

**Gene Hodges**  
Chairman



**Delane Jackson**  
Vice-Chairman

## Technical Coordinating Committee (TCC)

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### Agenda

**February 8, 2024**

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

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

#### Action Items

- |                                 |                       |
|---------------------------------|-----------------------|
| 4. January 11, 2024 Minutes     | Gene Hodges, Chairman |
| 5. P7.0 Local Input Methodology | Deanna Trebil         |

#### Discussion Items

- |   |               |
|---|---------------|
| 6. 2050 Metropolitan Transportation Plan Funding Strategy | Deanna Trebil |
| 7. Carbon Reduction Funding – Project Ideas               | Deanna Trebil |

#### Updates

- |                |                |
|----------------|----------------|
| 8. MPO         | Deanna Trebil  |
| 9. CARTS       | Kelly Walker   |
| 10. NCDOT TPD  | Amanda Killian |
| 11. NCDOT IMD  | Kim Nguyen     |
| 12. Division 2 | Len White      |
| 13. EWN        | Andy Shorter   |

#### Closing Comments

- |                 |                       |
|-----------------|-----------------------|
| 14. Adjournment | Gene Hodges, Chairman |
|-----------------|-----------------------|

**The next TCC meeting will be held April 11, 2024 at 1:30pm**





## Item #: 5

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To: Technical Coordinating Committee  
From: Deanna Trebil, MPO Administrator  
Subject: January 11, 2024 Minutes

2/8/2024

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Recommended Action: Approval of the minutes

Attachment: January 11, 2024 Meeting Minutes



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**TCC MEETING MINUTES**  
**January 11, 2024**

10 The New Bern Area Metropolitan Planning Organization held their regularly scheduled meeting  
11 on Thursday, January 11, 2024 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. George Chiles – New Bern  
Ms. Jessie Rhue – New Bern  
Mr. Kevin Roberts – New Bern Chamber of Commerce  
Ms. Kelly Walker – CARTS  
Mr. Roham Lahiji – NCDOT  
Mr. Len White – NCDOT  
Mr. Jim Evans – NCDOT  
Mr. Jeremy Stroud – NCDOT  
Ms. Amanda Killian – NCDOT  
Ms. Becca Eversole – Down-East RPO (non-voting)  
Mr. Bill Marley – Federal Highway Administration (non-voting)  
Mr. Rusty Thompson – NCDOT (non-voting)  
Mr. Robert Gough – New Bern (non-voting)  
Mr. Chad Strawn – Craven County (non-voting)

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**Members Absent:**

Mr. Delane Jackson – Vice-Chairman, River Bend  
Mr. Bill Howard – Bridgeton  
Mr. Mike Harber – Trent Woods

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**Staff Present:**

Ms. Deanna Trebil – New Bern Area MPO

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**Guests Present:**

Mr. Dwayne Alligood – Craven County  
Ms. Heather Lane - NCDOT  
Mr. Joel Strickland – Consultant, McAdams

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**1. Call to Order:** Chairman Hodges called the meeting to order at 1:32 PM.

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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. Roberts and passed unanimously.**

## **3. Public Comment**

No members of the public were present.

## **4. Election of TCC Chairman and Vice-Chairman:**

**Motion: Mr. Shorter made a motion to re-elect Mr. Hodges as Chairman. The motion was seconded by Mr. Roberts and passed unanimously.**

**Motion: Mr. Shorter made a motion to re-elect Mr. Jackson as Vice-Chairman. The motion was seconded by Mr. Roberts and passed unanimously.**

## **Consent Items**

### **5. October 12, 2023 Minutes:**

### **6. 2024-2033 MTIP Amendment 4**

### **7. 2024-2033 MTIP Amendment 5**

### **8. FY 25 Annual Self-Certification**

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

### **9. FY 24 UPWP Amendment 1**

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.

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**Motion: Mr. Baumgardner made a motion to recommend approval of the FY 24 UPWP Amendment 1 to the TAC. The motion was seconded by Ms. Rhue and passed unanimously.**

**10. FY 25 UPWP Draft**

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 of 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.

Ms. Trebil shared each member agency’s pro rata share percentage will change since it is based off the latest Census population count.

She also provided an overview of Microtransit and its characteristics.

**Motion: Ms. Rhue made a motion to recommend approval of the FY 25 UPWP to the TAC. The motion was seconded by Mr. Roberts and passed unanimously.**

**11. Local Input Methodology**

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

134 be presented to the Technical Coordinating Committee on February 8, 2024 seeking a  
135 recommendation for approval by the Transportation Advisory Committee on March 28,  
136 2024. The approved Local Input Methodology must be submitted to NCDOT for their  
137 approval by May 1, 2024.

138  
139 Ms. Trebil stated that this P7 Local Input Methodology is different from the P6 one. The  
140 criteria and weights are now focused on four areas: Community Importance  
141 Assessment, Project Readiness, Transportation Performance Management, and the P7  
142 Quantitative Score.

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144 Mr. Shorter clarified that this methodology allows the MPO to rack and stack the projects  
145 to identify which projects the MPO would like to focus their local input points on.

146  
147 Ms. Trebil stated that after reivew by both the TCC and the TAC, the methodology would  
148 be published on the MPO's website for public comment. Once approved, the methodology  
149 would then be submitted to NCDOT.

150  
151 **Motion: Mr. Shorter made a motion to recommend the draft P7 Local Input**  
152 **Methodology to the TAC. The motion was seconded by Mr. Baumgardner and**  
153 **passed unanimously.**

## 154 155 **12. Carbon Reduction Funding**

156  
157 The Infrastructure Investment and Jobs Act (IIJA) codified the Carbon Reduction  
158 Program (CRP) in an effort to reduce transportation emissions. Federal funding is given  
159 to states to use statewide (CRP-Anywhere) as well as a direct apportionment to MPOs.  
160 These funds can be used on a wide range of projects that reduce emissions such as  
161 traffic management, public transportation, congestion management, construction of  
162 sidewalks, and more. CRP funded projects are 80% federal funded with a 20% non-  
163 federal match for projects. However, NCDOT funds the local match for CRP-Anywhere  
164 projects. The CRP is a five-year federal funding stream that began in 2022.

165  
166 The MPO has been working with NCDOT to utilize the CRP-Anywhere funding to identify  
167 a project that meets this criteria. The intersection of Trent Blvd/Rhem Ave/Pollock  
168 Street/First Street has been previously identified as needing improvement. An express  
169 design had been completed for this project to convert the intersection to a roundabout  
170 at a cost of ± \$6.2M. The entire cost of this project would be funded by NCDOT and  
171 CRP-Anywhere funds if selected.

172  
173 Project applications may be submitted anytime to NCDOT who then reviews the  
174 projects and informs applicants if and when the project is selected. The MPO and  
175 NCDOT are currently working on completing the application. We are hopeful that this  
176 project will get selected since it has been identified as a high crash frequency  
177 intersection and NCDOT Division 2 supports this project.

178

179 After much discussion on this intersection regarding safety and congestion, it was  
180 requested that Division Traffic evaluate this corridor to see if there are any  
181 improvements that could be made to the signalized intersections to improve congestion.  
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183 Both Ms. Rhue and Mr. Chiles stated both that the City supports this project. Ms.  
184 Eversole also commented that she supports this project.  
185

186 It was the consensus of the Board to continue work towards applying for this funding  
187 and to recommend further discussion with the TAC. It was also suggested to inquire if  
188 the application is submitted does that obligate the applicant to obligate the local match  
189 in the event priorities change for MPO and/or Division.  
190

## 191 **Updates**

### 192 **13. MPO: NBAMPO Staff**

- 194 • Ms. Trebil informed everyone that Ms. Felicia McRee had a baby girl, Raydale  
195 Flynn, on December 19<sup>th</sup>. Mom and baby are doing well.
- 196 • NCDOT's Corridor Identification and Development Program recently was awarded  
197 a federal grant on several corridors. While the Morehead City to Raleigh Corridor  
198 was not one of them, NCDOT intends to start a study in the next year or so to  
199 begin evaluating the feasibility of adding passenger rail.  
200

### 201 **14. CARTS: Kelly Walker**

- 202 • Ms. Walker stated ridership continues to grow with just over 5,000 trips in  
203 November.
- 204 • Outreach efforts continue with participation in NC Works Resource and Job Fair  
205 on March 27, 2024 at the Riverfront Convention Center.
- 206 • Hiring for an office assistant and should have almost a full staffed driver pool  
207

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

- 209 • Ms. Killian stated the NC Rail division was recently awarded a \$1.1B grant for the  
210 S line from Raleigh to Richmond.
- 211 • Steering committee meeting for Carteret CTP on February 7, 2024.  
212

### 213 **16. NCDOT Integrated Mobility Division (IMD): Kim Nguyen - Absent**

### 214 **17. NCDOT Division 2: Len White**

- 216 • Mr. White presented the Construction Report
- 217 • The James City project continues to ramp up. August 2025 for completion;  
218 working on service roads.
- 219 • The second roundabout at Grantham Rd is expected to open in a couple of  
220 weeks.
- 221 • The Havelock Bypass is at the point where it will start impacting traffic with lane  
222 shifts and traffic control. It is anticipated that it will open Fall of 2024.  
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**18. EWN:** *Andy Shorter*

- EWN had a good holiday travel season. Nationwide regional service is down 30%but American’s future service in the summer has more seats than in 2019.
- Mr. Shorter gave a quick update on the airport projects both of which are expected to be complete this year.
- Next year, they plan to submit a grant to improve the airline spaces
- Currently out for bid to clear 90 acres to create a corporate air space development area on the Old Airport side.
- The environmental assessment for the Williams Rd project is still ongoing and expected to be complete in April and requested assistance with NCDOT on design, construction, and estimates.

**19. Adjournment:** There being no further business, the meeting was adjourned at 2:17 PM.

ATTEST:

\_\_\_\_\_  
Gene Hodges, Chairman  
Technical Coordinating Committee

\_\_\_\_\_  
Deanna Trebil  
MPO Administrator





## Item #: 5

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

2/8/2024

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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. The approved Local Input Methodology must be submitted to NCDOT for their approval by May 1, 2024.

The draft Local Input Methodology was posted to the NBAMPO website on December 29, 2023 with a public comment period through February 1, 2024. No comments were received on the draft P7 Local Input Methodology.

Recommended Action: To recommend approval of the P7 Local Input Methodology to the TAC

Attachment: P7 Local Input Methodology



# Local Input Methodology and Ranking Process P7.0



**Continuing • Cooperative • Comprehensive  
Transportation Planning**

***Proposed Adoption March 28, 2024***

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## Introduction

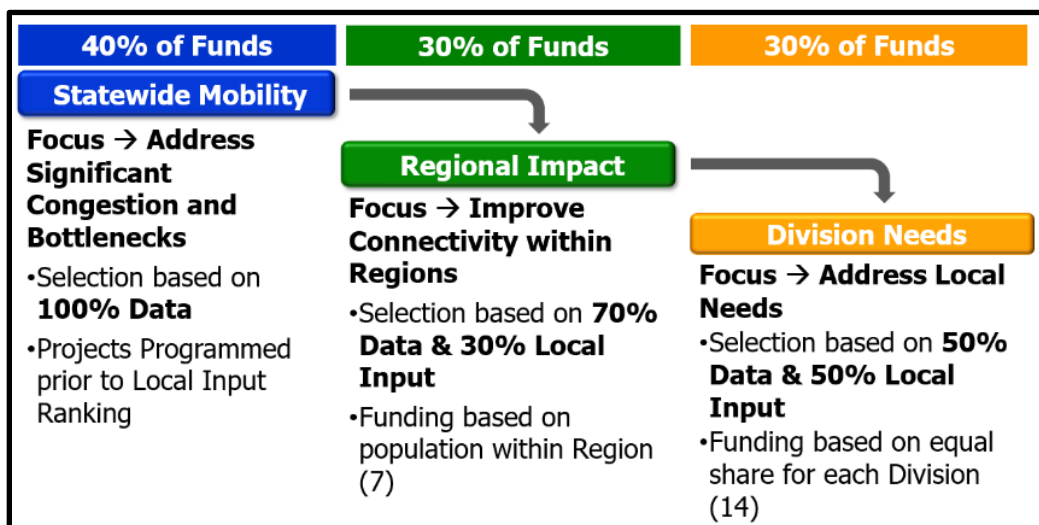
The New Bern Area Metropolitan Planning Organization (NBAMPO) will collaborate with the North Carolina Department of Transportation (NCDOT) to submit and rank transportation projects under the NCDOT Prioritization Process. The results of this effort will provide input into the development of the State 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"> <li>• Interstates (existing &amp; future)</li> <li>• NHS Routes (as of July 1, 2012)</li> <li>• STRAHNET Routes</li> <li>• ADHS Routes</li> <li>• Uncompleted Intrastate Projects</li> <li>• Designated Toll Facilities</li> </ul>	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.

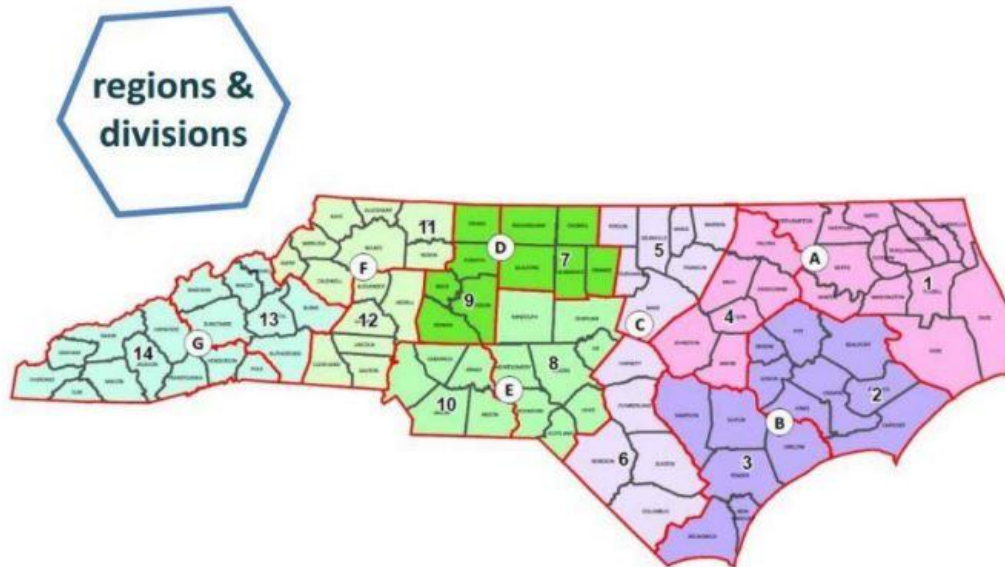
#### Classification of Transportation Projects

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](http://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](http://www.nbampo.org) and NCDOT at <https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/strategic-transportation-investments.aspx>.