

NORTH CAROLINA

CRAVEN COUNTY

The Highway 70 Corridor Commission of North Carolina, Inc. met on Thursday, May 26, 2016 at 1:30 p.m. at the New Bern Riverfront Convention Center, 203 S. Front Street, New Bern, North Carolina.

County members present:

Carteret County – Jesse Vinson
Craven County – Don Baumgardner, Bobby Darden, Tom Mark, Jack Veit and Danny Walsh
Johnston County – Ted Godwin, Frank Price and Donald B. Rains
Jones County – None
Lenoir County – Mark Pope, Russell H. Rhodes and Linda Rouse Sutton
Wayne County – Chuck Allen, Jack Best and Bill Pate

Other persons present:

North Carolina Board of Transportation – Hugh Overholt and Gus Tulloss
Highway 70 Corridor Commission Director – M. Durwood Stephenson
North Carolina Department of Transportation – Haywood Daughtry, Charles Edwards, Rob Hanson, Jiles Harrell, Tim Little, Sebastian Montagne and John Rouse
NC Ports – Stephanie Ayers
North Carolina Rural Center – Jason Gray
North Carolina Railroad Company – Megan Hoenk and Scott Saylor
Down East RPO – Patrick Flanagan and Lauren Tuttle
Upper Carolina Plains RPO – James Salmons
Four Oaks – David Ruff
Havelock – Karen Lewis
Newport – Angela Christian
NCEast Alliance – John Chaffee
New Bern Area MPO – Maurizia Chapman and Kim Maxey
Craven County – Gene Hodges
Wayne County – Marcia R. Wilson
Citizens – Ophelia Davis

Call to Order and Welcome

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

Craven County Commissioner and Highway 70 Corridor Commission Vice Chairman Tom Mark welcomed the members of the Highway 70 Corridor Commission to Craven County.

Approval of the Agenda

Upon motion of Vice Chairman Tom Mark and seconded by Secretary/Treasurer Frank Price, 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 Johnston County Member Donald B. Rains, the members of the Highway 70 Corridor Commission unanimously approved the minutes of the meeting on March 17, 2016.

Comments from Highway 70 Corridor Commission Director M. Durwood Stephenson

Highway 70 Corridor Commission Director M. Durwood Stephenson stated he is optimistic CSX will consider eastern North Carolina for an intermodal site location.

The North Carolina Chamber of Commerce and North Carolina Department of Commerce have initiated new programs and concepts to target job growth and economic development in eastern North Carolina.

Highway 70 has been designated as future Interstate 42.

North Carolina Board of Transportation Member Report

North Carolina Board of Transportation Division 4 Member Gus Tulloss stated the Highway 70 Goldsboro Bypass will open tomorrow.

North Carolina Board of Transportation Division 2 Member Hugh Overholt commended the dedication and hard work of North Carolina Department of Transportation Division 2 Engineer John Rouse, North Carolina Department of Transportation Division 4 Engineer Tim Little and North Carolina Department of Transportation Eastern Project Development Section Head Rob Hanson. He has been involved with the Havelock Bypass project and the James City project.

Highway 70 Corridor Commission Director M. Durwood Stephenson acknowledged the work of Bobby Lewis, Lee McNairy, Jack Best and Chuck Allen to accelerate the Highway 70 Goldsboro Bypass by 30 years.

North Carolina Ports Report

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 include Berth 8 replacement and upgrade project (\$53-58 million), purchase of new post-Panamax container cranes (\$32-36 million) and the capability to operate two post-Panamax vessels simultaneously. The completion date for the Port of Wilmington projects is December 2017. A \$1.4 million study is underway with the U.S. Army Corps of Engineers to complete navigational improvements to the Cape Fear River Channel, including deepening the Cape Fear River basin.

The Port of Morehead City is being marketed aggressively to bring in new business. Recently, wind turbines have been received by the Port of Morehead City and trucked to northeastern North Carolina for installation. Grain is also being imported and mixed with organic matter. New commodities are being explored. The port will have improvements made to its rail unloading equipment to better load and unload the rail cars.

NCEast Alliance State of the Region Presentation

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. LOGI•SYN•ERGY is the fusion of logistics and energy and the anticipated impact of both transportation and energy projects planned for eastern North Carolina. The economy in the area is improving.

The mission of the NCEast Alliance is to drive the region's current and future economic development through three core strategies:

- Creating growth through targeted business attraction, retention and entrepreneurship promotion – branding, marketing and professional prospect management
- Building capacity by improving labor skills in the region, enhancing education rates and supporting infrastructure improvements
- Advocating for our institutions, infrastructure needs and communities

The population in the United States and North Carolina has increased since 2010, while the population of the region has decreased. Median incomes in 2014: region-\$40,509, North Carolina-\$45,596 and United States-\$53,657. The poverty index in the region has declined from 2012 to 2014. The travel and tourism index has increased significantly in the region and North Carolina since 2009.

In 2015 there were 10 new and 22 existing industrial announcements in regional counties. The announcements included the following:

- Advanced Manufacturing – 822 jobs and \$136 million investment
- Life Science (including Healthcare) – 142 jobs and \$395 million investment
- Logistics – 33 jobs and \$2.6 million investment
- Motor Vehicle Assembly and Parts Manufacturing – 0 jobs and \$35 million investment
- Value-Added Agriculture – 329 jobs

In the first quarter of 2016, there was one new industrial announcement and three existing industrial announcements in regional counties with \$195 million in investments.

Improvements include:

- Proposed Atlantic Coast Pipeline, which will bring new gas supply to eastern North Carolina and lower prices and increase reliability. Construction brings much-needed jobs and will keep hundreds employed through its operation. The pipeline improves the chances of recruiting companies, which need natural gas for their production processes.
- Conversion of Duke Energy power plant in Wayne County from coal to natural gas will decrease pollution and solidify regional air quality as attainment
- Sale of NC Electric Municipal Power Agency generation to Duke Energy/Progress bringing stability and lower power costs
- Solar energy farms spreading across eastern North Carolina. Over 90 solar farms have been installed in eastern North Carolina, which is over a \$1.2 billion investment in the region. Solar energy farms have major impact on the tax base in rural counties.
- The Amazon Wind Farm US East, operated by Iberdrola Renewables at Desert Wind, is the first utility-scale wind farm in North Carolina and one of the first in the southeastern United States
- The port of Virginia expansion of Foreign Trade Zone #20 into northeastern North Carolina. Companies locating in Foreign Trade Zone #20 can benefit from advanced distribution networks; and easy and reliable access to shipping channels, highways, railways and airways.
- Foreign Trade Zone #214 is located in southeastern North Carolina and offers individuals and businesses in 24 North Carolina counties the opportunity to import foreign goods into a duty-free zone. The North Carolina Department of Transportation is the grantee and oversees Foreign Trade Zone #214. Current Foreign Trade Zone #214 magnet sites include the North Carolina Global TransPark, the Port of Morehead City and the Port of Wilmington. Magnet sites are essentially the same as the current general purpose zone sites with a warehouse operator that has already been approved within Foreign Trade Zone #214. A magnet site can be used by many importers.
- Future interstate designations will stimulate growth. Interstate 495/US Highway 70/US Highway 64 would follow the Interstate 495 corridor to Interstate 95 at Rocky Mount, following the US Highway 64 freeway then travelling US Highway 17 connecting to the cities of Chesapeake and Norfolk, Virginia in the Hampton Roads region. US Highway 70 corridor (future Interstate 42) would improve access from the Triangle to the Crystal Coast bypassing Clayton, Goldsboro, Kinston, Havelock and Beaufort. This corridor is heavily used for moving freight and is just a few miles south of the Global TransPark. The corridor also provides vital connections to two military installations.
- Other infrastructure progress
 - Mid-Currituck Bridge - \$440 million
 - Bonner Bridge - \$245 million
 - Connectivity improvements
 - Goldsboro Bypass completion June 2016 - \$246 million
 - SW Greenville Bypass in development - \$231.8 million
 - Havelock Bypass construction 2018 - \$173 million
 - Maysville Bypass completion 2018 - \$225 million
 - Dredging at Beaufort Inlet to improve the Port of Morehead City access
 - Gallants Channel Bridge at Beaufort to open in 2017 - \$66 million

- Global TransPark finally a multimodal facility with construction of a rail spur (May 2015)

The two top rated proposed transportation projects in the State Transportation Investments (STI) are both in eastern North Carolina. Johnston County has the CSX A-line rail project, which will cost the North Carolina Department of Transportation \$100,000,000. Craven County has the US Highway 70 project, which will cost North Carolina Department of Transportation \$32,224,000.

Significant developments in the region include:

- Re-launch of Rural Jobs Accelerator Grant transition from the NC Rural Center
- Creation of BioPharm Development and Manufacturing Center of Excellence by East Carolina University and Pitt Community College
- Launch of new Advanced Manufacturing Center of Excellence at Wayne Community College
- Passed the Connect NC Bond (over \$200 million for eastern North Carolina)
 - \$90 million for East Carolina University for bioengineering building
 - \$13 million Elizabeth City State University
 - \$92 million for community colleges
 - \$7+ million for eastern North Carolina state parks
- Military developments
 - KC-46A stationed at Seymour Johnson Air Force Base - part of the Air Force's program to modernize the tanker fleet (2019)
 - Fleet readiness Center East at Cherry Point - site for a new \$14 million F-35B vertical lift fan repair facility
 - US Coast Guard Elizabeth City acquires hangars - supports growth of Aviation Logistics Center.

NCEast Alliance marketing by the numbers as follows:

- 35 marketing and client trips
- 73 new projects in calendar year 2015
- 53 active projects
- 40 news releases issued
- 30% of NCEast projects are coming from international locations
- 2015 projects by cluster – 21% advanced manufacturing, 21% auto, 14% life science, 11% marine, 10% value added agriculture, 5% energy, 5% logistics/distribution, 5% defense, 4% information technology and 4% call center

According to the site selection consultants, the economic development trends are:

- Real estate, labor/talent and utilities are the key factors
- Friendly permitting process
- Clusters are important and subject matter experts need to be on the team
- Data drives decisions: need good commuting data (25/45/55 minute drive time maps)

- Studies show regional economic development organizations are the preferred point of initial contact for site location consultants
- Best economic developers are resource brokers, not sales people

Trends influencing site location are:

- Attributes: The education level of the workforce, attainment level and skill levels present in a community.
- Talent: Can the skills gap be filled and are there resources and tools in the prospect community to fill those gaps?
- Pipeline: Can enough pipeline of skilled talent be developed to meet expected turnover and future growth?
- Community: Where will a company's employees live and where will they work? How will they get there? Shopping opportunities, quality schools and availability of executive housing do matter.

Site selection factors are:

1. Availability of skilled labor
2. Highway accessibility
3. Quality of life
4. Occupancy or construction costs
5. Available buildings
6. Labor costs
7. Corporate tax rate
8. Proximity to major markets
9. State and local incentives
10. Energy availability and costs

NCEast Alliance President/CEO John D. Chaffee stated there is a concern about the decline in entrepreneurship in rural areas of North Carolina and the NCEast Alliance is addressing ways to grow entrepreneurship in eastern North Carolina. Economic development growth in the area has been spotty. The Rocky Mount area is struggling due to the loss of manufacturing jobs. The southern area is doing well. Travel and tourism is being promoted. Industrial jobs have expanded. The food and beverage industry is growing.

Highway 70 Crash Data Update

North Carolina Department of Transportation Eastern Regional Field Operations Engineer for the Traffic Safety Unit, Mobility and Safety Division Haywood Daughtry updated the members of the Highway 70 Corridor Commission of the Highway 70 crash data.

The 2013-2015 crashes increased by 116 versus the 2012-2014 totals with increases in all segments except the James City to Havelock part in Craven County. There were seven fewer fatalities than in the prior period.

North Carolina Rural Economic Development Center Presentation

North Carolina Rural Economic Development Center Research and Policy Senior Fellow Jason Gray presented the 10 strategies for rural North Carolina's future.

The North Carolina Rural Economic Development Center held six listening sessions in which 350 participants from rural communities shared their local issues and concerns. Focus groups worked on the following 10 strategies for rural North Carolina's future:

1. **Vigorously Advocate for Innovation in Education and Workforce Development**
 - Support expansion of rural educational and training innovation
 - Reclaim rural work resiliency
 - Support rural schools and teachers
 - Enhance choice through career pathways
 - Advocate for increased effectiveness of rural education and workforce institutions
 - Encourage exploration of new models to make community college accessible and affordable
 - Encourage institutional collaboration

2. **Stabilize and Transform Rural Health**
 - Facilitate the rural transition to accountable care communities
 - Strengthen local, state and federal efforts to reduce *opioid and methamphetamine drug addiction*
 - Stabilize rural health care revenue
 - Support the establishment of the North Carolina Rural Health Leadership Alliance as the new state chapter of the National Rural Health Association

3. **Expand Accessible, Affordable High-Speed Fiber Broadband**
 - Raise the speed standard for federal investments in rural broadband
 - Leverage federal investments to expand rural high speed broadband
 - Continue to prioritize the connection of anchor institutions to high-speed broadband, particularly our libraries

4. **Accelerate Modernization of Essential Rural Water and Wastewater Infrastructure**
 - Clearly define the state's role in funding rural water infrastructure
 - Make the water infrastructure allocation from the Connect NC Bond count
 - Create regional economies of scale that will benefit everyone
 - Plan for the future
 - Promote and expand best practices
 - Leverage federal and state resources to create greater impacts

5. **Expand and Upgrade Transportation and Natural Gas Infrastructure**
 - Build a world-class highway system
 - Strengthen freight-rail infrastructure and multimodal hubs
 - Expand natural gas infrastructure to maximize competitive advantage

6. Invest in Stronger Entrepreneurship and Small Business Development Systems
 - Better integrate entrepreneurship training as a core element of workforce training
 - Advocate for increased state and federal small business and entrepreneurship development assistance
 - Adopt a statewide small business development framework based on economic clusters, supply and value chains
 - Assess and inventory best practices to support and grow small business through local and regional economic and community development organizations
 - Examine strategic opportunities for focusing rural entrepreneurship efforts
 - Improve the regulatory/business environment
 - Fill gaps with capital access markets to meet the needs of rural business owners and entrepreneurs

7. Strengthen Homegrown Manufacturing
 - Highlight the importance of homegrown manufacturing
 - Advance innovation in rural manufacturing
 - Build a strong rural manufacturing workforce

8. Develop Opportunities for Agriculture and Natural Resources, including Biotechnology and Value-Added Food Processing
 - Help farmers get more income for what they grow and raise
 - Support food manufacturing business opportunities
 - Increase biotechnology opportunities for rural businesses
 - Increase the entry of youth and young adults into farming and other natural resource businesses

9. Enhance Regional Collaboration and Partnerships
 - Advocate for federal and state program support of collaborative regional development efforts
 - Support research on rural/urban economic connections
 - Convene regional rural/urban roundtables
 - Provide region-focused leadership development
 - Advocate for focused collaboration and partnership strategies in North Carolina's chronically distressed rural regions

10. Stabilize and Leverage Rural Development Funding, Capacity Building and Technical Assistance
 - Target solutions for rural North Carolina's most economically distressed regions
 - Accelerate rural community philanthropy to supplement rural development priorities
 - Assure adequate, reliable and transparent funding of rural development programs
 - Increase region-based technical assistance to build capacity

North Carolina Railroad Presentation on The Road to Long-Term Job Creation is More Than Just a Road

North Carolina Railroad President Scott Saylor gave a presentation to the members entitled “The Road to Long-term Job Creation is More Than Just a Road.”

The North Carolina Railroad is helping build a strong economy that benefits the people of North Carolina. Visibly it is done with steel and wood. Even more important, it is done through careful management, effective collaborations, strategic thinking and a clear plan for the future.

The mission for the North Carolina Railroad is “To develop the unique North Carolina Railroad assets for the good of the people of North Carolina, our single shareholder.”

The vision of the North Carolina Railroad is “To improve our state by enabling freight to grow business, expanding rail to move people, and investing in North Carolina.”

The North Carolina Railroad is devoted to developing and managing its 317 mile corridor in ways that:

- Create jobs
- Retain existing industry
- Help grow the economy
- Maximize its value to the people of North Carolina.

The North Carolina Railroad Company has been an essential part of a comprehensive transportation system for 167 years. It is a unique private/public structure. The company is a private corporation with stock owned by the state. The trackage-rights agreement results in revenue generation for economic development investments of approximately \$12 million annually in infrastructure and economic development capital to the North Carolina Railroad. The railroad operates with private, non-taxpayer money and receives no state appropriations. The railroad also generates nearly \$2 million in local property tax revenue annually and pays \$4 million annual dividend to support rail projects.

The North Carolina Railroad Company:

- Manages a 317 mile, 200 foot wide corridor from Charlotte to Morehead City, which is an irreplaceable asset for North Carolina
- Identifies rail-served industrial sites statewide to increase North Carolina’s competitive position with the goal of spurring economic development
- Builds rail improvements, infrastructure, and stations and invests in properties. Since 2000. The North Carolina Railroad Company has invested more than \$80 million to improve the railroad.
- Partners with transportation and economic development organization in new ways to expand freight rail service in North Carolina and create jobs

The economic impact of the North Carolina Railroad Company reaches across the state:

- More than 100 customers utilize freight rail on the North Carolina Railroad Company line

- 19% of the freight car loads begin or end on the North Carolina Railroad line
- 11.4 million tons of freight originate or terminate on the North Carolina Railroad line

The North Carolina Railroad has invested in economic development projects in:

- Alamance County – Cambro. North Carolina Railroad invested \$750,000. The project has 100 jobs and \$34 million in industry investments.
- Robeson County – Asbury Carbons. North Carolina Railroad invested \$50,000. There was \$250,000 from dividend to North Carolina Department of Transportation. The project has 25 jobs and \$8 million in industry investments.
- Large manufacturing sites in Greensboro-Randolph County, Siler City-Chatham County, Kingsboro-Rose (Edgecombe County) and Moncure.
- Requests for investments are evaluated, but not limited to engineering and design costs; lead, siding and other tracks; site grading and drainage; rail roadbed construction; railroad signage; rail loading facilities and rights of way identification
- Crabtree Creek Bridge. The new bridge replaces a 1927 single-track bridge with a double-track, which increases the capacity for future freight and passenger service. The North Carolina Railroad is funding \$6.9 million of the project and the Town of Morrisville is funding \$1 million. Design began in the first quarter of 2016 and construction is expected to be completed in 2017.
- Trent River Bridge in New Bern. The piers are now encased in concrete. Work performed in three phases.
- Hartsoe siding for two miles. Double tracks increase the capacity.
- Selma rail traffic has increased 120% from 2012 to 2014 and 140% from 2012 to 2015. A yard track was added to improve rail car storage and handling capacity after business expansion in Johnston County and eastern North Carolina.
- Improvements at the Port of Morehead City to enhance the railroads' freight handling ability

North Carolina Railroad President Scott Saylor reviewed the intermodal service in the eastern United States, Norfolk Southern intermodal routes in the eastern United States and passenger options in eastern North Carolina with Amtrak train routes and connecting bus service.

The North Carolina Railroad will continue its commitment to North Carolina by:

- Enabling freight to grow business
- Expanding rail to move people
- Investing in North Carolina

North Carolina's Supply Chain Study

North Carolina Department of Transportation Director of Logistics Strategy Charles Edwards presented the North Carolina's Supply Chain study, which is a conduit for commerce and economic development.

The Supply Chain Resource Cooperative is an academic-industry partnership dedicated to advancing the supply chain industry and the professionalism of its practitioners. MBA candidates John Elliot, Dana Magliola and Lindsay Schilleman conducted the research analysis

and authored the report through the Supply Chain Resource Cooperative Scholars practicum. Material Handling Industry and the North Carolina Center for Global Logistics were the key project advisors and scholar sponsors.

The context for the analysis and report:

- Quantify the economic impact of the supply chain in North Carolina.
- Identify key connections, trends and context.

Note: Each North Carolinian generates and/or consumes 20 tons of freight per year = 1 tractor trailer load per resident per year = 9+ million tractor trailer loads per year.

The scope of the report is in North Carolina in 2013. The input-output methodology highlights connectivity. A conservative approach was taken. There are 14 key supply chain sectors by employment, labor outcome, output, value added (GDP contribution) and taxes.

The supply chain is defined as:

- Activities, stakeholders or organizations engaged in:
 - Sourcing of inputs, including raw materials
 - Production
 - Distribution
 - Delivery of goods and services to downstream or consumer markets
- Holistic view of the supply chain
- Study did not include:
 - Finance, customer service, real estate, wholesale, retail, food/beverage and most agricultural sectors
- 14 North Carolina industrial sectors (listed in order of value added-GDP contribution)
 - 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

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

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

North Carolina's Supply Chain Leading Sectors

Rank	Employment	GDP Contribution	State Taxes Paid
1	Transportation, Distribution and Logistics	Pharmaceuticals, Biologics and Medical Products	Tobacco and Foodstuffs
2	Industrial Machinery and Transportation Equipment	Chemical Manufacturing	Transportation, Distribution and Logistics
3	Textiles	Industrial Machinery and Transportation Equipment	Industrial Machinery and Transportation Equipment
4	Chemical Manufacturing	Tobacco and Foodstuffs	Pharmaceuticals, Biologics and Medical Products
5	Household Goods and Furniture	Transportation, Distribution and Logistics	Chemical Manufacturing

The chart shows North Carolina is extremely diversified.

Transportation, Distribution and Logistics Sector

- 105,000+ workers – more than 2.5% of the state's total workforce
- Nearly \$5.7 billion in labor income
- Average salary higher than manufacturing sector

Pharmaceutical, Biologics and Medical Products Sector

- GDP contribution of more than \$19.4 billion

Industrial Machinery and Transportation Equipment Sector

- Director output of nearly \$38.4 billion

Tobacco and Foodstuffs Sector

- \$5.1 billion paid in state and local taxes

Summary findings:

- One in every four employed North Carolinians is employed in the supply chain
- Present in every county
- The traditional industries are important to North Carolina
- Average annual labor income is \$67,780 plus benefits
 - 156% of North Carolina's average annual wage of \$43,280
 - 52% more than US average annual wage of \$44,888
 - 58% of all supply chain employees earn below average manufacturing wage of \$66,630
- Total paid state taxes equal about 58% from all sources in 2013

North Carolina Board of Transportation Division 2 Member Hugh Overholt stated North Carolina has four important military bases with a huge economic impact. The State of North Carolina does not include its military bases in its economic impact. We can grow our military bases through contractors, such as the ones needed to rebuild Cherry Point within the next several years.

Highway 70 Corridor Commission Director M. Durwood Stephenson stated Highway 70 is very important to our military bases.

US Highway 70 Projects Update

North Carolina Department of Transportation Eastern Project Development Section Head of the Project Development and Environmental Analysis Unit Rob Hanson updated the members of the Highway 70 Corridor Commission on the following:

- Wilson's Mills freeway upgrade. Merger team meeting will be held in June 2016 to discuss preferred alternative and impact minimization for project. The environmental document is being prepared and is expected to be approved in July 2016. Minimization of the design has recently reduced wetlands impact by one-half acre and reduced impacts to a cemetery. Right of way acquisition is expected in October 2017. Construction is expected in October 2019.
- Pine Level improvements. Median cross-over closures and upgrades of two intersections to interchanges. Construction is underway and is 31% complete. Estimated completion date is January 2018.
- Kinston Bypass is unfunded in the 20106-2025 State Transportation Improvement Program (STIP). Decisions regarding further scheduling activities will be determined. Work continues on study revisions to traffic forecasts and design aspects of the shallow bypass alternative. Rough draft of the preliminary draft Environmental Impact Statement to be completed this fall.
- James City improvements to upgrade to freeway standards. Public meetings held last year. Public meetings will be held this fall to show the preliminary design concepts. Evaluation of historical resources is underway to determine any effects the design of the project may cause. Traffic forecast is due this summer. Environmental surveys are underway. Environmental documents are planned to be completed in 2018 (Environmental Assessment) and 2019 (Finding of No Significant Impact). Design/build let is planned for 2021. Charles Cox is working on the project as a Project Manager.
- James City to Havelock Bypass improvements will upgrade to freeway standards, including construction of service roads and interchanges. The right of way acquisition was recently funded in the 2016-2025 State Transportation Improvement Program (STIP). The schedule is as follows: environmental assessment fiscal year 2022, Finding of No Significant Impact (FONSI) fiscal year 2023, right of way acquisition fiscal year 2025 and construction is post year. The planning and environmental study will begin in 2017. Charles Cox is working on the project as a Project Manager.

- Slocum Gate improvements for construction of flyover on existing US Highway 70 into MCAS Cherry Point. Right of way acquisition is underway. Construction is scheduled for June 2017.
- Havelock Bypass - North Carolina Department of Transportation Eastern Region Project Development Group Supervisor Brian Yamamoto has been completing the Record of Decision for the project. Hopefully, the Federal Highway Administration will approve the Record of Decision in June or July. The North Carolina Department of Transportation is working with the US Forest Service concerning the Havelock Bypass closure plan for prescribed burns. After the Record of Decision is approved, the US Forest Service will need to grant an easement, 4,000 acres will need to be transferred to the US Forest Service, a Memorandum of Understanding will need to be updated concerning wetland mitigation. Right of way acquisition is scheduled for September 2016. Construction is scheduled for September 2018.
- Newport River Bridge project – US Highway 70 will be widened and the bridge will be widened and upgraded. The project is fully funded in the 2016-2025 State Transportation Improvement Program (STIP). The schedule is as follows: environmental assessment fiscal year 2020, Finding of No Significant Impact (FONSI) fiscal year 2021, right of way acquisition fiscal year 2022 and construction is scheduled for fiscal year 2024. The planning and environmental study will begin in 2016.
- Gallants Channel Bridge replacement in Beaufort – Turner Street bridge construction is almost complete. Traffic scheduled to be on bridge in spring 2017.

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 planned in three weeks. Estimate traffic will be on the bridge in early 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 interchanges. Approximately 200 people attended the public meeting concerning the alternate selection. There will be a negative impact on certain properties; this will be taken into account as design continues and during the right of way acquisition phase.
- Pine Level – new traffic pattern soon.
- Goldsboro Bypass – ribbon cutting tomorrow at 11:00 a.m. Signs are being installed. Lanes on the western end will be reconfigured.

Strategic Transportation Investments Funding Update

Eastern Carolina Council Planning Director Patrick Flanagan updated the members on the Strategic Transportation Investments (STI) funding. MPOs and RPOs need to have discussions about local projects they want to assign points and how many points. Local input points will be incorporated into the score during the June and July. Public comment meetings will be held in order for the public to provide feedback. Division 2 will meet on July 7, 2016 from 5:00-7:00 p.m. at Craven Community College. Division 4 will meet on June 29, 2016 from 5:00-7:00 p.m. at the Division 4 office in Wilson. The projects and points are due to the North Carolina Department of Transportation on July 29, 2016.

Financial Report

Highway 70 Corridor Commission Director M. Durwood Stephenson reported as of May 26, 2016 there was an account balance of \$206,801.46.

Comments

Highway 70 Corridor Commission Director M. Durwood Stephenson introduced Four Oaks Bank CEO David Rupp and welcomed him to the meeting.

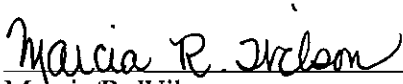
Highway 70 Corridor Commission Wayne County Member Jack Best stated the members will continue to work to make US Highway 70 an Interstate.

Next Meeting

The next meeting of the Highway 70 Corridor Commission will be held on July 21, 2016 at 1:30 p.m. in Carteret County. The meeting will be held at the Crystal Coast Civic Center, 3505 Arendell Street, Morehead City, North Carolina.

Adjournment

At 3:35 p.m., Highway 70 Corridor Commission Chairman Ted Godwin adjourned the meeting.



Marcia R. Wilson