

NORTH CAROLINA

WAYNE COUNTY

The Highway 70 Corridor Commission of North Carolina, Inc. met on Thursday, March 19, 2015 at 1:30 p.m. at Lane Tree Conference Center, 2317 Salem Church Road, Goldsboro, North Carolina.

County members present:

Carteret County – None
Craven County – Bobby Darden and Tom Mark
Johnston County – Ted Godwin and Frank Price
Jones County – None
Lenoir County – Linda Rouse Sutton
Wayne County – Jack Best, Chris Boyette, Joe Daughtery and William H. Pate

Other persons present:

Highway 70 Corridor Commission Director – M. Durwood Stephenson
North Carolina Department of Transportation – Jeff Cabaniss, Haywood Daughtry, Jimmy Eatmon, Rob Hanson, Jiles Harrell, Christopher L. Pendergraph, John Rouse and Paul Worley
Congressman David Rouzer’s Office – Dwight Williams
Craven County – Donald Baumgardner
Down East RPO – Patrick Flanagan
Eastern Carolina RPO – Rob Will
Havelock – Katrina Marshall
Johnston County – Berry Gray
Mount Olive Pickle Company – Bill Bryan
New Bern RPO – Kim Maxey
Princeton – Marla Ashworth
Upper Coastal Plain RPO – James Salmons
Wayne County – George Wayne Aycock, Jr. and Marcia R. Wilson
Atkins NA – Jim Trogdon
Citizens – Ophelia Davis, Wayne Maynard and George Moore

Call to Order

Highway 70 Corridor Commission Chairman Ted Godwin called the meeting to order.

Approval of the Agenda

Upon motion of Lenoir County Member Linda Rouse Sutton and seconded by Wayne County Member Chris Boyette, the members of the Highway 70 Corridor Commission unanimously approved the agenda as presented.

Approval of Minutes

Upon motion of Johnston County Member Frank Price and seconded by Wayne County Member Joe Daughtery, the members of the Highway 70 Corridor Commission unanimously approved the minutes of the meeting on December 4, 2014.

Senate Bill 402 Rail Study

The members of the Highway 70 Corridor Commission wished North Carolina Department of Transportation Rail Division Director Paul C. Worley a happy birthday.

North Carolina Department of Transportation Rail Division Director Paul C. Worley updated the members on the findings of the Eastern Infrastructure Improvement Studies.

Senate Bill 402 is entitled *An Act to Make Base Budget Appropriations for Current Operations of State Departments, Institutions, and Agencies, and for Other Purposes* and was ratified in 2013. The legislation:

- Evaluates infrastructure improvements which promote job creation and economic development of the Global TransPark as an island terminal, including, at minimum, specialized transloading equipment, refrigerated and dry storage facilities.
- Accesses highway and rail infrastructure improvements or service scenarios that improve access and throughout to the Global TransPark and North Carolina State Port Authority Morehead City Terminal.
- Performs a financial feasibility analysis of the Wallace to Castle Hayne and Wilmington track restoration project.

In eastern North Carolina the dominant industries are agriculture, military and tourism. There is a skilled and eager workforce for manufacturing and aviation industries. Low business costs are a competitive advantage. Staff leaving military service is a potential local civilian workforce.

Extensive data analysis was supplemented by expert market outreach. Analysis included:

- In-depth analysis of cost/benefit was conducted of the Wallace to Castle Hayne and Wilmington track restoration project
- Multiple scenarios were comprehensively investigated for the Global TransPark and the Port of Morehead City

Outreach included:

- Major manufacturers and the North Carolina Chamber of Commerce
- Military
- Local communities
- Economic development and RPOs/MPOs
- Growers associations and agriculture processors
- Port, Class I railroads and Global TransPark representatives
- Site selection specialists
- Experts at other North Carolina institutions (North Carolina State University, First Flight Venture Center)

Restoring the Track between Wallace and Castle Hayne

Context for restoring the track between Wallace and Castle Hayne:

- Line restoration of Wallace to Castle Hayne has significant strategic value to military and agriculture interests. It would also open Pender County to opportunities for new rail-served shippers.
- Connections to/from the Wallace and Castle Hayne line would be to CSXT network. The line restoration alone would not provide a second rail carrier or dual access.
- Traffic could be unit trains from the port to shippers in Pender County or points north.
- The Department of Defense identifies the Wallace and Castle Hayne restoration as a high priority to insure redundancy, but has not identified federal funding to date.
- No rail-dependent shippers are currently stranded without a rail connection; however, select shippers may benefit from more direct routing if the line were restored.

Findings for restoring the track between Wallace and Castle Hayne:

- Strategic value to the military and agriculture interests must be considered in the investment decision process.
- The Department of Defense identifies as a high priority to insure redundancy of rail service to facilities in eastern North Carolina, but has not offered funding support.
- Existing and near-term market conditions and CSXT network routing do not currently support the significant \$150 million + investment.

Strategies and next steps for restoring the track between Wallace and Castle Hayne:

- Seek federal funding for the Department of Defense supported restoration of the rail line.
- As the market dictates in Pender County (such as a new agribusiness facility), extend the existing CSXT rail line southward from Wallace to serve a new developing industry. The cost per mile for this extension is approximately \$3 million without crossings or structures.
- Continue to preserve right-of-way and future options.

Strategies and next steps for the Port of Wilmington:

- Continue efforts to work with CSXT to identify actions leading to regular intermodal (rail) service to the port. The goal is to increase container traffic through the port.
- Pursue rail crossing consolidation and safety upgrades to improve safety and efficiency of rail and vehicular flow into the port.
- Pursue planning for a highway-railroad grade separated access bridge at the north gate of the port, which would improve safety and capacity for trains and vehicles.
- Investigate the feasibility of a high-lift rail bridge across the Cape Fear River to connect west to rail lines in Brunswick County, thereby removing port rail traffic from Wilmington proper.

Inland Bulk Terminal at the Global TransPark

Context for the inland bulk terminal at the Global TransPark:

- The initial concept for the Global TransPark was as a highly efficient air cargo hub to attract industry to eastern North Carolina
- The Global TransPark's greatest successes to date have been aviation related.
- The Global TransPark's master plan noted similar facilities experience slow growth in the first 8-10 years, but experience faster growth in years 12-25. The Global TransPark's experience roughly matches this expectation.
- The total investment for the Global TransPark as envisioned was \$733 million. To date an estimated \$350 million has been invested. The rail spur to the Global TransPark was connected in 2013. Highway access improvements are still ongoing in 2015.

Findings for the inland bulk terminal at the Global TransPark:

- Bulk cargos are low margin commodities and highly sensitive to changes in transportation costs. The short travel distance from the Global TransPark to the Port of Morehead City is not further optimized by a bulk facility.
- Refrigerated cargos would likely be frozen poultry and pork. Transporting pork would be in refrigerated containers and shipped for export as a Port of Wilmington opportunity or domestic distribution.
- A bulk or refrigerated transload facility is not recommended at the Global TransPark under these existing conditions.

Strategies for the inland bulk terminal at the Global TransPark:

- Monitor the market for changes, but pursue other initiatives to support commerce at the Global TransPark in the short run.

Other Global TransPark Initiatives

Context for other Global TransPark initiatives:

- Proximity and potential to support the state's military installations.
- Longest runway east of the Mississippi. Runway will accommodate heavy loads and has uncongested airspace.
- Businesses at the Global TransPark pay no city or county taxes.
- Local/area labor force was cited as an important factor for employees.
- The lack of local amenities was cited as a potential factor impacting the ability to recruit new industry to the Global TransPark.
- Improved highway access would benefit the Global TransPark, but is not identified as a present constraint to development. Improved highway access would reduce travel times to and from the Global TransPark and an interstate quality highway would make the facility more attractive for industries potentially citing in North Carolina.
- Increased volumes and market changes would assist in lowering rail shipping rates.
- Based on location and distance, trucking is the most efficient transportation alternative from the Global TransPark to Morehead City.

Findings for other Global TransPark initiatives:

- Pursue incremental approach to growing business at Global TransPark through short-term initiatives and a longer term effort to build market share.

Recommended actions for short-term strategies for other Global TransPark initiatives:

- Aggressively market the Global TransPark facility and property on a national and international basis.
- Align incentives of development organizations so a business locating to Global TransPark is a win for the region as a whole.
- Secure lease for operation of Global TransPark rail spur.
- Continue to compete for a military fueling contract to yield additional revenues.
- Optimize leverage for state and federal grant funds through public-private partnerships.
- Global TransPark is functionally in a state of good repair. However, investment is needed to increase attractiveness for potential development opportunities.

Recommended actions for longer term strategies for other Global TransPark initiatives:

- Incrementally upgrade US Highway 70 to interstate standards as proposed in *Governor McCrory's 25-year Vision for North Carolina*. This would make the Global TransPark more attractive to industries looking to locate in North Carolina.
- Continue to market Global TransPark for long-term opportunities using existing facility – aircraft refurbishment, additional aircraft manufacturing, advanced manufacturing and agricultural research.
- Initiate planning for a CSXT spur from the Global TransPark. Advance right-of-way acquisition would enable the track to be installed quickly once a user was identified.
- Initiate an environmental/planning design for Section C of the Harvey Parkway from NC 58 to NC 11.

Rail and Highway – Port of Morehead City

Context for rail and highway – Port of Morehead City:

- Natural deep water terminal located four miles from the Atlantic shipping channel.
- Norfolk Southern has exclusive lease of the entire North Carolina Railroad track, which does not allow for other operators to serve the port.
- Has been designated as strategic military installation.
- Focuses on break bulk and project cargo and some bulk cargo by barge.
- Infrastructure efficiently serves the needs of current volumes, yet expanded rail and highway capacity will be required to accommodate significant growth.
- Recent experience with new business opportunities like the wood pellet distribution facility highlighted the limitations of the current rail capacity.
- North Carolina Railroad completed clearance evaluation in 2010-2011.

Findings for rail and highway – Port of Morehead City:

- Infrastructure challenge is primarily due to rail and road traffic conflicts through the town.

- Constraints on business development include train velocity, efficient handling of unit trains and on-port storage/facility tracks.
- There are rail vertical and horizontal clearance issues identified between the Global TransPark and the port. Since 2001 the North Carolina Railroad has improved the rail line and removed a number of horizontal and vertical obstructions.

Recommended actions for rail and highway – Port of Morehead City:

- Short term – pursue an advanced and coordinated traffic plan to reduce rail and truck port traffic conflicts with vehicle and pedestrian traffic on US Highway 70 through Morehead City.
- Consult with North Carolina Railroad on ongoing engineering horizontal and vertical clearance review for the rail line between the Global TransPark and the Port of Morehead City. Identify and remove existing constriction to allow for movement of oversized loads.
- Implement on-port loop track to build/break unit trains.
- Evaluate Radio Island future development including environmental challenges. Potential public-private partnership concept economic opportunities include: component or finished product processing, container terminal and staging for energy projects. Any opportunity would have to be in tandem with dredging the channel.
- Continue to evaluate a potential northern Carteret rail and highway bypass concept and assess possible environmental challenges. Better landside access to future expanding port volumes. Improved highway and rail velocity through the area.
- Increase sharing of information about port operations and benefits with public and business communities.

Governor McCrory's 25-year Vision for North Carolina identified essential investments for eastern North Carolina's economic future, which include:

- Dredging the channel to 50 feet at the Port of Morehead City.
- Building out Radio Island for component and finished produce processing, energy and intermodal uses.
- Develop a joint Global TransPark to Morehead City rail and highway corridor, the US Highway 70 /North Carolina Railroad bypass of Morehead City, beginning in the area of Havelock, including rail yards and bridges connecting Radio Island and the Port of Morehead City. This would begin near the rail and highway bypasses of New Bern.
- Repurposing the existing North Carolina Railroad rail line through Morehead City for other uses.

Action items – restoring the track between Wallace and Castle Hayne:

- Seek federal funding for the Department of Defense supported restoration of the rail line.
- Identify actions with CSXT that will lead to regular intermodal (rail) service to the Port of Wilmington.
- Pursue implementation of recommendations from the ongoing Wilmington Traffic Separation Study.
- Investigate the feasibility of a high-lift rail bridge across the Cape Fear River.

Action items – Global TransPark Initiatives:

- Lease the Global TransPark spur (owned by North Carolina Department of Transportation) to a private rail operator.
- Aggressively market the Global TransPark on a national and international basis.
- Initiate an environmental/planning/design for Section C of the Harvey Parkway from NC 58 to NC 11.
- Conduct the analysis for a CSXT spur from the Global TransPark to railroad point “Elmer” in Kinston.

Action items – rail and highway improvements that benefit the Port of Morehead City:

- Pursue “Super Street” style advanced/coordinated traffic plan on US Highway 70/Arendell Street
- Evaluate public-private partnership opportunities for Radio Island for future development opportunities including component or finished product processing, container terminal and/or staging for energy projects.
- Evaluate a potential northern Carteret rail and highway bypass.
- Share benefits of the Port of Morehead City with the public.

Action items – statewide coordination of economic development pursuits:

- Create the Secretary of Transportation’s Freight Intermodal Advisory Council.

Statewide Coordination of Economic Development Pursuits

Context for statewide coordination of economic development pursuits:

- Development of this study identified an ongoing need to plan and interact across multiple agencies and stakeholders.

Recommended actions for statewide coordination of economic development pursuits:

- Create the Secretary of Transportation’s Freight Intermodal Advisory Council. The Council would include representatives from the North Carolina Department of Transportation, North Carolina Department of Agriculture and Consumer Services, Department of Commerce, Global TransPark and the North Carolina State Ports Authority. Private entities with state interest, such as the North Carolina Railroad, will be invited to join the Council.
- Support *Governor McCrory’s 25-Year Vision for North Carolina* to leverage strategic infrastructure investments to foster regional and state economic growth and create jobs.
- Continued dialogue between state partners from the North Carolina Department of Agriculture and Consumer Service, North Carolina Department of Commerce, North Carolina Department of Transportation, North Carolina State Ports Authority and North Carolina Railroad increases opportunities for job creation and product export.

In response to questions, North Carolina Department of Transportation Rail Division Director Paul C. Worley stated highway traffic and rail traffic tend to benefit each other. The opportunity for public-private partnerships is better planned for dual mode. There some places highway and rail traffic may be able to share a common right-of-way. There are efforts to tap onto the main line of CSX from Rocky Mount/Wilson/Smithfield/Fayetteville to benefit eastern

North Carolina. Norfolk Southern operates and maintains the railroad through agreement with the North Carolina Railroad Company. Local trains connect to the Port of Morehead City. The North Carolina Railroad has made significant investments to upgrade the line in eastern North Carolina. For additional traffic the Global TransPark and the Port of Morehead City, there has to be a business advantage for the railroad. Norfolk Southern has a major presence in Charleston, South Carolina and Norfolk, Virginia and they own terminal facilities, as well as owning the railroad. At Morehead City, clearance issues with US Highway 70 adjacent to the track can be a hindrance for movement of oversized freight.

Highway 70 Corridor Commission Director M. Durwood Stephenson stated meetings with CSX revealed the company is not interested in service to Castle Hayne and the Global TransPark because there is no customer base. There is no interest in refrigerated rail from the Global TransPark to the Port at Morehead City. CSX and Norfolk Southern do not have much of a customer base in eastern North Carolina, other than the military. Ninety percent of agriculture in the region is moved by truck.

Lenoir County member Linda Rouse Sutton stated Spirit AeroSystems is ahead of schedule and has increased production. Hopefully, the company will need the manufacturers of parts it uses to be located nearby soon. This would require the need for rail to the Global TransPark.

North Carolina's Revenue Challenge and What the Future Holds

Jim Trogdon, Vice-President of Regional Business Development and Sales for the United States mid-Atlantic region of Atkins and former North Carolina Department of Transportation Chief Deputy Secretary, gave a presentation on the future of transportation in North Carolina.

Under the North Carolina Department of Transportation 2040 plan, \$30 billion was needed to meet the current level of service and \$60 billion was needed to meet the target level of service for 30 years. Maintaining the current funding level would require \$6 billion. The expected state and federal revenues total \$54 billion. The first step in addressing the revenue shortage was to determine if the state was as efficient as it needed to be. It was determined the state could be more efficient. The general strategy was show what was being done with every transportation dollar and build confidence with the public. In 2013, over the next ten years the population was projected to increase by 1.3 million with an approximate \$2 billion reduction in revenues. In order to increase efficiency, the Strategic Mobility Formula was developed to prioritize and rank transportation projects. The distribution of funds for projects was 40% for state competition, 30% for regional competition and 30% for division competition. The distribution formula would strategically invest resources to ensure state, regional and local priorities were met. The goal is to pick the best projects based on performance measurements with regional and local input.

The 2013 Strategic Transportation Investments Act increased the participation and influence in project ranking and selection by the MPOs and RPOs at the regional and division level. Funds included in the applicable category (state, regional and division) but not subject to

prioritization criteria are bridge replacement, interstate maintenance and highway safety improvements. The Strategic Transportation Investments Act works in the following manner:

- Statewide mobility – 40% of the funds. The focus addresses significant congestion and bottlenecks. Eligible projects are statewide type projects (such as Interstates). Selection based on 100% data. Projects are programmed prior to local input ranking.
- Regional impact – 30% of the funds. The focus improves connectivity within regions. Eligible projects are projects not selected in the statewide mobility category and are regional projects. The selection is based on 70% data and 30% local input. The funding is based on population within the region.
- Division needs – 30% of the funds. The focus addresses local needs. Eligible projects are projects not selected in statewide or regional categories and are division projects. The selection is based on 50% data and 50% local input. The funding is based on equal share for each division.

The 2013 Strategic Transportation Investments Act includes:

- Incentives for tolling, local match or other monies for all transportation modes
- Competitive environment for project selection for all transportation modes
- Transparency for all transportation modes
- Increased collaboration at all levels of transportation governance for all transportation modes.
- Flexible criteria section by region and division for all transportation modes
- Grants are not included for transit and rail
- Eligibility requirements by tier for routes, tracks and stations for transit and rail.

The original strategic mobility formula objective was to deliver 175 capital projects in ten years with 174,000 jobs. With economic modeling the objective was changed to 260 capital projects in ten years with 240,000 jobs. The final objective is 478 capital projects in ten years with 300,000 jobs assuming baseline revenue. Money for paving and maintenance of secondary roads was shifted to the Highway Fund from the Highway Trust Fund.

The 2013 and 2014 revenue projection forecast relied on the fuel consumption values and did not consider Corporate Average Fuel Economy (CAFÉ) standards. The CAFÉ standards have increased the miles per gallon. One assumption was people will use fuel efficiency savings to put into more driving, which has proved to be untrue. Projections are now motor fuel usage will decrease much faster, especially in North Carolina. Also the wholesale price of fuel going down will have a significant impact on revenue. The use of motor fuels will decrease quickly on the state and federal levels. Approximately 70% of what North Carolina gets back from the federal government in transportation authorization is from the motor fuels tax revenue and 30% is from the general fund transferred to support the federal program. North Carolina receives approximately \$31 billion from motor fuels taxes with supplements of \$13-15 billion to make up the difference between what is authorized and the actual amount received. It could be possible motor fuels would be the only revenue source.

If we had to make up the \$1 billion annual loss in motor fuels revenue, some revenue reform options could be:

- Increase highway use tax from 3% to 5% = + \$350 million
- Discontinue General Fund transfers from the Highway Trust Fund = + \$255 million
- Increase vehicle registration/licensing \$4 per year = + \$120 million
- Dedicated sales tax (0.3%) = + \$300 million
- Interstate tolling = + \$2 billion

These figures do not address the \$60 billion gap needed by 2040.

The North Carolina Chamber Coalition for a Prosperous Future and numerous trade associations are working to find a consensus to move North Carolina forward. It is anticipated motor fuels will be adjusted down on July 1, 2015, which will cause a \$250 million reduction in North Carolina Department of Transportation revenue. There is a lack of consensus on any strategy. All states are facing revenue issues. There are major national conflicts with transportation revenue solutions with the really hard part yet to come.

North Carolina has experienced transportation challenges in the past. We cannot wait for transportation infrastructure failures. Strategies for the future include:

- First, existing revenue sources must be rebalanced and enhanced
- Leverage outside funding sources and grow revenue
- Innovative finance use in transportation project deliveries (i.e. design build finance)
- Public-private partnerships
- Remember financing is not revenue
- Need to use up-to-date transportation modes and strategies
- Maintain and improve Strategic Transportation Investments Act legislation

It is extremely important for us to resolve some of these issues over the next two years in North Carolina. According to the data, raising the gas tax from 18.4 cents to 30 cents by 2016-2017 to address the reduced consumption and to cover the transfers from the General Fund is not feasible. By 2025 the gas tax would need to be raised to 54 cents on the federal level to cover the CAFÉ standards. Our state and federal elected officials would not support raising the gas tax from 18.4 cents to 54 cents just to keep funding at status quo. Therefore, we must decide how to address transportation revenue at the state and national level. Revenue derived from offshore drilling would not be enough.

The North Carolina Chamber commissioned a study on one of the most importance competitiveness issues our state is currently facing – the transportation funding crisis. The three highest scoring revenue options are heavy vehicle fees, the vehicle miles traveled fee and the highway use tax. Title, registration and vanity plate fees ranked fourth. Some of these fees would be very difficult to implement.

Raising existing fees and offsetting the motor fuels rates are the most doable. The legislators understand something needs to be done long-term. The business community and local government need to assist and endorse change. Interstate 77 from downtown Charlotte to Lake Norman in Iredell County has a managed lane project with \$88 million in public subsidy funds of the \$650 million project. Express toll lanes will pay the remainder of the project.

Report from Congressman David Rouzer

Congressman David Rouzer's District Director Dwight Williams stated he spent the past 27 years working with the North Carolina Farm Bureau Mutual Insurance Company and the American Farm Bureau Insurance Services, Inc. Congressman David Rouzer spends weekends in his district to hear the concerns of his constituents. Congressman David Rouzer and Congressman G. K. Butterfield have co-signed a bill in support of the US Highway 70 Corridor. Congressman David Rouzer denounced the Environmental Protection Agency's proposed rule change to the definition of "Waters of the United States" under the Clean Water Act. Currently, the Environmental Protection Agency's oversight applies to all navigable waters. Under the proposed rule change the "Waters of the United States" would include smaller bodies of water and even some dry land. The new definition would extend the Environmental Protection Agency's regulatory reach to seemingly any body of water.

Financial Report

Highway 70 Corridor Commission Director M. Durwood Stephenson reported as of February 28, 2015 there was an account balance of \$206,461.41.

Havelock Bypass Resolution

Highway 70 Corridor Commission Chairman Ted Godwin reported on December 4, 2014 the members of the Highway 70 Corridor Commission appropriated up to \$25,000 to engage NC Build for limited services concerning the Havelock Bypass with the details to be finalized by Highway 70 Corridor Commission Director M. Durwood Stephenson, Highway 70 Corridor Commission Chairman Ted Godwin and the Highway 70 Corridor Commission Executive Committee with time of the essence. To date, it has not been deemed necessary to appropriate the money.

Highway 70 Corridor Commission Director M. Durwood Stephenson stated he received resolutions from counties and municipalities along the Highway 70 Corridor requesting approval, funding and construction of the Havelock Bypass without further delay.

Upon motion of Wayne County Member Joe Daughtery and seconded by Craven County Member Tom Mark, the members of the Highway 70 Corridor Commission unanimously approved and authorized a resolution requesting the North Carolina Department of Transportation approve, fund and construct the Havelock Bypass without further delay, attached hereto as Attachment A.

Highway 70 Corridor Commission Director M. Durwood Stephenson stated all of the resolutions supporting the Havelock Bypass will be presented to North Carolina Department of Transportation Secretary Tony Tata and legislators. Developers are interested in developing approximately 850 acres in Havelock once the Havelock Bypass is constructed.

House Bill 74 Comments

Highway 70 Corridor Commission Director M. Durwood Stephenson stated House Bill 74 was filed to study MPO/RPO oversight and their role in transportation planning. No further information was available at this time.

Division 2 Update

North Carolina Department of Transportation Division 2 Engineer John Rouse updated the members of the Highway 70 Corridor Commission on the following projects:

- James City project – existing US Highway 70 at the Neuse River Bridge, down Grantham Road to the freeway. Public outreach sessions will begin in April/May. Project is scheduled for construction in 2023.
- Slocum interchange – project is in the final design phase. Right-of-way acquisition at Slocum Gate project is June 2015.
- Havelock Bypass – waiting for Federal Highway’s response on the third revision of the environmental impact statement. The objective is to get any requested revisions completed next week. A record of decision is scheduled for later this year. Right-of-way acquisition is scheduled to start early/mid 2016.
- Gallants Channel Bridge – project is progressing well. The contractor will close Turner Street next month for the duration of the construction of the Turner Street Bridge. Anticipated completion date is the end of 2016.

Division 4 Update

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

- Goldsboro Bypass western section – anticipated completion late summer/early fall 2015. Project is ahead of schedule. There will be lane closures when the existing road is tied into the new road.
- Goldsboro Bypass eastern section – anticipated spring/summer 2016. There will be detours for overpasses. Overpasses will be put into use and benefit local traffic.
- Pine Level – The let date is February 2015. Right-of-way has been acquired. The project eliminates two traffic signals at locations of numerous severe accidents.
- West of Princeton safety project at Holt’s Pond and Martin Livestock Road. Public meeting held last week with very few negative comments. There have been ten severe injury crashes at this location over the past 25 years with four fatalities. Looking at future feasibility study for overpass.
- Interchange project at US Highway 70 and Davis Mill Road in Pine Level. Contract awarded to Flat Iron Constructors in the amount of \$16.7 million. The substantial completion date is July 2017.

Other Business

Highway 70 Corridor Commission Chairman Ted Godwin encouraged the members to look at the Highway 70 website for information. He also encouraged the members to inform their legislative delegation about their positions on issues.

Public Comments

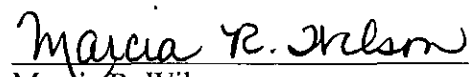
No member of the public spoke.

Next Meeting

The next meeting of the Highway 70 Corridor Commission will take place in Lenoir County at the Woodman Community Center, 206 W. Vernon Avenue, Kinston, North Carolina.

Adjournment

At 3:40 p.m., Highway 70 Corridor Commission Chairman Ted Godwin adjourned the meeting.



Marcia R. Wilson



US 70 Corridor Commission

RESOLUTION REQUESTING NORTH CAROLINA DEPARTMENT OF TRANSPORTATION APPROVE AND FUND HAVELOCK BYPASS

WHEREAS, the U.S. 70 Corridor Commission promotes the safe and efficient travel of all motorists through Havelock: the citizens of the area, military personnel utilizing the strategic Highway Corridor and the general traveling public; and

WHEREAS, access to and from the coast is critical to public safety in times of hurricanes and natural disasters, which prompted the NC Department of Emergency Management to designate Highway US 70, one of only three routes from the coast, as a major hurricane evacuation route;

WHEREAS, the Directors of U.S. 70 Corridor Commission and the citizenry of our military friendly State supports the US Military and recognizes that our National Security could be impacted if Cherry Point Marine Corps Air Station does not have consistent and efficient access for military personnel; and

WHEREAS, access to the Morehead City Port, one of North Carolina's largest Ports, is critical to our State's economic future and Port operations support our citizens and businesses; and

WHEREAS, efficient access to and from our coast provide efficient movement of people and goods enhancing economic opportunity for communities along the U.S. 70 Corridor; and

WHEREAS, the current US Highway 70 route through Havelock has 14 signaled interchanges that impede the flow of traffic for residents and travelers; and population growth with Craven and Carteret Counties and the State of North Carolina continue to increase the volume of traffic utilizing this route, thus increasing delays and the safety of the motoring public; and

WHEREAS, US Highway 70 has been designated as part of the National Highway System and a Strategic Highway Corridor;

NOW, THEREFORE, BE IT RESOLVED, the Directors of U.S. Highway 70 Corridor Commission requests the North Carolina Department of Transportation (NCDOT) approve, fund and construct the Havelock Bypass without further delay.

ADOPTED this the 19th day of March, 2015.

A handwritten signature in black ink, appearing to read "Ted Godwin", written over a horizontal line.

Ted Godwin, Chairman

M. Durwood Stephenson
Director

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