Plan.
- Highway Element of the CTP/MTP
  - MPO staff will identify highway deficiencies, priorities, and any proposed highway improvement solutions for effectively accommodating demand.
- Transit Element of the CTP/MTP
  - MPO staff and/or Consultant will identify public transportation deficiencies and priorities while working with GWTA to find solutions for improving system's ability to meet demand.
- Bicycle and Pedestrian Element of the CTP/MTP
  - MPO staff will identify bicycle and pedestrian facility deficiencies and work with the TAC to identify priorities and improvements for effectively accommodating demand.
- Airport/Air Travel Element of the CTP/MTP
  - MPO staff will identify airport and air service deficiencies and work with Wayne County Jetport staff and the TAC to identify priorities and improvements for effectively accommodating demand.
- Collector Street Element of the CTP/MTP
  - MPO staff will identify collector street deficiencies and work with the TAC to identify priorities and improvements for effectively accommodating demand.
- Rail, Waterway, or Other Mode of the CTP/MTP
  - MPO staff will coordinate with other agencies on the potential for rail freight within the area.
- Metropolitan Transportation Plan Update
- PL Set-Aside Funds – Safe and Accessible Transportation Options
  - MPO staff will plan activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities which may include:
    - Adoption of Complete Streets standards or policies.
    - Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street.
    - Development of transportation plans to...
      - Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers.



- Integrate active transportation facilities with public transportation service or improve access to public transportation.
- Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities.
- Increase public transportation ridership; and
- Improve the safety of bicyclists and pedestrians.
- Regional and megaregional planning (i.e., multi-jurisdictional transportation planning that extends beyond MPO and/or State boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and
- Development of transportation plans and policies that support transit-oriented development.

### **II-B-3 Special Studies**

- Special Studies
  - Professional Services
    - Consulting services to conduct operational studies or collect data that cannot be carried out by the MPO staff. Studies desired by the MPO staff include:
      - Public Transit Planning Activities (5303 funds \$67,047)

## **III-A Unified Planning Work Program**

### **III-A-1 Unified Planning Work Program**

- Development of Unified Planning Work Program and Five-Year Plan
  - MPO staff will continuously evaluate the Fiscal Year 2027 UPWP and submit changes as necessary to NCDOT.
  - Staff will monitor all tasks identified in the plan and submit timely invoices to NCDOT.
  - Staff will develop the FY 2028 UPWP.

### **III-A-2 Metrics and Performance Measures**

- Metrics and Performance Measures
  - MPO Staff will work with NCDOT and FHWA to ensure performance measures and targets are established to satisfy MAP-21 requirements.

## **III-B Transportation Improvement Program**

### **III-B-1 Prioritization**

- Remain involved with the Prioritization process while NCDOT reviews and calculates quantitative scores for all projects within P7.0. Work with NCDOT and MPO to assign points to Regional and Division projects using Local Input Point Methodology established by the MPO.

### **III-B-2 Metropolitan TIP (MTIP)**

- MPO staff will maintain the FY 2025-2033 MTIP and coordinate with NCDOT to develop the FY 2028-2037 MTIP/STIP.

### **III-B-3 Merger and Project Development**

- MPO staff will participate as needed in the merger process during project development and permitting of TIP projects. MPO will review all projects under development and provide assistance to design teams, especially with all public outreach efforts.

## **III-C Civil Rights Compliance and Other Regulatory Requirements**

### **III-C-1 Title VI**

- MPO staff will ensure compliance with the requirements of Title VI in urban area policies and practices.

### **III-C-2 Environmental Justice**

- MPO staff will ensure that transportation plans and projects comply with Environmental Justice policies.

### **III-C-3 Minority Business Enterprise**

- MPO staff will encourage participation of minority-owned business enterprises in contractual and supply opportunities.

### **III-C-4 Planning for the Elderly and Disabled**

- MPO staff will ensure the special needs of the elderly and disabled are addressed in all transportation planning projects. Staff will also identify areas with potential concentrations of elderly and disabled for further analysis and inclusion in planning projects.



### **III-C-5 Safety/Drug Control Planning**

- MPO staff will ensure that transportation plans and projects comply with Environmental Justice policies.

### **III-C-6 Public Participation**

- MPO staff will update the adopted Public Participation Plan as required by federal statutes and based upon local need. Staff will also conduct public participation activities in accordance with the Plan as needed for ongoing projects and any Special Studies.

### **III-C-7 Public Sector Participation**

- MPO staff will encourage private sector participation in planning and project activities throughout the year.

## **III-D Statewide and Extra-Regional Planning**

- MPO staff will continue to coordinate urban area activities with federal, statewide and regional initiatives. Staff will continue to participate in activities of adjacent MPOs and RPOs as well as the Highway 70 Corridor Commission (annual membership for TAC Member). We will also coordinate with local governments in the region as well as other identified transportation stakeholders. Staff will participate in related workshops, conferences, and meetings, as needed and/or required.

## **III-E Management, Operations, and Program Support Administration**

- Board Support
  - MPO staff will conduct required administrative and operational tasks to support our organization. Staff will also periodically review and update administrative agreements and procedures. MPO staff will perform daily operations to disseminate planning information to the TAC/TCC members, the public and/or other agencies.
- Workgroup Support
  - MPO staff will provide support to any workgroups designated by the TAC or TCC.
- Administration
  - In order to support the 3-C planning process MPO staff must engage in many administrative activities to include TCC and TAC board committees, public engagement activities, and meeting state and federal contracting, reporting and planning requirements.

**Section 5303 Work Task Narrative**

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|---|--|
| <b>MPO</b>                                  | City of Goldsboro  |
| <b>FTA Code</b>                             | 44.27.00   |
| <b>Task Code</b>                            | III-B-3  |
| <b>Title of Planning Task</b>               | Special Studies  |
| <b>Task Objective</b>                       | Continued study and update recommendations concerning overall needs as it relates to a more in depth marketing plan as a follow up to the rebranding strategy initiated in January 2015. Any additional funds remaining would be used to develop standards for new transit seats, benches, shelters, and other needed bus stop amenities as well as update the transit element of the Goldsboro MPO MTP.   |
| <b>Tangible Product Expected</b>            | The studies will provide for a more efficient, streamlined marketing and operations plan and also serve as planning document for projected future needs.   |
| <b>Expected Completion Date of Products</b> | June 2027  |
| <b>Previous Work</b>                        | Initial studies began in 2009 regarding the Multi-modal Transportation Center at Union Station which includes the Bus Transfer Facility for Gateway Transit services. In 2010 the Administrative Action Categorical Exclusion was completed, an Administration/Operations Facility Planning & Needs Assessment was completed, and a Transportation Service Plan was done for the Gateway Transit Community. In 2011 an Architect firm was hired to provide plans to construct the bus transfer facility as part of the multi-modal transportation facility at Union Station. Most recently (2013) TIGER funding was awarded for the construction of the Gateway Transfer Station and Streetscape Improvements along Walnut and Center Street. As a result, of the new Transfer Station, in January 2015 a study was initiated to develop a rebranding strategy for Goldsboro-Wayne Transportation Authority to include a new logo, system maps, route schedule and ride guide, website and marketing strategy. |
| <b>Prior FTA Funds</b>                      |  |
| <b>Relationship</b>                         |  |
| <b>Responsible Agency</b>                   | GWTA and Goldsboro MPO   |
| <b>Section 104 PL, Local 20%</b>            | -  |
| <b>Section 104 PL, FHWA 80%</b>             | -  |
| <b>Section 5303 Local 10%</b>               | \$6,704.70   |
| <b>Section 5303 NCDOT 10%</b>               | \$6,704.70   |
| <b>Section 5303 FTA 80%</b>                 | \$53,637.60  |

## **DBE Contracting Opportunities**

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Goldsboro Urban Area MPO  
Roy Publico, Senior Planner  
919-580-4388

| <b>PWP<br/>Task<br/>Code</b> | <b>PWP<br/>Description</b> | <b>Name of<br/>Contracting<br/>Agency</b> | <b>Type of<br/>Contracting<br/>Opportunity<br/>(consultant,<br/>etc.)</b> | <b>Federal<br/>Funds to<br/>be<br/>Contracted</b> | <b>Total<br/>Funds to<br/>be<br/>Contracted</b> |
|------------------------------|----------------------------|---|---|---|---|
| III-B-3                      | Special<br>Studies         | GWTA                                      | Consultant  | \$53,637.60                                       | \$67,047.00                                     |

RESOLUTION OF THE  
TRANSPORTATION ADVISORY COMMITTEE  
APPROVING THE AMENDMENT FY 2027 PLANNING WORK PROGRAM  
FOR THE GOLDSBORO URBAN AREA

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

WHEREAS, the City of Goldsboro has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program (Section 5303) funds, Federal Highway Administration Metropolitan Planning (Section 104(f)) funds, and NCDOT Transportation Planning Division Statewide Planning & Research (SPR) funds; and

WHEREAS, members of the Goldsboro Urban Area Transportation Advisory Committee agree that the Planning Work Program will effectively advance transportation planning for Fiscal Year 2027.

NOW, THEREFORE, BE IT RESOLVED by the Goldsboro Urban Area Transportation Advisory Committee that:

1. The Goldsboro Urban Area Transportation Advisory Committee hereby endorses and adopts the amended FY 2027 Planning Work Program for the Goldsboro Urban Area relative to Special Studies; and
2. This Resolution shall be in full force and effect from and after its adoption this the \_\_\_\_\_ day of February, 2026.

\_\_\_\_\_  
Chris Gurley, Chairperson  
Transportation Advisory Committee  
Goldsboro Urban Area

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Subscribed and sworn to me this the \_\_\_\_\_ day of February, 2026.

\_\_\_\_\_  
Notary Public

My Commission Expires: \_\_\_\_\_