

45 **3. Action:** Approve May 23, 2013 Minutes.

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47 Reading of the minutes was waived. No changes were noted.

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49 **Motion** was made by Mr. Don Baumgardner to accept the minutes as presented. Mr. Terry
50 Jordan seconded. Minutes were unanimously approved.

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52 **4. Presentation:** U.S. 70 Corridor – Mr. M. Durwood Stephenson

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54 Mr. Stephenson provided three handouts to members. The first handout provided an overview of
55 the proposed changes to the US 70 Corridor, including bypasses around Goldsboro, Kinston and
56 Havelock as well as improvements to roads near Wilson's Mills, Pine Level and Gallants
57 Channel Bridge. The overall goal is to make US 70 a thoroughfare, removing lights and stops for
58 through traffic, from I-40 in Raleigh to the Port of Morehead City.

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60 The second handout provided North Carolina Department of Transportation (NCDOT) Priority
61 Projects. The third handout provided an overview of the current funding system versus the
62 proposed new funding system.

63
64 Mr. Stephenson advised the Eastern North Carolina MPO/RPO Coalition consists of 41 counties,
65 affecting 2.6 million people.

66
67 NCDOT spends \$30 million annually on highway safety projects. Utilizing \$100 million
68 GARVEE bonds for the Goldsboro Bypass, this project was initially not scheduled for
69 completion until the year 2035. Due to Mr. Bobby Lewis, others and innovative thinking, this
70 project is now scheduled to be completed in 2015. Mr. Stephenson advised funding for the
71 Havelock Bypass has been secured, but environmental issues are currently hindering progress.
72 The Gallants Channel Bridge improvements were initially expected to be completed this June
73 2013, but now will be the spring of 2014. There is need for the Havelock Bypass, Gallants
74 Channel Bridge and Slocum Gate project as these directly affect the military presence in the area.

75
76 By making US 70 a through highway, the benefit will be to the military, tourist access, ease in
77 navigating across the state, global transport, ease in assisting the growing medical centers in the
78 area as well as assisting the truck drivers, who are the main mode of transportation for the \$70
79 billion agriculture industry in the state of North Carolina.

80
81 In 2011, Carter Communications started an Economic Impact Study, of which they gained
82 funding in 2012. The group chosen to do the study is Cambridge, who as of last week was given
83 the notice to proceed. The steering committee will consist of 19 people, with a representative
84 from each of the 5 counties affected as well as from each of the 6 largest towns. The first
85 meeting will be held on July 19 in Morehead City.

86
87 Mr. Stephenson noted House Bill 817 was signed into law Wednesday, June 26th, 2013. This
88 changes the funding criteria for the region. The handout provided shows the per capita allocation
89 for the old and new systems. All projects will fall under Regional and Statewide budget

90 categories, which will impact local projects, many of which will not be completed.
91 Mr. Patrick Flanagan advised legislature has asked not to run project criteria and formulas as
92 they want a more overall general criteria per area, with the military, ports and STRAHNET all
93 kept as considerations going forward.
94

95 Mr. Stephenson checked on the status of the proposed New Bern Bypass, and reported it scored
96 extremely well.
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98 **5. Action:** Review & Approve Resolution adopting NBAMPO Area Boundary
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100 Ms. Jill Stark provided an overview of the Resolution and accompanying map. She advised the
101 MPO proposed boundary was created by looking at population by Census block as well as the 20
102 year projected growth rate. Mr. Don Baumgardner noted all elements of funding for the MPO
103 need to be within the proposed MPA Boundary. He then questioned what area would cover
104 transit for Mr. Terry Jordan and the expanding CARTS program. Ms. Stark advised she would
105 check on it and schedule a conference call to discuss. Mr. Jordan Hughes questioned why some
106 of the New Bern areas were excluded from the current area designation. Ms. Stark explained this
107 is based on growth clusters and historical growth trends.
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109 **Motion** was made by Mr. Don Baumgardner to accept and approve the resolution as presented.
110 Mr. Jordan Hughes seconded the motion. The board unanimously approved.
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112 **6. Action:** Review and Approve Resolution adopting criteria for quantitative evaluation of
113 transportation projects.
114

115 Mr. Flanagan provided a packet of information regarding project scoring and recommended
116 criteria. Eastern North Carolina has the highest fatality rate in the region, and is in the top 5% in
117 the nation. He advised the benefit cost is not measured the same at divisional, and is better at
118 the regional level than the local level. The statewide defaults for each level made for projects
119 that are dropped out of the state and regional buckets usually score well at the lower levels. The
120 regional bucket is not very big, and if projects are not weighted carefully, could impact the
121 amount that is accomplished within the regional funds.
122

123 Mr. Flanagan explained that the resolution presented for consideration must be approved by all
124 the regional MPO's and RPO's in order to be approved.
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126 **Motion** was made by Mr. Don Baumgardner to accept and approve the resolution as presented.
127 Mr. Jordan Hughes seconded the motion. The board unanimously approved.
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129 **7. Action:** Discussion regarding Project List – Jeff Ruggieri
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131 In light of Mr. Ruggieri's absence, the board unanimously agreed to table this item until the July
132 25th, 2013 meeting.
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135 **8. Presentation:** NCDOT Update on NBAMPO Regional Transportation model – Ivo Dernev

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137 Mr. Ivo Dernev presented and discussed the maps provided in member packets. The information
138 was obtained using equations predicting traffic behavior, population, employment and
139 demographic data. The benefit of using this model includes transportation plans and investments
140 are tools that help to plan for land use planning for the area. This impacts growth, future
141 development and employment.

142
143 The mandate for federally designated highways requires a minimum of 1,000 cars per day.
144 These tools help predict traffic up to 25-30 years, which helps assist with future planning and
145 with corridor studies.

146
147 Mr. Flanagan suggested Mr. Dernev consider including Slocum Road in the model, which is the
148 back gate to the Marine Corps Air Station Cherry Point in Havelock.

149
150 Mr. Hughes noted the rail line depicted running parallel to Highway 70 South is no longer a
151 functioning line. Ms. Starks suggested considering this as a future pedestrian path.


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153 Mr. Dernev requested the board members review the information provided and if agreeable,
154 adopt the model boundary as presented

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156 **9. Other Business:** N/A

157
158 **10. Public Comment:** N/A

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160 **11. Adjourn**

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162 There being no further business, the meeting was adjourned.

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165 _____
166 Gene Hodges, Acting Chairman



Kim Langley, Secretary