

I-73/74 Washington meeting brings strong support

By Jim Hulen- NorthMyrtleBeachONLINE.com

North Myrtle Beach, October 4, 2007—

The group of Grand Strand tourism, political and business leaders who went to Washington the last week of September included North Myrtle Beach Mayor Marilyn Hatley, Councilman Bob Cavanaugh, North Myrtle Beach Chamber President, Linley Dew and Ed Horton, Chamber Business Economics Chair.

State Representative Alan Clemmons (R-Myrtle Beach) and Brad Dean, Myrtle Beach Chamber lead the effort on this trip to Washington.

Fifty five people from six states attended. The purpose of the meeting was to lobby for more interstate funding.

Commenting on the meeting, Linley Dew said, “Congressman Nick Rahall of West Virginia and our own Congressman Henry Brown are organizing a 73 member caucus consisting of all house members serving districts that will be impacted by the development of Interstates 73 and 74.”

Dew characterized this action as being very powerful for increasing the momentum for I73/I74 by showing political unity and demonstrating bipartisan support.

All Senators from both the Carolinas attended the final meeting of the annual I-73/74 Corridor Association in Washington DC Wednesday.

While this meeting had been initially viewed as an annual meeting, Dew said, “Senator Graham recommended that it occur at least every three to four months. Graham said an annual meeting will not do it.”

After the meeting, Dew said that Mayor Hatley said she felt for the first time that these interstates are going to happen.

Council Cavanaugh commented, “The meeting was probably the most effective yet because all Senators and Congressmen agreed Interstates 73 and 74 were not only regional but also national priorities. That agreement opens up increased funding opportunities.”

“Connecting the ports at Wilmington, Charleston and Savannah to the North and East is a high national commerce as well as a military priority,” said Cavanaugh.

Interstate 74 will connect Interstates 40, 70, 80, 75, 80 and 85. More that 50% is built or uses existing roadways.

“Most significantly they are unique roads in that they will pass through the most economically depressed areas of the Carolinas, West Virginia and other states,” concluded Cavanaugh.