



CAMDENCOUNTY
new energy. new vision.

**BOARD
OF
COMMISSIONERS**

November 17th, 2014

7:00 PM - Regular Meeting

**Historic Courtroom
Courthouse Complex**

This agenda is only a tentative schedule of matters the Commissioners may address at their meeting and all items found on it may be deleted, amended or deferred. The Commissioners may also, in their absolute discretion, consider matters not shown on this agenda.

Please turn Cell Phone ringers off during the meeting.

**Camden County Board of Commissioners
Regular Meeting
November 17, 2014
7:00 P.M. - Regular Meeting
Historic Courtroom, Courthouse Complex
Camden, North Carolina**

Agenda

7:00 P.M. **Call to Order** - Chairman Garry Meiggs

Welcome

Invocation & Pledge of Allegiance – Commissioner Clayton Riggs

ITEM 1. **Public Comments**

It is requested that comments be limited to (2-3) minutes. The length and number of comments may be limited upon the Chairman’s discretion due to scheduling and other issues.

ITEM 2. **Consideration of Agenda (For discussion and possible action)**

ITEM 3 **Presentations**

A Highway 17 Board Meeting(Pg. 4)

ITEM 4. **Old Business** –

NONE

ITEM 5. **Public Hearings** –

NONE

ITEM 6. New Business (For discussion and possible action)

- A. The Register of Deeds Appointment..... (Pg. 4-5)
- B. 2015 Schedule of Values(Pg. 6)
- C. Monthly Tax Report..... (Pg. 7-14)
- D. Community Rating System..... (Pg. 15-47)
- E. DOD Joint Land Use Study Proposal (Pg. 48-75)

ITEM 7. Board Appointments (For discussion and possible action)

NONE

ITEM 8. Consent Agenda (All items listed below are routine and will be approved by one motion. Separate discussion of an item(s) will be held by request of a member of the Board.)

- A. Draft Minutes –
 - November 3rd, 2014 (Attachment A)
- B. Budget Amendments – BA011 through BA012 (Pg. 77-79)
- C. Tax Collection Report..... (Pg. 80-81)
- D. Tax Authorization to Collect (January) (Pg. 82-83)
- E. Public School Building Capital Fund (Pg. 84-87)
- F. Declare Surplus(Pg. 88)

ITEM 9. Commissioner's Report (For discussion and possible action)

ITEM 10. County Manager's Report (For discussion and possible action)

ITEM 11. Information, Reports & Minutes From Other Agencies

- A. EMS Monthly Reports (Pg. 89)
- B. Bason appointed as new NCACC Deputy Director(Pg. 90)
- C. Central Fund Balance Sheets(Pg. 91)
- D. Sheriff's Monthly Report.....(Pg. 92)
- E. Albemarle RPO Board Meetings(Pg. 93-127)
- F. N.C. Rural Infrastructure Authority Approves Seventh Round of Grants
.....(Pg. 128-129)

ITEM 12. Other Matters (For discussion and possible action)

Adjourn

**Camden County Board of Commissioners
AGENDA ITEM SUMMARY SHEET**

MOTION MADE	
BY:	
S. Duckwall	_____
G. Meiggs	_____
M. McLain	_____
R. Krainiak	_____
C. Riggs	_____
NO MOTION	_____
VOTE:	
S. Duckwall	_____
G. Meiggs	_____
M. McLain	_____
R. Krainiak	_____
C. Riggs	_____
ABSENT	_____
RECUSED	_____

Item Number: 6.A

New Business

Meeting Date: November 17, 2014

Attachments: 1 (1 Pages)

Submitted By: Peggy Kight, Register of Deeds

ITEM TITLE: Register of Deeds Appointment

SUMMARY:

Due to the pending retirement of the current Register of Deeds Mrs. Peggy Kight effective December 31, 2014 the Board of Commissioners are being requested to appoint a replacement Register of Deeds to complete the remaining two (2) years of Mrs. Kight’s term of office.

In accordance with N.C.G.S. 161-5 Vacancy in Office (attached), when a vacancy occurs from any cause in the office of register of deeds, the Board of Commissioners shall fill the vacancy by the appointment of a successor for the unexpired term. Counties subject to this subsection of the General Statute are Camden, Chowan, Pasquotank, and Perquimans.

Mrs. Kight is recommending that the Board of Commissioners appoint the current Camden County Assistant Register of Deeds, Mrs. Tammie Krauss, as her successor in the Register of Deeds Office and that the duration of Mrs. Krauss’ appointment be until the end of Mrs. Kight’s current term of office. Mrs. Krauss has eight years of experience as a deputy in the Pasquotank Register of Deeds Office prior to her being hired as the Assistant Register of Deeds for Camden County in August 2014.

RECOMMENDATION:

Motion to appoint Mrs. Tammie Krauss as Register of Deeds effective January 1, 2015 to fulfill the remaining two years of Mrs. Kight’s term.

GENERAL ASSEMBLY OF NORTH CAROLINA
1991 SESSION

CHAPTER 376
HOUSE BILL 652

AN ACT TO MODIFY THE MANNER OF FILLING VACANCIES IN THE OFFICE
OF THE REGISTERS OF DEEDS OF CAMDEN, CHOWAN, PASQUOTANK,
AND PERQUIMANS COUNTIES.

The General Assembly of North Carolina enacts:

Section 1. G.S. 161-5 as amended by Chapter 60 of the 1991 Session Laws reads as rewritten:

"§ 161-5. Vacancy in office.

(a) Repealed by Session Laws 1991, c. 60, s. 1.

~~(a)~~(a1) When a vacancy occurs from any cause in the office of register of deeds, the board of county commissioners shall fill such vacancy by the appointment of a successor for the unexpired term, who shall qualify and give bond as required by law. If the register of deeds was elected as the nominee of a political party, the board of county commissioners shall consult the county executive committee of that political party before filling the vacancy and shall appoint the person recommended by that committee, if the party makes a recommendation within 30 days of the occurrence of the vacancy.

(a2) When a vacancy occurs from any cause in the office of register of deeds, the board of commissioners shall fill the vacancy by the appointment of a successor for the unexpired term, who shall qualify and give bond as required by law. Counties subject to this subsection are: Camden, Chowan, Pasquotank, and Perquimans.

(b) In the interim between a vacancy in the office of register of deeds and the appointment and qualification of a successor register of deeds, under the provisions of subsection (a), any incumbent assistant or deputy register of deeds appointed under G.S. 161-6 prior to the vacancy shall continue to hold office as assistant or deputy registers of deeds until discharged or otherwise lawfully relieved of office by the lawful successor to the office of register of deeds."

Sec. 2. This act is effective upon ratification.

In the General Assembly read three times and ratified this the 24th day of June, 1991.

James C. Gardner
President of the Senate

Daniel Blue, Jr.
Speaker of the House of Representatives

Camden County Board of Commissioners AGENDA ITEM SUMMARY SHEET

MOTION MADE BY:	
S. Duckwall	_____
G. Meiggs	_____
M. McLain	_____
R. Krainiak	_____
C. Riggs	_____
NO MOTION	_____
VOTE:	
S. Duckwall	_____
G. Meiggs	_____
M. McLain	_____
R. Krainiak	_____
C. Riggs	_____
ABSENT	_____
RECUSED	_____

Item Number: 6.B

NEW BUSINESS

Meeting Date: November 17, 2014
Attachments: 1 Page
Submitted By: Lisa S. Anderson, Tax Administrator

ITEM TITLE: The 2015 Schedule of Values
Presented by Pearson Appraisals

SUMMARY:

1. Presentation of Schedule of Values from Pearson Appraisals
2. Presentation of Present Use Value Schedule as per State
3. Set Public Hearing for Schedule of Values

Recommendation:

1. Motion to accept the Schedule of Values as presented by Pearson Appraisals.
2. Motion to accept the Present Use Value Schedule as presented by the State.
3. Motion to set Public Hearing of the Schedule of Values and Present Use Value Schedule for Monday November 24th, 2014 at 7:00PM

**Camden County Board of Commissioners
AGENDA ITEM SUMMARY SHEET**

Item Number: 6.C

NEW BUSINESS

Meeting Date: November 17th, 2014
Attachments: 7
Submitted By: Lisa Anderson, Tax Administrator

ITEM TITLE: October Monthly Reports

SUMMARY:

October Monthly Tax Report

RECOMMENDATION:

REVIEW & APPROVE

MOTION MADE	
BY:	
S. Duckwall	_____
G. Meiggs	_____
M. McLain	_____
R. Krainiak	_____
C. Riggs	_____
NO MOTION	_____
VOTE:	
S. Duckwall	_____
G. Meiggs	_____
M. McLain	_____
R. Krainiak	_____
C. Riggs	_____
ABSENT	_____
RECUSED	_____

**MONTHLY REPORT OF THE TAX ADMINISTRATOR TO THE
CAMDEN COUNTY BOARD OF COMMISSIONERS**

OUTSTANDING TAX DELINQUENCIES BY YEAR

<u>YEAR</u>	<u>REAL PROPERTY</u>	<u>PERSONAL PROPERTY</u>
2013	164,052.31	14,120.23
2012	55,120.26	14,594.83
2011	28,988.92	11,303.34
2010	21,364.96	6,538.28
2009	8,497.31	6,166.71
2008	6,864.63	6,354.62
2007	6,552.05	10,207.79
2006	2,223.60	14,548.14
2005	1,690.71	26,690.92
2004	939.82	12,136.83

TOTAL REAL PROPERTY TAX UNCOLLECTED	296,294.57
TOTAL PERSONAL PROPERTY UNCOLLECTED	122,661.69
TEN YEAR PERCENTAGE COLLECTION RATE	99.37%
COLLECTION FOR 2014 vs. 2013	16,649.52 vs. 25,246.93

LAST 3 YEARS PERCENTAGE COLLECTION RATE

2013	97.44%
2012	99.02%
2011	99.43%

THIRTY LARGEST UNPAID ACCOUNTS

SEE ATTACHMENT "A"

THIRTY OLDEST UNPAID ACCOUNTS

SEE ATTACHMENT "B"

EFFORTS AT COLLECTION IN THE LAST 30 DAYS

ENDING October 2014
BY TAX ADMINISTRATOR

- 2 NUMBER DELINQUENCY NOTICES SENT
- 51 FOLLOWUP REQUESTS FOR PAYMENT SENT
- 6 NUMBER OF WAGE GARNISHMENTS ISSUED
- 11 NUMBER OF BANK GARNISHMENTS ISSUED
- 10 NUMBER OF PERSONAL PHONE CALLS MADE BY TAX ADMINISTRATOR
TO DELINQUENT TAXPAYER
- 0 NUMBER OF PERSONAL VISITS CONDUCTED (COUNTY OFFICES)
- 1 PAYMENT AGREEMENTS PREPARED UNDER AUTHORITY OF
TAX ADMINISTRATOR
- 0 NUMBER OF PAYMENT AGREEMENTS RECOMMENDED TO
COUNTY ATTORNEY
- 5 NUMBER OF CASES TURNED OVER TO COUNTY ATTORNEY FOR
COLLECTION (I.D. AND STATUS)
- 0 REQUEST FOR EXECUTION FILES WITH CLERK OF COURTS
- 0 NUMBER OF JUDGMENTS FILED

Roll	Parcel Number	Unpaid Amount	YrsDlq	Taxpayer Name	City	Property Address
R	01-7080-00-17-0129.0000	16,148.33	1	CAMDEN SQUARE ASSOCIATES	SOUTH MILLS	
R	03-8971-00-12-0477.0000	14,784.05	4	GILBERT WAYNE OVERTON &	SHILOH	187 THOMAS POINT RD
R	01-7979-00-61-7358.0000	11,017.82	3	POTOMAC TIMBER INVESTMENTS #17	SOUTH MILLS	HORSESHOE RD
R	02-8935-02-76-2934.0000	8,765.37	1	EFFIE PAULINE CREEKMORE	CAMDEN	258 158 US E
R	01-7989-00-01-1714.0000	8,446.62	7	CHARLES MILLER HEIRS	SOUTH MILLS	HORSESHOE RD
R	03-8899-00-45-2682.0000	6,858.43	7	SEAMARK INC.	SHILOH	HOLLY RD
R	03-8952-00-95-8737.0000	6,304.37	10	AUDREY TILLET	SHILOH	171 NECK RD
R	01-7998-01-08-8621.0000	5,361.33	1	WILLIE L. TURNER ETAL	SOUTH MILLS	1289 343 HWY N
R	02-8945-00-54-1099.0000	4,568.58	4	GERTIE LEE & JONOLA T ROUNTREE	CAMDEN	263 BELCROSS RD
R	03-8972-00-51-8423.0000	4,558.06	2	BRITTON OVERTON	SHILOH	303 WESLEY RD
R	03-8953-04-81-9832.0000	4,284.93	2	MAIDIA S. CECIL HEIRS	SHILOH	113 TROTMAN RD
R	02-8944-00-31-2148.0000	4,210.91	1	CARL HARRINGTON	CAMDEN	150 SAND HILLS RD
R	02-8945-00-41-2060.0000	3,860.50	7	LASELLE ETHERIDGE SR.	CAMDEN	168 BUSHELL RD
R	02-8936-00-21-4428.0000	3,362.39	1	CAROLYN MCDANIEL	CAMDEN	SCOTLAND RD
R	02-8934-03-20-9727.0000	3,295.39	1	RUTH ANN BURGESS ET AL	CAMDEN	158 CHANTILLY RD
R	03-8990-00-08-7291.0000	3,253.88	4	JAMES E RHODES	SHILOH	111 CATALAN DR
R	02-8936-00-00-8926.0000	3,176.48	6	ODELL TRAFTON	CAMDEN	215 SCOTLAND RD
R	01-7080-00-62-1977.0000	3,069.01	7	SANDERS CROSSING OF CAMDEN CO	SOUTH MILLS	117 OTTERS PL
R	03-8961-00-58-4506.0000	3,037.23	1	WARREN DEAN RIGGS	SHILOH	110 DRIFTWOOD DR
R	03-8952-01-49-1090.0000	2,894.40	4	DRACHMA, INC & SIMSON BAAI, LLC	SHILOH	343 HWY S
R	01-7999-00-02-7813.0000	2,880.10	2	DINA TERESA NANNEY	SOUTH MILLS	112 PINE RIDGE DR
R	03-8899-00-37-3258.0000	2,850.18	3	LARRY WELDON	SHILOH	HIBISCUS RD
R	02-8934-03-20-7985.0000	2,686.30	1	RUTH ANN BURGESS ETAL	CAMDEN	CHANTILLY RD
R	03-8889-00-48-0580.0000	2,574.02	2	HECTOR C. PALALAY & MILAGROS O	SHILOH	113 SAILBOAT RD
R	02-8943-00-68-6720.0000	2,511.00	3	JOSEPH MATA	CAMDEN	172 BILLET'S BRIDGE RD
R	01-7998-01-08-6797.0000	2,489.18	3	EDWARD E. HARRIS JR.	SOUTH MILLS	1295 343 HWY N
R	03-8964-00-40-9957.0000	2,473.10	4	LASALLE SEARS HEIRS	SHILOH	291 BARTLETT RD
R	01-7998-01-18-1579.0000	2,387.20	1	FABIAN DIXON	SOUTH MILLS	1284 343 HWY N
R	03-8962-00-56-7217.0000	2,377.36	4	TONYA HUGHES HARRIS	SHILOH	253 WICKHAM RD
R	03-8965-00-44-7928.0000	2,357.66	2	WHALON & KATHLEEN MCCULLEN	SHILOH	404 SANDY HOOK RD

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Delinquencies Top-30 Unpaid

Attachment "A"
Road

Roll	Parcel Number	YrsDltg	Unpaid Amount	Taxpayer Name	City	Property Address
R	03-8899-00-45-2682.0000	10	6,858.43	SEAMARK INC.	SHILOH	HOLLY RD
R	03-8952-00-95-8737.0000	10	6,304.37	AUDREY TILLET	SHILOH	171 NECK RD
R	03-8943-04-93-8214.0000	10	2,109.43	L. P. JORDAN HEIRS	SHILOH	108 CAMDEN AVE
R	01-7090-00-60-5052.0000	10	1,008.86	JOE GRIFFIN HEIRS	SOUTH MILLS	117 GRIFFIN RD
R	02-8955-00-13-7846.0000	10	635.72	MARIE MERCER	CAMDEN	IVY NECK RD
R	03-9809-00-45-1097.0000	10	265.74	MICHAEL OBER	SHILOH	CENTERPOINT RD
R	01-7090-00-95-5262.0000	10	244.80	JOHN F. SAWYER HEIRS	SOUTH MILL	OLD SWAMP RD
R	03-8980-00-61-1968.0000	10	191.29	WILLIAMSBURG VACATION	SHILOH	CAMDEN POINT RD
R	03-9809-00-17-2462.0000	10	128.04	TODD ALLEN RIGGS	SHILOH	LITTLE CREEK RD
R	01-7998-01-08-8621.0000	9	5,361.33	WILLIE L. TURNER ETAL	SOUTH MILLS	1289 343 NC N
R	01-7999-00-32-3510.0000	9	1,737.85	LEAH BARCO	SOUTH MILLS	195 BUNKER HILL RD
R	02-8936-00-24-7426.0000	9	570.31	BERNICE PUGH	CAMDEN	113 BOURBON ST
R	02-8945-00-41-2060.0000	8	3,860.50	LASELLE ETHERIDGE SR.	CAMDEN	168 BUSHELL RD
R	02-8936-00-00-8926.0000	8	3,176.48	ODELL TRAFTON	CAMDEN	215 SCOTLAND RD
R	01-7999-00-12-8596.0000	8	1,440.11	MOSES MITCHELL HEIRS	SOUTH MILLS	165 BUNKER HILL RD
R	01-7989-04-60-1954.0000	8	994.00	CHRISTINE RIDDICK	SOUTH MILLS	105 BLOODFIELD RD
R	03-8899-00-37-0046.0000	8	142.92	ELIZABETH LONG	SHILOH	HIBISCUS
R	01-7989-00-01-1714.0000	7	8,446.62	CHARLES MILLER HEIRS	SOUTH MILLS	HORSESHOE RD
R	01-7080-00-62-1977.0000	7	3,069.01	SANDERS CROSSING OF CAMDEN CO	SOUTH MILLS	117 OTTERS PL
R	02-8934-04-71-8470.0000	7	2,353.19	JAMES MILTON JONES ETAL	CAMDEN	267 COUNTRY CLUB RD
R	01-7988-00-91-0179.0001	7	1,610.12	THOMAS L. BROTHERS HEIRS	SOUTH MILLS	
R	02-8935-01-19-4055.0000	7	1,042.59	ANDERSON CARTWRIGHT SR.	CAMDEN	271 SLEEPY HOLLOW RD
R	01-7988-00-14-1370.0000	7	729.59	ISAAC COSTON	SOUTH MILLS	NORTH SIDE RD
R	02-8935-03-40-3652.1000	7	684.74	HOWARD DAVENPORT	CAMDEN	117 GUMBERRY RD
R	03-8962-00-50-0273.0000	7	666.82	DAISEY WILLIAMS BURNHAM	SHILOH	RAYMONS CREEK RD
R	01-7998-00-57-2800.1000	7	427.45	TINA RENEE LEARY	SOUTH MILLS	111 LINTON RD
R	02-8934-03-20-7985.0000	6	2,686.30	RUTH ANN BURGESS ETAL	CAMDEN	CHANTILLY RD
R	01-7989-04-60-1568.0000	6	826.56	EMMA BRITE HEIRS	SOUTH MILLS	116 BLOODFIELD RD
R	03-8971-00-12-0477.0000	5	14,784.05	GILBERT WAYNE OVERTON &	SHILOH	187 THOMAS POINT RD
R	02-8945-00-54-1099.0000	5	4,568.58	GERTIE LEE & JONOLA T ROUNTREE	CAMDEN	263 BELCROSS RD

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Delinquencies Top-30 Oldest

1

Attachment "B"
 Paul

Roll	Parcel Number	Unpaid Amount	YrsDlq	Taxpayer Name	City	Property Address
P	0001709	1,305.72	5	JOHN MATTHEW CARTE	CAMDEN	158 HWY
P	0000738	1,153.67	3	LESLIE ETHERIDGE JR	CAMDEN	431 158 US W
P	0001046	1,042.68	9	THIEN VAN NGUYEN	SHILOH	133 EDGEWATER DR
P	0001072	836.89	9	PAM BUNDY	SHILOH	105 AARON DR
P	0001838	743.15	6	JEFFREY EDWIN DAVIS	HERTFORD	MIC MAC TRAIL
P	0001739	655.07	3	COAST TO COAST POWDER COATING	CAMDEN	330 158 HWY E
P	0000956	602.20	9	HUNG PHI LE	SHILOH	103 EDGEWATER DR
P	0001546	578.67	3	GEORGE ROWLAND	CAMDEN	431 158 US W
P	0001883	518.36	3	DUNG LE TRAN	SHILOH	255 SAILBOAT ROAD
P	0001827	483.28	2	KAREN BUNDY	CAMDEN	431 158 US W
P	0000352	443.65	8	ROBERT F. NERNEY	ELIZABETH CITY	107 SMALL DRIVE
P	0001230	411.11	2	JAMES NYE	SOUTH MILLS	101 ROBIN CT W
P	0001116	409.86	3	AL JORDAN	CAMDEN	390 158 HWY W
P	0000248	351.04	9	ROBERT H. OWENS	CAMDEN	363 # 15
P	0001905	340.08	3	AAR CORPORATION ETAL	SOUTH MILLS	211 FLYING TIGER RD
P	0001227	322.05	8	THUAN NGOC TRAN	SHILOH	227 SAILBOAT RD
P	0000846	296.69	2	YOAN TRINH	SHILOH	229 SAILBOAT RD
P	0001655	292.68	2	GARY STEWART ELKINS	CAMDEN	150 158 HWY W
P	0000295	272.77	1	HENDERSON AUDIOMETRICS, INC.	CAMDEN	330 158 HWY E
P	0000256	270.00	7	JAMES E. NASH	SOUTH MILLS	1097 343 HWY N
P	0001672	268.26	4	DAVE SILVA	CAMDEN	390 158 HWY
P	0001693	261.90	5	ALLIANCE NISSAN	CAMDEN	158 HWY W
P	0001952	238.91	2	SANDY BOTTOM MATERIALS, INC	SOUTH MILLS	319 PONDEROSA RD
P	0001107	236.19	7	HARRIS UNDERGROUND UTILITIES	CAMDEN	109 LAMB'S RD
P	0000421	227.73	3	CLARENCE MUNDEN	CAMDEN	
P	0000010	220.85	7	SPRINT NEXTEL CORPORATION	OVERLAND PARK	
P	0001220	219.05	9	KIMBERLY DIANE JOHNSON	SOUTH MILLS	172 KEETER BARN RD
P	0001106	217.72	7	JAMI ELIZABETH VANMORN	SOUTH MILLS	617 MAIN ST
P	0001850	185.18	4	MICHELE LEE TAYLOR	SOUTH MILLS	108 BINGHAM RD
P	0001909	182.40	3	KYLE CALVIN MARTINEAU		256 GARRINGTON ISLAND

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Delinquencies Top-30 Unpaid

Attachment "A"
Personal

Roll	Parcel Number	YrsDlq	Unpaid Amount	Taxpayer Name	City	Property Address
F	0000738	10	1,153.67	LESLIE ETHERIDGE JR	CAMDEN	
F	0001072	10	836.89	PAM BUNDY	SHILOH	105 AARON DR
F	0000956	10	602.20	HUNG PHI LE	SHILOH	103 EDGEWATER DR
F	0000248	10	351.04	ROBERT H. OWENS	CAMDEN	363 # 15
F	0000053	10	141.73	BOBBY W. CARSON	ELIZABETH CITY	1805 RIVERSHORE DRIVE
F	0000699	10	129.90	TRIEU M. VO	SHILOH	223 SAILBOAT RD
F	0001046	9	1,042.68	THIEN VAN NGUYEN	SHILOH	133 EDGEWATER DR
F	0001230	9	219.05	KIMBERLY DIANE JOHNSON	SOUTH MILLS	172 KEETER BARN RD
F	0000837	9	139.42	DUC MINH LE		
F	0000316	9	122.12	JAMES P. JONES	CAMDEN	142 SANDHILLS RD
F	0000352	8	443.65	ROBERT F. NERNEY	ELIZABETH CITY	107 SMALL DRIVE
F	0001327	8	322.05	THUAN NGOC TRAN	SHILOH	257 SAILBOAT RD
F	0001106	8	217.72	JAMI ELIZABETH VANHORN	SOUTH MILLS	617 MAIN ST
F	0000256	7	270.00	JAMES E. NASH	SOUTH MILLS	1097 343 HWY N
F	0001107	7	236.19	HARRIS UNDERGROUND UTILITIES	CAMDEN	109 LAMB'S RD
F	0000010	7	220.89	SPRINT NEXTEL CORPORATION	OVERLAND PARK	
F	0001538	6	743.15	JEFFREY EDWIN DAVIS	HERTFORD	MIC MAC TRAIL
F	0001545	6	160.66	LOUIS RUGGERI	ELIZABETH CITY	CAMDEN CAUSEWAY
F	0001540	6	120.95	DAVID LUKE	ELIZABETH CITY	CAMDEN CAUSEWAY
F	0001709	5	1,305.72	JOHN MATTHEW CARTE	CAMDEN	158 HWY
F	0001672	5	268.26	DAVE SILVA	CAMDEN	158 HWY
F	0001693	5	261.90	ALLIANCE NISSAN	CAMDEN	158 HWY W
F	0001673	5	177.05	THOMAS PHILLIP WINSLOW	CAMDEN	158 HWY W
F	0001827	4	483.28	KAREN BUNDY	CAMDEN	431 158 US W
F	0001250	4	185.18	MICHELE LEE TAYLOR	SOUTH MILLS	108 BINGHAM RD
F	0001739	3	655.07	COAST TO COAST POWDER COATING	CAMDEN	330 158 HWY E
F	0001546	3	578.67	GEORGE ROWLAND	CAMDEN	431 158 US W
F	0001883	3	518.36	DUNG LE TRAN	SHILOH	255 SAILBOAT ROAD
F	0001116	3	409.86	AL JORDAN	CAMDEN	390 158 HWY W
F	0001905	3	340.08	AAR CORPORATION ETAL	SOUTH MILLS	211 FLYING TIGER RD

11/03/14 17:06:34

Delinquencies Top-30 Oldest

Attachment "B"
Personal

**Camden County Board of Commissioners
AGENDA ITEM SUMMARY SHEET**

Item Number: 6.D

NEW BUSINESS

Meeting Date: November 17th, 2014
Attachments: 3 (31 Pages)
Submitted By: Dan Porter, Planning Director

ITEM TITLE: Community Rating System

SUMMARY:

The National Flood Insurance Program (NFIP) has a voluntary program for communities to participate in with the possibility of lowering flood insurance premiums for properties located in special flood hazard areas (SFHA). The Community Rating System (CRS) is an elaborate scoring system whereby communities gain points based on the number, type, and intensity of listed regulatory practices, record keeping, mapping, public outreach & education, and policy initiatives. Depending on the annual score of the community, individual properties' premium can be discounted in 5% increments up to a maximum of 50%, from Class 9 to Class 1 respectively. Without participation in the CRS program communities like Camden are considered Class 10 with no discounts. A brief rating guide manual is attached.

Also attached is a brief summary of the costs and benefits and a very preliminary "Quick Check" scorecard from CRS that outlines some of the more common activities which communities implement related to mandatory FEMA regulation, as well as local initiatives. Camden appears to be able to achieve a Class 8 or perhaps 7 rating (10% to 15% discount) based on our current activities or those that could be implemented with little to no cost. Also attached is the "What if Table" for Camden showing that the average savings would be Class 9 - \$36; Class 8 - \$72; Class 7 - \$109.

MOTION MADE	
BY:	
S. Duckwall	_____
G. Meiggs	_____
M. McLain	_____
R. Krainiak	_____
C. Riggs	_____
NO MOTION	_____
VOTE:	
S. Duckwall	_____
G. Meiggs	_____
M. McLain	_____
R. Krainiak	_____
C. Riggs	_____
ABSENT	_____
RECUSED	_____

The actual scoring of a participating community includes a vast array of activities that must be thoroughly documented, reviewed, and evaluated by CRS/ISO specialists and approved through FEMA. (The manual is 615 pages.) Once a rating is approved the community must continue the activities with annual documentation and site visits by specialists to maintain the rating. With expenditures of additional resources for additional flood prevention activities the rating can be improved.

It should be noted that in order to be eligible for the program the community must first be 100% compliant with NFIP regulations related to ordinances, building codes, policies, insured public and private structures, and staff certification.

The first step in the application process is to request a “community assistance visit” by FEMA officials to identify compliance issues and potential activities for inclusion in the application. Initial eligibility and participation in the CRS program can possibly present difficult and expensive enforcement issues depending on the presence of non-compliant structures that need to be identified, provided notice, and brought up to standards.

RECOMMENDATION:

Discussion and possible action to direct staff to initiate application process.



National Flood Insurance Program

Community Rating System

A Local Official's Guide to

Saving Lives

Preventing Property Damage

Reducing the Cost of Flood Insurance

FEMA 573



FEMA

How the Community Rating System Works

Every year, flooding causes hundreds of millions of dollars' worth of damage to homes and businesses around the country. Standard homeowners and commercial property policies do not cover flood losses. So, to meet the need for this vital coverage, the Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP).

The NFIP offers reasonably priced flood insurance in communities that comply with minimum standards for floodplain management.

The NFIP's Community Rating System (CRS) recognizes community efforts beyond those minimum standards by reducing flood insurance premiums for the community's property owners. The CRS is similar to — but separate from — the private insurance industry's programs that grade communities on the effectiveness of their fire suppression and building code enforcement.

CRS discounts on flood insurance premiums range from 5% up to 45%. Those discounts provide an incentive for new flood protection

activities that can help save lives and property in the event of a flood.

To participate in the CRS, your community can choose to undertake some or all of the 18 public information and floodplain management activities described in the CRS *Coordinator's Manual*.

You're probably already doing many of these activities. To get credit, community officials will need to prepare an application documenting the efforts.

The CRS assigns credit points for each activity. Table 2 lists the activities and the possible number of credit points for each one. The table also shows the average number of credit points communities earn for each activity. These averages may give a better indication than the maximums of what your community can expect.

To be eligible for a CRS discount, your community must do Activity 310, Elevation Certificates. If you're a designated repetitive loss community, you must also do Activity 510,

Floodplain Management Planning. All other activities are optional.

Based on the total number of points your community earns, the CRS assigns you to one of ten classes. Your discount on flood insurance premiums is based on your class.

For example, if your community earns 4,500 points or more, it qualifies for Class 1, and property owners

in the floodplain get a 45% discount. If your community earns as little as 500 points, it's in Class 9, and property owners in the floodplain get a 5% discount. If a community does not apply or fails to receive at least 500 points, it's in Class 10, and property owners get no discount.

Table 1, below, shows the number of points required for each class and the corresponding discount.

Table 1:

How much discount property owners in your community can get

Rate Class	Discount		Credit Points Required
	SFHA*	Non-SFHA**	
1	45%	10%	4,500 +
2	40%	10%	4,000 - 4,499
3	35%	10%	3,500 - 3,999
4	30%	10%	3,000 - 3,499
5	25%	10%	2,500 - 2,999
6	20%	10%	2,000 - 2,499
7	15%	5%	1,500 - 1,999
8	10%	5%	1,000 - 1,499
9	5%	5%	500 - 999
10	0%	0%	0 - 499

* Special Flood Hazard Area

** Preferred Risk Policies are available only in B,C, and X Zones for properties that are shown to have a minimal risk of flood damage. The Preferred Risk Policy does not receive premium rate credits under the CRS because it already has a lower premium than other policies. Although they are in SFHAs, Zones AR and A99 are limited to a 5% discount. Premium reductions are subject to change.

Table 2:

What You Can Do to Get Credit

The CRS grants credit for 18 different activities that fall into four series:

Series 300	Public Information	Maximum Points*	Average Points*
	<p>This series credits programs that advise people about the flood hazard, flood insurance, and ways to reduce flood damage. The activities also provide data that insurance agents need for accurate flood insurance rating.</p>		
310	<p>Elevation Certificates</p> <ul style="list-style-type: none"> • Maintain FEMA elevation certificates for new construction in the floodplain. (At a minimum, a community must maintain certificates for buildings built after the date of its CRS application.) 	162	69
320	<p>Map Information Service</p> <ul style="list-style-type: none"> • Provide Flood Insurance Rate Map (FIRM) information to people who inquire, and publicize this service. 	140	138
330	<p>Outreach Projects</p> <ul style="list-style-type: none"> • Send information about the flood hazard, flood insurance, flood protection measures, and/or the natural and beneficial functions of floodplains to flood-prone residents or all residents of a community. 	380	90
340	<p>Hazard Disclosure</p> <ul style="list-style-type: none"> • Real estate agents advise potential purchasers of flood-prone property about the flood hazard. • Regulations require notice of the hazard. 	81	19
350	<p>Flood Protection Information</p> <ul style="list-style-type: none"> • The public library and/or community's website maintains references on flood insurance and flood protection. 	102	24
360	<p>Flood Protection Assistance</p> <ul style="list-style-type: none"> • Give inquiring property owners technical advice on how to protect their buildings from flooding, and publicize this service. 	71	53
Series 300	Total	936	393

*Maximum and average points are subject to change. See the current *CRS Coordinator's Manual* for the latest information.

Series 400	Mapping and Regulations	Maximum Points*	Average Points*
	This series credits programs that provide increased protection to new development.		
410	Additional Flood Data <ul style="list-style-type: none"> • Develop new flood elevations, floodway delineations, wave heights, or other regulatory flood hazard data for an area not mapped in detail by the flood insurance study. • Have a more restrictive mapping standard. 	1,346	86
420	Open Space Preservation <ul style="list-style-type: none"> • Guarantee that currently vacant floodplain parcels will be kept free from development. 	900	191
430	Higher Regulatory Standards <ul style="list-style-type: none"> • Require freeboard. • Require soil tests or engineered foundations. • Require compensatory storage. • Zone the floodplain for minimum lot sizes of 1 acre or larger. • Require coastal construction standards in AE Zones. • Have regulations tailored to protect critical facilities or areas subject to special flood hazards (for example, alluvial fans, ice jams, subsidence, or coastal erosion). 	2,740	166
440	Flood Data Maintenance <ul style="list-style-type: none"> • Keep flood and property data on computer records. • Use better base maps. • Maintain elevation reference marks. 	239	79
450	Stormwater Management <ul style="list-style-type: none"> • Regulate new development throughout the watershed to ensure that post-development runoff is no worse than pre-development runoff. • Regulate new construction to minimize soil erosion and protect or improve water quality. 	670	98
Series 400	Total	5,895	620

Series 500	Flood Damage Reduction	Maximum Points*	Average Points*
	This series credits programs that reduce the flood risk to existing development.		
510	Floodplain Management Planning <ul style="list-style-type: none"> • Prepare, adopt, implement, and update a comprehensive flood hazard mitigation plan using a standard planning process. (This is a minimum requirement for all repetitive loss communities.) 	359	115
520	Acquisition and Relocation <ul style="list-style-type: none"> • Acquire and/or relocate flood-prone buildings so that they are out of the floodplain. 	3,200	213
530	Flood Protection (Protection of existing floodplain development by floodproofing, elevation, or minor structural projects.)	2,800	93
540	Drainage System Maintenance <ul style="list-style-type: none"> • Conduct periodic inspections of all channels and retention basins, and remove debris as needed. 	330	232
Series 500	Total	6,689	653

Series 600	Flood Preparedness	Maximum Points*	Average Points*
	This series credits flood warning, levee safety, and dam safety projects.		
610	Flood Warning Program • Provide early flood warnings to the public, and have a detailed flood response plan keyed to flood crest predictions.	255	93
620	Levee Safety • Maintain existing levees not otherwise credited in the flood insurance rating system that provide some flood protection.	900	198
630	Dam Safety (All communities in a state with an approved dam safety program receive some credit.)	175	66
Series 600	Total	1,330	357
All Series	Total	14,850	2,023

Extra Credit

Your community can get extra credit points — in addition to the points listed in the table — if you coordinate your activities through a comprehensive floodplain management plan. Also, if your community faces growth pressures, the mapping and regulation activities in Series 400 receive extra credit. See the *CRS Coordinator's Manual* for full details.

Many communities can qualify for what the CRS calls “uniform minimum credit,” based on the activities a state or regional agency implements on behalf of its communities. For example, some states have disclosure laws eligible for credit under activity 340, Flood Hazard Disclosure. Any community in those states can receive the uniform minimum credit.

Your community may want to consider floodplain management activities not listed in the *CRS Coordinator's Manual*. You should evaluate these activities for their ability to increase public safety, reduce property damage, avoid economic disruption and loss, and protect the environment. In addition, you can request a review of these activities to determine whether they should be eligible for CRS credit. FEMA welcomes innovative ways to prevent or reduce flood damage.

How to Apply

Participation in the CRS is voluntary. If your community is in full compliance with the rules and regulations of the NFIP, you may apply. There's no application fee, and all CRS publications are free.

Your community's chief executive officer (that is, your mayor, city manager, or other top official) must appoint a CRS coordinator to handle the application work and serve as the liaison between the community and FEMA. The coordinator should know the operations of all departments that deal with floodplain management and public information. And the coordinator should be able to speak for the community's chief executive officer.

The first step in the application process is to get a copy of the CRS Application, which contains all the instructions and procedures you need for preparing and submitting your community's initial application for a CRS classification. The CRS Application includes easy-to-follow worksheets that provide credits for applicable activities. The CRS Application also identifies the documentation you must submit to support the credits you are requesting.

You may also want to order a copy of the *CRS Coordinator's Manual*, which describes the program in full and provides specific information, including eligible activities, required documentation, and resources for assistance.

Your designated CRS coordinator should fill out and submit your application. Help is also available through the contact information below. The CRS will verify the information and arrange for flood insurance premium discounts.

To order CRS publications at no charge, fax the order form on the following page to 317-848-3578, or mail to the address below. You can also e-mail your request to nfipcrs@iso.com. Both the CRS Application and the *CRS Coordinator's Manual* are also available at FEMA's CRS Resource Center website — www.training.fema.gov/emiweb/crs.

For more info, write, phone, or fax:

NFIP/CRS
P.O. Box 501016
Indianapolis, IN 46250-1016
Telephone: 317-848-2898
Fax: 317-848-3578
E-mail: nfipcrs@iso.com

Order Form

Fax to: 317-848-3578

Please send me these CRS publications:

No. of Copies	Document
_____	CRS Coordinator's Manual
_____	CRS Application

Name _____ Phone _____

Title _____

Street _____

City _____ State _____ ZIP _____

Community Name _____ NFIP Number _____
(if applicable) (if applicable)

OMB No. 1660-0022

Expires Sept 30, 2013

Public reporting burden for this form is estimated to average 45 hours per response for the application process. The burden estimate includes the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and submitting the form. This collection of information is voluntary. You are not required to respond to this collection of information unless it displays a valid OMB control number. Send comments regarding the accuracy of the burden estimate and any suggestions for reducing the burden to: Information Collections Management, Department of Homeland Security, Federal Emergency Management Agency, 500 C Street, S.W., Washington, D.C. 20472, Paperwork Reduction Project (1660-0022). NOTE: Do not send your completed form to this address.

National Flood Insurance Program Community Rating System Application Letter of Interest and Quick Check Instructions

FEMA Form Number 086-0-35

This document contains 7 tabs, accessible below.



Community Rating System (CRS) Application Letter of Interest and CRS Quick Check

Application for a Community Rating System (CRS) classification is voluntary. A community can request a CRS classification at any time provided that

- The community can meet all of the responsibilities listed under "Community Responsibilities" *(see below)* and
- The credit points add up to at least 500 points, enough to become a Class 9.

Community Request for a CRS Classification

Two application items are needed to request a CRS classification. Communities must provide

(1) A letter of interest sent to the FEMA Regional Office that

- States that the community is interested in joining the CRS,
- Designates the community's CRS Coordinator,
- States that the community will cooperate with the verification process, and
- States that the community understands that approval from the FEMA Regional Office is needed for the ISO/CRS Specialist to visit the community and verify the creditable activities.

The letter is signed by the community's Chief Executive Officer (CEO) and is sent to the FEMA Regional Office. Copies of the letter are also sent to the State NFIP Coordinator and the Insurance Services Office, Inc. (ISO). A sample letter is provided in the tab of this file named "Sample Letter of Intent."

Contact information for the State NFIP Coordinators can be found at www.floods.org/index.asp?menuID=274.

(2) Documentation submitted to ISO showing that the community is implementing activities that warrant at least 500 points. This can be done by using the CRS Quick Check that is provided in the tab of this file titled "CRS Quick Check." Please read the instructions provided in the tab of this file titled "Quick Check Instructions."

All CRS Quick Check items should be submitted digitally to the ISO/CRS Specialist, although hard copies are acceptable. Letters needing signatures should be scanned and sent as PDF files.

Next Steps

If the community's submittal is complete (including items to be attached to the CRS Quick Check) and shows that 500 or more credit points are likely, the ISO/CRS Specialist will contact the FEMA Regional Office for approval to conduct an initial verification visit with the community. This is only approval for ISO to commence the application process. Communities must meet the minimum standards of the NFIP as determined by a Community Assistance Visit conducted by FEMA within six months of the verification visit. Therefore, the Regional Office (or State NFIP Coordinator) may opt to conduct the Community Assistance Visit before giving approval for the verification visit.

When approval is received, the ISO/CRS Specialist will contact the community to schedule the initial verification visit. At the visit, the CRS is explained and each activity likely to receive credit is reviewed.

Community Responsibilities

To participate in the CRS, a community must

- Be in the Regular Phase of the NFIP for at least one year;
- Be in full compliance with the minimum requirements of the NFIP. This is documented by a "letter of full compliance" from the FEMA Regional Office;
- Keep Elevation Certificates, Flood Insurance Rate Maps, and Flood Insurance Studies for as long as the community is in the CRS;
- Maintain flood insurance on all buildings owned by the community that are required to have flood insurance;
- Designate a CRS Coordinator;
- Cooperate with the ISO/CRS Specialist and the verification procedures;
- Submit a recertification each year attesting that all credited activities are still being implemented;
- Track the area of the regulated floodplain and the number of buildings in the regulated floodplain each year; and

- Maintain other records of activities until they are reviewed at the next verification visit.

These responsibilities are spelled out in more detail in the *CRS Coordinator's Manual* (see Section 114.b and Section 211.a). Communities with repetitive loss properties have additional requirements. FEMA or the ISO/CRS Specialist can provide repetitive loss

press information to local officials.

Community Letter of Interest to Join the CRS

{Community letterhead}

{Date}

{Name}

Federal Emergency Management Agency

Region (____)

{Address}

{City, ST, Zip}

_(See the list of FEMA Regional Offices at www.CRSresources.org/100-2/.)

Dear _____ *{name}*:

The City/Town/County of _____ *{name}* is interested in participating in the Community Rating System (CRS) so that our residents will qualify for discounted flood insurance premiums.

Our CRS Coordinator is _____ *{name}*, who can be reached at _____ *{phone}* or _____ *{e-mail address}*.

We will cooperate with FEMA, the Insurance Services Office, Inc. (ISO), and the CRS verification process to ensure that our credited activities are fully earned and warranted.

Please ask ISO to visit us to review our program in depth and verify the creditable activities. We understand that approval from the FEMA Regional Office is needed for the ISO/CRS Specialist to visit the community.

Sincerely,

{name}
{title}

{Note: This letter must be signed the by Chief Executive Officer of the community, such as the mayor or city manager.}

cc: *{ISO/CRS Specialist}*

{State NFIP Coordinator for your State}

{See the list of ISO/CRS Specialists at www.CRSresources.org/100-2/.)}

CRS Quick Check Instructions

This Community Rating System (CRS) Quick Check is a tool to help communities join the CRS. It is one of two application items required for a community to request a CRS classification. The other item is the letter of interest from the community's Chief Executive Officer (CEO), which is explained in Application to the Community Rating System (see the tab of this Excel file titled "CRS Appl Instructions").

The objective of the CRS Quick Check is to show that the community is doing enough floodplain management activities above and beyond the minimum requirements of the National Flood Insurance Program to warrant 500 credit points, enough to be a CRS Class 9 or better. The CRS Quick Check can be found in the "CRS Quick Check" tab of this Excel file. The CRS Quick Check can be printed and completed on hard copy by the community. However, if it is completed on the computer, the Excel spreadsheet will perform the calculations and save the file.

For the sake of space, the CRS Quick Check uses very short statements for each activity and element. More information on these activities and elements is provided in the table below.

For a full explanation of each activity and element, see the *CRS Coordinator's Manual*. The section numbers in the left columns of the CRS Quick Check and the Instructions coincide with the section numbers in the *CRS Coordinator's Manual*.

General Instructions

1. Collect the following from your ISO/CRS Specialist. ISO/CRS Specialists are listed at www.CRSresources.org/100-2/.

- a. The number of repetitive loss properties in your community. If > 0, ask your ISO/CRS Specialist for the list of the addresses.
- b. The BCEGS class for your community. Enter the higher of the 2 numbers in the top line. If there is no BCEGS class, enter "10."

2. The CRS Quick Check does not include everything that the CRS credits, only the more common items. Elements that are highlighted have been credited for at least 75% of the CRS communities in the country.

- a. Highlighted items will probably provide the 500 points that are needed. You are welcome to review the rest of the items to see if more credit is likely.
- b. Do not change numbers in the shaded cells.
- c. Enter the "Credit" figure (amount) in the "Now" column if it is being done now.
- d. Enter the "Credit" figure in the "Could" column if your community could start doing this relatively easily.
- e. The "Max" column shows the potential maximum credit that could be assigned by ISO at the verification visit.
- f. Needed documentation items that the community must attach to the CRS Quick Check are noted.

3. Section numbers in the left columns of the CRS Quick Check and these instructions coincide with the section num

4. Summary explanations for the questions are give below. Detailed information on each section can be found in the *CRS Coordinator's Manual*, which can be downloaded from www.CRSresources.org/Manual.

Acronyms used in the CRS Quick Check

BCEGS: Building Code Effectiveness Grading Schedule, a classification system for building departments administered by ISO

CEO: The Chief Executive Officer of a community, i.e., the official who is charged with the authority to implement and administer local laws, ordinances, and regulations. The CEO may be a mayor, city or county manager, county executive, chair or president of a county council, etc., but not a department head.

CRS: The Community Rating System

FIRM: The community's Flood Insurance Rate Map

ISO: The Insurance Services Office, Inc., the company that administers the CRS for FEMA

NFIP: The National Flood Insurance Program

SFHA: The Special Flood Hazard Area shown on the community's FIRM

Section		Prerequisites
211	a (2)	<p>Have you had a Community Assistance Visit (CAV) in the last year that concluded you are in full compliance with the NFIP?</p> <p><i>If your community has not had a recent CAV, but you expect that all floodplain development has been properly regulated in accordance with your floodplain management ordinance, check "Can Meet." Eventually, there must be an official letter from your FEMA Regional Office that your community is in full compliance with the NFIP before the full application can be processed. Meanwhile, the Quick Check can be used for the application submittal and to tell your ISO/CRS Specialist what credit is likely.</i></p>
	a (4)	<p>How many repetitive loss properties are there in your community?</p> <p><i>Some of them can be removed if they are not in your community's corporate limits or if they have been mitigated. If changes are needed, your ISO/CRS Specialist can go over the paperwork requirement (AW-501s) when he visits.</i></p>
	a (4)	<p>What is your repetitive loss category? (A = no rep losses, B = 1 - 9, C = 10 or more)</p> <p><i>Category A: No requirements</i></p> <p><i>Category B: Get a general sense of where the repetitive loss properties are. See if you can identify likely areas. See also "Mapping Repetitive loss Areas" at www.CRSresources.org/500-2/. Your community will have to provide</i></p> <p><i>a. A description of the causes of the repetitive loss flooding. This may be a brief paragraph for each area.</i></p> <p><i>b. A map identifying the repetitive loss areas. Those areas include the properties on the FEMA list and adjacent properties with similar flooding conditions.</i></p> <p><i>c. A list of the addresses of all properties in the repetitive loss area(s) with insurable buildings on them.</i></p> <p><i>d. A notice must be sent to each property in the repetitive loss areas every year. Your ISO/CRS Specialist can explain the details.</i></p> <p><i>Category C: Everything a Category B community has to do plus</i></p> <ul style="list-style-type: none"> <i>- A floodplain management plan that includes the repetitive loss areas, <u>or</u></i> <i>- A hazard mitigation plan that includes the repetitive loss areas, <u>or</u></i> <i>- Repetitive loss area analysis reports for each area.</i> <p><i>Check with your ISO/CRS Specialist to see if there's an approved hazard mitigation plan that covers your community. Look at the plan. If it covers your community's repetitive loss areas, you may have met this plan requirement.</i></p>
a (5)	<p>Have you maintained flood insurance policies on all buildings that have been required to have one?</p> <p><i>Your community needs to have a flood insurance policy on each building it owns for which a policy was required as a condition of federal aid (e.g., an Environmental Protection Agency grant or FEMA disaster assistance). Generally, these will only be buildings located in the Special Flood Hazard Area. Even if there was no requirement, it's a good idea. Any disaster assistance for publicly owned and insurable buildings in the SFHA will be reduced by the amount of flood insurance that should have been obtained. For more information see Figure 210-1 in the CRS Coordinator's Manual.</i></p>	
213	a	<p>How many buildings are in your community's Special Flood Hazard Area?</p> <p><i>Provide as accurate a count as you can. This number will be kept updated over the years. Your ISO/CRS Specialist can provide guidance on how much of an effort is needed.</i></p>
	a	<p>How large is your community's Special Flood Hazard Area (in acres)?</p> <p><i>Provide as accurate a measure as you can. This number will be kept updated over the years. Your ISO/CRS Specialist can provide guidance on how much of an effort is needed.</i></p>

Section		CRS Activities and Elements
310	a	<p>Will you keep FEMA Elevation Certificates on all new buildings and substantial improvements in the SFHA and check that they are correctly filled out? This also applies to FEMA Floodproofing Certificates and V Zone Certificates.</p> <p><i>This is a prerequisite for joining the CRS. "Correctly filled out" means that each item on the checklist is complete and correct. See www.CRSresources.org/300-3 and Figure 310-2 in the CRS Coordinator's Manual.</i></p>
	b	<p>Do you have FEMA Elevation Certificates on buildings built before your CRS application?</p> <p><i>If so, enter 12 points. If your community has Elevation Certificates on the majority of the buildings constructed in the SFHA since its initial FIRM date, enter 24.</i></p>
320	a MI 1	<p>This section is a prerequisite for the rest of the credits in 320.</p> <p>Are you willing to publicize that you will read FIRMs for inquirers and keep a record of what you told them?</p> <p><i>You must keep your FIRM up to date. "Up to date" means the FIRM used for permit decisions reflects new subdivisions, annexations, map revisions, and Letters of Map Change (LOMAs and LOMRs).</i></p> <p><i>Almost every community reads its FIRM for inquirers and keeps the FIRM up to date. The key for CRS credit is publicizing the service and keeping a record.</i></p> <ul style="list-style-type: none"> <i>– Publicity can be an article in a community newsletter that reaches everyone (a newspaper does not usually qualify) or a notice mailed to local lending institutions, insurance agencies, and real estate agencies.</i> <i>– A record of the service can be established by recording information in a log (Figure 320-5 in the CRS Coordinator's Manual) or by completing a form letter and keeping a copy.</i> <i>– Your community must advise the inquirer of the mandatory flood insurance purchase requirement. Examples of explanations are in the form letter template and in Figure 320-1 of the CRS Coordinator's Manual.</i> <p><i>If your community is willing to do all this, enter 30 points. You can then qualify for the following additional credits, but the maximum credit for 320 is 90 points.</i></p>
	b MI 2	<p>Do you provide inquirers with other non-insurance related information that is shown on your FIRM?</p> <p><i>This is for providing non-insurance related information that is shown on most FIRMs, such as protected coastal barriers, floodways, or limit of moderate wave action (LiMWA).</i></p>
	c MI 3	<p>Do you provide information about flood problems other than those shown on the FIRM?</p> <p><i>Such problems could include flooding in unmapped areas, local drainage problems, or the 500-year floodplain, outside the SFHA.</i></p>
	d MI 4	<p>Do you provide information about flood depths?</p> <p><i>This can be site-specific information, such as the depth of the base flood at a building or a map like the one in Figure 320-3 in the CRS Coordinator's Manual.</i></p>
	e MI 5	<p>Do you provide information about special flood-related hazards, such as erosion, subsidence, or tsunamis?</p> <p><i>The special flood-related hazards include alluvial fans, moveable bed streams, closed basin lakes, coastal erosion, ice jams, land subsidence, mudflow, and tsunamis.</i></p>
	f MI 6	<p>Do you provide information about past flooding at or near the site in question?</p> <p><i>This can include whether the property is in a repetitive loss area.</i></p>
	g MI 7	<p>Do you provide information about areas that should be protected because of their natural floodplain functions?</p> <p><i>Providing data from a wetland or habitat map would qualify.</i></p>
330	a	<p>Enter 2 points for each flood-related informational brochure, flyer, or other document that is set out for the public to pick up.</p> <p><i>These can be documents prepared by any agency or organization, including FEMA and insurance companies, provided they address your community's flood hazard, flood insurance, flood protection, floodplain regulations, or natural floodplain functions.</i></p> <p><i>Attach a copy of the material(s) to the packet sent to your ISO/CRS Specialist.</i></p>
	a	<p>Enter 4 points for each flood-related newsletter, presentation, or other outreach project that is implemented every year.</p> <p><i>Attach a copy of the material(s) to the packet sent to your ISO/CRS Specialist.</i></p>

Section	CRS Activities and Elements	
340	a	Do real estate agents actively advise house hunters if a property is located in a Special Flood Hazard Area? <i>If real estate agents actively advise people if a property is in the SFHA, enter 25 under "Could" and your ISO/CRS Specialist will go through the details. Often, the local real estate practice does not qualify for credit.</i>
	b	Are there state or local requirements that sellers must disclose whether a property has been flooded? <i>Examples are requiring real estate agents and/or sellers to advise potential purchasers whether "to the best of their knowledge and belief" the property has ever been flooded and requiring final recorded subdivision plats to display the flood hazard area. Enter 5 points for each such state or local regulation.</i> <i>Attach a copy of the relevant regulation.</i>
	c	Do real estate agents give house hunters a brochure or handout advising them to check out the flood hazard before they buy? <i>Eight points are possible if real estate agents give house hunters a brochure on checking out the flood hazard before they buy.</i>
350	a	Do you have any flood-related references in your public library? <i>If the library has publications on flood insurance and property protection, enter 5 points. If there is interest in putting free FEMA publications in the library, look at the Library Publications order form in Appendix C of the CRS Coordinator's Manual. If you send the order form in, enter five more points under "Could."</i> <i>If your community is in a county with a county-wide library system and another community in the county is getting this credit, enter 10 points. Your ISO/CRS Specialist can tell you what communities are getting this credit.</i>
	c	Do you have flood-related information or links on your community's website? <i>If your community's website has information or links to sites with information on the flood hazard, flood insurance, permit requirements, etc., enter 15 points. A lot more points are possible. See Section 350 of the CRS Coordinator's Manual for more details.</i>
360	a,b	Do you visit homes and help people determine how they could reduce their flooding or drainage problem? <i>Does (or could) your community make site visits to help property owners (1) determine why there is a flood or drainage problem and (2) provide general information on how to fix the problem (construction plans or specifications are not required). If your community is willing to publicize this service and keep a record of what the inquirer was told, enter 25 points. This activity must be publicized annually in a newsletter or other outreach project that reaches everyone in your community or in the floodplain.</i> <i>If your community is doing this now, attach a copy of a memo or other record of such a visit, with the findings and recommendations.</i> <i>This credit is a prerequisite for the next credit on financial assistance.</i>
	c	If so, do you talk to people about sources of financial assistance for flood or drainage protection measures? <i>Financial assistance programs include funding available from your community, mitigation grants, Increased Cost of Compliance, etc. See Figure 360-1 in the CRS Coordinator's Manual.</i>
370		Have you reviewed all your community's flood insurance policies and analyzed where coverage should be improved? <i>Activity 370 (Flood Insurance Promotion) is a new activity that credits a series of elements to analyze flood insurance coverage and where improvements are needed, prepare an outreach program, implement the program, and provide advice to people with questions on flood insurance.</i>
410	a	Have you conducted your own flood studies and do you use the data when regulating new development? <i>This could be a separate flood study that your community uses or a study that was incorporated into the current FIRM. The study could have been prepared by your community, a developer, the county, the state, or any agency other than FEMA.</i>
	a	Do you provide (or require the developer to provide) base flood elevations in approximate A Zones? <i>The minimum NFIP requirements of using available data and requiring base flood elevations from developments of 50 lots or 5 acres do not qualify for this credit. Base flood elevations would have to be calculated for every project that will involve construction of a new or substantially improved building.</i> <i>Attach a copy of the relevant ordinance section.</i>

Section	CRS Activities and Elements	
	b	<p>Did your community contribute to the cost of a Flood Insurance Study (e.g., provided cash or a base map with better topography)?</p> <p><i>If available, check the appropriate sections of the Flood Insurance Study to see if it included an existing study and/or better topo provided by your community, county, state, etc. Do not double count this and any credit counted as a flood study in 410.a.</i></p> <p><i>Attach a copy of the relevant page(s) in the Flood Insurance Study text.</i></p>
420	a	<p>What percentage of your Special Flood Hazard Area is kept as park or other publicly preserved open space?</p> <p><i>Credited open space includes public parks, athletic fields, golf courses, church camps, hunting clubs, and other green space that will be preserved as open space. There is no credit for open water greater than 10 acres, areas with buildings on them (other than rest rooms and similar necessary appurtenances), street rights of way, or areas where filling is allowed (e.g., a storage yard).</i></p> <p><i>The percentage entered is multiplied by the maximum score for the element, 1,450, to get the actual points for preserving floodplain open space.</i></p>
	c	<p>Are some of those parks or other publicly preserved open spaces preserved in or restored to their original natural state?</p> <p><i>This would require natural area(s) with no picnic grounds, ball fields, or recreational facilities other than trails. Your ISO/CRS Specialist will need a written statement from an expert in the natural sciences, such as a botanist, biologist, forester, or landscape architect.</i></p>
	e	<p>Does your community have density transfers or other regulations to encourage developers to keep the SFHA as open space?</p> <p><i>Such regulations could include density transfers, transfers of development rights (TDRs), bonuses for avoiding the floodplain or other sensitive areas, and allowing for planned unit developments (PUDs) or cluster development .</i></p> <p><i>Attach a copy of the relevant ordinance section.</i></p>
	f	<p>What percentage of your SFHA is zoned for minimum lot sizes of 5 acres or larger?</p> <p><i>The percentage entered is multiplied times 300 to get the actual points for low density zoning in the floodplain.</i></p>
430	a (1)	<p>Does your community prohibit filling or require compensatory storage in all or parts of the SFHA?</p> <p><i>Compensatory storage requires the developer to remove a cubic foot of fill for every cubic foot that is brought into the floodplain. The requirement for compensatory storage is not credited if the restriction is limited to the floodway or V Zone.</i></p> <p><i>Attach a copy of the relevant ordinance section.</i></p>
	a (2)	<p>Does your community prohibit certain types of buildings from all or parts of the SFHA?</p> <p><i>An example would be a regulation that prohibits residential buildings in the regulatory floodway or V Zone.</i></p> <p><i>Attach a copy of the relevant ordinance section.</i></p>
	a (3)	<p>Does your community prohibit or limit the storage of hazardous materials from all or parts of the SFHA?</p> <p><i>Attach a copy of the relevant ordinance section.</i></p>
	b	<p>Does your community have a freeboard requirement?</p> <p><i>Enter 80 points for each foot of freeboard required for elevation and floodproofing projects. If there are areas of approximate A Zone where there are no elevation requirements, then enter 50 points per foot.</i></p> <p><i>Do not count a requirement to build three feet above grade in an approximate A Zone or two feet above grade in an AO Zone.</i></p> <p><i>Attach a copy of the relevant ordinance section.</i></p>

Section	CRS Activities and Elements
c	<p>Do you have compaction and erosion protection requirements for fill that is used to support buildings?</p> <p><i>Many communities require that all new buildings built on fill must be on compacted fill, protected from erosion and scour. This requirement may be in your building code.</i></p> <p><i>Attach a copy of the relevant ordinance section. Note that credit is dependent on having permit records that show that the ordinance is enforced.</i></p>
d	<p>Do you track building improvements and repairs cumulatively and add the values up to reach the 50% threshold?</p> <p><i>Some communities track all permits and add up all improvements and repairs made over the years to determine when the substantial improvement/substantial damage 50% limit is met. This may or may not need special ordinance language, but CRS credit depends on good record keeping.</i></p> <p><i>Attach a copy of the relevant ordinance section.</i></p>
d	<p>Do you define substantial damage to include two floods in 10 years with average damage at 25% of the building's value?</p> <p><i>Attach a copy of the relevant ordinance section.</i></p>
e	<p>Do you require critical facilities to be protected to the 500-year flood level?</p> <p><i>Critical facilities include sites and structures that are vital to the community (e.g., hospital, fire station, water treatment plant) or that could cause significant problems if flooded (e.g., hazmat site, wastewater treatment plant). Enter 30 points (instead of 20) if the regulations require critical facilities to be protected to the 500-year flood level and have dry ground access during a 500-year flood.</i></p> <p><i>If you prohibit new critical facilities from all or parts of your floodplain, enter 30 points.</i></p> <p><i>Attach a copy of the relevant ordinance section.</i></p>
g	<p>Do you require a non conversion agreement signed by the permit applicant for an elevated building?</p> <p><i>A non conversion agreement ensures that the lower area of an elevated building is kept open for parking, storage, and building access and not improved or altered to make it non conforming.</i></p> <p><i>Attach a copy of the relevant ordinance section.</i></p>
h	<p>Does your community enforce the International Building and Residential Codes (IBC and IRC)?</p> <p><i>Most state building codes are based on the International Codes and would be credited. The final credit will depend on local enforcement of the code.</i></p>
h	<p>BCEGS classes come in two numbers (the class for residential construction and the class for nonresidential construction). Enter the higher of the two in the top line of the Excel spreadsheet. If your BCEGS class is 5 or better, your BCEGS credit is calculated automatically. There is no credit for BCEGS classes of 6 or higher.</p> <p><i>If the building department does not know its BCEGS class, check with your ISO/CRS Specialist.</i></p>
i	<p>Do you have regulations that ensure that every new building will be built to be protected from local drainage flooding?</p> <p><i>Sections 1803.3 and 1805 of the International Building Code require positive drainage away from the structure. Enter 10 points if your community can document that this requirement is enforced (e.g., there are permit inspection records that show that the requirement was met).</i></p> <p><i>Attach a copy of the relevant ordinance section.</i></p>
o	<p>Enter 5 points for every CFM or EMI NFIP course graduate, up to a maximum of 25 points.</p> <p><i>Five points can be added for each regulatory staff person who is a Certified Floodplain Manager and/or a graduate of the following four-day classes conducted by FEMA's Emergency Management Institute (EMI): Managing Floodplain Development through the NFIP (E273), Coastal Construction (E386), and Floodplain Management Advanced Topics (E194, E282, E284). The classes can be either at EMI or field deployed by the FEMA Regional Office.</i></p>
o	<p>Do you keep paper records at a secure offsite storage site or scan them and back up the files?</p> <p><i>Five points can be provided if all elevation certificates, regulations, plans, and other key records for floodplain development permits are stored in a secure location, outside of any floodprone area and at least one mile away from the permit office. The records must be copied to the off-site storage location at least once each year.</i></p>

Section	CRS Activities and Elements	
440	a	<p>Is your FIRM on a local geographic information system (GIS) layer and does the GIS also show streets and parcels?</p> <p><i>Credit is provided if your community's GIS system shows the SFHA boundaries, corporate limits, streets, and parcel or lot boundaries. The GIS must be used by the permit office. More points can be provided if the GIS has additional information, such as the floodway or contour lines, as listed in Section 442.a.</i></p>
	b	<p>Have you kept copies of all your old FIRMS?</p> <p><i>This credit is dependent on having every FIRM and Flood Insurance Study issued since the original FIRM date. Additional points are provided if your community has all of its Flood Hazard Boundary Maps.</i></p>
	c	<p>Use the handout ,“CRS Credit for Benchmark Maintenance,” (found at www.CRSresources.org/400-2/) to see if there are any benchmarks in the National Spatial Reference System.</p> <p><i>With internet access, you can see if there are any qualifying benchmarks within 1 mile of the SFHA.</i></p>
450	a	<p>Do you require new developments to build stormwater retention or detention basins?</p> <p><i>Retention/detention regulations for new development usually are found in the subdivision ordinance. The rules must cover the watershed (not just the floodplain). Attach a copy of the relevant ordinance section. It must clearly require that the peak runoff of 10-year or greater storms from new developments be no greater than the runoff from the site in its pre-development condition. If the regulations require the developer to retain or detain the 50- or 100-year storm, enter 40 or 50 points, respectively.</i></p> <p><i>Attach a copy of the relevant ordinance section.</i></p>
	c	<p>Do you have permit records that show that you require new developments to control erosion from construction projects?</p> <p><i>Most communities have erosion and sedimentation control requirements for construction projects. Note that these requirements must be enforced throughout the community, not just in the floodplain. Enter 10 points if your community can document that this requirement is enforced (e.g., there are permit inspection records that show that the requirement was met).</i></p> <p><i>Attach a copy of the relevant ordinance section.</i></p>
	d	<p>Do you have permit records that show that you require new stormwater facilities to include water quality provisions?</p> <p><i>Most communities require facilities to include measures such as grass swales and settling ponds to clean stormwater runoff. Note that these requirements must be enforced throughout the community, not just in the floodplain. Enter 20 points if your community can document that this requirement is enforced (e.g., there are water quality provisions in developers' drainage plans).</i></p> <p><i>Attach a copy of the relevant ordinance section.</i></p>
510	a	<p>Have you adopted a floodplain management or hazard mitigation plan that has been approved by FEMA?</p> <p><i>This credit is most commonly provided for a county-wide hazard mitigation plan that your community adopted. Check with your ISO/CRS Specialist to see if there's an approved hazard mitigation plan that covers your community. If so, enter the number of points it is getting under the “Now” column.</i></p> <p><i>Attach a copy of the plan's table of contents.</i></p>
	c	<p>Have you adopted a plan to protect aquatic or riparian species or other natural floodplain function?</p> <p><i>Almost any plan that protects the habitat for an aquatic or riparian species will qualify for the 15 points, provided that it has been adopted by your community's governing body or an appropriate regional agency. Plans that only address water quality are not credited.</i></p> <p><i>If you have more than one qualifying plan, enter 15 points for each, up to a maximum of 90 points.</i></p> <p><i>Attach a copy of each plan's table of contents.</i></p>
520		<p>Enter 3 points for every building that has been cleared out of the floodplain up to a maximum of 190 points.</p> <p><i>This credit is provided for clearing primary structures. Do not count garages and other accessory structures or parcels where the old building was replaced by a new, compliant, one. The parcels must be preserved as open space. This should be easy to document if a FEMA buyout was involved.</i></p>
530		<p>Enter 2.4 points for every pre-FIRM building that has been elevated voluntarily (not due to an NFIP code requirement). The Quick Check maximum is 160 points.</p> <p><i>This credit is provided for elevating primary structures. Do not count garages and other accessory structures. This should be easy to document if a FEMA mitigation grant was involved.</i></p>

Section	CRS Activities and Elements	
540	a	Do you have a program to regularly inspect streams, ditches, and other channels and to remove debris when found? Your ISO/CRS Specialist will need to see written drainage maintenance procedures and records of annual inspections and actions taken when problems were found. Your ISO/CRS Specialist can give more guidance on what will be needed.
	c	If you have credit for 540.a, do you have a capital improvements program for drainage improvements? <i>This credit is dependent on having a channel inspection and maintenance program (Section 540.a). Attach a page from the capital improvements plan that shows at least one drainage project.</i>
	d	If you have credit for 540.a, do you have an ordinance that prohibits dumping debris, junk, grass, and other landscape waste in drainageways? <i>This credit is dependent on having a channel inspection and maintenance program (Section 540.a). Note that a generic nuisance ordinance or an anti-pollution ordinance usually does not qualify. Attach a copy of the relevant ordinance section.</i>
	e	If you have credit for 450.a, do you have a program to regularly inspect storage basins and to remove debris when found? <i>This credit for inspecting and maintaining retention and detention basins is dependent on having regulations that require such basins in new developments (Section 450.a).</i>
610	a—d	Do you have a system for getting notified when flooding is expected (more than listening to the radio)? Do you have a flood response plan (or flood annex to the emergency plan) that specifies what to do after a flood notification? <i>The plan or annex must list specific instructions for different flood levels, such as "Notify the Lincoln School if the expected flood level will exceed _____," "Close the Main Street bridge at flood level _____ ..." or "Relocate the equipment out of Fire Station #1 at flood level _____..."</i> Do you have a master list of critical facilities in the floodplain and arrangements for special warnings to them? <i>Attach a copy of the latest list of critical facilities in the floodplain. For credit, it must be updated annually.</i>
	e, f	Are you a StormReady or TsunamiReady community? (see www.stormready.noaa.gov/). <i>This credit is provided if your community is listed on the StormReady or Tsunami-Ready websites and has some credit under each element in Section 610 a – d.</i>
		<i>These 610 questions should be checked with your community's emergency manager. This first question is about whether your community monitors river gages or otherwise gets an advance notice if a stream is expected to flood. A generic notice that low-lying lands will flood is not creditable.</i>
620		Do you have a levee, a levee maintenance program, and a levee failure warning and response plan (similar to 610 a-d)? Is there an annual outreach project sent to properties in the area that would flood if the levee were overtopped? <i>This credit is provided to communities that have some areas protected by levees (accredited or non-accredited), provided that they have an acceptable inspection and maintenance program and a levee failure warning and response plan similar to the criteria for a flood warning and response program in Sections 610.a through d.</i>
630	a	Is your community threatened by a failure of an upstream high-hazard-potential dam? <i>If so, enter the points for your state's dam safety program, i.e., the value for "SDS" from the "Dam Safety Scores" tab of this Excel file.</i>
	b	Do you have a dam failure warning and response plan (similar to 610 a-d)? Is there an annual outreach project sent to properties in the area that would be flooded if the dam failed? <i>This credit is available to communities that have an upstream high-hazard-potential dam and where there is at least one insurable building subject to inundation due to the failure of the high-hazard-potential dam. The credit is for a dam failure warning and response plan similar to the criteria for a flood warning and response program in Sections 610.a through d. Your community would need to have a dam failure inundation map and an emergency response plan or annex that includes specific steps, such as the ones noted for 610.b and c, above.</i>
710		Enter your county's growth rate, i.e., the value for "CGA" from the right column on the "Growth Rates" tab of this Excel file.

Section	CRS Activities and Elements
	<i>Get the growth rate ("CGA") from the third tab in the Excel file. Note that this multiplier only applies to points in the 400 series.</i>
	Total "Now" + "Could" <i>This is automatically done by the Excel software to determine your probable CRS class.</i>

CRS Quick Check							
Community Name		State		BCEGS	10		
NFIP Number		FIRM Effective Date					
Population		Current FIRM Date					
Application Date		County					
Name		Chief Executive Officer		CRS Coordinator			
Title	Mike renschow						
Address	PO Box 190						
Address	Camden NC						
		CRS Coordinator's phone		Fax			
		CRS Coordinator's e-mail					
Section	Prerequisites			Met	Can Meet	Enter	
211	a(2)	Have you had a Community Assistance Visit that concluded you are in full compliance with the NFIP?		x			
	a(4)	How many repetitive loss properties are there in your community?				21	
	a(4)	What is your repetitive loss category? (A = no rep losses, B = 1 - 9, C = 10 or more)				c	
	a(5)	Have you maintained flood insurance policies on all buildings that have been required to have one?	X				
213	a	How many buildings are in your community's Special Flood Hazard Area?				2026	
	a	How large is your community's Special Flood Hazard Area (in acres)?				94207	
CRS Activities and Elements				Now	Could	Credit	Max
310	a	Will you keep FEMA Elevation Certificates on all new buildings and substantial improvements in the SFHA?	38		38	38	
	b	Do you have FEMA Elevation Certificates on buildings built before your CRS application?	12		12	48	
320	a	Are you willing to publicize that you will read FIRMs for inquirers and keep a record of what you told them?		30	30	30	
	b	Do you provide inquirers with other non-insurance related information that is shown on your FIRM?		20	20	20	
	c	Do you provide information about flood problems other than those shown on the FIRM?		20	20	20	
	d	Do you provide information about flood depths?			20	20	
	e	Do you provide information about special flood-related hazards, such as erosion, subsidence, or tsunamis?		20	20	20	
	f	Do you provide information about past flooding at or near the site in question?		20	20	20	
	g	Do you provide information about areas that should be protected because of their natural floodplain functions?			20	20	
330	a	Enter 2 points for each flood-related informational brochure, flyer, or other document that is set out for the public to pick up.		10		200	
	a	Enter 4 points for each flood-related newsletter, presentation, or other outreach project that is implemented every year.		16			
340	a	Do real estate agents actively advise house hunters if a property is located in a Special Flood Hazard Area?	25		25	35	
	b	Are there state or local requirements that sellers must disclose whether a property has been flooded?	15		15	25	
	c	Do real estate agents give house hunters a brochure or handout advising them to check out the flood hazard before they buy?		8	8	12	
350	a	Do you have any flood-related references in your public library?		5	5	20	
	c	Do you have flood-related information or links on your community's website?	15		15	105	
360	a,b	Do you visit homes and help people determine how they could reduce their flooding or drainage problem?	25		25	85	
	c	Do you talk to people about sources of financial assistance for flood or drainage protection measures?			5	15	
370		Have you reviewed all your community's flood insurance policies and analyzed where coverage should be improved?			15	110	
410	a	Have you conducted your own flood studies and do you use the data when regulating new development?			50	290	
	a	Do you provide (or require the developer to provide) base flood elevations in approximate A Zones?		50	50	100	
	b	Did your community contribute to the cost of a Flood Insurance Study (e.g., provided cash or a base map with better topography)?			20	200	
420	a	What percentage of your Special Flood Hazard Area is kept as park or other publicly preserved open space? The percentage is multiplied by 1,450 to obtain the score.	23%	0%	0%	100%	
			334	0	0	1,450	
	c	Are some of those parks or other publicly preserved open spaces preserved in or restored to their original natural state?			15	350	
	e	Does your community have density transfers or other regulations to encourage developers to keep the SFHA as open space?			15	250	
	f	What percentage of your SFHA is zoned for minimum lot sizes of 5 acres or larger? The percentage is multiplied by 300 to obtain the score.	78%	0%	0%	100%	
			234	0	0	600	
430	a(1)	Does your community prohibit filling or require compensatory storage in all or parts of the SFHA?			100	280	
	a(2)	Does your community prohibit certain types of buildings from all or parts of the SFHA?			100	1,000	
	a(3)	Does your community prohibit or limit the storage of hazardous materials from all or parts of the SFHA?		10	10	50	
	b	Does your community have a freeboard requirement?	80		80	500	
	c	Do you have compaction and erosion protection requirements for fill that is used to support buildings?			30	80	
	d	Do you track building improvements and repairs cumulatively and add the values up to reach the 50% threshold?			40	90	
	d	Do you define substantial damage to include two floods in 10 years with average damage at 25% of the building's value?			20	20	
	f	Do you require critical facilities to be protected to the 500-year flood level?			20	80	
	g	Do you require a nonconversion agreement signed by the permit applicant for an elevated building?			30	240	
	h	Does your community enforce the International Building and Residential Codes (IBC and IRC)? If your BCEGS class is 5/5 or better, your BCEGS credit is calculated automatically.	40		40	50	
			0		0	50	
	i	Do you have regulations that ensure that every new building will be built to be protected from local drainage flooding?	10		10	120	
	o	Enter 5 points for every CFM or graduate of an EMI NFIP course, up to a maximum of 25 points.		10	0	25	
	o	Do you keep paper records at a secure offsite storage site or scan them and back up the files?		5	5	5	
440	a	Is your FIRM on a local geographic information system (GIS) layer and does the GIS also show streets and parcels?	50		50	160	

CRS Quick Check					
Community Name		State		BCEGS	10
	b	Have you kept copies of all your old FIRMs?	10	10	15
	c	Use the handout, "CRS Credit for Benchmark Maintenance," to see if there are any qualifying benchmarks in the National Spatial Reference System.		5	27
450	a	Do you require new developments to build stormwater retention or detention basins?	30	30	380
	c	Do you have permit records that show that you require new developments to control erosion from construction projects?	10	10	40
	d	Do you have permit records that show that you require new stormwater facilities to include water quality provisions?	20	20	20
510	a	Have you adopted a floodplain management or hazard mitigation plan that has been approved by FEMA?		50	382
	c	Have you adopted a plan to protect aquatic or riparian species or other natural floodplain functions?		15	100
520		Enter 3 points for every building that has been cleared out of the floodplain up to a maximum of 190 points.		N/A	2,250
530		Enter 2.4 points for every pre-FIRM building that has been elevated voluntarily, up to a maximum of 160 points.		N/A	1,600
540	a	Do you have a program to regularly inspect streams, ditches, and other channels and to remove debris when found?		20	200
	c	If you have credit for 540.a, do you have a capital improvements program for drainage improvements?		30	70
	d	If you have credit for 540.a, do you have an ordinance that prohibits dumping debris, junk, grass, etc., in drainageways?		15	30
	e	If you have credit for 540.a, do you have a program to regularly inspect storage basins and to remove debris when found?		25	120
610	a - d	Do you have a system for getting notification when flooding is expected (more than listening to the radio)?			
		Do you have a flood response plan (or flood annex to the emergency plan) that specifies what to do after a flood notification?		25	340
		Do you have a master list of critical facilities in the floodplain and arrangements for special warnings to them?	10		
	e, f	Are you a StormReady or TsunamiReady community? (see www.stormready.noaa.gov/).	25	25	25
620	a - e	Do you have a levee, a levee maintenance program, and a levee failure warning and response plan (similar to 610 a-d)? Is there an annual outreach project sent to properties in the area that would flood if the levee were overtopped?		50	235
630	a	Is your community threatened by a failure of an upstream dam? If so, enter the credit for the state's dam safety program, i.e., the value for "SDS" from the "Dam Safety Scores" tab in this Excel file.		0	45
	b - e	Do you have a dam failure warning and response plan (similar to 610 a-d)? Is there an annual outreach project sent to properties in the area that would be flooded if the dam failed?		25	115
710		Enter your county's growth rate, i.e., the value for "CGA" from the right column on the "Growth Rates" tab in this Excel file.	1.17	1.17	1.50
			Now	Could	
		Total	1,129	322	
		Total "Now" + "Could"		1,451	
		Product	2.26	2.90	
		Potential CRS Class	8	8	

STATE	COUNTY NAME	2013 CGA
North Carolina	Alamance County	1.11
North Carolina	Alexander County	1.12
North Carolina	Alleghany County	1.19
North Carolina	Anson County	1.14
North Carolina	Ashe County	1.21
North Carolina	Avery County	1.08
North Carolina	Beaufort County	1.08
North Carolina	Bertie County	1.07
North Carolina	Bladen County	1.15
North Carolina	Brunswick County	1.18
North Carolina	Buncombe County	1.12
North Carolina	Burke County	1.07
North Carolina	Cabarrus County	1.17
North Carolina	Caldwell County	1.09
North Carolina	Camden County	1.17
North Carolina	Carteret County	1.10
North Carolina	Caswell County	1.06
North Carolina	Catawba County	1.04
North Carolina	Chatham County	1.20
North Carolina	Cherokee County	1.15
North Carolina	Chowan County	1.08
North Carolina	Clay County	1.14
North Carolina	Cleveland County	1.02
North Carolina	Columbus County	1.07
North Carolina	Craven County	1.07
North Carolina	Cumberland County	1.10
North Carolina	Currituck County	1.10
North Carolina	Dare County	1.08
North Carolina	Davidson County	1.10
North Carolina	Davie County	1.10
North Carolina	Duplin County	1.23
North Carolina	Durham County	1.12
North Carolina	Edgecombe County	1.00
North Carolina	Forsyth County	1.09
North Carolina	Franklin County	1.18
North Carolina	Gaston County	1.06
North Carolina	Gates County	1.19
North Carolina	Graham County	1.12
North Carolina	Granville County	1.13
North Carolina	Greene County	1.12
North Carolina	Guilford County	1.11
North Carolina	Halifax County	1.00
North Carolina	Harnett County	1.12
North Carolina	Haywood County	1.16
North Carolina	Henderson County	1.17
North Carolina	Hertford County	1.10
North Carolina	Hoke County	1.27
North Carolina	Hyde County	1.10
North Carolina	Iredell County	1.14
North Carolina	Jackson County	1.17

North Carolina	Johnston County	1.18
North Carolina	Jones County	1.05
North Carolina	Lee County	1.10
North Carolina	Lenoir County	1.00
North Carolina	Lincoln County	1.16
North Carolina	McDowell County	1.10
North Carolina	Macon County	1.16
North Carolina	Madison County	1.01
North Carolina	Martin County	1.07
North Carolina	Mecklenburg County	1.12
North Carolina	Mitchell County	1.10
North Carolina	Montgomery County	1.12
North Carolina	Moore County	1.16
North Carolina	Nash County	1.07
North Carolina	New Hanover County	1.11
North Carolina	Northampton County	1.11
North Carolina	Onslow County	1.16
North Carolina	Orange County	1.06
North Carolina	Pamlico County	1.06
North Carolina	Pasquotank County	1.11
North Carolina	Pender County	1.13
North Carolina	Perquimans County	1.08
North Carolina	Person County	1.12
North Carolina	Pitt County	1.13
North Carolina	Polk County	1.17
North Carolina	Randolph County	1.05
North Carolina	Richmond County	1.00
North Carolina	Robeson County	1.09
North Carolina	Rockingham County	1.04
North Carolina	Rowan County	1.05
North Carolina	Rutherford County	1.11
North Carolina	Sampson County	1.05
North Carolina	Scotland County	1.00
North Carolina	Stanly County	1.04
North Carolina	Stokes County	1.11
North Carolina	Surry County	1.06
North Carolina	Swain County	1.13
North Carolina	Transylvania County	1.17
North Carolina	Tyrrell County	1.00
North Carolina	Union County	1.19
North Carolina	Vance County	1.09
North Carolina	Wake County	1.21
North Carolina	Warren County	1.06
North Carolina	Washington County	1.08
North Carolina	Watauga County	1.25
North Carolina	Wayne County	1.08
North Carolina	Wilkes County	1.11
North Carolina	Wilson County	1.10
North Carolina	Yadkin County	1.06
North Carolina	Yancey County	1.08

**TABLE 3. COMMUNITY RATING SYSTEM ELIGIBLE COMMUNITIES
EFFECTIVE MAY 1, 2014 (continued)**

COMMUNITY NUMBER	COMMUNITY NAME	CRS ENTRY DATE	CURRENT EFFECTIVE DATE	CURRENT CLASS	% DISCOUNT FOR SFHA ¹	% DISCOUNT FOR NON-SFHA	STATUS ²
New York (continued)							
360150	Elmira, City of	10/1/91	05/1/97	8	10	5	C
360151	Elmira, Town of	10/1/91	10/1/91	9	5	5	C
360774	Erwin, Town of	10/1/91	05/1/08	8	10	5	C
361194	Esperance, Town of	10/1/10	10/1/10	9	5	5	C
360464	Freeport, Village of	10/1/92	10/1/09	7	15	5	C
360466	Great Neck Estates, Village of	10/1/10	05/1/12	8	10	5	C
360417	Greece, Town of	10/1/92	10/1/10	8	10	5	C
360777	Hornellsville, Town of	10/1/91	10/1/92	10	0	0	R
360153	Horseheads, Town of	10/1/91	10/1/91	9	5	5	C
360154	Horseheads, Village of	10/1/91	10/1/91	9	5	5	C
360308	Ilion, Village of	10/1/00	10/1/00	9	5	5	C
360047	Johnson City, Village of	10/1/91	10/1/91	9	5	5	C
360247	Lackawanna, City of	05/1/03	05/1/03	9	5	5	C
360476	Lawrence, Village of	10/1/92	05/1/13	10	0	0	R
365338	Long Beach, City of	10/1/09	10/1/09	8	10	5	C
360118	Moravia, Village of	05/1/09	05/1/09	8	10	5	C
360506	Niagara Falls, City of	10/1/92	10/1/02	8	10	5	C
360801	Northport, Village of	10/1/94	10/1/08	10	0	0	R
360667	Oneonta, City of	10/1/94	05/1/11	10	0	0	R
360780	Pulteney, Town of	10/1/91	10/1/93	10	0	0	R
360932	Scarsdale, Village of	10/1/93	10/1/98	B	10	5	C
365342	Southampton, Town of	10/1/95	05/1/13	10	0	0	R
365343	Southampton, Village of	10/1/92	10/1/93	10	0	0	R
360156	Southport, Town of	10/1/91	10/1/91	9	5	5	C
360595	Syracuse, City of	10/1/93	05/1/10	8	10	5	C
360056	Union, Town of	10/1/91	10/1/08	8	10	5	C
361057	Veteran, Town of	10/1/91	10/1/96	10	0	0	R
360157	Wellsburg, Village of	10/1/91	10/1/91	9	5	5	C
North Carolina							
370404	Alliance, Town of	10/1/92	10/1/92	9	5	5	C
370044	Atlantic Beach, Town of	10/1/92	10/1/93	B	10	5	C
370183	Bayboro, Town of	10/1/92	10/1/92	9	5	5	C
375346	Beaufort, City of	10/1/94	10/1/05	B	10	5	C
370015	Belhaven, Town of	10/1/93	10/1/13	7	15	5	C
370253	Boone, Town of	10/1/91	10/1/00	7	15	5	C
370231	Brevard, City of	10/1/92	10/1/07	8	10	5	C
370036	Cabarrus County	10/1/91	05/1/07	8	10	5	C
370039	Caldwell County	05/1/00	05/1/00	9	5	5	C
370046	Cape Carteret, Town of	10/1/93	10/1/03	8	10	5	C
375347	Carolina Beach, Town of	10/1/93	05/1/99	7	15	5	C
370043	Carteret County	10/1/91	10/1/92	8	10	5	C
37023B	Cary, Town of	10/1/92	10/1/96	10	0	0	R
370391	Caswell Beach, City of	10/1/94	10/1/00	7	15	5	C
370465	Cedar Point, Town of	10/1/92	10/1/07	8	10	5	C
370159	Charlotte, City of	10/1/91	05/1/06	5	25	10	C
370059	Cherokee County	05/1/13	05/1/13	9	5	5	C
370263	Clinton, City of	10/1/94	05/1/09	8	10	5	C
370037	Concord, City of	10/1/93	10/1/03	8	10	5	C
370072	Craven County	10/1/91	10/1/01	8	10	5	C

¹ For the purpose of determining CRS discounts, all AR and A99 Zones are treated as non-SFHAs.

² Status: C = Current, R = Rescinded

**TABLE 3. COMMUNITY RATING SYSTEM ELIGIBLE COMMUNITIES
EFFECTIVE MAY 1, 2014 (continued)**

COMMUNITY NUMBER	COMMUNITY NAME	CRS ENTRY DATE	CURRENT EFFECTIVE DATE	CURRENT CLASS	% DISCOUNT FOR SFHA ¹	% DISCOUNT FOR NON-SFHA	STATUS ²
North Carolina (continued)							
370443	Creswell, Town of	10/1/94	10/1/99	8	10	5	C
370076	Cumberland County	10/1/96	10/1/10	8	10	5	C
370078	Currituck County	10/1/93	05/1/08	8	10	5	C
375348	Dare County	10/1/91	05/1/08	8	10	5	C
370632	Duck, Town of	10/1/11	10/1/11	7	15	5	C
370086	Durham, City of	05/1/14	05/1/14	8	10	5	C
370085	Durham County	10/1/92	10/1/08	8	10	5	C
370062	Edenton, Town of	10/1/93	10/1/13	8	10	5	C
370047	Emerald Isle, Town of	10/1/93	10/1/03	7	15	5	C
370190	Farmville, Town of	10/1/04	05/1/12	6	20	10	C
375349	Forsyth County	10/1/93	05/1/08	8	10	5	C
370099	Gaston County	10/1/11	10/1/11	9	5	5	C
370255	Goldensboro, City of	10/1/93	05/1/03	8	10	5	C
375351	Greensboro, City of	05/1/09	05/1/09	8	10	5	C
370191	Greenville, City of	10/1/92	10/1/07	7	15	5	C
370192	Grifton, Town of	10/1/04	05/1/08	5	25	10	C
370111	Guilford County	10/1/93	10/1/08	8	10	5	C
370265	Havelock, City of	10/1/95	10/1/99	8	10	5	C
375352	Holden Beach, Town of	10/1/91	10/1/92	8	10	5	C
370133	Hyde County	10/1/92	10/1/92	9	5	5	C
370178	Jacksonville, City of	10/1/91	10/1/05	8	10	5	C
375353	Kill Devil Hills, City of	10/1/91	10/1/11	6	20	10	C
370145	Kinston, City of	10/1/94	05/1/08	5	25	10	C
370439	Kitty Hawk, Town of	10/1/91	10/1/02	6	20	10	C
370144	Lenoir County	10/1/94	05/1/06	7	15	5	C
370081	Lexington, City of	10/1/93	05/1/08	7	15	5	C
375355	Manteo, Town of	10/1/91	05/1/08	8	10	5	C
370158	Mecklenburg County	10/1/91	05/1/06	6	20	10	C
370418	Minnesott Beach, Town of	10/1/92	10/1/92	9	5	5	C
370048	Morehead City, Town of	10/1/92	10/1/93	8	10	5	C
375356	Nags Head, Town of	10/1/91	10/1/01	6	20	10	C
370167	Nashville, Town of	10/1/94	05/1/05	8	10	5	C
370074	New Bern, City of	10/1/92	05/1/04	10	0	0	R
370168	New Hanover County	10/1/91	05/1/08	8	10	5	C
370049	Newport, Town of	10/1/92	10/1/07	8	10	5	C
370466	North Topsail Beach, Town of	10/1/92	10/1/02	7	15	5	C
370523	Oak Island, Town of	10/1/91	05/1/08	8	10	5	C
375357	Ocean Isle Beach, Town of	10/1/92	05/1/08	8	10	5	C
370342	Orange County	10/1/11	10/1/11	8	10	5	C
370279	Oriental, Town of	10/1/92	10/1/12	8	10	5	C
370181	Pamlico County	10/1/92	10/1/12	8	10	5	C
370267	Pine Knoll Shores, Town of	10/1/92	05/1/13	6	20	10	C
370160	Pineville, Town of	10/1/91	05/1/06	6	20	10	C
370372	Pitt County	10/1/02	05/1/12	7	15	5	C
370249	Plymouth, Town of	10/1/94	10/1/99	8	10	5	C
370243	Raleigh, City of	10/1/91	10/1/06	7	15	5	C
370432	River Bend, Town of	05/1/10	05/1/10	8	10	5	C
370092	Rocky Mount, City of	10/1/92	05/1/13	6	20	10	C
370421	Roper, Town of	10/1/94	10/1/99	8	10	5	C

1 For the purpose of determining CRS discounts, all AR and A99 Zones are treated as non-SFHAs.

2 Status: C = Current, R = Rescinded

**TABLE 3. COMMUNITY RATING SYSTEM ELIGIBLE COMMUNITIES
EFFECTIVE MAY 1, 2014 (continued)**

COMMUNITY NUMBER	COMMUNITY NAME	CRS ENTRY DATE	CURRENT EFFECTIVE DATE	CURRENT CLASS	% DISCOUNT FOR SFHA ¹	% DISCOUNT FOR NON-SFHA	STATUS ²
North Carolina (continued)							
370220	Sampson County	10/1/94	10/1/99	10	0	0	R
370430	Southern Shores, Town of	10/1/92	10/1/11	7	15	5	C
370028	Southport, City of	10/1/91	10/1/05	B	10	5	C
370437	Stonewall, Town of	10/1/92	10/1/92	9	5	5	C
375359	Sunset Beach, Town of	10/1/91	10/1/00	8	10	5	C
370094	Tarboro, Town of	10/1/06	10/1/11	7	15	5	C
370187	Topsail Beach, Town of	10/1/92	10/1/02	6	20	10	C
370438	Vandemere, Town of	10/1/92	10/1/12	B	10	5	C
370368	Wake County	10/1/91	10/1/96	10	0	0	R
370017	Washington, City of	10/1/92	05/1/12	7	15	5	C
370247	Washington County	10/1/94	10/1/99	8	10	5	C
37026B	Washington Park, Town of	10/1/92	10/1/07	8	10	5	C
370251	Watauga County	10/1/91	10/1/91	9	5	5	C
370254	Wayne County	10/1/93	05/1/12	6	20	10	C
370464	Whispering Pines, Village of	10/1/91	10/1/96	10	0	0	R
370071	Whiteville, City of	10/1/96	10/1/05	8	10	5	C
370270	Wilson, City of	10/1/91	05/1/11	6	20	10	C
375360	Winston-Salem, City of	10/1/93	05/1/0B	8	10	5	C
370193	Winterville, Town of	10/1/93	10/1/97	10	0	0	R
375361	Wrightsville Beach, Town of	10/1/91	05/1/08	8	10	5	C
North Dakota							
385364	Fargo, City of	05/1/06	05/1/06	7	15	5	C
385365	Grand Forks, City of	10/1/91	10/1/01	5	25	10	C
Ohio							
3901B3	Delta, Village of	10/1/92	10/1/92	9	5	5	C
390038	Fairfield, City of	10/1/93	10/1/98	8	10	5	C
390110	Highland Heights, City of	10/1/91	10/1/92	10	0	0	R
390412	Kettering, City of	10/1/95	10/1/00	8	10	5	C
390328	Licking County	10/1/93	05/1/09	7	15	5	C
390378	Medina County	05/1/07	05/1/12	8	10	5	C
390071	New Richmond, Village of	10/1/92	10/1/02	B	10	5	C
390176	Obetz, Village of	10/1/96	10/1/96	9	5	5	C
390737	Orange, Village of	10/1/91	10/1/91	9	5	5	C
390472	Ottawa, Village of	10/1/95	10/1/95	9	5	5	C
390432	Ottawa County	10/1/92	10/1/92	9	5	5	C
390460	Preble County	10/1/98	10/1/98	9	5	5	C
390479	Shelby, City of	10/1/92	05/1/12	8	10	5	C
390131	South Euclid, City of	10/1/91	10/1/91	9	5	5	C
390419	West Carrollton, City of	05/1/02	05/1/09	8	10	5	C
Oklahoma							
400220	Bartlesville, City of	10/1/92	10/1/02	7	15	5	C
400207	Bixby, Town of	10/1/93	10/1/98	10	0	0	R
400078	Blackwell, City of	10/1/91	10/1/93	8	10	5	C
400236	Broken Arrow, City of	10/1/93	10/1/08	5	25	10	C
400234	Chickasha, City of	10/1/92	10/1/08	8	10	5	C
400221	Dewey, City of	10/1/92	10/1/92	9	5	5	C
400252	Edmond, City of	10/1/93	10/1/08	7	15	5	C
400062	Enid, City of	10/1/93	05/1/09	8	10	5	C

1 For the purpose of determining CRS discounts, all AR and A99 Zones are treated as non-SFHAs.

2 Status: C = Current, R = Rescinded

**Camden County Board of Commissioners
AGENDA ITEM SUMMARY SHEET**

MOTION MADE	
BY:	
S. Duckwall	_____
G. Meiggs	_____
M. McLain	_____
R. Krainiak	_____
C. Riggs	_____
NO MOTION	_____
VOTE:	
S. Duckwall	_____
G. Meiggs	_____
M. McLain	_____
R. Krainiak	_____
C. Riggs	_____
ABSENT	_____
RECUSED	_____

Item Number: 6.E

New Business

Meeting Date: November 17, 2014

Attachments: 1 (26 Pages)

Submitted By: Michael Renshaw, County Manager

ITEM TITLE: DOD Joint Land Use Study Proposal

SUMMARY:

On July 29, 2014 the County Manager, Planning Director, and Economic Developer participated in a meeting to discuss a potential Joint Land Use Study (JLUS) involving the Naval Northwest Annex Facility and ROTHRRadar. The meeting was hosted by Currituck County and was facilitated by Department of Defense Program Lead- Compatible Use Project Manager Ms. Cyrena Eitler. Also present was a representative of NC Department of Commerce Operations Manager for Rural Development, Mr. David Peoples, and Mr. James Baker, City of Chesapeake City Manager.

On November 7th the managers from Camden, Currituck, Gates, Pasquotank, and Perquimans Counties were invited to participate in a briefing at the Naval Northwest Annex. This meeting was arranged at the request of Dr. Pat Mitchell, Assistant Secretary of NC Department of Commerce who was also present. The purpose of this meeting was to allow the ROTHRR facility command staff to further explain the mission of the ROTHRR system and its importance in illegal drug interdiction efforts. During the meeting, Dr. Mitchell further discussed the role of NC Commerce and that the Department had been asked by Department of Defense to act as sponsor of a ROTHRR JLUS similar to the role it had assumed in the current Seymour Johnson Air Force Base JLUS.

Since 2012, the staff of Northwest Annex and the ROTHRR radar facility have held multiple meetings with the County Manager, staff,

and members of the Board of Commissioners to inquire as to Camden County's willingness to enter into an agreement with Northwest Annex to conduct a land compatibility/joint land use study. The purpose of this study is to examine in detail the impacts of current and future land use development within the "Area of Influence" of the ROTHHR radar facility and make recommendations to ensure that such future development does not adversely impact the mission of the ROTHHR facility.

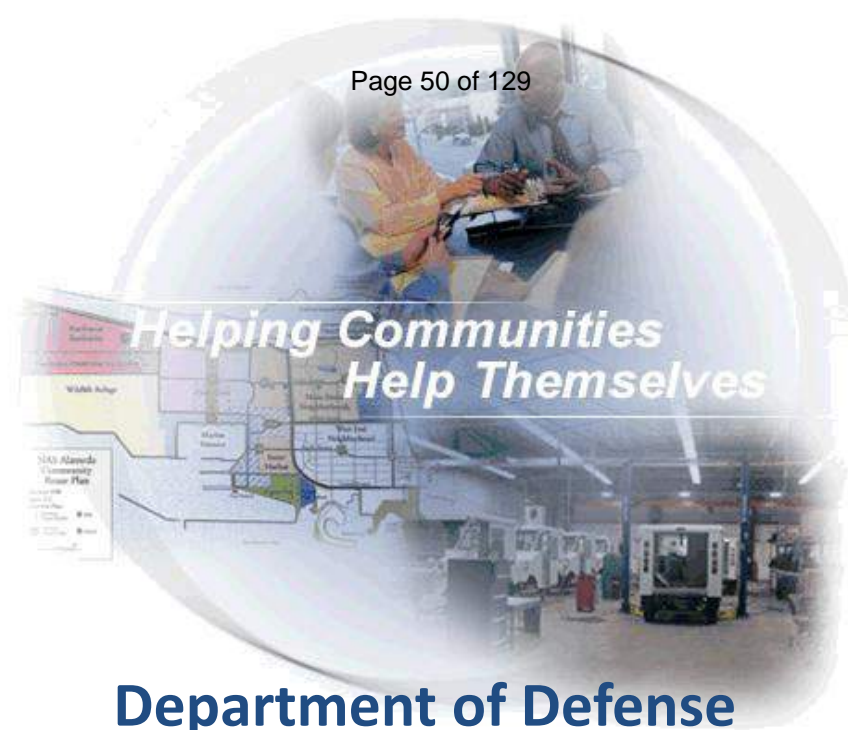
The Department of Defense is strongly encouraging the counties of Camden, Currituck, Gates, Pasquotank, and Perquimans to partner with the Northwest Annex in this JLUS study. The study would involve consultants from DOD, and perhaps the involved counties, in establishing new recommended development guidelines focused on mitigating or lessening the impact of development within the ROTHHR radar Area of Influence. The study would also involve multiple community planning meetings with residents and local business leaders. In recent years, the ROTHHR staff has expressed a desire to expand this Area of Influence from the current 5 mile radius (measured south into Camden from the Northwest Annex located on Ballahack Road in Chesapeake) to approximately 25 miles.

One possible result of this JLUS would be the implementation of further development restrictions on land use within this Area of Influence, including but not limited to limitations on the type of industrial uses (wind energy, large scale commercial/industrial welding operations) as well as perhaps restrictions on building height within this Area of Influence. Another possible result of a JLUS would be that future developers would be required to alter facility design or operations during the plan review process in order to mitigate impact upon ROTHHR operations. Such alterations could have the effect of adding cost to a development project within Camden County, potentially discouraging commercial/industrial investment.

In subsequent discussions between the County Manager and Ms. Eitler of DOD, it was stated that although the recommendations which would follow from this JLUS are "generally non-binding" on the part of the participating local government, local jurisdictions are strongly encouraged to implement the recommendations that result from the JLUS. According to Ms. Eitler, one potential benefit to the county from participating in this JLUS would be better communication between ROTHHR and the county as well as a better understanding of economic development issues and concerns.

RECOMMENDATION:

For discussion and possible motion from the Board of Commissioners to either support or not support Camden County's participation in a future Joint Land Use Study involving the Northwest Annex and ROTHHR radar facility.



*Helping Communities
Help Themselves*

**Department of Defense
Office of Economic Adjustment
Compatible Use Program**

Joint Land Use Study

*A Tool to Promote Compatible Use
and
Military Mission Sustainment*



- Need for Collaboration to Promote Compatible Use and Military Mission Sustainment
- Compatible Use Issues and Impact to Military Operations
- OEA Role in Assisting State and Local Governments to Promote Compatible Use
- Joint Land Use Study as Tool to Promote Compatible Use and Sustain the Military Mission



Collaboration Needed to Promote Compatible Use

- Military installations, ranges, and military training routes play a vital role in national defense in support of military testing, training and base support operations.
- Military installations serve as major economic engines accounting for thousands of jobs and billions in economic activity
- Pressures from incompatible civilian development can create restrictions on use of installations, ranges and training corridors.
- Incompatible civilian development can also threaten public safety, exposing population to artillery fire, aircraft noise, dust, and even accidents.
- State and local governments share, with the federal government, inherent responsibilities to support national defense.¹
- Need for state and local governments to play strong role in supporting DoD missions.¹

¹ *Strengthening National Defense: Countering Encroachment through Military-Community Collaboration*, National Academy of Public Administration, September 2009



Compatible Use Issues

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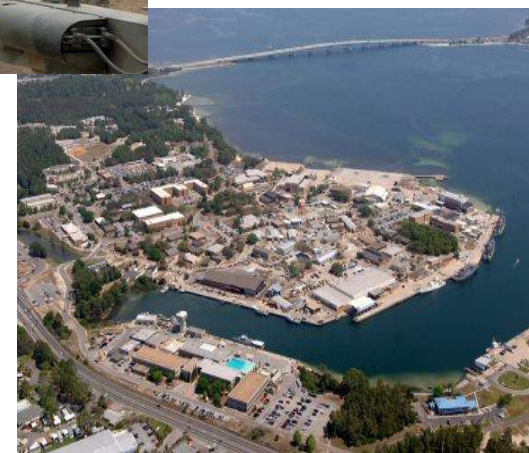
- Air Space and Land Restrictions
- Airborne Noise
- Urban Growth
- Spectrum Encroachment
- Endangered Species/Critical Habitat
- Energy Compatibility and Availability
- Air Quality
- Water
- Cultural Resources
- UXO and Munitions
- Marine Resources
- Security
- Natural Factors and Climate





Impacts to Training and Operations

- Reduces usage days
- Prohibits certain operational, training and testing events
- Reduces range access
- Segments training and reduces realism
- Limits new technologies
- Restricts flight altitudes
- Inhibits new tactics development
- Reduces live fire proficiency
- Complicates night and all weather operations and training
- Increases personnel tempo
- Increases costs or risks





Shared Compatibility Issues





DoD Policy to Support State and Local Governments to Promote Compatible Use

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- DoD shall take the leadership role in assisting State and local governments in preventing the encroachment of civilian communities from impairing the operational utility of military installations.¹
- It is DoD policy to work toward achieving compatibility between military installations and neighboring civilian communities by a joint compatible land use planning and control process conducted by the local community in cooperation with the local military installation.²

¹DoD Instruction 5410.12, "Economic Adjustment Assistance to Defense-Impacted Communities," reissued July 5, 2006

²DoD Instruction 3030.3, "Joint Land Use Study Program (JLUS)," July 13, 2004



- The Office of Economic Adjustment (OEA), in coordination with other resources of the Federal Government, will assist states and communities to:
 - Plan and carry out local adjustment strategies;
 - Engage the private sector in ventures to plan and undertake community economic development and base redevelopment; and
 - Work with the Military Departments in support of DoD's missions.

- Directs Defense Economic Adjustment Program on behalf of the Office of the Secretary of Defense and staffs the Economic Adjustment Committee

- Functions as an Independent Defense Field Activity to provide technical and financial assistance to eligible state and local governments



Defense Economic Adjustment Program

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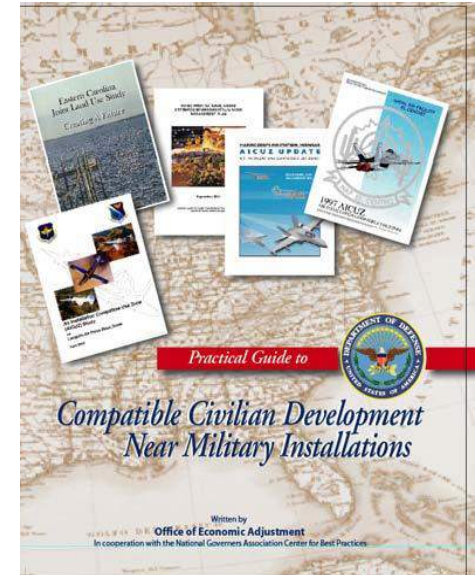
- OEA manages on behalf of the Office of the Secretary of Defense

- Program created to help state and local governments plan and carry out adjustment and diversification programs in response to major Defense actions, including:
 - Base closures or realignments
 - Base expansions
 - DoD Personnel reductions
 - Industry/contractor reductions
 - *Operational/training impacts, civilian encroachment upon a military installation likely to impair continued operational utility of the installation*



JLUS: Tool to Promote Compatible Development

- OEA provides **technical and financial assistance** to state and local governments to undertake a Joint Land Use Study (JLUS) and carry out the recommendations
- **Cooperative effort** between the Military and jurisdictions surrounding installations, ranges and/or military training corridors to plan and carry out strategies promoting compatible civilian development
- Initiated upon a **Military Department nomination**
- Military Department **technical data describing the military missions and operations** supports the study process
- Serves as **comprehensive strategic plan** with specific implementation actions to address and prevent incompatible civilian development that could impair the operational utility of military missions or impact available resources, i.e. air, land, water, and electromagnetic spectrum
- JLUS process **promotes open, continuous dialogue** between the Military, surrounding jurisdictions, and states to support long-term sustainability and operability of military missions



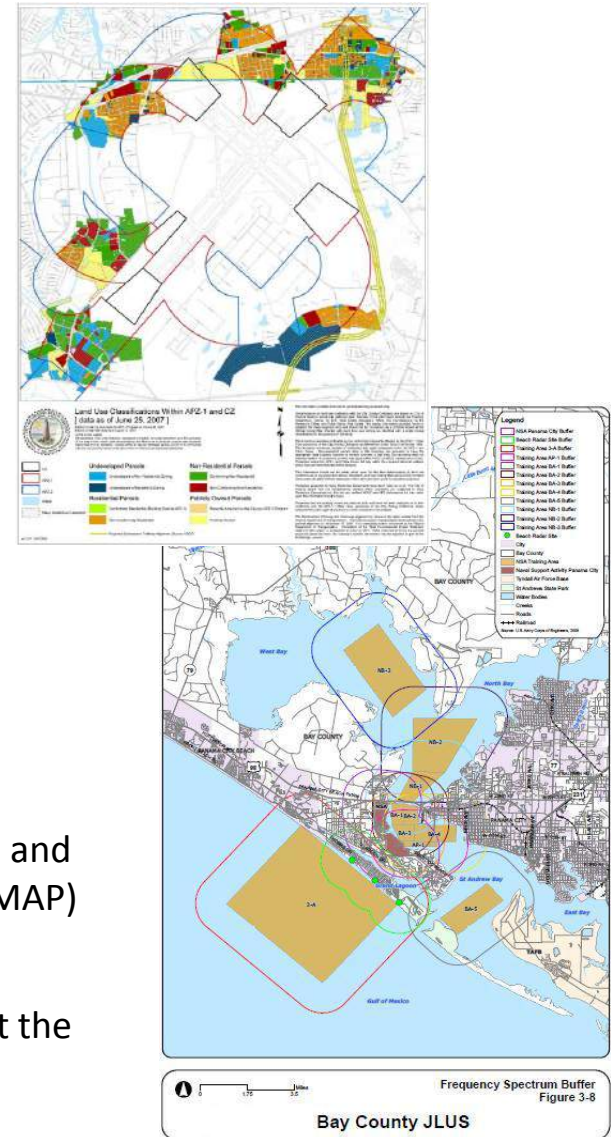


Military Operations Footprint Defines Study Area

Page 60 of 129

- Air Installations Compatible Use Zones (AICUZ) Program
 - Clear Zone
 - Accident Potential Zones (APZ 1 and APZ 2)
 - Noise Contours
 - Land Use Compatibility Guidelines for Clear Zone and APZs
- Range Compatible Use Zones Program (RCUZ)
- Range Air Installations Compatible Use Zones Program (RAICUZ)
- Operational Noise Management Program
- Encroachment Action Plan (EAP), Encroachment Control Plan (ECP) and Installation Complex Encroachment Management Action Plan (ICEMAP)

Under these programs, the Military Departments develop technical information and maps indicating areas of military operations to support the JLUS planning process.





Integrating Conservation as a Land Use Alternative

- Community-driven JLUS planning process can support identification of parcels suitable for conservation partnering initiatives
- Role of the Installation's Integrated Natural Resources Management Plan
- DoD Conservation Partnering Authority
 - Congress authorized agreements in 2002 under 10 U.S.C. § 2684a
 - Readiness and Environmental Protection Integration (REPI)
www.repi.mil
 - Army Compatible Use Buffer (ACUB)
http://www.sustainability.army.mil/tools/programtools_acub.cfm
 - Provides funding to Military Departments to enter into agreements with private conservation organizations, State and local governments
 - Partners use DoD and other public and private sector funds to acquire property or property interests, i.e. conservation easements, from willing sellers to preserve critical buffers and habitat areas near installations and ranges



- Siting of wind turbines and solar towers can pose electromagnetic interference and flight safety hazards
- DoD Siting Clearinghouse created to facilitate siting of energy projects while protecting vital test, training and operational assets - <http://www.acq.osd.mil/dodsc/>
- 32 CFR Part 211 published to guide the energy siting review process
- Development of state regulations and local development ordinances can further facilitate siting of energy projects



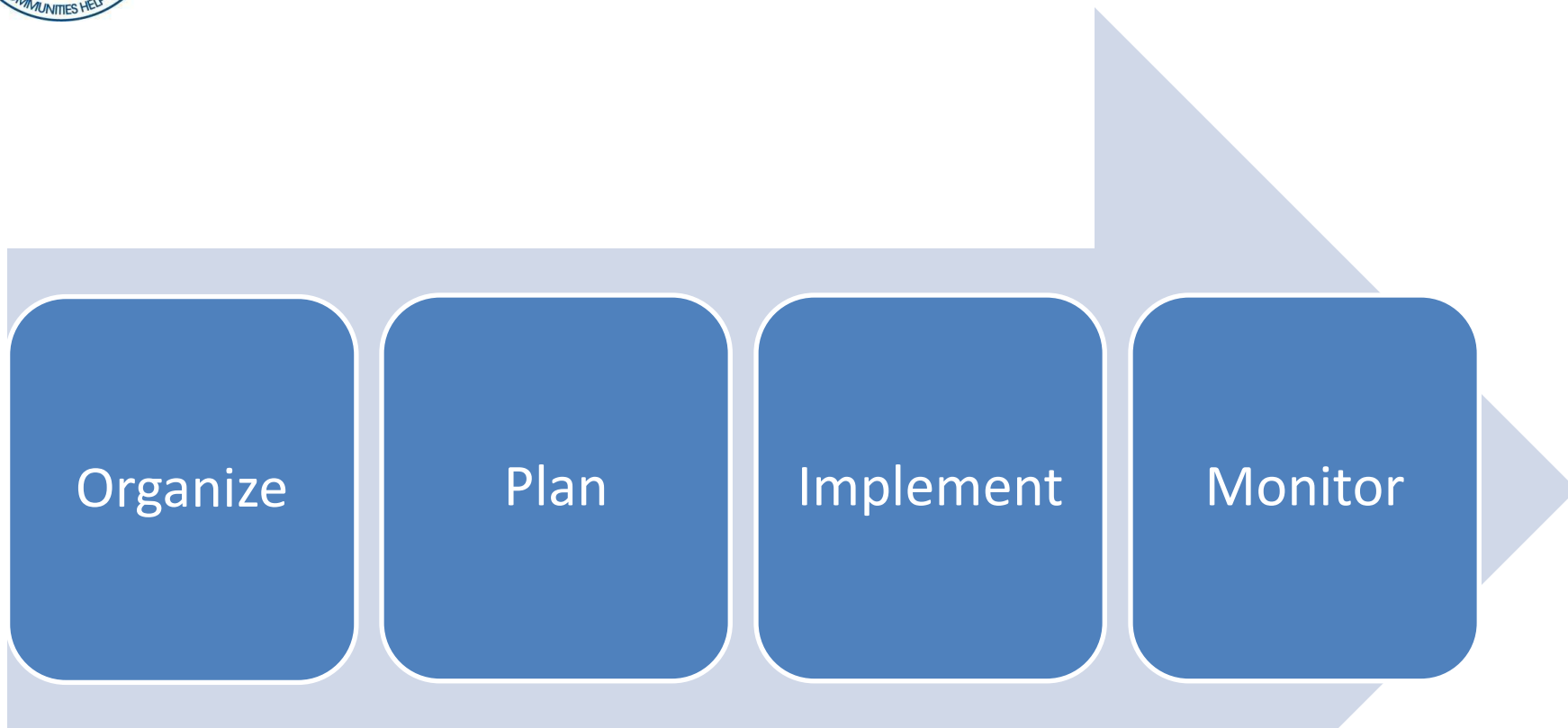
- Recommend and support JLUS nomination
- Represent installation interests
- Coordinate updates and integrate Military Department studies to define the military mission footprint
- Provide leadership, guidance, and technical support to the JLUS Policy Committee and Technical Advisory Committees
- Provide data and information to study
- Installation Commander, or designated senior leader, participates on JLUS Policy Committee as Ex-Officio member
- Provide comments on study drafts



- Sponsor the JLUS effort
- Administer the OEA grant
- Fund its part of the JLUS effort (10% non-Federal match)
- Provide staff time & expertise
- Provide the leadership to complete JLUS
- Ensure broad based community input and participation
- Engage diverse group of stakeholders
- Provide public information
- Identify issues and opportunities
- Resolve issues
- Implement JLUS recommendations
 - Seek and coordinate Federal, State, local and private resources



- Confirm need for JLUS
- Provide guidance to initiate, conduct and complete a community-driven JLUS
- Provide technical assistance to the local jurisdiction and installation
- Provide funding assistance to the local jurisdiction to prepare a JLUS and implement recommendations
- Facilitate communications between the local jurisdiction and the installation



Continuous Dialogue and Sharing of Information

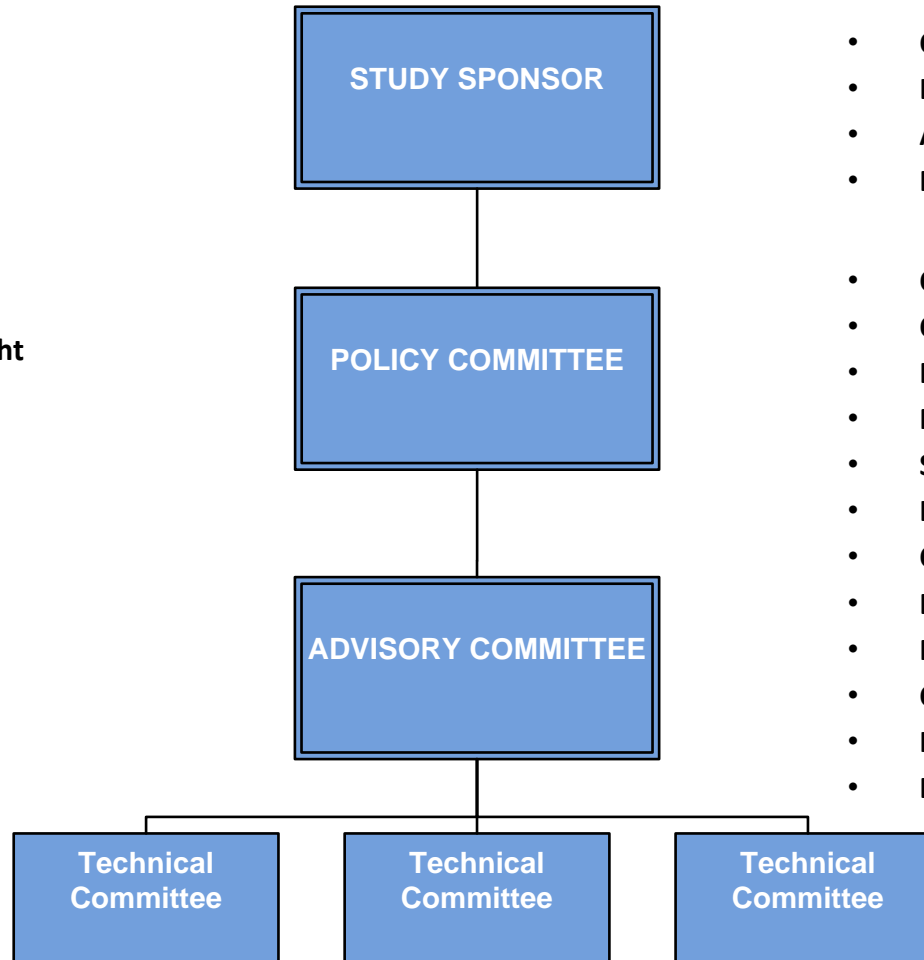


Responsibilities

- Control
- Coordination
- Accountability
- Grant Management

- Policy Direction
- Study Design/ Oversight
- Budget Approval
- Monitoring
- Report Adoption

- Technical Issues
- Alternatives
- Report Development
- Recommendations



Participants

- Council of Government
- Local or State Government
- Airport Authority
- Economic Development Entity

- City Officials
- County Officials
- Base Leadership
- Private Sector Leaders
- State Officials
- Local and Base Planners
- Community Staff
- Business Representatives
- Residents
- Conservation Organizations
- Homebuilders Association
- Board of Realtors



- Establish Military Influence Area or Overlay District
- Small Area Plans
- Amend land use, zoning, subdivision, site plan and/or building code regulations (sound attenuation)
- Unified Development Ordinance
- Establish Joint Airport Zoning Board
- Real estate disclosure
- Modify Capital Improvement Plans
- Transfer/purchase of development rights
- Purchase aviation/conservation buffer easements
- Land acquisition/lease
- State legislation to support compatible development



■ **Camp Rilea, OR**

- Sub-Area Plan to address residential densities, access control, beach and trail management, water quality issues, and utility extensions

■ **Eglin AFB, FL**

- Northwest Florida Military Sustainability Partnership (13 local jurisdictions)

■ **NAS Oceana, VA**

- State legislation to expand real estate disclosure and noise level reduction standards
- AICUZ Overlay Zoning Ordinance to incorporate compatibility criteria
- City Acquisition Program to “roll back” incompatible development in Clear Zone and APZ 1

■ **NAS Kingsville, TX**

- Joint Airport Zoning Board expands development oversight beyond city limits

■ **NSA Panama City, FL**

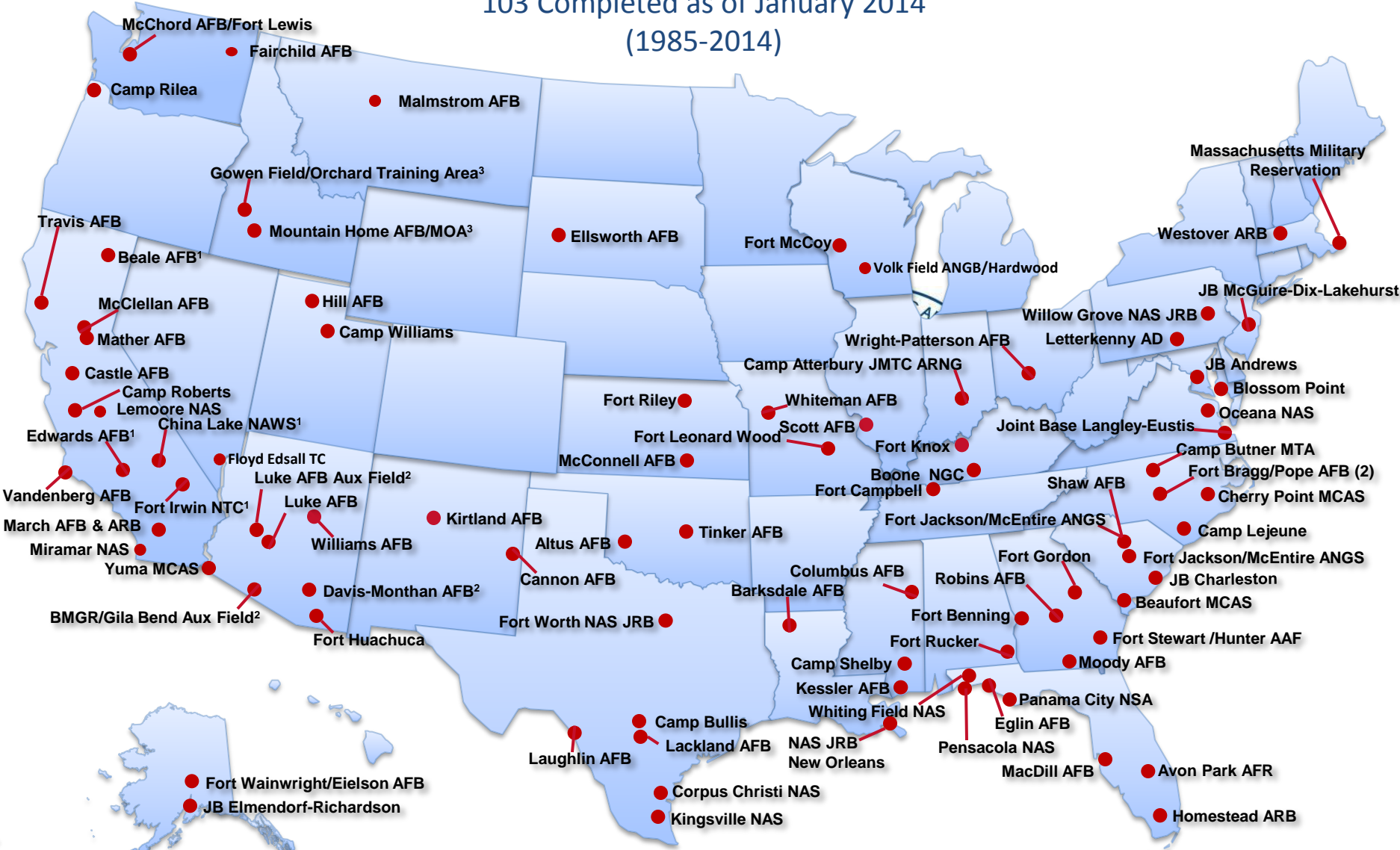
- Identified Critical Parcels in Line of Site Corridors
- Military Influence Overlay District Zoning Ordinance
- Zoning Standards for Structures in Water
- Frequency Ordinance for Parcels in Military Influence Areas

■ **Malmstrom AFB, MT**

- Seven County Region Red-Yellow-Green Map to Designate Appropriate Location for Tall Structures and Frequency Generating Facilities (wind turbines, transmission and cell towers)

Completed Joint Land Use Studies

103 Completed as of January 2014
(1985-2014)



¹California Local Encroachment Study
²Arizona Local Encroachment Study
³Idaho Local Encroachment Study
North Carolina State Outreach



**Cyrena Chiles Eitler, AICP
Compatible Use Program Lead**

**2231 Crystal Drive, Suite 520
Arlington, VA 22202
(703) 697-2078**

cyrena.c.eitler.civ@mail.mil

www.oea.gov





- 10 USC § 2391(b)(1)
- Executive Order 12788, as amended, “Defense Economic Adjustment Program”
- DoD Directive 3030.01, “Office of Economic Adjustment (OEA)”
- DoD Directive 5410.12, “Economic Adjustment Assistance to Defense-Impacted Communities”
- DoD Instruction 3030.3, “Joint Land Use Study Program (JLUS)”



(b) Adjustment and Diversification Assistance –

(1) The Secretary of Defense may make grants, conclude cooperative agreements, and supplement funds available under Federal programs administered by agencies other than the Department of Defense in order to assist State and local governments in planning community adjustments and economic diversification required

(D) by the **encroachment of a civilian community on a military installation,**

if the Secretary determines that an action described in clause (D) is likely to have a direct and significantly adverse consequence on the affected community or, in the case of an action described in clause (D), if the **Secretary determines that the encroachment of the civilian community is likely to impair the continued operational utility of the military installation.**

(4)

(A) In the case of a State or local government eligible for assistance under paragraph (1), the Secretary of Defense may also make grants, conclude cooperative agreements, and supplement other Federal funds in order to assist the State or local government to carry out a community adjustment and economic diversification program (including State industrial extension or modernization efforts to facilitate the economic diversification of defense contractors and subcontractors) in addition to planning such a program.

(B) The Secretary shall establish criteria for the selection of community adjustment and economic diversification programs to receive assistance under subparagraph (A). Such criteria shall include a requirement that the State or local government agree – (i) to provide not less than 10 percent of the funding for the program from non-Federal sources

Title 10 USC § 2687(e)(1) defines military installation as a base, camp, post, station, base, yard, center, homeport facility for any ship, or other Activity under the jurisdiction of the Department of Defense, including any leased space facility

Title 10 USC § 2391 – The term “military installation” means any camp, post, station, base, yard, or other installation under the jurisdiction of a Military department that is located within any of the several States, the District of Columbia, the Commonwealth of Puerto Rico, or Guam.



DoD Definitions: Incompatible Development

- Incompatible civilian development defined as land use activity and civilian development activity that adversely affects the utility or training and readiness missions of a military installation.¹
- Encroachment defined as external influences threatening or constraining range and operating area activities required for force readiness and weapons research development testing and evaluation. It can include, but is not limited to, endangered species and critical habitat, unexploded ordnance and munitions, electronic frequency spectrum, maritime, airspace restrictions, air quality, airborne noise, and urban growth.²

¹DoD Instruction 3030.3, Joint Land Use Study Program

²DoD Directive 3200.15, Sustainment of Ranges and Operating Areas

**Camden County Board of Commissioners
AGENDA ITEM SUMMARY SHEET**

Item Number: 8.A

CONSENT AGENDA

Meeting Date: November 17th, 2014
Attachments: 1 (Attachment A)
Submitted By: Angela Wooten
Clerk to the Board

ITEM TITLE: Draft Minutes

SUMMARY:

November 3rd, 2014 – BOCC Regular Meeting Draft Minutes

RECOMMENDATION:

For Review and Possible Approval

MOTION MADE	
BY:	
S. Duckwall	_____
G. Meiggs	_____
M. McLain	_____
R. Krainiak	_____
C. Riggs	_____
NO MOTION	_____
VOTE:	
S. Duckwall	_____
G. Meiggs	_____
M. McLain	_____
R. Krainiak	_____
C. Riggs	_____
ABSENT	_____
RECUSED	_____

Camden County Board of Commissioners AGENDA ITEM SUMMARY SHEET

Item Number: 8.B

Consent Agenda

Meeting Date: November 17th, 2014

Attachments: 2
Submitted By: Budget & Finance Officers

ITEM TITLE: Budget Amendments

SUMMARY:

2014-15-BA011 Dollar General Expenses
2014-15-BA012 Emergency Generator Expense

RECOMMENDATION:

Approve budget amendments

MOTION MADE BY:	
S. Duckwall	_____
G. Meiggs	_____
M. McLain	_____
C. Riggs	_____
R. Krainiak	_____
NO MOTION	_____
VOTE:	
S. Duckwall	_____
G. Meiggs	_____
M. McLain	_____
C. Riggs	_____
R. Krainiak	_____
ABSENT	_____
RECUSED	_____

CAMDEN COUNTY BUDGET AMENDMENT

BE IT ORDAINED by the Governing Board of the County of Camden, North Carolina that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2015.

Section 1. To amend South Camden Water & Sewer Fund as follows:

ACCT NUMBER	DESCRIPTION OF ACCT	AMOUNT	
		INCREASE	DECREASE
Expenses:			
307500-545600	Dollar General Expense	\$15,700.00	
Revenues:			
30340750-438321	Property Owner Fees	\$15,700.00	

This will result in a decrease of \$0.00 in the Contingency of the General Fund.

Balance in Contingency \$40,000.00.

Section 2. Copies of this budget amendment shall be furnished to the Clerk to the Governing Board, and to the Budget Officer and the Finance Officer for their direction. Adopted this 17th day of November, 2014.

Clerk to Board of Commissioners

Chairman, Board of Commissioners

CAMDEN COUNTY BUDGET AMENDMENT

BE IT ORDAINED by the Governing Board of the County of Camden, North Carolina that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2015.

Section 1. To amend General Fund as follows:

ACCT NUMBER	DESCRIPTION OF ACCT	AMOUNT	
		INCREASE	DECREASE
Expenses:			
105450-531110	Emg Generator Expense	\$1,500.00	
109990-500000	Contingency		\$1,500.00

This will result in a decrease of \$1,500.00 in the Contingency of the General Fund.

Balance in Contingency \$38,500.00.

Section 2. Copies of this budget amendment shall be furnished to the Clerk to the Governing Board, and to the Budget Officer and the Finance Officer for their direction. Adopted this 17th day of November, 2014.

Clerk to Board of Commissioners

Chairman, Board of Commissioners

**Camden County Board of Commissioners
AGENDA ITEM SUMMARY SHEET**

Item Number: 8.C
Consent Agenda
Meeting Date: November 17, 2014
Attachments: 1 (1 Page)
Submitted By: Dellie Spaulding-Tax Specialist
ITEM TITLE: Monthly Collection Report
October 2014

MOTION MADE	
BY:	
S. Duckwall	_____
G. Meiggs	_____
M. McLain	_____
R. Krainiak	_____
C. Riggs	_____
NO MOTION	_____
VOTE:	
S. Duckwall	_____
G. Meiggs	_____
M. McLain	_____
R. Krainiak	_____
C. Riggs	_____
ABSENT	_____
RECUSED	_____

SUMMARY:

Taxes collected for ad valorem (real estate), personal business properties, vehicle, and other miscellaneous taxes. Also included are payments received via the Internet.

RECOMMENDATION:

For Review and Possible Approval

**Camden County Board of Commissioners
AGENDA ITEM SUMMARY SHEET**

Item Number: 8.D

Consent Agenda

Meeting Date: November 17, 2014

Attachments: 1 (2 Page)

Submitted By: Lisa Anderson

**ITEM TITLE: Authorization to collect
JANUARY RENEWAL**

SUMMARY:

JANUARY RENEWAL

RECOMMENDATION:

For Review and Possible Approval

MOTION MADE	
BY:	
S. Duckwall	_____
G. Meiggs	_____
M. McLain	_____
R. Krainiak	_____
C. Riggs	_____
NO MOTION	_____
VOTE:	
S. Duckwall	_____
G. Meiggs	_____
M. McLain	_____
R. Krainiak	_____
C. Riggs	_____
ABSENT	_____
RECUSED	_____

STATE OF NORTH CAROLINA

COUNTY OF CAMDEN

TO: The Tax Administrator of Camden County Jan. Ren.) Due 2/15/14 (NEW SYSTEM)

You are hereby authorized, empowered, and commanded to collect the taxes set forth in the tax records filed in the office of the Tax Administrator and in the tax receipts herewith delivered to you, in the amounts and from the taxpayers likewise therein set forth. Such taxes are hereby declared to be a first lien upon personal property of the respective taxpayers in the County of Camden, and this order shall be a full and sufficient authority to direct, require, and enable you to levy on and sell personal property of such taxpayers for and on account thereof, in accordance with the law.

SOUTH MILLS	COURTHOUSE	SHILOH	TOTAL
15,675.37	16,065.50	7,610.00	39,350.87


Witness my hand and official seal this _____ day of _____

Chairman, Camden County Board of Commissioners

Attest:

Clerk to the Board of Commissioners of Camden County

This is to certify that I have received the tax receipts and duplicates for collection in the amounts as listed herein.



Tax Administrator of Camden County

Camden County Board of Commissioners AGENDA ITEM SUMMARY SHEET

Item Number: 8.E
Consent Agenda
Meeting Date: November 17, 2014
Attachments: 2 (3 Pages)
Submitted By: The Board of Education

ITEM TITLE: Public School Building Capital Fund

MOTION MADE BY:	
S. Duckwall	_____
G. Meiggs	_____
C. Riggs	_____
R Krainiak	_____
M. McLain	_____
NO MOTION	_____
VOTE:	
S. Duckwall	_____
G. Meiggs	_____
C. Riggs	_____
R. Krainiak	_____
M. McLain	_____
ABSENT	_____
RECUSED	_____

SUMMARY:

Requesting additional funds to complete the project as per change orders issued after the initial project began.

RECOMMENDATION:

PLEASE APPROVE AND RELEASE \$14,670.26 FROM THE PUBLIC SCHOOL BUILDING CAPITAL FUND (LOTTERY DISTRIBUTION).

**APPLICATION
PUBLIC SCHOOL BUILDING CAPITAL FUND
NORTH CAROLINA EDUCATION LOTTERY**

Approved: _____

Date: _____

County: Camden

Contact Person: Melvin Hawkins

LEA: 150 - Camden County Schools

Title: Superintendent

Address: 174 North Highway 343 Camden, NC

Phone: 252-335-0831 ext 231

Project Title: Grandy Primary School Kitchen Addition

Location: 175 North Highway 343 Camden, NC 27921

Type of Facility: Kitchen renovation for Grandy Primary School

North Carolina General Statutes, Chapter 18C, provides that a portion of the proceeds of the North Carolina State Lottery Fund be transferred to the Public School Building Capital Fund in accordance with G.S. 115C-546.2. Further, G.S. 115C-546.2 (d) has been amended to include the following:

- (3) No county shall have to provide matching funds...
- (4) A county may use monies in this Fund to pay for school construction projects in local school administrative units and to retire indebtedness incurred for school construction projects.
- (5) A county may not use monies in this Fund to pay for school technology needs.

As used in this section, "Public School Buildings" shall include only facilities for individual schools that are used for instructional and related purposes, and does not include central administration, maintenance, or other facilities. **Applications must be submitted within one year following the date of final payment to the Contractor or Vendor.**

Short description of Construction Project: additional funds requested to complete the project as per change orders issued after the initial project began.

Estimated Costs:

Purchase of Land _____	\$ _____
Planning and Design Services _____	_____
New Construction _____	_____
Additions / Renovations _____	14,670.26
Repair _____	_____
Debt Payment / Bond Payment _____	_____
TOTAL _____	\$ 14,670.26

Estimated Project Beginning Date: 02/2014

Est. Project Completion Date: 11/2014

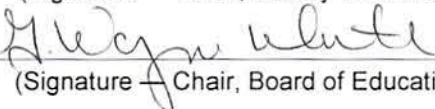
We, the undersigned, agree to submit a statement of state monies expended for this project within 60 days following completion of the project.

The County Commissioners and the Board of Education do hereby jointly request approval of the above project, and request release of \$ 14,670.26 from the Public School Building Capital Fund (Lottery Distribution). We certify that the project herein described is within the parameters of G.S. 115C-546.



(Signature — Chair, County Commissioners)

(Date)



(Signature — Chair, Board of Education)

11/13/14
(Date)

**Public School Building Capital Fund - Fiscal Year Totals
ADM and Lottery Fund**

10/27/2014

County 14 Camden

LEA 150 Camden County

Fiscal Year	Tax Revenue	Interest On Tax Revenue	Interest On Disbursing Bal	Project Allocation	Unallocated Balance	Lottery Revenue	Interest On Lottery Rev	Interest On Disbursing Bal	Project Allocation	Unallocated Balance
1987-88	79,432.26	2,565.63	0.00	0.00	81,997.89	0.00	0.00	0.00	0.00	0.00
1988-89	59,310.80	11,129.72	0.00	0.00	152,438.41	0.00	0.00	0.00	0.00	0.00
1989-90	37,098.45	15,724.03	0.00	0.00	205,260.89	0.00	0.00	0.00	0.00	0.00
1990-91	27,087.22	19,055.22	0.00	0.00	251,403.33	0.00	0.00	0.00	0.00	0.00
1991-92	27,717.98	12,478.43	7,346.92	262,443.00	36,503.66	0.00	0.00	0.00	0.00	0.00
1992-93	32,126.40	3,839.98	3,737.03	0.00	76,207.07	0.00	0.00	0.00	0.00	0.00
1993-94	34,525.60	5,970.33	89.63	-1,991.26	118,783.89	0.00	0.00	0.00	0.00	0.00
1994-95	43,253.45	9,259.82	15.41	86,250.00	85,062.57	0.00	0.00	0.00	0.00	0.00
1995-96	52,660.24	7,771.99	5,627.38	118,000.00	33,122.18	0.00	0.00	0.00	0.00	0.00
1996-97	48,640.61	4,785.66	8,498.20	-86,250.00	181,296.65	0.00	0.00	0.00	0.00	0.00
1997-98	55,732.03	13,551.91	39.16	-140.25	250,760.00	0.00	0.00	0.00	0.00	0.00
1998-99	63,364.68	17,409.01	0.00	0.00	331,533.69	0.00	0.00	0.00	0.00	0.00
1999-00	80,938.51	22,428.71	0.00	0.00	434,900.91	0.00	0.00	0.00	0.00	0.00
2000-01	48,796.72	27,591.93	0.00	0.00	511,289.56	0.00	0.00	0.00	0.00	0.00
2001-02	44,650.53	25,775.25	2,336.15	562,000.00	22,051.49	0.00	0.00	0.00	0.00	0.00
2002-03	0.00	1,403.74	17,851.69	0.00	41,306.92	0.00	0.00	0.00	0.00	0.00
2003-04	64,969.04	2,431.07	0.00	0.00	108,707.03	0.00	0.00	0.00	0.00	0.00
2004-05	94,174.76	4,284.89	0.00	0.00	207,166.68	0.00	0.00	0.00	0.00	0.00
2005-06	123,375.30	9,631.99	0.00	0.00	340,173.97	0.00	0.00	0.00	0.00	0.00
2006-07	141,672.78	18,663.36	0.00	0.00	500,510.11	175,988.00	3,907.74	0.00	0.00	179,895.74
2007-08	79,697.02	28,889.39	193.47	46,341.00	562,948.99	138,460.00	14,010.62	0.00	0.00	332,366.36
2008-09	64,720.03	22,490.60	313.86	324,000.00	326,473.48	157,847.00	14,806.10	28.86	200,000.00	305,048.32
2009-10	0.00	5,939.75	28.09	0.00	332,441.32	316,108.00	8,396.86	27.47	220,000.00	409,580.65
2010-11	0.00	3,284.09	0.83	0.00	335,726.24	156,003.00	4,731.10	462.01	-11,000.00	581,776.76

**Public School Building Capital Fund - Fiscal Year Totals
ADM and Lottery Fund**

10/27/2014

County 14 Camden

LEA 150 Camden County

2011-12	0.00	2,613.82	2.75	200,000.00	138,342.81	122,795.00	4,670.87	71.98	93,352.00	615,962.61
2012-13	0.00	532.61	63.10	138,719.77	218.75	130,696.00	2,888.74	25.52	53,000.00	696,572.87
2013-14	0.00	1.19	48.42	0.00	268.36	133,203.00	3,072.31	486.98	317,235.00	516,100.16
2014-15	0.00	0.28	27.50	0.00	296.14	21,493.00	572.29	216.21	0.00	538,381.66
Totals:	1,303,944.41	299,504.40	46,219.59	1,649,372.26		1,352,593.00	57,056.63	1,319.03	872,587.00	

Camden County Board of Commissioners AGENDA ITEM SUMMARY SHEET

MOTION MADE BY:	
S. Duckwall	_____
G. Meiggs	_____
C. Riggs	_____
R Krainiak	_____
M. McLain	_____
NO MOTION	_____
VOTE:	
S. Duckwall	_____
G. Meiggs	_____
C. Riggs	_____
R. Krainiak	_____
M. McLain	_____
ABSENT	_____
RECUSED	_____

Item Number: 8.F

Consent Agenda

Meeting Date: November 17, 2014

Attachments: 1

Submitted By: Budget Officer and Finance Officer

ITEM TITLE: Declare Surplus –

SUMMARY:

Several departments have some surplus items which they would like to have declared surplus and put on GovDeals for sale sometime after the first of 2015.

- 2006 Ford Crown Vic – VIN#2FAFP71W36X16353 –171,614 miles
- Seven Bar “Blue” lights for Police Cars
- 1998 Ford Pickup Truck–VIN#1FTZF1761WNC27716-183,950 miles
- Old X300 John Deere Mower – 42” deck for parts only.
- Two Treadmills – Nautilus SportSeries T518 – Condition unknown.

After bidding, sale results will be reported to Commissioners for approval.

RECOMMENDATION:

PLEASE APPROVE PROPERTY AS LISTED AS SURPLUS AND PLACING OF IT ON GOVDEALS AS SOON AS CONVENIENT.

**Monthly Report
for
October 2014**

Ambulance Responses:	MTD 2014-2105	MTD 2013-2014	YTD 2014-2015	YTD 2013-2014	
Total Responses	1060	994	3798	3650	
Camden County	77	84	220	277	
Blackwater	0	0	0	0	
Pasquotank County	767	703	2802	2699	
Albemarle Hospital	216	207	776	674	
Advanced Life Support	270	289	1101	1215	
Basic Life Support	559	474	1919	1546	
Treatment/No Tx	6	9	18	39	<u>Emergency Transports</u>
Patient Refusal	117	91	356	372	78
Cancelled Enroute	39	39	134	165	
Standby-Event	8	9	34	27	<u>Non-Emergency Transports</u>
Standby-Helo		0	0	1	
Standby-Fire	8	9	29	29	387
Mutual Aid		1	4	3	
Miscellaneous	53	73	203	253	
	1060	994	3798	3650	

Accounts Receivable:	MTD	YTD	LYYTD
A/R Beginning Balance	\$ 1,743,535.68 +		
Patient Billings	\$ 427,307.40 +	\$ 1,598,470.80	\$ 1,384,526.60
Refunds	\$ 171.29 +	\$ 6,665.38	\$ 9,593.69
Patient Credits	\$ 251,612.81 -	\$ 909,371.81	\$ 850,241.22
Ins. Contract Adj.	\$ 127,934.46 -	\$ 437,206.54	\$ 403,915.12
Write Off's	\$ 69,659.12 -	\$ 187,704.17	\$ 93,434.16
Late PCR's	\$ 668.40 +		
Adjustment	\$ (750.36) +		
A/R Ending Balance	<u>\$ 1,721,726.02</u>	LYMTD	
Deposits to Finance Office	\$ 183,324.96 +	\$ 132,783.42	
Recovery from Bad Debt	\$ - -		
Misc. Revenue	\$ 128.93 -		
A/R Payment to Finance	\$ 68,416.78 +		
Adjustment Added	+		
Adjustment Subtracted	-		
Total	<u>\$ 251,612.81</u>		

Notes:
Mileage

FOR IMMEDIATE RELEASE
Nov. 13, 2014

Contact: Todd McGee, (919) 715-7336
todd.mcgee@ncacc.org

Bason promoted to Deputy Director

North Carolina Association of County Commissioners Executive Director Kevin Leonard is pleased to announce that Amy Bason has been promoted to Deputy Director.



Bason, who joined the NCACC in January 2011 as Legislative Counsel, was promoted to General Counsel to the NCACC Board of Directors and to the NCACC's Risk Management Pools Board of Trustees in March 2012. As Deputy Director, she will continue in her role as General Counsel but will also take on additional duties. Patrice Roesler will also continue to serve as Deputy Director, overseeing the Education and Conferences Department.

"Amy's talent as a leader in our organization has made strong and positive impacts on the Association and all North Carolina counties," said Leonard. "This new position will provide her an opportunity to make an even bigger impact by getting her more involved with our day-to-day operations as well interacting more with our members and

external partners."

Bason was recognized in July 2012 as one of the top 60 lobbyists for 2011-12 by the N.C. Center for Public Policy Research. Prior to joining the NCACC, Bason served as the General Counsel to the N.C. State Senate Majority Leader's office. She also worked for the North Carolina Attorney General's Office as an Assistant Attorney General and served as legal counsel to the N.C. Department of Health and Human Services, Division of Facility Services, Certificate of Need Section, where she represented the department in complex civil litigation. She began her legal career as an Assistant District Attorney in the First Judicial District of North Carolina.

Bason received her J.D. from the University of North Carolina at Chapel Hill and was admitted into the North Carolina State Bar in August 1996. She earned a B.A. in Political Science from Rutgers University.

"I look forward to working with the NCACC Board of Directors and with the rest of the management team to further the goals of the Association and to represent all North Carolina counties," said Bason.

The NCACC represents the collective interests of counties before the General Assembly, state agencies and the federal government. All 100 counties are members of the Association and participate in the Association's legislative efforts.

The Board of Directors and its Executive Committee make policy decisions to guide the Association and its staff through the year. The Board consists of five officers (Executive Committee), 18 district directors, elected members of the Board of Directors of the National Association of Counties, five at-large commissioners, and commissioners who chair NCACC committees or hold other appointments.

11/12/2014 10:29 Camden County, NC LIVE
stjones BALANCE SHEET FOR 2015 4

FUND: 0001 CENTRAL DEPOSITORY /

FUND: 0001 CENTRAL DEPOSITORY		NET CHANGE FOR PERIOD	ACCOUNT BALANCE
ASSETS			
01	101001	1,138,918.96	11,746,848.88
01	101002	.11	13,479.41
01	101003	.00	550,000.00
01	101006	116,711.96	149,704.34
01	101007	.02	2,609.86
01	101008	.01	1,534.35
TOTAL ASSETS		1,255,631.06	12,464,176.84

LIABILITIES			
01	201010	-526,155.33	-6,455,611.66
01	201012	254.28	-60,750.62
01	201013	-358.09	-15,758.60
01	201014	31,985.80	41,526.60
01	201015	-9.34	-95,958.15
01	201023	-187.56	-250,241.74
01	201029	-867,823.18	224,672.08
01	201030	-15,119.55	-589,955.71
01	201032	997.21	-78,229.19
01	201033	-21,435.95	-24,067.98
01	201036	-1,109.36	-2,973.03
01	201037	-4,336.22	-6,373.62
01	201038	-2,443.08	-4,853.07
01	201039	21,515.84	-423,533.32
01	201040	15,370.24	-295,134.06
01	201041	-1,496.23	-4,302.82
01	201050	-755.47	-8,629.28
01	201051	77,347.34	-124,701.67
01	201052	2,957.57	-208,649.89
01	201053	-84.91	-113,022.97
01	201055	-.01	-1,534.35
01	201056	-21,838.87	-24,827.05
01	201060	9,237.18	-263,878.56
01	201065	17,675.38	-431,277.61
01	201070	-38,416.34	-2,749,244.49
01	201071	68,597.59	-496,866.08
01	201075		
TOTAL LIABILITIES		-1,255,631.06	-12,464,176.84

TOTAL LIABILITIES + FUND BALANCE
-1,255,631.06

Claram C. Mansfield, Finance Officer
November 13, 2014

Camden County Sheriff's Office Monthly Stats October-14 Sheriff Tony Perry

Date		Property Crimes	Breaking & Entering	Larceny	Crimes Against Persons	Animal Control Calls	Assaults	Mental Commit.	Drug Arrests
Current:	14-Oct	1	1	4	6	45	1	3	2
Last Month:	14-Sep	4	11	10	8	71	1	5	0
Last Year:	13-Oct	5	2	5	7	20	1	3	0
Traffic Offense	Other Arrest	Juvenile Arrest	Total Arrest	Reports	Papers Served	Armed Robbery	Calls Answered	Building Checks	Avg. Jail Population
43	18	0	63	94	107	0	796	283	
68	12	0	80	130	119	0	937	295	7
57	13	0	70	106	82	0	1052	273	0

Calls Answered:	796
Average:	26.5

Calls for Service 2014:	8328
Calls for Service 2013:	12335
Calls for Service 2012:	11853

Trainings

Lexipol Policy Manual
 Domestic Violence
 Law Enforcement Support Services-Military Surplus Equipment
 National Law Enforcement Retreat-Billy Graham Training Center



Albemarle RPO Board Meetings

Wednesday, November 12, 2014 Pocosin Arts Conference Center, 202 Main Street, Columbia, NC 27925

Technical Coordinating Committee: Starts at 11:00 AM

- | | |
|---|------------------------|
| 1. Call to Order | Rhett White, TCC Chair |
| 2. Roll Call | Rhett White, TCC Chair |
| 3. Agenda Approval | Rhett White, TCC Chair |
| 4. Approval/ Adoption of Minutes from Last Meeting | Rhett White, TCC Chair |
| 5. Nags Head Pedestrian Plan endorsement
Approval | Rhett White, TCC Chair |
| 6. Duck Comprehensive Pedestrian Plan endorsement
Approval | Rhett White, TCC Chair |
| 7. STC map
Approval | Rhett White, TCC Chair |
| 8. Barco Diversion Plan
Approval | Rhett White, TCC Chair |
| 9. Ferry tolling letter discussion
Approval | Rhett White, TCC Chair |
| 10. Public Comments | Rhett White, TCC Chair |
| 11. Adjournment | Rhett White, TCC Chair |

Lunch and Presentations

NCDOT presentation
SPOT 4.0 report- Patrick Flanigan
TPB update

Transportation Advisory Committee: Starts at 1 PM

- | | |
|---|--------------------------|
| 1. Call to Order | Lloyd Griffin, TAC Chair |
| 2. Roll Call | Lloyd Griffin, TAC Chair |
| 3. Agenda Approval | Lloyd Griffin, TAC Chair |
| 4. Approval/ Adoption of Minutes from Last Meeting | Lloyd Griffin, TAC Chair |
| 5. Nags Head Pedestrian Plan endorsement
Approval | Lloyd Griffin, TAC Chair |
| 6. Duck Comprehensive Pedestrian Plan endorsement
Approval | Lloyd Griffin, TAC Chair |
| 7. STC map
Approval | Lloyd Griffin, TAC Chair |
| 8. Barco Diversion Plan
Approval | Lloyd Griffin, TCC Chair |
| 9. Ferry tolling letter discussion
Approval | Lloyd Griffin, TAC Chair |
| 10. Public Comments | Lloyd Griffin, TAC Chair |
| 11. Adjournment | Lloyd Griffin, TAC Chair |

**Minutes of the Rural Technical Coordinating Committee (RTCC) Meeting
August 18, 2014
11:00 a.m.**

RTCC

The August 18, 2014 RTCC meeting held at the Chowan Public Safety Center in Chowan County was opened and called to order by RTCC Chairman Rhett White at 11:00 a.m.

Roll Call

It was determined a quorum was present with the following RTCC members in attendance: Chairman Rhett White, Town of Columbia; Donna Creef, Dare County; Greg Loy, Town of Kill Devil Hills; Wes Haskett, Town of Southern Shores; Frank Heath, Perquimans County; Jerry Rhodes, Washington County; Kevin Howard, Chowan County; John Stockton Town of Kitty Hawk; Dan Porter, Camden County; Dan Scanlon, Currituck County; Bill Rich, Hyde County; Kermit Skinner, Town of Manteo; Kelly Wyatt, Town of Nags Head, Bill White Jr. Town of Creswell, Shelley Cox, Pasquotank County.

DOT representatives present: Gretchen Byrum, Jerry Jennings, Malcolm Fearing, Beshad Norowzi.

Conflict of Interest Statement

Chairman White read a conflict of interest statement. The committee was polled and no conflicts of interest were noted.

Agenda Approval

Chairman White called for a motion to accept the agenda as presented. A motion to accept was made by Greg Loy, seconded by Frank Heath, and unanimously carried.

Approval of June 18, 2014 RTCC Minutes

Minutes of the June 18, 2014 TCC meeting were reviewed and Chairman White entertained a motion for adoption. Motion to adopt the minutes as presented was made by Dan Porter, seconded by Wes Haskett, and unanimously carried.

Project scoring criteria and methodology

Ms. Welsh stated that after reviewing the methodology of the Peanut Belt and Mid-East RPO's, they are assigning 100 points to their top scoring projects for the purpose of entering them into the SPOT Online system. She explained that although our methodology provided 100 "geographic equity" points to one project in each county, the RPO had not assigned the 100 local input points to the projects. She stated the language added to the methodology was approved by the SPOT office. They also determined it was not a significant change and did not need to go through another public comment period as they considered it a clarification. A motion was made by John Stockton for final approval of the methodology and was seconded by Dan Porter. The motion carried unanimously.

Project Point Assignment

Angela Welsh presented spreadsheets that showed all of the projects. Each County stated which projects they wanted to designate their 100 “geographic equity” points to. The following table notes the final project selection of each county:

COUNTY	DIVISION LEVEL HIGHWAYS	REGIONAL HIGHWAYS
CAMDEN	H111228	H090869
CHOWAN	H141869	H141869
CURRITUCK	H129515	H129515
DARE	H129043	H090230
GATES	H0909009-C	H0909009-C
HYDE	F130008	NA
PASQUOTANK	A130006	H141880
PERQUIMANS	H141222	H141929
TYRRELL	B141346	NA
WASHINGTON	A1300042	NA

Dan Porter made a motion to approve the final point assignment with Camden changing their Division project point assignment to H111228 from what was tentatively approved at the June 18, 2014 meeting. His motion was seconded by Dan Scanlon and carried unanimously.

Planning Work Program (PWP amendment)

Angela Welsh explained the request to amend the Planning Work Program for the 2014-2015 Fiscal year. She stated Camden and Currituck have discussed amending their adopted Comprehensive Transportation Plans (CTP’s) to include a connector road between US 17 in Camden and US 168 in Currituck. Camden’s CTP already includes the connector road to the Currituck County line, however, Currituck’s does not include a connector road. She explained that the RPO was simply moving \$5000.00 from one line item to cover the time and work cost to complete the CTP amendments. Approval of the amendment would not result in the counties paying increased dues. A motion to approve was made to approve the PWP amendment by Frank Heath, seconded by Shelley Cox and unanimously carried.

SPOT 4.0

Angela Welsh stated the SPOT 4.0 work group would be meeting soon to discuss the SPOT 4.0 process and Staff would be drafting a letter to the work group regarding changes which the ARPO would like to see made in the scoring process for SPOT 4.0 changes which may need to be made for the SPOT 4.0 process. The letter would also be copied to our representatives in the House and Senate. TCC members discussed some of the items Ms. Welsh had specified in her staff memo; using seasonal traffic volumes and evacuation as criteria, making the weight of economic competitiveness higher, more consideration of non-highway modes at the State level of funding, and using seasonal population estimates when assigning local input points.

After discussion among RTCC members, John Stockton made a motion to also request a member of the ARPO be added to the SPOT work group, the distribution of local input points

should also be calculated by the size of the geographic area and to add Steve Keen and Malcolm Fearing as recipients of the letter. His motion was seconded by Dan Scanlon and the motion carried unanimously.

Ms. Welsh stated she would draft the letter, have the RTAC Chair sign it and forward a copy of the letter to RTCC members.

Public Comment

Chairman White opened the floor for public comments and there being no comments closed the floor.

With no further business to discuss, Chairman White adjourned the meeting at 12:07.

Presentations

Transportation Planning Branch (TPB) Report

Behsad Nowwozi provided the group with an overview of how the Transportation Planning Branch works in relation to how Comprehensive Transportation Plans are completed.

Ferry Update

The Ferry Division Director, Ed Goodwin provided the group with some ideas he is having discussions about adding ferries which would only serve pedestrians to the Ferry Divisions fleet.

RTAC Meeting –August 18, 2014 1:00 p.m.

Call to Order

The August 18, 2014 RTAC meeting held at the Chowan Public Safety Center in Chowan County was opened and called to order by RTAC Chairman Lloyd Griffin at 1:15 p.m.

Roll Call

It was determined a quorum was present with the following RTAC members in attendance: Chairman Lloyd Griffin, Pasquotank County; Jeff Smith, Chowan County; Currituck County; Larry Lawhon, Town of Southern Shores; John Ratzeberger, Town of Nags Head; Leroy Spivey, Tyrrell County; Jack Shea, Dare County; Benjamin Simmons, Hyde County; J. D. Melton, Town of Creswell; Edward Muzzulin, Perquimans County; and Michael McLain, Camden County.

Conflict of Interest Statement

Chairman Griffin read a conflict of interest statement. The committee was polled and no conflicts of interest were noted.

Approval/Adoption of Minutes of June 18, 2014 Meeting

A motion to approve the June 18, 2014 RTAC minutes was made by Jack Shea, seconded by Jeff Smith and unanimously carried.

RTCC Meeting Report

RTCC Chairman Rhett White provided the following reports from the RTCC meeting.

Project scoring criteria and methodology

Ed Muzzulini moved to give final approval to the project scoring criteria and methodology as presented. His motion was seconded by Jack Shea and unanimously passed.

Project Point Assignment

Mike McLain moved to finally approve the project list with changes made by the RTCC. His motion was seconded by Vance Aydlett and carried unanimously.

Planning Work Program (PWP) Amendment

Mike McLain moved to approve the PWP amendment. His motion was seconded by Leroy Spivey and carried unanimously.

Public comment

Chairman Griffin opened the floor for public comments and there being no comments closed the floor.

Other Business

It was determined that the next RPO meeting will be held in Tyrell County, hosted by Leroy Spivey. A tentative date of November was agreed upon. Notification of a definite date and time will be forthcoming.

Adjournment

There being no further business to conduct, Chairman Griffin declared the meeting adjourned at 2:00.

Agenda Item 5



Agenda Item No. 5

Item Title: Nags Head Pedestrian Plan endorsement

Item Summary: On July 16, 2014, the Town of Nags Head approved the Nags Head Pedestrian Plan. Once approved by the local government, RPO's are required to endorse Pedestrian Plans approved by their member counties and municipalities.

Specific action requested: Approval of the attached resolution endorsing the Nags Head Pedestrian Plan

Number of attachments: 1

The Town of Nags Head Pedestrian Plan can be found in the same folder as the agenda package and can also be accessed at the following web address:

http://walksafenagshead.weebly.com/uploads/2/4/8/9/24890089/final_nagsheadpedplan_chapters_07.16.14_lowres.pdf

The RPO Director will also have the Plan available at the meeting should there be any questions.

A RESOLUTION FOR ENDORSEMENT OF THE TOWN OF NAGS HEAD PEDESTRIAN PLAN

WHEREAS, the Transportation Advisory Committee (TAC) is the duly recognized transportation planning policy board for the Albemarle Rural Planning Organization (RPO); and



WHEREAS, the Town of Nags Head recently adopted a Pedestrian Plan funded through, and conducted in conjunction with, the North Carolina Department of Transportation, Bicycle and Pedestrian Planning Division; and

Albemarle Rural Planning Organization

WHEREAS, the plan was drafted in order to improve walking conditions in Nags Head by increasing pedestrian safety, improving pedestrian access to community destinations, and creating opportunities for active and healthy lifestyles; and

PO Box 646
Hertford, NC 27944

WHEREAS, the Plan was drafted with the help of a steering committee of local residents, town staff and regional representatives who helped to guide the planning process; and

(252) 426-5775
FAX (252) 426-8482

www.albemarlecommission.org

WHEREAS, the public was asked to participate in the development of the Plan through two public workshops, a public hearing a public comment form and updates via the project website; and

§

Officers

WHEREAS, the Nags Head Board of Commissioners held a public hearing on July 16, 2014 and voted unanimously to adopt the Plan; and

Lloyd E. Griffin, III
TAC Chairman

NOW, THEREFORE BE IT RESOLVED that the Albemarle RPO TAC hereby endorses the Town of Nags Head Pedestrian Plan.

Leroy Spivey
TAC Vice-Chairman

A motion was made by _____ and seconded by _____ for the endorsement of the resolution, and upon being put to a vote was duly adopted, on this, the 12th day of November 2014

Rhett White
TCC Chairman

Dan Porter
TCC Vice-Chairman

§

Proudly serving Camden, Chowan, Currituck, Dare, Gates, Hyde, Pasquotank, Perquimans, Tyrrell, and Washington Counties

Lloyd E. Griffin, III Chairman
Albemarle RPO TAC

Angela M. Welsh, Secretary
Albemarle RPO

Agenda Item 6



Agenda Item No. 6

Item Title: Duck Comprehensive Pedestrian Plan endorsement

Item Summary: On October 1, 2014, the Town of Duck approved the Town of Duck Comprehensive Pedestrian Plan. Once approved by the local government, RPO's are required to endorse Pedestrian Plans approved by their member counties and municipalities.

Specific action requested: Approval of the attached resolution endorsing the Duck Comprehensive Pedestrian Plan

Number of attachments: 1

The Town of Duck Comprehensive Pedestrian Plan can be found in the same folder as the agenda package and can also be accessed at the following web address:

https://drive.google.com/file/d/0B_NE-7jeLXgRSzBtV1hVSGg2LU0/edit?pli=1

The RPO Director will also have the Plan available at the meeting should there be any questions.

**A RESOLUTION FOR ENDORSEMENT OF THE TOWN OF DUCK
COMPREHENSIVE PEDESTRIAN PLAN**

WHEREAS, the Transportation Advisory Committee (TAC) is the duly recognized transportation planning policy board for the Albemarle Rural Planning Organization (RPO); and



WHEREAS, the Town of Duck recently adopted a Comprehensive Pedestrian Plan funded through, and conducted in conjunction with, the North Carolina Department of Transportation, Bicycle and Pedestrian Planning Division; and

Albemarle Rural Planning
Organization

WHEREAS, the focus of the plan was on infrastructure improvements as well as safety and education programs with a specific focus on the village center, which has high pedestrian and bicycle usage.; and

PO Box 646
Hertford, NC 27944

WHEREAS, the Plan was drafted with the help of a steering committee of business owners, residents, community planners and elected officials who helped to guide the planning process; and

(252) 426-5775
FAX (252) 426-8482

www.albemarlecommission.org

WHEREAS, the public was asked to participate in the development of the Plan through two public meetings, a public hearing and through a survey developed to gather information on pedestrian use within the town; and

§

Officers

WHEREAS, the Duck Town Council held a public hearing on October 1, 2014 and voted unanimously to adopt the Plan; and

Lloyd E. Griffin, III
TAC Chairman

NOW, THEREFORE BE IT RESOLVED that the Albemarle RPO TAC hereby endorses the Town of Duck Comprehensive Pedestrian Plan.

Leroy Spivey
TAC Vice-Chairman

A motion was made by _____ and seconded by _____ for the endorsement of the resolution, and upon being put to a vote was duly adopted, on this, the 12th day of November , 2014

Rhett White
TCC Chairman

Dan Porter
TCC Vice-Chairman

§

Proudly serving Camden,
Chowan, Currituck, Dare, Gates,
Hyde, Pasquotank, Perquimans,
Tyrrell, and Washington
Counties

Lloyd E. Griffin, III Chairman
Albemarle RPO TAC

Angela M. Welsh, Secretary
Albemarle RPO

Agenda Item 7



Agenda Item No. 7

Item Title: Strategic Transportation Corridor (STC) discussion

Item Summary: The NCDOT has opened a public comment period regarding the new Strategic Transportation Corridors (STC) map which will replace the Strategic Highway Corridors (SHC) map adopted by the NC Board of Transportation in 2004.

Specific action requested: Discussion regarding STC map

Number of attachments: 2

In early May, various eastern North Carolina RPO Staff, TAC Board members and NCDOT Division 1 Staff attended a meeting seeking our input regarding Strategic Transportation Corridors (STC). Strategic Transportation Corridors are a network of multimodal transportation corridors that form the backbone of North Carolina's transportation system. The STC will support the NCDOT in implementing the Strategic Transportation Investments (STI) and the current project ranking process. It will also support the NCDOT's long range vision for the STI. The STC replaces the Strategic Highway Corridors adopted by the Board of Transportation in 2004.

During the NCDOT meetings there were several concerns expressed as to why critical highway networks in North East North Carolina, which were included in the 2004 Strategic Highway Corridors were not included in the Strategic Transportation Corridors Highway networks not included were; US 158, the mid-Currituck Bridge, and US 168. However, US 17, US 64 and US 13 were included on the STC map.

At our June meeting, the TAC approved a resolution in support of adding US 158 US 168 and the Mid-Currituck Bridge on the STC map (resolution attached) and the RPO Director forwarded it to Kerry Morrow, the Statewide Plan Engineer. Based on feedback from the May meetings, the NCDOT has revised the STC map to include US 158 but did not include US 168 or the Mid-Currituck Bridge.

The NCDOT launched a 60 day public comment period (October 3, 2014-December 2, 2014) and asked that stakeholders review the STC map and share their feedback with Kerry Morrow.

The STC map and comment responses are attached for your review. The RPO Director is seeking direction from the TCC and TAC regarding drafting a letter from the TAC Chair in support of adding US168 and the Mid-Currituck Bridge on the STC map.

North Carolina Strategic Transportation Corridor Policy

Preamble

The North Carolina Department of Transportation has as its stated Mission *"Connecting people and places safely and efficiently, with accountability and environmental sensitivity to enhance the economy, health and well-being of North Carolina."* This Mission and associated system delivery Goals of ensuring traveler safety, promoting efficient movement of people and goods, and preserving its infrastructure investment require that the Department conduct sound planning that advances critical transportation facilities and services that are needed to support the State's long-term economic prosperity goals. In pursuit of these goals, NCDOT has identified a network of Strategic Transportation Corridors and has adopted this Strategic Transportation Corridors Policy to guide transportation planning and project development efforts and to support realization of Governor McCrory's *25-Year Vision for North Carolina*.

The intent of this Policy is to update the Strategic Highway Corridor policy adopted by the Board of Transportation on September 2, 2004, consistent with direction provided by the Board in 2012 by adopting the NC Statewide Transportation Plan (the 2040 Plan).

It is the stated purpose of Strategic Transportation Corridors to identify from existing facilities a network of high priority strategic transportation corridors which will form the state's core network of highly performing facilities for movement of high volumes of people and freight. The facilities and services in those corridors are considered to be of great importance on a statewide basis for long-distance movement of people and freight. The policy establishes that preservation of those facilities at a consistently high level of functionality, in terms of classification, condition, and service, will guide long-term planning at statewide, regional, and corridor levels and should be considered the state's highest priority when such corridors are being analyzed within the framework of regional or local transportation and land use plans.

The Strategic Transportation Corridors that are defined by this policy are dynamic and intended to support the highest level of transportation needs. They can and will be amended as conditions change. It is not intended that this policy will restrict transportation system improvements and investments needed to address local or smaller regional needs. Rather, their identification is intended to recognize their importance and the need for their protection as regional transportation and land use plans consider local land access and mobility needs.

Strategic Corridors Vision

It is the Board of Transportation's vision that North Carolina should have an identified network of high-priority, integrated multimodal transportation corridors comprised of facilities that interconnect statewide and regional transportation-dependent activity centers, to enhance economic development, promote highly reliable and efficient mobility and accessibility, and support good decision-making.

Strategic Corridors Goals

In adopting this Policy, the Board establishes the following goals for North Carolina's Strategic Transportation Corridors:

1. **System Connectivity:** *Provide essential connections to national transportation networks critical to interstate commerce and national defense.*
2. **Mobility:** *Facilitate significant inter-regional movements of people and goods across the state.*
3. **Economic Prosperity:** *Support economic development and efficiency of transport logistics for economic regions and clusters of activity centers.*

Policy

It is the policy of the NCDOT to place highest priority in the planning and long-term improvement implementation on establishing a network of safe, highly reliable, and efficient multimodal Strategic Transportation Corridors. These Corridors, as identified through a coordinated planning process, are intended to support the economic prosperity goals of the State of North Carolina by enhancing the multimodal mobility function of critical transportation facilities, and are incorporated into this Policy as depicted in Exhibit 1.

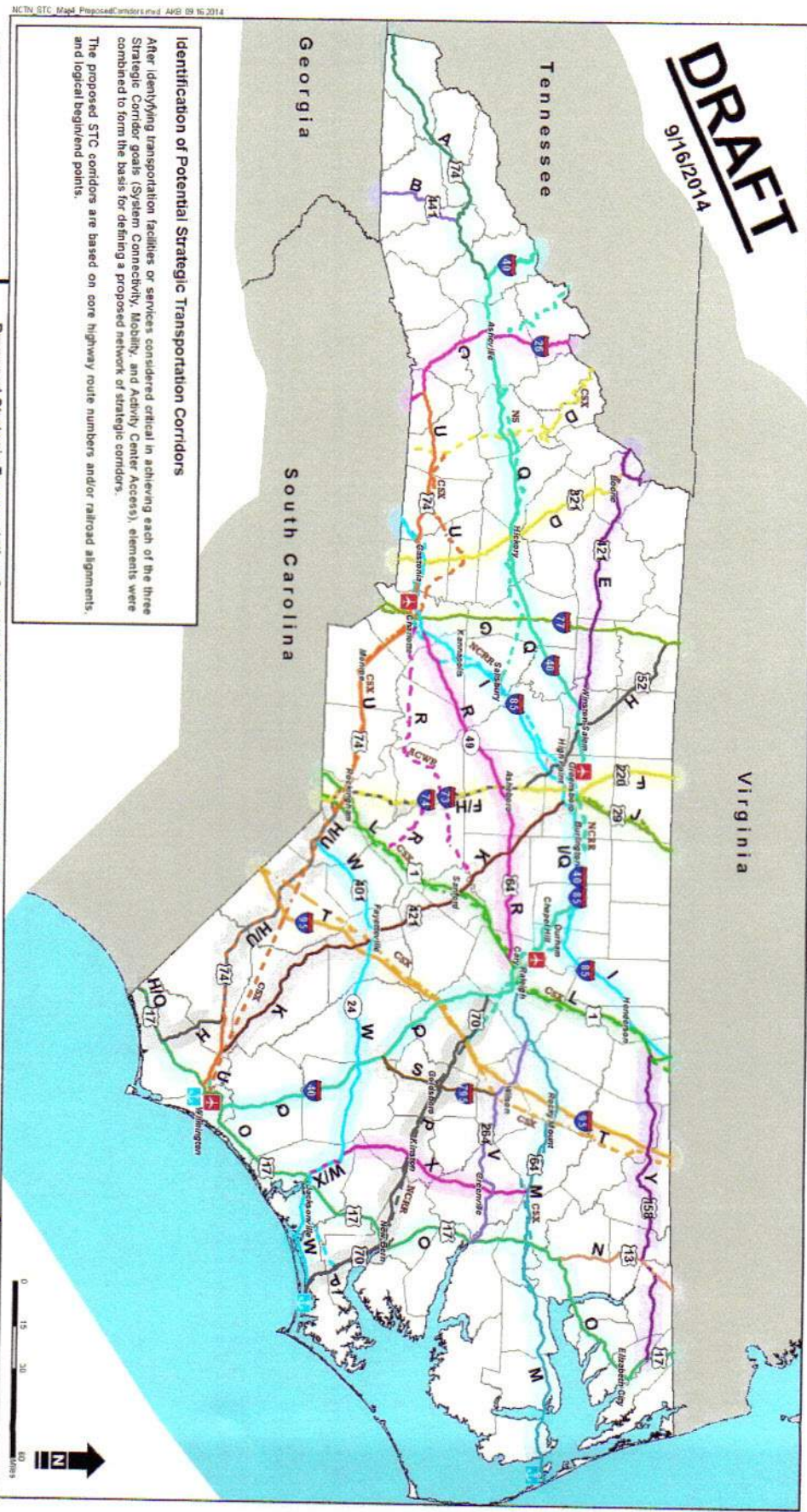
For purposes of this policy, the Department of Transportation shall:

1. As quickly as practicable, work with regional planning partners to prepare Strategic Transportation Corridor vision plans that reflect consistent, corridor-long performance standards that take into account regional and statewide characteristics and needs in terms of mobility, operational performance, safety, and physical condition, and that establish consistent, high-level facility-types and operating standards for each Strategic Transportation Corridor.
2. Within the context of regional Comprehensive Transportation Plans, establish that for identified Strategic Transportation Corridors, preservation of inter-regional, long-distance travel needs into and through the region should take priority over direct land access and local travel patterns.
3. In managing highway elements of individual Strategic Transportation Corridors, apply the highest practicable access management provisions to promote operational efficiencies and safety, and to enhance the movement of people and freight on primary corridor facilities.
4. Preserve and support prior project development decisions that have been based on identified Strategic Highway Corridors (as those highways were established by prior Board of Transportation policy action). Such project development decisions include but are not limited to, environmental studies, purpose and need determinations, screening of alternatives, travel corridor or mode definitions, or identification of environmental impacts and mitigation. It is not the intent of the Strategic Transportation Corridors policy to replace, modify, or negate any ongoing or prior project development decisions that include or reference the components of the Strategic Highway Corridor policy. Such ongoing or prior project development decisions shall remain valid and are incorporated into the Strategic Transportation Corridors Plan by reference.

Adopted by the Board of Transportation on _____.

Exhibit 1
NC Strategic Transportation Corridors

DRAFT
9/16/2014



Identification of Potential Strategic Transportation Corridors

After identifying transportation facilities or services considered critical in achieving each of the three Strategic Corridor goals (System Connectivity, Mobility, and Activity Center Access), elements were combined to form the basis for defining a proposed network of strategic corridors.

The proposed STC corridors are based on core highway route numbers and/or railroad alignments, and logical beginning/end points.



Legend

Proposed Strategic Transportation Corridors (solid = highway; dashed = rail)	A (US174W)	F (I73/Future I73)	K (US421/NC87)	P (US70/ENCR)	U (US74W/US74E/Future I74)
	B (US441)	G (I77)	L (US1)	Q (I40)	V (US24E)
	C (I26/US23)	H (I74/Future I74)	M (I495/US64E)	R (US64/WNC49)	W (US401/NC24/US259)
	D (US321/CSX)	I (I85)	N (US13)	S (I795/US117)	X (US259/NC11/US13)
	E (US421W)	J (US29/NNS)	O (US17)	T (I85/CSX)	Y (US158)

NC Seaports
 NC Int'l or Major Freight Airports

**STRATEGIC TRANSPORTATION
CORRIDORS**

MAP 4

O:\Transportation\Planning\100033005 - NCMIN Update 2012\T3 - Issues ID - PlnFocus\3.3 Definition and Selection Criteria Identification\Final Framework\STC_PrioritizationPolicy_v2.3_100314.docx

NC Transportation Network/Strategic Transportation Corridors Regional Meetings/Statewide Webinar Comment Responses September 2014

In a series of eight meetings across North Carolina and one statewide webinar in May and June 2014, the NC Department of Transportation presented the draft recommended Strategic Transportation Corridors (STC) network. NCDOT received more than 120 individual comments and questions at the forums and in subsequent written comments received by the Department. Many of the comments and questions were similar. The individual comments and questions have been compiled and incorporated into the 19 questions shown below.

The comments prompted the study team to re-evaluate various aspects of the system connectivity, mobility, and economic prosperity elements and the associated maps from which the STC were identified. Overall, minor adjustments were made to the STC. Three changes are worthy of note:

1. Eliminating the ranking and stratification of corridors into either regional or statewide significance;
2. Updating the system connectivity, mobility and economic prosperity map criteria to incorporate missing elements, such as railroad lines as an element of freight mobility, the port at Greer, SC, and major industrial developments and to recognize the importance considering transportation investment needs in the state's more economically depressed Tier 1 counties
3. As a result of adjusting the economic prosperity criteria and the criteria application, adding US 158 in northeast North Carolina; extending the Jacksonville to Greenville corridor along NC 11 north to US 64; and extending the US 321 corridor in Ashe County into eastern Tennessee.

The specific question responses follow.

1. **Question: What is the overall point of STC, how will they be used, and what is the funding plan for the STC?**

Response: In identifying a network of Strategic Transportation Corridors, NCDOT is establishing those transportation facilities deemed to be critical for achieving the State's economic development goals. This effort is a follow-up to the 2040 Statewide Transportation Plan (2040 Plan) adopted by NCDOT in 2012. The 2040 Plan recommended that the Strategic Highway Corridors (SHC) network adopted in 2004 be updated to reflect multiple transportation modes and changes in North Carolina's transportation demands. The STC is a planning tool intended to help the state identify critical travel sheds within its system. It will serve local planners by letting them know what corridors the state sees as necessary to preserve for connectivity, mobility and economic prosperity purposes.

The STC represent critical transportation corridors throughout the state, but there are no specific improvements recommended within any of the corridors. Therefore, there is no "funding plan" for the STC. While any facility, such as a highway, rail line, or airport, is eligible for funding through NCDOT's normal project funding process, there is no special consideration given to the STC in setting spending priorities.

2. **Q: NCDOT has been using the SHC for planning and project development purposes. Why didn't the study evaluate all 55 SHC previously used by NCDOT for long-range planning?**

R: The STC process was designed to analyze the transportation system with a fresh set of eyes, based on goals, objectives, and criteria consistent with NCDOT's current overall goals and objectives. As such, this process did not start with the 55 SHC, nor were they specifically evaluated during this effort. The STC process involved identifying those corridors that best support the three transportation goals of system connectivity, mobility and economic prosperity. The result was the identification of 25 corridors considered critical for achieving those goals.

3. Q: How do the STC consider multiple modes in setting corridor recommendations?

R: In defining the STC, any transportation facility that met the goals of improving system connectivity, enhancing movement of high volumes of people or goods, and promoting broad economic prosperity was considered for inclusion. This was meant to recognize that an optimum strategic network would contain corridors that provide multimodal opportunity for mobility and economic development. Rail lines are incorporated into the corridors shown, and activity and movements at airports and ports also were incorporated into the corridor recommendations.

4. Q: Why do the STC only focus on existing corridors and exclude future new location routes?

R: NCDOT generally considers that North Carolina's transportation system is a mature system, accessing most areas of the state with at least basic services. In question is not the need for more miles of highway or rail, or more airports or seaports, but rather the types of service, in terms of speed or reliability that the system provides. Certainly there are some exceptions, primarily where cooperative initiatives with our neighboring states are involved such as with proposed high speed rail to Virginia, or expanded interstate highways, but even those are more about improving existing highways than building new ones.

5. Q: How do the STC reflect future conditions, such as population growth, or new activity centers and economic development projects?

R: The Governor's Logistics Task Force (GLTF), which conducted a review of the state's freight logistics needs to maintain and enhance economic activity, identified in its *Seven Portals Study* a series of "logistics villages" that could be hubs of future economic development activity. These hubs are anticipated to be in areas of current rapid population growth, as well as in areas where natural resources, transportation infrastructure, or industrial attractors provide opportunity for such projects. The Seven Portals study evaluated the readiness of about three dozen potential development sites for potential and readiness for development. The Strategic Corridors study team used that evaluation prepared for the GLTF to identify about two dozen logistics villages with development potential in the future. The NCTN/STC study considered the vicinity of these logistics villages as population and employment growth areas.

6. Q: Do the corridors consider the NC Department of Commerce's designation of economically depressed areas (Tier 1) and consider that transportation improvements are needed in these areas to create significant activity centers?

R: Responsive to comments received during public review of the draft STC, NCDOT revised the economic prosperity criteria used to define STC to identify principal transportation facilities providing access and mobility to counties identified as being Tier 1 counties. For example, US 158 traversing northeast North Carolina was identified as a critical facility for providing access to jobs or for improving prospects for new industrial locations.

7. Q: In considering mobility needs, how were traffic volumes for rural and urban areas used?

R: A basic consideration in identifying the STC network was ability of transportation facilities to move large volumes of people or goods across longer distances. NCDOT's statewide travel demand model was used to identify high volume rural or urban/suburban highways. For the rail system, rail tonnage data developed by the GLTF in preparing the *Maritime Strategies Report* was used to identify high volume rail lines critical to North Carolina businesses.

8. Q: How did the mobility needs map allow for significant traffic increases during peak tourist seasons?

R: Concern was expressed by commenters that the average daily traffic data generated by NCDOT's statewide travel demand model would not adequately recognize the heavy peak tourist season traffic experienced in areas such as the Outer Banks or the Great Smoky Mountains National Park and Cherokee, and by extension the mobility challenges of those areas. While it is recognized that traffic "peaking" in these areas is not fully captured in the average daily traffic data generated by the model, the areas most likely to experience high seasonal traffic variation as well as high tourism activity are identified as primary tourism activity centers, and key access routes to those areas have been identified.

9. Q: What are prosperity zones and what was the study attempting to gauge with them?

R: The NC Department of Commerce established eight prosperity zones in the state. The zones are administrative regions designed to help coordinate economic development activities across a number of state agencies and geographic regions. The STC effort used the prosperity zone boundaries as the basis of identifying where stakeholder meetings for the study would take place. The study also used data from the Department of Commerce within those administrative regions to help define some elements of the economic prosperity goal and sought to consider needed connectivity between the zones as an element of the nominated STC.

10. Q: Why were sales receipts used instead of visitor counts to identify economic activity centers, since sales receipts favor urban areas?

Study metrics were vetted with the leaders of NCDOT departments; an Advisory Group made of up transportation and planning agency representatives; and leaders of business, tourism and economic development organizations. These stakeholders determined that visitor counts at major destinations did not provide an adequate measure of overall tourism activity and that sales receipts within NC counties would provide a better picture of the economic impact and potential of tourism activity.

11. Q: Is more information available about the details of the scoring process and the rationale for the stratification of corridors into statewide or regional categories? (Specific question about the scoring process included a request to explain how truck traffic was incorporated.)

R: This question pertained to the rating of nominated STC in stratifying them as corridors of either statewide or regional significance. As a result of comments received during the review process, NCDOT has decided not to pursue this stratification, thereby making it unnecessary to provide scoring details.

12. Q: How was North Carolina's agricultural economy considered in identifying the STC?

R: Agricultural activity was not specifically considered in defining STC elements.

13. Q: Is the data that was used to identify STC elements available?

R: The final STC report will include data used in developing the connectivity, mobility and economic prosperity maps. The final report will be available online.

14. Q: Will you incorporate missing elements identified during the stakeholder involvement process, such as rail lines, inland ports, hurricane evacuation routes, and shallow draft inlets?

R: Following the public meetings, the study team reviewed all comments and considered whether elements, such as those mentioned in the question, had been overlooked or should be added based on refinements of the STC identification criteria. As a result, some elements, such as the Wanchese Seafood Industrial Park and the Greer, SC inland port, were added as activity centers. Hurricane evacuation routes have not been added as STC elements. The study team also conferred with NCDOT's Rail Division to ensure that strategic rail segments were included. During this effort, it was recognized that every roadway leading inland from the coast is a hurricane evacuation route, with no roadway corridor being strategically more important than another.

15. Q: How will NCDOT ensure consistency with adjacent states' strategic corridors?

R: In developing the STC, consideration has been given to strategic corridor planning in adjacent states. Virginia has a well-defined system of "Corridors of Strategic Significance," and South Carolina has identified multiple strategic corridors within their definitions that connect to North Carolina. These were considered in identifying NC transportation elements that met the connectivity goal, but North Carolina's STC do not attempt to match adjacent states' strategic corridors.

16. Q: How does STC relate to funding projects under the state's Strategic Transportation Investments (STI) process now and in the future?

R: There is no direct or regulatory relationship between the STC and STI at the current time. STI is about funding allocations for NCDOT's six-year work program, while the STC are about establishing consistency in long-range planning for broad corridors. Scoring of projects under STI is very prescriptive according to HB 817, which created the initiative. Neither STI scoring or the project prioritization process are impacted for proposed projects located on the STC. Similarly, in defining the STC network, no consideration has been given to whether a project on the STC would be eligible for funding under STI. In order for the STC to influence or be a part of the STI process, amendments to the STI legislation would be required.

17. Q: How will identification of strategic corridors be helpful to MPOs and RPOs assuming all of the STC end up on the STI statewide tier?

R: As stated earlier, there is no direct relationship between STC and STI, nor does STC recommend specific transportation improvements, therefore one should not assume that the STC will end up on the statewide tier. Since the STC effort is a broad planning tool identifying the state's critical transportation corridors for preserving connectivity, mobility and economic prosperity throughout the state, MPOs and RPOs should consider the STC as they develop local transportation plans to ensure consistency with the statewide perspective provided by the STC.

18. Q: How will the STC be updated and is there a process in place for making changes or amendments?

R: NCDOT anticipates periodic updates to the STC, although a timeline for regular updates has not been established. Procedures for amending the STC will be included in the final report for the STC study.

19. Q: How has NCDOT taken into consideration the suggestions made that specific corridors be added to the STC network?

R: Following the public comment period, NCDOT's study team reviewed all comments made at the meetings or subsequently in writing. This included 50 comments regarding missing corridors. Based on the comments received, the criteria that were the basis for STC identification were reviewed to determine whether they should be refined to recognize the services provided by missing corridors. An example of this is the consideration given to the transportation needs of Tier 1 counties discussed in Question 6, above, and as a result, some transportation elements, such as US 158 in northeast NC, were added to the criteria maps and to the STC.

FINAL 10/03/14

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North Carolina Strategic Transportation Corridor Policy

Preamble

The North Carolina Department of Transportation has as its stated Mission "Connecting people and places safely and efficiently, with accountability and environmental sensitivity to enhance the economy, health and well-being of North Carolina." This Mission and associated system delivery Goals of ensuring traveler safety, promoting efficient movement of people and goods, and preserving its infrastructure investment require that the Department conduct sound planning that advances critical transportation facilities and services that are needed to support the State's long-term economic prosperity goals. In pursuit of these goals, NCDOT has identified a network of Strategic Transportation Corridors and has adopted this Strategic Transportation Corridors Policy to guide transportation planning and project development efforts and to support realization of Governor McCrory's 25-Year Vision for North Carolina.

The intent of this Policy is to update the Strategic Highway Corridor policy adopted by the Board of Transportation on September 2, 2004, consistent with direction provided by the Board in 2012 by adopting the NC Statewide Transportation Plan (the 2040 Plan).

It is the stated purpose of Strategic Transportation Corridors to identify from existing facilities a network of high priority strategic transportation corridors which will form the state's core network of highly performing facilities for movement of high volumes of people and freight. The facilities and services in those corridors are considered to be of great importance on a statewide basis for long-distance movement of people and freight. The policy establishes that preservation of those facilities at a consistently high level of functionality, in terms of classification, condition, and service, will guide long-term planning at statewide, regional, and corridor levels and should be considered the state's highest priority when such corridors are being analyzed within the framework of regional or local transportation and land use plans.

The Strategic Transportation Corridors that are defined by this policy are dynamic and intended to support the highest level of transportation needs. They can and will be amended as conditions change. It is not intended that this policy will restrict transportation system improvements and investments needed to address local or smaller regional needs. Rather, their identification is intended to recognize their importance and the need for their protection as regional transportation and land use plans consider local land access and mobility needs.

Strategic Corridors Vision

It is the Board of Transportation's vision that North Carolina should have an identified network of high-priority, integrated multimodal transportation corridors comprised of facilities that interconnect statewide and regional transportation-dependent activity centers, to enhance economic development, promote highly reliable and efficient mobility and accessibility, and support good decision-making.

Strategic Corridors Goals

In adopting this Policy, the Board establishes the following goals for North Carolina's Strategic Transportation Corridors:

1. **System Connectivity:** Provide essential connections to national transportation networks critical to interstate commerce and national defense.
2. **Mobility:** Facilitate significant inter-regional movements of people and goods across the state.
3. **Economic Prosperity:** Support economic development and efficiency of transport logistics for economic regions and clusters of activity centers.

A RESOLUTION IN SUPPORT OF INCLUDING US 158, US 168 AND THE MID-CURRITUCK BRIDGE ON THE STRATEGIC TRANSPORTATION CORRIDORS NETWORK MAP



Albemarle Rural Planning Organization

PO Box 646
Hertford, NC 27944

(252) 426-5775
FAX (252) 426-8482

www.albemarlecommission.org

§

Officers

Lloyd Griffin, III
TAC Chairman

Leroy Spivey
TAC Vice-Chairman

Rhett White
TCC Chairman

Dan Porter
TCC Vice-Chairman

§

Proudly serving Camden,
Chowan, Currituck, Dare, Gates,
Hyde, Pasquotank, Perquimans,
Tyrrell, and Washington
Counties

WHEREAS, the Transportation Advisory Committee (TAC) is the duly recognized transportation planning policy board for the Albemarle Rural Planning Organization (RPO); and

WHEREAS, the North Carolina Department of Transportation has recently replaced the Strategic Highway Corridors network map adopted by the North Carolina Board of Transportation in 2004 with the Strategic Transportation Corridors map; and

WHEREAS, the Strategic Transportation Corridors network map omits US 158, US 168 and the Mid-Currituck Bridge which were previously included on the Strategic Highway Corridors network map; and

WHEREAS, these corridors are vital for the economic development, mobility and safety of residents and visitors of Northeastern North Carolina ; and


WHEREAS, the US 158 and US 168 corridors are the primary hurricane evacuation routes for residents and visitors of the Outer Banks and the State of Virginia has informed us, as part of the Barco Diversion Plan, they may close the border and require all North Carolina residents and visitors to enter Virginia via I-95 ; and

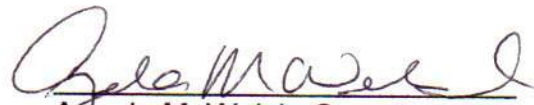
WHEREAS, the US 158 and US 168 corridors connect Northeastern North Carolina to one of only two deep water ports on the east coast—the Port of Virginia, two major airports, and Hampton Roads; and

WHEREAS, the Mid-Currituck bridge would serve as an alternate hurricane evacuation route for residents and visitors of the Outer Banks, reduce congestion, create jobs; and create tax revenue for the State from toll revenue; and

NOW, THEREFORE BE IT RESOLVED that the Albemarle RPO TAC hereby supports the inclusion of US 158, US 168 and the Mid-Currituck Bridge on the Strategic Transportation Corridors Map.

A motion was made by Jack Shea and seconded by Michael McLain for the endorsement of the resolution, and upon being put to a vote was duly adopted, on this, the 18th day of June, 2014


Lloyd E. Griffin, III Chairman
Albemarle RPO TAC


Angela M. Welsh, Secretary
Albemarle RPO

Agenda Item 8



Agenda Item No. 8

Item Title: Barco Diversion Plan

Item Summary: The Barco Diversion Plan would close NC 168 in Barco and divert traffic west onto US 158 in the event of an emergency.

Specific action requested: Discussion regarding the Barco Diversion Plan

Number of attachments: 2

The Barco Diversion Plan would close NC 168 in Barco and divert traffic west onto US 158 in the event of an emergency.

The plan calls for traffic to follow US 158 by turning from the five lane highway, in Currituck, onto Shortcut Road which is only two lanes. Traffic would then continue west down US 158 through Camden County then north on NC 343 which is a two lane road. Vehicles would pass through South Mills, turn onto US 17 briefly and then return to US 158 towards Gates County (Option 1 on the attached map)

The second option (Option 2 on the attached map) would send traffic through Elizabeth City south on US 17, however, there are many low lying areas along this route which have flooded in past hurricanes.

In the event of an emergency between 200,000 and 300,000 people would need to evacuate the Outer Banks and according to some reports it could take 30 hours, if not more, to get most of the traffic through the Barco intersection. It is thought that most travelers would want to head back to Virginia through the Barco intersection as they most likely came down via NC 168. There are also concerns that more people may try to evacuate via US 64 through Columbia. However, the Alligator River Bridge and US 64 through Tyrrell County is a two lane road. The bridge is also in need of replacement and has been closed in the past to be repaired. During its closure, traffic was re-routed through Hyde County.

Over the last few years, the counties of Gates, Currituck, Pasquotank and Camden have met with emergency management officials and expressed their concerns regarding the Barco Diversion Plan and Staff has attached an article from the Daily Advance regarding the most recent meeting.

This item is for discussion.

NC leaders concerned about Va. evacuation plan

By **Cindy Beamon**

The Daily Advance

Friday, October 24, 2014

CURRITUCK — Virginia's plan for hurricane evacuations would steer Outer Banks traffic away from Hampton Roads, but local leaders see potential problems with the plan.

County managers from Currituck, Camden, Pasquotank and Gates counties had a chance this month to restate their concerns about the evacuation plan to Virginia emergency planners. Under the plan, the state of Virginia would close Interstate 64 to North Carolina traffic to keep roads open for hundreds of thousands of residents in southeastern Virginia also needing to escape.

An invitation by a familiar face to northeastern North Carolina opened up the chance for the bi-state conversation.

Randy Keaton, former Pasquotank County manager and interim director for the Hampton Roads Planning District Commission, asked North Carolina be invited to a presentation by the Virginia Department of Emergency Management on hurricane preparedness.

"It was a good opportunity for them to speak with state-level management about concerns (in northeastern North Carolina)," Keaton said.

Currituck County Manager Dan Scanlon said closing the Virginia border to North Carolina traffic, called the "Barco Diversionary Plan," would create a traffic nightmare for evacuating vacationers from the Outer Banks.

Vacationers — many of them Virginians trying to get home — would be detoured hours out of their way on two-lane roads through Currituck, Camden, Pasquotank and Gates counties toward Interstate 95. Motorists in backed-up traffic would search GPS devices for alternative routes. Back roads would be filled with traffic navigating its way along unfamiliar routes into Virginia. Flooded roads along the low-lying corridors and road construction in Elizabeth City and Camden would only compound the problem, the local county managers explained.

Scanlon said Virginia and North Carolina emergency planners have discussed evacuation plans for years, but after Hurricane Katrina in 2005, they began thinking of a more challenging dilemma: what if both northeastern North Carolina and Tidewater, Va., needed to evacuate at the same time? The "Barco Diversionary Plan" became Virginia's answer to the problem.

Scanlon said Virginia emergency planners appear to recognize the "exponential problems" with their plan.




"When they run the models, the system gets overwhelmed very, very quickly," he said.

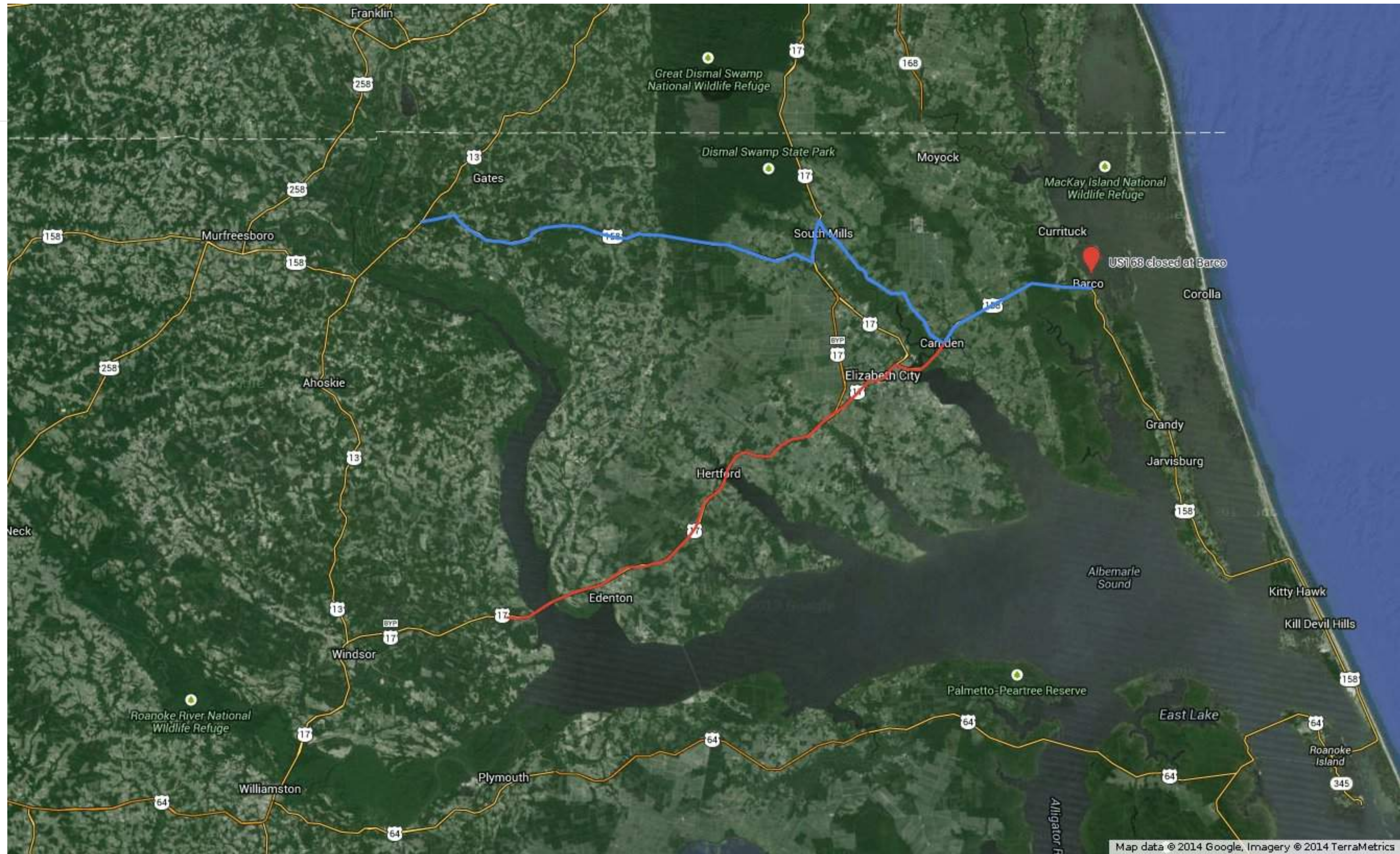
The meeting this month was just another chance for North Carolina to present its perspective, he said. Scanlon said the meeting was also a chance to see how Virginia was working to resolve chokepoints along its hurricane evacuation route.

"I believe those responsible for this plan understand that it would be an extreme challenge to implement and therefore the state of Virginia is proposing several new road projects to address outbound traffic," Scanlon said in a report to commissioners.

Barco Diversion Plan

Untitled layer

-  Option 1
-  Point of closure
-  Option 2



Agenda Item 9



Agenda Item No. 9

Item Title: Ferry tolling letter discussion

Item Summary: In March of this year, the Albemarle RPO TAC voted to delay action on ferry tolling to give Legislators more time to seek alternative sources of funding for new and replacement ferry vessels. Due to the recent election, the Albemarle RPO is represented by a new Legislator, Howard Hunter, who may not be aware of the action the TAC took in March.

Specific action requested: Staff is seeking direction from the TCC and TAC as to if an updated letter should be sent to all of the Legislators in NCDOT Division 1.

Number of attachments: 1

During the ferry tolling public hearings on Knotts Island, Cape Hatteras and Ocracoke, which were held in the beginning of this year, Legislators and local elected officials asked the Albemarle RPO TAC to delay a vote to toll ferries in order to give the General Assembly more time to seek alternative sources of funding for new ferries and existing ferry vessel replacement.

On March 10, 2014 TCC and TAC meeting, the Albemarle RPO TAC voted to delay action regarding ferry tolling to give the Legislators more time to seek alternative sources of funding for new and replacement ferry vessels.

Due to the recent election, the Albemarle RPO is represented by a new Legislator, Howard Hunter, who may not be aware of the action the TAC took in March. Staff is seeking direction from the TCC and TAC as to if an updated letter should be sent to all of the Legislators in NCDOT Division 1.

A copy of the letter sent to Legislators from the Albemarle RPO TAC Chair is attached for your review.



March 14, 2014

Representative Bob Steinburg
NC House of Representatives
300 N. Salisbury Street, Room 306A2
Raleigh, NC 27603-5925

Representative Steinburg,

During the NCDOT ferry tolling public hearings on Knotts Island, Cape Hatteras and Ocracoke, Legislators and local elected officials called on the Albemarle RPO TAC to delay a vote regarding ferry tolling in order to give the General Assembly time to seek alternative funding sources for new and replacement ferry vessels.

At your request, on March 10, 2014, the Albemarle RPO TAC voted to delay action regarding ferry tolling in order to give Legislators time to seek alternative funding sources for new and replacement ferry vessels.

Thank you,

Lloyd Griffin
TAC Chairman
Albemarle RPO

Cc: Representative Paul Tine
Representative Annie Mobley
Representative Michael Wray
Representative John Torbett
Representative Joe Tolson
Senator Clark Jenkins
Senator Bill Cook

As information

ARPO meeting dates for 2015

(Subject to change)



January

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Please record things that were positive in P3.0 and things that could be improved.



(worked well...)



(better if...)

Division and RPO coordination went well. Both the Division and RPO were in frequent contact throughout the entire process

SPOT On!ine tool expedited the input and scoring process

SPOT (David Wasserman, Don Voelker etc.) were very helpful and prompt with responses to questions the ARPO had.

seasonal population and seasonal congestion were criteria used for SPOT scores. To include major holidays such as Christmas and Thanksgiving as well.

more modes of transportation were considered at the State level of funding especially ferry vessel replacement

SPOT On!ine line splitting was difficult. Sometimes quirky and would shut down in the middle of entering a project.

Clarification of "major" and "secondary" centers for Bike and Ped. project scoring. "Centers" may differ between urban areas, rural areas and beach communities.

Evacuation: "Barco Diversion plan" was considered when scoring projects. All traffic would be directed west onto US 158 through Elizabeth City and vehicles would have to enter Virginia via 95.

Division and RPO scores were considered at the State level of funding.

Some SPOT scoring criteria use too many data sources to generate the total score and its difficult to ensure the scores are correct since we can't see the data source scores.

rural divisions were not paired with more urban divisions to compete for "regional" funds.

there are several regionally important ARPO projects that did not score well enough to have local input points allocated to them. There needs to be more leeway at the RPO and division level to apply points to them so they have a better chance of being funded.

Please record things that were positive in P3.0 and things that could be improved.

providing scores to the RPO's/divisions at least a couple of hours before they are released to the public so that we have time to review them before our RPO members and the news media contact us to explain the information to them.

economic competitiveness should be given a higher weight than congestion. This would give rural areas more equal footing to compete with projects in urban areas.



Lloyd E. Griffin III
TAC Board Chair
Rhett White
TCC Board Chair

Angela M. Welsh
Director

NCDOT
Public Transportation Division
1550 Mail Service Center
Raleigh, NC 27699-1550

Re: ARHS-ICPTA 5310 Letter of Support

To Whom It May Concern:

The Albemarle Rural Planning Organization supports Albemarle Regional Health Services d/b/a Inter-County Public Transportation (ARHS-ICPTA) in applying for a 5310 Elderly and Disabled Transportation Assistance Program Grant.

It is my understanding the objective of these funds is to provide transportation services that meet the special needs of elderly persons and persons with disabilities for who mass transportation services are unavailable, insufficient, or inappropriate.

ARHS-ICPTA serves the rural counties of Chowan, Perquimans, Pasquotank, Camden, and Currituck, which are located in northeastern North Carolina. Without the assistance of the funds requested Elderly and/or Disabled persons who are currently independent as a result of the transportation services provided by ARHS-ICPTA will lose their independence and access to medical appointments, human service agencies, pharmacies, shopping, education, etc. These clients could become homebound and/or be forced from their homes to assisted living facilities at the expense of our local, state, and federal government.

Our agency supports ARHS-ICPTA in applying for the 5310 Elderly and Disabled Transportation Assistance Program Grant as we see it as a way to allow the residents of Chowan, Perquimans, Pasquotank, Camden, and Currituck counties to maintain their independence and access local services at a fraction of what it will cost taxpayers if transportation services are not available due to lack of funding.

Sincerely,

A handwritten signature in black ink that reads "Angela M. Welsh".

Angela M. Welsh
Albemarle Planning Director/RPO Coordinator

Angela Wooten

From: NC
Sent: Wednesday, November 05, 2014 4:51 PM
To: info@camdencountync.gov
Subject: For Release: N.C. Rural Infrastructure Authority Approves Seventh Round of Grants

Pat McCrory, Governor

Sharon Allred Decker, Secretary



**NORTH CAROLINA
DEPARTMENT OF COMMERCE**

Release: Immediate
Date: November 5, 2014

Contact: Kim Genardo
Phone: (919) 733-3438

**N.C. Rural Infrastructure Authority Approves
Seventh Round of Grants**

RALEIGH, N.C. – North Carolina Commerce Secretary Sharon Decker and Assistant Secretary for Rural Development Dr. Pat Mitchell announced today that the N.C. Rural Infrastructure Authority (RIA) approved four grants or loans totaling more than \$1.8 million with the commitment of more than 150 new jobs.

The RIA was established as part of the Rural Economic Development Division at the N.C. Department of Commerce to assist with the review and approval of grants for rural areas in the state. The grants-making programs of the division include assistance for building reuse and restoration as well as infrastructure including water and sewer.

Community Development Block Grant (CDBG)/loans approved:

- **Town of Nashville (Nash County):** \$479,925 to assist in the construction of sewer lines to serve two new food processing facilities to be constructed by Carolina Innovative Food Ingredients, Inc. (CIFI). The start-up company will be a subsidiary of Universal Leaf Tobacco and intends to invest \$25 million in constructing and equipping the two new facilities. CIFI will produce a sweet potato juice that will be sold as a wholesale product to other food processing

companies. **CIFI has committed to create 64 full-time jobs.**

- **Town of Pembroke (Robeson County):** \$456,638 to construct a publicly-owned pre-treatment facility to allow Trinity Foods to discharge a greater volume of starch to the Pembroke Wastewater Treatment Plant. The company processes North Carolina sweet potatoes into fries for sale to chain restaurants and retailers. **Trinity Foods has committed to creating 50 new jobs.** Trinity Foods was previously awarded a One NC grant by Governor Pat McCrory.
- **Davidson County:** \$750,000 to loan to Thomson Plastics, Inc. to support the reuse of a vacant industrial building on Highway 64 in Lexington. Thomson Plastics will invest \$3 million in renovating and equipping the building for production of plastic injection molded casings for motors used in lawn mowers, golf carts, and HVAC equipment. The company was started in 1996 and has a manufacturing plant in Michigan. **Thomson Plastics has committed to create 38 new, full-time jobs.**

The CDBG is a U.S. Housing and Urban Development (HUD) program that provides an annual allocation of funds to the state for rural economic development and residential infrastructure projects. DENR administers the rural residential infrastructure program and the N.C. Department of Commerce administers the economic development program. CDBG economic development provides grants to local governments for creating and retaining jobs. Funding for projects is based on the number of jobs to be created and the level of distress in the community applying for the funds.

Economic Infrastructure Program grants approved:

- **Town of Nashville (Nash County):** \$157,575 to be combined with \$479,925 from the CDBG-Economic Development program to assist Carolina Innovative Food Ingredients, Inc. (CIFI). See project description under CDBG Economic Development program above.

The Economic Infrastructure Program provides grants for a variety of public infrastructure, such as water and sewer, broadband infrastructure, natural gas, access road, and rail spur improvements.

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