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Down East RPO

PREFERRED ALTERNATIVE FOR U.S. 17 MAYSVILLE BYPASS SELECTED

Team Goes With Route Preferred by Locals

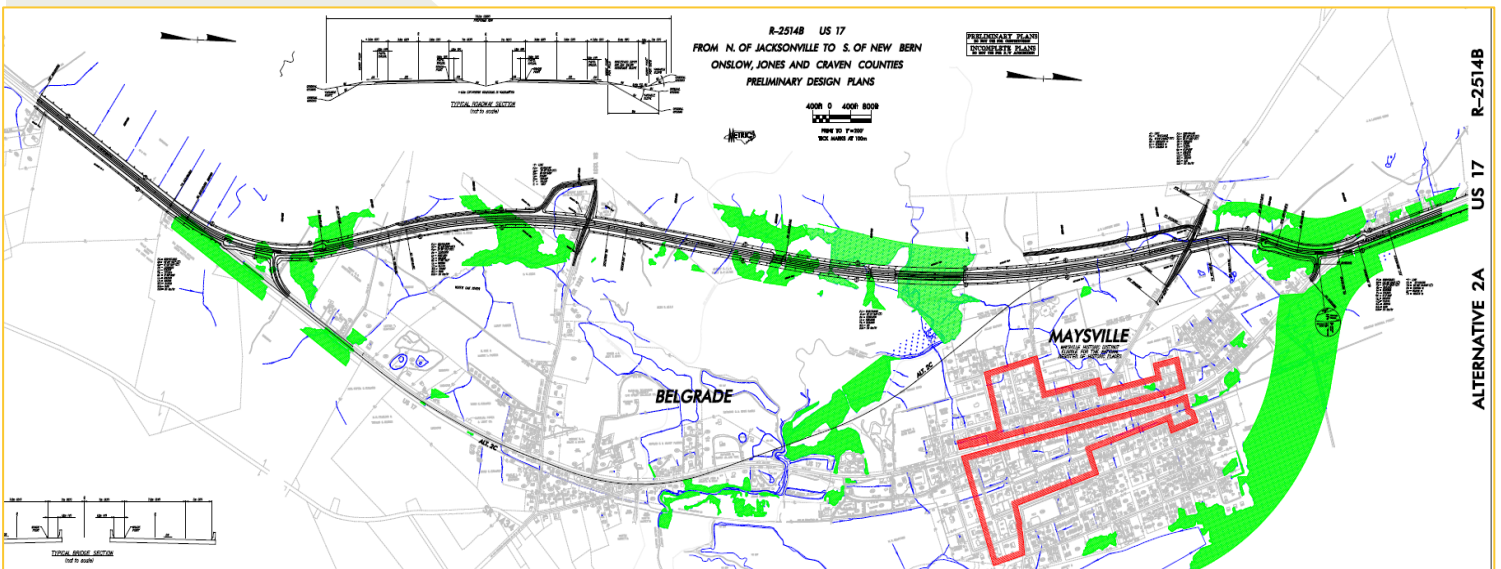
RALEIGH — A team of local, state and federal agencies has chosen the preferred alternative for the proposed 4.4-mile long U.S. 17 Maysville Bypass. The preferred alternative, called Alternate 2A, begins on U.S. 17 south of Belgrade bypassing Belgrade and Maysville on the west, then ties back in to existing U.S. 17 just north of Maysville.

The highway will be four lanes divided by a median with interchanges at each end of the bypass where it connects with U.S. 17. Traffic will only be able to enter the bypass at the two connections (south of Belgrade and north of Maysville). Bridges will be constructed on White Oak River Road (State Road 1331) in Onslow County and Fourth Street (S.R. 1116) in Jones County to carry local traffic over the bypass. The proposed bypass of Belgrade and Maysville is part of a larger project that will improve U.S. 17 from south of Belgrade to north of Pollocksville.

After a year of in-depth discussion, the Interagency Team initially selected Alternate 2C as the preferred alternative in April 2009 because it believed this option best balanced impacts to the environment and communities. After hearing from local residents and business owners who supported Alternate 2A, the team went back and reviewed environmental impacts, comments, and updated relocation estimates. The team then selected Alternate 2A as the preferred alternative because it reduces impacts to the communities of Belgrade and Maysville.

The N.C. Department of Transportation is currently in the process of prioritizing projects it realistically can afford to fund through 2020. Funding for right of way and construction will be determined as part of that process. To learn more, visit www.ncdot.gov.

For more information about the U.S. 17 Maysville Bypass, please contact Mark Pierce at 919.733.7844, ext. 214, or [via e-mail at mspierce@ncdot.gov](mailto:mspierce@ncdot.gov), and reference Project Number R-2514.



North Carolina Mobility Fund

Why do we need the Mobility Fund?

Poor connectivity and logistical bottlenecks are impacting the economic competitiveness of communities throughout North Carolina. Across all transportation modes – including highway and bridge, aviation, transit, rail and port projects – there are needs of statewide and regional significance that enhance the movement of people and freight, but currently place an unrealistic funding burden on regional transportation plans.

Why do we need a new fund?

With all of its merits, the Equity Formula creates a disincentive to address statewide or regional needs. The Mobility Fund addresses this problem, creating a stable source of revenue for projects of statewide or regional significance.

How will projects for the Mobility Fund be selected?

The Governor's proposal requires that a new open and transparent prioritization model be created and developed in collaboration with local governments, stakeholders and the public. As the Yadkin River Bridge/I-85 widening project is constructed, no other projects will be funded until the prioritization model is complete and the Board of Transportation and the General Assembly approve it and authorize the Department to proceed.

What factors are included in the prioritization process?

While all of the factors and restrictions have not been determined, the overriding factor will be a cost/benefit analysis. This analysis will continue the Governor's mission to remove politics from the project selection process and allow for fair and transparent decision making.

Will this help rural areas?

Yes! The Department understands that North Carolina's rural areas have great mobility needs and will ensure that the Mobility Fund is used to relieve logistical bottlenecks, enhance the movement of freight and improve connectivity in those areas. Removing large projects of statewide or regional significance from a region's transportation plans will free up traditional transportation dollars to address other critical needs.

How will this benefit smaller projects?

The cost/benefit analysis means that smaller projects – those that benefit fewer people but cost less – should score well, making them just as likely to receive funding as larger ones.

Where will the new revenue come from?

The Governor and the General Assembly are exploring various mixtures of DMV fee increases, changes to the Highway Use Tax and reductions to transfers from the Highway Trust Fund and Highway Fund to the General Fund.

Carteret County Comprehensive Transportation Plan (CTP) Moving Forward



Earlier this year the Transportation Planning Branch, Carteret County, and the Down East RPO initiated a Comprehensive Transportation Plan (CTP) for Carteret County.

A CTP is a 30 year vision for all modes of transportation in Carteret County. Highways, bike facilities, sidewalks, and other transit options are all taken into consideration during the study.

The purpose of the CTP is to identify future transportation needs and make recommendations to local leaders for solving transportation deficiencies.

A steering committee has been formed with representation from all the municipalities and various transportation organizations impacted by the study (including public transit, the port, the airport etc.) The committee has determined a vision, goals, and objectives for this study and is now seeking public input by a survey. The survey can be found online at: www.surveymonkey.com/s/carteretCTP. Log on and tell us how transportation can be improved in Carteret County. Paper forms of the survey can be found at most town halls and in the County Planning Department.



US 70 Corridor

Creating Super 70 with One Vision: One Voice

Durwood Stephenson New Executive Director for the US 70 Corridor Commission

As President and Founder of M. Durwood Stephenson & Associates, Inc., Durwood sets the example of professionalism for the company. "We build a quality building, on time, and within budget."

Stephenson attended North Carolina State University and studied Economics. He later studied law at LaSalle University. An innovator in the profession, Stephenson began as a homebuilder in 1973 and has pioneered development in elderly care facilities. Under Stephenson's leadership, the firm has evolved into a regional general contractor and developer specializing in design-build commercial construction, with a reputation for integrity, fairness, and sound business dealings.

Stephenson is a well known community leader serving the State in a number of volunteer positions that improve the lives of North Carolina citizens. Durwood was chosen as Chamber of Commerce Citizen of the Year 2000. He and his wife, Vickie, founded a non-profit corporation in 1989 to assist at-risk children. Stephenson maintains personal involvement in each project by establishing customer relationships, reviewing proposals, budgets, estimates and frequently visiting job sites. He has been a licensed REALTOR® since 1970 and a licensed General Contractor since 1973. Stephenson has served as a Member of the North Carolina Board of Transportation, the N.C. Banking Commission, and on the Executive Committee of the N.C. Global TransPark Trustee Board. He recently chaired the Capital Campaign for Johnston Health, raising over \$4 million to provide a Hospice Facility for the citizens of Johnston County. Stephenson was hired early April as the Executive Director for the US 70 Corridor Commission.

Alford Appointed to NCDOT Transportation Board

Mike Alford was sworn-in on February 4, 2010 to the State Department of Transportation Board. He was appointed to a four-year term by Gov. Bev Perdue to represent Transportation Division 3, which includes Brunswick, Duplin, New Hanover, Onslow, Pender and Sampson counties. Alford owns Marine Chevrolet Cadillac in Jacksonville and was an at-large member of the board. He contributes his time to numerous civic, professional and educational endeavors. He chairs North Carolina's Eastern Region's Military Growth Task Force and is a member of the North Carolina Advisory Commission on Military Affairs. In addition, he is a member of the Board of Directors of the North Carolina Automobile Association and chair of the Dealers' Choice Mutual Insurance Company. He is an active participant in Onslow County's Committee of 100 and the Military Affairs

Committee of the Jacksonville/Onslow Chamber of Commerce. A native of Lynchburg, Va., Alford graduated from the University of North Carolina at Chapel Hill in 1986 and has made North Carolina his home since 1992. He serves on the UNC Board of Visitors and on the regional selection committee for the Morehead/Cain scholarship. He is married and has three children.



Lanny Wilson, NCDOT Division 3 has resigned.
Thank you for your many years of service with the RPOs.

DERPO TRANSPORTATION ADVISORY COMMITTEE (TAC) MEMBERS

CARTERET	PAT JOYCE
CARTERET	TRACE COOPER
CRAVEN	JOHNNIE SAMPSON
CRAVEN	PENDING
JONES	JOE WIGGINS
JONES	ELLIS BANKS
ONSLow	LIONELL MIDGETT
ONSLow	SCOTT CHADWICK
PAMLICO	ROY BRINSON, SR.
PAMLICO	JOE HIMBRY, JR.

Duties of Rural Transportation Planning Organization

The duties of a Rural Transportation Planning Organization shall include, but not be limited to:

1. Developing, in cooperation with the Department, long-range local and regional multimodal transportation plans.
2. Providing a forum for public participation in the transportation planning process.
3. Developing and prioritizing suggestions for transportation projects the organization believes should be included in the State's Transportation Improvement Program.
4. Providing transportation-related information to local governments and other interested organizations and persons. (2000-123, s. 2.)

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MEETINGS and NOTICES

July 2010

- 27th DERPO Meeting 9:30 a.m., 2nd Floor Conference Room, O.Marks Building, 233 Middle Street, New Bern

September 2010

- 28th DERPO Meeting 9:30 a.m., 2nd Floor Conference Room, O.Marks Building, 233 Middle Street, New Bern

November 2010

- 16th DERPO Meeting 9:30 a.m., 2nd Floor Conference Room, O.Marks Building, 233 Middle Street, New Bern