

MID-CURRITUCK BRIDGE (MCB) TALKING POINTS

Financial merits of the bridge project:

Preserves and enhances Outer Banks tourist tax revenue to the State, amounting to 5.6% of the entire State tourism economy (which amounts to \$1.03 billion in visitor spending).

Potential significant loss of tourism dollars with the increasingly lengthy transportation delays attempting to reach the northern or southern Outer Banks traveling along Routes 168/158 and, for those heading north, traveling along NC 12 to the Currituck Northern Outer Banks. Tourists have expressed great dissatisfaction with the backed up traffic and will eventually choose other more easily accessible beach areas instead of inching their way to their vacation destination.

The MCB will reduce traffic congestion delays and increase traffic safety both north and south of the Wright Memorial Bridge. On a summer weekend a normal 1.5 hour trip from Moyock to the Currituck Northern Outer Banks along Routes 168/158 and then on NC 12 becomes a 4 or more hour aggravating journey with seemingly no end in sight. Dissatisfied tourists will take their vacation dollars elsewhere. Traffic has become the primary complaint of visitors to the entire Outer Banks and is of great concern to residents and local businesses.

Economic growth potential for mainland Currituck County:

A UNC Center for Competitive Economics Study (2008) projected that the MCB would create 500+ jobs and add \$9.4 million to the Currituck County economy

The MCB will likely enhance ties to the strong diversified and expanding Hampton Roads economy with significant potential for strengthening the economy of Currituck County.

The MCB will provide a direct link between mainland Currituck County and Corolla in the Currituck Northern Outer Banks. No such direct link exists at this time.

Safety Issues:

The MCB will not only relieve traffic congestion, but will also provide an additional route for hurricane evacuation. There are portions of NC 12 along the northern stretches of the Outer Banks from Duck to Corolla that are immediately adjacent to the Currituck Sound on land at sea level with the ocean only 1/4 mile or less away from it.

Caffey's Inlet, Musketo Inlet, New Currituck Inlet and Old Currituck Inlet represent former inlets from ocean to sound there were once open along the route that is now NC 12 from Duck to Corolla. What happens if a Hurricane Sandy event reopens these inlets or cuts off NC 12 at

the north end of Duck? Look to Hatteras Island in the Southern Outer Banks for your answer and also remember the havoc caused there by Hurricanes Isabel, Irene and Sandy in the recent past. We are confronted by a disaster waiting to happen---not IF, but WHEN. The MCB is a solution.

MCB costs to taxpayers:

Taxpayer costs are limited to "gap" funding for approximately 30 years and appears to be roughly 60-70% of the total bridge project costs.

The economic cost of a toll to bridge users is essentially negligible because of the distance (36 miles) and time (1.5-2 hours) saved. Even in the off-season, the time saved with the MCB will be approximately 45 minutes in addition to the travel distance saved.

SUMMARY

THE MCB PROJECT REPRESENTS AN INFRASTRUCTURE INVESTMENT WHERE TAXPAYER DOLLARS ARE HIGHLY LEVERAGED WITH NO ADDED CONSTRUCTION ECONOMIC COSTS TO CITIZENS AND VISITORS WHO USE THE BRIDGE

IN ADDITION TO THE GREATLY ENHANCED USER CONVENIENCE, SAFETY ENHANCEMENT IS BY FAR THE HIGHEST OF OTHER ALTERNATIVES. THE TIME REQUIRED FOR HURRICANE EVACUATION WILL BE IMPROVED SIGNIFICANTLY WITH THE MCB.

PERHAPS MOST IMPORTANT, ACCES TO THE CURRITUCK NORTHERN OUTER BANKS IS PRESERVED BY HAVING THE MCB IF NC 12 (CURRENTLY THE ONLY ACCESS) IS UNDER WATER OR WASHED AWAY AT THE OBVIOUS RISK SPOTS. WITH STRETCHES OF NC 12 IMMEDIATELY ADJACENT TO THE SOUND ON LAND AT SEA LEVEL WITH THE OCEAN 1/4 MILE OR LESS AWAY, THERE IS GREAT POTENTIAL DANGER. UNLIKE THE ROUTE SOUTH OF OREGON INLET THAT HAS BEEN WASHED OUT REGULARLY BY ITS PROXIMITY TO THE OCEAN AND SOUND, THERE CANNOT BE A FERRY SERVICE PLACED IN OPERATION IN THE NORTHERN CURRITUCK SOUND DUE TO THE SHALLOWNESS OF THE WATER.

FINAL STATEMENT

Governor McCrory wants transportation projects that can prove their potential worth. With the information just provided, can you, Governor McCrory, place a potential worth value on the life of a family desperately traveling along NC12 from Corolla backed up in traffic during a Hurricane Sandy type event? How much is that family's life worth?