

NORTH CAROLINA

CARTERET COUNTY

The Highway 70 Corridor Commission of North Carolina, Inc. met on Thursday, July 16, 2015 at 1:30 p.m. at the Crystal Coast Civic Center, 3505 Arendell Street, Morehead City, North Carolina.

County members present:

Carteret County – Mark Mansfield, Myles Stempin and Dave Whitlow
Craven County – Don Baumgardner, Bobby Darden, Tom Mark and Jack B. Veit
Johnston County – Ted Godwin, Zach Ollis, Frank Price and Don Rains
Jones County – None
Lenoir County – Linda Rouse Sutton
Wayne County – Chuck Allen, Jack Best, Chris Boyette, Joe Daughtery and Bill Pate

Other persons present:

North Carolina Board of Transportation – Ferrell Blount and Hugh Overholt
Highway 70 Corridor Commission Director – M. Durwood Stephenson
North Carolina Department of Transportation – Jeff Cabaniss, Rob Hanson, Tim Little, David Morton, Christopher L. Pendergraph and Reed Smith
Johnston County Commissioner – Jeff Carver
Carteret County Chamber of Commerce – Mike Wagoner
Carteret County Economic Development Commission – Eric Gregson and Shirley Powell
Crystal Coast Tourism – Carol Lohr
Down East RPO – Patrick Flanagan
Eastern Carolina RPO – Lauren Tuttle
Havelock – Katrina Marshall
Morehead City – Councilman Bill Taylor and Linda Staab
Newport – Mayor Dennis Barber and Angela Christian
Emerald Isle – Mayor Eddie Barber
Beaufort-Morehead Airport Authority – Ken Lohr
Wayne County – Marcia R. Wilson
Wilson's Mills – Mayor Phillip Wright
Carteret County News-Times – Anna Harvey
Citizens – Don Black, Ophelia Davis, Michelle Haynes and Jesse Vinson

Call to Order

Highway 70 Corridor Commission Chairman Ted Godwin called the meeting to order. He welcomed Johnston County Commissioner Jeff Carver to the meeting.

Carteret County Member Mark Mansfield welcomed everyone to the Crystal Coast for the meeting. He thanked Carteret County Member Myles Stempin for arranging for the lunch prior to the meeting.

Carteret County Member Myles Stempin thanked the Carteret County Travel and Tourism, Carteret County Economic Development Commission and Highway 70 Corridor Commission for providing lunch.

Approval of the Agenda

Upon motion of Johnston County Member Don Rains and seconded by Highway 70 Corridor Commission Vice-Chairman Tom Mark, the members of the Highway 70 Corridor Commission unanimously approved the agenda as presented.

Approval of Minutes

Upon motion of Carteret County Member Dave Whitlow and seconded by Highway 70 Corridor Commission Vice-Chairman Tom Mark, the members of the Highway 70 Corridor Commission unanimously approved the minutes of the meeting on May 21, 2015.

North Carolina Board of Transportation Member Reports

North Carolina Board of Transportation Member Hugh Overholt thanked Carteret County for hosting the Highway 70 Corridor Commission meeting. The North Carolina Department of Transportation is waiting for the North Carolina General Assembly to adopt its budget. Governor Pat McCrory is asking for support of his Connect NC Bond proposal. There are several eastern North Carolina projects in the proposed bond. The North Carolina Board of Transportation is waiting for its budget to be determined in the North Carolina General Assembly. Legislation in the Senate stops the transfer of North Carolina Department of Transportation funds to the General Fund, which would allow some projects to be funded. Additional funds are still needed for transportation projects. He thanked Eastern Carolina Council Planning Director Patrick Flanagan and the North Carolina Department of Transportation Division Engineers for their work on the next version of the State Transportation Improvement Program.

North Carolina Board of Transportation Member Ferrell Blount stated he supported the Highway 70 Corridor Commission.

Havelock Bypass Update

North Carolina Department of Transportation Eastern Region Project Development Section Head Rob Hanson updated the members of the Highway 70 Corridor Commission on the Havelock Bypass. The next major step needed for the Havelock Bypass is approval of the final Environmental Impact Statement by the Federal Highway Administration. Hopefully, approval will be received soon. He encouraged anyone interested in the project to make comments. All received comments will be addressed by the North Carolina Department of Transportation and reflected in the final Record of Decision. The comments will be part of the Administrative Record. Right-of-way acquisition has been pushed to early 2016 with construction beginning in early 2018 due to the current delay. The North Carolina Department of Transportation is moving

forward with public involvement process with a design-public meeting scheduled for late August/early September in Havelock. The design is down to one option with more design details for the public to review and comment on. A proposal was presented to the Forest Service concerning the mitigation measures for the long leaf pine habitat in the Croatan Forest.

Highway 70 Corridor Commission Director M. Durwood Stephenson commended North Carolina Department of Transportation Eastern Region Project Development Section Head Rob Hanson and his staff for their timely responses to the Federal Highway Administration. After attending several meetings with the Federal Highway Administration, he thought the Federal Highway Administration would sign off on the final Environmental Impact Statement for the Havelock Bypass. The Highway 70 Corridor Commission will try to accelerate the Havelock Bypass project as much as possible.

James City Project Update

North Carolina Department of Transportation Eastern Region Project Development Section Head Rob Hanson updated the members of the Highway 70 Corridor Commission on the James City project. US Highway 70 will be upgraded to a freeway with service roads at James City. North Carolina Department of Transportation Eastern Region Project Development Group Supervisor Charles R. Cox is managing the project and Three Oaks Engineering Transportation Planning Engineer Craig Young will be project manager.

Neighborhood Solutions, LLC has begun meetings one-on-one with the citizens of James City and examining the features of the neighborhood. The next step is focus group meetings. Three meetings will be held after Labor Day on three consecutive days at different locations and times. Neighborhood Solutions, LLC is reaching out to James City, Taberna, Carolina Colours, Brice's Crossing and Perrytown. Concerns from the community heard thus far included abandoned houses with multiple heirs as property owners, congestion and traffic issues, the pedestrian bridge and the pros and cons of incorporating the community. Citizens had the perception the earlier study by North Carolina Department of Transportation was preplanned and tended to have distrust for North Carolina Department of Transportation. The current approach is to design the project around community input. The James City project is a design-build project in the 2016-2025 in the State Transportation Improvement Program with right of way/ construction scheduled for 2021. The environmental assessment is scheduled for August 2018. The project team is planning to have a logo branding to identify the project. A project website is scheduled for early August.

Highway 70 Corridor Commission Director M. Durwood Stephenson stated the North Carolina Department of Transportation is approaching the James City project in the correct way by involving the community.

North Carolina Department of Transportation Eastern Region Project Development Section Head Rob Hanson stated the US Highway 70 North Carolina Board of Transportation work group meeting is scheduled for September 2, 2015.

Governor Pat McCrory's Connect NC Bond Proposal

Wayne County Member Chuck Allen stated Governor Pat McCrory called Goldsboro and Wayne County officials and solicited assistance for his Connect NC Bond proposal. The Governor looked at regional and state needs, which included colleges, community colleges, public safety, ports, parks and the military. The bond proposes \$100 million for the Port of Morehead City. With the low interest rates, Governor Pat McCrory is investing in North Carolina's future. Goldsboro and Wayne County approved a resolution to put the Connect NC Bond on the ballot for a vote of the citizens. The Connect NC Bond proposes \$2.85 billion for strategic investments in our infrastructure that will cultivate a stronger economy and improve North Carolina's quality of life. No tax increases are necessary to finance the bonds. Governor Pat McCrory requested help in the Senate.

Wayne County Member Chuck Allen stated the historic tax credit allows developers to improve blighted areas. The historic tax credits and economic incentives are locked up in the Senate. Our legislators need to hear from us. Time is of the essence.

Carteret County Member Myles Stempin stated interest rates will never be lower. North Carolina needs infrastructure for economic development. The Connect NC Bond will help obtain new industries and retain existing companies in eastern North Carolina due to improved transportation infrastructure. Eastern North Carolina has the most to gain from the bond proposal. Improvements to the Global TransPark, Port of Morehead City and Highway 70 Corridor will take funding. The time is now to act on this great opportunity.

Highway 70 Corridor Commission President Ted Godwin stated no one should object to putting the Connect NC Bond proposal on the ballot for the voters to decide. The Connect NC Bond proposal touches 62 counties in North Carolina.

Highway 70 Corridor Commission Director M. Durwood Stephenson stated he was unsure if putting the Connect NC Bond proposal on the ballot would pass in the House or Senate. He stressed the need for the voters to contact their legislators.

Upon motion of Lenoir County Member Linda Rouse Sutton and seconded by Carteret County Member Dave Whitlow, the members of the Highway 70 Corridor Commission unanimously approved and authorized the Chairman of the Highway 70 Corridor Commission to sign a resolution supporting Governor Pat McCrory's Connect NC Bond proposal be put on ballot to allow the voters to decide on bonds the state wants to secure for transportation and public infrastructure.

Maximizing Our Global Potential

Highway 70 Corridor Commission Director M. Durwood Stephenson stated North Carolina East Alliance hosted a meeting for the Center of International Understanding. North Carolina is the first state to form an organization to compete globally.

Carteret County Member Myles Stempin stated North Carolina is the first state to create a framework to compete globally. The strategies for the strategic plan are as follows:

1. Economic development
2. Infrastructure and logistics
3. Branding to international market
4. Cross cultural education
5. Collaboration and research
6. Leadership
7. Strategic planning and benchmarking

Revision Strategic Planning Office of Transportation (SPOT) Scoring

Eastern Carolina Council Planning Director Patrick Flanagan updated the members of the Highway 70 Corridor Commission on Prioritization 4.0 Strategic Transportation Investment. He and Division 2 Engineer John Rouse are members of the Strategic Planning Office of Transportation (SPOT) workgroup. The North Carolina Board of Transportation accepted all of the recommendations from the workgroup at its July 2015 meeting. Next, the legislature will consider the recommendations from the workgroup.

The Highway 70 Corridor covers North Carolina Department of Transportation Division 2 and Division 4. Division 2 is paired with Division 3 for regional competition. Division 4 is paired with Division 1 for regional competition.

On June 26, 2013 House Bill 817 was signed into law. The bill was the most significant transportation legislation in North Carolina since 1989. The new funding formula was for all capital expenditures, regardless of mode. All modes of transportation must compete for the same funds. Funds from the North Carolina Highway Trust Fund are primarily a highway use tax. Operations and maintenance expenditures are funded from the North Carolina Highway Fund are primarily gas tax monies. All projects are scored on a 0-100 point scale. For highway projects only, 50% of local commitment of non-state and federal funds will be returned to the local area for other high scoring projects in that area.

Statewide mobility projects are 40% of the funds and focus to address significant congestion and bottlenecks. Regional projects are 30% of the funds and focus to improve connectivity within regions. Division needs are 30% of the funds and focus to address local needs. If a project is not funded at the statewide level, it cascades down to the regional level for evaluation. If a project is not funded at the regional level, it cascades down to the division level for evaluation.

The most influential criteria changes impacting Prioritization 4.0 versus Prioritization 3.0 scores are scaling, peak ADT (average daily traffic), local contribution, Statewide Travel Demand Model (NCSTM) and safety benefits. Prioritization 4.0 utilizes a relative distribution approach, based on the percentage of projects with higher, lower or equal values for each criteria component. Scaling is essentially grading the component scores on a curve comparing an individual project component score against all other project component scores. Criteria for scaling includes congestion, benefit-cost, safety, economic competitiveness, freight, multimodal,

accessibility/connectivity, lane width, paved shoulder width and pavement condition. Congestion criterion has two components: volume/capacity ratio (60% of score and volume (40% of score).

Criteria for highway statewide mobility weights for Prioritization 4.0 include:

Criteria	Prioritization 4.0	Measures
Benefit-cost	25%	Travel time savings
Congestion	30%	Peak ADT volume/capacity
Economic competitiveness	10%	Travel time savings
Safety	15%	Crash data/density/severity
Freight	15%	Peak ADT volume/capacity truck volumes
Multimodal	5%	Peak ADT volume/capacity

Criteria for highway regional impact weights for Prioritization 4.0 include:

Criteria	Prioritization 4.0	Measures
Benefit-cost	20%	Travel time savings
Congestion	20%	Peak ADT volume/capacity
Accessibility/connectivity	10%	Travel time savings
Safety	10%	Crash data/density/severity
Freight	10%	Peak ADT volume/capacity truck volumes

Criteria for division needs weights for Prioritization 4.0 include:

Criteria	Prioritization 4.0	Measures
Benefit-cost	15%	Travel time savings
Congestion	150%	Peak ADT volume/capacity
Accessibility/connectivity	5%	Travel time savings
Safety	10%	Crash data/density/severity
Freight	5%	Peak ADT volume/capacity truck volumes

Benefits of Prioritization 4.0 include:

- Peak ADT action for every place measuring volume for 30 days. This is the average of traffic at the highest volume period.
- Regional level reduces volume factor to help volume/capacity ratio, which benefits the rural areas. Division level looks at ratio of existing volume on the road, which benefits the rural areas.
- Travel time savings are now calculated on 10-years, rather than the existing 30-years.
- Economic competitiveness is now based on 10-years. Geography can now be defined. Specific economy of a county will be measured.
- The most distressed counties will get the most score for that part of formula.
- Individual travel time savings per user is calculated. This should help rural areas.
- Multimodal and freight criteria have been separated, but will be counted for the military.

- Now there a 20-mile buffer for military project scoring, rather than the project having to be adjacent to the military facility.

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	Congestion = 30% Benefit-cost = 25% Safety = 10% Econ. Competitiveness = 10% Freight = 15% Multimodal = 5% Total = 100%	-	-
Regional Impact	Congestion = 20% Benefit-cost = 20% Safety = 10% Accessibility/Connectivity = 10% Freight = 10% Total = 70%	15%	15%
Division Needs	Congestion = 15% Benefit-cost = 15% Safety = 10% Accessibility/Connectivity = 5% Freight = 5% Total = 50%	25%	25%

If all MPO/RPO/Division Engineers can unanimously agree on alternate criteria and the percentage of weights by funding category, alternate criteria/weights from Prioritization 3.0 will not carry to Prioritization 4.0 within respective paired funding region(s) or division(s). With a memorandum to SPOT from each MPO/RPO/Division Engineer with reference TAC Chair(s) agreement, the process can begin once the workgroup agrees to the weights. The memorandum must be received by the start of new candidate submittal period, tentatively October 2015.

Highway 70 Corridor Commission Director M. Durwood Stephenson thanked Eastern Council Planning Director Patrick Flanagan and North Carolina Department of Transportation Division 2 Engineer John Rouse for serving on the workgroup. Lots of changes asked by the members of the Highway 70 Corridor Commission were recommended. North Carolina Department of Transportation Secretary Tony Tata embraced the recommended changes. He anticipated the Highway 70 Corridor will score better than it did previously.

Financial Report

Highway 70 Corridor Commission Director M. Durwood Stephenson reported as of July 16, 2015 there was an account balance of \$188,884.51.

General Remarks

Highway 70 Corridor Commission Director M. Durwood Stephenson stated several members of the Highway 70 Corridor Commission recommended improvements at the Port of Morehead City when the Transportation Investment Generating Economic Recovery (TIGER) grants were announced in the amount of \$550 million. Shoaling is a problem at the Port. The phosphate company can only carry one-half of a load due to the shoaling problem. Legal counsel for the North Carolina Department of Transportation informed him the Highway 70 Corridor Commission could not apply for a TIGER grant for the shoaling problem at the Port of Morehead City due to environmental rules. He researched Senate Bill 110, which was passed in 2011 approving four demonstration projects concerning jetties or groins without interfering with the environmental issues. Two of the four projects are allocated for the public and the other two projects are allocated for the private sector. To date, no one has applied for the projects referenced in Senate Bill 110. He thought it was in the best interest of the Port of Morehead City to begin the application process. If approved by North Carolina Department of Transportation Secretary Tony Tata, he will put together a team to work on the TIGER application.

North Carolina Board of Transportation Member Ferrell Blount stated the channel would need to be maintained to prevent the shoaling problem from reoccurring.

Highway 70 Corridor Commission Director M. Durwood Stephenson stated the Highway 70 Corridor Commission website would be down today and tomorrow. The members will be informed of any future server changes.

Highway 70 Corridor Commission Director M. Durwood Stephenson stated many transportation bills have been introduced in the legislature. House Bill 203 does not appear to be moving forward. A portion of Senate Bill 639 prevents the transfer of transportation monies to the General Fund. Senate Bill 639 prohibits toll projects unless authorized by a local government referendum. It also eliminates statutory transfer of proceeds from motor fuel tax.

Division 2 Update

North Carolina Department of Transportation Division 2 Planning Engineer Jeff Cabaniss updated the members of the Highway 70 Corridor Commission on the following projects:

- Gallants Channel Bridge – project is ahead of schedule overall and is 28% complete. Turner Street has been closed. The contractor has received the permit from the FAA to assemble the crane.
- Widening of Newport River Bridge – widen US Highway 70 from Morehead City Bridge to Radio Island Causeway and widen/upgrade bridge. The project was funded in SPOT 3.0. Funding is anticipated by the end of the fiscal year so the environmental studies can begin.
- Slocum Gate Improvements – construction of flyover on existing US Highway 70 at Slocum Gate. Right of way acquisition has started. The project is scheduled to be let in June 2017.
- Kinston Bypass – not funded in the State Transportation Improvement Plan. Draft Environmental Impact Statement is forthcoming. Approximate right of way and

construction cost of \$300-350 million for three sections. Project will be considered again next year under Prioritization 4.0.

Division 4 Update

North Carolina Department of Transportation Division 4 District Engineer Tim Little updated the members of the Highway 70 Corridor Commission on the following projects:

- Goldsboro Bypass western section – anticipated completion September/October 2015. There will be major traffic lane shifts in the upcoming weeks. Signs are being erected.
- Goldsboro Bypass eastern section – anticipated spring/summer 2016 completion. Construction over the railway is now underway. Contractor is placing aggregate along the major portion of the Bypass. Project is behind schedule.
- Pine Level – Median cross-over closures and upgrades of two intersections to interchanges. The project is underway. There will be detours in the next 2-3 weeks. Delays will be expected during peak traffic time. The project was awarded to Flatiron Construction. The estimated completion date is July 2017.
- Wilson's Mills – upgrade of two intersections to interchanges. Right of way acquisition in fiscal year 2018. Construction scheduled for 2020. A public hearing will be held in the fall of 2015 with the date to be confirmed after meeting with the consultant.

Other Business

Highway 70 Corridor Commission Director M. Durwood Stephenson thanked Carteret County Member Myles Stempin for arranging lunch today. He also thanked the Carteret County Travel and Tourism, Carteret County Economic Development Commission and the Highway 70 Corridor Commission for providing lunch.

Upon motion of Wayne County Member Jack Best and seconded by Wayne County Member Chuck Allen, the members of the Highway 70 Corridor Commission unanimously approved the Highway 70 Corridor Commission paying \$137.02 for lunch today.

Public Comments

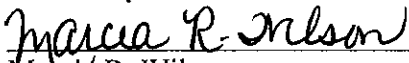
No member of the public spoke.

Next Meeting

The next meeting of the Highway 70 Corridor Commission will take place on Thursday, September 17, 2015 in Craven County. The members will be notified of the location.

Adjournment

At 2:50 p.m., Highway 70 Corridor Commission Chairman Ted Godwin adjourned the meeting.



Marcia R. Wilson