



US 70 Corridor Commission

DIRECTOR'S REPORT FOR MONTHS OF APRIL & MAY, 2017 M. DURWOOD STEPHENSON, DIRECTOR

We're almost halfway through the year as we depart May and look to June. Five months "in" and too many of the issues raised in last report for January, February and March are unchanged. As noted, the 10.3 miles, four-lane, median-divided highway to relieve congestion and improve traffic safety, eliminating up to 14 traffic signals through Havelock remains stalled from actions filed on December 29 by Southern Environmental Law Center on behalf of Sierra Club.

There has been scant notice or discussion of President Trump's \$1 trillion infrastructure campaign promise. Governor Cooper and NCDOT have submitted for construction a list of nine (9) shovel-ready projects, estimated at approximately \$ 3.4 billion. As of the date of this report, there has been no response to the funding request and no further indication of plans for a major infrastructure infusion. Rumors are circulating that summer may see the infrastructure issue resurface, but probably a public-private partnership, being primarily funded by private dollars rather than the U.S. Treasury. Perhaps our next report will offer more hopeful promise for major infrastructure infusion.

Again the 2017 first quarter report noted a combined effort by once fierce competitors: the American Association of State Highway & Transportation Officials (AASHTO) and U.S. Railroad officials to increase by 10¢ per gallon the Federal gas tax; the first increase since 1993 – 24 years ago.

A majority of those persons, organizations and Washington "Insiders" are doubtful an increase in gas tax is likely. So the "burning" issue of our times is what funding source is likely to emerge to fund transportation as the gas tax revenue declines precipitously while the need for greater resources rises: referencing again the first quarter report; current needs for upgrading (not new projects) roads and bridges exceeds \$ 1.1 trillion, but are currently funded at only \$ 941 billion and declining.

Currently there is a book on the **New York Times** best seller lists titled **No One Is Coming To Save Us**. The premise of the book has no correlation to the transportation funding crisis, but the title is apropos to the situation in which rural North Carolina finds itself.

A review of unsatisfied needs is not to suggest an attitude of "Woe Is Me," but a caution that we must face the realities that rural North Carolina must explore every possible option and decide that a brighter economic future lies within our group but must be "homegrown" with the "pull yourself up by your bootstraps" mentality and determination.

M. Durwood Stephenson
Director

P.O. Box 1187 ❖ Smithfield, NC 27577 ❖ (919) 934-1249 ❖ DurwoodUS70@gmail.com

Many of our Eastern Legislators, recognizing our plight and economic decline, have introduced legislation to address our concerns. However, as we have frequently discussed, we do not have the votes to enact meaningful legislation without engaging those representing our more prosperous neighbors. There are valid arguments to perpetuate the theory “A rising tide lifts all boats” or to Tom Lambeth’s quote in 1999; paraphrased “A boat with a leak at either end endangers the whole boat.”

In a recent article published in The News & Observer and written by Esther Manheimer, Mayor of Asheville and Grant Godwin, Chairman of The North Carolina Rural Center debunk the frequent media focus of “us” against “them;” urban vs. rural divide. Quote -- “OUR ORGANIZATIONS, THE METROPOLITAN MAYORS COALITION AND THE RURAL CENTER – UNDERSTAND THAT OUR RURAL COMMUNITIES ARE NOT COMPETING AGAINST OUR CITIES. IN REALITY, OUR FORTUNES ARE INEXTRICABLY LINKED. WE CANNOT AFFORD TO HAVE WINNERS AND LOSERS AS WE WORK TO SECURE A BRIGHT FUTURE FOR OUR ENTIRE STATE.”

Although we in rural Eastern North Carolina have made great progress in recent times improving transportation connectivity, but in reality, rural North Carolina is not a viable competitor with our urban cities and town because we lack the resources to compete – educational, medical care, natural gas, broadband, capital, highly educated work force and a host of other necessities to attract economic engines that provide higher wage jobs and a higher quality of life.

Growth too presents problems; congestion, transportation options such as light rail, funding human services for an expanding population, affordable housing and a myriad of issues that accompany rapid growth must be confronted, but are far less challenging and less impactful than the issues faced by rural communities.

As noted above, Eastern Legislators have introduced a number of bills that offer assistance to the rural east; Senator Harry Brown attempted to redirect the allocation of sales tax with formulas that increase the portion to poorer Counties. It’s chances for approval by House and Senate are not promising. HB662 titled Carolina Cares would expand health-care coverage to an estimated 200,000 working North Carolinians who do not earn enough to afford insurance premiums, but do not qualify for Medicaid. The revenue-neutral legislation probably has a better chance of passing than the sales tax reallocation bill.

Many of our rural Eastern towns are still struggling with the after-effects of Hurricane Matthew. The October storm damaged more than 19,000 businesses. In a **News & Observer** profile on downtown Fair Bluff in April 23, 2017 edition states, the future of towns and business districts in Eastern North Carolina may become ‘**Vacant memorials to Matthew.**’

Russell Rhodes, a high-profile businessman in Kinston, who suffered extensive flood damage inflicted by Hurricane Matthew last October, requested the Corridor Commission join the City of Kinston in approving a Resolution for Flood Prevention.

A series of storm related floods began in 1996 with Fran, followed by Hurricane Floyd just 3 years later in 1999. The estimated flood damage from Hurricane Matthew in October, 2016 exceeds \$ 1.5 billion dollars resulting in damage to more than 100,000 homes, destroying entire towns and taking at least 28 storm related fatalities. Heavy rains throughout the State have continued coupled with the continuing release of water to protect the Falls Lake Dam have resulted in flood levels continuing along the Neuse River Basin.

Expenditures to create and fund flood prevention measures would be far less than restoring our towns and businesses that continue to be inundated by floods and certainly preventive flood control costs could never exceed the value of the lives and livelihoods of residents.

On May 18, 2017, the U.S. 70 Corridor Commission of North Carolina, Inc. passed a Resolution endorsing and requesting flood control preventive action and funding. (A copy is attached.) Several Towns and Counties along the Neuse River have also approved similar Resolutions. I plan to solicit actions by all of our fellow flood-prone partners including Towns, Counties and Chambers.

On May 22, I sent a letter to Colonel Kevin P. Landers, Sr., Commander Wilmington District USACE with a copy of our Resolution. (Copy Attached.) The letter in concert with the Resolution, asked for guidance, direction in seeking solutions to the too frequent flooding of our region. It is this agency with its vast technical knowledge and skills that can best offer advice for reducing frequency and severity of flood damages.

Wind farm energy generation has become a major topic of concern and legislation during the current session of General Assembly. In late March, the U.S. Department of the Interior awarded a contract to wind farm developer, Avangrid to develop 122,000 acres in the Atlantic Ocean for wind current generation.

The N.C. General Assembly has, in the past, questioned the potential conflict of wind farms and area military operations, but failed to enact legislation to place a moratorium on more wind development until additional studies on its impact are completed. On-going hearings on **HB 470** and **S366** are structured to halt further wind farm development. The Senate bill, called the **Military Operations Protection Act of 2017** suggests military training and operations will be negatively impacted. Earlier legislation halting wind farm development and initiating studies failed to survive committee hearings.

Most political pundits are predicting a similar fate for the new bills. Opposition forces argue it is a Federal issue and cite military's acquiescence.

The Directors and members of the U.S. 70 Corridor Commission of N.C. Inc. have not taken any official position on HB470 and S366. Our organization did become involved several years ago when the issue first surfaced. Although we did not support nor oppose wind-farm development, we did propose a State permitting process that would protect military training and operations.

Jennifer (Collins) and I are working on transitioning our website from a private out-of-state server to City of Goldsboro server. I am told the website address will not change; therefore, our website visitors will not notice the change. If there are additional postings you believe should be included, please advise and I am sure Jennifer can accommodate.

The Johnston County Board of Commissioners and the Town of LaGrange have joined the lead of the Corridor Commission and many others by passing a **RESOLUTION OF SUPPORT FOR DESIGNATING U.S. 70 CORRIDOR IN WAYNE, LENOIR & CRAVEN COUNTIES AS AN AEROSPACE CORRIDOR**. (Copy Attached) We have and will continue to circulate this support to the Office of the Governor, Secretary of Commerce and Secretary of Transportation.

On May 4, Division Engineer, John Rouse and I met with Secretary Trogdon and Chief Deputy Bobby Lewis to discuss James City project and status of negotiations with SELC on Havelock Bypass. We were joined by BOT member, General Hugh Overholt. I left the meeting with renewed hope for both projects and the prompt, orderly progression forward. With Secretary Trogdon and Deputy Secretary, Bobby Lewis leading negotiations, there is a high probability of a favorable outcome.

Senate Bill 257 has been introduced which is viewed favorably by our local RPO's and MPO's. Essentially it offers more equitable funding for our RPO's and MPO's that include Tier 1 Counties.

The N.C. Rural Center hosted Rural Day at N.C. General Assembly to focus on rural issues that continues to negatively impact rural North Carolina and the economic future of our region.

Haywood Daughtry, Eastern Regional Field Operations Engineer has provided 2014-2016 Crash Statistics for Counties along the U.S. 70 Corridor. The data has been posted on our website and continues to support our agenda for a safer, less congested transportation corridor through the heart of Eastern North Carolina.

On May 10, following several requests from WPTF radio reporter, Patrick Johnson, I was interviewed by Mr. Johnson in a live-on-the-air discussion of U.S. 70 Corridor Commission agenda and progress. Mr. Johnson cited the audience interest in U.S. 70 and its on-going improvements. I had interviewed with Mr. Johnson in the past. Apparently, the opening of the Goldsboro Bypass has spurred renewed interest in U.S. 70.

Mr. Johnson was fair in allowing adequate time to fully explain our agenda and its purposes. He also asked good, appropriate questions to inform the audience.

A few of the key points we were able to convey to the listeners:

- Traffic signals reduced along Corridor from Wake County to Morehead City Port
2008 – 70 signals
2014 – 60 signals
2015 – 49 signals
2019 – 33 signals (Planned)
2024 – 10 signals (Planned)
- Projects Scheduled – Planned
James City – Scheduled “Let” 2021
 Will accelerate to 2019 “Let”
Kinston Bypass – ROW – 2023/ “Let” 2025
Havelock Bypass – ROW 2017/ “Let” 2019
Gallants Channel Bridge – Expect completion Summer 2017
- Corridor Actions
Designate U.S. 70 as Aerospace Corridor in Wayne, Lenoir & Craven Counties
Support construction of Atlantic Coast Pipeline

On May 18, the U.S. 70 Corridor Commission of N.C. Inc., met in the City of Kinston for our quarterly meeting. A copy of the minutes of the meeting will be forthcoming and available for review.

There are, however, a couple of issues of interest on the agenda that merit inclusion in this report.

1. In view of the meeting location in Kinston, I felt it appropriate and informative to discuss status and plan for the proposed Kinston Bypass. We invited Project Consultant Christopher Werner (AECOM). His presentation will be detailed in minutes of meeting. In view of recent flooding in the area, we are pleased the Bypass is a funded project.

2. Rosemary Wyche provided a briefing on the status and plans for the proposed Atlantic Coast Pipeline. Recognizing the importance and necessity of natural gas to economic development, the Corridor Commission unanimously adopted a **RESOLUTION IN SUPPORT OF THE CONSTRUCTION OF THE ATLANTIC COAST PIPELINE**. (Copy Attached) The language in the Resolution clearly states the case for supporting this project.

The frequency and severity of down-stream flooding along the Neuse River has become a crisis seeking solutions. We must persistently pursue long-term solutions to the flood issue. We must also unabashedly question the recent management of the Falls of Neuse Dam. The COE has continued to release regularly vast amounts of water that has kept water levels along the Neuse at or near flood levels. There are numerous suggestions for better flood control in the Corridor Flood Control Resolution, but there may be other more effective actions less costly options.

We are open and amenable to more open discussions on the topic. The magnitude of the problem mandates resolutions to alleviate continuous flooding of Eastern North Carolina. As we continue to explore options, new and frankly, surprising information has been discovered: to wit the COE has decided to abandon and delete the Milburnie Dam, also located in Wake County.

We will continue to “push the envelope” to resolve this problem. We cannot afford less.

A major concentrated effort has been focused on the flood issue, but a comparable effort has also been exercised to make the promise of up to 38,000 jobs in a food processing facility in Eastern North Carolina as promised by a study authorized by the NC General Assembly and completed in 2014. The study titled **THE NORTH CAROLINA FOOD PROCESSING AND MANUFACTURING INITIATIVE: AN ECONOMIC FEASIBILITY STUDY**. The report is accompanied by a Summary Report that outlines and details a plan of action to grow North Carolina’s number one industry.

An excerpt from the Study and Plan of Action:

Funding in the amount of \$500K/year for a three-year period is recommended to plan and further develop the Food Processing and Manufacturing Initiative. Due to the strong food science partnership already in place between NCD&CS and NC State, it is proposed that the two organizations collaborate to hire a project director and establish a guiding coalition to map a strategy that will achieve the recommendations proposed in this study. Key stakeholders to be part of the coalition should include food industry leaders, the North Carolina Department of Commerce, existing food-related entrepreneurial endeavors, research innovation assets located throughout NC at a variety of higher education and research institutions, and the workforce development and community college system. The project director would be charged with overseeing the coalition to 1) develop a strategic business plan to leverage and coordinate existing activities, 2) design new programmatic efforts and operations to implement the four primary recommendations, and 3) establish a statewide food manufacturing network. As part of the strategic business planning effort, additional sources of funding would need to be identified for eventual build-out and programmatic implementation. This initial financial investment will unite the food processing entities of North Carolina and accelerate the economic benefit and job growth potential projected by this study.

By accomplishing the recommendations outlined in this study, North Carolina has the opportunity to catalyze food processing and manufacturing industrial development throughout the state. Battelle anticipates that by implementing the North Carolina Food Processing and Manufacturing Initiative, the total economic impact of the food value chain will be an increase of nearly 38,000 jobs and an increase in associated economic output of \$10.3 billion by 2020. This economic growth will help to

change the economic trajectory of North Carolina's communities creating employment opportunities and enhancing economic sustainability.

Reprinted From:

NC Food Processing and Manufacturing Initiative

NC State University – North Carolina Department
of Agriculture and Consumer Services

North Carolina agriculture coupled with agribusiness provides 17 percent of all jobs in our state and contributes \$ 84 billion to the state's economy – ranking as the number 1 economic engine. Additionally, North Carolina agriculture is the 11TH largest agricultural exporter in the United States. Despite these impressive statistics it is an industry in decline.

The farming population is growing older; now approaching 60 years of age, the average age of a North Carolina farmer.

Over the past 40 years, the number of farms in N.C. has declined by nearly 100,000 and land in production has decreased by more than 660,000 acres in the past 15 years.

The demand for long-time “king” tobacco and the continuing lowering of commodity prices, like corn and soy beans, has created a way of life that does not sustain a family economically. Nearly 80 per cent of our farmers fail to earn less than \$ 50,000 annually with nearly half reporting no income. A majority of our farmers are working harder for less – a trend that does not appeal to a younger population.

The bright hope on the horizon for agriculture is food production. The demand for food is expected to double globally by 2050 and as our own population grows so does the need for food in our State and Nation.

The farmers of North Carolina have the capacity to become the bread basket for the world, but as Christopher Gergen, a fellow in Innovation and Entrepreneurship at Duke University so clearly points out – **“first we must save our farms.”**

Thus the significance and crisis-mode mandates the need to execute the plan suggested by the aforementioned study in support of escalating food growth and processing in our State.

The creation of up to 38,000 jobs in Eastern North Carolina coupled with the opportunities provided by the CSX Intermodal Rail Hub in Rocky Mount can change the face of Eastern North Carolina and the economic fate of its citizens.

For several weeks, we have been meeting with legislative leaders pleading for the funding of the Action Plan suggested by the Food Processing Study: \$ 500,000 for 3 consecutive years. Appropriation Chair of Senate and Co-Chair of House Appropriateness have indicated they support and endorse the funding. We will know within a short time period if this initiative survives budget negotiations allowing us to proceed to Phase II of the Action Plan.

As a Commission, we will continue with our agenda currently primarily focused on Havelock, James City and Kinston, pursuing better transportation connectivity locally, nationally and globally – BUT we must always be cognizant of a declining rural population in need of economic opportunity that extends beyond transportation and infrastructure.

The primary focus of this report has been flood control and profitable agricultural production. The two are inextricably linked.

In conclusion and to summarize:

**Transportation and Infrastructure, A must
No One Is Coming To Save Us
Flood Control & Agricultural Production – Food Future**

THE END

OR

A NEW BEGINNING

**RESOLUTION REQUESTING GREATER EFFORTS
TO AVOID FLOODING IMPACTS WITHIN THE LOWER NEUSE BASIN**

WHEREAS, the Neuse River Basin encompasses 74 municipalities and 19 reservoirs and drains land from 18 of North Carolina's counties covering approximately 6,234 square miles, totaling nearly 4 million acres; and

WHEREAS, roughly one-sixth of the state's population lives within the Neuse River Basin; and

WHEREAS, the U.S. 70 CORRIDOR COMMISSION OF N.C. INC. represents Counties & Towns adjoining the Neuse River and have experienced severe flooding in 1996 due to Hurricane Fran which brought floodwaters exceeding flood stage; and

WHEREAS, in July 1997, the United States Army Corps of Engineers received authorization to conduct a study on flood risk management, environmental protection and restoration, and related purposes for the Neuse River Basin; and

WHEREAS, in September 1999, Hurricane Floyd caused a second round of flooding which devastated portions of eastern North Carolina located along the rivers, particularly the Neuse River and caused an estimated \$3 billion dollars' worth of damage, damaged more than 56,000 homes, and resulted in 1,500 floodwater rescues in eastern North Carolina; and

WHEREAS, the state and federal response to this catastrophe was the permanent displacement of homes, families, and businesses through a buy-out program which caused significant harm to the cities, counties, and communities affected where long-time neighbors, often generational, were forced to part ways to start new lives in new neighborhoods; and

WHEREAS, in 2012, the USACE presented findings from the study authorized in 1999 to the Civil Works Review Board and concluded that USACE lacked interest in Flood Risk Reduction at the time, citing steps being taken by the North Carolina Department of Emergency Management (NCEM) and Federal Emergency Management Agency (FEMA) to reduce flooding losses through floodplain mapping, emergency preparedness and response, risk communication and a flood-prone structure buy-out program; and

WHEREAS, the USACE report suggested the expenditure of more than \$38 million dollars for environmental restoration measures but failed to request any funds to reduce the risk of flooding for those living and working along the Neuse River; and

WHEREAS, in October of 2016, areas along the Neuse River were once again devastated as a result of flooding precipitated by Hurricane Matthew; and

WHEREAS, the estimated flood damage from Hurricane Matthew exceeded \$1.5 billion dollars resulting in damage to more than 100,000 homes, destroying entire towns and taking at least 28 lives; and

WHEREAS, the record setting flooding caused by Hurricane Matthew did not occur until several days after the hurricane had passed as accumulated rainfall in the higher elevations of the state made its way toward the coast; and

WHEREAS, the relatively flat terrain of eastern North Carolina slowed the fast moving waters coming from higher elevations causing a significant increase in both the depth and breadth of the Neuse River from Smithfield through Kinston as the river reached record heights and overflowed its banks, inundating a record number of properties with floodwater; and

WHEREAS, the recent impact of Hurricane Matthew to counties, municipalities, businesses, and residents located along the Neuse River indicate that the efforts taken by the NCDDEM and FEMA were insufficient to prevent or significantly reduce the amount of damage sustained as a result of Hurricane Matthew; and

WHEREAS, it is now apparent that mapping, emergency preparedness and risk communication did little to prevent the damage incurred by Hurricane Matthew; and

WHEREAS, the use of flood control measures have proven successful as demonstrated by estimates calculated by the USGS such as the study that concluded that the installation of Falls dam reduced the frequency of flooding experienced as a result of Hurricane Fran from once every 10-25 years to once every 50-100 years; and

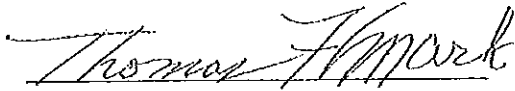
WHEREAS, the use of flood control measures could have prevented, or significantly reduced the extent of damage caused by Hurricane Matthew.

NOW THEREFORE, BE IT RESOLVED that the U.S. 70 CORRIDOR COMMISSION OF N.C. INC. does hereby request that the State of NC and the appropriate federal agencies engage, develop and financially support greater efforts to avoid devastating damages to persons and property in the Lower Neuse Basin through the implementation of flood control measures and that specific consideration be given, but not limited, to (1) construction of flood control reservoirs along the Neuse River, (2) identification of alternative water supplies for the City of Raleigh that would allow lowering of Falls Lake during times of anticipated flooding, (3) additional mitigation by NCDOT to address significant stormwater impacts from highway construction and (4) active "snag, drag and dredge" operations within the Neuse River and its

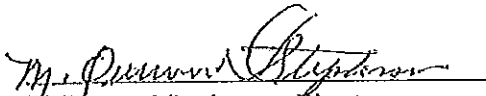
tributaries to reduce obstructions to flow and removal of materials that would impact the flood level of the River.

BE IT FURTHER RESOLVED that this Resolution shall be provided to all members of the General Assembly and to the Congressional delegation for the State of NC and that all affected Towns and Counties and their elected officials, Chambers of Commerce and all persons representing and/or residing along the Neuse River Basin encourage and co-ordinate with all organization and/or individuals to provide all necessary preventative actions to facilitate flood reduction measures as set forth herein.

DULY ADOPTED this the 18TH day of May, 2017.



Tom Mark, Chairman
U.S. 70 Corridor Commission of N.C. Inc.



M. Durwood Stephenson, Director
U.S. 70 Corridor Commission of N.C. Inc.



US 70 Corridor Commission

May 22, 2017

Colonel Kevin P. Landers, Sr. - kevin.p.landiers@usace.army.mil
Commander USACE
Wilmington District

RE: FLOOD WATER CONTROL

I am forwarding a copy of a Resolution recently approved by U.S. 70 Corridor Commission of N.C. Inc., a non-profit advocacy group representing 5 Counties; Johnston, Wayne, Lenoir, Craven & Carteret Counties.

We certainly understand the necessity of protecting the structural integrity of the Falls Lake Dam, but question the timing, frequency and volumes being released.

As you are aware, a routine rain event soon following Matthew, again flooded Eastern N.C. along the Neuse River basin. Tributary and rivers remain at high levels and a moderate rainfall will probably inundate homes and businesses again.

I have no engineering credentials nor do I profess to special knowledge on flood preventative procedures, but common sense tells me that some flood prevention measures would reduce flood frequency and severity.

I live on Swift Creek, but fortunately my home is located approx. 100 feet above the creek bank and the possibility of waters flooding my home are non-existent. However, my downstream neighbors are being flooded frequently.

Following Fran in 1996, the Corps. Of Engineers began extracting logs and debris from the Creek behind my house. Unfortunately, the effort was short-lived and was not completed. It seems some measure of preventative actions including tree and debris removal from major streams would reduce the costs to restore properties at far less costs now being incurred.

I am aware that Congress has recently allocated funds to dredge our ports. Is it possible for similar funding to clean our streams and minimize impacts on Eastern North Carolina?

Is that a plan with merit or am I naively assuming simplistic solutions?

Every and more frequent flood events are creating greater hazards to property and lives and the expense of full recovery less attainable. We seek and solicit advice from more experienced and knowledgeable sources. If it is dollars we need, our citizens will rally Congress to protect rural North Carolina and our citizens.

Thank you for any suggestions or advice.

Sincerely,

M. Durwood Stephenson
Director
U.S. 70 Corridor Commission of N.C.

cc: Honorable Tom Mark
Jack Veit III
Russell Rhodes
Perry Harris
Jennifer Collins

M. Durwood Stephenson
Director

P.O. Box 1187 ❖ Smithfield, NC 27577 ❖ (919) 934-1249 ❖ DurwoodUS70@gmail.com



US 70 Corridor Commission

RESOLUTION OF SUPPORT FOR DESIGNATING U.S. 70 CORRIDOR IN WAYNE, LENOIR & CRAVEN COUNTIES AS AN AEROSPACE CORRIDOR

WHEREAS, U.S. 70 Corridor Commission of North Carolina, Inc. was established as a non-profit entity representing Eastern North Carolina by partnering with member Counties Johnston, Wayne, Lenoir, Craven and Carteret and local, regional and State government agencies to support initiatives enhancing safety, mobility and economic utility along the Highway 70 Corridor through land use planning, transportation improvements and economic development strategies; and

WHEREAS, the central focus and basic premise of the U.S. 70 Corridor Commission membership is to promote U.S. 70 as a freeway corridor with potential for Interstate Designation from I-40 in Wake County to the port at Morehead primarily for the purpose of promoting and improving economic opportunities for North Carolina's Eastern Region; and

WHEREAS, the Counties of Wayne, Lenoir and Craven Counties have a long history of involvement in aerospace and aviation. With assets like the North Carolina Global Transpark, the military installations and many companies that support public and private operations, this region of N.C. can provide a high level of aerospace activity; and

WHEREAS, designating U.S. 70 Corridor in Wayne, Lenoir and Craven Counties as an Aerospace Corridor will increase visibility from companies and site selection firms seeking locations for aerospace and aerospace – related activities; and

WHEREAS, the designation as an Aerospace Corridor will support economic development and enhance opportunities for high paying jobs in the region; and

WHEREAS, the designation as an Aerospace Corridor will provide unique marketing opportunities for the region; and

NOW, THEREFORE, BE IT RESOLVED, the U.S. 70 Corridor Commission of N.C. Inc., a long-time proponent of economic benefits to revitalize Eastern N.C. endorses the designating of U.S. 70 through Wayne, Lenoir and Craven Counties as an Aerospace Corridor to support and enhance the long-term prosperity of the Eastern Region and The State of NC.

ADOPTED this the 16th day of March, 2017.

Honorable Tom Mark, Chairman
U.S. 70 Corridor Commission of N.C., Inc.

M. Durwood Stephenson, Director
U.S. 70 Corridor Commission of N.C., Inc.

M. Durwood Stephenson
Director

P.O. Box 1187 ❖ Smithfield, NC 27577 ❖ (919) 934-1249 ❖ DurwoodUS70@gmail.com

RESOLUTION IN SUPPORT OF THE CONSTRUCTION OF THE ATLANTIC COAST PIPELINE

WHEREAS, the U.S. 70 CORRIDOR COMMISSION OF N.C. INC. represents and advocates for rural Eastern North Carolina, specifically the Counties of Johnston, Wayne, Lenoir, Craven and Carteret seeking improved infrastructure and connectivity in order to maximize economic development opportunities; and

WHEREAS, rural Eastern North Carolina lacks adequate infrastructure necessary for economic growth with the absence of natural gas necessary for manufacturing; and

WHEREAS, a group of major U.S. energy companies, including Dominion, Duke Energy, and Southern Gas recently formed a joint partnership to build the Atlantic Coast Pipeline, a 600-mile natural gas transmission line that will run from Harrison County, West Virginia to Robeson County in our state; and

WHEREAS, a lack of natural gas pipeline capacity, especially in eastern North Carolina currently limits North Carolina's access to this economical and environmentally friendly form of energy; and

WHEREAS, the route of the proposed 600-mile route of the Atlantic Coast Pipeline will pass through the eastern part of North Carolina; and

WHEREAS, the Atlantic Coast Pipeline will make the growing supplies of natural gas produced in the Appalachian shale basins such as the Marcellus and Utica formations much more available to North Carolina; and

WHEREAS, this will provide an additional natural gas supply source for the homes and businesses in the Eastern part of the region; and

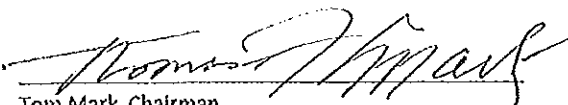
WHEREAS, this project will help alleviate a shortage of pipeline capacity in North Carolina and work against pipeline constraints such as those that caused severe natural gas price spikes during the extremely cold winter of 2014; and

WHEREAS, this better access will help promote North Carolina's continued economic development by providing better opportunities to recruit new manufacturing facilities that use the fuel; and

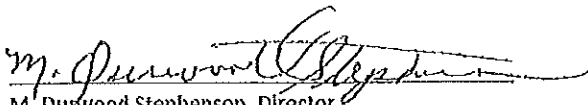
WHEREAS, this improved access will also work to improve air quality by enabling power generators to build new plants using this environmentally friendly fuel or convert existing plants to natural gas power;

NOW, THEREFORE, BE IT RESOLVED that the U.S. 70 CORRIDOR COMMISSION OF NORTH CAROLINA INC. supports construction of the Atlantic Coast Pipeline and notes the project's significant benefits for our state's consumers, utilities, industries and continued economic growth and development.

Approved – May 18, 2017



Tom Mark, Chairman
U.S. 70 Corridor Commission of N.C., Inc.



M. Durwood Stephenson, Director
U.S. 70 Corridor Commission of N.C., Inc.