

## **NORTH CAROLINA**

### **CARTERET COUNTY**

The Highway 70 Corridor Commission of North Carolina, Inc. met on Thursday, August 18, 2016 at 1:30 p.m. at the Crystal Coast Civic Center, 3505 Arendell Street, Morehead City, North Carolina.

#### County members present:

Carteret County – Robin Comer, Mark Mansfield, Jesse Vinson and David Whitlow  
Craven County – Don Baumgardner, Bobby Darden, Tom Mark, Jack Veit and Danny Walsh  
Johnston County – Ted G. Godwin, Frank Price and Donald B. Rains  
Jones County – None  
Lenoir County – John Craft, Russell H. Rhodes and Linda Rouse Sutton  
Wayne County – Joe Daughtery and Bill Pate

#### Other persons present:

North Carolina Board of Transportation – Gus Tulloss  
Highway 70 Corridor Commission Director – M. Durwood Stephenson  
North Carolina Department of Transportation – Haywood Daughtry, Charles Edwards, Jiles Harrell, Lynnise Hawes, Derrick Lewis, Tim Little, and John Rouse  
NC Ports – Stephanie Ayers, Chip Killmeier and Cliff Pyron  
Down East RPO – Patrick Flanagan  
Upper Carolina Plains RPO – James Salmons  
Atkins North America – Rob Hanson  
Beaufort – Kyle Garner and Sharon Harker  
Carteret County Chamber of Commerce – Tom Kies  
Crystal Coast Tourism – Carol Lohr  
Havelock – Frank Bottorff and Katrina Marshall  
Johnston County – Shelby Bireley and Kim Robertson  
NCEast Alliance – John Chaffee  
New Bern Area MPO – Maurizia Chapman  
North Carolina State University – Dr. Christopher Daubert and Max Daubert  
VHB Engineering NC – Keith Lewis and Lauren Triebert  
Wayne County – Joe Gurley and Marcia R. Wilson  
Wilson’s Mills – Brunette Eason and Johnny Eason  
*Carteret County News-Times* – Anna Harvey  
Citizens – Don Black, Ophelia Davis and Robert Davis and Michelle Haynes

### **Call to Order and Welcome**

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

Carteret County Commissioner and member of the Highway 70 Corridor Commission Robin Comer welcomed the members of the Highway 70 Corridor Commission to Carteret County.

### **Approval of the Agenda**

Upon motion of Vice Chairman Tom Mark and seconded Johnston County Member Don Rains, the members of the Highway 70 Corridor Commission unanimously approved the agenda as presented.

### **Approval of Minutes**

Upon motion of Lenoir County Member Linda Rouse Sutton and seconded by Wayne County Member Bill Pate, the members of the Highway 70 Corridor Commission unanimously approved the minutes of the meeting on May 16, 2016.

### **Special Presentation**

Highway 70 Corridor Commission Director M. Durwood Stephenson presented former North Carolina Department of Transportation Eastern Project Development Section Head of the Project Development and Environmental Analysis Unit Rob Hanson an engraved award for his contributions and dedication to the Highway 70 Corridor Commission. Mr. Hanson recently retired from the North Carolina Department of Transportation.

Rob Hanson stated he appreciated the award for working on something he thoroughly enjoyed. He had so much respect for the Highway 70 Corridor Commission and its accomplishments for eastern North Carolina and its future accomplishments for the region. He had worked for the North Carolina Department of Transportation for 32 years. He would miss working on the Highway 70 Corridor Commission.

Highway 70 Corridor Commission Chairman Ted Godwin stated former North Carolina Department of Transportation Eastern Project Development Section Head of the Project Development and Environmental Analysis Unit Rob Hanson was very helpful to the members of the Highway 70 Corridor Commission. He always looked forward to Mr. Hanson's informative report at each meeting.

### **Comments from Executive Director M. Durwood Stephenson**

Highway 70 Corridor Commission Director M. Durwood Stephenson stated the agenda today was about economic opportunities. We need to make the most of our assets in eastern North Carolina.

Highway 70 Corridor Commission Director M. Durwood Stephenson commended North Carolina State University Senior Shelby Rose Bireley for her passion of agriculture. We need to show our younger generations there is a future in agriculture in eastern North Carolina.

## **North Carolina Board of Transportation Member Report**

North Carolina Board of Transportation Division 4 Member Gus Tulloss stated he enjoyed working with former North Carolina Department of Transportation Eastern Project Development Section Head of the Project Development and Environmental Analysis Unit Rob Hanson, who always did a good job. He wished Mr. Hanson great success in his new professional venture. Transportation projects in North Carolina have received considerable funding from the five year Congressional plan and the allocation from the North Carolina General Assembly. It is an exciting time with the North Carolina Board of Transportation. The announcement of the location of the CSX intermodal terminal in Edgecombe County is a great opportunity for eastern North Carolina and the entire state.

### **Upgrading US Highway 70 to Interstate 42 from Selma to Princeton in Johnston County**

Lauren Triebert with VHB Engineering NC, P.C. presented the North Carolina Department of Transportation feasibility study on US Highway 70 improvements from Selma to Princeton in Johnston County (FS-1604A). This is not the final design of the project. Feedback is being solicited.

The feasibility study will provide an upgraded facility to meet interstate design standards from SR 1003 (Buffalo Road) near Selma to SR 2372 (Edwards Road) in Princeton. The existing facility will be upgraded and new alignment locations will be considered if warranted. Base components to be considered include interchanges to be studied at key crossing roads, system interchange between US Highway 70 and Interstate 95 to be considered as one of the alternatives, grade separations to be studied at other crossing locations and frontage road system for access.

The purpose and need of the feasibility study is to enhance mobility and connectivity. US Highway 70 will be upgraded to interstate standards to improve regional mobility and provide better connectivity between Raleigh and Morehead City. The secondary benefit will be improving safety along rural sections with uncontrolled access. The mobility and connectivity will also promote economic development for surrounding counties.

Background transportation plans include:

- All transportation plans are consistent with an upgraded future facility
- Most plans specify upgrade to a “freeway facility” or to implement “controlled access”
  - North Carolina Department of Transportation Strategic Transportation Corridors – *upgrade to freeway standards*
  - Johnston County Comprehensive Transportation Plan – *convert US 70 to a 4-lane continuous freeway*
  - Town of Princeton Thoroughfare Plan – *widen to six lanes with controlled access with interchanges*
- Upper Coastal Plain Rural Planning Organization (UCPRPO) supports a feasibility study to improve the corridor (January 2016)
- Military Corridor Transportation Improvement Act of 2015 (HR 1844)

- Bill introduced and signed into law in 2015 designating several eastern North Carolina highways as “future interstates”
- US Highway 70 is among those designated for conversion to interstate

Adjacent State Transportation Improvement Program (STIP) projects include:

R-5718

- Division led project to widen Buffalo Road to three lanes from US Highway 70 to Old Beulah Road

U-3334

- Division led project to extend SR 1923 (Booker Dairy Road) as a two-lane road

U-5795

- Division led project to widen SR 2302 (Ricks Road) to three lanes from US Highway 70 to US Highway 301

U-5726

- Regional project to implement access management improvements along US Highway 301 between Booker Dairy Road and Ricks Road

I-3318, I-5784 and I-5786

- Improvements to Interstate 95 through pavement and bridge rehabilitation

W-5107 (under construction)

- Safety improvement project along US Highway 70 from Firetower Road to east of Davis Mill Road (2.7 miles) near Pine Level
- Interchanges at SR 2308 (Peedin Road Extension) and SR 2310 (Davis Mill Road)
- Median break closings

The existing conditions for the project area are:

- Projected project length – approximately 12 miles
- Existing four-lane divided facility
- Existing median width – 30 feet to 46 feet
- Speed limit – 55 mph, 60 mph
- Some areas with access control
  - Buffalo Road interchange
  - US 70/US 70 Bypass convergence points
  - W-5107 interchange areas

Existing conditions regarding hydrology environmental features include:

- Stream crossings
  - Mill Creek (near Buffalo Road)
  - Bawdy Creek (near Peedin Street)
  - Quicosin Creek (near Davis Mill road)
  - Moccasin Creek (near Pondfield Road – 303(d) impaired stream)
- Numerous areas of designated wetland (USFWS-NWI)
  - US 70/US 70 Bypass interchange south of Interstate 95 (Bawdy Creek)
- One pond
  - West of Princeton near Pondfield Drive (Holts Pond from Moccasin Creek)

- Floodplains
  - 100-year and 500-year floodplains at Holts Pond/Moccasin Creek
  - 500-year at Bawdy Creek and Mill Creek
- Public water supply water sources
  - Smithfield Moose Lodge

Existing conditions regarding hazardous materials environmental features include:

- Numerous gas stations with USTs within study areas
  - BP at Peedin Road intersection
  - Citgo at Country Store Road
- No NPDES site locations in project study area
- Hazardous material disposal site
  - Skyware Global, located partially within study area, southwest of US Highway 70, north of Interstate 95
  - Currently in compliance with all regulations

Existing conditions regarding community/cultural environmental features include:

- Two National Register of Historic Places designated properties within study area
  - Waddell-Olive House, Selma
  - Princeton Graded School, Princeton
- Schools
  - Princeton High School
  - Two daycares
- Six churches
  - Hephzibah Baptist Church near Country Store Road
  - Princeton Church of God
- No hospitals or fire departments
- No parks
- One cemetery near Interstate 95 overpass

Proposals for alternative development include the following:

- Upgrade to interstate design standards
- Consider eight interchange locations
  - US Highway 70/Interstate 95
  - US Highway 70 Bypass/Interstate 95 (potentially combine Interstate 95 interchanges into a single system interchange)
  - Peedin Road (W-5107)
  - Davis Mill Road (W-5107)
  - Country Store Road
  - US Highway 70 Alternate
  - Rains Mill Road
  - Edwards Road
- Consider five grade separation locations
  - Firetower Road
  - Creech's Mille Road
  - Dr. Donnie H. Jones Jr. Boulevard

- Old Rock Quarry Road/Barden Street
- 1 undesignated
- Frontage road system for access considerations

The project schedule is as follows:

- Traffic forecast from TPB – September 2016
- Design Review meeting – April 2017
- Draft report – October 2017
- Final report – December 2017

Anyone with questions and/or comments about the feasibility study was requested to contact Derrick Lewis at the North Carolina Department of Transportation or Keith Lewis or Lauren Triebert at VHB North Carolina.

### **NCEast Alliance Presentation on the Value of Clusters in Eastern North Carolina**

NCEast Alliance President/CEO John D. Chaffee stated the NCEast Alliance is a regional, private not-for-profit, economic development agency serving residents in 28 counties in eastern North Carolina.

Economic development can be defined as efforts that seek to improve the economic well-being and quality of life for a community by creating and/or retaining jobs and supporting or growing incomes and the tax base. Economic development components include entrepreneurship, retention and/or expansion, recruitment, tourism, and arts and culture.

A cluster is a geographic concentration of interconnected businesses, suppliers and associated institutions in a particular field. Infrastructure includes transportation, utilities, broadband, etc. Innovation and technology include access to university and federal lab research and development. Labor includes education and training systems graduating job seekers with skills for entry-level, mid-level, and advanced-level occupations.

Clusters have the potential to affect competition in three ways:

1. Increasing the productivity of the companies in the cluster
2. Driving innovation in the field
3. Stimulating new business opportunities in the field

In 2012 the North Carolina average wage was \$42,000. A chart showing the clusters with employment numbers, stability, average wage, number of firms and relative concentration is attached hereto as Attachment A.

Value-added agriculture clusters in the NCEast Alliance region include food and beverage, service, other agriculture manufacturers, suppliers, forestry projects and corporate farms. This is a vibrant cluster in eastern North Carolina.

Motor vehicle assembly clusters in the NCEast Alliance region include automotive components and metal working, automotive fabrics and materials, electrical and electrical components, trailer manufacturing, engines, farm implement (lawn and garden) vehicles, motorized heavy equipment industrial equipment, and machine shops.

Machining clusters in the NCEast Alliance region include metal industrial machinery manufacturing, metal industrial equipment manufacturing, machine shops, and structural and sheet metal manufacturing.

Aerospace clusters in the NCEast Alliance region include engineering/logistics services; aircraft component manufacturing; aircraft distribution and support services; military, defense and federal facilities; maintenance repair and overhaul, and aerospace/aviation education training centers.

Marine clusters in the NCEast Alliance region include research and development, biopharmaceutical manufacturing, life science suppliers and service providers, other bioscience manufacturing, and special education training centers.

Marine trade clusters include marine sciences, boat building, water transport/ferries, charter/recreational services, marine service and support providers, and marinas/boat repair.

Logistics clusters include commercial airports, general aviation airports, third party logistics, air transportation, rail transportation, seaports, ferries, trucking, warehouse and distribution, and water transport.

## **AGRICULTURE CLUSTER**

### **Looking Forward for North Carolina – Food Processing and Manufacturing Initiative**

North Carolina State University Department Head of Food, Bioprocessing and Nutrition Services Dr. Christopher R. Daubert gave a presentation on Looking Forward for North Carolina – Food Processing and Manufacturing Initiative.

In order to feed 9.3 billion people by 2050, our food supply must be doubled and the efficiency enhanced. The goal will be achieved through expanded processing capacity and technologies. Food manufacturing in North Carolina can be as big as textiles and furniture once were in the state. North Carolina has the raw materials, the scientists, and a workforce to achieve the goal.

The North Carolina General Assembly requested a study to evaluate the potential for food manufacturing to impact North Carolina. Within five years of achieving the recommendations, food processing could achieve 38,000 jobs according to the report, while contributing \$10.3 billion in net economic growth to the state's economy.

Governor Pat McCrory charged the North Carolina Food Manufacturing Task Force with the following in Executive Order #73:

1. Develop a strategic business plan to leverage existing activities in food processing and manufacturing.
2. Establish a statewide food processing and manufacturing organization, directory and database.
3. Create a plan to develop a proactive industrial recruitment campaign for new business development.
4. Foster the growth of food manufacturing entrepreneurial endeavors, enhance development of innovative food products and processes, and provide sector specific regulatory training and outreach.

The core leadership members of the North Carolina Food Manufacturing Task Force are Dean Richard Linton, North Carolina State University's College of Agriculture of Life and Sciences (Chairman); Lt. Governor Dan Forest; Commissioner of the North Carolina Department of Agriculture and Consumer Services Steve Troxler and Secretary of the North Carolina Department of Commerce John Skvarla.

There were 35 statewide visionary leaders on the four following task force subcommittees: infrastructure, business recruitment, food industry needs assessment and communications/advocacy. Subcommittees considered the following three questions:

1. What assets currently exist?
2. Why have the current food manufacturers chosen North Carolina as a place to do business?
3. What can North Carolina do better to take advantage of new economic growth opportunities?

Charge #1 Develop a strategic business plan to leverage existing activities in food processing and manufacturing.

Outcomes: Recruitment is the key. Nearly every company surveyed was recruited to North Carolina. Successful recruitment involved help with:

- Site selection
- Fostering community relations
- Identifying cost savings measures
- Assisting with workforce training
- Providing funding and incentives

Charge #2 Establish a statewide food processing and manufacturing organization, directory and database.

Outcomes: Food manufacturing industry directory and mapping system.

A comprehensive, statewide directory of food manufacturing and related industries currently includes over 2,000 businesses. The online directory is sorted by SIC codes, location, key personnel and products/services offered by category. The directory is a critical tool in setting up a statewide food manufacturing network. It serves as a foundational resource/database to create a new professional organization and provide an effective vehicle to communicate with



all facets for the food manufacturing sector. The next step is to make the directory available online to everyone by the end of the year.

The mapping system of food manufacturing assets includes county tax rates; breweries, wineries, distilleries; building and site information, co-packers, incubator kitchens; county tier designation; food firms; food machinery and packaging; licensed produce dealers; major food distributors; meat processing firms; municipal tax rates and transportation infrastructure.

Charge #3 Create a plan to develop a proactive industrial recruitment campaign for new business development.

Outcomes: Economic development plan and communications plan.

Economic development plan includes: employ a dedicated business developer, market presence at targeted industry and agricultural events, advertise presence in targeted industry media and develop collateral to attract food processing and related industries.

Focus communications plan on: food companies not currently located in North Carolina that are strategic recruitment prospects, food companies with a business presence in North Carolina that may have an interest in expanding, North Carolina agricultural producers with interest in becoming involved in food manufacturing and venture capital and seed/early-stage investment firms seeking opportunities to invest.

Charge #4 Foster the growth of food manufacturing entrepreneurial endeavors, enhance development of innovative food products and processes, and provide sector specific regulatory training and outreach.

Outcomes: detailed in study. The Department of Food, Bioprocessing and Nutrition Services has been invested in addressing this charge.

North Carolina Food Manufacturing Task Force recommendations to Governor Pat McCrory were:

1. Establish a statewide interdisciplinary and interagency North Carolina food manufacturing leadership team called the North Carolina Food Manufacturing Leadership Team and create a Food Manufacturer's Industry Advisory Group
2. Invest in two interagency statewide leadership positions
  - Position 1: Science, Technology and Policy Director for the food manufacturing industry
  - Position 2: Business Development Manager for the food manufacturing industry. This position has received partial funding.
    - Provide marketing support for the Science and Policy Director, Business Development Manager, Leadership Team and Industry Advisory Committee

Since 2015, a number of companies have expanded or located in North Carolina creating over 2,100 jobs. The companies have invested \$467,450,000 in capital improvements. This initiative should see farming continue to grow and have a positive economic impact on eastern North Carolina. The initiative is working to bring business back to small communities in North Carolina.

The feasibility study identifies great opportunities for eastern North Carolina. It reveals some key statements concerning the agriculture communities that have potential to contribute great economic wealth to eastern North Carolina. There are tremendous opportunities with seafood, which is a key contributor to the state's economy.

### **Transition from Research to the Field**

North Carolina State University Senior and Immediate Past President of the North Carolina FFA Shelby Rose Bireley stated the next generation would decide where and how the research is used. As President of the North Carolina FFA last year, she traveled around the state talking about youth, education and agriculture. The FFA organization is over 600,000 members strong. She has a passion for educating others about the future of agriculture.

She related her suggestions in translating the research to the world. You, first, need to think like a millennial or young person and consider what is current and trendy. Stereotypes need to be broken. Talk about the actual message. Social media is the answer. The millennial generation wants to learn instantly or realign fast. The positive things about agriculture need to be shared on social media. Research on social media can be used as a means to educate young people.

Agriculture is so much more than being a farmer. Today there is less land and fewer resources than ever before. We need to figure out how our population will be fed in the future. She suggested reaching out to agricultural groups, beginning with 4-H. 4-H primarily works to teach our youth how to live and how to survive. One of the big programs is 4-H after school agriculture, which teaches how to grow your own food and how to cook. We need to teach the importance of agriculture at an early age. Hopefully, the youth will have conversations with their parents about the importance of agriculture.

FFA is an organization standing for youth and learning about agriculture. We all need agriculture three times a day. Agriculture is important to everyone.

The North Carolina Cooperative Extension is present in all 100 counties. There are five key areas of educational programming:

- Sustaining agriculture and forestry
- Protecting the environment
- Maintaining viable communities
- Developing responsible youth
- Developing strong, healthy and safe families

These are essential in the future of agriculture in North Carolina.

Farm Bureau has a beneficial program entitled "Ag in the Classroom." The instructional, classroom-ready lesson plans and projects are dedicated to fostering an understanding of the importance of agriculture.

North Carolina State University Senior and Immediate Past President of the North Carolina FFA Shelby Rose Bireley encouraged everyone to “Be an Ag-vocate” by:

- Make a connection with an agriculturalist
- Be positive
- Be authentic
- Be accountable
- Be respectful of the opinions of others

Get our youth involved in agriculture. Do your research. Get involved and ask the hard questions.

### **MILITARY CLUSTER**

City of Havelock Manager Retired Colonel Frank Bottorff stated the military sector has a \$66 billion economic impact on the State of North Carolina, only behind agriculture in economic impact. Every county in the state is impacted by the military sector. North Carolina is 4<sup>th</sup> in military population in the United States and 23<sup>rd</sup> in military related contracts. There has been a recent emphasis to bring more military business to North Carolina.

Cherry Point has a \$2.1 billion economic impact on the region annually. There are approximately 9,000 active duty and 5,000 civilian employees at the installation.

The 3,800 employees at the Fleet Readiness Center (FRC) East aboard MCAS Cherry Point have an average salary of \$64,000. FRC East has 600 engineers and needs 50 additional engineers.

The five major military installations in North Carolina are healthy, but we cannot take anything for granted. Currently, Congress has not funded a Base Realignment and Closure (BRAC).

In fiscal year 2018, sequestration goes back into effect. There have been significant financial impacts to the military. The Air Force and Army have 30% excess capacity at their installations today and want a Base Realignment and Closure (BRAC) to eliminate certain bases and stations so they do not have to take care of them. The Navy and Marines don't necessarily want a BRAC, but once it starts it will include everyone. A Congressional committee will decide which bases stay open and which ones are closed.

There are some things working against our military installations. Cherry Point is introducing the F-35 and phasing out some other aircraft. Therefore, Cherry Point is getting smaller and is at risk during a Base Realignment and Closure (BRAC) if it is at its smallest level. The government could save money by closing Cherry Point. We need to take steps to save Cherry Point if there is a BRAC. In 2015 Cherry Point had 10 squadrons and 111 aircraft. In 2022 Cherry Point is scheduled to have 5 squadrons with 79 aircraft. In 2030 Cherry Point is scheduled to have 8 squadrons with 109 aircraft. There is an eight year period when Cherry Point will be at its lowest, which will be a high-risk period.

The Fleet Readiness Center (FRC) East aboard MCAS Cherry Point competes against three Naval depots. FRC East needs our help in getting the needed funding and facilities to do its job in order to be competitive.

Base Realignment and Closure (BRAC) first looks at the ability of the military to do its mission. Can they train? Adjoining county zoning and codes are important in carrying out training capabilities. Transportation projects are important in transporting deploying troops and equipment. The military corridor is vital to secure military installations in North Carolina. The ability to travel back and forth between Cherry Point and Camp Lejeune safely and quickly is paramount. The military values travel to the Port at Morehead City and Interstate 95 highly for its mission. In addition to its mission, the military values education, job opportunities, safety and security and quality of life.

One of the most important projects in the area is the Slocum interchange project. Currently, traffic is backed up on US Highway 70 in an open, unfenced and unsecure area. This project is an asset to Cherry Point.

Havelock has 21,000 residents with 6,000 on the military installation daily. Havelock relies on the military installation. City of Havelock Manager Retired Colonel Frank Bottorff believed if the Havelock Bypass was not constructed Cherry Point would not grow and would slowly degrade. There will be growing pains, but commercial and residential growth will follow and be beneficial in the long term. He thanked the members of the Highway 70 Corridor Commission for their contribution to the longevity of Cherry Point and success of the region.

### **GLOBAL TRANSPARK CLUSTER**

North Carolina Department of Transportation Director of Logistics Strategy Charles Edwards gave the members of the Highway 70 Corridor an overview of the Global TransPark and logistics in eastern North Carolina.

A map was shown with eastern North Carolina's evolving freight logistics network. One network goes from Interstate 95 in Rocky Mount, east on US Highway 64, and north on US Highway 17. The other network is US Highway 70/Interstate 42 from Interstate 95 to the Port of Morehead City. Clusters along US Highway 70/Interstate 42 can start to grow and have an export focus. Historically, businesses involved with exports have jobs that pay 15% more than businesses with a domestic focus only. The railroad will relieve traffic along this corridor. We need to consider the road and railroad as a holistic transportation mode. North Carolina does not market its inland river ports. The inland ports are four economic engines, which are highly active and add to the economic vitality to eastern North Carolina.

North Carolina's supply chain of industrial sectors (listed in order of value added-GDP contribution) shows North Carolina is extremely diversified.

- Pharmaceutical, biologics and medical products
- Chemical manufacturing
- Industrial machinery
- Tobacco and foodstuffs

- Transportation, distribution and logistics
- Metal products
- Electronics
- Communications and computer
- Textiles
- Household goods and furniture
- Building materials
- Paper products
- Wood products
- Manufacturing N.E.S.

**Key Findings**

	<b>Employment</b>	<b>GDP Contribution (Value Add)</b>	<b>Taxes</b>
	479,800 Direct	\$85.8 billion	\$13.4 billion - State
	770,000 +Impact	\$65.0 billion +Impact	\$18.7 billion - Federal
<b>Total</b>	<b>1,249,800</b>	<b>\$150.8 billion</b>	<b>\$32.1 billion</b>

Note: +Impact presents indirect and induced totals. All figures represent 2013 IMPLAN data.

An overview of the Global TransPark (GTP) includes:

- 5,668 acres
- Environmental permits completed
- 877 acres – North Carolina Department of Commerce certified site
- 10,500’ long runway
- On-site rail linked to Norfolk Southern
- Training facility
- Four-lane access to Interstate 42/US Highway 70
- CF Harvey Parkway extension from US Highway 70 to NC Highway 11
- Expanded industrial activity
- 13 existing facilities
- Nearly 900 jobs on-site
- Major tenants are Mountain Air Cargo, Inc., DB Schenker, Lenoir Community College, MJE Telestructure, Spirit AeroSystems, North Carolina Emergency Management, Crate Tech, Inc., Henley Aviation, North Carolina Forest Service, North State Aviation and Exclusive Jets, LLC and Kinston Jet Center, LLC

Spirit AeroSystems is the world’s largest supplier of commercial airplane assemblies and components. The company imports metal and machinery into North Carolina, which is an element of the supply chain. Over 100 shipsets have been delivered to date. The company is scaling up production to make 8 shipsets per month before the end of the year.

Central eastern North Carolina has seen many new investments and focuses, which are critical to providing access to the Port of Morehead City – Carolina Connector Intermodal Rail Terminal, US Highway 70/Interstate 42, Goldsboro Bypass, Havelock Bypass and Gallants Channel Bridge. The Port of Morehead City has experienced increased traffic and has new ship

calls, which has added to the economic vitality of the area. The Port of Morehead City serves as a hub for the eastern North Carolina inland “wet” ports, which serve as a center for other clusters.

There are also new daily challenges: anti-globalization sentiment, circular economy and logistics, truck driver shortage and parking, Class 1 railroads’ focus, road and rail corridors, economic development leverage of the Carolina Connector Intermodal Rail Terminal and inland “wet” ports.

### **PORTS CLUSTER**

North Carolina Ports Port Planning and Development Director Stephanie Ayers updated the members of the Highway 70 Corridor Commission on the North Carolina Ports.

Infrastructure investments at the Port of Wilmington totaling over \$100 million are underway. The first major undertaking was to expand the turn basin for vessels has been completed. Last week Wilmington served the largest vessel, which has ever called on the Port of Wilmington. The Queen City Express will move containers by a new direct intermodal rail service to connect the Port of Wilmington and Charlotte. This will combine at least two modes of transportation, such as trains, trucks and ships to deliver goods. CSX will eventually provide direct access from the Port of Wilmington to the Carolina Connection intermodal terminal in Edgecombe County.

North Carolina Ports Port Planning and Development Director Stephanie Ayers introduced the new Port of Morehead City Operations Manager Chip Killmeier.

Port of Morehead City Operations Manager Chip Killmeier stated he is working with a good team. It is an exciting time at the port. Today, the port is full of ships from berth to berth and has been a very busy summer. Last year 1.7 million tons of cargo went through the Port of Morehead City for an increase of 17%. The port continues to be on track to do better. A ship just pulled in with the blades (180’ long) for the windmills. Rail cars are being stockpiled for the loading of steel. There are plans to better accommodate the import and export of bulk agricultural products. He is excited to be in the Morehead City area after retiring from the Marines.

## TOURISM CLUSTER

Crystal Coast Tourism Authority Executive Director Carol Lohr updated the members of the economic impact of tourism in the Highway 70 Corridor Commission counties in 2015.

County	Expenditures in Millions	Payroll in Millions	Employment (thousands)	Sales Tax Receipts in Millions	Local Tax Receipts in Millions	Tax Savings per Resident
Carteret	\$336.96	\$61.75	\$3.33	\$15.22	\$19.71	\$507.13
Craven	130.55	25.39	1.10	7.17	2.83	96.72
Johnston	221.72	34.65	1.77	12.46	5.55	96.97
Lenoir	81.11	13.82	0.61	4.56	1.57	105.52
Wayne	156.15	21.26	1.03	9.80	2.38	98.10
Total	\$926.49	\$156.87	7.84	\$49.21	\$32.04	\$904.44

Crystal Coast Tourism Authority Executive Director Carol Lohr informed the members of the Highway 70 Corridor Commission of new tourism features in Carteret County:

- The Clamdigger Inn has been purchased and is being renovated. It will be opened as The Inn on the Crystal Coast in January 2017.
- Front Street Village is being developed at the end of Taylors Creek.
- A site is being look at for a Marriott flagship property.
- Gallants Channel Bridge opening in 2017
- Actively recruiting sporting events
- Actively using the county's natural resources for events
- Concentrating on being a year round destination throughout the year

### 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:

- Slocum Gate – Right of way and utility relocation work in progress. Project scheduled to be let in June 2017.
- Gallants Channel Bridge – Traffic shift completed. Estimate traffic will be on the bridge in early spring 2017.
- Havelock Bypass – Still waiting on Record of Decision from the Federal Highway Administration. Ready to begin right of way this fall. Let date is scheduled for 2019.
- James City – Environmental document is underway. Preliminary designs are scheduled to be completed this fall. Right of way scheduled for 2021. The project will probably be changed to a design-build project with a 2021 construction let date.
- Kinston Bypass – This is an unfunded project, but scored very well in SPOT 4.0 regional tier. It is anticipated this will be funded as a regional tier project in the upcoming STIP. It was the top project in the Eastern Carolina RPO.
- Harvey Parkway-Part C – The environmental documents are complete. North Carolina Department of Transportation has the Record of Decision. Right of way will start this fall. The construction let date is scheduled for December 2017.

## **Division 4 Update**

North Carolina Department of Transportation Division 4 Division Engineer Tim Little updated the members of the Highway 70 Corridor Commission on the following projects:

- Wilson's Mills – Merge is complete. Environmental document in place. Right of way acquisition scheduled for 2017. Construction let date scheduled for 2019.
- Spot safety project in Princeton at Martin Livestock and Lakeview Estates – Directional crossover with the medians removed. Connection to Lakeview Estates will be severed on the south side.
- Pine Level – Bridge building taking place. Ramps can be visualized at Collins, Inc. Work is progressing well. Project is a little behind schedule with a 2018 completion date.
- Goldsboro Bypass – Overhead signs foundations are complete.

## **Financial Report**

Highway 70 Corridor Commission Director M. Durwood Stephenson reported as of August 18, 2016 there was an account balance of \$307,238.22.

## **Comments**

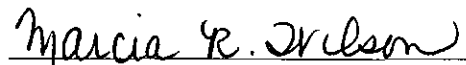
No member of public spoke.

## **Next Meeting**

The next meeting of the Highway 70 Corridor Commission will be held on November 10, 2016 at 1:30 p.m. in Wayne County. The meeting will be held at the Lane Tree Conference Center, 2317 Salem Church Road, Goldsboro, North Carolina.

## **Adjournment**

At 4:00 p.m., Highway 70 Corridor Commission Chairman Ted Godwin adjourned the meeting.

  
\_\_\_\_\_  
Marcia R. Wilson



Attachment A

<b>Manufacturing Cluster</b>	<b>Employment 2012</b>	<b>Stable/At Risk/ Emerging</b>	<b>Average Wage</b>	<b>Number of Firms</b>	<b>Relative Concentration*</b>
Aviation and aerospace	2,266	Stable	\$52,915	25	1.15
Boat building	789	At-risk	\$44,073	18	8.22
Building products	644	Emerging	\$31,398	21	0.43
Chemical products	1,718	Emerging	\$60,454	16	0.93
Electrical equipment	940	At-risk	\$52,307	11	0.81
Fabricated metal products	2,333	Emerging	\$46,365	58	0.49
Hardware	1,537	At-risk	\$44,737	5	3.44
Household appliances	2,194	Stable	\$53,660	5	3.94
Industrial machinery	1,727	At-risk	\$47,670	12	0.78
Logging and wood milling	1,365	At-risk	\$35,460	79	2.4
Meat processing	7,544	Stable	\$29,323	18	4.72
Nonwoven goods	3,786	Stable	\$53,632	25	2.37
Packaged foods	3,329	Stable	\$31,089	27	1.25
Pharmaceutical and biological products	4,508	Stable	\$68,160	13	4.88
Textiles and apparel	1,733	At-risk	\$33,970	14	1.67
Transportation equipment	2,316	Emerging	\$51,867	7	0.92

*\*Relative concentration reflects the percentage of a region's cluster employment compared with the cluster's total employment nationally. A value over 1.0 indicates a concentration higher than the national average.*