

Gene Hodges
Chairman



Delane Jackson
Vice-Chairman

Technical Coordinating Committee (TCC)

Agenda

January 11, 2024

1:30 p.m. at the Development Services Building or Via Zoom: <https://us02web.zoom.us/j/3623035549>

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|----------------------------------|-----------------------|
| 1. Call to Order & Introductions | Gene Hodges, Chairman |
| 2. Adoption of Agenda | Gene Hodges, Chairman |
| 3. Public Comment | Gene Hodges, Chairman |
| 4. Elections | Gene Hodges, Chairman |

Consent Items

- | | |
|------------------------------------|----------|
| 5. October 12, 2023 Minutes | Chairman |
| 6. 2024-2033 MTIP Amendment 4 | |
| 7. 2024-2033 MTIP Amendment 5 | |
| 8. FY 25 Annual Self-Certification | |

Action Items

- | | |
|---------------------------|---------------|
| 9. FY 24 UPWP Amendment 1 | Deanna Trebil |
| 10. FY 25 UPWP Draft | Deanna Trebil |

Discussion Items

- | | |
|------------------------------|---------------|
| 11. Local Input Methodology | Deanna Trebil |
| 12. Carbon Reduction Funding | Deanna Trebil |

Updates

- | | |
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| 13. MPO | Deanna Trebil |
| 14. CARTS | Kelly Walker |
| 15. NCDOT TPD | Amanda Killian |
| 16. NCDOT IMD | Kim Nguyen |
| 17. Division 2 | Len White |
| 18. EWN | Andy Shorter |

Closing Comments

- | | |
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| 19. Adjournment | Chairman |
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The next TCC meeting will be held February 8, 2024 at 1:30pm



Consent Item

Item #: 5

To: Technical Coordinating Committee
From: Deanna Trebil, MPO Administrator
Subject: October 12, 2023 Minutes

1/11/2024

Recommended Action: Approval the minutes

Attachment: October 12, 2023 Meeting Minutes



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TCC MEETING MINUTES
October 12, 2023

10 The New Bern Area Metropolitan Planning Organization held their regularly scheduled meeting
11 on Thursday, October 12, 2023 at 1:30 pm in the Development Services Conference Room, 303
12 First Street, as well as via Zoom.

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Members Present:

Mr. Gene Hodges – Chairman, Craven County
Mr. Don Baumgardner – Craven County
Mr. Andy Shorter – Coastal Carolina Regional Airport
Mr. David Fishel – New Bern
Ms. Brenda Reece – Trent Woods
Mr. Robert Gough – New Bern
Ms. Kelly Walker – CARTS
Mr. Roham Lahiji – NCDOT
Mr. Len White – NCDOT
Mr. Jim Evans – NCDOT
Mr. Jeremy Stroud – NCDOT
Mr. Behshad Norowzi – NCDOT
Ms. Amanda Killian – NCDOT
Mr. Bill Marley – Federal Highway Administration (non-voting)

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Members Absent:

Mr. Delane Jackson – Vice-Chairman, River Bend
Mr. Bill Howard – Bridgeton
Mr. Kevin Roberts – New Bern Chamber of Commerce
Mr. Rusty Thompson – NCDOT
Ms. Becca Eversole – Down-East RPO (non-voting)

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Staff Present:

Ms. Deanna Trebil – New Bern Area MPO
Ms. Felicia McRee – New Bern Area MPO

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Guests Present:

Mr. Chris Green – CARTS
Ms. Kim Nyguen – NCDOT
Mr. Dwayne Alligood – Craven County
Sgt. Monico Hargett – New Bern Police Department
Mr. Chris Seaburg – New Bern
Mr. Chris Smith - NCDOT

1. Call to Order: Chair Hodges called the meeting to order.

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2. Adoption of Agenda

Motion: Mr. Shorter made a motion to approve the agenda as presented. The motion was seconded by Mr. Baumgardner and passed unanimously.

3. Public Comment

No members of the public were present.

Consent Items

4. August 24, 2023 Minutes:

5. 2024-2033 MTIP Amendment 1

6. 2024-2033 MTIP Amendment 2

Motion: Mr. Shorter made a motion to approve the consent items as presented. The motion was seconded by Mr. Baumgardner and passed unanimously.

7. TCC Bylaws

With the creation of the New Bern Area MPO, a Memorandum of Understanding (MOU) was signed by all member agencies. This MOU established the roles and responsibilities of the TAC, TCC, and the LPA.

The MOU also named voting and non-voting members of the TAC, but not of the TCC. The proposed TCC Bylaws clearly identifies voting members, and provides specific protocols on conducting virtual meetings, etc.

Chair Hodges requested his legal name be used on the signature line.

Motion: Mr. Shorter made a motion to approve the TCC Bylaws. The motion was seconded by Mr. Baumgardner and passed unanimously.

8. Public Involvement Plan (PIP)

The PIP outlines the methods and process for involving the public in the transportation planning process. The MPO reviews and updates the PIP after passage of a new federal transportation act or in advance of a MTP update. The PIP shall be reviewed at a minimum of every three years.

Motion: Mr. Shorter made a motion to approve the PIP and recommend TAC approval. The motion was seconded by Mr. Baumgardner and passed unanimously.

9. Title VI Plan

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This Title VI Plan describes how the MPO will discourage discrimination in the MPO planning process and address any complaints of discrimination that arise from MPO activities. The document will be reviewed whenever updates are made to the PIP or as needed when a new TAC Chairman and/or Title VI Coordinator is named.

Motion: Mr. Baumgardner made a motion to approve the Title VI Plan and recommend TAC approval. The motion was seconded by Mr. Shorter and passed unanimously.

10. 2024 Safety Performance Targets

NCDOT has established targets for five performance measures based on five year rolling averages for number of fatalities, rate of fatalities per 100 million Vehicle Miles Traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT and number of non-motorized fatalities and non-motorized serious injuries.

NCDOT has not met or made significant progress towards achieving these targets. As a result, NCDOT must ensure that all HSIP safety funds are obligated and must develop an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward achieving its targets.

Motion: Mr. Shorter made a motion to approve the Safety Performance Targets and recommend TAC approval. The motion was seconded by Mr. Baumgardner and passed unanimously.

11. Prioritization 7.0

Ms. Trebil advised that staff is working on submitting projects into SPOT, and presented the Board with meeting dates for FY 24 and FY 25, as well as an updated Prioritization Work Plan, walking you through the 2-year prioritization cycle.

12. Project Ideas

Ms. Trebil presented an overview of projects that the MPO can work on. Types of projects include:

- Pedestrian Network Study
- Street Connectivity Analysis
- Regional Traffic Impact Analysis
- Complete Streets
- MPO Boundary Expansion
- Public Participation
- Thoroughfare Plan
- Corridor Studies
- Parking Study
- Feasibility Studies

- 136 - Transit Projects
137 o Transit Service Planning
138 o Vanpool/Ridesharing Studies
139 o Transportation Development Plan
140 o Coordinated Public Transit-Human Services Plan
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142 Staff believes funds would be best spent on beginning the MTP update and a
143 microtransit study for CARTS.
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145 **Updates**

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147 **13. MPO:** *NBAMPO Staff*

- 148 o Ms. Trebil reminded the board of the upcoming Transportation Summit
149 hosted by ECC on October 19th
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151 **14. CARTS:** *Kelly Walker*

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153 **15. NCDOT Transportation Planning Division (TPD):** *Amanda Killian*

- 154 • Ms. Killian presented the TPD newsletter
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156 **16. NCDOT Integrated Mobility Division (IMD):** *Kim Nguyen*

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158 **17. NCDOT Division 2:** *Len White*

- 159 • Mr. White presented the Construction Report
160 • The first roundabout at Grantham Rd opened last month and the second will be
161 coming up soon on the other side of US 70
162 • There will be traffic shifts coming up as the Havelock Bypass is nearing
163 completion
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165 **18. EWN:** *Andy Shorter*

- 166 • The environmental assessment for the Williams Rd project is still ongoing
167 • There is concern with the amount of mitigation needed for the creek the road
168 runs through
169 • There are 3 preliminary alignments for the project
170 • Construction is progressing on the terminal expansion
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172 **19. Adjournment:** There being no further business, the meeting was adjourned.
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177 ATTEST:

Gene Hodges, Chairman
Technical Coordinating Committee

181 Deanna Trebil
182 MPO Administrator



Consent Item

Item #: 6

To: Technical Coordinating Committee
From: Deanna Trebil, MPO Administrator
Subject: 2024-2033 MTIP Amendment 4

1/11/2024

The Metropolitan Transportation Improvement Program (MTIP) is a subset of the adopted NC State Transportation Improvement Program (STIP) which identifies state and federally-funded transportation investments within the New Bern Area MPO.

Amendment 4 includes Statewide projects for lidar data collection and resilience program reporting, management, and support. It also includes MPO STIP addition to fund ADA work at intersections and modifying the STIP to add pedestrian signals at Fort Totten and NC 55 intersection.

In accordance with the Public Involvement Plan, these changes are defined as Formal Amendments which are significant changes such as the addition or deletion of a project; significant financial changes; or major changes in design concept or scope. Formal Amendments require a minimum 10-day public comment period. Amendment 4 to the MTIP was posted to the NBAMPO website on December 4, 2023.

Recommended Action: Recommend approval of Amendment 4 to the 2024-2033 MTIP to the TAC

Attachment: 2024-2033 MTIP Amendment 4



RESOLUTION TO MODIFY THE 2024-2033 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE NEW BERN AREA METROPOLITAN PLANNING AREA

AMENDMENT NO. 4

January 25, 2024

A motion was made by _____ and seconded by _____ for the adoption of the following resolution, and upon being put to a vote, was duly adopted.

WHEREAS, the Federal Highway Administration and the Federal Transit Administration require Metropolitan Planning Organizations (MPO) to develop a Transportation Improvement Program (TIP) in cooperation with the State and affect public transportation operators within their planning jurisdiction; and

WHEREAS, the New Bern Area MPO has developed a TIP to include capital and non-capital surface transportation projects within the New Bern Area urban planning area and statewide; and

WHEREAS, the programs and projects included in the NBAMPO TIP for FY 2024-2033 are financially constrained in accordance with State and Federal law; and

WHEREAS, the Transportation Advisory Committee (TAC) reviewed the FY 2024-2033 Metropolitan Transportation Improvement Program (MTIP), originally adopted on September 15, 2023; and

WHEREAS, this Amendment allows for the reprogramming of projects by adjusting project schedules and/or funding in order to be a fiscally constrained Plan; and

WHEREAS, a draft of the MTIP has been advertised for public comment in accordance with the Public Involvement Plan and no comments were received; and

WHEREAS, the North Carolina Department of Transportation and the TAC have determined it to be in the best interest of the Urban Area to amend the FY 2024-2033 Transportation Improvement Program as described in the attached sheet;

NOW, THEREFORE, BE IT RESOLVED that the New Bern Area Metropolitan Planning Organization Transportation Advisory Committee hereby adopts Amendment 4 to the FY 2024-2033 Metropolitan Transportation Improvement Program for the New Bern Metropolitan Area and Statewide on this the 25th day of January 2024.

ATTEST:

John Kirkland, Chairman
Transportation Advisory Committee

Deanna Trebil
MPO Administrator

STATEWIDE PROJECTS

*M-0563E STATEWIDE PROJ.CATEGORY STATEWIDE	RESILIENCE PROGRAM REPORTING, MANAGEMENT AND SUPPORT ADD PRELIMINARY ENGINEERING IN FY 24 NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.	ENGINEERING	FY 2024 -	\$850,000 <hr/> \$850,000	(PROTCT)
TC-0031 ALAMANCE BRUNSWICK EDGEcombe FRANKLIN GRANVILLE JOHNSTON LEE McDOWELL MONTGOMERY NASH NEW HANOVER PENDER RANDOLPH ROCKINGHAM ROWAN STATEWIDE STATEWIDE VANCE WARREN WILSON PROJ.CATEGORY PUBLIC TRANS	INTEGRATED MOBILITY DIVISION, THE PROJECT WILL EXPAND ON-DEMAND TRANSIT SERVICES FOR UP TO 11 RURAL COMMUNITIES ACROSS NORTH CAROLINA. THIS PROJECT WILL EMPLOY TWO PRIMARY ON-DEMAND SERVICE MODELS: SOFTWARE AS A SERVICE (SAAS) AND TURNKEY, ALSO REFERRED TO AS TRANSPORTATION AS A SERVICE (TAAS). ADD PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION. <ul style="list-style-type: none"> • WINSTON-SALEM AREA MPO • GREENSBORO URBAN AREA MPO • WILMINGTON URBAN AREA MPO • Foothills RPO • KERR TAR RPO • PIEDMONT TRIAD RPO • UPPER COASTAL PLAIN RPO • STATEWIDE PROJECT 	CAPITAL	FY 2024 - FY 2024 - FY 2024 -	\$10,000 \$5,000 <hr/> \$10,000 \$25,000	(S) (L) (RTAP)
HS-2015DIV STATEWIDE PROJ.CATEGORY DIVISION	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN/BICYCLE IMPROVEMENT PROGRAM ADD FUNDING IN FY 25 THROUGH FY 29 NOT PREVIOUSLY PROGRAMMED.	CONSTRUCTION	FY 2024 - FY 2025 - FY 2026 - FY 2027 - FY 2028 - FY 2029 -	\$2,100,000 \$2,100,000 \$2,100,000 \$2,100,000 \$2,100,000 \$2,100,000 <hr/> \$12,600,000	(VRU) (VRU) (VRU) (VRU) (VRU) (VRU)
HS-2015REG STATEWIDE PROJ.CATEGORY REGIONAL	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN/BICYCLE IMPROVEMENT PROGRAM ADD FUNDING IN FY 25 THROUGH FY 29 NOT PREVIOUSLY PROGRAMMED.	CONSTRUCTION	FY 2024 - FY 2025 - FY 2026 - FY 2027 - FY 2028 - FY 2029 -	\$2,100,000 \$2,100,000 \$2,100,000 \$2,100,000 \$2,100,000 \$2,100,000 <hr/> \$12,600,000	(VRU) (VRU) (VRU) (VRU) (VRU) (VRU)

HS-2015SW	VARIOUS, VULNERABLE ROAD USER	CONSTRUCTION	FY 2024 -	\$2,800,000	(VRU)
STATEWIDE	PEDESTRIAN/BICYCLE IMPROVEMENT		FY 2025 -	\$2,800,000	(VRU)
PROJ.CATEGORY	PROGRAM		FY 2026 -	\$2,800,000	(VRU)
REGIONAL	ADD FUNDING IN FY 25 THROUGH FY 29 NOT PREVIOUSLY PROGRAMMED.		FY 2027 -	\$2,800,000	(VRU)
			FY 2028 -	\$2,800,000	(VRU)
			FY 2029 -	\$2,800,000	(VRU)
				\$16,800,000	

STIP ADDITIONS

*R-5782	VARIOUS, DIVISION 2 PROGRAM TO	CONSTRUCTION	FY 2024 -	\$20,000	(S)
BEAUFORT	UPGRADE INTERSECTIONS TO COMPLY		FY 2024 -	\$80,000	(TA)
CARTERET	WITH THE AMERICANS WITH DISABILITIES			\$100,000	
CRAVEN	ACT (ADA) USING TRANSPORTATION				
GREENE	ALTERNATIVES (TA) FUNDS.				
JONES	ADD FUNDING IN FY 24 NOT				
LENOIR	PREVIOUSLY PROGRAMMED. THIS				
PAMLICO	ACTION ADDS THE PROJECT TO THE				
PITT	FEDERALLY APPROVED STIP.				
PROJ. CATEGORY					
DIVISION					
STATEWIDE					

STIP MODIFICATIONS

*HS-2002Y	NC 55 (NEUSE BOULEVARD), AT FORT	CONSTRUCTION	FY 2025 -	\$26,000	(HSIP)
CRAVEN	TOTTEN DRIVE AND FIRST STREET IN NEW			\$26,000	
PROJ. CATEGORY	BERN. INSTALL PEDESTRIAN HEADS AT				
REGIONAL	FORT TOTTEN DRIVE UPGRADE BOTH				
	TRAFFIC SIGNALS. MODIFY SCOPE TO				
	INCLUDE ADDITIONAL WORK AT				
	SECOND INTERSECTION.				



Consent Item

Item #: 7

To: Technical Coordinating Committee
From: Deanna Trebil, MPO Administrator
Subject: 2024-2033 MTIP Amendment 5

1/11/2024

The Metropolitan Transportation Improvement Program (MTIP) is a subset of the adopted NC State Transportation Improvement Program (STIP) which identifies state and federally-funded transportation investments within the New Bern Area MPO.

Amendment 5 includes adding statewide projects for roadway design training and development, roadway design development of miscellaneous projects, integrated project delivery, and training and special projects. It also includes modifying an existing project by adding preliminary engineering to upgrade intersections to comply with ADA within Division 2.

In accordance with the Public Involvement Plan, these changes are defined as Formal Amendments which are significant changes such as the addition or deletion of a project; significant financial changes; or major changes in design concept or scope. Formal Amendments require a minimum 10-day public comment period. Amendment 5 to the MTIP was posted to the NBAMPO website on January 4 and public comment will be received until January 18, 2024.

Recommended Action: Recommend approval of Amendment 5 to the 2024-2033 MTIP to the TAC

Attachment: 2024-2033 MTIP Amendment 5



RESOLUTION TO MODIFY THE 2024-2033 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE NEW BERN AREA METROPOLITAN PLANNING AREA

AMENDMENT NO. 5

January 25, 2024

A motion was made by _____ and seconded by _____ for the adoption of the following resolution, and upon being put to a vote, was duly adopted.

WHEREAS, the Federal Highway Administration and the Federal Transit Administration require Metropolitan Planning Organizations (MPO) to develop a Transportation Improvement Program (TIP) in cooperation with the State and affect public transportation operators within their planning jurisdiction; and

WHEREAS, the New Bern Area MPO has developed a TIP to include capital and non-capital surface transportation projects within the New Bern Area urban planning area and statewide; and

WHEREAS, the programs and projects included in the NBAMPO TIP for FY 2024-2033 are financially constrained in accordance with State and Federal law; and

WHEREAS, the Transportation Advisory Committee (TAC) reviewed the FY 2024-2033 Metropolitan Transportation Improvement Program (MTIP), originally adopted on September 15, 2023; and

WHEREAS, this Amendment allows for the reprogramming of projects by adjusting project schedules and/or funding in order to be a fiscally constrained Plan; and

WHEREAS, a draft of the MTIP has been advertised for public comment in accordance with the Public Involvement Plan and no comments were received; and

WHEREAS, the North Carolina Department of Transportation and the TAC have determined it to be in the best interest of the Urban Area to amend the FY 2024-2033 Transportation Improvement Program as described in the attached sheet;

NOW, THEREFORE, BE IT RESOLVED that the New Bern Area Metropolitan Planning Organization Transportation Advisory Committee hereby adopts Amendment 5 to the FY 2024-2033 Metropolitan Transportation Improvement Program for the New Bern Metropolitan Area and Statewide on this the 25th day of January 2024.

ATTEST:

John Kirkland, Chairman
Transportation Advisory Committee

Deanna Trebil
MPO Administrator

STATEWIDE PROJECTS

M-0552ADIV STATEWIDE PROJ.CATEGORY DIVISION	ROADWAY DESIGN – OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.	ENGINEERING	FY 2024 - \$300,000 (T) FY 2025 - \$300,000 (T) <hr/> \$600,000
M-0552AREG STATEWIDE PROJ.CATEGORY REGIONAL	ROADWAY DESIGN – OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.	ENGINEERING	FY 2024 - \$300,000 (T) FY 2025 - \$300,000 (T) <hr/> \$600,000
M-0552ASW STATEWIDE PROJ.CATEGORY STATEWIDE	ROADWAY DESIGN – OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.	ENGINEERING	FY 2024 - \$400,000 (T) FY 2025 - \$400,000 (T) <hr/> \$800,000
M-0552BDIV STATEWIDE PROJ.CATEGORY DIVISION	ROADWAY DESIGN – TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.	ENGINEERING	FY 2024 - \$300,000 (T) FY 2025 - \$300,000 (T) <hr/> \$600,000
M-0552BREG STATEWIDE PROJ.CATEGORY REGIONAL	ROADWAY DESIGN – TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.	ENGINEERING	FY 2024 - \$300,000 (T) FY 2025 - \$300,000 (T) <hr/> \$600,000
M-0552BSW STATEWIDE PROJ.CATEGORY STATEWIDE	ROADWAY DESIGN – TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.	ENGINEERING	FY 2024 - \$400,000 (T) FY 2025 - \$400,000 (T) <hr/> \$800,000
M-0553ADIV STATEWIDE PROJ.CATEGORY EXEMPT	INTEGRATED PROJECT DELIVERY ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.	ENGINEERING	FY 2024 - \$600,000 (T) FY 2025 - \$600,000 (T) <hr/> \$1,200,000

M-0553AREG STATEWIDE PROJ.CATEGORY EXEMPT	INTEGRATED PROJECT DELIVERY ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.	ENGINEERING	FY 2024 - \$600,000 (T) FY 2025 - \$600,000 (T) <u>\$1,200,000</u>
M-0553ASW STATEWIDE PROJ.CATEGORY EXEMPT	INTEGRATED PROJECT DELIVERY ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.	ENGINEERING	FY 2024 - \$800,000 (T) FY 2025 - \$800,000 (T) <u>\$1,600,000</u>
M-0553BDIV STATEWIDE PROJ.CATEGORY EXEMPT	TRAINING AND SPECIAL PROJECTS. ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.	ENGINEERING	FY 2024 - \$1,200,000 (T) FY 2025 - \$1,200,000 (T) <u>\$2,400,000</u>
M-0553BREG STATEWIDE PROJ.CATEGORY EXEMPT	TRAINING AND SPECIAL PROJECTS. ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.	ENGINEERING	FY 2024 - \$1,200,000 (T) FY 2025 - \$1,200,000 (T) <u>\$2,400,000</u>
M-0553BSW STATEWIDE PROJ.CATEGORY EXEMPT	TRAINING AND SPECIAL PROJECTS. ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.	ENGINEERING	FY 2024 - \$1,600,000 (T) FY 2025 - \$1,600,000 (T) <u>\$3,200,000</u>

STIP MODIFICATIONS

*BO-2402 BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT PROJ. CATEGORY DIVISION	VARIOUS, DIVISION 2 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS. ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED.	ENGINEERING	FY 2024 - \$80,000 (TA) FY 2024 - \$20,000 (HF(M)) FY 2025 - \$80,000 (TA) FY 2025 - \$20,000 (HF(M)) FY 2026 - \$80,000 (TA) FY 2026 - \$20,000 (HF(M)) FY 2027 - \$80,000 (TA) FY 2027 - \$20,000 (HF(M)) FY 2028 - \$80,000 (TA) FY 2028 - \$20,000 (HF(M))
		CONSTRUCTION	FY 2024 - \$800,000 (TA) FY 2024 - \$200,000 (HF(M)) FY 2025 - \$800,000 (TA) FY 2025 - \$200,000 (HF(M)) FY 2026 - \$800,000 (TA) FY 2026 - \$200,000 (HF(M)) FY 2027 - \$800,000 (TA) FY 2027 - \$200,000 (HF(M)) FY 2028 - \$800,000 (TA) FY 2028 - \$200,000 (HF(M)) <u>\$5,500,000</u>



Consent Item

Item #: 8

To: Technical Coordinating Committee
From: Deanna Trebil, MPO Administrator
Subject: FY 25 Annual Self Certification

1/11/2024

The Bipartisan Infrastructure Law (BIL) requires the North Carolina Department of Transportation (NCDOT) and all Metropolitan Planning Organizations (MPOs) in the state to annually certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that their transportation planning processes are addressing the major issues of the urban area and are being conducted in accordance with all applicable provisions of federal law.

To guide this self-certification process, NCDOT has provided the attached checklist. Staff has reviewed the checklist and provided a response to each of the items. Staff believes the New Bern Area MPO transportation planning process is adequately addressing the major issues of the urban area and is being conducted in accordance with all applicable provisions of federal law governing transportation planning.

Recommended Action: Recommend approval of the FY25 Annual Self Certification to the TAC

Attachment: Self-Certification Checklist
Resolution

**2024 New Bern Area Metropolitan Planning Organization (MPO)
Self-Certification Process**

Responses are in Bold

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]
Yes
2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CF R 450.306 (i)]
Yes, New Bern Area MPO Transportation Advisory Committee (policy board) and Technical Coordinating Committee consist of elected officials, staff representatives from local government agencies and military installation, representatives from local transportation agencies, the North Carolina Department of Transportation and the North Carolina Board of Transportation.
3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]
Yes. As the MPO begins work on the 2050 Metropolitan Transportation Plan, the MPO intends to re-evaluate the planning area boundary such that it reflects the anticipated growth areas for the next 20-year forecast period.
4. Is there a currently adopted Unified Planning Work Program (UPWP)? 23 CFR 450.308
 - a. Is there an adopted prospectus **Yes**
 - b. Are tasks and products clearly outlined **Yes**
 - c. Is the UPWP consistent with the MTP **Yes**
 - d. Is the work identified in the UPWP completed in a timely fashion **Yes**
5. Does the area have a valid transportation planning process? 23 U.S.C. 134; 23 CFR 450
 - a. Is the transportation planning process continuous, cooperative and comprehensive **Yes**
 - b. Is there a valid MTP **Yes**
 - c. Did the MTP have at least a 20-year horizon at the time of adoption **Yes**
 - d. Does it address the 8-planning factors **Yes**
 - e. Does it cover all modes applicable to the area **Yes**
 - f. Is it financially constrained **Yes**
 - g. Does it include funding for the maintenance and operation of the system **Yes**
 - h. Does it conform to the State Implementation Plan (SIP) (if applicable) **N/A**
 - i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years) **Yes**
6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 330,332
 - a. Is it consistent with the MTP **Yes**
 - b. Is it fiscally constrained **Yes**
 - c. Is it developed cooperatively with the state and local transit operators **Yes**
 - d. Is it updated at least every 4-yr and adopted by the MPO and the Governor **Yes**
7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320 **n/a**
 - a. Is it consistent with the LRTP **n/a**
 - b. Was it used for the development of the TIP **n/a**
 - c. Is it monitored and reevaluated to meet the needs of the area **n/a**
8. Does the area have a process for including environmental mitigation discussions in the planning process? **Yes, in consultation with NCDOT.**
9. Does the planning process meet the following requirements:
 - a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart; **Yes**

- b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93; - **n/a**
 - c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; **Yes**
 - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity **Yes**
 - e. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects; **Yes**
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; **Yes**
 - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38; **Yes**
 - h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; **Yes**
 - i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and **Yes**
 - j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities. **Yes**
10. All other applicable provisions of Federal law. (i.e. Executive Order 12898) **Yes**
10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1)
- a. Did the public participate in the development of the PIP? **Yes**
 - b. Was the PIP made available for public review for at least 45-days prior to adoption? **Yes**
 - c. Is adequate notice provided for public meetings? **Yes**
 - d. Are meetings held at convenient times and at accessible locations? **Yes**
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process? **Yes**
 - f. Is the PIP periodically reviewed and updated to ensure its effectiveness? **Yes, it was updated November 2023.**
 - g. Are plans/program documents available in an electronic accessible format, i.e. MPO website? **Yes**
11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? SAFETEA-LU
- Yes. The Technical Coordinating Committee (TCC) has many of these agencies on the committee and participating in the planning process.**



Item #: 9

To: Technical Coordinating Committee
From: Deanna Trebil, MPO Administrator
Subject: FY 24 UPWP Amendment 1

1/11/2024

The Unified Planning Work Program (UPWP) guides MPO planning activities for the fiscal year and identifies a program of work for reimbursement through annual planning grants received from the Federal Highway Administration (FHWA) and Federal Transportation Administration (FTA). From time to time, amendments are required to add or remove funding and/or shift resources between work task codes.

UPWP Amendment 1 is needed to reallocate funding to two new tasks to begin work on the Metropolitan Transportation Plan (MTP) and to evaluate whether microtransit service is a feasible delivery option for CARTS. No increase in funding is being requested. The total PL 104 budget remains at \$244,475 and the budget for Section 5303 remains at \$60,080.

In accordance with the Public Involvement Plan, there is a minimum of fourteen (14) days for the public to provide comments. Amendment 1 to the FY 24 UPWP was posted to the NBAMPO website on December 18, 2023 and public comment will be received until January 18, 2024.

Recommended Action: Recommend approval of FY 24 UPWP Amendment 1 to the TAC

Attachment: FY24 UPWP Amendment 1 Draft

RESOLUTION

**TO APPROVE AMENDMENT 1 TO THE FY 2024 UNIFIED PLANNING WORK PROGRAM
OF THE NEW BERN AREA METROPOLITAN PLANNING ORGANIZATION**

A motion was made by _____ and seconded by _____
for the adoption of the following resolution, and upon being put to a vote was duly adopted.

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 New Bern Area Metropolitan Planning Organization;

WHEREAS, the City of New Bern has been designated as the recipient of Federal Highway Administration Metropolitan Planning Program (Section 104f) funds and Section 5303 Federal Transit funds; and Craven County is the designated recipient of Section 5307 Federal Transit Funds;

WHEREAS, members of the New Bern Area Metropolitan Planning Organization Transportation Advisory Committee agree that the Unified Planning Work Program amendment effectively advances transportation planning for Fiscal Year 2024;

NOW, THEREFORE, be it resolved that the New Bern Area Metropolitan Planning Organization Transportation Advisory Committee hereby approves Amendment 1 of the FY 2024 Unified Planning Work Program for the New Bern Metropolitan Area.

.....

I, John Kirkland, Chairman of the New Bern Area Metropolitan Planning Organization Transportation Advisory Committee, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Transportation Advisory Committee, duly held on this **25th day of January 2024**.

John Kirkland, Chairman
New Bern Area MPO

Subscribed and sworn to me this _____ day of _____, 2024.

Notary Public

(Notary Seal)

My Commission Expires: _____

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INTRODUCTION

The New Bern Area Metropolitan Planning Organization (NBAMPO) is the lead cooperative partner responsible for undertaking the federally required Continuing, Comprehensive and Cooperative (3-C) transportation planning process within the New Bern Metropolitan Planning Area (MPA), as required by Section 134 (a), Title 23, United States Code. The NBAMPO includes four towns (Bridgeton, New Bern, River Bend and Trent Woods) and portions of Craven County.

The City of New Bern is the Lead Planning Agency for the NBAMPO and is the recipient of the Federal Highway Administration 104f Metropolitan Planning Funds and the Federal Transit Administration 5303 Metropolitan Planning Funds. Craven County, through the Craven County Rural Transit System (CARTS), is the recipient of 5307 Urbanized Area Formula Funds from the Federal Transit Administration.

The MPO operations are designed to foster cooperation among the local governments in the region to plan and develop a multimodal transportation system that meets the mobility needs of the area's residents and serves the region's economy.

The UPWP identifies and budgets the MPO's transportation planning activities and projects for the 2024 fiscal year. This UPWP was developed in cooperation with the North Carolina Department of Transportation (NCDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and other regional planning partners.

MPO PLANNING PRODUCTS

Metropolitan Transportation Plan (MTP)

Approved March 25, 2021

Envision 2045 represents a vision for a healthy, safe, and efficient transportation system which will adequately serve the New Bern Area to the year 2045 and beyond. The planning process includes travel demand modeling scenarios, funding projections, public participation activities, review and input from various advisory committees and stakeholders, coordination with other regional plans and assistance from NCDOT and other planning partners. A new MTP must be approved at least once every five years. A new MTP must be approved before March 25, 2026.

Transportation Improvement Program (TIP)

Approved September 15, 2023

The TIP is a ten-year funding document for bicycle, pedestrian, highway, rail and public transportation projects. It implements the MTP, provides details and financial information for federally funded or regionally significant projects. Every two years the NBAMPO approves its Metropolitan Transportation Improvement Program (MTIP), and the NCDOT produces the State Transportation Improvement Program (STIP). **This document is amended periodically reflecting**

significant changes such as the addition or deletion of a project; financial changes; or changes in design concept or scope.

Unified Planning Work Program (UPWP)

FY24 UPWP Approved March 23, 2023

The UPWP describes the anticipated work of MPO staff and consultants during the calendar year. This document also contains a budget used to program federal funds used by the MPO to carry out the 3-C planning process in Craven County. This document is updated annually.

Public Involvement Plan (PIP)

Approved November 16, 2023

The PIP outlines the methods and process for involving the public in the transportation planning process. The MPO reviews/updates the PIP after the passage of a new federal transportation act, or in advance of an MTP update. **The PIP shall be reviewed periodically at a minimum every three (3) years.**

Title VI Plan

Approved November 16, 2023

This plan describes how the MPO will discourage discrimination in the 3-C MPO planning process and how the MPO will address any complaints of discrimination that arise from MPO activities. This document will be reviewed whenever updates are made to the PIP and/or as needed **and when a new TAC Chairman or Title VI Coordinator is named.**

2023 UPWP MAJOR ACCOMPLISHMENTS

The year 2022 continued some of the challenges that began presenting themselves during 2020. While we began to see travel across our state pick up, we continued facing budgetary issues. The North Carolina Department of Transportation continued their efforts to equalize the statewide budget. After completing more than 450 project re-evaluations, accommodating for cost increases and inflation rates, the NCDOT along with Planning Organization partners, agreed to halt the SPOT P6.0 Prioritization Process.

The MPO continued holding virtual and hybrid meetings and participated in conferences and committees virtually. The latter half of the Fiscal Year once again provided staff the opportunity to attend conferences in person, accelerating collaboration and planning.

Despite the challenges, the MPO staff worked on many projects during 2022, the highlights of which are listed below:

- Completed the 5-year, long range, Metropolitan Transportation Plan update
- Secured funding, selected a consulting firm, and completed an update of the City of New Bern's Bicycle and Pedestrian Plan

- Highlighted the Indirect and Cumulative Effects (ICE) pilot program at a Planning and Environmental Linkages peer exchange hosted by the Federal Highway Administration
- Participated in numerous planning workgroups including:
 - US 70 Risk and Resiliency Vulnerability
 - NCAMPO Transit Subcommittee
 - Express design of prioritized projects
 - Impacts and planning for environmental climate change
- Increased our social media footprint

PLANNING PRIORITIES FOR 2024

In 2024, the MPO staff will focus its attention on several projects, the highlights of which are listed below:

- Work with planning partners to compile data for travel modes and facilities (bikeways, sidewalks, transit and roadways) to support project efforts as identified in the MTP
- **Begin work on the 2050 Metropolitan Transportation Plan**
- ~~➤ Obtain a consulting firm(s) for assistance in writing/applying for grant opportunities, with heavy consideration on bicycle and pedestrian grants~~
- Continue support and participation with the Down East Rural Planning Organization and NCDOT Transportation Planning Division
- Continue enhancing a solid visualization program accessible to all stakeholders in the community through the use of the MPO's website and hard copies as requested
- Continue engaging the community in participating in the transportation planning process through workshops, meetings, surveys, and participation in local events
- Begin working on SPOT P7.0 project prioritization process
- Finalize the FY 2023-2032 Metropolitan Transportation Improvement Program
- Utilize funding from the Bipartisan Bill for project considerations
- Maintain the MPO's official web site and update social media sites

PROGRAM SUPPORT AND ADMINISTRATION

MPO Committee Support

Objectives and Background:

- Support the Technical Advisory Committee (TAC), Technical Coordinating Committee (TCC) and MPO subcommittees with meeting packet development, distribution and other meeting support and administrative duties.
- Monitor and respond to state and federal funding initiatives and legislative activities.

Activities and Products:

- Product: Meeting agendas, minutes and supporting documents for TAC and TCC, and other MPO committee meetings
- Product: Website updates related to the NBAMPO

Unified Planning Work Program (UPWP)

Objectives and Background:

- Draft, finalize and adopt a UPWP and maintain the UPWP as necessary
- Manage the MPO funding streams and track the status of UPWP budget
- Provide administrative assistance for MPO procurement and management of approved contracts for professional services and other items (equipment, supplies, travel, etc.).

Activities and Products:

- Products: 2024 UPWP (MPO TAC Board approval by March 2023), and Amendments to the 2024 UPWP as needed.
- Products: Quarterly invoice reporting as required by the Department of Transportation and FHWA
- Product: FY 2024 MPO Expenditure Report (due by June 30, 2024)
- Activity: Acquisition of equipment, supplies and services (if needed), as budgeted, to support transportation planning activities or procurement and professional services (as needed)

Public Involvement Plan (PIP)

Objectives and Background:

- Develop, maintain, and implement a meaningful public input process through the Public Involvement Plan (PIP) and related documents
- Incorporate public input into plans, programs, and other products of the planning process
- Comply with federal public participation requirements
- Review and update the LEP/Title VI Plans

Activities and Products:

- Activity: Maintain and implement the PIP, Title VI Plan, and related documents
- Activity/Product: Review and Update (if needed) the LEP/Title VI Plan
- Activity: Process Title VI or Environmental Justice complaints received in accordance with our Title VI Plan and/or any requests for translation services from LEP persons in accordance with the Title VI/LEP Plan (as needed)

MPO Education, Staff Training and UPWP Project Tracking

Objectives and Background:

- Manage the MPO multimodal planning process/staff and track UPWP projects
- Provide training opportunities for MPO staff
- Produce or share documents/materials that help educate the MPO members and the public about the MPO process and its role in decision-making for transportation system improvements
- Provide training opportunities to fellow MPO colleagues (as requested and as staff time and funding constraints allow).

The MPO meets with new MPO committee members (as elected) to welcome and address questions the members have about their position. Staff provides information to members as requested and directs new members to websites where they can learn more about the MPO.

The MPO staff plans on attending the following types of workshops, conferences, and training as time allows:

- American Planning Association (APA)
- Association of Pedestrian & Bicycle Professionals Webinar Series
- North Carolina APA (American Planning Association)
- North Carolina Association of Metropolitan Planning Organizations (NCAMPO)
- Training related to the FAST Act metropolitan planning regulations
- National Transit Institute and National Highway Institute workshops held in nearby cities that provide training for MPO related topics
- Additional educational webinar opportunities as presented in areas that will provide training for MPO related topics

SHORT RANGE TRANSPORTATION PLANNING

Transportation Improvement Program (TIP)

Objectives and Background:

- Develop a detailed and financially realistic program of all regionally significant and/or federally funded transportation projects that are consistent with the MTP and address social equity/environmental justice regulations
- Foster an understanding of the TIP process among project sponsors and the public
- Establish and maintain an efficient TIP amendment process with meaningful public involvement opportunities
- Coordinate with the local transit company to ensure that the TIP includes projects that meet the FTA requirements

Activities and Products:

- Products: TIP updates, amendments and/or revisions with a TIP development process that provides public review and comment opportunities (as needed)

Current Planning – Support and Coordination

Objectives and Background:

- Strengthen connections between land use and transportation system planning by reviewing of land development projects for multimodal mobility concerns in the region
- Ensure interagency coordination
- Provide transportation planning assistance to local governments

The MPO staff attends (as needed) City of New Bern and Craven County plan review meetings to review land developments that impact the region's multimodal transportation system. The MPO staff works closely with local officials to review and comment on proposed land use changes and major projects that will generate large traffic volumes and impact surrounding roads.

The MPO staff reviews site plans (as needed) to ensure all users of the development, regardless of travel mode choice, are afforded safe and convenient mobility to and around the site.

Encouraging multimodal access to new and redeveloped sites in the region is one of the ways the MPO coordinates goals of the MTP with the local land use planning process.

Activities and Products:

- Activity: Coordinate with local officials to maintain multimodal engagement and coordination with MPO planning in the region.
- Activity: Promote the inclusion of projects for non-motorized transportation in local planning processes by reviewing site plans for land development projects to adhere to requirements for bikeways, bicycle parking, and pedestrian facilities in new and redevelopment projects
- Activity: Provide technical information and MPO maintained data to support MPO planning (as needed)

LONG RANGE TRANSPORTATION PLANNING

Regional Travel Demand Model & Data Development

Objectives and Background:

- Maintain and coordinate the travel demand model and associated data files
- Use modeling and data to facilitate community dialogue concerning regional development and transportation goals and to evaluate land use transportation system scenarios.

The MPO currently relies on NCDOT staff to provide updated modeling information as well as consultants for travel demand and socioeconomic data. This information was last updated as part of the development of the MTP. The consultants may be used for services beyond model development and for future MTP updates.

Activities and Products:

- Activity/Product: Manage a consultant for the model on call services
- Activity: Respond to transportation model inquiries and data requests from citizens, public agencies, consultants, elected and appointed officials, MPO members and the media as staff time and modeling abilities allow
- Activity: Locate and update existing transportation infrastructure, land use and density, and socioeconomic information, and other geographic databases useful in transportation planning

Metropolitan Transportation Plan

Objectives and Background:

- Maintain and implement Envision 2045, the multimodal MTP to meet all federal regulations for the New Bern Area MPO region
- Integrate the MTP with the NCDOT statewide long-range plan, funding priorities through SPOT and transportation programs developed by NCDOT

- Continue the process of coordinating the development of the MTP with local land use, growth management, economic development, and other comprehensive plan elements and consider those comprehensive plan issues in developing and amending the MTP.

The MTP: Envision 2045 was approved in 2021 and was the result of collaboration between MPO staff, a travel demand modeling consultant, a public participation process and the guidance of subcommittees created by the MPO. The next MTP will need to be approved by March 24, 2026.

Activities and Products:

- Product: Maintain and implement Envision 2045 and amendments or additions to incorporate performance targets (ongoing as needed)
- Product: Provide meaningful public involvement in the support of MTP objectives and continue the community dialogue around transportation goals, policies, strategies and priorities reflected in the MTP (documentation and response to comments, as needed)
- Activity: Review and comment on corridor studies, area plans, land development proposals and other plans produced by other agencies covering the NBAMPO region and discuss with officials from those agencies how their plans and the MTP can be coordinated (as requested by MPO planning partners)

Bicycle and Pedestrian Planning

Objectives and Background:

- Maintain and coordinate the implementation of the Bicycle and Pedestrian section of the MTP: Envision 2045 Plan, and any other regional Bicycle/Pedestrian plans
- Encourage the integration of bicycle and pedestrian transportation needs in land development projects, roadway designs, local comprehensive plans, and capital improvement projects
- Develop and maintain data for bikeways, bicycling activity, pedestrian facilities, and pedestrian activity for use in various transportation studies and reports
- Coordinate local Safe Routes to School and community multimodal planning processes and projects

Activities and Products:

- Activity/Product: Develop updated regional Bicycle/Pedestrian Plan with a public involvement process
- Activity/Product: Encourage non-motorized planning, coordinate updates with Safe Routes to School
- Activity: Coordinate and implement the Bicycle and Pedestrian section of the MTP
- Activity: Encourage local governments and schools to work on improving bicycle and pedestrian friendliness
- Apply for useful grants that will assist in improving connectivity and safety of the bicycle and pedestrian corridors within the MPO boundaries

Freight and Rail Planning

Objectives and Background:

- Maintain and coordinate implementation of the Freight and Rail section(s) of the MTP: Envision 2045 Plan, and any other regional Freight/Rail plans

Activities and Products:

- Activity: Encourage freight and rail planning for better access across Eastern North Carolina
- Activity: Participation in the ongoing Eastern Regional Freight Advisory Committee for the future planning of freight and rail corridors

ANTICIPATED DBE CONTRACTING OPPORTUNITIES

Name of MPO: New Bern Area MPO

Person Completing Form: Deanna Trebil

Telephone Number: (252) 639-7592

Prospectus Task Code	Prospectus Description	Name of Agency contracting out	Type of contracting opportunity	Federal Funds to be contracted out	Total Funds to be contracted out
II-B-3	2050 MTP Update	City of New Bern	Consultant Services	\$31,200	\$39,000
II-B-3	Microtransit Feasibility Study	City of New Bern	Consultant Services	\$36,048	\$45,060

Table 1. – Section 104f Narrative

TASK CODES	DESCRIPTIONS
II-A-1 Network and support systems Traffic Volume Counts Vehicle Miles of Travel (VMT) Street System Changes Traffic Crashes Transit System Data Air Travel, etc.	Update information on Traffic volume counts, VMTs, traffic crashes and other data for analysis in support of future planning and performance measures
II-A-2 Travelers and Behavior Dwelling Unit, Population and Employment Changes Collection of Base Year Data Travel Surveys Vehicle Occupancy Rates (Counts) Travel Time Studies	Maintain socio-economic base year data previously used in the preparation of the forecasting by TAZ, as input for the Travel Demand Model for the Craven County CTP and NBAMPO MTP
II-A-3 Transportation Modeling Travel Model Update Forecast of Data to Horizon Year Forecast of Future Travel Patterns Financial Planning	Participate in the update of the Travel Model, as needed, for potential MPO boundary expansion based on 2020 Census results
II-B-1 Targeted Planning Hazard Mitigation and Disaster Planning Congestion Management Strategies Freight Movement/Mobility Planning	Incorporate applicable projects in the MTP and prepare update of the freight element of the MTP; participate in the FAST ACT related training and workshops to assist development of MTP and performance measures; research alternative fuel vehicles, advanced transportation technologies, infrastructure, fueling/re-charging stations, related equipment.
II-B-2 Regional Planning Community Goals and Objectives Highway Element of the CTP/MTP Transit Element of the CTP/MTP Bicycle and Pedestrian Element of CTP/MTP Airport/Air Travel Element of CTP/MTP Collector Street Element of CTP/MTP Rail, Waterway, or other Mode of the CTP/MTP Safe & Accessible Transportation Options	Cooperate with several agencies to gauge the goals and objectives of the community. Engage stakeholders as required in FAST Act and through participation in community events, surveys, and meetings/workshops. Finalize each element of the CTP Focus on bicycle & pedestrian improvements
II-B-3 Special Studies Studies	Assist and cooperate with a consulting firm to begin work on the 2050 MTP
III-A-1 Planning Work Program	Develop annual planning work program that addresses future year tasks, reviews recent milestones accomplished during the current

	<p>planning process and sets a five years calendar of tasks.</p> <p>Manage Current Work Program through quarterly reports, requests for reimbursement and annual report.</p>
III-A-2 Metrics and Performance Measures	Enhance performance measures and tracking systems to satisfy FAST Act requirements as needed and/or directed
III-B-1 Prioritization	Maintain Prioritization list, participate in meetings with NCDOT on SPOT process, revise/update as needed the projects prioritization methodology, update/prepare problem statements for future SPOT projects as needed.
III-B-2 Metropolitan Transportation Improvement Program	Coordinate with NCDOT, RPO and other partner agencies in the review and comments on the Draft/Final STIP. Prepare Draft/Final MTIP and open for public review. Process MTIP Amendments and Modifications as needed.
III-B-3 Merger/Project Development	Participate in meetings as required
III-C-2 Environmental Justice	Maintain data, maps and analyze results for inclusion in the NBAMPO MTP and in projects planning
III-C-6 Public Involvement	Update and continue implementation of the Public Involvement Plan as needed. Maintain an accessible web site and participate in local events to gauge the needs and wants of the MPO's stakeholders. Provide access and comment periods for all documents generated by the MPO.
III-D State and Extra-Regional Planning	Continue to participate in the Highway 17 Association and U.S. 70 Corridor Commission meetings, as well as US 70 Risk & Vulnerability workgroup and NCAMPO transit sub-committee.
III-E Management Operations, Program Support Administration	Use of administrative time to prepare for and attend TCC, TAC and other meetings, staff training, updating documentation as necessary, and other logistical support. Procure supplies related to transportation planning activities.

Table 2 - Funding Sources Table

FTA	TASK	TASK	SEC. 104 (F) PL				SECTION 5303				TASK FUNDING SUMMARY			
			MPO Planning			PL Set Aside (Y410) FHWA	Transit / Highway			TOTAL	LOCAL	STATE	FEDERAL	TOTAL
			Local	FHWA	TOTAL		Local	NCDOT	FTA					
Code	CODE	DESCRIPTION	20%	80%	100%	100%	10%	10%	80%	100%				
	II-A	Data and Planning Support	\$ 800	\$ 3,200	\$ 4,000		\$ 90	\$ 90	\$ 720	\$ 900				
44.24.00	II-A-1	Networks and Support Systems	\$ 400	\$ 1,600	\$ 2,000		\$ 60	\$ 60	\$ 480	\$ 600	\$ 460	\$ 60	\$ 2,080	\$ 2,600
44.23.01	II-A-2	Travelers and Behaviour	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.23.02	II-A-3	Transportation Modeling	\$ 400	\$ 1,600	\$ 2,000		\$ 30	\$ 30	\$ 240	\$ 300	\$ 430	\$ 30	\$ 1,840	\$ 2,300
	II-B	Planning Process	\$ 11,100	\$ 44,400	\$ 55,500		\$ 4,656	\$ 4,656	\$ 37,248	\$ 46,560				
44.23.02	II-B-1	Targeted Planning	\$ 200	\$ 800	\$ 1,000		\$ 50	\$ 50	\$ 400	\$ 500	\$ 250	\$ 50	\$ 1,200	\$ 1,500
44.23.01	II-B-2	Regional Planning	\$ 3,100	\$ 12,400	\$ 15,500		\$ 100	\$ 100	\$ 800	\$ 1,000	\$ 3,200	\$ 100	\$ 13,200	\$ 16,500
		Safe & Acc. Transp. Options				\$ 3,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,600	\$ 3,600
44.27.00	II-B-3	Special Studies												
		2050 MTP Update	\$ 7,800	\$ 31,200	\$ 39,000						\$ 7,800	\$ -	\$ 31,200	\$ 39,000
		Microtransit Feasibility Study	\$ -	\$ -	\$ -		\$ 4,506	\$ 4,506	\$ 36,048	\$ 45,060	\$ 4,506	\$ 4,506	\$ 36,048	\$ 45,060
	III-A	Planning Work Program	\$ 600	\$ 2,400	\$ 3,000		\$ 55	\$ 55	\$ 440	\$ 550				
44.21.00	III-A-1	Planning Work Program	\$ 500	\$ 2,000	\$ 2,500		\$ 25	\$ 25	\$ 200	\$ 250	\$ 525	\$ 25	\$ 2,200	\$ 2,750
44.24.00	III-A-2	Metrics and Performance Measures	\$ 100	\$ 400	\$ 500		\$ 30	\$ 30	\$ 240	\$ 300	\$ 130	\$ 30	\$ 640	\$ 800
	III-B	Transp. Improvement Plan	\$ 1,400	\$ 5,600	\$ 7,000		\$ -	\$ -	\$ -	\$ -				
44.25.00	III-B-1	Prioritization	\$ 1,100	\$ 4,400	\$ 5,500		\$ -	\$ -	\$ -	\$ -	\$ 1,100	\$ -	\$ 4,400	\$ 5,500
44.25.00	III-B-2	Metropolitan TIP	\$ 300	\$ 1,200	\$ 1,500		\$ -	\$ -	\$ -	\$ -	\$ 300	\$ -	\$ 1,200	\$ 1,500
44.25.00	III-B-3	Merger/Project Development	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	III-C	Civil Rgts. Comp./Otr. Reg. Reqs.	\$ 900	\$ 3,600	\$ 4,500		\$ 220	\$ 220	\$ 1,760	\$ 2,200				
44.27.00	III-C-1	Title VI Compliance	\$ -	\$ -	\$ -		\$ 75	\$ 75	\$ 600	\$ 750	\$ 75	\$ 75	\$ 600	\$ 750
44.27.00	III-C-2	Environmental Justice	\$ 100	\$ 400	\$ 500		\$ 20	\$ 20	\$ 160	\$ 200	\$ 120	\$ 20	\$ 560	\$ 700
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-4	Planning for Elderly	\$ -	\$ -	\$ -		\$ 25	\$ 25	\$ 200	\$ 250	\$ 25	\$ 25	\$ 200	\$ 250
44.27.00	III-C-5	Safety /Drug Control Planning	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-6	Public Involvement	\$ 800	\$ 3,200	\$ 4,000		\$ 100	\$ 100	\$ 800	\$ 1,000	\$ 900	\$ 100	\$ 4,000	\$ 5,000
44.27.00	III-C-7	Private Sector Participation	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	III-D	Statewide and Extra-Regional Planning	\$ 1,800	\$ 7,200	\$ 9,000		\$ -	\$ -	\$ -	\$ -				
44.27.00	III-D	Statewide and Extra-Regional Planning	\$ 1,800	\$ 7,200	\$ 9,000		\$ -	\$ -	\$ -	\$ -	\$ 1,800	\$ -	\$ 7,200	\$ 9,000
	III-E	Management Ops, Program Support Admin	\$ 31,575	\$ 126,300	\$ 157,875		\$ 987	\$ 987	\$ 7,896	\$ 9,870				
44.27.00	III-E	Management Ops, Program Support Admin	\$ 31,575	\$ 126,300	\$ 157,875		\$ 987	\$ 987	\$ 7,896	\$ 9,870	\$ 32,562	\$ 987	\$ 134,196	\$ 167,745
	TOTALS		\$ 48,175	\$ 192,700	\$ 240,875	\$ 3,600	\$ 6,008	\$ 6,008	\$ 48,064	\$ 60,080	\$ 54,183	\$ 6,008	\$ 244,364	\$ 304,555
			Local	Federal	Total		Local	State	Federal	Total	Local	State	Federal	Grand Total
			PL 104				Section 5303				Totals			

Table 3 - FTA Proposed Funding Table and Task Narrative - Amendment 1

FTA CODE	44.24.00	44.24.02	44.24.00	44.23.01	44.24.00
TASK CODE	II-A-1	II-A-3	II-B-1	II-B-2	II-B-3
TITLE OF PLANNING TASK	Networks & Support Systems	Transportation Modeling	Targeted Planning	Regional Planning	Microtransit Feasibility Study
TASK OBJECTIVE	Analysis transit system historical data and current data in relationship to trends and monitor service miles and hours, and other performance measures to assure that CARTS maintains or exceeds previous service levels effectively and efficiently.	To cooperate with NCDOT Transportation Planning Branch in forecasting future travel patterns and to develop a CTP that compliments the newly adopted MTP.	Reviewing routes and ridership to develop an interactive map and report to share with member agencies regarding CARTS service	Update and continue development of a multi-modal CTP that mirrors the Vision and Goals of the MPO's stakeholders, to include citizens, participating Jurisdictions and other organizations with an interest in transportation, the environment and economic development.	Evaluate feasibility of establishing a Microtransit system within the urban area of CARTS
TANGIBLE PRODUCT EXPECTED	An updated inventory to create charts, graphs, or other tools showing historical trends and current data.	An implementable Highway portion of the Comprehensive Transportation Plan that supports multi-modal choices	Develop an interactive map identifying CARTS routes and stops and a report summarizing CARTS operations	The 2045 Comprehensive Transportation Plan for the New Bern Area MPO and Craven County	Report summarizing analysis and recommendation for implementation for Microtransit and/or areas of efficiency and effectiveness
EXPECTED COMPLETION DATE	6/30/2024-ON GOING	6/30/2024	6/30/2024	6/30/2024	6/30/2024
PREVIOUS WORK	CARTS has recorded the above data through the RouteMatch software system and Excel spreadsheets.	Validation of socio-economic data from 2020 in five year increments.	None	NBAMPO's Metropolitan Transportation Plan	None
PRIOR FTA FUNDS	\$5,000	\$1,000	\$0	\$4,000	\$0
RELATIONSHIP TO OTHER ACTIVITIES	Trend analysis important as CARTS continues to evolve as a split rural/small urban transit system. Updated inventory provides information required to support the MTP and the Metropolitan Transportation Improvement Program.	The Model is used to develop and update the MTP / CTP, to include proposed projects. Projected deficiencies can be analyzed to select the type of modal improvement needed.	CARTS Operation and transit ridership	The CTP is a regional plan that aids in the development of regional transportation improvement programs and plans.	CARTS Operation and transit ridership
RESPONSIBLE AGENCY	MPO Staff / CARTS	MPO Staff / NCDOT	MPOT Staff/CARTS	MPO Staff/NCDOT	MPO Staff/CARTS
SECTION 104(F) PL LOCAL 20%	\$0	\$0	\$0	\$0	\$0
SECTION 104(F) PL FHWA 80%	\$0	\$0	\$0	\$0	\$0
SECTION 5303 LOCAL 10%	\$60	\$30	\$50	\$100	\$4,506
SECTION 5303 NCDOT 10%	\$60	\$30	\$50	\$100	\$4,506
SECTION 5303 FTA 80%	\$480	\$240	\$400	\$800	\$36,048

Table 3 - FTA Proposed Funding Table and Task Narrative - Amendment 1

FTA CODE	44.21.00	44.24.00	44.27.00	44.27.00	44.27.00
TASK CODE	III-A-1	III-A-2	III-C-1	III-C-2	III-C-4
TITLE OF PLANNING TASK	Planning Work Program	Metrics and Performance Measures	Title VI Compliance	Environmental Justice	Planning for Elderly & Disabled
TASK OBJECTIVE	To develop a UPWP that reflects the financial planning needs of the MPO and to manage it through the fiscal year.	To incorporate performance measures in the MTP that meet federal requirements/guidance and state goals once the State adopts its performance measures.	Update and continue implementation of Title VI program, monitor and update socio-economic data in order to meet federal requirements.	Information on socio-economic data that provides visual understanding of protected population in relation to proposed MPO plans and projects that allows for participation in the transportation planning process.	Review and revise, if needed, the Coordinated Human Services Public Transportation Plan for the MPO and ensure appropriate infrastructure planning is in place as part of the MTP.
TANGIBLE PRODUCT EXPECTED	FY 2024 Planning Work Program	A performance based MTP	NBAMPO Title VI Program implementation	A continuing refinement in and update of the data. A mapped visual comparison of projects and plans.	Updated Coordinated Human Services Public Transportation Plan
EXPECTED COMPLETION DATE	6/30/2024	6/30/2024	6/30/2024	6/30/2024	6/30/2024
PREVIOUS WORK	FY 2023 Planning Work Program	Monitoring/Training in Federal Government's guidance material	CARTS Title VI Plan adopted October 2022. NBAMPO Title VI program adopted July 2015, Title VI Policy, Boards' and staff Title VI training	Mapping of protected population as part of the NBAMPO MTP and Projects Prioritization Methodology and Scoring.	NBAMPO Coordinated Human Services Public Transportation Plan
PRIOR FTA FUNDS	\$1,000	\$1,000	\$3,100	\$1,500	\$9,200
RELATIONSHIP TO OTHER ACTIVITIES	The PWP describes the type of work to be undertaken by the MPO and other partners for the upcoming year.	The FAST Act requires the MTP be performance based.	The FTA requires an up to date Title VI plan. Through the Title VI Policy and Program, the MPO will ascertain that all federal requirements are met in the development and implementation of NBAMPO's plans and programs.	The Environmental Justice Plan will guide the MPO in evaluating plans and projects' impacts on protected population.	The Transit Development Plan, the Coordinated Human services Public Transportation Plan and elements of the Title VI/EJ plan all address the need of special population through a variety of services.
RESPONSIBLE AGENCY	MPO Staff	MPO Staff	MPO Staff	MPO Staff	MPO Staff / CARTS
SECTION 104(F) PL LOCAL 20%	\$0	\$0	\$0	\$0	\$0
SECTION 104(F) PL FHWA 80%	\$0	\$0	\$0	\$0	\$0
SECTION 5303 LOCAL 10%	\$25	\$30	\$75	\$20	\$25
SECTION 5303 NCDOT 10%	\$25	\$30	\$75	\$20	\$25
SECTION 5303 FTA 80%	\$200	\$240	\$600	\$160	\$200

Table 3 - FTA Proposed Funding Table and Task Narrative - Amendment 1

FTA CODE	44.27.00	44.27.00
TASK CODE	III-C-6	III-E
TITLE OF PLANNING TASK	Public Involvement	Management, Operations, Program Support Admin.
TASK OBJECTIVE	Continue an effective public involvement process through an updated website and social media, and visualization techniques. Increase awareness of and opportunities for public involvement.	Work with local stakeholders to identify concerns, assess gaps in service and introduce necessary service modifications to better meet the needs of the public, and will look to provide a high level of quality services and acknowledge FTA reporting requirements.
TANGIBLE PRODUCT EXPECTED	Increased participation when seeking feedback and attendance at meetings/events. Increase of addresses in the MPO's notification list, timely newsletters with pertinent information and educational material.	CARTS: Policy revisions (ongoing); Operational device level analysis (ongoing); Transit Asset Management, Staff training and development (ongoing); Organizational analysis; Participation in and reports to TCC and TAC. NBAMPO: Published agendas and minutes of TAC/TCC, administrative support to working groups and subcommittees and general public requests.
EXPECTED COMPLETION DATE	ONGOING	ONGOING
PREVIOUS WORK	Approved Public Involvement Plan Update, NBAMPO website and social media pages. Multiple public meetings to develop NBAMPO MTP and to comment on later iterations of the document, and as part of project review meetings. CARTS has participated in community activities as part of public outreach.	Administrative support to the TAC/TCC and other general requirements in the implementation of the transportation planning process. NBAMPO staff training and participation in state, regional and national professional conferences.
PRIOR FTA FUNDS	\$9,200	\$14,000
RELATIONSHIP TO OTHER ACTIVITIES	Continuous engagement of stakeholders/public is paramount in the NBAMPO transportation planning and implementation of projects.	These activities are interwoven within all aspects of the CARTS operation and are critical to operating a public transportation system effectively and efficiently. A well educated staff is necessary for the MPO and transit agency to perform transportation planning tasks as required by state and federal regulations.
RESPONSIBLE AGENCY	MPO Staff	MPO Staff / CARTS
SECTION 104(F) PL LOCAL 20%	\$0	\$0
SECTION 104(F) PL FHWA 80%	\$0	\$0
SECTION 5303 LOCAL 10%	\$100	\$987
SECTION 5303 NCDOT 10%	\$100	\$987
SECTION 5303 FTA 80%	\$800	\$7,896

Table 4 – Five Year Planning Calendar

FISCAL YEAR	PLANNING PROCESS ACTION		PRODUCTS OF THE PLANNING PROCESS			PRIORITIZATION	SPECIAL STUDIES
	CERTIFICATION OF PLANNING PROCESS	PWP	METROPOLITAN TRANSPORTATION PLAN (Minimum 5 Year Cycle)		METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM		
			Review of MTP	Major Update			
2024	Yes	Yes	Yes	Adopt 2040 CTP Begin 2050 MTP	Draft MTIP	Begin P7.0	As Needed
2025	Yes	Yes	Yes	Continue 2050 MTP	Adopt MTIP 2021-2030	Finish P7.0	As Needed
2026	Yes	Yes	Yes	Adopt 2050 MTP	Adopt MTIP 2025-2034	Begin P8.0	As Needed
2027	Yes	Yes	Yes	Preliminary Studies for 2055 MTP	Draft MTIP Review, Amend current as required	Continue P8.0	As Needed
2028	Yes	Yes	Yes		Draft MTIP Review, Amend current as required	Finish P8.0	As Needed



Item #: 10

To: Technical Coordinating Committee
From: Deanna Trebil, MPO Administrator
Subject: FY 25 Unified Planning Work Program - Draft

1/11/2024

Each year the New Bern Area MPO produces a Unified Planning Work Program (UPWP) to outline expenditures necessary to carry out planning activities by the MPO and its member agencies during the upcoming fiscal year. NCDOT requires the UPWP be adopted and submitted by March 29, 2024 for the coming fiscal year.

The draft FY 2025 UPWP is similar to the current year's budget and is created to further the operational objectives identified by the TCC and TAC. The work program accounts for all direct operating expenses to include corridor studies, updating the Metropolitan Transportation Plan, and more.

In accordance with the Public Involvement Plan, there is a minimum fourteen (14) days for the public to provide comments. The FY 25 UPWP was posted to the NBAMPO website on January 4, 2024 and public comment will be received until January 18, 2024.

Recommended Action: Recommend approval of the FY25 UPWP to the TAC

Attachment: FY25 Unified Planning Work Program - Draft



New Bern Area Metropolitan Planning Organization

FY 2025

Planning Work Program

Proposed Adoption March 28, 2024

Continuing · Comprehensive · Cooperative · Transportation Planning

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RESOLUTION
APPROVING THE FY 2025 UNIFIED PLANNING WORK PROGRAM
OF THE NEW BERN AREA METROPOLITAN PLANNING ORGANIZATION

A motion was made by _____ and seconded by _____ for the adoption of the following resolution approving the FY 2025 Unified Planning Work Program, and upon being put to a vote was duly adopted.

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 New Bern Area Metropolitan Planning Organization; and

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

WHEREAS, members of the New Bern Area Metropolitan Planning Organization Transportation Advisory Committee agree that the Planning Work Program will effectively advance transportation planning for Fiscal Year 2025; and

NOW, THEREFORE, BE IT RESOLVED that the New Bern Area Metropolitan Planning Organization Transportation Advisory Committee hereby approves the FY 2025 Planning Work Program for the New Bern Metropolitan Area.

I, John Kirkland, Chairman of the New Bern Area Metropolitan Planning Organization Transportation Advisory Committee, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Transportation Advisory Committee, duly held on this 28th day of March 2024.

John Kirkland, Chairman
Chairman, Transportation Advisory Committee

Subscribed and sworn to me this _____ day of _____, 2023.

Notary Public
My Commission Expires: _____

(Notary Seal)

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INTRODUCTION

The New Bern Area Metropolitan Planning Organization (NBAMPO) is the lead cooperative partner responsible for undertaking the federally required Continuing, Comprehensive and Cooperative (3-C) transportation planning process within the New Bern Metropolitan Planning Area (MPA), as required by Section 134 (a), Title 23, United States Code. The NBAMPO includes four towns (Bridgeton, New Bern, River Bend and Trent Woods) and portions of Craven County.

The City of New Bern is the Lead Planning Agency for the NBAMPO and is the recipient of the Federal Highway Administration 104f Metropolitan Planning Funds and the Federal Transit Administration 5303 Metropolitan Planning Funds.

The MPO operations are designed to foster cooperation among the local governments in the region to plan and develop a multimodal transportation system that meets the mobility needs of the area's residents and serves the region's economy.

Transportation Advisory Committee Voting Members

Mr. John Kirkland, Chairman, Town of River Bend
Ms. Ettienne "E.T." Mitchell, Vice-Chair, Craven County Commission
Mr. Bob Brinson, City of New Bern Council
Mr. Paul Tremblay, Town of Bridgeton Council
Mr. Bill Joiner, Town of Trent Woods Commission
Ms. Merrie Jo Alcoke, North Carolina Board of Transportation

Technical Coordinating Committee Voting Members

Mr. Gene Hodges, Chairman, Assistant County Manager, Craven County
Mr. Delane Jackson, Vice-Chairman, Town Manager, Town of River Bend
Ms. Jessica Rhue, Director of Development Services, City of New Bern
Mr. Bill Howard, Zoning Administrator, Town of Bridgeton
Ms. Holly Willis, Town Clerk, Town of Trent Woods
Mr. Kevin Roberts, Executive Director, New Bern Chamber of Commerce
Mr. Chad Strawn, Planning & Inspections Director, Craven County
Mr. George Chiles, Director of Public Works, City of New Bern
Mr. Andy Shorter, Director, Coastal Carolina Regional Airport
Ms. Kelly Walker, Director, Craven Area Rural Transit Service (CARTS)
Ms. Amanda Killian, Transportation Planning Branch, NCDOT
Mr. Jeff Cabaniss, Division 2 Engineer, NCDOT
Mr. Len White, Division 2 Planning Engineer, NCDOT
Mr. Roham Lahiji, Division 2 Corridor Division Engineer, NCDOT
VACANT, Division 2 Traffic Engineer, NCDOT

FIXING AMERICA'S SURFACE TRANSPORTATION ACT (FAST ACT)

This 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 New Bern Area 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 promote and support the following planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system; and
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Each work element within the UPWP satisfies at least one of these ten factors. Further, planning activities associated with each work element emanate from and support the goals of the New Bern Area MPO's 2045 Long Range Transportation Plan

Citizen involvement is a vital component of FAST Act compliance. As such, resources and activities are included within this UPWP to implement the New Bern Area MPO's Public Involvement Plan. As a component of our Public Involvement Plan, the New Bern Area MPO website will be maintained on a regular basis to broadcast information on MPO activities and to encourage community involvement in the MPO process. The MPO will also proactively notify citizens of plans and activities on a regular basis through public

notices, press releases, social media, and other commonly used media outlets and public presentations.

All MPO plans and programs comply with the public participation provisions of Title VI which states:

"[n]o person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

BUDGET SUMMARY

The UPWP is adopted prior to the beginning of the fiscal year and serves as the program for coordinating MPO activities with the goal of developing an integrated program that addresses current and future mobility needs of our region. Many tasks contained within the UPWP are required by federal or state law and are ongoing. Some of these reoccurring tasks include conducting Transportation Advisory Committee (TAC) and Technical Coordinating Committee (TCC) meetings, maintaining a current Metropolitan Transportation Improvement Program, long-range transportation planning and implementing our Public Involvement Plan. Other planning initiatives contained within the UPWP vary from year-to-year. For instance, the scope of special projects completed by the MPO to address specific areas of transportation concern (such as small area plans, modal plans or corridor studies) change on an annual basis. This document blends ongoing and year to-year activities into a cohesive program that builds consensus among federal, state, and local stakeholders regarding MPO operations and budgetary needs.

Revenue

There are three major funding sources that fund the UPWP. All three of these sources come from the federal government and involve either local or state matching funds. The disbursement of all the funds is managed by the North Carolina Department of Transportation. All three of the funding sources are displayed in the UPWP that is approved by the New Bern Area MPO.

Metropolitan Planning Funds (PL 104)

Commonly known as "PL" (short for Public Law) funds, these funds are the primary source of funding for MPO Planning and Administration. The MPO Lead Planning Agency and MPO staff administer the funds. The Federal Highway Administration provides 80% of the funding, and local governments of the New Bern Area MPO provide the 20% local match.

Section 5303 Funds

These are funds from the Federal Transit Administration (FTA) that are designated exclusively for transit planning. The funds are currently administered by the City of New Bern. The FTA provides 80% of the funds. The state provides 10% and the New Bern Area MPO provides 10% local match.

Funding Summary FY 2024-2025
(Total Funds programmed in PWP, including Transit Funds)

Funding Source	Federal Funding	State Funding	Local Match	Total
Planning Funds (PL 104)	\$172,900	\$0	\$42,850	\$215,750
Section 5303	\$53,434	\$6,679	\$6,679	\$66,793
Total	\$226,334	\$6,679	\$49,529	\$282,543

Revenue Source	Total Amount	Percent of Total
Section 104 PL (federal)	\$172,900	61.2%
Section 5303 (federal)	\$53,434	18.9%
NCDOT	\$6,679	2.4%
Local	\$49,529	17.5%
Total	\$282,543	100.0%

Expenditure

Fiscal Year 2025 work program expenditures are expected to match our projected revenues. A detailed summary of our anticipated expenditures is provided by the FY 2025 Unified Planning Work Program Table (Section 104 PL work task narrative, Section 5303 work task narrative) and DBE contracting opportunities table.

SECTION 104 PL WORK TASK NARRATIVE

TASK CODES	DESCRIPTIONS
<p>II-A-1 Network and support systems Traffic Volume Counts Vehicle Miles of Travel (VMT) Street System Changes Traffic Crashes Transit System Data Air Travel, etc. Parking Inventory Collection of Network Data Capacity Deficiency Analysis Mapping</p>	<p>Update information on Traffic volume counts, VMTs, traffic crashes and other data for analysis in support of future planning and performance measures; coordinate and assist in AADT mapping and analysis in support of planning needs; perform tube and turning movement counts using in-house or contracted resources; conduct parking inventory, establish count areas, field reports;</p>
<p>II-A-2 Travelers and Behavior Dwelling Unit, Population and Employment Changes Collection of Base Year Data Travel Surveys Vehicle Occupancy Rates (Counts) Travel Time Studies</p>	<p>Review development plans and continuously compare the plans against socioeconomic forecasts used by the regional travel demand model; update baseline data or census information that may be used in various transportation plans or planning activities; identify and evaluate changes in population and development throughout the MPO; update the census baseline population and dwelling data with pertinent American Community Survey variables as they become available; assist NCDOT TPD as needed with follow up clarifications about travel behavior; vehicle occupancy rate and travel time studies as needed; conduct surveys to attain information such as origin and destinations, travel behavior, transit ridership, workplace commuting, etc.</p>
<p>II-A-3 Transportation Modeling Travel Model Update Forecast of Data to Horizon Year Forecast of Future Travel Patterns Financial Planning</p>	<p>Participate in the update of the Regional 16 Travel Demand Model; Review data for accuracy, and work with NCDOT to develop realistic transportation revenue and cost estimates for various transportation improvements. Research potential funding sources and refinement of long-range financial plan as needed; provide data and local support for creation and implementation of fiscal model for the 2050 MTP update.</p>

<p>II-B-1 Targeted Planning Hazard Mitigation and Disaster Planning Congestion Management Strategies Freight Movement/Mobility Planning</p>	<p>Analyze effects of transportation development on the resiliency of the region; assist in study of emergency events and participate in planning session on how to reduce events to travel and transportation; coordinate with private freight carriers in the region to identify major shipping lanes in and out of the region and potential projects where NCDOT/NBAMPO can facilitate cooperation; incorporate applicable projects in the MTP and prepare update of the freight element of the MTP; participate in the FAST ACT related training and workshops to assist development of MTP and performance measures; research alternative fuel vehicles, advanced transportation technologies, infrastructure, fueling/re-charging stations, related equipment.</p>
<p>II-B-2 Regional Planning Community Goals and Objectives Highway Element of the CTP/MTP Transit Element of the CTP/MTP Bicycle and Pedestrian Element of CTP/MTP Airport/Air Travel Element of CTP/MTP Collector Street Element of CTP/MTP Rail, Waterway, or other Mode of the CTP/MTP Safe & Accessible Transportation Options</p>	<p>Work with a consultant to update the MTP to reflect performance measures, adopted goals and strategies that will be used to reach these goals; coordinate implementation of MPO's 2050 MTP to include data gathering/verification, meeting coordination, public involvement and evaluation of MTP strategy and policy recommendation to ensure Plan continues to meet community goals and objectives; staff will continually asses the need of the MTP for updates; coordinate bike/ped projects with all member agencies; coordinate with EWN on future airport needs and travel patterns.</p>
<p>II-B-3 Special Studies</p>	<p>Professional consulting firm will be hired to assist the MPO with any special studies that have been identified.</p>
<p>III-A-1 Planning Work Program</p>	<p>Develop annual planning work program that addresses future year tasks, reviews recent milestones accomplished during the current planning process and sets a five years calendar of tasks. Manage Current Work Program through quarterly reports, requests for reimbursement and annual report.</p>

III-A-2 Metrics and Performance Measures	Enhance performance measures and tracking systems to satisfy FAST Act requirements as needed and/or directed
III-B-1 Prioritization	Maintain Prioritization list, participate in meetings with NCDOT on SPOT process, revise/update as needed the projects prioritization methodology, update/prepare problem statements for future SPOT projects as needed.
III-B-2 Metropolitan Transportation Improvement Program	Coordinate with NCDOT, RPO and other partner agencies in the review and comments on the Draft/Final STIP. Prepare Draft/Final MTIP and open for public review. Process MTIP Amendments and Modifications as needed.
III-B-3 Merger/Project Development Merger Process Project Review Feasibility Studies	Participate in meetings as required; Review project development and permitting of TIP projects as needed; assist with public outreach efforts
III-C-1 Title VI Compliance	Development and updates to the Title VI and Limited English Proficiency Plans (LEP) and related tasks needed for compliance with associated federal regulations.
III-C-2 Environmental Justice	Prepare transportation plans in such a manner as to ensure public involvement of low-income and minority groups, and to prevent disproportionately high and adverse impacts to low-income and minority groups.
III-C-3 Disadvantaged Business Enterprise	Encourage participation of minority-owned business enterprises in contractual and supply opportunities.
III-C-4 Planning for the Elderly and Disabled	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	Performing safety audits, developing safety/security improvements, and developing policies and planning for safety, security, and emergency preparedness issues.

III-C-6 Public Involvement	Update and continue implementation of the Public Involvement Plan as needed. Maintain an accessible web site and participate in local events. Provide access and comment periods for all documents generated. Develop outreach efforts for effectively communicating with the community about transportation planning and projects; respond to interview and data requests.
III-C-7 Private Sector Participation	Activities to encourage private sector participation in planning and project activities.
III-D State and Extra-Regional Planning	Coordinate with other regional, state and federal agencies involved in transportation planning activities; monitor federal and state legislation. Coordinate with neighboring RPO's, transit-providers, and other agencies. Participation in the NC Association of MPOs and attend ongoing statewide meetings to discuss transportation planning issues; Participate in working groups or subcommittees associated with NCDOT or other government agencies or statewide or regional professional associations
III-E Management Operations, Program Support Administration	Provide direct administrative support to the TAC and TCC, procure supplies related to transportation planning activities; training and development; maintain adequate files and records of the MPO; tracking the status of transportation projects, status reports to the TCC, TAC, and interested persons; presentations at local association meetings and local officials; activities, responsibilities and objectives related to grant writing for potential planning and construction based transportation grants; perform any necessary activities in order to continue a cooperative, comprehensive and continuing transportation process for the urbanized area.

ANTICIPATED DBE CONTRACTING OPPORTUNITY

Name of MPO: New Bern Area MPO

Person Completing Form: Deanna Trebil, MPO Administrator

Telephone Number: 252-639-7592

Prospectus Task Code	Prospectus Description	Name of Contracting Agency	Type of Contracting Opportunity (consultant, etc.)	Federal Funds to be Contracted	Total Funds to be Contracted
II-B-3	Regional Planning	City of New Bern	Consultant – MTP Update	\$10,800	\$13,500
II-B-3	Regional Planning	City of New Bern	Consultant – Microtransit Feasibility Study	\$53,434	\$66,793

FIVE YEAR TRANSPORTATION PLANNING CALENDAR

FISCAL YEAR	PLANNING PROCESS ACTION		PRODUCTS OF THE PLANNING PROCESS		PRIORITIZATION	SPECIAL STUDIES	
	CERTIFICATION OF PLANNING PROCESS	PWP	METROPOLITAN TRANSPORTATION PLAN (Minimum 5 Year Cycle)				METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
			Review of MTP	Major Update			
2025	Yes	Yes	Yes	Continue 2050 MTP	Draft MTIP Review, Amend current as required	Finish P7.0	As Needed
2026	Yes	Yes	Yes	Adopt 2050 MTP	Adopt MTIP 2025-2034	Begin P8.0	As Needed
2027	Yes	Yes	Yes	Preliminary Studies for 2055 MTP	Draft MTIP Review, Amend current as required	Continue P8.0	As Needed
2028	Yes	Yes	Yes		Draft MTIP Review, Amend current as required	Finish P8.0	As Needed
2029	Yes	Yes	Yes		Adopt MTIP 2027-2036	Begin P9.0	As Needed

SECTION 5303 WORK TASK NARRATIVE

FTA CODE	44.27.00
TASK CODE	II-B-3
TITLE OF PLANNING TASK	Microtransit Feasibility Analysis
TASK OBJECTIVE	Evaluate feasibility of establishing a Microtransit system within the New Bern urban area
TANGIBLE PRODUCT EXPECTED	Report summarizing analysis and recommendation for implementation and/or areas of efficiency and effectiveness
EXPECTED COMPLETION DATE	6/30/2025
PREVIOUS WORK	Report
PRIOR FTA FUNDS	None
RELATIONSHIP TO OTHER ACTIVITIES	CARTS operations
RESPONSIBLE AGENCY	City of New Bern
SECTION 104(F) PL LOCAL 20%	\$0
SECTION 104(F) PL FHWA 80%	\$0
SECTION 5303 LOCAL 10%	\$6,679
SECTION 5303 NCDOT 10%	\$6,679
SECTION 5303 FTA 80%	\$53,434

FUNDING TABLE

FTA	TASK	TASK	SEC. 104 (F) PL				SECTION 5303				OVERALL TOTALS			
			MPO Planning			PL Set Aside (Y410)	Transit Planning							
			Code	CODE	DESCRIPTION		Local	FHWA	Total	FHWA	Local	NCDOT	FTA	TOTAL
			20%	80%	100%	100%	10%	10%	80%	100%				
	II-A	Data and Planning Support	\$ 1,800	\$ 7,200	\$ 9,000		\$ -	\$ -	\$ -	\$ -				
44.24.00	II-A-1	Networks and Support Systems	\$ 800	\$ 3,200	\$ 4,000		\$ -	\$ -	\$ -	\$ -	\$ 800	\$ -	\$ 3,200	\$ 4,000
44.23.01	II-A-2	Travelers and Behavior	\$ 1,000	\$ 4,000	\$ 5,000		\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ 4,000	\$ 5,000
44.23.02	II-A-3	Transportation Modeling	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	II-B	Planning Process	\$ 3,460	\$ 13,840	\$ 17,300		\$ 6,679	\$ 6,679	\$ 53,434	\$ 66,793				
44.23.02	II-B-1	Targeted Planning	\$ 760	\$ 3,040	\$ 3,800		\$ -	\$ -	\$ -	\$ -	\$ 760	\$ -	\$ 3,040	\$ 3,800
44.23.01	II-B-2	Regional Planning	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		2050 MTP Update	\$ 2,700	\$ 10,800	\$ 13,500		\$ -	\$ -	\$ -	\$ -	\$ 2,700	\$ -	\$ 10,800	\$ 13,500
		Safe and Acc. Transp. Options	\$ -	\$ -	\$ -	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500	\$ 1,500
44.27.00	II-B-3	Special Studies												
		Microtransit Feasibility Study	\$ -	\$ -	\$ -		\$ 6,679	\$ 6,679	\$ 53,434	\$ 66,793	\$ 6,679	\$ 6,679	\$ 53,434	\$ 66,793
	III-A	Planning Work Program	\$ 2,500	\$ 10,000	\$ 12,500		\$ -	\$ -	\$ -	\$ -				
44.21.00	III-A-1	Planning Work Program	\$ 1,250	\$ 5,000	\$ 6,250		\$ -	\$ -	\$ -	\$ -	\$ 1,250	\$ -	\$ 5,000	\$ 6,250
44.24.00	III-A-2	Metrics and Performance Measures	\$ 1,250	\$ 5,000	\$ 6,250		\$ -	\$ -	\$ -	\$ -	\$ 1,250	\$ -	\$ 5,000	\$ 6,250
	III-B	Transp. Improvement Plan	\$ 3,300	\$ 13,200	\$ 16,500		\$ -	\$ -	\$ -	\$ -				
44.25.00	III-B-1	Prioritization	\$ 1,000	\$ 4,000	\$ 5,000		\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ 4,000	\$ 5,000
44.25.00	III-B-2	Metropolitan TIP	\$ 1,500	\$ 6,000	\$ 7,500		\$ -	\$ -	\$ -	\$ -	\$ 1,500	\$ -	\$ 6,000	\$ 7,500
44.25.00	III-B-3	Merger/Project Development	\$ 800	\$ 3,200	\$ 4,000		\$ -	\$ -	\$ -	\$ -	\$ 800	\$ -	\$ 3,200	\$ 4,000
	III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.	\$ 1,750	\$ 7,000	\$ 8,750		\$ -	\$ -	\$ -	\$ -				
44.27.00	III-C-1	Title VI Compliance	\$ 250	\$ 1,000	\$ 1,250		\$ -	\$ -	\$ -	\$ -	\$ 250	\$ -	\$ 1,000	\$ 1,250
44.27.00	III-C-2	Environmental Justice	\$ 250	\$ 1,000	\$ 1,250		\$ -	\$ -	\$ -	\$ -	\$ 250	\$ -	\$ 1,000	\$ 1,250
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ 250	\$ 1,000	\$ 1,250		\$ -	\$ -	\$ -	\$ -	\$ 250	\$ -	\$ 1,000	\$ 1,250
44.27.00	III-C-4	Planning for Elderly	\$ 250	\$ 1,000	\$ 1,250		\$ -	\$ -	\$ -	\$ -	\$ 250	\$ -	\$ 1,000	\$ 1,250
44.27.00	III-C-5	Safety /Drug Control Planning	\$ 250	\$ 1,000	\$ 1,250		\$ -	\$ -	\$ -	\$ -	\$ 250	\$ -	\$ 1,000	\$ 1,250
44.27.00	III-C-6	Public Involvement	\$ 250	\$ 1,000	\$ 1,250		\$ -	\$ -	\$ -	\$ -	\$ 250	\$ -	\$ 1,000	\$ 1,250
44.27.00	III-C-7	Private Sector Participation	\$ 250	\$ 1,000	\$ 1,250		\$ -	\$ -	\$ -	\$ -	\$ 250	\$ -	\$ 1,000	\$ 1,250
	III-D	Statewide and Extra-Regional Planning	\$ 4,700	\$ 18,800	\$ 23,500		\$ -	\$ -	\$ -	\$ -				
44.27.00	III-D	Statewide and Extra-Regional Planning	\$ 4,700	\$ 18,800	\$ 23,500		\$ -	\$ -	\$ -	\$ -	\$ 4,700	\$ -	\$ 18,800	\$ 23,500
	III-E	Management Ops, Program Support Admin	\$ 25,340	\$ 101,360	\$ 126,700		\$ -	\$ -	\$ -	\$ -				
44.27.00	III-E	Management Ops, Program Support Admin	\$ 25,340	\$ 101,360	\$ 126,700		\$ -	\$ -	\$ -	\$ -	\$ 25,340	\$ -	\$ 101,360	\$ 126,700
	TOTALS		\$ 42,850	\$ 171,400	\$ 214,250	\$ 1,500	\$ 6,679	\$ 6,679	\$ 53,434	\$ 66,793	\$ 49,529	\$ 6,679	\$ 226,334	\$ 282,543
			Local	Federal	Total		Local	State	Federal	Total	Local	State	Federal	Grand Total
			PL 104				Section 5303				Totals			

MPO PLANNING PRODUCTS

Metropolitan Transportation Plan (MTP)

Approved March 25, 2021

Envision 2045 represents a vision for a healthy, safe, and efficient transportation system which will adequately serve the New Bern Area to the year 2045 and beyond. The planning process includes travel demand modeling scenarios, funding projections, public participation activities, review and input from various advisory committees and stakeholders, coordination with other regional plans and assistance from NCDOT and other planning partners. A new MTP must be approved at least once every five years.

2024-2033 Transportation Improvement Program (TIP)

Approved September 15, 2023

The TIP is a ten-year funding document for bicycle, pedestrian, highway, rail and public transportation projects. It implements the MTP, provides details and financial information for federally funded or regionally significant projects. Every two years the NBAMPO approves its Metropolitan Transportation Improvement Program (MTIP), and the NCDOT produces the State Transportation Improvement Program (STIP). This document is amended periodically reflecting significant changes such as the addition or deletion of a project; financial changes; or changes in design concept or scope.

Unified Planning Work Program (UPWP)

FY 2025 Anticipated to be approved March 28, 2024

The UPWP describes the anticipated work of MPO staff and consultants during the calendar year. This document also contains a budget used to program federal funds used by the MPO to carry out the 3-C planning process in Craven County and is updated annually.

Public Involvement Plan (PIP)

Approved November 16, 2023

The PIP outlines the methods and process for involving the public in the transportation planning process. The MPO reviews/updates the PIP after the passage of a new federal transportation act, or in advance of a MTP update. The PIP shall be reviewed periodically at a minimum every three (3) years.

Title VI Plan

Approved November 16, 2023

This plan describes how the MPO will discourage discrimination in the 3-C MPO planning process and how the MPO will address any complaints of discrimination that arise from MPO activities. This document will be reviewed whenever updates are made to the PIP and/or as needed and when a new TAC Chairman or Title VI Coordinator is named.



Item #: 11

To: Technical Coordinating Committee
From: Deanna Trebil, MPO Administrator
Subject: P7 Local Input Methodology - Draft

1/11/2024

The Strategic Transportation Investments (STI) law (GS – 136 – 189.10 and .11), enacted in 2013, directs the NCDOT to select and fund major capital improvement projects using a data-driven prioritization process in combination with local input. NCDOT provided guidance for each MPO, RPO, and Division to develop and implement a local input point methodology that maintains criteria transparency, material availability, and process documentation while maximizing the opportunity for public review and input. This Local Input Methodology must use a minimum of two criteria. One criterion must be a qualitative criterion and one criterion may either be a qualitative or quantitative criterion. This document represents the NBAMPO's efforts to follow the guidance and requirements of NCDOT.

This draft Local Input Methodology is being presented to both Boards for review and discussion. It has also been posted on to the NBAMPO website on December 29, 2023 seeking public comment until February 1, 2024. The final Local Input Methodology will be presented to the Technical Coordinating Committee on February 8, 2024 seeking a recommendation for approval by the Transportation Advisory Committee on March 28, 2024. The approved Local Input Methodology must be submitted to NCDOT for their approval by May 1, 2024.

Recommended Action: Review, discuss and offer feedback on draft P7.0 Local Input Methodology

Attachment: P7 Local Input Methodology - Draft

Local Input Methodology and Ranking Process P7.0



**Continuing • Cooperative • Comprehensive
Transportation Planning**

Adopted XXX

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Introduction

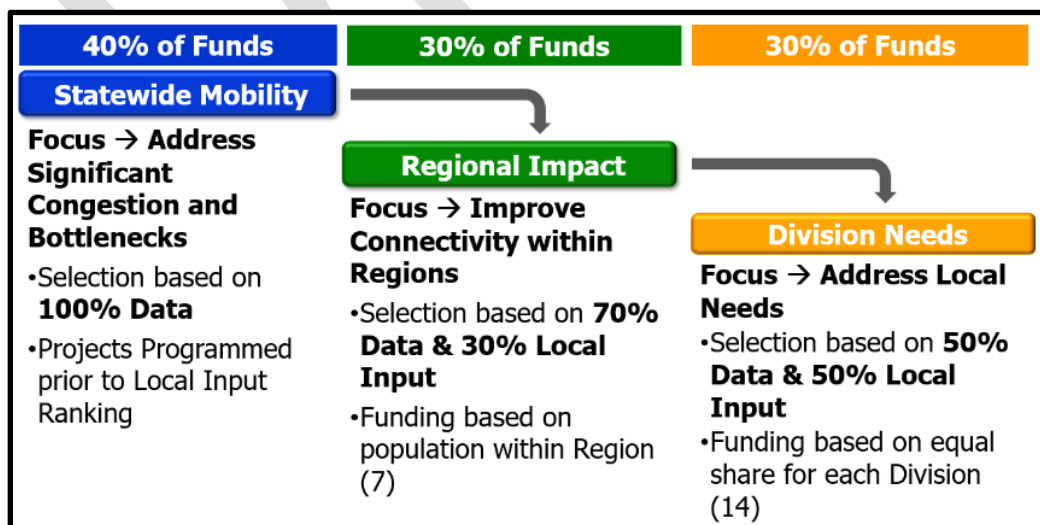
The New Bern Area Metropolitan Planning Organization (NBAMPO) will collaborate with the North Carolina Department of Transportation (NCDOT) to submit and rank transportation projects under the NCDOT Prioritization Process. The results of this effort will provide input into the development of the State Transportation Improvement Program (STIP).

The Strategic Transportation Investments (STI) law (GS – 136 – 189.10 and .11), enacted in 2013, directs the NCDOT to select and fund major capital improvement projects using a data-driven prioritization process in combination with local input. Under STI, all major capital mobility/expansion and modernization projects across all six modes of transportation compete for funding. Each project is classified into one of three funding categories – Statewide Mobility, Regional Impact, or Division Needs – where it competes for funding with other eligible projects.

NCDOT provided guidance requested that each planning organization and Division develop and implement a local input point methodology that maintains criteria transparency, material availability, and process documentation and maximizes the opportunity for public review and input. This ranking process is the Local Methodology of the MPO used to evaluate and determine assignment of points towards priority projects that will be submitted to NCDOT. This document represents the NBAMPO’s efforts to follow the guidance and requirements of the NCDOT.

Statewide Mobility eligible projects compete against all other projects in this category across the state, and project selection is based 100% on the data-driven quantitative score. Regional Impact projects compete against all other projects in this category within the same funding region, and selection is based 70% on the quantitative score and 30% on the local input. Division Needs projects compete against all projects within the same NCDOT Transportation Division, (NBAMPO is in Division 2), and selection is based 50% on quantitative score and 50% local input.

The STI law includes an innovative 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.



STI Project Eligibility			
Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> • Interstates (existing & future) • NHS Routes (as of July 1, 2012) • STRAHNET Routes • ADHS Routes • Uncompleted Intrastate Projects • Designated Toll Facilities 	Other US and NC Routes	All County (SR) Routes
Aviation	Large Commercial Service Airports (\$500K cap)	Other Commercial Service Airports not in Statewide (\$300K cap)	All Airports without Commercial Service (\$18.5M cap)
Bicycle-Pedestrian	N/A	N/A	All projects (\$0 state funds)
Public Transportation	N/A	Service spanning two or more counties (10% cap)	All other service, including terminals, stations and facilities
Ferry	N/A	Ferry Expansion	Replacement Vessels
Rail	Freight Capacity Service on Class I Railroad Corridors	Rail service spanning two or more counties not Statewide	Rail service not included on Statewide or Regional

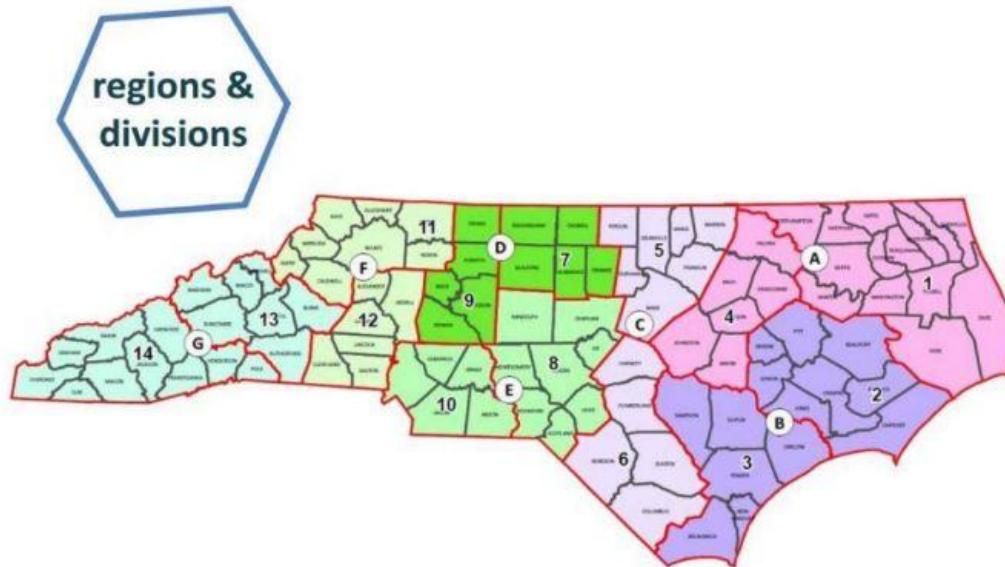
MPOs/RPOs and Divisions indicate priority by applying local input points to projects. Each organization receives a baseline of 1,000 local input points, with additional points based on population. The NBAMPO has a total of 1,200 points to apply to projects in the Regional Impact category and a total of 1,200 points to apply to projects in the Division Needs Category. State law requires NCDOT to approve how each organization will assign points to projects (maximum number of points assigned to any one project cannot exceed 100 points), in a document known as their Local Input Methodology.

Classification of Transportation Projects

Highway projects associated with US Highway 70 (future I-42) are classified as Statewide Projects. These projects are evaluated and prioritized solely by NCDOT and are based on quantitative data provided by the MPO and the NCDOT. No local input ranking is applied to Statewide projects; however, the NBAMPO has the option to assign points to Statewide projects that cascade down into the Regional and Division Needs categories.

The New Bern Area MPO, comprised of the City of New Bern, Town of Bridgeton, Town of River Bend, Town of Trent Woods and portions of Craven County, is in Region B, which consists of NCDOT Highway Divisions two (2) and three (3).

Regional funds are distributed by population. The state is divided into seven (7) regions, and 14 Highway Divisions. Each region has two Highway Divisions, as seen below.



All Regional projects (all modes of transportation) will receive a quantitative evaluation by NCDOT. In addition to this quantitative score, local input will be added to the project evaluation. For Regional projects, the NCDOT quantitative value will be 70% and local input will be 30% of the project evaluation.

The New Bern Area MPO is included in NCDOT Highway Division Two (2), which includes the counties of Beaufort, Craven, Carteret, Greene, Jones, Lenoir, Pamlico and Pitt. The 14 Highway divisions of the state will receive equal funding amounts for Division category projects. Highway projects associated with NC Secondary Routes (SR #'s) will fall into the Division category. The NCDOT quantitative score for Division projects will make up 50% of the project evaluation. The local input value for Division projects (all modes) will be 50% of the project evaluation.

The local input for the New Bern Area MPO and Division projects will come from the MPO and NCDOT Division Two (2), (the NBAMPO Transportation Advisory Committee (TAC) and the Division Two (2) Engineer). In both Regional and Division projects, the local input will be equally divided between the MPO and Division Engineer.

The Strategic Prioritization Office of Transportation accepted new projects from July through October 2023 from the MPO to be evaluated within the Prioritization 7.0 process. The list of new projects submitted for Prioritization 7.0 was approved by the MPO's Transportation Advisory Committee.

Under the Strategic Transportation Investments Law, limitations on new project submittals have been established by the NCDOT. The NBAMPO is allowed to submit 14 projects for each mode of transportation: highway, aviation, bicycle/pedestrian, public transportation, and rail.

The NBAMPO will evaluate highway projects included in their long-range transportation planning document (Metropolitan Transportation Plan: Envision 2045), Craven County Comprehensive Transportation Plan (latest version) or projects that have been identified as a need for the community as part of their project submissions for each funding tier (Statewide, Regional and Division).

Projects for the Coastal Carolina Regional Airport and Bicycle/Pedestrian projects both fall into the Division Needs category.

With the New Bern Area being deurbanized, Craven Area Rural Transit System (CARTS) is working with NCDOT to submit the necessary projects for Prioritization.

Description of Criteria and Weights

The State of North Carolina, NCDOT, and the NBAMPO will implement transportation projects that fulfill the requirements of the STI law. To ensure the projects of the STIP are beneficial to the community and support the good of the public, projects in the Prioritization 7.0 process must be evaluated using a minimum of two criteria. One criterion must be a qualitative criterion and one criterion may either be a qualitative or quantitative criterion.

Community Importance Assessment – 40 points maximum

This criterion allows local discretion, based upon public comment and TAC concurrence, to determine the relative importance of proposed projects to the community and categorize them accordingly. Local knowledge of the merits of proposed projects has been deemed to carry considerable weight in the distribution of preliminary points.

In accordance with the metropolitan planning process, input on proposed projects will be solicited by outreach strategies contained within the adopted Public Involvement Plan which includes the use of the NBAMPO website (www.nbampo-nc.org), social media, etc.

Project listings of all modes will be published in April 2024 on the MPO website, along with a survey to allow the public to comment on and categorize submitted projects for all modes. The survey will ask respondents to rate projects on a 1 to 5 (lowest to highest) scale based on their level of support. Responses from each project will be added together forming a cumulative score. Comments may also be received from the public by writing, telephone, social media, or in person. All modes ranked from highest score to lowest. The scores will be divided into five equal groupings. Points will be awarded as follows:

- Top group - 40 points
- Second highest group - 30 points
- Middle group - 20 points
- Second lowest group - 10 points
- Lowest group - 0 points

Feedback from the public, including the public prioritization comments, will be provided to the TCC and TAC for consideration.

Project Readiness – 25 points maximum

This criterion encourages local preference scoring based on the ability to construct or implement the project in a timely fashion. All modes are evaluated using the same criteria. In order to compare the different processes, the basis for point distribution will be on the project's readiness for construction or implementation and what phase of the process the project is at the time of evaluation as reported by the project manager.

Projects are assigned points based upon status within the project development process. The phase of project development that has been started will determine the points awarded:

- Feasibility Study – 5 points
- Project Scoping – 10 points
- Environmental – 15 points
- Design – 20 points
- Right-of-way – 25 points

Transportation Performance Management National Goals – 20 points maximum

Transportation Performance Management is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The national Federal highway program performance goals as established by Congress are:

1. Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair
3. Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System
4. System Reliability - To improve the efficiency of the surface transportation system
5. Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

This criterion will award 5 points for each goal that is being furthered by the project, with a maximum of 20 total points available. Data sources for this criterion include but are not limited to: P7.0 quantitative data items, the Long Range Transportation Plan or other applicable plan, project studies, purpose and need statements. The source(s) and goal(s) will be listed for each project.

P7.0 Quantitative Score – 15 points maximum

This criterion encourages local prioritization scores that work with, not against, P7.0 quantitative results. The P7.0 quantitative score accounts for 70% of Regional Impact and 50% of Division Needs project scores and represents a significant portion of the prioritization process. Local prioritization scores that do not align with P7.0 quantitative results could be counterproductive for funding projects.

The P7.0 data driven score will determine the number of points assigned in each tier. All modes will be combined and projects will be listed in descending order of P7.0 scores. Projects will be divided into four equal groups with the following point assignment:

- Top group - 15 points
- Second highest group - 10 points
- Second lowest group - 5 points
- Lowest group - 0 points

Total Score and Project Ranking Approach

The four criteria scores will be added together for each highway project and become the basis for the TAC to assign the local input points to the top 14 projects. The Community Importance Assessment and P7.0 Quantitative Scores will be added together for each bicycle and pedestrian project and become the basis for the TAC to assign local input points to the top 14 projects.

These top scoring projects for each mode will each receive 100 local input points (or the maximum allowable percentage of points within the MPO for shared projects). The prioritized listing with preliminary local input point assignment (including raw scores) will be publicized using the MPO's Public Involvement Plan to obtain public comment:

- Regional Impact category in June – July 2024
- Division Needs category in October – November 2024

Recommendations for less than the maximum point assignment may be made depending on overall analysis of projects within Region B and/or Division 2. The P7.0 scores and Division Engineer assigned local prioritization input points will also be available to the public at the same time for their review through NCDOT's websites.

Points Assignment Process

All final project rankings, points assigned per project and any rationale/justification for point adjustments which deviate from this methodology will be available on the MPO website in August 2024 for the Regional Impact category and in December 2024 for the Division Needs category. NCDOT final project scores will be released in early 2025 and the draft FY 2026-2035 STIP will be available for public review and comment in March 2025.

Final Local Prioritization Input Points

The draft local input points for each project will be finalized after public comments have been received and coordination with the Division Engineer is complete. The TCC and TAC will direct the final award of local input points into the P7.0 prioritization process and may, at the board's discretion, award less than 100 points on a project to increase the number of priority projects receiving local input points. The board may also award points to a project that was not shown in the draft listing or remove points from a project that was shown in the listing. The board reserves the right to make adjustments they believe are in the best interest of the metropolitan planning area.

All projects receiving points will receive the maximum 100 points allowed per project or maximum number of points allowed if projects are shared by both MPO and RPO. Points not allocated to projects within the New Bern Area MPO can be transferred to another MPO or RPO assuming both organizations agree to point sharing. If the NBAMPO contributes points to another MPO or RPO, a written agreement will be provided to NCDOT.

Deviation Clause

The NBAMPO TCC and TAC boards are free to deviate from the preliminary points assignment when finalizing scores, to compensate for situations where the methodology does not accurately reflect the TAC's priorities, and to ensure points assignment to projects at the relevant category. Any variation in point assignments from the preliminary scores must have justifications documented in the meeting minutes and posted on the NBAMPO website. Anticipated justifications include, but are not limited to: project cost, points sharing arrangements, estimated

points required for funding, geographic equity, modal distribution, new information and public comment.

Flexing Policy

The NBAMPO has the option to apply the Local Input Point Flexing Policy. This means that up to 500 Local Input Points can be transferred from one category to another. If the NBAMPO determines it has more Division Needs projects than Regional Needs projects, it can move up to 500 points to the Division Needs category. Equally, if the NBAMPO determines it has more Regional Needs projects than Division Needs projects, it can move up to 500 points to the Regional Needs category. If the organization chooses to Flex Local Input Points, NBAMPO will provide written documentation to the SPOT Office prior to assigning Regional Impact Local Points.

Use of Public Input and Comments in Final Rankings

The TCC and TAC will review all input received through the public input process to confirm the individual candidate project descriptions and details. The TCC and TAC may choose to remove or modify projects before ultimately approving the point's assignments, but no new projects will be added after the NCDOT deadline for submitting candidate projects for evaluation through the SPOT process. Any modifications and rationale for point adjustment will be available for public review on the NBAMPO website when final points per project are posted.

Schedule and Public Outreach

Project Solicitation

The NBAMPO solicited candidate projects for 30 days in August 2023. The results of this process were presented to the TAC during its September 2023 meeting, where the TAC was asked to endorse the project list for submittal to NCDOT. In the event that the number of new projects exceeded the maximum possible, the TAC chose projects to submit based on Division 2 and NBAMPO staff recommendations. NBAMPO staff will subsequently submit the TAC endorsed projects into NCDOT's SPOT Online tool (web based system) for project evaluation and quantitative scoring.

Public Involvement

The NBAMPO will hold public input sessions in June 2024 and October 2024. Information regarding the public input session and this solicitation period will be advertised through the NBAMPO website and social media applications. The results of the input sessions and all submitted projects will be presented to the TCC and TAC for their review, who will use the input in determining which projects to submit for technical evaluation by the NCDOT's Strategic Prioritization Office for Transportation (SPOT), who calculates the technical scores for candidate projects. All TCC and TAC meetings are advertised and open to the public.

Project Ranking

Using the methodology described above, the NBAMPO will present the recommended local point assignments for Regional projects to the TCC during their June 2024 meeting. Upon the approval of the TAC, the NBAMPO will release the recommended projects, point assignments, and the methodology used to assign the points for a 30-day public comment period. The 30-day period will also be advertised on the NBAMPO website and social media applications. The results of the public comment period will be presented to the TCC and TAC during their August meetings. At that time, the TAC will be asked to approve the project list with final point assignment for Regional

projects. After approval, the project list with assigned points will be available on the NBAMPO website. The local point assignment for Regional projects will be submitted to SPOT office by the end of August 2024.

September 2024, NCDOT will release a draft list of programmed Regional impact projects and the NBAMPO will begin to evaluate local input point assignment to Division Needs projects. Using the methodology described above, the NBAMPO will present the recommended local point assignments for Division projects to the TCC at their October 2024 meeting. Upon the approval of the TAC, the NBAMPO will release the recommended projects, point assignments, and the methodology used to assign the points for a 30-day public comment period. The 30-day comment period will also be advertised on the NBAMPO website and social media platforms.

The results of the public comment period will be presented to the TCC and TAC during their December 2024 meetings. At that time, the TAC will be asked to approve the project list with final point assignments for Division Needs projects. After approval, the project list with assigned points will be available on the NBAMPO website. The local point assignment for Division projects will be submitted to SPOT office by the end of December 2024.

The Draft STIP will be released in March 2025 and will also be available on the NBAMPO website.

Material Sharing

For information on the New Bern Area MPO Local Methodology (as described above), MPO transportation plans and news of STI and Prioritization, visit the NBAMPO website at www.nbampo.org and NCDOT at <https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/strategic-transportation-investments.aspx> .