

**John Kirkland**  
Chairman



**E.T. Mitchell**  
Vice-Chairman

## **Transportation Advisory Committee (TAC)**

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### **Agenda**

**March 28, 2024**

11:00 a.m. at the Development Services Building or  
Via Zoom: <https://us02web.zoom.us/j/3623035549>

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

#### **Action Items**

- |  |                         |
|--|-------------------------|
| 4. January 25, 2024 Minutes            | John Kirkland, Chairman |
| 5. 2024-2033 MTIP Amendment 6          | Deanna Trebil           |
| 6. P7 Local Input Methodology          | Deanna Trebil           |
| 7. FY 25 Unified Planning Work Program | Deanna Trebil           |

#### **Discussion Items**

- |                             |               |
|-----------------------------|---------------|
| 8. Carbon Reduction Funding | Deanna Trebil |
| 9. Prioritization 7.0       | Deanna Trebil |

#### **Updates**

- |                |                |
|----------------|----------------|
| 10. MPO        | Deanna Trebil  |
| 11. CARTS      | Kelly Walker   |
| 12. EWN        | Andy Shorter   |
| 13. NCDOT TPD  | Amanda Killian |
| 14. NCDOT IMD  | Kim Nguyen     |
| 15. Division 2 | Len White      |

#### **Closing Comments**

- |                 |                         |
|-----------------|-------------------------|
| 16. Adjournment | John Kirkland, Chairman |
|-----------------|-------------------------|

**The next TAC meeting will be held June 27, 2024 at 11:00 a.m.**





## Item #: 4

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To: Transportation Advisory Committee  
From: Deanna Trebil, MPO Administrator  
Subject: January 25, 2024 Minutes

3/28/2024

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Recommended Action: Approval the minutes

Attachment: January 25, 2024 Meeting Minutes



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**TAC MEETING MINUTES**  
**January 25, 2024**

10 The New Bern Area Metropolitan Planning Organization held their regularly scheduled meeting  
11 on Thursday, January 25, 2024 at 11:00 am in the Development Services Conference Room,  
12 303 First Street, as well as via Zoom.

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**Members Present:**

Mr. John Kirkland – Chairman, River Bend  
Ms. E.T. Mitchell – Vice-Chairman, Craven County  
Mr. Bob Brinson – City of New Bern  
Ms. Merrie Jo Alcock – NC Board of Transportation  
Mr. Dan Murphy – Town of Trent Woods  
Mr. Bill Marley – Federal Highway Administration (non-voting)  
Mr. Len White – NCDOT (non-voting)  
Mr. Roham Lahiji – NCDOT (non-voting)  
Ms. Amanda Killian – NCDOT (non-voting)  
Ms. Kelly Walker – CARTS (non-voting)

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**Members Absent:**

Mr. Paul Tremblay – Town of Bridgeton  
Ms. Kim Nguyen – NCDOT (non-voting)  
Mr. Behshad Norowzi – NCDOT (non-voting)

25  
26

**Staff Present:**

Ms. Deanna Trebil – New Bern Area MPO

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**Guests Present:**

Ms. Becca Eversole – Down East RPO  
Ms. Heather Lane – NCDOT

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**1. Call to Order:** Chair Kirkland called the meeting to order at 11:02 AM.

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**2. Adoption of Agenda**

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**Motion: Ms. Mitchell made a motion to approve the agenda as presented.  
The motion was seconded by Mr. Brinson and passed unanimously.**

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**3. Public Comment**

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Mr. Edwin Vargas, 119 Randomwood Lane, addressed the Board to encourage member agencies to pursue the Safe Streets and Roads for All (SS4A) Grant Program. He distributed information summarizing his suggestion to seek grants to connect River

42 Bend, Trent Woods and New Bern through the construction of sidewalks and trails. He  
43 mentioned that he had spoken with Mayor Kirkland about this grant and that the Town  
44 of River Bend is currently managing a significant number of other infrastructure grants  
45 and does not have time to add another one at this time.

#### 47 **4. Election of TAC Chairman and Vice-Chairman**

48  
49 **Motion: Mr. Brinson made a motion to re-elect Mr. Kirkland as Chairman.**  
50 **The motion was seconded by Ms. Mitchell and passed unanimously.**

51  
52 **Motion: Mr. Brinson made a motion to re-elect Ms. Mitchell as Vice-**  
53 **Chairman. The motion was seconded by Ms. Alcoke and passed unanimously.**

#### 54 **Consent Items**

##### 55 **5. November 16, 2023 Minutes**

##### 56 **6. 2024-2033 MTIP Amendment 4**

##### 57 **7. 2024-2033 MTIP Amendment 5**

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

##### 59 **9. 2024 Safety Performance Measures**

60  
61  
62  
63 **Motion: Ms. Mitchell made a motion to approve the consent items as**  
64 **presented. The motion was seconded by Mr. Brinson and passed**  
65 **unanimously.**

#### 66 **10. FY 24 UPWP Amendment 1**

67  
68  
69 The Unified Planning Work Program (UPWP) guides MPO planning activities for the fiscal  
70 year and identifies a program of work for reimbursement through annual planning grants  
71 received from the Federal Highway Administration (FHWA) and Federal Transportation  
72 Administration (FTA). From time to time, amendments are required to add or remove  
73 funding and/or shift resources between work task codes.

74  
75 UPWP Amendment 1 is needed to reallocate funding to two new tasks to begin work on  
76 the Metropolitan Transportation Plan (MTP) and to evaluate whether microtransit service  
77 is a feasible delivery option for CARTS. No increase in funding is being requested. The  
78 total PL 104 budget remains at \$244,475 and the budget for Section 5303 remains at  
79 \$60,080.

80  
81 In accordance with the Public Involvement Plan, there is a minimum of fourteen (14)  
82 days for the public to provide comments. Amendment 1 to the FY 24 UPWP was posted  
83 to the NBAMPO website on December 18, 2023 and public comment was received until  
84 January 18, 2024.

85  
86 **Motion: Ms. Alcoke a motion to approve the FY 24 UPWP Amendment 1 as**  
87 **presented. The motion was seconded by Mr. Brinson and passed**  
88 **unanimously.**

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## 11. 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 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 was 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.

Ms. Mitchell inquired if the MPO boundary expansion should be considered as part of the MTP update. Ms. Trebil responded in the affirmative as it would provide the necessary supporting documentation showing where growth is planned. The MPO could then use the following few years to develop relationships with the potential new member organizations to seek their interest and potential support. If they agree to be part of the MPO, an amended Memorandum of Understanding would be executed and in place before work begins on the 2055 MTP.

Ms. Trebil continued stating that if an MPO boundary is expanded, the MTP must reflect it as well identifying potential projects within that area. While the boundary may expand, no additional funding is allocated.

**Motion: Ms. Mitchell made a motion to begin exploring the possibility of expanding the MPO’s planning area boundary as part of the 2050 MTP. The motion was seconded by Mr. Brinson and passed unanimously.**

Ms. Trebil continued providing an update on the FY25 UPWP. She did state that Section 5303 funding for FY26 is uncertain at this time due to the de-urbanization status of the MPO. While no federal funding would be directly apportioned to the MPO, the State has the discretion to continue funding transit related activities allowed under Section 5303. Ms. Trebil stated that she is currently working with NCDOT to encourage them to continue this funding and requested TAC members to advocate for such. The loss of Section 5303 funding equates to the loss of one-fourth of the MPO’s operating budget.

135 Even with this loss, federal law still requires the MTP to include the evaluation of transit  
136 activities and projects.

137  
138 No motion was needed on the FY 2025 UPWP as it will be presented to the TAC at their  
139 March meeting for approval after NCDOT provides comments.

## 141 **12. Local Input Methodology**

142  
143 The Strategic Transportation Investments (STI) law (GS – 136 – 189.10 and .11), enacted  
144 in 2013, directs the NCDOT to select and fund major capital improvement projects using  
145 a data-driven prioritization process in combination with local input. NCDOT provided  
146 guidance for each MPO, RPO, and Division to develop and implement a local input point  
147 methodology that maintains criteria transparency, material availability, and process  
148 documentation while maximizing the opportunity for public review and input. This Local  
149 Input Methodology must use a minimum of two criteria. One criterion must be a  
150 qualitative criterion and one criterion may either be a qualitative or quantitative criterion.  
151 This document represents the NBAMPO’s efforts to follow the guidance and requirements  
152 of NCDOT.

153  
154 This draft Local Input Methodology is being presented to both Boards for review and  
155 discussion. It has also been posted on to the NBAMPO website on December 29, 2023  
156 seeking public comment until February 1, 2024. The final Local Input Methodology will  
157 be presented to the Technical Coordinating Committee on February 8, 2024 seeking a  
158 recommendation for approval by the Transportation Advisory Committee on March 28,  
159 2024. The approved Local Input Methodology must be submitted to NCDOT for their  
160 approval by May 1, 2024.

161  
162 Ms. Trebil stated that this P7 Local Input Methodology is different from the P6 one. The  
163 criteria and weights are now focused on four areas: Community Importance Assessment,  
164 Project Readiness, Transportation Performance Management, and the P7 Quantitative  
165 Score.

166  
167 Ms. Trebil stated that after review by both the TCC and the TAC, the methodology would  
168 be published on the MPO’s website for public comment. Once approved, the methodology  
169 would then be submitted to NCDOT.

170  
171 She further stated that there was much discussion on the new methodology by the TCC  
172 and they recommended the TAC approve the draft P7 Local Input Methodology.

173  
174 After some discussion, the TAC members approved the P7 Local Input Methodology and  
175 asked that it be sent to NCDOT for their review and approval.

## 177 **13. Carbon Reduction Funding**

178  
179 The Infrastructure Investment and Jobs Act (IIJA) codified the Carbon Reduction  
180 Program (CRP) in an effort to reduce transportation emissions. Federal funding is given  
181 to states to use statewide (CRP-Anywhere) as well as a direct apportionment to MPOs.

182 These funds can be used on a wide range of projects that reduce emissions such as  
183 traffic management, public transportation, congestion management, construction of  
184 sidewalks, and more. CRP funded projects are 80% federal funded with a 20% non-  
185 federal match for projects. However, NCDOT funds the local match for CRP-Anywhere  
186 projects. The CRP is a five-year federal funding stream that began in 2022.  
187

188 The MPO has been working with NCDOT to utilize the CRP-Anywhere funding to identify  
189 a project that meets this criteria. The intersection of Trent Blvd/Rhem Ave/Pollock  
190 Street/First Street has been previously identified as needing improvement. An express  
191 design had been completed for this project to convert the intersection to a roundabout  
192 at a cost of ± \$6.2M. The entire cost of this project would be funded by NCDOT and  
193 CRP-Anywhere funds if selected.  
194

195 Project applications may be submitted anytime to NCDOT who then reviews the  
196 projects and informs applicants if and when the project is selected. The MPO and  
197 NCDOT are currently working on completing the application. We are hopeful that this  
198 project will get selected since it has been identified as a high crash frequency  
199 intersection and NCDOT Division 2 supports this project.  
200

201 After some discussion, the Committee members mentioned that they had not heard  
202 concerns regarding this intersection, but rather the need for connectivity along other  
203 roads.  
204

205 It was the consensus of the Committee to identify potential projects where this funding  
206 could be used. Committee members asked MPO staff to send an email to both TAC and  
207 TCC members summarizing the grant and encouraged members to identify projects so  
208 that funding can be used within the MPO planning area.  
209

## 210 **Updates**

### 211 **14. MPO: NBAMPO Staff**

- 212 • NCDOT's Corridor Identification and Development Program recently was awarded  
213 a federal grant on several corridors. While the Morehead City to Raleigh Corridor  
214 was not one of them, NCDOT intends to start a study in the next year or so to  
215 begin evaluating the feasibility of adding passenger rail.  
216
- 217 • Safe Streets for All (SS4A) grant allows for two possible options either a  
218 planning/demonstration grant or implementation. Grant applications for  
219 implementation does require a Comprehensive Safety Action Plan.
- 220 • Reminder that annual Ethics Statement Economic Interest and training must be  
221 filed by April 17<sup>th</sup>.
- 222 • DERPO is offering NCDOT STIP/SPOT 101 training to elected officials on  
223 February 13<sup>th</sup>. Those interested register with DERPO.
- 224 • NCDOT State Planning & Research (SPR) Grant is open. Applications can be  
225 submitted for items such as corridor studies, roadway plans, intersection studies,  
226 etc. It does require a local match of 20% and applications are due February 29<sup>th</sup>.  
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**15. CARTS:** *Kelly Walker - Absent*

**16. EWN:** *Andy Shorter - Absent*

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

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

**18. NCDOT Integrated Mobility Division (IMD):** *Kim Nguyen*

- Ms. Nguyen advised the Bicycle Helmet Initiative will open up in January
- IMD will be hosting a 5303 training for MPOs

**19. NCDOT Division 2:** *Len White*

- Mr. White presented the Construction Report
- The first roundabout at Grantham Rd opened last month and the second will be coming up soon on the other side of US 70
- There will be traffic shifts coming up as the Havelock Bypass is nearing completion

**20. Adjournment:** There being no further business, the meeting was adjourned at 12:18 PM.

ATTEST:

\_\_\_\_\_  
John Kirkland, Chairman  
Transportation Advisory Committee

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





## Item #: 5

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To: Transportation Advisory Committee  
From: Deanna Trebil, MPO Administrator  
Subject: 2024-2033 MTIP Amendment 6

3/28/2024

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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 6 includes adding statewide resilience program reporting, management, and support; and modifying funding for Craven Area Rural Transportation System. It also includes modifying existing projects by adding right of way, utility and accelerating construction for ADA improvements 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 6 to the MTIP was posted to the NBAMPO website on February 29<sup>th</sup> and public comment will be received until March 21, 2024.

Recommended Action: Approve Amendment 6 to the 2024-2033 MTIP

Attachment: 2024-2033 MTIP Amendment 6



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

**AMENDMENT NO. 6**

March 28, 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 6 to the FY 2024-2033 Metropolitan Transportation Improvement Program for the New Bern Metropolitan Area and Statewide on this the 28<sup>th</sup> day of March 2024.

ATTEST:

\_\_\_\_\_  
John Kirkland, Chairman  
Transportation Advisory Committee

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

**STATEWIDE PROJECTS**

M-0563E	STATEWIDE, RESILIENCE PROGRAM	ENGINEERING	FY 2024 -	\$850,000	(PROTCT)
STATEWIDE	REPORTING, MANAGEMENT AND SUPPORT.		FY 2025 -	\$850,000	(PROTCT)
<b>PROJ.CATEGORY</b>	<b>ADD PRELIMINARY ENGINEERING IN</b>		FY 2026 -	\$850,000	(PROTCT)
STATEWIDE	<b>FY 25 AND FY 26 NOT PREVIOUSLY</b>			<u>\$2,550,000</u>	
	<b>PROGRAMMED.</b>				

r-5966	VARIOUS, FEDERAL TRIBAL	CONSTRUCTION	FY 2024 -	\$10,463,000	(FTTP)
STATEWIDE	TRANSPORTATION PROGRAM (FTTP). ROAD		FY 2025 -	\$5,598,000	(FTTP)
<b>PROJ.CATEGORY</b>	AND BRIDGE IMPROVEMENTS TO BE		FY 2026 -	\$1,309,000	(FTTP)
EXEMPT	CONSTRUCTED ON TRANSPORTATION		FY 2027 -	\$937,000	(FTTP)
	FACILITIES THAT ARE OWNED BY THE			<u>\$18,307,000</u>	
	FEDERAL GOVERNMENT THAT PROVIDE				
	ACCESS TO TRIBAL LANDS.				
	<b>UPDATE FUNDING IN FY 24, FY 25,</b>				
	<b>FY26, AND FY 27 AT THE REQUEST OF</b>				
	<b>THE FEDERAL HIGHWAY</b>				
	<b>ADMINISTRATION. COST INCREASE</b>				
	<b>EXCEEDING \$2 MILLION AND 25%</b>				
	<b>THRESHOLDS.</b>				

**STIP MODIFICATIONS**

*BO-2402	VARIOUS, DIVISION 2 PROGRAM TO	ENGINEERING	FY 2024 -	\$100,000	(TALT5)
CARTERET	UPGRADE INTERSECTIONS TO COMPLY		FY 2025 -	\$100,000	(TA)
CRAVEN	WITH AMERICANS WITH DISABILITIES ACT		FY 2026 -	\$100,000	(TA)
GREENE	(ADA) USING TRANSPORTATION		FY 2027 -	\$100,000	(TA)
JONES	ALTERNATIVES (TA) FUNDS.		FY 2028 -	\$100,000	(TA)
LENOIR	<b>ADD RIGHT OF WAY AND UTILITIES IN</b>	RIGHT OF WAY	FY 2024 -	\$50,000	(TALT5)
PAMLICO	<b>FY 24 – FY 28 NOT PREVIOUSLY</b>		FY 2025 -	\$50,000	(TA)
PITT	<b>PROGRAMMED.</b>		FY 2026 -	\$50,000	(TA)
<b>PROJ. CATEGORY</b>			FY 2027 -	\$50,000	(TA)
DIVISION			FY 2028 -	\$50,000	(TA)
		UTILITIES	FY 2024 -	\$50,000	(TALT5)
			FY 2025 -	\$50,000	(TA)
			FY 2026 -	\$50,000	(TA)
			FY 2027 -	\$50,000	(TA)
			FY 2028 -	\$50,000	(TA)
		CONSTRUCTION	FY 2024 -	\$1,000,000	(TALT5)
			FY 2025 -	\$1,000,000	(TA)
			FY 2026 -	\$1,000,000	(TA)
			FY 2027 -	\$1,000,000	(TA)
			FY 2028 -	\$1,000,000	(TA)
				<u>\$6,000,000</u>	

HS-2002Y	NC 55 (NEUSE BOULEVARD), AT FORT	CONSTRUCTION	FY 2024 -	\$26,000	(HSIP)
CRAVEN	TROTTEEN DRIVE AND FIRST STREET			<u>\$26,000</u>	
<b>PROJ. CATEGORY</b>	INTERSECTIONS IN NEW BERN. INSTALL				
REGIONAL	PEDESTRIAN HEADS AT FORT TROTTEEN				
	DRIVE UPGRADE BOTH TRAFFIC SIGNALS.				
	<b>ACCELERATE CONSTRUCTION FROM FY</b>				
	<b>25 TO FY 24 AT THE REQUEST OF THE</b>				
	<b>TRANSPORTATION MOBILITY AND</b>				
	<b>SAFETY DIVISION.</b>				

TO-5024	CRAVEN AREA RURAL TRANSPORTATION	OPERATIONS	FY 2024 -	\$275,000	(L)
CRAVEN	SYSTEM, OPERATING SYSTEM.		FY 2024 -	\$275,000	(5307)
<b>PROJ. CATEGORY</b>	<b>MODIFY FUNDING IN FY 25 AND FY 26</b>		FY 2025 -	\$275,000	(L)
PUBLIC TRANS	<b>AT THE REQUEST OF THE MPO.</b>		FY 2025 -	\$275,000	(5307)
			FY 2026 -	\$275,000	(L)
			FY 2026 -	\$275,000	(5307)
				<u>\$1,650,000</u>	



## Item #: 6

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To: Transportation Advisory Committee  
From: Deanna Trebil, MPO Administrator  
Subject: P7 Local Input Methodology

3/28/2024

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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 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. The draft was also presented to the Technical Coordinating Committee and the Transportation Advisory Committee before submitting it to NCDOT for their approval.

There has been no changes made since presenting the draft P7 Local Input Methodology to the TAC at their January meeting.

TCC Recommended Action: Approve the P7 Local Input Methodology P7

Attachment: 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

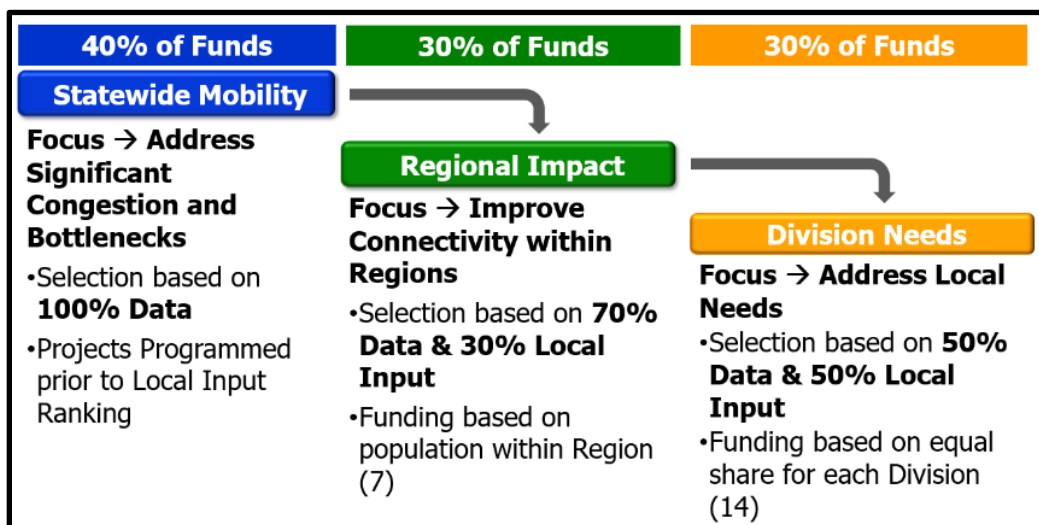
The New Bern Area Metropolitan Planning Organization (NBAMPO) will collaborate with the North Carolina Department of Transportation (NCDOT) to submit and rank transportation projects under the NCDOT Prioritization Process. The results of this effort will provide input into the development of the State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

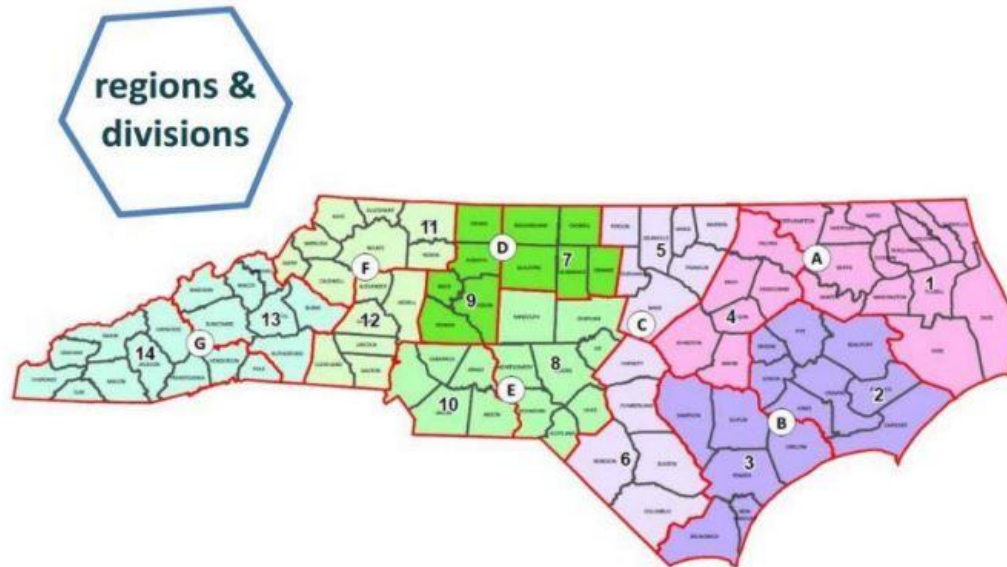
MPOs/RPOs and Divisions indicate priority by applying local input points to projects. Each organization receives a baseline of 1,000 local input points, with additional points based on population. The NBAMPO has a total of 1,200 points to apply to projects in the Regional Impact category and a total 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>.



**RESOLUTION ADOPTING THE NEW BERN AREA MPO'S LOCAL INPUT METHODOLOGY FOR PRIORITIZATION 7.0**

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 New Bern Area Metropolitan Planning Organization provides transportation planning services for the City of New Bern, Town of River Bend, Town of Trent Woods, Town of Bridgeton, Craven County, Craven Area Rural Transit System, and the North Carolina Board of Transportation; and

**WHEREAS**, the Strategic Transportation Investments is the formula to determine how the North Carolina Department of Transportation (NCDOT), in partnership with local governments, will fund and prioritize transportation projects in the state of North Carolina; and

**WHEREAS**, under this formula, all modes compete for the same funding; and

**WHEREAS**, Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs) and Division Engineers have the ability to assign local input points to projects in the Regional and Division levels; and

**WHEREAS**, MPOs and RPOs are required to develop methodology for the assignment of local input points and NCDOT must approve this methodology; and

**WHEREAS**, Session Law 2012-84 (Senate Bill 890) requires that MPOs and RPOs have a process including both quantitative and qualitative elements for determining project prioritization; and

**WHEREAS**, the New Bern Area MPO has developed local input methodology to meet the requirements of Session Law 2012-84 (Senate Bill 890) for Prioritization 7.0.

**NOW THEREFORE**, be it resolved that the Transportation Advisory Board of the New Bern Area Metropolitan Planning Organization hereby adopts the New Bern Area MPO's Local Input Methodology for Prioritization 7.0 on this the 28<sup>th</sup> day of March 2024.

ATTEST:

\_\_\_\_\_  
John Kirkland, Chairman  
Transportation Advisory Committee

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



## Item #: 7

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To: Transportation Advisory Committee  
From: Deanna Trebil, MPO Administrator  
Subject: FY 2025 Unified Planning Work Program

3/28/2024

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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 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 2025 UPWP was posted to the NBAMPO website on January 4, 2024 and public comment was received until January 18, 2024. The draft UPWP was submitted to NCDOT who had no comments.

Recommended Action: Approve the FY 2025 Unified Planning Work Program

Attachment: FY 2025 Unified Planning Work Program



## **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 28<sup>th</sup> day of March 2024.

\_\_\_\_\_  
John Kirkland, Chairman  
Chairman, Transportation Advisory Committee

Subscribed and sworn to me this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

\_\_\_\_\_  
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 or Mr. Dan Murphy (Alternate), 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. Jeremy Stroud, Division 2 Engineer, NCDOT  
Mr. Len White, Division 2 Planning Engineer, NCDOT  
Mr. Roham Lahiji, Division 2 Corridor Division Engineer, NCDOT  
Mr. Jim Evans, 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)				
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	\$66,792
Total	\$226,334	\$6,679	\$49,529	\$282,542

Revenue Source	Total Amount	Percent of Total
Section 104 PL (federal)	\$172,900	61.2%
Section 5303 (federal)	\$53,433	18.9%
NCDOT	\$6,679	2.4%
Local	\$49,529	17.5%
Total	\$282,542	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><b>II-A-1</b>  <b>Network and support systems</b>            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><b>II-A-2</b>  <b>Travelers and Behavior</b>            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><b>II-A-3</b>  <b>Transportation Modeling</b>            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><b>II-B-1</b>  <b>Targeted Planning</b>  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><b>II-B-2</b>  <b>Regional Planning</b>  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 &amp; 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><b>II-B-3</b>  <b>Special Studies</b></p>	<p>Professional consulting firm will be hired to assist the MPO with any special studies that have been identified.</p>
<p><b>III-A-1</b>  <b>Planning Work Program</b></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>

<b>III-A-2</b> <b>Metrics and Performance Measures</b>	Enhance performance measures and tracking systems to satisfy FAST Act requirements as needed and/or directed
<b>III-B-1</b> <b>Prioritization</b>	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.
<b>III-B-2</b> <b>Metropolitan Transportation Improvement Program</b>	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.
<b>III-B-3</b> <b>Merger/Project Development</b> 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
<b>III-C-1</b> <b>Title VI Compliance</b>	Development and updates to the Title VI and Limited English Proficiency Plans (LEP) and related tasks needed for compliance with associated federal regulations.
<b>III-C-2</b> <b>Environmental Justice</b>	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.
<b>III-C-3</b> <b>Disadvantaged Business Enterprise</b>	Encourage participation of minority-owned business enterprises in contractual and supply opportunities.
<b>III-C-4</b> <b>Planning for the Elderly and Disabled</b>	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
<b>III-C-5</b> <b>Safety/Drug Control Planning</b>	Performing safety audits, developing safety/security improvements, and developing policies and planning for safety, security, and emergency preparedness issues.



<p><b>III-C-6 Public Involvement</b></p>	<p>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.</p>
<p><b>III-C-7 Private Sector Participation</b></p>	<p>Activities to encourage private sector participation in planning and project activities.</p>
<p><b>III-D State and Extra-Regional Planning</b></p>	<p>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</p>
<p><b>III-E Management Operations, Program Support Administration</b></p>	<p>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.</p>

## ANTICIPATED DBE CONTRACTING OPPORTUNITY

Name of MPO: New Bern Area MPO

Person Completing Form: Deanna Trebil, MPO Administrator

Telephone Number: 252-639-7592

<b>Prospectus Task Code</b>	<b>Prospectus Description</b>	<b>Name of Contracting Agency</b>	<b>Type of Contracting Opportunity (consultant, etc.)</b>	<b>Federal Funds to be Contracted</b>	<b>Total Funds to be Contracted</b>
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	\$53,433	\$66,792

## 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			
<b>2025</b>	Yes	Yes	Yes	Continue 2050 MTP	Draft MTIP Review, Amend current as required	Finish P7.0	As Needed
<b>2026</b>	Yes	Yes	Yes	Adopt 2050 MTP	Adopt MTIP 2025-2034	Begin P8.0	As Needed
<b>2027</b>	Yes	Yes	Yes	Preliminary Studies for 2055 MTP	Draft MTIP Review, Amend current as required	Continue P8.0	As Needed
<b>2028</b>	Yes	Yes	Yes		Draft MTIP Review, Amend current as required	Finish P8.0	As Needed
<b>2029</b>	Yes	Yes	Yes		Adopt MTIP 2027-2036	Begin P9.0	As Needed

## SECTION 5303 WORK TASK NARRATIVE

<b>FTA CODE</b>	<b>44.27.00</b>
<b>TASK CODE</b>	<b>II-B-3</b>
<b>TITLE OF PLANNING TASK</b>	<b>Microtransit Feasibility Analysis</b>
<b>TASK OBJECTIVE</b>	Continued feasibility evaluation of establishing a Microtransit system within the New Bern urban area to expand service to meet demand resulting in increased ridership
<b>TANGIBLE PRODUCT EXPECTED</b>	Report summarizing analysis and recommendation for implementation and/or areas of efficiency and effectiveness
<b>EXPECTED COMPLETION DATE</b>	6/30/2025
<b>PREVIOUS WORK</b>	Report
<b>PRIOR FTA FUNDS</b>	None
<b>RELATIONSHIP TO OTHER ACTIVITIES</b>	CARTS operations
<b>RESPONSIBLE AGENCY</b>	City of New Bern
<b>SECTION 104(F) PL LOCAL 20%</b>	\$0
<b>SECTION 104(F) PL FHWA 80%</b>	\$0
<b>SECTION 5303 LOCAL 10%</b>	\$6,680
<b>SECTION 5303 NCDOT 10%</b>	\$6,679
<b>SECTION 5303 FTA 80%</b>	\$53,433

**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 20%	FHWA 80%	Total 100%	FHWA 100%	Local 10%	NCDOT 10%	FTA 80%	TOTAL 100%
	<b>II-A</b>	<b>Data and Planning Support</b>	\$ 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	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
	<b>II-B</b>	<b>Planning Process</b>	\$ 3,460	\$ 13,840	\$ 17,300		\$ 6,680	\$ 6,679	\$ 53,433	\$ 66,792				
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	\$ -	\$ -	\$ -		\$ 6,680	\$ 6,679	\$ 53,433	\$ 66,792	\$ 6,680	\$ 6,679	\$ 53,433	\$ 66,792
	<b>III-A</b>	<b>Planning Work Program</b>	\$ 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
	<b>III-B</b>	<b>Transp. Improvement Plan</b>	\$ 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
	<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr. Reg. Reqs.</b>	\$ 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
	<b>III-D</b>	<b>Statewide and Extra-Regional Planning</b>	\$ 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
	<b>III-E</b>	<b>Management Ops, Program Support Admin</b>	\$ 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
	<b>TOTALS</b>		\$ 42,850	\$ 171,400	\$ 214,250	\$ 1,500	\$ 6,680	\$ 6,679	\$ 53,433	\$ 66,792	\$ 49,530	\$ 6,679	\$ 226,333	\$ 282,542
			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.

### *FY 2025 Unified Planning Work Program (UPWP)*

*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.