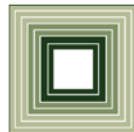


# North Carolina Department of Transportation Overview

**February 24, 2021**



**FISCAL RESEARCH DIVISION**  
A Staff Agency of the North Carolina General Assembly

# Presentation Outline

- History and Governance
- Major Responsibilities
- Trust Funds
- Revenues, Expenditures, Budget
- How North Carolina Compares to Other States
- Divisions/Other Agencies

# North Carolina's Transportation History

<b>1915</b>	State Highway Commission created <ul style="list-style-type: none"> <li>– Provided road building assistance to counties</li> </ul>
<b>1920s</b>	NCGA authorized takeover of 5,500 miles of county roads Motor Fuel Tax raised to 5 cents per gallon \$115 million in highway bonds issued North Carolina is nicknamed the “Good Roads State”
<b>1931</b>	During the Depression, the State assumed the responsibility for county roads.
<b>1951</b>	NCGA passed the Powell Bill State took over the city streets within the highway system; provided financial assistance to municipalities for its roads.
<b>1980s</b>	Creation of the Highway Trust Fund <ul style="list-style-type: none"> <li>– Completion of the Intrastate Highway System</li> <li>– Construction of 7 urban loops</li> <li>– Pave 10k miles of dirt roads (maintained by the State)</li> <li>– Increased the Powell Bill funding</li> <li>– Converted car taxes credited to the General Fund into the Highway Use Tax that supported the Highway Trust Fund</li> <li>– In turn, the General Fund received \$170 million annually to compensate for the loss of revenues from the car tax</li> <li>– Funds disbursed/expended based upon The Equity Formula (50% population, 25% intrastate system miles, 25% equal share)</li> </ul>
<b>2002</b>	Turnpike Authority created.
<b>2008</b>	Gap Funding began for the North Carolina Turnpike Authority projects.
<b>2013</b>	NCGA eliminated the Equity Formula and implemented Strategic Transportation Investments (STI). Funds are distributed: <ul style="list-style-type: none"> <li>40% Statewide (100% data driven)</li> <li>30% Regional – Distributed by population (70% data driven/30% local input)</li> <li>30% Division – Distributed equally across 14 Highway Divisions (50% data driven/50% local input)</li> </ul> Transportation Improvement Program – 10 Year Program and Schedule of Transportation Projects
<b>2015</b>	The General Assembly eliminated the transfer of funds to the General Fund.
<b>2020</b>	The Board of Transportation is given fiduciary responsibility for the Department of Transportation.

# Governance – NC Board of Transportation

## S.L. 2020-91

- 20 Voting Members – July 31, 2020
  - 14 Appointees by the Governor
  - 6 Appointees by the General Assembly
  - Secretary of Transportation is an ex officio non-voting member
- Duties
  - Transportation Finance
  - Serve as a fiduciary for DOT Funds
  - Ensure solvency of Trust Funds
  - Approve a Spend Plan
  - Review and approve use of bonds
  - Approve and award construction and maintenance programs and projects (delegated to the Secretary)

# Major Responsibilities

- NC's State Highway System – Highway Division and Turnpike Authority
- Division of Motor Vehicles
- Integrated Mobility Division
- Rail
- Aviation
- Ferries
- Ports Authority (receives annual financial support)
- Global TransPark

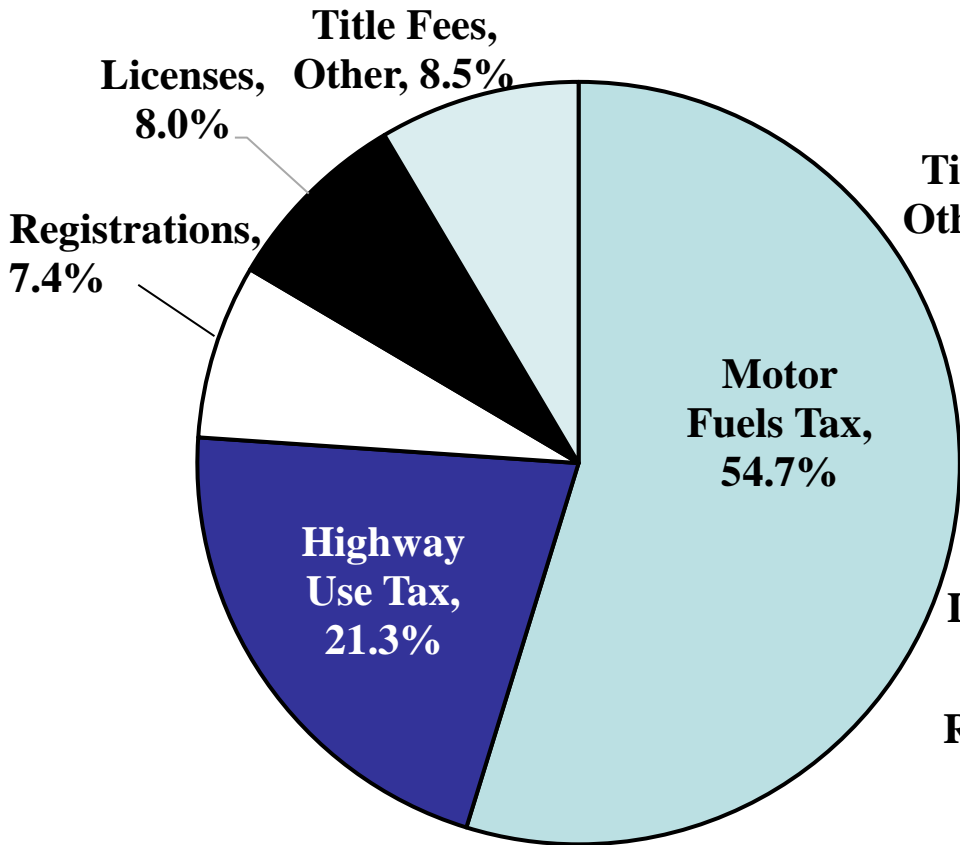
# Trust Funds

- Highway Fund
  - Maintenance of Highway System
  - Division of Motor Vehicles
  - Public Transportation
  - Rail
  - Most operations within DOT
- Highway Trust Fund
  - State Transportation Improvement Projects (STIP)
  - Debt Service
  - Gap Funding for Turnpike Authority
  - Ports Authority Aid



# FY 2020-21 Certified Budget

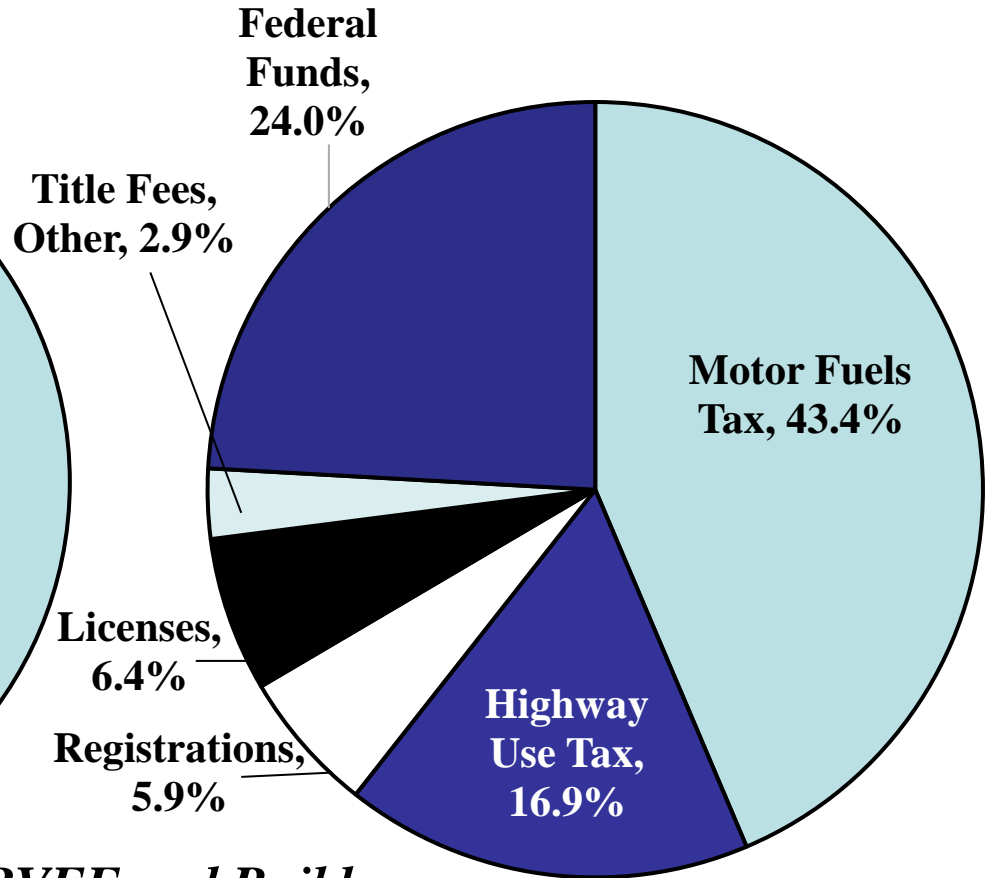
## State Revenues



Based upon  
Consensus  
Forecast for  
FY 20-21

**\$3.6 billion**

## All Revenues



*GARVEE and Build  
NC Bond Receipts  
are not included*

**\$5.1 billion**



# Transportation Revenues

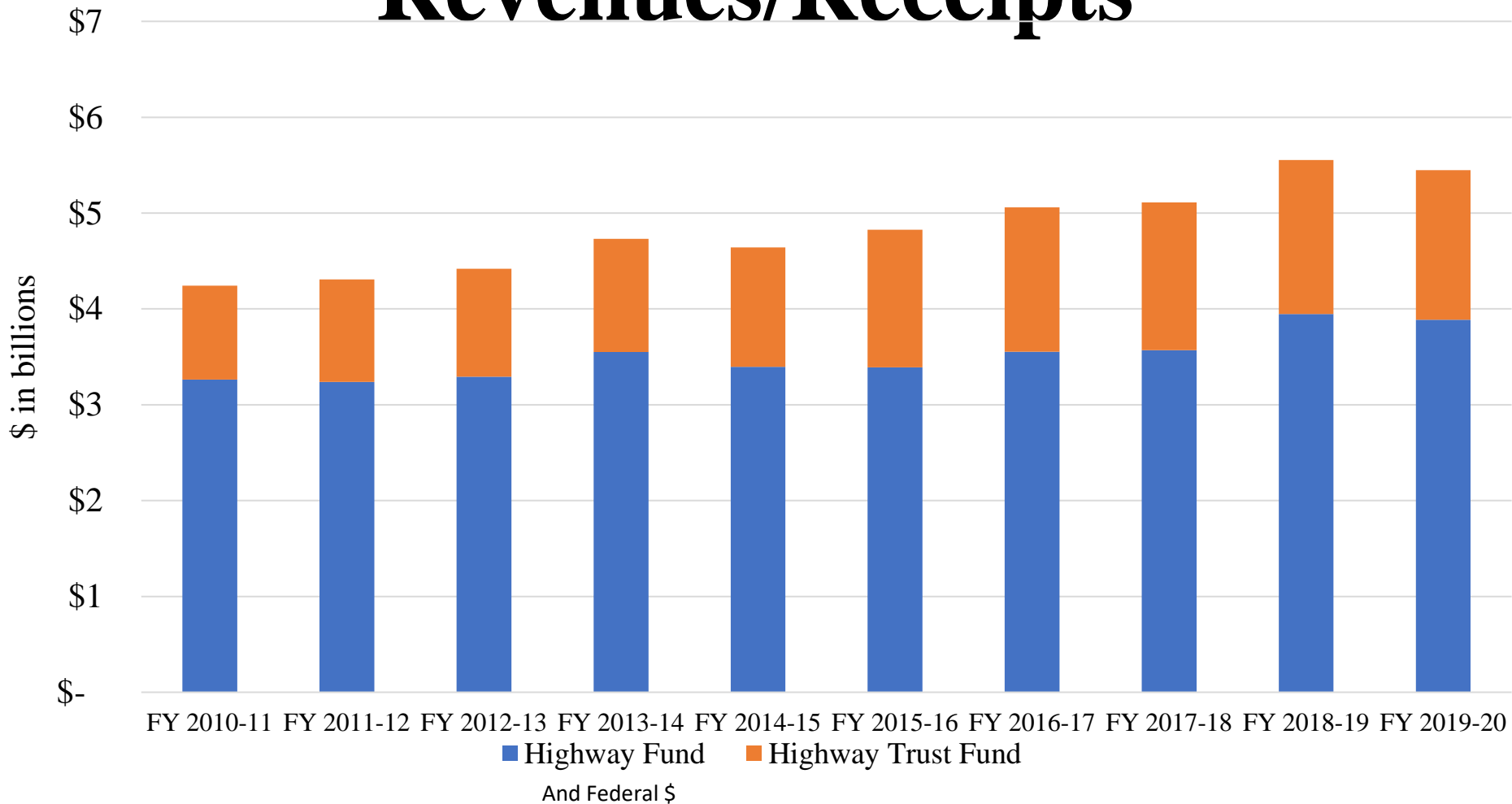
	Actual FY 2017-18	Actual FY 2018-19	Actual FY 2019-20	Certified FY 2020-21
<b>Highway Fund</b>	\$2.2B	\$2.4B *10% \$228M	\$2.2B *-11% -\$266M	\$2.3B *8.5% \$183M
<b>Highway Trust Fund</b>	\$1.5B	\$1.6B *5% \$74M	\$1.5B *-4% -\$63 M	\$1.2B *-20% -\$312M
<b>Total HF and HTF</b>	\$3.7B	\$4B *8.1% \$311M	\$3.7B *-8.18% -\$329M	\$3.6B *-3.5% -\$129M
<b>Federal Funds</b>	\$1.3B	\$1.5B	\$1.5B	\$1.5B
<b>Average Motor Fuels Tax Rate</b>	34.3 and 35.1 cpg (adjusted in January)	35.1 and 36.2 cpg (adjusted in January)	36.2 and 36.1 cpg (adjusted in January)	36.1 cpg

*\*Change over prior year.*

*Source: Comprehensive Annual Financial Report (2018, 2019) NCDOT Financial Statement, 6/30/2020)*

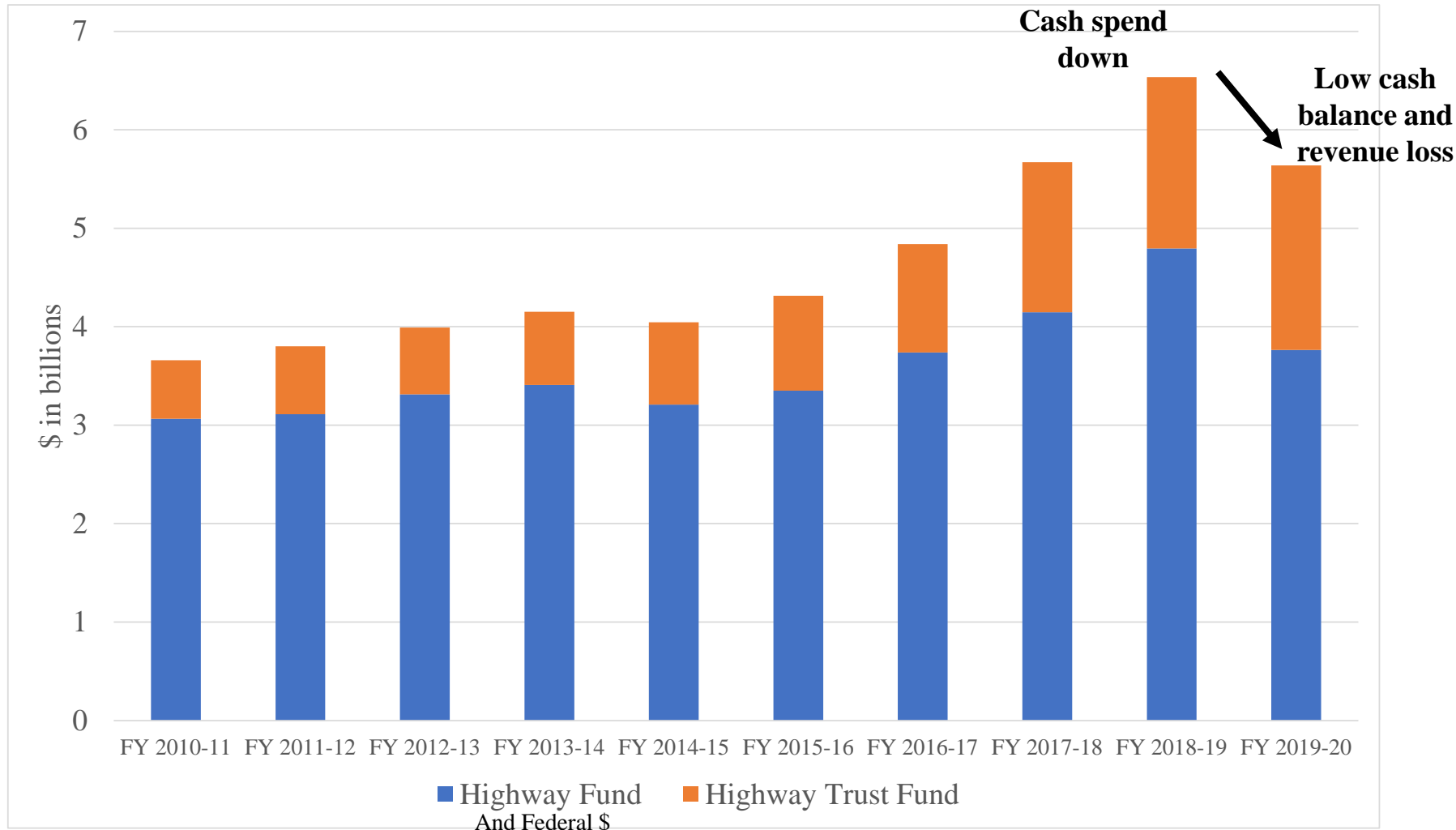


# 10-Year Chart of All Revenues/Receipts



Data Source – [Comprehensive Annual Financial Report \(CAFR\)](#), FY 2010-11 through FY 2019-20

# NCDOT 10-Year Expenditure History



*Note: The data here reflects actual expenditures for each fund and includes all sources.*

*Data Source – [Comprehensive Annual Financial Report \(CAFR\)](#), FY 2010-11 through FY 2019-20*

# Transportation Financing and Debt

## Build NC Bonds

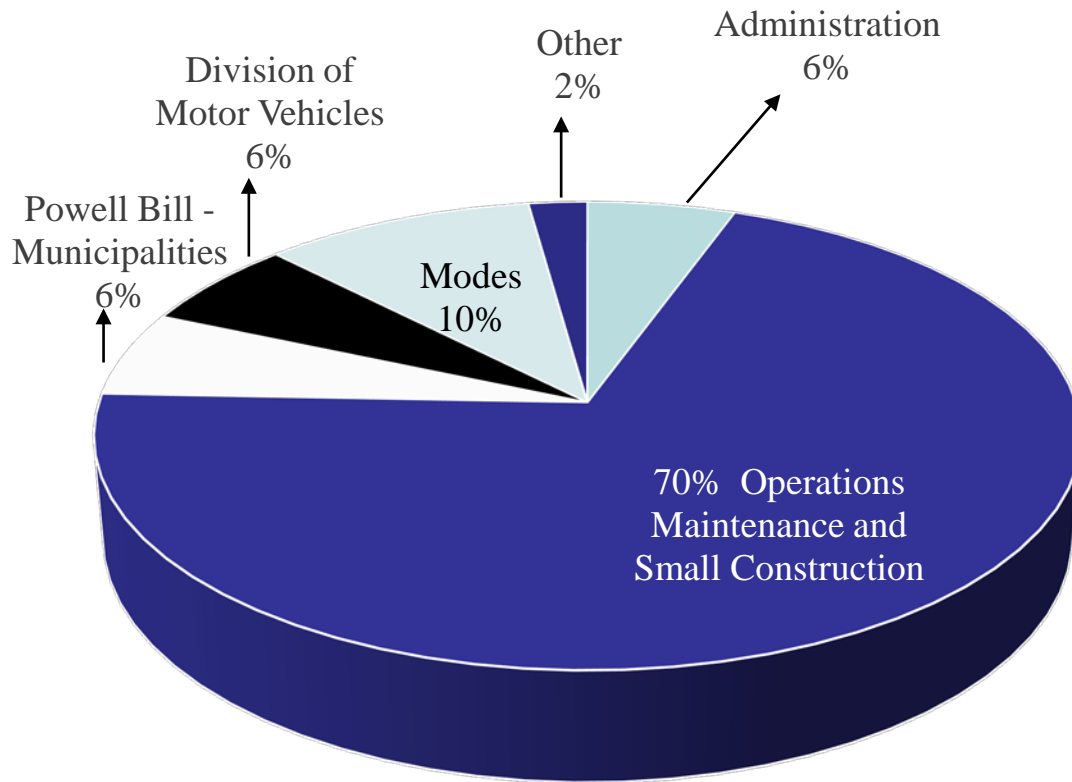
- S.L. 2018-16 “Build NC Bond Act”
- Supported by future State transportation revenues
- Debt service paid by Highway Trust Fund
- Can be used for projects in the STIP
- Authorized amount
  - \$3B in bonds over 10-year period
  - \$300M/year cap
  - S.L. 2020-91 increased the cap to \$700M for FY 2020-21.
- Two issuances to date
  - FY 2018-19: \$300M
  - FY 2020-21: \$700M

## GARVEE Bonds

- G.S. 136-18.12(b) as codified by S.L. 2005-403 “GARVEE Act”
- Supported by future federal revenues
- Debt service paid by federal revenues
- Can be used for federal highway system projects
- Authorized amount
  - Debt service may not exceed 20% of federal revenues
- Debt and service costs
  - \$1.04B in outstanding debt
  - \$96M in debt service paid for FY 2018-19

# Highway Fund

## Certified Budget FY 2020-21



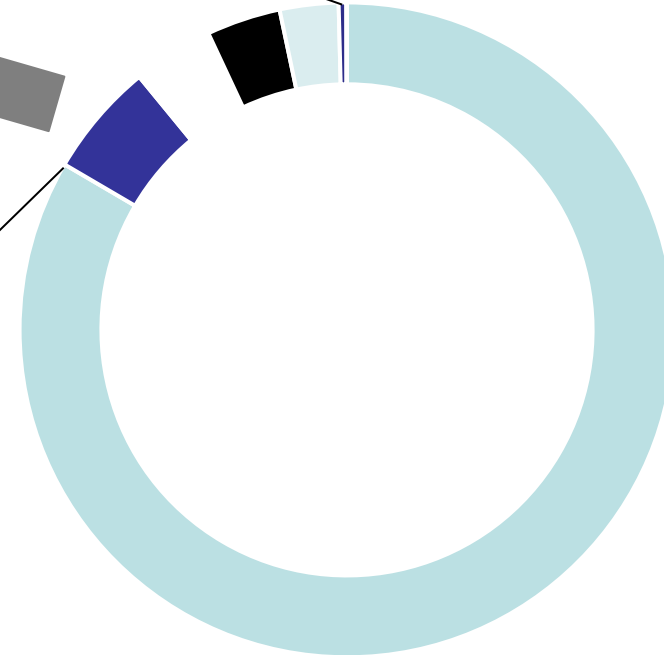
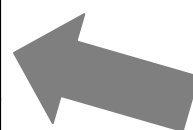
<i>Administration</i>	\$89,105,965
<i>DOH Administration</i>	\$40,700,089
<i>Construction</i>	\$27,600,000
<i>Maintenance</i>	\$1,606,611,515
<i>GHSP</i>	\$267,914
<i>OSHA</i>	\$358,030
<i>Powell Bill</i>	\$137,079,699
<i>Ferry</i>	\$50,879,026
<i>Public Transportation, Bicycle &amp; Ped</i>	\$18,962,013
<i>Aviation</i>	\$132,264,528
<i>Rail</i>	\$36,147,269
<i>DMV</i>	\$142,602,058
<i>Reserves/Transfer/Other</i>	\$50,821,894
<i>Capital Improvements</i>	\$0
<b>Total</b>	<b>\$2,333,400,000</b>

# Highway Trust Fund

## Certified Budget FY 2020-21

**\$1.2 billion**

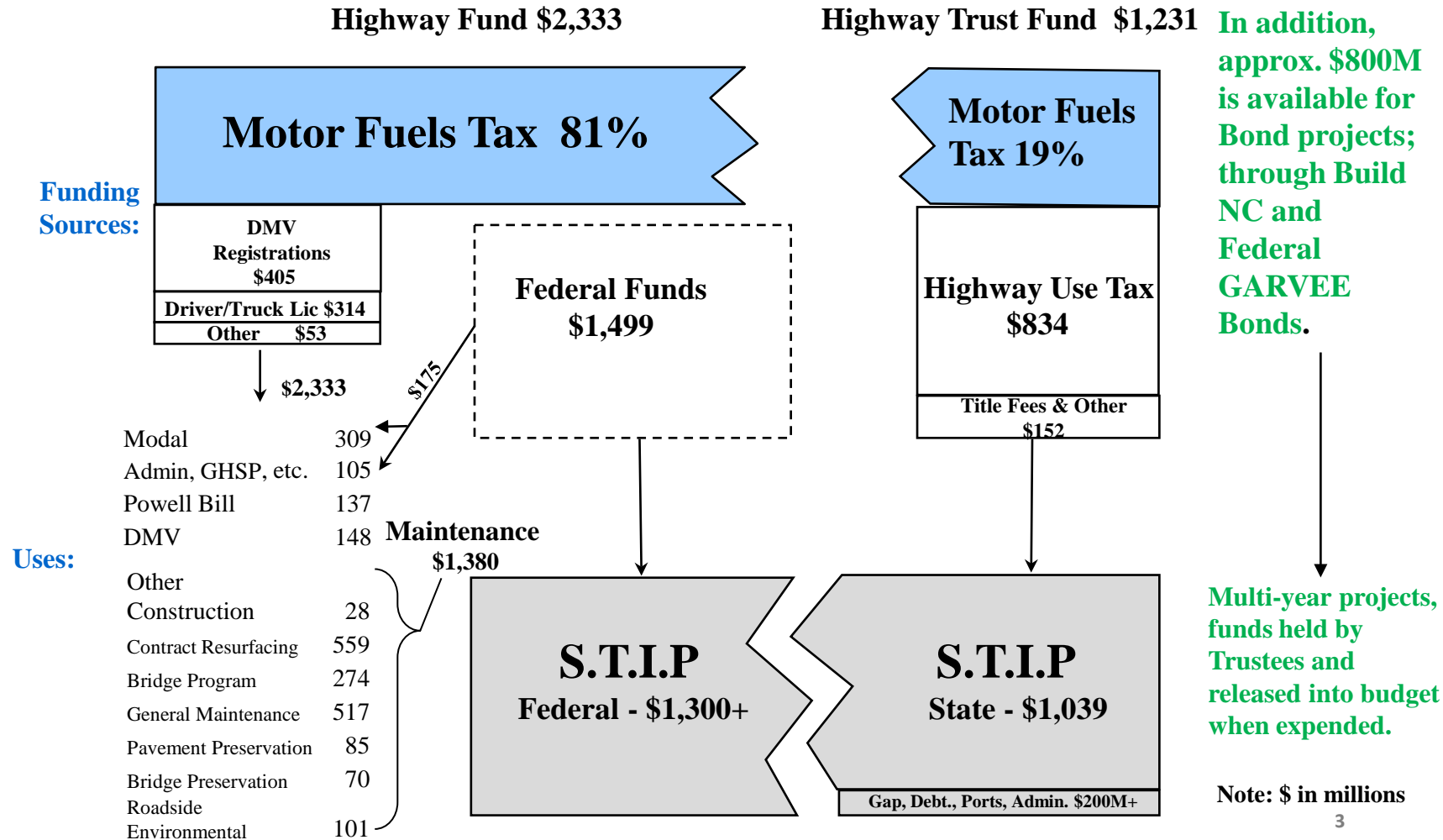
Debt Service	*\$69,256,614	5.63%
Turnpike Authority	\$49,000,000	3.98%
State Ports Authority	\$45,000,000	3.66%
Program Administration	\$35,626,560	2.89%
FHWA State Match	\$4,640,000	<1%
Visitor Center	\$400,000	<1%



**Strategic  
Transportation  
Investments**  
**83%**  
**\$1,026,976,826**

*\*Adjustment made to the debt service to cover the payments for the 2020 Build NC bond payments.*

# Highway Fund and Highway Trust Certified Budget SFY 2020-21



# Federal Aid

## Sources of the Federal Highway Trust Fund

- Motor Fuels Tax; Gasoline - 18.4 cpg, Diesel - 24.4 cpg (since 1993)
- Trucks, Trailer, Tire Sales, & Truck Use – 12% of sales price (Trucks >33k lbs & trailers > 26k lbs)  
Truck Use Over 55k lbs (\$100- \$550 max, annual), Tax on Certain Tires (for trucks)
- General Fund up towards 20% transferred to cover deficit of collections and states' funding

## Allocations to States

- Each state is guaranteed at least 95 cents on each \$1 of taxes paid by its residents into the highway account of the Highway Trust Fund.
- Apportionments are calculated based upon a state's share of funding in 2015; prior to this method, formulas accounted for population, lane miles, land area, miles traveled, diesel fuel use.
- NC contributes more revenues from federal motor fuels and other taxes than it receives in terms of federal aid (ratio of apportionment = 99%); through a redistribution of unspent funds, NC typically receives additional federal funds aside from the apportionment.

## Federal Highway Trust Fund

- The Congressional Budget Office estimates that the cumulative shortfall in the Trust Fund could reach \$189 billion by 2030, if revenues stay constant and program-funding is increased annually at the rate of inflation.

Note: Federal financial commitment to States exceed revenues and Highway Trust Account has received federal General Funds to compensate for the difference.

Source – Congressional Budget Office Report, *Reauthorizing Federal Highway Programs: Issues and Options*

# NCDOT Cash Reporting

## Cash Watch Weekly Report

Week of February 12 - 18

Total Cash and Bond Proceeds (1)	2,089,998,648
Beginning Highway Fund (10)	654,380,443
Beginning Highway Trust Fund	601,300,808
Beginning Reserved Cash Balance	834,317,397
 Add Receipts	 72,459,970
 Less Disbursements:	
Payroll (2)	30,083,608
Debt Service (3)	12,250,000
STI Construction	36,343,178
Operations (4)	7,436,356
Map Act Claims/Settlements	14,227,229
State Aid Payments (5)	
Disaster Related Costs	2,174,936
Modal (6)	4,282,012
Other (7)	55,973,571
 Reserved Cash:	
GARVEE/Federal Repayment Reserve (8)	-
Transportation Emergency Reserve	64,000,000
Trustee Accounts:	
Unexpended Build NC Bond Proceeds	474,619,891
Unexpended GARVEE Bond Proceeds	285,574,671
Energy Savings-Roadway Lighting (9)	1,544,622
 Unreserved Cash Balance Total	
Ending Combined Cash Balance	1,173,979,664
Ending Highway Fund (10)	600,736,528
Ending Highway Trust Fund	573,243,137
 Statutory Cash Minimum Floor (11)	267,322,500
Statutory Cash Target -15% (12)	534,645,000
Statutory Cash Target - 20% (12)	712,860,000

<https://www.ncdot.gov/about-us/how-we-operate/finance-budget/Pages/cash-watch-numbers.aspx>



# Consensus Forecast

## Fiscal Biennium 2021-23

### CONSENSUS FORECAST - Feb 2021

	FY2019-20 Actual	FY2020-21 Budget*	FY2020-21 Forecast	FY2021-22 Forecast	FY2022-23 Forecast
<b>Highway Fund</b>					
<b>Motor Fuels Tax</b>					
Motor Fuels	1355.0		1,632.7	1,628.1	1,578.7
Gasoline Inspection	15.4		15.0	14.8	15.0
Highway Usage Registration	0.4		0.4	0.4	0.4
Jet Fuel Sales	7.9		6.2	5.0	6.7
Highway Use Tax Lease	10.0		10.0	10.0	10.0
<b>Total Motor Fuels Taxes</b>	<b>1,388.7</b>		<b>1,664.4</b>	<b>1,658.4</b>	<b>1,610.7</b>
<b>Licenses and Fees</b>					
Staggered Registration	278.7		326.5	322.3	326.4
Driver Licenses	108.9		116.4	118.0	119.2
Truck Licenses	207.3		238.4	236.9	237.9
International Registration Plan	100.7		131.6	130.8	131.3
Other Licenses and Fees	61.0		64.0	63.6	64.1
<b>Total Licenses and Fees</b>	<b>756.5</b>		<b>876.8</b>	<b>871.6</b>	<b>878.9</b>
Investment Income	5.6		1.5	1.5	1.5
<b>Total Highway Fund</b>	<b>2,150.7</b>	<b>2,333.4</b>	<b>2,542.7</b>	<b>2,531.5</b>	<b>2,491.1</b>
<b>Highway Trust Fund</b>					
<b>Taxes</b>					
Motor Fuels	562.7		387.5	411.9	532.5
Highway Use	837.5		930.7	910.0	934.3
<b>Total Tax</b>	<b>1,400.2</b>		<b>1,318.2</b>	<b>1,321.9</b>	<b>1,466.8</b>
<b>Fees</b>					
Certificate of Title Fees	119.0		143.6	138.9	142.3
Miscellaneous Title Fees	16.0		19.3	18.7	19.1
Lien Recording	2.9		3.5	3.4	3.5
<b>Total</b>	<b>137.9</b>		<b>166.4</b>	<b>161.0</b>	<b>164.9</b>
Investment Income	4.4		1.5	1.5	1.5
<b>Total Highway Trust Fund</b>	<b>1,542.5</b>	<b>1,230.9</b>	<b>1,486.1</b>	<b>1,484.4</b>	<b>1,633.2</b>
<b>MFT Rate (¢/gallon)</b>	<b>36.2</b>	<b>36.1</b>	<b>36.1</b>	<b>36.3</b>	<b>36.8</b>
<b>TOTAL REVENUE</b>	<b>3,693.2</b>	<b>3,564.3</b>	<b>4,028.8</b>	<b>4,015.9</b>	<b>4,124.3</b>
<b>% growth HF+HTF</b>		<b>-3.5%</b>	<b>9.1%</b>	<b>-0.3%</b>	<b>2.7%</b>

\*Line-item budget due to uncertainty, adjusted for changes made in S.L. 2020-91

Note: Figures may not sum due to rounding

# NCDOT – Recent Legislative Highlights

## ➤ **SL 2020-91 – Budget Act of 2020**

- Increased the Build NC Bond to \$700M for FY 2020-21
- Restructured the North Carolina Board of Transportation
- Implemented a floor to the Motor Fuels Tax rate of 36.1 cents per gallon for calendar year 2021.
- Increased % of Motor Fuels Tax going into the Highway Fund

<b>MFT Split</b>	<b>Highway Fund</b>	<b>Highway Trust Fund</b>
<b>FY 2019-20</b>	71%	29%
<b>FY 2020-21</b>	81%	19%
<b>FY 2021-22</b>	80%	20%
<b>FY 2022-23 and Beyond</b>	75%	25%

- Improved the Weekly Cash Watch Report
- Enhanced financial operations at the 14 Highway Division offices
- Created additional oversight positions to better monitor DOT's finances at Office of State Budget and Management and at the Department of State Treasurer to assist with bond disclosures
- Raised the GARVEE debt service cap from 15% to 20% of annual federal revenue

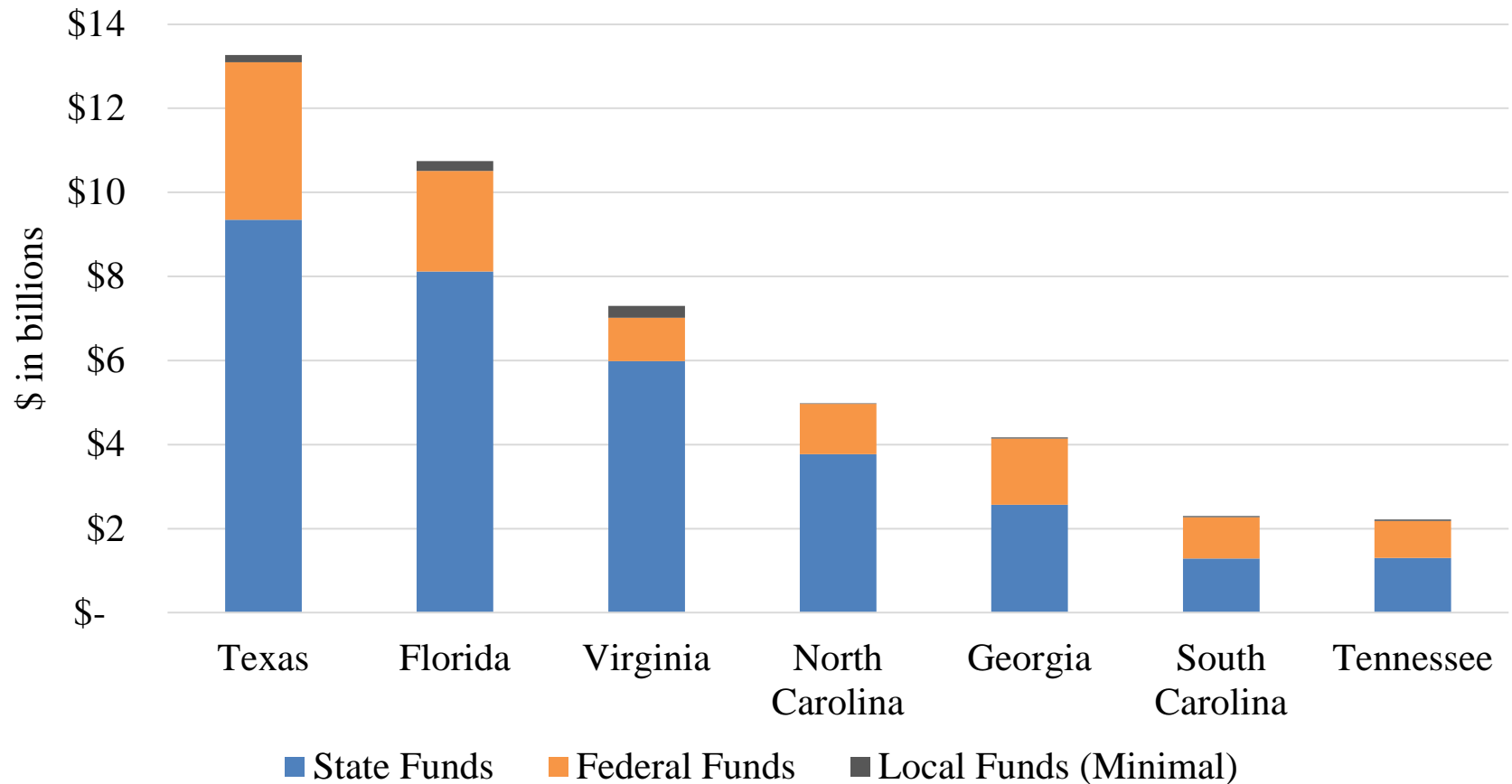
# **How Transportation Funding in NC Compares to Other States**

# Comparing NC to Other States

<i>State</i>	<i>Land Area (sq. mi.)</i>	<i>Total Road Miles</i>	<i>State Controlled Road Miles</i>	<i>% State Controlled</i>
Texas	261,232	315,445	80,606	26%
<b>North Carolina</b>	<b>48,618</b>	<b>107,628</b>	<b>80,129</b>	<b>74%</b>
Virginia	39,490	75,348	59,106	78%
South Carolina	30,061	79,234	41,271	52%
Georgia	57,513	128,461	17,922	14%
Tennessee	41,235	96,167	14,063	15%
Florida	53,625	123,104	12,130	10%
Grand Total	3,535,932	4,189,483	785,386	19%

*Data Source - [US FHWA, Highway Statistics 2019, Table HM-10](#) and [U.S. Census Reference Files, 2010, State Area Measurements and Internal Point Coordinates](#)*

# State-Controlled Highway Funding, 2018

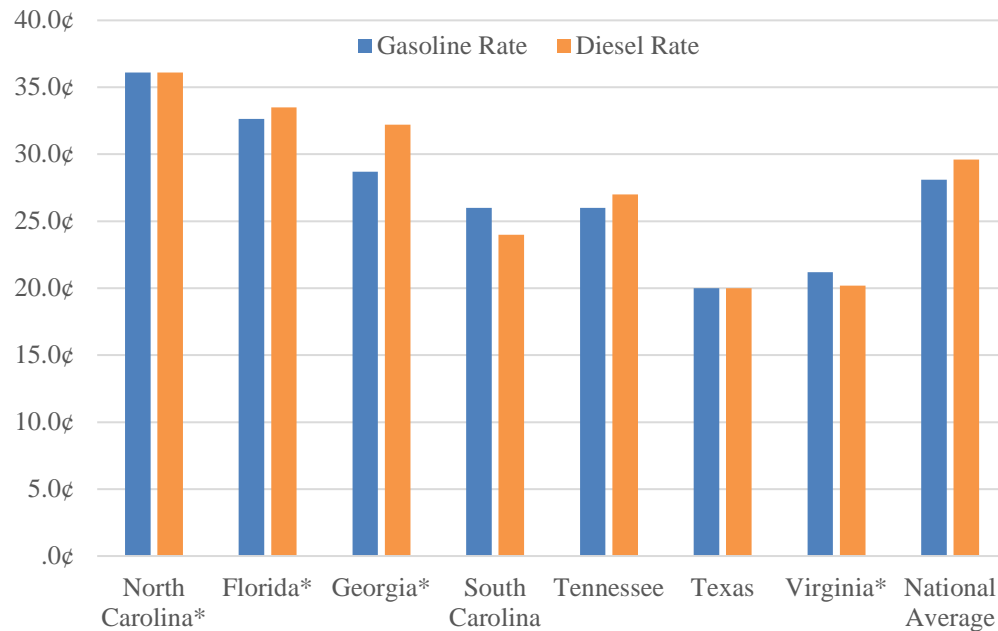


Data Source – [\*US FHWA, Highway Statistics 2018; March 2020 Publication\*](#)

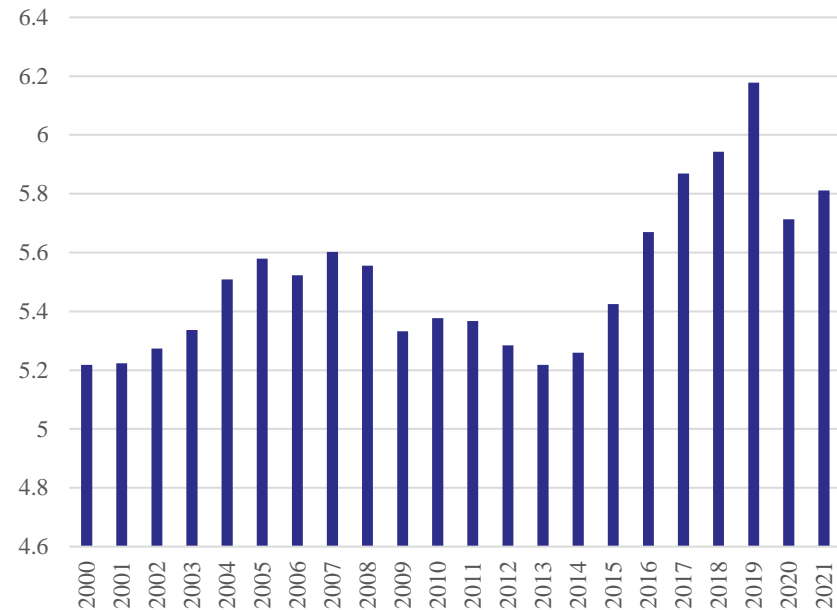
# North Carolina Motor Fuel Taxes

- **S.L. 2015-2** modified the Motor Fuel Tax to a new formula-based rate beginning January 2018. The formula is based upon the previous year's tax rate times 75% of population percentage change for the upcoming calendar year and 25% of the Consumer Price Index - Energy change, as determined in October for the upcoming calendar year tax rate change. For 2019, the rate was 36.2 cpg and 36.1 cpg for 2020. MFT is forecasted to generate over \$2 billion in FY 2021-22.
- **S.L. 2020-91** implemented a floor of 36.1 cpg for 2021 and the formula will return for 2022.
- Each cent of motor fuels tax yields about \$60 million in revenues (all fuels).

State Fuel Taxes per Gallon



Gallons Subject to MFT in NC



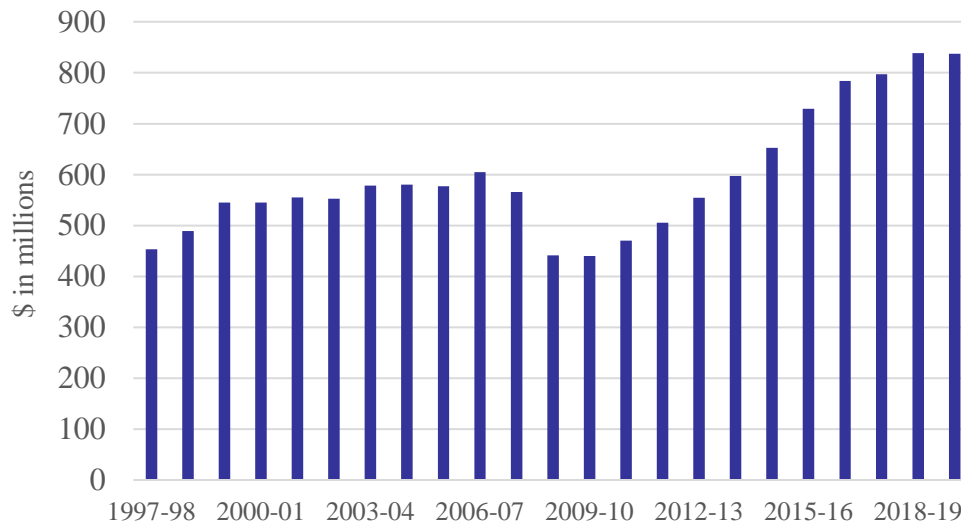
\*States with a variable rate which don't require action by the legislature.

Data Source - Office of Highway Policy Information July 2020, State DOT websites for individual states.

# Highway Use Taxes

- North Carolina - Highway Use Tax is collected when the vehicle is sold, leased, or newly titled. It is **3% of the vehicle's price** (net of trade allowance) or value; this generates about \$910M annually (FY 2021-22). One percent tax rate yields about \$300 million. Though this tax rate has not increased; the tax collection has increased. Additionally, short-term leases total about \$75M million annually; of which, \$10M deposits into the Highway Fund.
- NC Highway Use Tax is lower than other states in the region, except South Carolina for vehicles over \$16,700 (net of trade) since SC has a maximum of \$500.

Historical Highway Use Tax Collections in NC



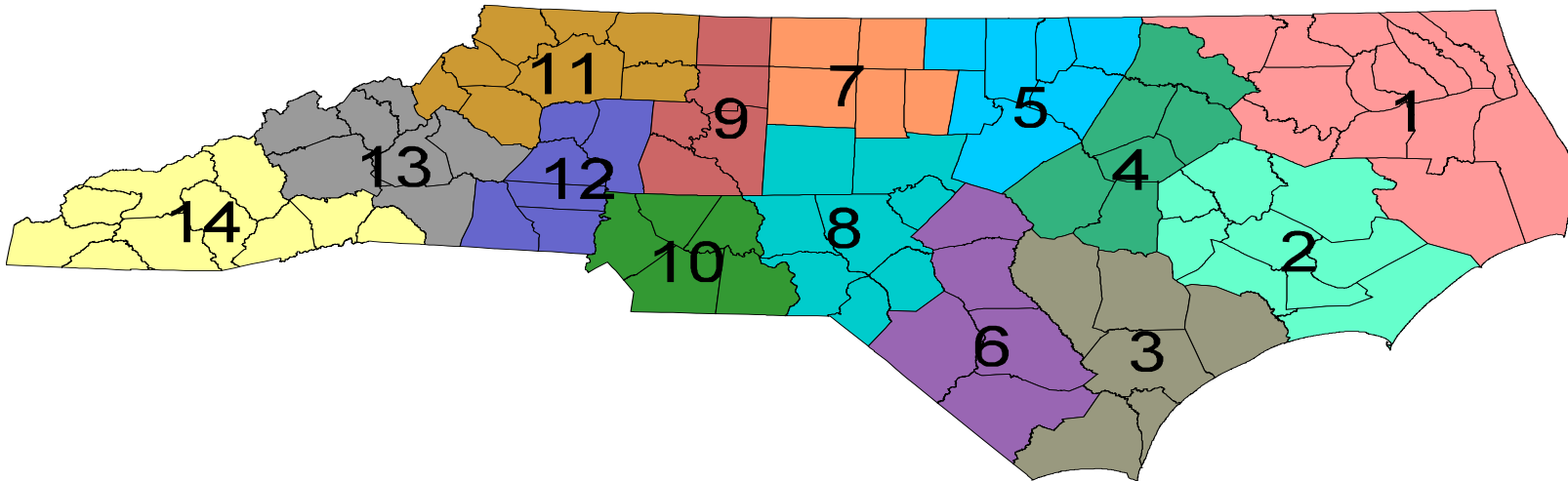
Comparison State	Tax
Florida	6% plus local option on first \$5k
Georgia	6.6% - Title Advalorem Tax
	3% for vehicles newly titled in GA.
South Carolina	Infrastructure Maintenance Fee =5% net of trade; Maximum is \$500.
	New residents pay \$250 IMF per vehicle
Tennessee	7% net of trade Local Tax county/city avg.2.546%
Texas	6.25% net of trade
Virginia	4.15% Sales and Use Tax

# Division of Highways

Responsible for all aspects maintenance and construction of the State's Interstate, Primary, and Secondary highway and road system through its 14 Divisions.

FY 2020-21 Certified Budget	
<i>Total Requirements</i>	\$1,677,191,714
<i>Total Receipts</i>	0
<i>Highway Fund Appropriations</i>	\$1,677,191,714
<i>FTE's</i>	7,857

Anticipated - 2021 Covid Funds ~ \$260M for North Carolina



Source: NCDOT; full information on divisions and districts found here: [https://connect.ncdot.gov/resources/State-Mapping/Documents/BOT\\_Div\\_Dist\\_Offices.pdf](https://connect.ncdot.gov/resources/State-Mapping/Documents/BOT_Div_Dist_Offices.pdf)



# Division of Highways

- Asset Management Program
  - Highway Management Improvement Program
    - Highway Maintenance Improvement Program
    - Bridge Maintenance Improvement Program
    - Routine Maintenance Improvement Program
  - Data-Driven – Maintenance Condition Assessment Program
  - Spend Plan
  - Emergency Management
- Maintenance Operations and Performance Analysis Report (MOPAR)
  - Pavement
  - Bridge
  - Roadside Environmental
  - Congestion

<i>Route Type</i>	<i>Good Pavement Condition</i>	<i>Structurally Deficit Bridges</i>
<b>Interstate</b>	89%	2%
<b>Primary</b>	75%	6%
<b>Secondary</b>	61%	11%
<b>Statewide</b>	-	8.6%

# Highway Construction Funding

## Strategic Transportation Investments Act 2013

- S.L. 2013-183 (HB 817) eliminated the Equity Formula put in place in original 1989 Highway Trust Fund law.
- STIP – 10 year schedule of constructions projects across the State.
  - Early years' projects comprise the Delivery STIP; Later years' projects comprise the Developmental STIP
  - Fiscally Constrained by annual funds
  - Project Selection made through Strategic Prioritization
- STI Funds are distributed:
  - 40% Statewide (100% data driven)
  - 30% Regional – Distributed by population (70% data driven/30% local input)
  - 30% Division – Distributed equally across 14 Highway Divisions (50% data driven/50% local input)



# NCDOT – Division of Motor Vehicles



North Carolina Division of Motor Vehicles

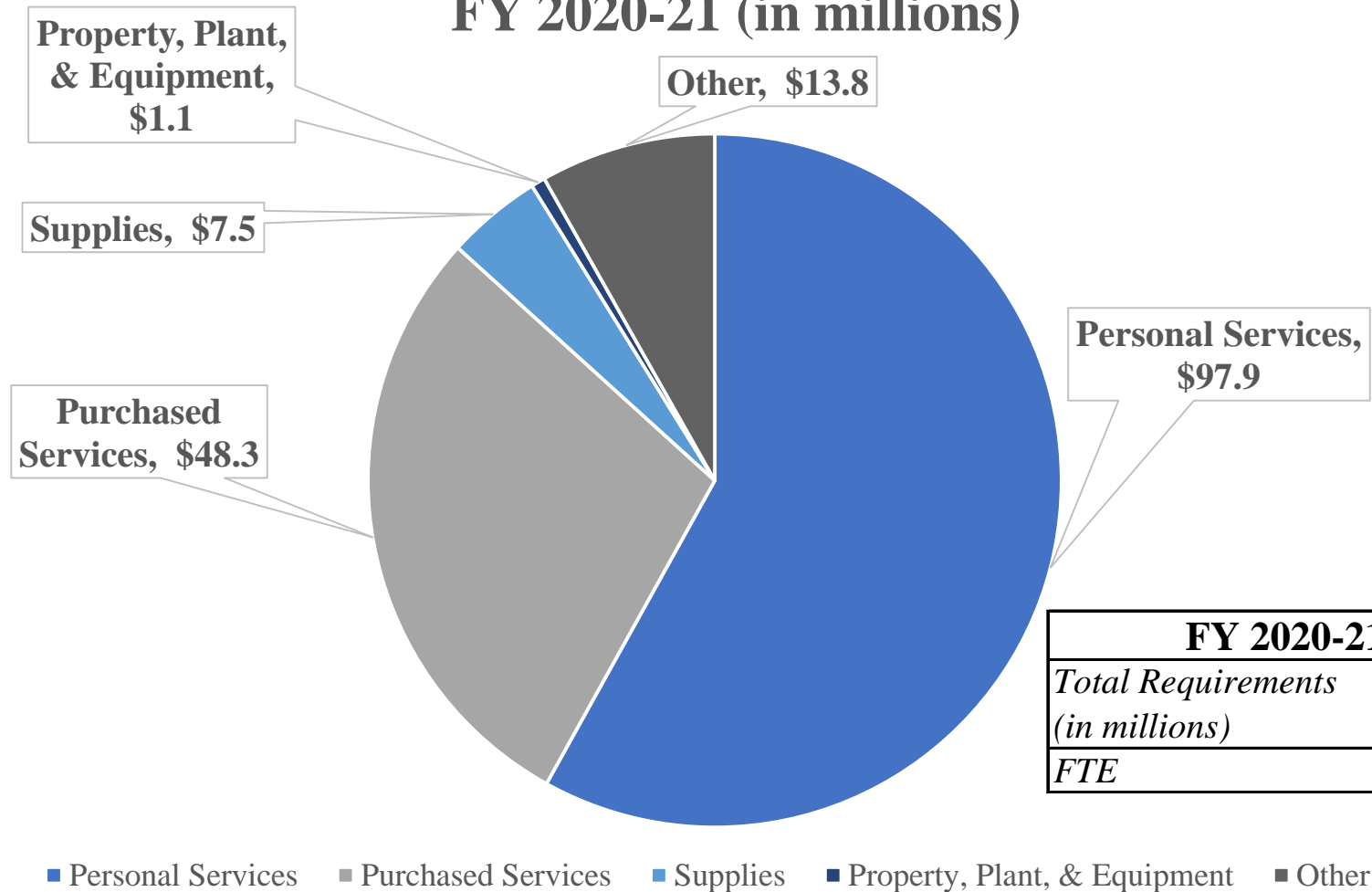
**G.S. 20** creates and defines the powers and duties of DMV.

Responsibilities include:

- Driver license/ID card issuances
- Vehicle titles and registrations
- Dealer/Salesperson licensure
- Inspection station licensure and inspection
- MV law enforcement (ID fraud, stolen vehicles)
- Hearings

# DMV – Budget Overview

FY 2020-21 (in millions)



# North Carolina DMV Fees

- **\$800 million/year:** Amount Division of Motor Vehicles collects in fees for licenses, registrations, titles, etc.
- Fees last were increased in 2020, the first auto-adjustment based upon CPI (S.L. 2015-241, Sec. 29.30(s))
- Passenger vehicle annual registration fee raised in 2020 to \$38.75  
Comparison states' annual rates for private passenger vehicles:
  - FL: \$14.50-\$32.50 plus other taxes and fees
  - GA: \$20 (hasn't changed in over 10 years)
  - SC: \$40
  - TN: \$21.50 (hasn't changed in over 10 years)
  - TX: \$50.75 plus local county taxes
  - VA: \$30.75 - \$35.75, based on weight

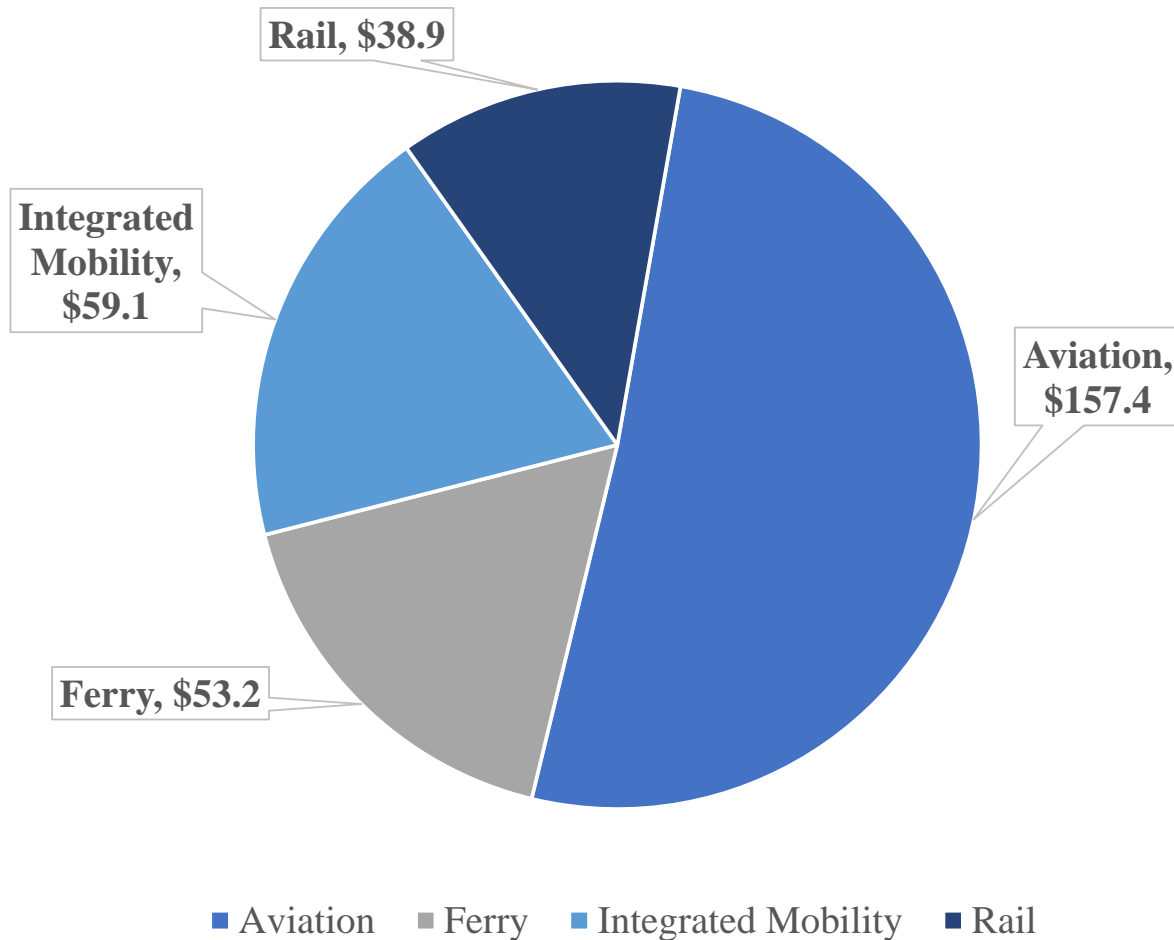
# Consensus Forecast - Fees

## Fiscal Biennium 2021-23

	FY2019-20	FY2020-21	FY2021-22	FY2022-23
HF - Other Licenses & Fees	Actual	Estimate	Estimate	Estimate
Title	0.7	0.9	0.9	0.9
Mail	0.0	-	-	-
Registration Fees	5.6	6.6	6.5	6.6
Auto Safety Inspection	2.9	3.3	3.3	3.3
Financial Security	6.1	7.2	7.1	7.2
Lien Recording	0.4	0.5	0.4	0.5
Exhaust Emission	19.8	23.1	23.0	23.2
Dealers' Manufacturers' License Fees	1.6	1.8	1.8	1.8
Overweight/Size	7.1	8.3	8.3	8.3
Process Service	3.8	4.5	4.4	4.5
Motor Carrier Safety	0.1	0.1	0.1	0.1
Penalties	0.0	-	-	-
DMV Other Fees	6.5	7.7	7.6	7.7
DMV Hearing fees	0.0	-	-	-
Misc Income	0.1	0.2	0.2	0.2
<b>Total Other Licenses &amp; Fees</b>	<b>54.7</b>	<b>64.2</b>	<b>63.6</b>	<b>64.3</b>

# NCDOT - Modes

FY 2020-21 (in millions)



- Integrated Mobility
- Rail
- Aviation
- Ferry

FY 2020-21 (in millions)	
Total Requirements	\$ 308.6
Receipts	\$ 70.8
Net Appropriation	\$ 237.8
FTE	532.0

# Integrated Mobility Division (IMD)

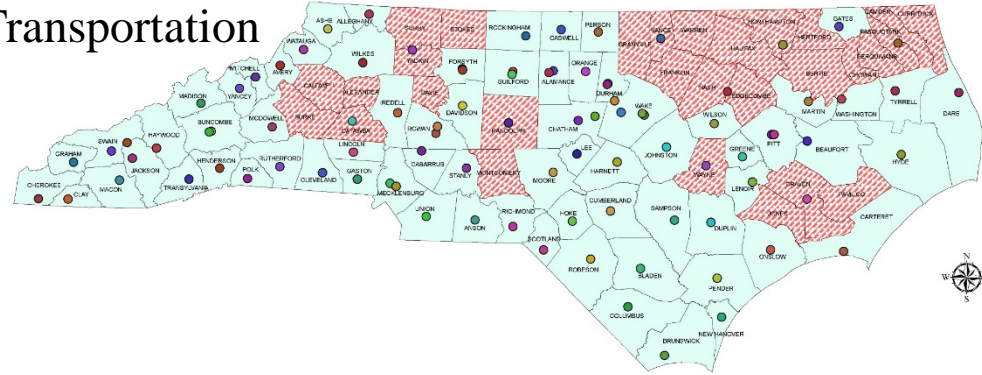
The Integrated Mobility Division is a new division launched in 2019 by merging the Public Transportation and Bicycle/Pedestrian divisions.

## Division Responsibilities:

- State and federal grant management
- Planning and technical assistance
- Safety education
- Data management

## Recent State Legislative Action:

- S.L. 2020-91 (DOT Budget for FY 2020-21)



FY 2020-21 (in millions)	
<i>Total Requirements</i>	\$ 59.1
<i>Receipts</i>	\$ 40.4
<i>Net Appropriation</i>	\$ 18.8
<i>FTE</i>	6.0



# IMD – CARES Act Funds

CARES Act Transit Funds Allocated to NC (in millions)	
<i>Section 5307/Urban</i>	\$ 227.5
<i>Section 5311/Rural*</i>	\$ 94.9
<i>Total</i>	\$ 322.4

\*amounts to systems determined by NCDOT

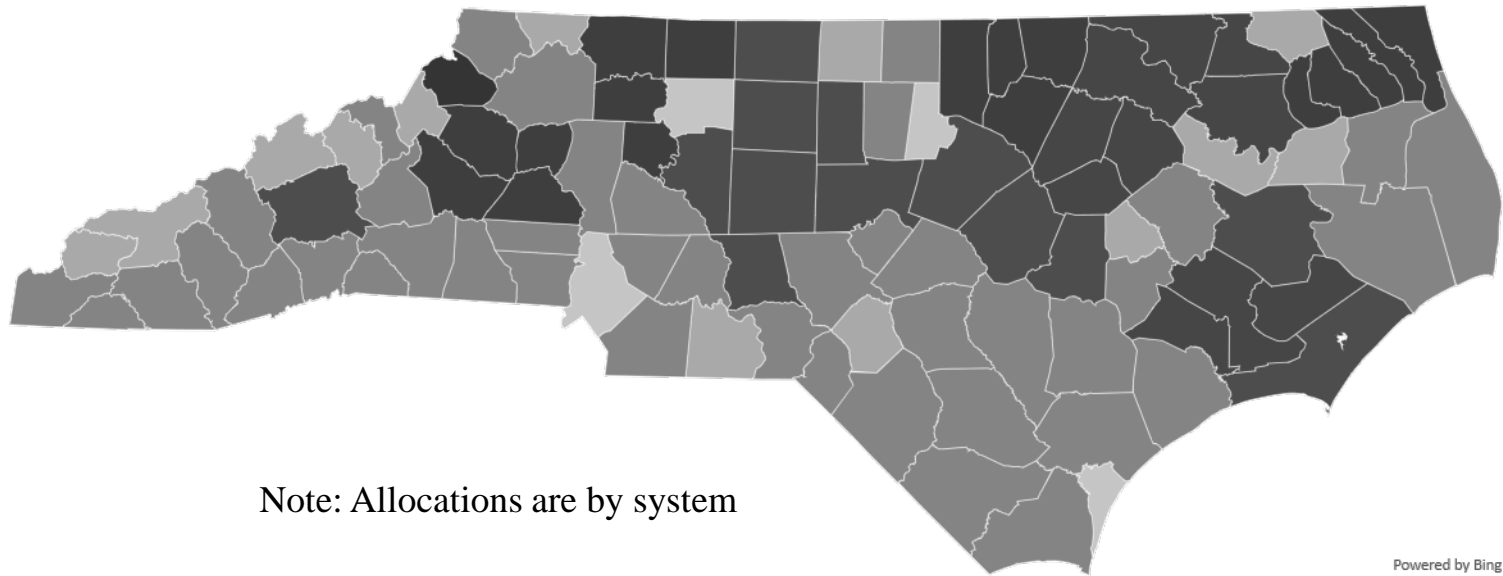


5311 CARES Act Transit Fund Allocations (in millions)	
<i>Amount Set Aside for Admin</i>	\$ 8.6
<i>Amount Set Aside for InterCity Bus*</i>	\$ 14.0
<i>Amount Allocated to Systems</i>	\$ 47.5
<b>Remaining Funds to Allocate</b>	<b>\$ 24.8</b>

\*federal requirement

## Map of CARES 5311 Allocations

\$0 
  \$0-300K 
  \$300K-600K 
  \$600K-1M 
  \$1M-1.5M 
  \$1.5M-2M 
  \$2M-3.5M



Note: Allocations are by system

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# IMD – COVID-19 Impacts

- **IMD staff** – processing double the grant agreements
- **NC Transit Cares** – new initiative to identify strategies and innovations for COVID-19 response
- **System impacts** – reductions in ridership and increase in per trip costs
- **Coordination with DHHS** – administering \$5M in CRF, funding for vaccine trips

# NCDOT – Rail Division

Executes Statewide rail plan by managing passenger service, administering grants, studying new development, and preserving corridors.

## Programs and Initiatives:

- Carolinian and Piedmont passenger rail
- Freight Rail & Rail Crossing Safety Improvements (FRRCSI) grant program
- S-Line acquisition

## Recent Legislative Action:

- S.L. 2019-231 (DOT Budget, FY 2020-21)
  - Reduced budget for passenger rail, FRRCSI
  - Equipment management plan, sales



Carolinian passenger rail route from Charlotte to New York City. Piedmont follows route from Charlotte to Raleigh.

FY 2020-21 (in millions)	
<i>Total Requirements</i>	\$ 38.9
<i>Receipts</i>	\$ 2.8
<i>Net Appropriation</i>	\$ 36.1
<i>FTE</i>	6.0

# NCDOT – Aviation Division

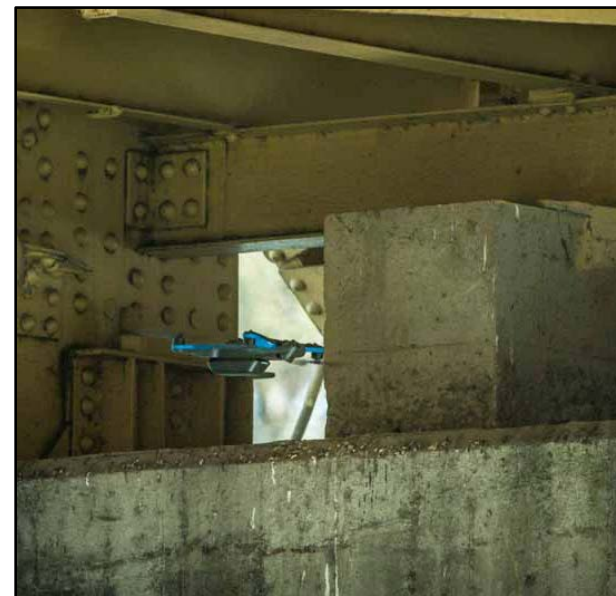
Manages the planning and development of the State's aviation system, administers loans and grants, and regulates unmanned aircraft systems.

## Programs and Initiatives:

- State AIP Commercial Services grants
- State Aid to General Aviation airports and system plan
- Unmanned Aircraft Systems (UAS) – drone program

## Recent Legislative Action:

- G.S. 63-74 as modified by 2019-199, Sec. 4(a)
  - Commercial services formula
- S.L. 2020-91 (DOT Budget, FY 2020-21)
  - Reduction to both state aid programs
  - Quarterly commercial payouts for FY 2020-21



A Skydio drone is used by an NCDOT operator to inspect a bridge in Wilmington.  
(Photo credit: Skydio)

<b>FY 2020-21 (in millions)</b>	
<i>Total Requirements</i>	\$ 157.4
<i>Receipts</i>	\$ 25.2
<i>Net Appropriation</i>	\$ 132.2
<i>FTE</i>	14.0

# NCDOT – Ferry Division

Operates and maintains seven permanent car ferry routes and a fleet of 21 vessels across rivers and sounds throughout Eastern North Carolina.

## Programs and Initiatives:

- Mann’s Harbor State shipyard
- Maintaining terminals, channels, employee housing, workshops
- Hurricane assistance and recovery

## Recent Legislative Action:

- S.L. 2020-57, Sec. 2.5 directed Ferry Division to lease a passenger ferry for Summer 2020

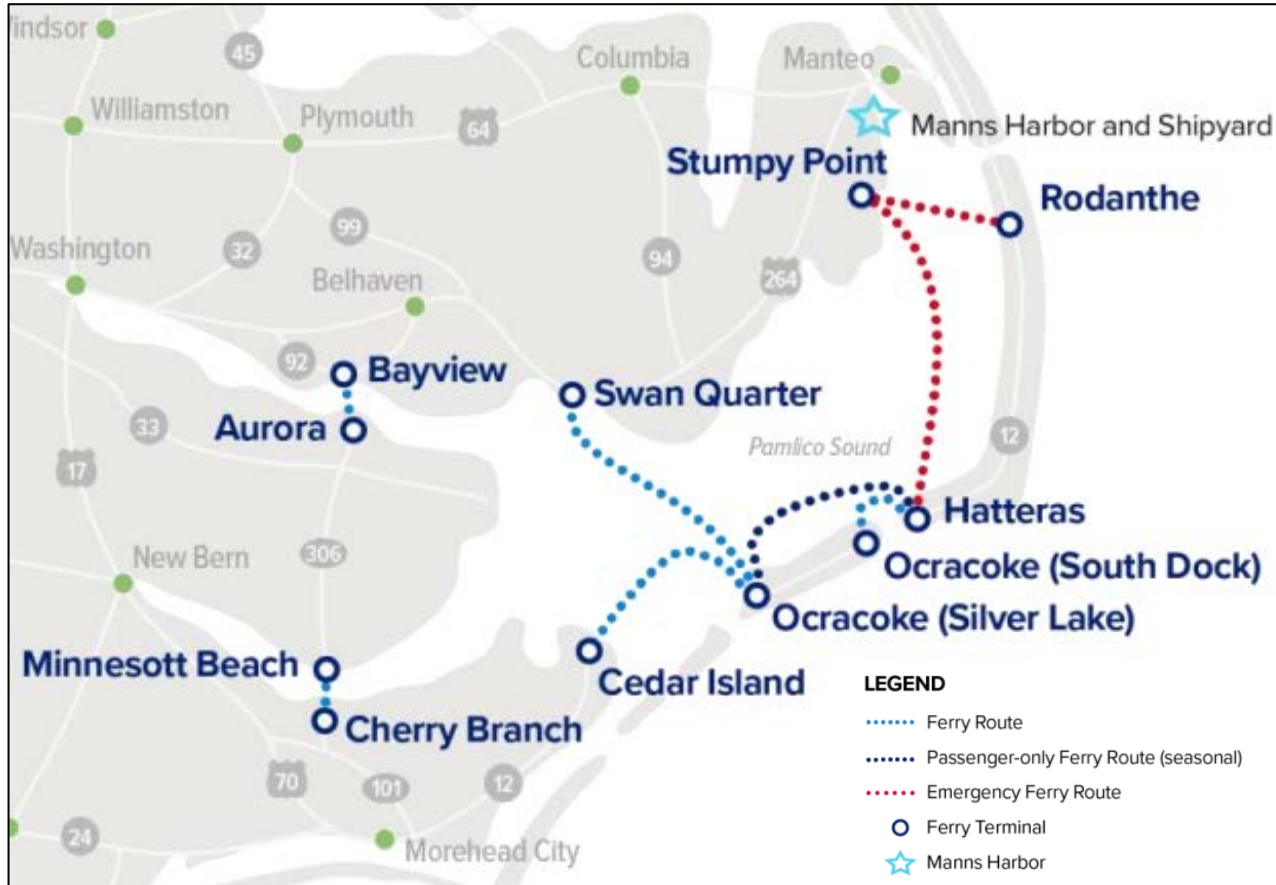


The *Silver Lake*, a Sound-class ferry drydocked at the Mann’s Harbor shipyard.

FY 2020-21 (in millions)	
<i>Total Requirements</i>	\$ 53.3
<i>Receipts</i>	\$ 2.5
<i>Net Appropriation</i>	\$ 50.8
<i>FTE</i>	506.0

# Ferry Division – Route Map

## Outer Banks and Sounds



## Northeast



## Southeast





# Ferry Division – Passenger Ferry

## Timeline

- Contract originally awarded in June 2017 for April 2018 completion of an NCDOT-owned passenger ferry
- Construction delays and litigation
- *Martha's Vineyard Express* leased for route in summer 2019
- S.L. 2020-57, Sec. 2.5 directed DOT to lease again for summer 2020
- Construction has resumed with new builder
- Possibly ready for Summer 2021



## Passenger Ferry Ridership and Cost

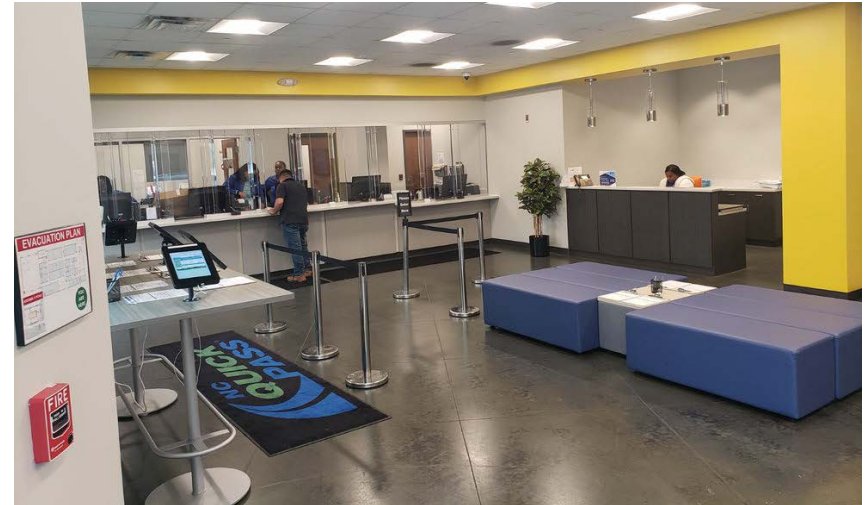
Year	Passengers	Months of Operation	Contract Cost
CY 2019	28,099	May - September	\$938K
CY 2020	17,138	July - September	\$615K

# Turnpike Authority Overview

Plans, finances, builds, and operates North Carolina's toll roads, managed lane projects, and electronic and mail tolling system.

## Timeline

- Established, 2002 (S.L. 2002-133)
- Moved to DOT, 2008
- Issued first bonds, 2009
- Triangle Expressway, 2011
- Monroe Expressway, 2018
- I-77 Express Lanes, 2019



NC Quick Pass service center located in Charlotte.

<b>Base Budget FY 2021-22 (in millions)</b>	
<i>Total Requirements</i>	\$ 549.2
<i>Receipts</i>	\$ 540.8
<i>Change in Fund Balance</i>	\$ (8.5)
<i>FTE</i>	18.0



# NCDOT – Ports Authority

The Ports Authority is responsible for the Port of Morehead City and the Port of Wilmington.

## Programs and Initiatives:

- Port of Morehead City
- Port of Wilmington

## Recent Legislative Action:

- S.L. 2020-91 (DOT Budget, FY 2020-21) required quarterly payment of the Highway Trust Fund capital improvements payment



A new rail-mounted gantry crane at the Port of Morehead City, that Port's first new crane since 1968.  
(Source: NC Ports Authority)

# NCDOT – Global TransPark

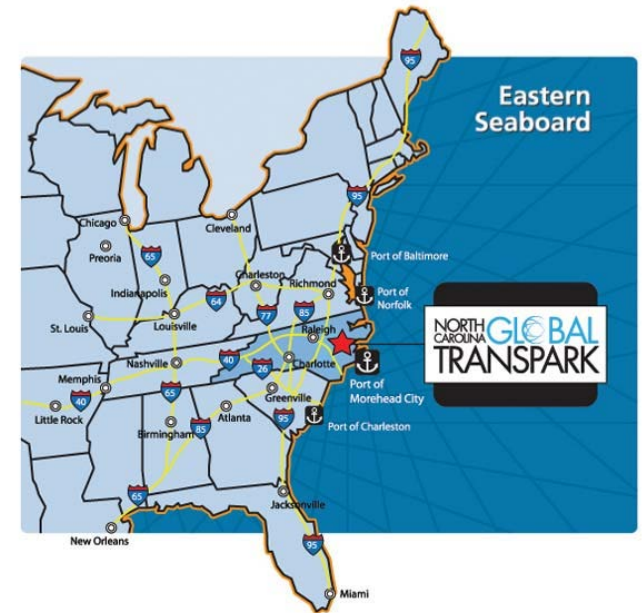
The Global TransPark (GTP) is a 2,500 acre multi-modal industrial site in Kinston, North Carolina. The park features more than 900 acres of shovel-ready sites and hosts tenants including: Draken International, Spirit Aerosystems, NC Forestry Service, Mountain Air Cargo, and NC Emergency Management.

## Programs and Initiatives:

- Training and Innovation
- Facility Improvements
- Business Development

## Recent Legislative Action:

- S.L. 2019-231 (DOT Budget for 2019-2021)  
appropriated funds for facility repairs due to storm damage



Questions?

