

THE BOARD OF COMMISSIONERS OF THE COUNTY OF CRAVEN RECONVENED ITS RECESSED SESSION OF MAY 26, 2015 ON MAY 28, 2015 AT 3:30 P.M. IN THE COMMISSIONERS' ROOM OF THE CRAVEN COUNTY ADMINISTRATION BUILDING, 406 CRAVEN STREET, NEW BERN, NORTH CAROLINA. THE PURPOSE OF THE MEETING WAS TO DISCUSS TRANSPORTATION MATTERS.

MEMBERS PRESENT:

Chairman Steve Tyson
 Commissioner Jason R. Jones
 Commissioner George S. Liner
 Commissioner Thomas F. Mark
 Commissioner Theron L. McCabe
 Commissioner Johnnie Sampson, Jr.

MEMBERS ABEENT:

Commissioner Scott C. Dacey

STAFF PRESENT:

Jack B. Veit III, County Manager
 Gene Hodges, Assistant County Manager – Operations/Facilities
 Rick Hemphill, Assistant County Manager – Finance/Administration
 Amber Parker, Human Resources Director
 Gwendolyn M. Bryan, Clerk to the Board
 Don Baumgardner, Planning Director

Eastern Carolina Council Planning Director, Patrick Flanagan, explained the three levels of competition for transportation funding; the state, regions and divisions. If projects are not funded at the highest level, which is statewide, they are pushed down to the next level, which is regional and affects N.C. routes. Funds at this level is based on population. Division funds are distributed equally. All modes of transportation are included in the equation.

Larger areas get pass through funds off the top of federal funding that is set aside for large population centers.

The Havelock by-pass will use most of the available local division level funding, where it scored highly enough. The project did not score highly enough at the statewide and regional levels. James City, however, is a statewide project.

The Mobility Law dictates funding priority.

<u>Criteria (Statewide)</u>	<u>Measures</u>
Benefit Cost	Travel Time Savings
Congestion	Peak ADT Volume/Capacity
Economic Competitiveness	Travel Time Savings
Safety	
Freight	Peak ADT Volume/Capacity/truck
Multimodal	Peak ADT Volume/Capacity

At the regional level, accessibility/connectivity are added as measures.

At the statewide level funding decisions are 100% data driven. Metropolitan Planning Organization (MPO), Rural Planning Organization (RPO) and Division Engineer input is only valuable at the regional level, and the only leverage is if MPO/RPO and engineer are putting points on the same priorities.

At the Division Level; local impact of projects weighs 25%; Division Engineer input - 25%; and State – 50%. He noted that it is important to work with other counties to negotiate for projects.

Corridor Caps restrict spending in contiguous areas to \$300 Million within a ten-year period.

Highway 17 in Craven County is a 20 mile stretch. The average funding length is 4.5 miles. The Highway 17 project has already been divided into three segments (A,B & C).

Best strategies for getting projects funded:

- Project scoping – break it up
- Recognize funding constraints and competition. Large cities do not figure into competition at the regional level.
- Identify Competitive Short-Term Projects: intersections and interchanges score well. Evaluate existing plans and operational improvements. Mine Data
- Effective Local Methodologies and Strategies:
Score just high enough to get into competition
Methodology versus flexibility/common sense

Do not waste points on projects that already score high. The Transportation Advisory Committee (TAC) has the final say as to placement of points.

Three levels of roadway improvement are:

- Expressway –basic four laning
- Freeway –includes overpasses and interchanges
- Interstate

All require different costs.

Chairman Tyson inquired about the effectiveness of advocacy groups, such as Highway 17 Association and Highway 70 Corridor Committee, given the new law imposing data driven priorities.

Mr. Flanagan explained that there is a role for them with the legislative work group, which is made up of MPO and RPO representatives.

Also beneficial is advocacy with the legislature regarding the law itself, as well as the mix and balance of the work group, in addition to technical corrections to the bill, (example getting categories added such as corridor continuity, hurricane evacuation, etc.)

Advocacy groups have subcommittees with the Board of Transportation and are important in keeping the desired projects in view in the planning process rather than having them drop off the bottom of the priority list.

Commissioner Mark stated there is a question of Highway 17 Association's viability beyond September with or without Craven County due to the withdrawal of Onslow County. He stated that he could live with funding it monthly until September and make a determination about going forward at that time.

Commissioner Liner stated that he can appreciate continued value in the functioning of Highway 70 Corridor Committee and Highway 17 Association, but agrees with Commissioner Mark's approach.

Commissioner Sampson also agreed.

County Manager, Jack Veit, stated that D.O.T. Engineer, John Rouse; Mark Finlayson, Highway 17 Association; Durwood Stephenson, Highway 70 Corridor Committee, and hopefully Hugh Overholt, D.O.T. Board member; Patrick Flanagan, RPO and Mauritzia Chapman, MPO, will be coming on June 15 following the regular meeting to provide an opportunity to discuss transportation.

At 4:40 p.m. Commissioner Jones moved to recess to reconvene at 1:00 p.m. on June 1 at the Emergency Operation Center, seconded by Commissioner McCabe and unanimously carried.

Chairman Steve Tyson
Craven County Board of Commissioners

Gwendolyn M. Bryan
Clerk to the Board