

2004-2005

**HIGHWAY TRUST FUND
STUDY COMMITTEE**

MINUTES

North Carolina General Assembly
Highway Trust Fund Study Committee (2003)
UnExpired Positions Only

SL2003-284 sec. 29.12(a)

Pro Tem's Appointments

Sen. Wib Gulley NC General Assembly Legislative Office Building, Rm 623 Raleigh, NC 27601-2808 (919) 715-3036	Co-Chair
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Sen. Larry Shaw NC General Assembly Legislative Office Building, Rm 621 Raleigh, NC 27601-2808 (919) 733-9349	Member
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Sen. Daniel Gray Clodfelter NC General Assembly Legislative Office Building, Rm 408 Raleigh, NC 27601-2808 (919) 715-8331	Member
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Sen. Linda Dew Garrou NC General Assembly Legislative Office Building Room 627 Raleigh, NC 27601-2808 (919) 733-5620	Member
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Sen. Phil Berger (4/15/04) N.C. General Assembly Legislative Building, Rm 1121 Raleigh, NC 27601 (919) 733-5708	Member
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Sen. Robert Anthony Rucho NC General Assembly Legislative Building, Room 1113 Raleigh, NC 27601-2808 (919) 733-5650	Member
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Sen. Clark Jenkins (Co-Chair 4/15/04)
NC General Assembly
Legislative Office Building, Rm 409
Raleigh, NC 27601-2808
(919) 715-3040

Speaker's Appointments

Rep. E. Nelson Cole NC General Assembly Legislative Building, Room 1218 Raleigh, NC 27601 (919) 733-5779	Co-Chair
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Rep. Daniel F. McComas NC General Assembly Legislative Office Building, Room 606 Raleigh, NC 27601 (919) 733-5786	Co-Chair
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Rep. Bobby Harold Barbee Sr. NC General Assembly Legislative Building, Room 1025 Raleigh, NC 27601 (919) 733-5908	Member
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Rep. Lorene Thomason Coates NC General Assembly Legislative Office Building Room 633 Raleigh, NC 27601 (919) 733-5784	Member
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Rep. James Walker Crawford Jr. NC General Assembly Legislative Building Room 1301 Raleigh, NC 27601 (919) 733-5824	Member
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Rep. Robert Mitch Gillespie NC General Assembly Legislative Building, Room 1201 Raleigh, NC 27601 (919) 733-5862	Member
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Highway Trust Fund Study Committee (2003)

UnExpired Positions Only

Hon. Rector Samuel Hunt III
P.O. Box 2440
Burlington, NC 27215

Public Member

Rep. Drew Paschal Saunders
NC General Assembly
Legislative Building Room 2217
Raleigh, NC 27601-1096
(919) 733-5606

Member

Mr. Charles M. Shelton
4201 Congress Street, Suite 470
Charlotte, NC 28209

Public Member

Mr. Duane Long
Longistics
PO Box 110007
RTP, NC 27709

Public Member

Mr. Robert Spencer
3512 Brentwood Drive
Gastonia, NC 28056

Public Member

Mr. Buddy Norwood
7026 Ballentyne Court
Charlotte, NC 28210

Public Member

Ms. Nina S. Szlosberg
2710 Rosedale Ave.
Raleigh, NC 27607

Public Member

Mr. Allen Tate
Allen Tate Realty
6620 Fairview Road
Charlotte, NC 28210

Public Member

Staff to Committee

Giles Perry, Research Division
Evan Rodewald, Fiscal Research
Division
Bob Weiss
(919) 733-2578

Contact

Carol Resar
(919) 715-3036

ATTENDANCE

Committee: Highway Trust Fund Study Committee

[illegible]

Charge of Highway Trust Fund Study Commission
S.L. 2003-284, Sec. 29.12

SECTION 29.12.(c) Duties of the Study Committee. – The Study Committee may study all aspects of the Highway Trust Fund. The study shall include the examination of all the following:

- (1) The current status, cost estimates, and feasibility of Highway Trust Fund projects currently listed in Article 14 of Chapter 136 of the General Statutes.
- (2) Unanticipated problems with the structure of the Highway Trust Fund.
- (3) The gap between transportation funding structures and the actual transportation needs of the State.
- (4) Allocation issues raised by the structure of the transportation funding equity distribution formula in G.S. 136-17.2A.
- (5) The feasibility of altering the project eligibility requirements of the Highway Trust Fund, including permitting the Department of Transportation to add projects as long as adding those projects does not delay projects already to be funded by the Highway Trust Fund, projects scheduled under the 2002-2008 Transportation Improvement Program, and does not impair the cash-flow provisions of G.S. 136-176(a1).
- (6) The feasibility of altering the funding allocation structure of the Highway Trust Fund, including the possible use of the Highway Trust Fund to provide the State match for available federal aid highway funds as long as using the funds in this manner does not delay projects already funded by the Highway Trust Fund, projects scheduled under the 2002-2008 Transportation Improvement Program, and does not impair the cash-flow provisions of G.S. 136-176(a1).
- (7) Any other issue related to the Highway Trust Fund or transportation funding.

Reporting Date Of Commission

SECTION 29.12.(k) Report. – The Study Committee may make interim reports and shall make a final report to the Joint Legislative Transportation Oversight Committee **no later than November 1, 2004**. Regardless of whether it has filed an interim or final report, the Committee shall terminate on November 1, 2004.

↓
now January 31, 2025 ✓

Authorization for Committee from S.L. 2003-284:

HIGHWAY TRUST FUND STUDY COMMITTEE

SECTION 29.12.(a) Study Committee Established. – There is established a Highway Trust Fund Study Committee to report to the Joint Legislative Transportation Oversight Committee.

SECTION 29.12.(b) Membership. – The Study Committee shall be composed of 20 members as follows:

- (1) The Chairs of the Joint Legislative Transportation Oversight Committee.
- (2) Five Representatives and four public members appointed by the Speaker of the House of Representatives.
- (3) Five Senators and four public members appointed by the President Pro Tempore of the Senate.

The appointing authorities shall make their appointments to reflect the urban-rural diversity of the population of the State.

SECTION 29.12.(c) Duties of the Study Committee. – The Study Committee may study all aspects of the Highway Trust Fund. The study shall include the examination of all the following:

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- (4) Allocation issues raised by the structure of the transportation funding equity distribution formula in G.S. 136-17.2A.
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- (6) The feasibility of altering the funding allocation structure of the Highway Trust Fund, including the possible use of the Highway Trust Fund to provide the State match for available federal aid highway funds as long as using the funds in this manner does not delay projects already funded by the Highway Trust Fund, projects scheduled under the 2002-2008 Transportation Improvement Program, and does not impair the cash-flow provisions of G.S. 136-176(a1).
- (7) Any other issue related to the Highway Trust Fund or transportation funding.

SECTION 29.12.(d) Vacancies. – The appointing authority shall fill any vacancy on the Study Committee.

SECTION 29.12.(e) Cochairs. – The Cochairs of the Study Committee shall be the cochairs of the Joint Legislative Transportation Oversight Committee. The Study Committee shall meet upon the call of the Cochairs. A quorum of the Study Committee shall be nine members.

SECTION 29.12.(f) Expenses of Members. – Members of the Study Committee shall receive per diem, subsistence, and travel allowances in accordance with G.S. 120-3.1, 138-5, or 138-6, as appropriate.

SECTION 29.12.(g) Staff. – The Legislative Services Office shall assign professional and clerical staff to assist the Study Committee in its work.

SECTION 29.12.(h) Consultants. – The Study Committee may hire consultants to examine specific issues and subjects related to the study, in accordance with G.S. 120-32.02.

SECTION 29.12.(i) Meetings During Legislative Session. – The Study Committee may meet during a regular or extra session of the General Assembly.

SECTION 29.12.(j) Meeting Location. – The Study Committee may meet at various locations around the State in order to promote greater public participation in its deliberations. The Legislative Services Commission shall grant adequate meeting space to the Study Committee in the State Legislative Building or the Legislative Office Building.

SECTION 29.12.(k) Report. – The Study Committee may make interim reports and shall make a final report to the Joint Legislative Transportation Oversight Committee no later than November 1, 2004. Regardless of whether it has filed an interim or final report, the Committee shall terminate on November 1, 2004.

SECTION 29.12.(l) Funding. – The Study Committee shall be funded from funds available to the Joint Legislative Transportation Oversight Committee, in accordance with G.S. 120-70.52.

SECTION 29.12.(m) This section is effective when it becomes law.

Highway Trust Fund Study Commission
BUDGET ESTIMATE

1.	Legislative Members Subsistence	<u>16224.00</u>
	\$104 x number of legislative members (13) x 1 ½ (Half of members using two days subsistence) x number of meetings (8)	
2.	Non-Legislative Members Subsistence	<u>8631.00</u>
	\$102.75 x number of non-legislative members (7) x 1 ½ (Half of members using two days subsistence) x number of meetings (8)	
3.	Legislative Members Travel Expenses	<u>6032.00</u>
	\$58.00 x number of members(13) x number of meetings (8) (Average 200 miles round trip x \$.29 = \$58.00)	
4.	Non-Legislative Members Travel Expenses	<u>2800.00</u>
	\$50.00 x number of members(7) x number of meetings (8) (Average 200 miles round trip x \$.25 = \$50.00)	
5.	Clerical Staff	<u>5096.00</u>
	Average of \$637 x number of meetings(8) (\$637 = average salary with benefits for 5 day work week)	
6.	Professional Staff	<u>-0-</u>
	(To be used if other than legislative professional staff is employed)	
7.	Special Travel and Expenses	<u>-0-</u>
8.	Postage and Telephone	<u>250.00</u>
9.	Supplies	<u>250.00</u>
10.	Copying and Printing	<u>1,000.00</u>
11.	Reserve	<u>4717.00</u>
	TOTAL	<u>\$45,000.00</u>



NORTH CAROLINA GENERAL ASSEMBLY
HIGHWAY TRUST FUND STUDY COMMISSION
LEGISLATIVE OFFICE BUILDING
RALEIGH NC 27601-1096

Representative Nelson Cole, Co-Chair
Representative Danny McComas, Co-Chair

Senator Wib Gulley, Co-Chair

February 9, 2004

MEMORANDUM

TO: Members, Highway Trust Fund Study Committee

FROM: Co-Chairs: Senator Wib Gulley, Representative Nelson Cole,
Representative Danny McComas

SUBJECT: Meeting Notice

There will be a meeting of the Highway Trust Fund Study Committee:

DAY: Wednesday
DATE: February 18, 2004
TIME: 1:30 PM
LOCATION: Room 1027 Legislative Building

Parking for non-legislative members of the committee/commission is available in the visitor parking deck #75 located on Salisbury Street across from the Legislative Office Building. Parking is also available in the parking lot across Jones Street from the State Library/Archives. The cost for visitor parking is \$.50 per hour or \$4.00 per day and may be reimbursed with a parking receipt submitted with your travel reimbursement form.

If you have any questions concerning this meeting, please contact Mr. Giles Perry at (919) 733-2578 in the Legislative Research Division. Please advise Carol Resar, Committee Assistant, (919) 715-3036, or e-mail gulleywla@ncleg.net, if you will be unable to attend.

MINUTES
HIGHWAY TRUST FUND STUDY COMMITTEE

Wednesday, February 18, 2004
1:30 PM
Room 1027, Legislative Building

The Highway Trust Fund Study Committee met on Wednesday, February 18, 2004 at 1:30 PM in Room 1027 of the Legislative Building. Senators Rucho and Shaw; Representatives Barbee, Coates, Cole, Crawford, Gillespie, McComas; and public members Duane Long and Nina Szlosberg attended. Representative Cole presided after Representative Crawford passed the gavel to him and stepped down as Co-chair of the Committee.

Representative Cole asked Giles Perry, Committee Staff, to review the Charge of the Committee and the Budget, (see Handout #1 and Handout #2). Representative Crawford moved to accept the budget and Representative Gillespie seconded. Motion carried. After Representative Cole had members of the Committee introduce themselves, he asked Calvin Leggett, Department of Transportation Manager of Program Development, to present an overview of the history, purpose and structure of the Highway Trust Fund, (see Handout #3). Mr. Leggett told the Committee that one of the goals of the original Highway Trust Fund legislation was to bring a 4-lane highway within ten miles of 90% of the state's population. Also, one of the great benefits to the Department of Transportation that came out of the original legislation was the establishment of the Joint Legislative Transportation Oversight Committee. Mr. Leggett continues by reviewing the changes in the law affecting the Highway Trust Fund since 1989, the revenue sources for the Highway Trust Fund and the allocation of revenues. During his discussion of the 1996 bond referendum, he referenced a map of the state that shows the bond projects, (see Handout #4).

After Mr. Leggett's presentation, Representative Gillespie asked how it was decided to give Powell Bill projects 6.5% of the Highway Trust Fund revenues? Mr. Leggett said that it was a policy decision in 1989 and continues to be a policy decision.

Representative McComas asked about the timeline for completing the authorized bond projects. Mr. Leggett replied that by looking at revenue projections, the completion timeline is in the 2020's and he would give more detail in a later item on the agenda.

Senator Rucho asked how much money the revenue pie represented. Mr. Leggett said just over \$1 billion. Senator Rucho stated that 25% of that is going to things other than transportation and Mr. Leggett replied that that was correct, it is transferred to the General Fund. Senator Rucho asked where bond debt service is represented in the revenue pie? Mr. Leggett replied that the debt service is charged to intrastate and loops at the rate the money was allocated. So, \$500/\$950 million is charged to loops, \$300/\$950 million is charged to intrastate roads and \$150/\$950 million is charged to

secondary roads. Senator Rucho asked what the total debt service is and how much money is left on an annual basis that is not tied up in debt service. Mr. Leggett will get that information.

Representative Gillespie stated that the Highway Trust Fund revenues were down 4.5% or \$45 million due to a dip in the gas tax and investment earnings. He asked what was being done in the short term to stop the investment losses. Mr. Leggett replied that the State Treasurer handles the investments and he did not know the answer to that question.

Mr. Long asked about the \$120 million allocated over three years to public transportation that was included in SB 1005, the Moving Ahead legislation. He wanted to know if that was the first time that much of the Highway Trust Fund was used for public transportation. Mr. Leggett replied that before SB 1005, \$5 million a year was allocated for "other modes."

Next, Representative Cole asked Steve Varnedoe, Department of Transportation Chief Engineer of Operations, to present a report on the secondary road provisions of the Highway Trust Fund, including structure, accomplishments and challenges, (see Handout #5). Mr. Varnedoe told the Committee that in 2003 changes to G.S 136-182 expands the limitations of Highway Trust Fund secondary road construction money to include safety improvements to paved and unpaved secondary roads. Mr. Varnedoe also told the Committee that there has been a steady decline in the miles paved over the past three years. There are 20 counties that are on a right-of-way hold list and are "paved out" in the current fiscal year and this number will grow. Right-of-way issues as well as constructability and environmental permitting issues are some of the challenges facing the secondary road construction program. Further, Mr. Varnedoe told the Committee that it costs more to maintain a paved road than an unpaved road and the Department is losing ground trying to keep up with the maintenance costs.

Representative Barbee asked about the paving of subdivision streets. Mr. Varnedoe explained that in 1975 legislation was passed that required a subdivision developer to construct streets to state standards, which included paving. There were some subdivision streets that were built prior to 1975 that needed to be paved, as well as rural roads that subsequently had homes built on them.

Senator Rucho asked if it would be correct to assume that as a result of the 1975 legislation, the number of unpaved roads would not increase substantially. Mr. Varnedoe replied that the more urbanized counties passed subdivision ordinances after the 1975 legislation went into effect but many of the rural counties did not do that. Consequently, there was a fair amount of development in rural counties in which unpaved subdivisions were allowed to be constructed and the streets were classified as private roads and some were allowed to be recorded without any designation. The 1975 law required the road to be built to state standards if it was going to be classified as a public road. If it was not built to state standards it would have to be recorded as private and a disclosure statement

had to be given to the homeowners. In some rural counties there are still a high number of roads not built to State standards, but in the urban areas not that many.

Senator Rucho asked for a list of the 14 Divisions and the counties within each Division.

Ms. Betsy Williams, Department of Transportation Powell Bill Manager, next gave a report on the aid for municipal streets provisions of the Highway Trust Fund, including the structure, accomplishments and challenges, (see Handout #6). The Powell Bill first year funding in 1951 was \$4.5 million and was distributed to 386 municipalities. In 2003, \$120.9 million was distributed to 503 municipalities. The money can also now be used for bike lanes and sidewalks, in addition to street improvements.

After Ms. Williams' presentation, Mr. Calvin Leggett returned to the podium to present a report on the intrastate and loops road provisions of the Highway Trust Fund, including the structure, accomplishments and challenges of the program, (see Handout #9, Handout #10, and Handout #11.) Mr. Leggett told the Committee members that in 1989 the cost of road construction was \$3 million/mile and the loop cost was \$9.8 million. Today the cost of construction is \$6.4 million/mile and the loop cost is \$20.4 million. The rise in cost is due to inflation, environmental issues and growth of the State. Mr. Leggett referred to Handout #10 to make this point. Mr. Leggett then returned to Handout #9 and discussed the Department of Transportation funding sources and the equity formula. He told the Committee members that the Department considers a road project "complete" when the Board of Transportation fully authorizes the project, even though it might be three years before cars use the road and 5-10 years until all the bills for the project are paid.

Mr. Leggett also told the members that there are seven funding Regions, each containing two Divisions and the equity formula applies to these seven regions, not to the Divisions. This allows "borrowing" between the two Divisions in the funding Region. The equity formula has some issues that need to be addressed. For one, there are some Divisions that have very few intrastate miles to complete, which means there are very few projects to spend Highway Trust Fund money on in these Divisions. However, these Divisions have other projects that are not eligible for Highway Trust Fund money.

An example of another problem with the equity formula is a project in Division 13. The project will cost \$600 million and it will take 15 years of their allocation to get this one project built. Ms. Szlosberg asked Mr. Leggett what the reasoning was when the Division lines were set up and did he think they were still valid for 2004. Mr. Leggett replied that in 1954 the lines were driven by maintenance needs and the Divisions still work well in some respects, but did not work in all respects and he gave the Metropolitan Planning Organizations, which have different boundaries, as an example.

Representative McComas asked Mr. Leggett if the inflation rate in construction costs in North Carolina was similar to surrounding states. Mr. Leggett replied that he did not know, but the Federal Highway Department publishes national statistics although he

believes it might be comparing apples and oranges. Representative McComas stated that he found in the southeastern part of the State that the competition for pavers and road builders is drastically reduced and he was wondering if the lack of competition was driving up construction costs. Mr. Leggett responded that there has been some spike in costs, especially asphalt due to the demand the state puts on this industry and the rising cost of petroleum, which is a product in asphalt. Representative McComas asked that staff to look into this for a future meeting. He also would like staff to look into the claim that North Carolina is being more affected by the environmental permitting process than other states in the Southeast. Evan Rodewald, Fiscal Analyst, told the Committee that the Transportation Oversight Committee has contracted for a study to be conducted on project delivery issues in North Carolina and these items are included in that study.

Senator Shaw asked if the new federal appropriations bill would send any new money to North Carolina. Mr. Leggett said he was hopeful that it would. There were differences in the Administration's recommendations and the House and Senate versions of the bill. The Senate version seems to be the middle ground and if that one is passed, then there would be a significant increase in highway money coming to North Carolina. This would require, however, more State money to match it.

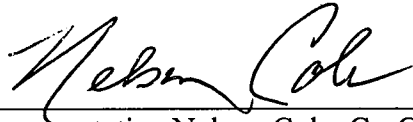
Representative McComas asked Mr. Leggett if there was enough room to increase bond issuance to finish projects so the State did not need to toll roads. Mr. Leggett replied that there was capacity for more debt service, but he said I-95 widening is not eligible for Highway Trust Fund money.

Ms. Szlosberg stated that she would like the Committee to look at the Best Practices used in other states and the Best Practices recommended by the Federal Highway Department. Evan Rodewald responded that this item was included in the study being done for the Transportation Oversight Committee. Ms. Szlosberg also requests information on investment strategies used in other states.

After Committee discussion, it was decided to set the next two meetings for March 17, 2004 (this meeting has since been changed to March 16, 2004) and April 21, 2004 at 1:30 PM. Representative Gillespie asked if one of the future agenda items could be recommendations from the Department of Transportation for legislation to correct the Division problems that appear to be ongoing, such as those in District 12 and 14. He would like to look at granting them more leeway in the use of Highway Trust Fund money to build needed projects that do not fall under the Highway Trust Fund guidelines. Representative Gillespie would also like to look at the possibility of finding more balance between the Divisions without making an issue of eastern part of the state versus western part of the state, or urban versus rural sections of the state. Representative Cole also

would like a list of the projects outlined in the original legislation of the Highway Trust Fund, the estimated cost then and today, and which ones are still not completed.

There being no further business, the meeting was adjourned at 3:15 PM



Representative Nelson Cole, Co-Chair



Carol Resar, Committee Clerk

Agenda

Highway Trust Fund Study Committee

Wednesday, February 18, 2004

1:30 P.M.

Room 1027, Legislative Building
Raleigh, NC

- I. Welcome and Introductions
Senator Wib Gulley, Rep. Jim Crawford, Rep. Danny McComas
- II. Charge of Committee
- III. Adoption of Budget
- IV. Introduction and Overview of the
History, Purpose and Structure of the Highway Trust Fund
Calvin Leggett, Manager, Program Development Branch, DOT
- V. Secondary Road Provisions of the Highway Trust Fund
Structure, Accomplishments and Challenges
Steve Varnedoe, Chief Engineer – Operations, DOT
- VI. Aid for Municipal Streets Provisions of the Highway Trust Fund
Structure, Accomplishments and Challenges
Betsy Williams, Powell Bill Manager, DOT
- VII. Intrastate and Loops Road Provisions of the Highway Trust Fund
Structure, Accomplishments and Challenges
Calvin Leggett, Manager, Program Development Branch, DOT
- VIII. Committee Discussion
Date of Next Meeting
- IX. Adjourn

Charge of Highway Trust Fund Study Commission
S.L. 2003-284, Sec. 29.12

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Highway Trust Fund Study Commission
BUDGET ESTIMATE

Handout #2

1.	Legislative Members Subsistence	<u>16224.00</u>
	$\$104 \times \text{number of legislative members (13)} \times 1 \frac{1}{2}$ (Half of members using two days subsistence) $\times \text{number of meetings (8)}$	
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5.	Clerical Staff	<u>5096.00</u>
	Average of $\$637 \times \text{number of meetings (8)}$ ($\$637 = \text{average salary with benefits}$ for 5 day work week)	
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9.	Supplies	<u>250.00</u>
10.	Copying and Printing	<u>1,000.00</u>
11.	Reserve	<u>4717.00</u>
	TOTAL	<u>\$45,000.00</u>



Background

- HB 1 - 1987 session - established Highway Study Commission
- 2-year study - specific charges to Commission
 - * review and validate present and future highway funding needs
 - * evaluate economic impact of highways in NC
 - * develop recommendations on allocating funds to meet identified needs and address growth/economic goals
 - * recommend short- and long-range funding solutions - focus on separation of General Fund and Highway Fund revenue bases
- Recommendations made to 1989 General Assembly
- Highway Trust Fund law enacted July 1989



Purposes

- Address a backlog of road improvement needs across the state
- Provide a safe and convenient network of 4-lane highways connecting major population centers of the state to support statewide growth and economic development objectives
- Construct loop and connector facilities in seven of the state's major urban areas to address congestion and enhance mobility



Original Provisions

- Define and complete "intrastate" system
 - 3600-mile network of 4-lane highways
 - 113 miles of Interstate improvements
- Construct 7 urban loops
- Provide additional funds to pave unpaved secondary roads with more than 50 vehicles per day
- Provide additional funds for municipal street systems
- Establish Joint Legislative Transportation Oversight Committee



Later Changes Affecting Trust Fund

- 1996 bond referendum - \$950 million to accelerate construction
 - \$500 million for Urban Loops
 - \$300 million for Intrastate system
 - \$150 million for Secondary Roads
- Nearly all bond projects authorized as of FY 2003
- \$250 million in bonds sold as of FY 2003



Later Changes Affecting Trust Fund

Senate Bill 1005 - 2001 session

Special authorizations for use of HTF cash balance:

- * Pavement preservation - \$470 million over 3 years
- * Preliminary engineering - \$45 million over 3 years
- * Traffic signal systems - \$45 million over 3 years
- * Public transportation - \$120 million over 3 years



Later Changes Affecting Trust Fund

North Carolina: Moving Ahead! - 2003 session

- \$700 million allocation for maintenance, modernization, and public transportation
- Funded through issue of remaining bonds from 1996 bond authorization
- House Bill 48 introduced February 2003; signed into law August 2003

CATEGORY	APPROXIMATE INVESTMENT	ESTIMATED NUMBER OF JOBS CREATED	ESTIMATED ECONOMIC IMPACT
Highway Maintenance Modernization Preservation	\$630 million	26,460	\$3.6 billion
Public Transportation Rail Pedestrian	\$70 million	2,940	\$400 million
Totals	\$700 million	29,400	\$4 billion



Later Changes Affecting Trust Fund

House Bill 397 - 2003 session

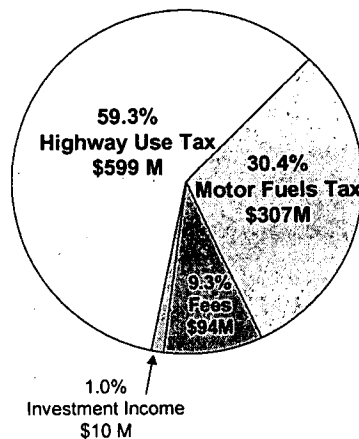
Matching of Federal-aid dollars now an eligible Trust Fund expense

"The sum up to the amount anticipated to be necessary to meet the State matching funds requirements to receive federal-aid highway trust funds for the next fiscal year may be set aside for that purpose."

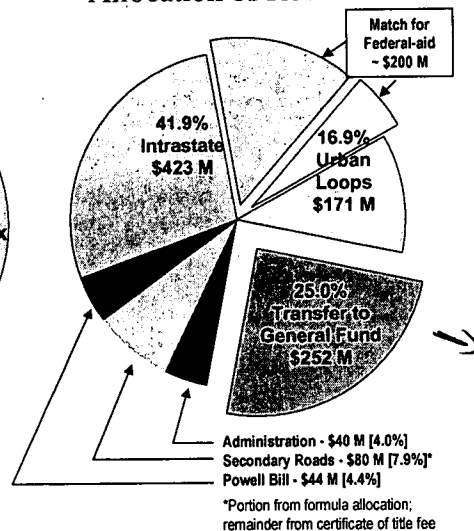


FY 2004 Funding

Sources of Revenue

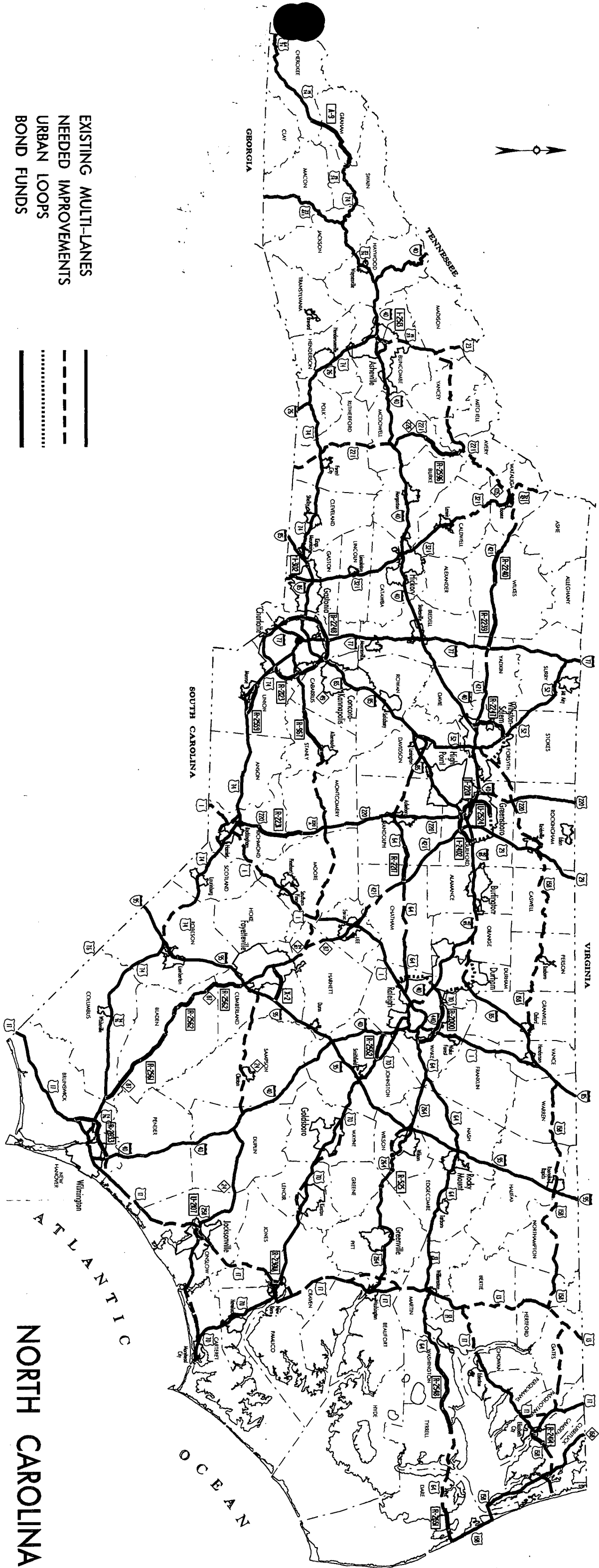


Allocation of Revenue



Tu

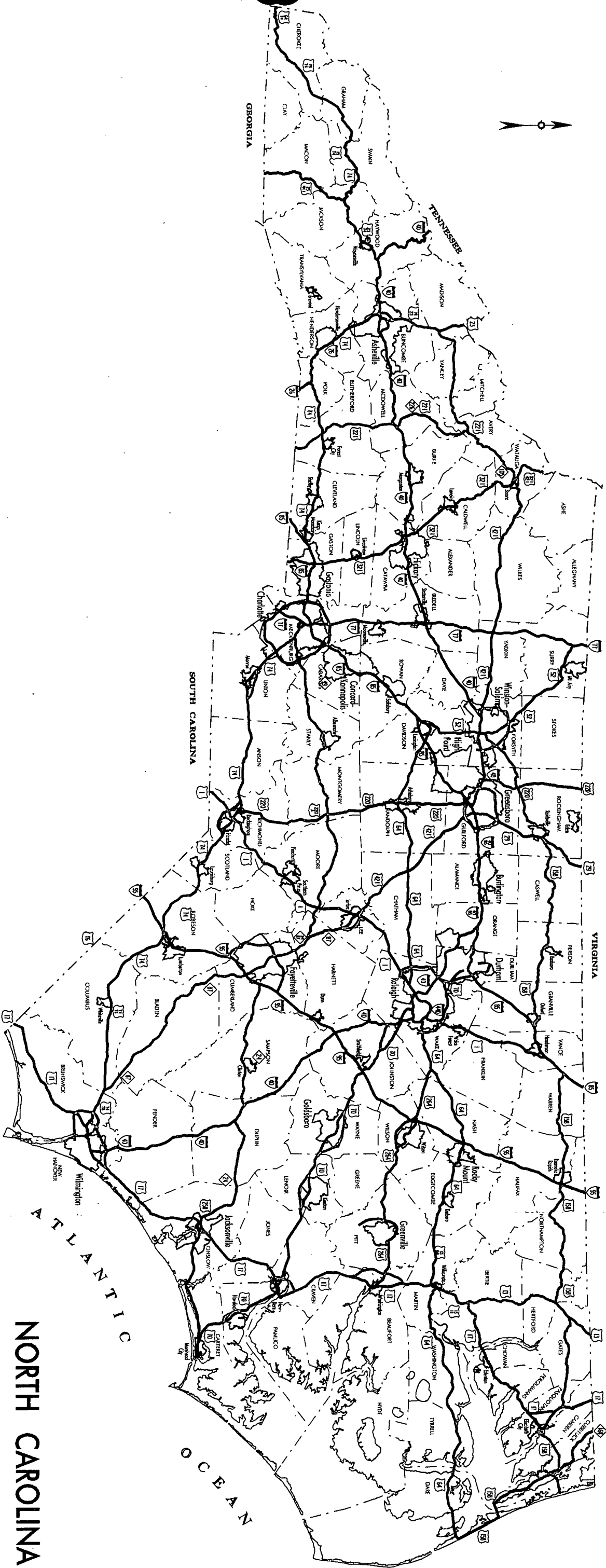
Standard # 4



NORTH CAROLINA


Intrastate System

- EXISTING MULTI-LANES
- NEEDED IMPROVEMENTS
- URBAN LOOPS
- BOND FUNDS



- _____ FULLY FUNDED
- _____ TRUST FUND ELIGIBLE INTRASTATE
- _____ TRUST FUND ELIGIBLE URBAN LOOPS

NORTH CAROLINA
Intrastate System




State Highway Trust Fund


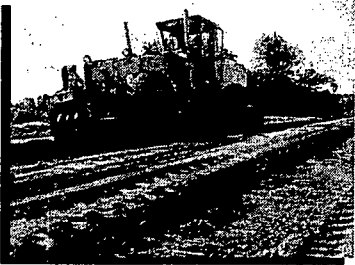
Calvin Leggett, PE
NCDOT Program Development Branch

Steve Varnedoe, PE
NCDOT Chief Engineer - Operations

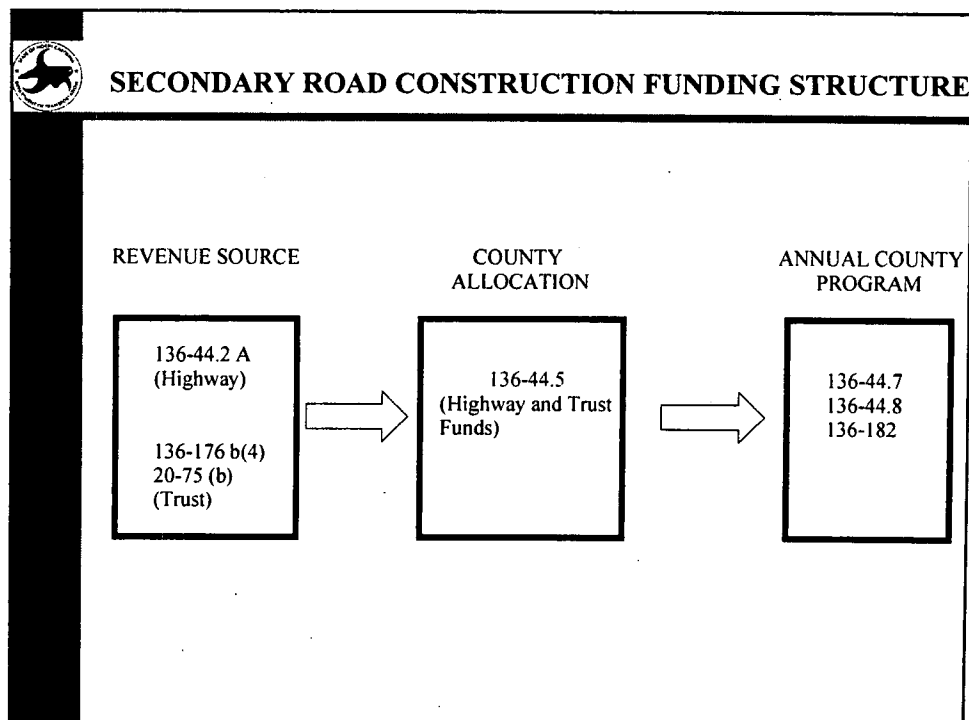
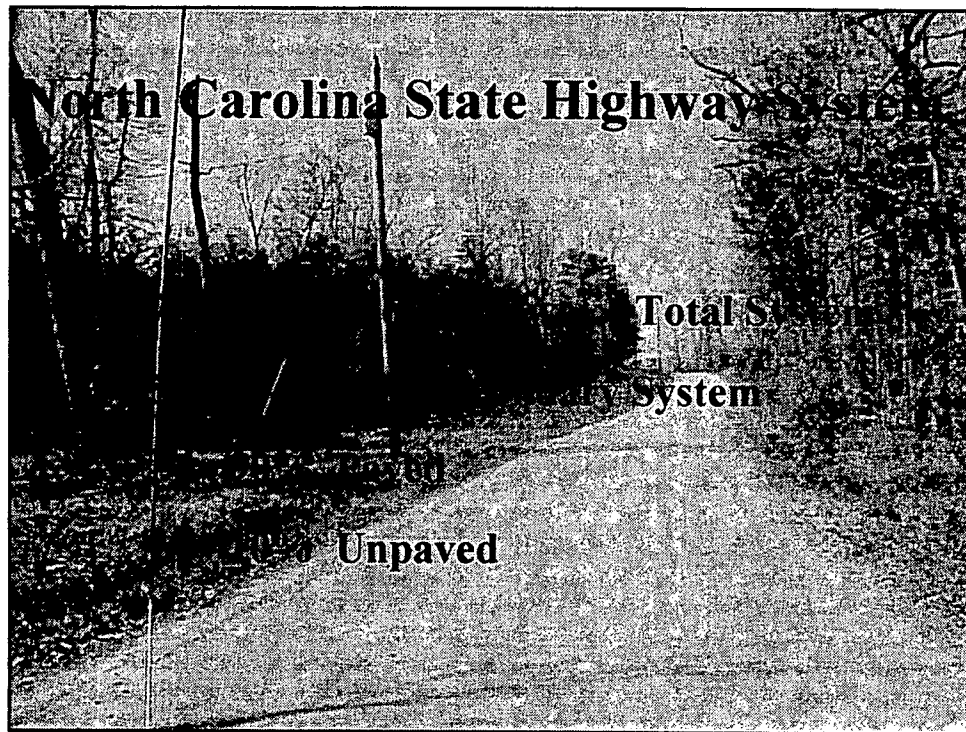
Betsy Williams, Manager
Powell Bill Program




Secondary Road Construction Program



2






Secondary Road Construction Funding Structure

Revenue Source

- Highway Funds - Generated by 1 3/4 cents per gallon of gasoline tax as required by G.S. 136-44.2A
- Trust Funds - Generated by a \$15 per vehicle title and registration fee plus 6.5 % of other Trust Fund collections as required by G.S 136-176(b)(4) and G.S. 20-85





Secondary Road Construction Funding Structure


G.S. 136-44.5

COUNTY ALLOCATION - HIGHWAY FUND
(USED FOR ALLOCATION OF INITIAL \$68,670,000 OF
SECONDARY ROAD CONSTRUCTION FUND)

COUNTY ALLOCATION	=	(\$68,670,000)	X	<div>MILES OF UNPAVED STATE MAINTAINED SECONDARY ROADS IN THE COUNTY</div> <div>TOTAL MILES OF UNPAVED STATE MAINTAINED SECONDARY ROADS IN STATE</div>
----------------------	---	----------------	---	--

	
Secondary Road Construction Funding Structure	
G.S. 136-44.5	
COUNTY ALLOCATION - HIGHWAY FUND	
(USED FOR ALLOCATION OF THE HIGHWAY FUND IN EXCESS OF \$68,670,000 AND ADT > 50)	
COUNTY ALLOCATION	$= \frac{\text{STATEWIDE APPROPRIATIONFOR SECONDARY CONSTRUCTION}}{\text{TOTAL MILES OF UNPAVEDSTATE MAINTAINED SECONDARYROADS IN STATE WITH 50 OR MOREAVERAGE DAILY TRAFFIC VOLUME}} \times \text{MILES OF UNPAVED STATEMAINTAINED SECONDARY ROADSIN THE COUNTY WITH 50 OR MOREAVERAGE DAILY TRAFFIC VOLUME}$

	
Secondary Road Construction Funding Structure	
G.S. 136-44.5	
COUNTY ALLOCATION - TRUST FUND	
(USED FOR ALLOCATION OF SECONDARY TRUST FUND)	
COUNTY ALLOCATION	$= \frac{\text{STATEWIDE APPROPRIATIONFOR SECONDARY CONSTRUCTION}}{\text{TOTAL MILES OF UNPAVEDSTATE MAINTAINED SECONDARYROADS IN STATE WITH 50 OR MOREAVERAGE DAILY TRAFFIC VOLUME}} \times \text{MILES OF UNPAVED STATEMAINTAINED SECONDARY ROADSIN THE COUNTY WITH 50 OR MOREAVERAGE DAILY TRAFFIC VOLUME}$




Secondary Road Construction Funding Structure

1989 Highway Trust Fund
Unpaved Road Component

G.S. 136-182: Funds Allocated From Trust
To Increase Allocation To Pave All Unpaved
Roads with Traffic Volume of 50 or more VPD
within 10 Years.

<u>Miles</u>			<u>Allocations (in millions)</u>		
<u><50 VPD</u>	<u>>50 VPD</u>	<u>Total</u>	<u>Highway</u>	<u>Trust</u>	<u>Total</u>
5,883	10,475	16,358	\$67.6	\$33.4	\$101



Secondary Road Construction Funding Structure

PROGRAM ACCOMPLISHMENTS

2003 Highway Trust Fund
Unpaved Road Component

<u>Miles</u>			<u>Allocations (in millions)</u>		
<u><50 VPD</u>	<u>>50 VPD</u>	<u>Total</u>	<u>Highway</u>	<u>Trust</u>	<u>Total</u>
3,211	2,838	6,049	\$88.6	\$79.6	\$168.2
- 362	- 1,274	(unavailable R/W)			
2,849	1,564	= 4,413 (miles remaining)			

• As of January 1, 2003, approximately 10,309 miles of unpaved secondary roads have been paved.



Secondary Road Construction Funding Structure

- G.S. 136-44.7: Projects for each county shall be determined according to their priority, based upon the secondary road criteria and standards. Ratings are currently every 4 years as adopted by the Board of Transportation.
- The Board has approved two rating priority lists - one for rural roads and one for subdivision/residential roads.



Ratings for Unpaved Secondary Roads

Rural

- Homes (6 pts per home - seasonal homes 3 pts.)
- Schools, Churches, Businesses, and Industries (10 pts.)
- Recreational Facilities (Public and/or Non-Profit)
(5 pts per facility)
- Sub-Total divided by the length if greater than one mile
- School Bus Route (10 pts.)
- Average Daily Traffic



Ratings for Unpaved Secondary Roads

Residential - Subdivision

- Homes (6 pts per home - seasonal homes 3 pts.)
- Schools, Churches, Businesses, and Industries (10 pts.)
- Recreational Facilities (Public and/or Non-Profit)
(5 pts per facility)
- Sub-Total divided by its length
- School Bus Route (10 pts.)
- Average Daily Traffic



Secondary Road Construction Funding Structure

ANNUAL COUNTY PROGRAM

- G.S. 136-44.8 requires that annual improvement programs be presented to each County Board of Commissioners at a meeting advertised to the public.



Secondary Road Construction Funding Structure

§ 136-182. (For contingent repeal see editor's note) Supplement for secondary road construction.

Funds are allocated from the Trust Fund to increase allocations for secondary road construction made under G.S. 136-44.2A so that all State-maintained unpaved secondary roads with a traffic vehicular equivalent of at least 50 vehicles a day can be paved by the 2009-2010 fiscal year. This supplement shall be discontinued when the Department of Transportation certifies that, with funds available from sources other than the Trust Fund, all State-maintained unpaved secondary roads, regardless of their traffic vehicular equivalent, can be paved during the following six years. If all the State-maintained roads in a county have been paved under G.S. 136-44.7, except those that have unavailable rights-of-way or for which environmental permits cannot be approved to allow for paving, then the funds may be used for safety improvements on the paved or unpaved secondary roads in that county. If the supplement is discontinued before the Trust Fund terminates, the funds that would otherwise be allocated under this section shall be added to the allocation from the Trust Fund for projects of the Intrastate System. (1989, c. 692, s. 1.1; 2003-112, s. 2.)

* Legislation changes occurred Spring, 2003



Secondary Road Allocations Since 1990

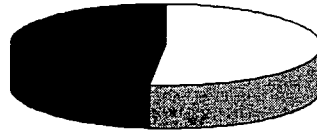
(Does not include Trust Funds Allocated for Intrastate and Loops)

Fiscal Year	Highway Fund Allocation	Trust Fund Allocation	Bond Fund Allocation	Total	Unpaved Miles Remaining
1989-90	\$67,629,055	\$33,448,885		\$101,077,940	16,358
1990-91	\$68,670,000	\$42,037,533		\$110,707,533	15,948
1991-92	\$68,170,000	\$39,897,191		\$108,067,191	14,993
1992-93	\$68,670,000	\$45,944,157		\$114,614,157	14,144
1993-94	\$68,670,000	\$50,797,373		\$119,467,373	13,476
1994-95	\$71,421,720	\$62,902,458		\$134,324,178	12,900
1995-96	\$74,019,711	\$67,776,001		\$141,795,712	12,133
1996-97	\$75,682,792	\$68,398,556		\$144,081,348	11,424
1997-98	\$78,590,816	\$81,024,396	\$37,500,000	\$197,115,212	10,792
1998-99	\$80,640,762	\$59,663,552	\$37,500,000	\$177,804,314	9,958
1999-2000	\$84,523,711	\$69,242,100	\$74,977,159	\$228,742,970	8,407
2000-01	\$87,113,566	\$81,023,047		\$168,136,613	7,704
2001-02	\$87,708,576	\$72,480,039		\$160,188,615	7,068
2002-03	\$87,480,689	\$54,229,834		\$141,710,523	6,522
2003-04	\$88,660,645	\$68,716,780		\$157,377,425	6,049



Fiscal Year 2003-2004 Allocations (in millions)

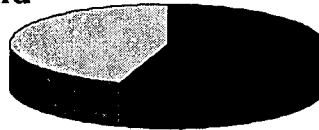
***Trust Fund**
\$ 79.56



Highway Fund
\$ 88.66

Projected Allocations for FY 2004-05 (in millions)

***Trust Fund**
\$ 83.65

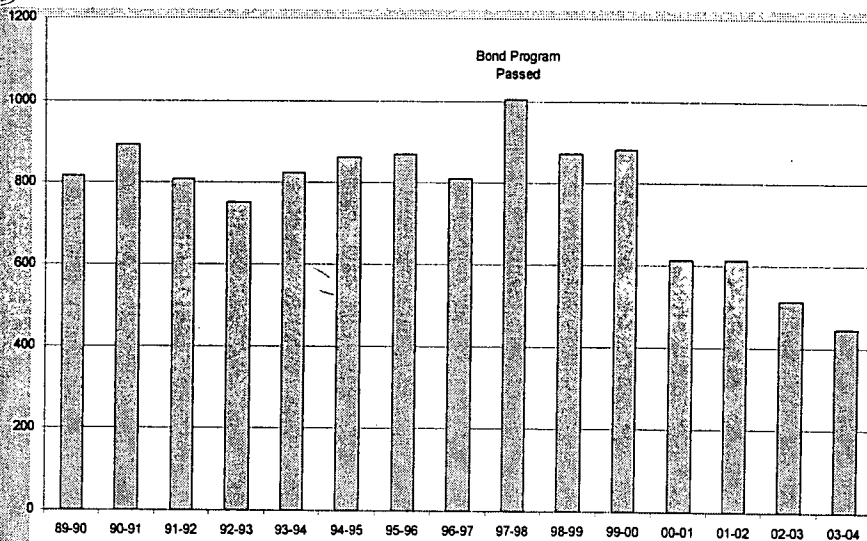


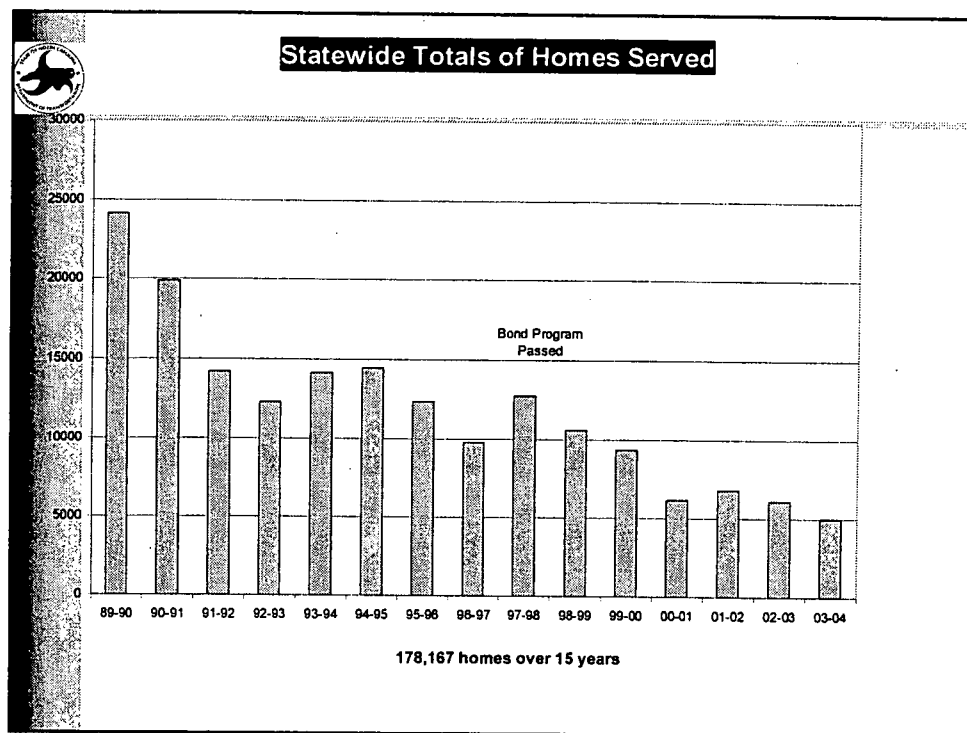
Highway Fund
\$ 90.59

* Amounts prior to debt service and any other money transfers



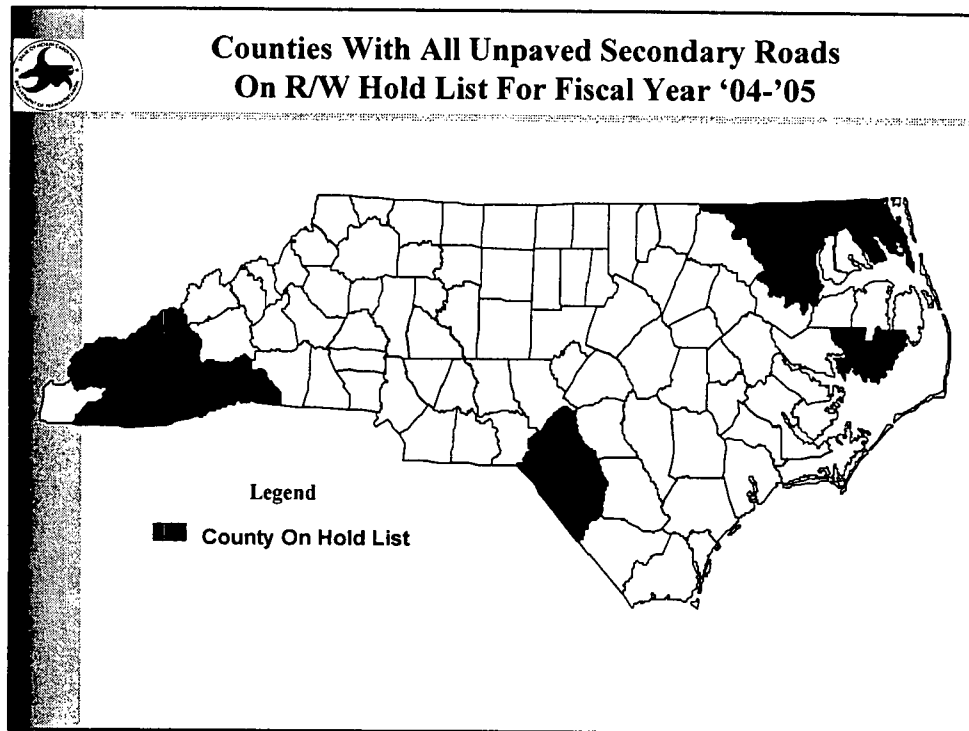
Statewide Totals of Miles Paved






DOT Secondary Road Paving Program - Trust Fund Eligibility
Counties With All Roads On R/W Hold List

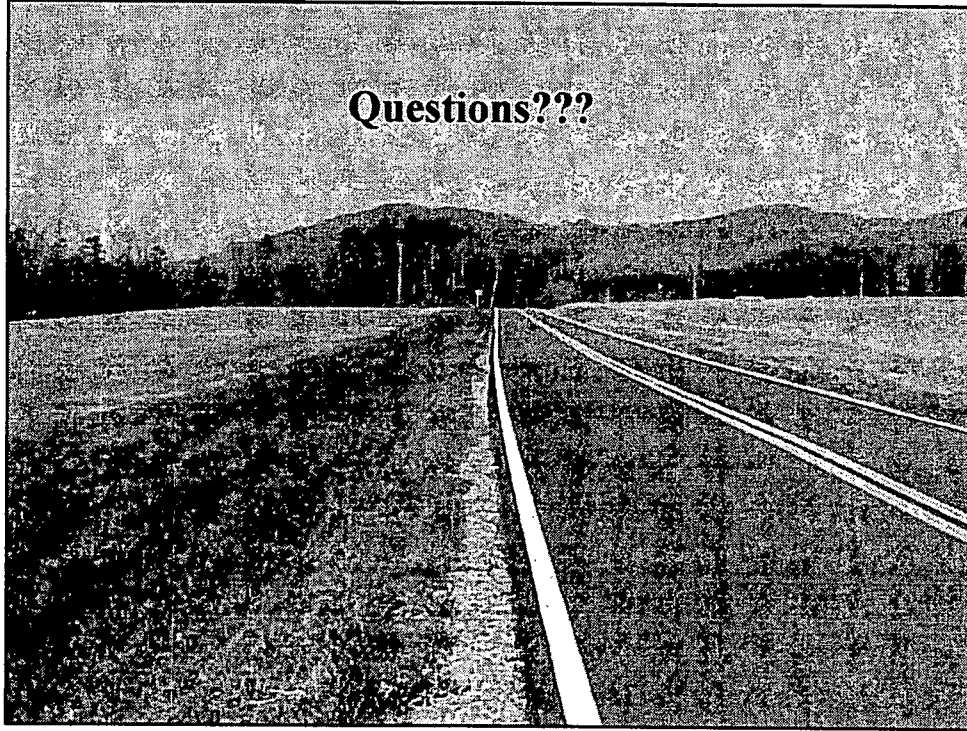
Division	Counties Currently On Hold 2003-2004	Current Trust Fund Eligible Miles	Counties Projected To Be On Hold 2004-2005	Projected Trust Fund Eligible Miles
1			Bertie	28
			Canden	8
			Cumtuck	6
			Ones	18
	Hertford	17	Hertford	17
	Hyde	1	Hyde	1
			Northampton	14
			Pasquotank	18
6	Robeson	40	Robeson	40
8			Hoke	4
	Scotland	15	Scotland	15
14	Clay	24	Clay	11
	Graham	17	Graham	12
			Haywood	52
			Henderson	64
			Jackson	79
	Macon	95	Macon	73
			Polk	23
			Swain	27
			Transylvania	34
Total	7	209	20	534



 **Secondary Road Construction Funding Structure**

PROGRAM CHALLENGES

- Right-of-Way
- Constructability and environmental permitting issues
- Maintenance cost of roads which have been paved in the last 14 years
- Increasing cost of construction versus homes served



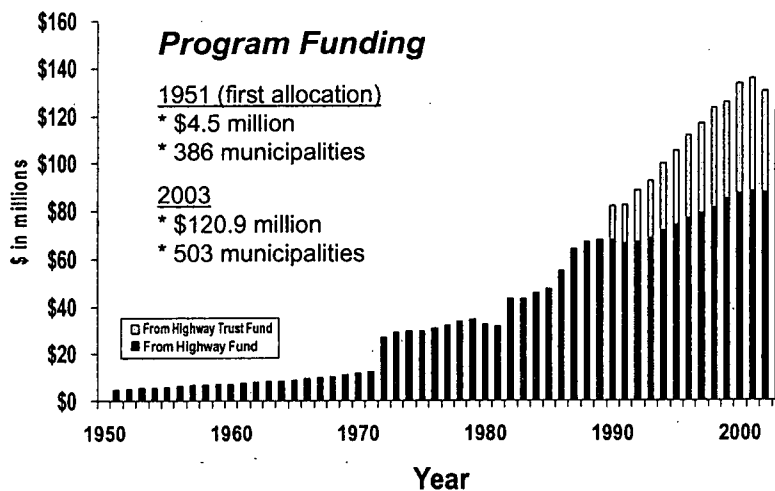


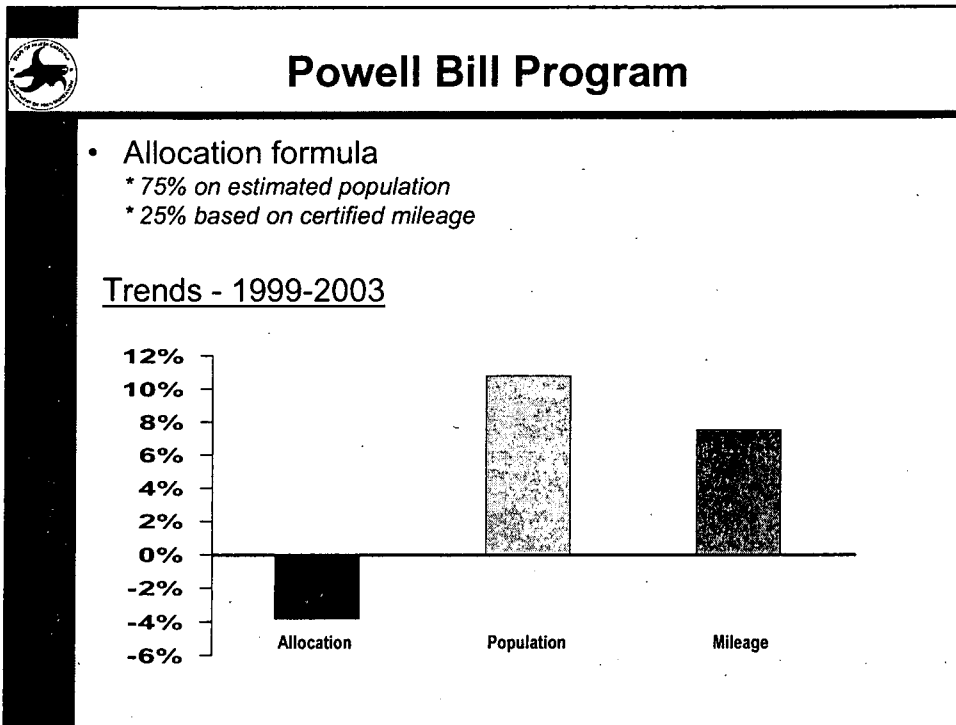
Powell Bill Program

- Established in 1949 by General Assembly
- Administered by the NCDOT
- Eligible activities
 - * construction
 - * maintenance
 - * sidewalks
 - * bike lanes
- Revenue allocated from both Highway Fund and Highway Trust Fund



Powell Bill Program





2003 Powell Bill

Population	
2003	4260745
2002	4153921
	106824
2.57% Increase	
Mileage	
2003	19402.79
2002	19109.67
	293.12
1.53% Increase	

2002 Powell Bill

Population	
2002	4153921
2001	4086685
	67236
1.65% Increase	
Mileage	
2002	19109.67
2001	18704.91
	404.76
2.16% Increase	

2001 Powell Bill

Population	
2001	4086685
2000	3937293
	149392
3.79% Increase	
Mileage	
2001	18704.91
2000	18325.65
	379.26
2.07% Increase	

2000 Powell Bill

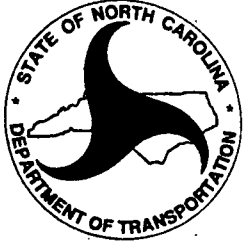
Population	
2000	3937293
1999	3846607
	90686
2.36% Increase	
Mileage	
2000	18325.65
1999	18044.83
	280.82
1.56% Increase	

1999 Powell Bill

Population	
1999	3846607
1998	3772508
	74099
1.96% Increase	
Mileage	
1999	18044.83
1998	17637.8
	407.03
2.31% Increase	

Powell Bill 1996-2003

Population	
2003	4,260,745
1999	3846607
	414,138
10.77% Increase	
Mileage	
2003	19,402.79
1999	18044.83
	1,357.96
7.53% Increase	



**North Carolina Department of Transportation
Program Development Branch
Powell Bill**

2003 North Carolina State Street-Aid Allocations to Municipalities

**General Statutes 136-41.1 to 136-41.3
Highway Fund [Powell Bill] and Highway Trust Fund**

October 1, 2003

2003
NORTH CAROLINA
STATE STREET-AID ALLOCATIONS
TO MUNICIPALITIES

From the
North Carolina State Highway Fund
and
North Carolina Highway Trust Fund
Under
General Statutes 136-41.1 through 136-41.3
(POWELL BILL)

Prepared by
FISCAL (POWELL BILL PROGRAM)
North Carolina Department of Transportation

October 2003

Annually, State street-aid (Powell Bill) allocations are made to incorporated municipalities that establish their eligibility and qualify as provided by G.S. 136-41.1 through 136-41.3. The general statutes require that a sum be allocated from the State Highway Fund to the qualifying municipalities equal to the revenue for the fiscal year by 1-3/4 cents on each taxed gallon of motor fuel. In addition, the municipalities also receive an appropriation from the State Highway Trust Fund as provided by the statutes. These funds are allocated to the qualified municipalities on or before October 1, and are to be expended only for the purposes of maintaining, repairing, constructing, reconstructing or widening of local streets that are the responsibility of the municipalities.

Each municipality establishes its eligibility annually by submitting to the Department of Transportation a Certified Statement and a Certified Powell Bill Map. Each municipality is statutorily required to submit a financial statement of revenues and expenditures for the preceding fiscal year.

The first State street-aid allocation was disbursed in 1951 at a rate of one-half cent per gallon of taxed motor fuel and continued annually at that rate through 1971. The general statutes were amended and the rate changed in 1972 and in 1982. From 1972 through 1981, the rate was one cent per gallon. In 1982, it was increased to 1-3/8 cents per gallon. The 1986 General Assembly increased the State Motor Fuel Tax effective July 15, 1986, and at the same time increased the Powell Bill rate to 1-3/4 cents on each taxed gallon. The new rate became effective for the 1987 allocation. The amount of each allocation and the number of participating municipalities by year is shown below:

<u>YEAR</u>	<u>*ALLOCATION</u>	<u># OF MUN.</u>	<u>YEAR</u>	<u>*ALLOCATION</u>	<u># OF MUN.</u>
1951	\$ 4,543,096.20	386	1978	33,506,577.36	453
1952	4,948,842.30	388	1979	34,647,041.93	457
1953	5,244,203.40	394	1980	32,572,754.28	458
1954	5,391,717.41	396	1981	31,351,231.78	461
1955	5,711,978.98	399	1982	43,102,210.90	462
1956	6,219,336.82	400	1983	43,244,257.00	463
1957	6,477,032.18	405	1984	45,442,769.46	465
1958	6,477,457.37	407	1985	47,166,573.16	467
1959	6,768,363.70	409	1986	54,762,697.88	468
1960	7,018,901.72	411	1987	63,786,000.34	470
1961	7,356,135.97	415	1988	66,713,432.60	473
1962	7,640,707.92	416	1989	67,672,951.32	477
1963	8,078,232.00	419	1990	81,308,148.58	481
1964	8,324,555.39	420	1991	** 82,096,281.85	483
1965	8,776,008.98	422	1992	88,218,374.19	489
1966	9,325,192.43	423	1993	92,181,342.85	491
1967	9,959,054.78	424	1994	99,774,534.08	492
1968	10,416,425.02	425	1995	104,925,715.99	494
1969	11,232,098.33	427	1996	110,437,729.07	494
1970	11,909,265.53	428	1997	116,454,387.34	496
1971	12,523,711.14	428	1998	123,268,170.31	499
1972	27,031,936.20	429	1999	125,667,091.24	500
1973	29,295,989.31	433	2000	133,181,819.28	500
1974	29,574,960.99	439	2001	**135,461,524.88	500
1975	\$29,366,485.96	440	2002	130,234,131.02	503
1976	30,747,711.77	447	2003	120,877,358.17	503
1977	32,017,463.37	452			

TOTAL: \$2,450,431,972.03

**1991 Total Allocation includes additional monies totaling \$127,022.24 paid to 63 municipalities due to recertification of population.

**2001 Total Allocation includes additional monies totaling \$ 23,094.94 paid to 5 municipalities due to recertification of population.

CALCULATIONS BASED ON FISCAL YEAR 2002-03 FOR ALLOCATIONS DISBURSED ON OCTOBER 1, 2003:

Powell Bill Funds Available FY 2002-03:	\$ 88,660,645.10
Plus Adjustments to 2002 Allocation:	\$19,097.30

Adjusted Available Powell Bill Funds FY 2002-03:	\$88,679,742.40
--	-----------------

NOTE: A balance of \$500,000.00 will be reserved on the State-Aid to Municipalities Work Order for adjustments in each Fiscal Year. However, this there is an unexpended allotment balance to be brought forward equaling \$500,000.00 requiring no reserves.

Highway Trust Funds Available FY 2002-03:	\$ 32,188,323.20
Plus Adjustments to 2002 Allocation:	\$9,292.57

Adjusted Available Highway Trust Funds FY 2002-03:	\$ 32,197,615.77
--	------------------

NOTE: A balance of \$250,000.00 will be reserved on the State-Aid to Municipalities Work Order for adjustments in each Fiscal Year. However, this there is an unexpended allotment balance to be brought forward equaling \$250,000.00 requiring no reserves.

TOTAL 2003 POWELL BILL/TRUST FUNDS AVAILABLE:	<u>\$120,877,358.17</u>
--	--------------------------------

Population: 75%	-	\$ 90,658,018.63
Mileage: 25%	-	\$ 30,219,339.54

Per Capita Rate:	\$21.28
Per Mile Rate:	\$1,557.47

Municipalities that are associated with the State Treasurer's Electronic Payment System (STEPS) had their allocation deposited directly to their account on October 1. For 2003, 85% of the municipalities, representing approximately 96% of the total allocation, received their allocation payment through direct deposit. For more information, please contact Ms. Brent Hamilton, Commercial Accounts Manager, NCDOT Fiscal Section, at telephone (919) 733-3624, Ext. 309.

Seventy-five percent (75%) of the funds allocated or \$ 90,658,018.63 was divided among all qualified municipalities on the basis of relative 2003 estimated population. The \$ 90,658,018.63 was divided by 4,260,745 (i.e., population of all eligible and qualified municipalities as estimated by the State Planning Officer) to produce a per capita rate of \$21.28.

Twenty-five percent (25%) of the funds allocated or \$30,219,339.54 was divided among all qualified municipalities on the basis of relative mileage of non-State System or local streets complying with the Act. The \$30,219,339.54 was divided by 19,402.79 miles (i.e., the total length of all eligible streets as furnished by the municipalities) to produce a per mile rate of \$1,557.47.

The 2003 allocations for the individual cities and towns are shown on the following pages.

STATE STREET - AID ALLOCATIONS TO MUNICIPALITIES

POWELL BILL 2003
--- ALL PARTICIPATING MUNICIPALITIES ---

	Municipality	County	Div. Num.	POPULATION		MILEAGE			Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
				Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)				
	Aberdeen	Moore	8	3,726	\$79,279,980	30.25	\$47,113,586	\$92,726,620	\$33,666,946	\$126,393.57	
	Ahoshkie	Hertford	1	4,436	\$94,387,008	30.76	\$47,907,898	\$104,392,384	\$37,902,522	\$142,294.91	
	Alamance	Alamance	7	349	\$7,425,849	3.17	\$4,937,192	\$9,069,948	\$3,293,094	\$12,363.04	
	Albemarle	Stanly	10	15,685	\$333,737,650	118.25	\$184,171,292	\$379,955,620	\$137,953,322	\$517,908.94	
	Andrews	Cherokee	14	1,836	\$39,065,497	11.17	\$17,396,984	\$41,422,797	\$15,039,684	\$56,462.48	
	Angier	Harnett	6	3,652	\$77,705,444	22.35	\$34,809,542	\$82,544,822	\$29,970,165	\$112,514.99	
	Ansonville	Anson	10	636	\$13,532,493	7.58	\$11,805,652	\$18,588,925	\$6,749,220	\$25,338.14	
	Apex	Wake	5	23,607	\$502,298,036	99.57	\$155,077,679	\$482,273,190	\$175,102,525	\$657,375.72	
	Archdale	Guilford/Randolph	7/8	9,257	\$196,965,854	45.51	\$70,880,638	\$196,501,300	\$71,345,193	\$267,846.49	
	Asheboro	Randolph	8	22,504	\$478,828,949	89.46	\$139,331,618	\$453,503,623	\$164,656,944	\$618,160.57	
	Asheville	Buncombe	13	71,448	\$1,520,235,103	357.80	\$557,264,171	\$1,524,124,148	\$553,375,127	\$2,077,499.27	
	Askewville	Bertie	1	177	\$3,766,118	2.26	\$3,519,891	\$5,345,272	\$1,940,748	\$7,286.02	
	Atkinson	Pender	3	239	\$5,085,323	4.15	\$6,463,517	\$8,472,622	\$3,076,218	\$11,548.84	
	Atlantic Beach	Carteret	2	1,780	\$37,873,957	17.06	\$26,570,505	\$47,278,650	\$17,165,812	\$64,444.46	
	Aulander	Bertie	1	870	\$18,511,428	6.86	\$10,684,271	\$21,418,959	\$7,776,741	\$29,195.70	
	Aurora	Beaufort	2	581	\$12,362,230	8.67	\$13,503,299	\$18,975,832	\$6,889,697	\$25,865.53	
	Autryville	Sampson	3	200	\$4,255,501	4.09	\$6,370,068	\$7,795,279	\$2,830,290	\$10,625.57	
	Ayden	Pitt	2	4,624	\$98,387,178	29.32	\$45,665,136	\$105,681,678	\$38,370,636	\$144,052.31	
	Badin	Stanley	10	1,135	\$24,149,967	10.12	\$15,761,636	\$29,280,510	\$10,631,093	\$39,911.60	
	Bailey	Nash	4	681	\$14,489,980	4.62	\$7,195,530	\$15,909,228	\$5,776,282	\$21,685.51	
	Bakersville	Mitchell	13	361	\$7,681,179	3.14	\$4,890,468	\$9,222,988	\$3,348,659	\$12,571.65	
	Bald Head Island	Brunswick	3	189	\$4,021,448	17.85	\$27,800,910	\$23,345,964	\$8,476,393	\$31,822.36	
	Banner Elk	Avery	11	930	\$19,788,079	9.56	\$14,889,451	\$25,440,615	\$9,236,914	\$34,677.53	
	Bath	Beaufort	2	280	\$5,957,701	2.02	\$3,146,097	\$6,678,856	\$2,424,942	\$9,103.80	
	Bayboro	Pamlico	2	743	\$15,809,185	4.71	\$7,335,702	\$16,979,877	\$6,165,011	\$23,144.89	
	Bear Grass	Martin	1	51	\$1,085,153	0.91	\$1,417,301	\$1,835,885	\$666,569	\$2,502.45	
	Beaufort	Carteret	2	3,787	\$80,577,908	19.34	\$30,121,546	\$81,212,885	\$29,486,568	\$110,699.45	
	Beech Mountain	Avery/Watauga	11	313	\$6,659,859	62.62	\$97,529,017	\$76,436,504	\$27,752,372	\$104,188.88	
	Belhaven	Beaufort	2	1,957	\$41,640,075	16.89	\$26,305,735	\$49,847,358	\$18,098,452	\$67,945.81	
	Belmont	Gaston	12	8,788	\$186,986,705	41.11	\$64,027,753	\$184,152,746	\$66,861,712	\$251,014.46	

STATE STREET - AID ALLOCATIONS TO MUNICIPALITIES

POWELL BILL 2003

--- ALL PARTICIPATING MUNICIPALITIES ---

	Municipality	County	Div. Num.	POPULATION		MILEAGE			Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
				Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)				
	Belville	Brunswick	3	313	\$6,659,859	0.00	\$0.000	\$4,885,899	\$1,773,960	\$6,659.86	
	Benson	Johnston	4	3,057	\$65,045,330	19.62	\$30,557,638	\$70,137,590	\$25,465,378	\$95,602.97	
	Bessemer City	Gaston	12	5,199	\$110,621,743	35.05	\$54,589,461	\$121,204,560	\$44,006,644	\$165,211.20	
	Bethania	Forsyth	9	362	\$7,702,456	0.19	\$295,920	\$5,867,881	\$2,130,495	\$7,998.38	
	Bethel	Pitt	2	1,669	\$35,512,154	12.35	\$19,234,803	\$40,164,230	\$14,582,727	\$54,746.96	
	Beulaville	Duplin	3	1,077	\$22,915,872	11.09	\$17,272,386	\$29,483,473	\$10,704,785	\$40,188.26	
	Biltmore Forest	Buncombe	13	1,453	\$30,916,213	20.75	\$32,317,584	\$46,390,485	\$16,843,332	\$63,233.80	
	Biscoe	Montgomery	8	1,747	\$37,171,799	10.61	\$16,524,798	\$39,393,651	\$14,302,947	\$53,696.60	
	Black Creek	Wilson	4	724	\$15,404,913	3.19	\$4,968,342	\$14,946,513	\$5,426,742	\$20,373.25	
	Black Mountain	Buncombe	13	7,596	\$161,623,920	43.03	\$67,018,103	\$167,739,567	\$60,902,456	\$228,642.02	
	Bladenboro	Bladen	6	1,715	\$36,490,919	14.22	\$22,147,279	\$43,018,977	\$15,619,221	\$58,638.20	
	Blowing Rock	Caldwell/Watauga	11	1,412	\$30,043,836	29.92	\$46,599,620	\$56,228,246	\$20,415,209	\$78,643.46	
	Boardman	Columbus	6	201	\$4,276,778	0.00	\$0.000	\$3,137,599	\$1,139,191	\$4,276.79	
	Bogue	Carteret	2	607	\$12,915,445	3.49	\$5,435,584	\$13,462,939	\$4,888,090	\$18,351.03	
	Boiling Spring Lakes	Brunswick	3	3,307	\$70,364,706	113.51	\$176,788,865	\$181,320,268	\$65,833,303	\$247,153.57	
	Boiling Springs	Cleveland	12	3,917	\$83,343,983	21.85	\$34,030,805	\$86,110,138	\$31,264,650	\$117,374.79	
	Bolivia	Brunswick	3	151	\$3,212,903	1.96	\$3,052,649	\$4,596,622	\$1,668,930	\$8,265.55	
	Bolton	Columbus	6	492	\$10,468,532	10.12	\$15,761,636	\$19,243,344	\$8,986,824	\$28,230.17	
	Boone	Watauga	11	13,983	\$297,523,338	43.18	\$67,251,724	\$267,611,396	\$97,163,668	\$364,775.06	
	Boonville	Yadkin	11	1,146	\$24,384,020	8.74	\$13,612,322	\$27,875,409	\$10,120,933	\$37,996.34	
	Bostic	Rutherford	13	326	\$6,936,466	2.67	\$4,158,455	\$8,139,612	\$2,955,310	\$11,094.92	
	Brevard	Transylvania	14	6,786	\$144,389,142	37.49	\$58,389,698	\$148,765,455	\$54,013,384	\$202,778.84	
	Bridgeton	Craven	2	317	\$6,744,969	4.53	\$7,055,357	\$10,124,388	\$3,675,937	\$13,800.33	
	Broadway	Harnett/Lee	6/8	1,018	\$21,660,499	7.97	\$12,413,067	\$24,997,527	\$9,076,039	\$34,073.57	
	Brookford	Catawba	12	434	\$9,234,437	4.49	\$6,993,058	\$11,905,042	\$4,322,452	\$16,227.49	
	Brunswick	Columbus	6	1,057	\$22,490,322	1.41	\$2,196,038	\$18,110,754	\$6,575,606	\$24,686.36	
	Bryson City	Swain	14	1,440	\$30,639,606	10.79	\$16,805,144	\$34,807,082	\$12,637,667	\$47,444.75	
	Bunn	Franklin	5	371	\$7,893,954	2.81	\$4,376,502	\$9,002,024	\$3,268,432	\$12,270.46	
	Burgaw	Pender	3	3,477	\$73,981,881	18.24	\$28,408,324	\$75,116,938	\$27,273,767	\$102,390.21	
	Burlington	Alamance	7	46,346	\$986,127,199	215.16	\$335,106,090	\$969,301,691	\$351,931,598	\$1,321,233.29	

STATE STREET - AID ALLOCATIONS TO MUNICIPALITIES

POWELL BILL 2003

--- ALL PARTICIPATING MUNICIPALITIES ---

Municipality	County	Div. Num.	POPULATION		MILEAGE		Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
			Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)			
Burnsville	Yancey	13	1,630	\$34,682.331	11.00	\$17,132.213	\$38,012.913	\$13,801.632	\$51,814.54
Buther (uninc)	Granville	5	5,999	\$127,643.746	15.20	\$23,673.604	\$111,011.556	\$40,305.794	\$151,317.35
Calabash	Brunswick	3	1,330	\$28,299.080	14.02	\$21,835.784	\$36,780.642	\$13,354.222	\$50,134.86
Calypso	Duplin	3	432	\$9,191.882	5.55	\$8,643.980	\$13,084.995	\$4,750.867	\$17,835.86
Cameron	Moore	8	293	\$6,234.309	1.94	\$3,021.499	\$6,790.376	\$2,465.432	\$9,255.81
Candor	Montgomery	8	887	\$18,873.146	7.01	\$10,917.892	\$21,855.719	\$7,935.319	\$29,791.04
Canton	Haywood	14	4,037	\$85,897.284	30.55	\$47,580.828	\$97,924.084	\$35,554.028	\$133,478.11
Cape Carteret	Carteret	2	1,243	\$26,447.937	17.57	\$27,364.817	\$39,478.867	\$14,333.887	\$53,812.75
Carolina Beach	New Hanover	3	5,264	\$112,004.781	40.10	\$62,454.704	\$127,989.414	\$46,470.071	\$174,459.49
Carolina Shores	Brunswick	3	2,084	\$44,342.318	19.57	\$30,479.765	\$54,892.026	\$19,930.057	\$74,822.08
Carboro	Orange	7	17,433	\$370,930.727	34.01	\$52,969.688	\$310,987.766	\$112,912.649	\$423,900.41
Carthage	Moore	8	2,121	\$45,129.586	14.20	\$22,116.130	\$49,333.745	\$17,911.971	\$67,245.72
Cary	Wake/Chatham	5	103,866	\$2,210,009.227	343.64	\$535,210.340	\$2,013,986.471	\$731,233.096	\$2,745,219.57
Castalia	Nash	4	350	\$7,447.126	1.40	\$2,180.463	\$7,063.127	\$2,564.462	\$9,627.59
Caswell Beach	Brunswick	3	406	\$8,638.667	0.17	\$264.771	\$6,531.864	\$2,371.573	\$8,903.44
Catawba	Catawba	12	721	\$15,341.080	6.69	\$10,419.501	\$18,898.839	\$6,861.742	\$25,760.58
Cedar Point	Carteret	2	950	\$20,213.629	2.67	\$4,158.455	\$17,880.190	\$6,491.894	\$24,372.08
Cedar Rock	Caldwell	11	314	\$6,681.136	6.18	\$9,625.189	\$11,962.875	\$4,343.450	\$16,306.33
Cerro Gordo	Columbus	6	244	\$5,191.711	2.00	\$3,114.948	\$6,094.048	\$2,212.811	\$8,306.66
Chadbourne	Columbus	6	2,124	\$45,193.418	16.50	\$25,698.320	\$52,008.591	\$18,883.147	\$70,891.74
Chapel Hill	Durham/Orange	5/7	53,488	\$1,138,091.132	152.44	\$237,421.325	\$1,009,122.736	\$366,389.721	\$1,375,512.46
Charlotte	Mecklenburg	10	591,421	\$12,583,962.672	2043.93	\$3,183,367.684	\$11,567,449.980	\$4,199,880.376	\$15,767,330.36
Cherryville	Gaston	12	5,538	\$117,834.817	42.72	\$66,535.286	\$135,260.180	\$49,109.923	\$184,370.10
China Grove	Rowan	9	3,855	\$82,024.778	16.67	\$25,963.090	\$79,223.574	\$28,764.294	\$107,987.87
Chocowinity	Beaufort	2	728	\$15,490.023	5.79	\$9,017.774	\$17,979.754	\$6,528.043	\$24,507.80
Claremont	Catawba	12	1,083	\$23,043.537	10.18	\$15,855.085	\$28,537.352	\$10,361.269	\$38,898.62
Clarkton	Bladen	6	796	\$16,936.893	10.80	\$16,820.718	\$24,765.732	\$8,991.879	\$33,757.61
Clayton	Johnston	4	9,911	\$210,881.342	50.81	\$79,135.250	\$212,766.039	\$77,250.553	\$290,016.59
Clemmons	Forsyth	9	16,350	\$347,887.190	67.37	\$104,927.018	\$332,199.909	\$120,614.300	\$452,814.21
Cleveland	Rowan	9	815	\$17,341.166	7.10	\$11,058.065	\$20,834.642	\$7,564.569	\$28,399.23

STATE STREET - AID ALLOCATIONS TO MUNICIPALITIES

POWELL BILL 2003
--- ALL PARTICIPATING MUNICIPALITIES ---

	Municipality	County	Div. Num.	POPULATION		MILEAGE			Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
				Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)				
	Clinton	Sampson	3	8,638	\$183,795.079	48.80	\$76,004.728	\$190,597.977	\$69,201.830	\$259,799.81	
	Clyde	Haywood	14	1,356	\$28,852.295	7.52	\$11,712.204	\$29,759.497	\$10,805.003	\$40,564.50	
	Coats	Harnett	6	1,924	\$40,937.918	14.88	\$23,175.212	\$47,035.573	\$17,077.557	\$64,113.13	
	Cofield	Hertford	1	337	\$7,170.519	1.61	\$2,507.533	\$7,100.148	\$2,577.904	\$9,678.05	
	Colerain	Bertie	1	220	\$4,681.051	0.34	\$529.541	\$3,822.673	\$1,387.927	\$5,210.60	
	Columbia	Tyrrell	1	851	\$18,107.156	4.39	\$6,837.311	\$18,300.109	\$8,644.357	\$24,944.47	
	Columbus	Polk	14	1,014	\$21,575.389	8.44	\$13,145.080	\$25,472.117	\$9,248.352	\$34,720.47	
	Concord	Cabarrus	10	59,791	\$1,272,203.240	283.93	\$442,213.572	\$1,257,754.500	\$456,662.311	\$1,714,416.81	
	Conetoe	Edgecombe	4	366	\$7,787.566	2.25	\$3,504.316	\$8,284.109	\$3,007.773	\$11,291.88	
	Connelly Springs	Burke	13	1,829	\$38,916.555	0.00	\$0.000	\$28,550.509	\$10,366.046	\$38,916.55	
	Conover	Catawba	12	7,002	\$148,985.083	42.82	\$66,691.034	\$158,227.337	\$57,448.780	\$215,676.12	
	Conway	Northampton	1	721	\$15,341.080	4.50	\$7,008.633	\$16,396.510	\$5,953.203	\$22,349.71	
	Cooleemee	Davie	9	924	\$19,660.414	5.40	\$8,410.359	\$20,593.674	\$7,477.099	\$28,070.77	
	Cornelius	Mecklenburg	10	14,581	\$310,247.285	59.32	\$92,389.353	\$295,387.936	\$107,248.702	\$402,636.64	
	Cove City	Craven	2	425	\$9,042.939	2.83	\$4,407.651	\$9,867.811	\$3,582.780	\$13,450.59	
	Cramerton	Gaston	12	3,001	\$63,853.789	13.52	\$21,057.047	\$62,293.479	\$22,617.358	\$84,910.84	
	Creedmoor	Granville	5	2,440	\$51,917.110	17.37	\$27,053.322	\$57,935.395	\$21,035.036	\$78,970.43	
	Creswell	Washington	1	270	\$5,744.926	2.00	\$3,114.948	\$6,499.905	\$2,359.969	\$8,859.87	
	Crossnore	Avery	11	297	\$6,319.419	3.12	\$4,859.319	\$8,201.102	\$2,977.635	\$11,178.74	
	Dallas	Gaston	12	3,557	\$75,684.082	18.17	\$28,299.301	\$76,285.747	\$27,697.636	\$103,983.38	
	Danbury	Stokes	9	107	\$2,276.693	2.26	\$3,519.891	\$4,252.571	\$1,544.013	\$5,796.58	
	Davidson	Iredell/Meck	10/12	7,489	\$159,347.227	28.60	\$44,543.754	\$149,581.361	\$54,309.621	\$203,890.98	
	Denton	Davidson	9	1,470	\$31,277.931	11.74	\$18,284.744	\$36,360.864	\$13,201.810	\$49,562.67	
	Dillsboro	Jackson	14	211	\$4,489.553	1.15	\$1,791.095	\$4,607.697	\$1,672.951	\$6,280.65	
	Dobbins Heights	Richmond	8	924	\$19,660.414	8.61	\$13,409.851	\$24,261.471	\$8,808.793	\$33,070.26	
	Dobson	Surry	11	1,468	\$31,235.376	8.34	\$12,989.333	\$32,444.751	\$11,779.958	\$44,224.71	
	Dover	Craven	2	443	\$9,425.934	2.88	\$4,485.525	\$10,205.920	\$3,705.539	\$13,911.46	
	Drexel	Burke	13	1,931	\$41,086.860	11.82	\$18,409.342	\$43,648.438	\$15,847.764	\$59,496.20	
	Dublin	Bladen	6	252	\$5,361.931	3.18	\$4,952.767	\$7,587.213	\$2,747.485	\$10,314.70	
	Duck	Dare	1	481	\$10,234.479	0.00	\$0.000	\$7,508.362	\$2,726.117	\$10,234.48	

STATE STREET - AID ALLOCATIONS TO MUNICIPALITIES

POWELL BILL 2003

--- ALL PARTICIPATING MUNICIPALITIES ---

	Municipality	County	Div. Num.	POPULATION			MILEAGE			Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
				Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)					
	Dunn	Harnett	6	9,536	\$202,902.278	62.63	\$97,544.592		\$220,418.045	\$80,028.824	\$300,446.87	
	Durham	Durham	5	198,688	\$4,227,584.708	643.55	\$1,002,312.346		\$3,836,830.408	\$1,393,066.645	\$5,229,897.05	
	Earl	Cleveland	12	235	\$5,000.213	0.96	\$1,495.175		\$4,765.238	\$1,730.150	\$6,495.39	
	East Arcadia	Bladen	6	531	\$11,298.355	1.57	\$2,445.234		\$10,082.764	\$3,660.824	\$13,743.59	
	East Bend	Yadkin	11	661	\$14,064.430	6.60	\$10,279.328		\$17,859.409	\$6,484.349	\$24,343.76	
	East Laurinburg	Scotland	8	290	\$6,170.476	2.74	\$4,267.479		\$7,657.639	\$2,780.316	\$10,437.95	
	East Spencer	Rowan	9	1,738	\$36,980.302	16.75	\$26,087.688		\$46,268.823	\$16,799.167	\$63,067.99	
	Eden	Rockingham	7	15,873	\$337,737.820	98.02	\$152,663.594		\$359,775.162	\$130,626.253	\$490,401.41	
	Edenton	Chowan	1	5,008	\$106,557.740	21.29	\$33,158.620		\$102,500.675	\$37,215.685	\$139,716.36	
	Elizabeth City	Pasquotank	1	17,490	\$372,143.544	57.29	\$89,227.681		\$338,477.628	\$122,893.598	\$461,371.23	
	Elizabethtown	Bladen	6	3,700	\$78,726.765	24.84	\$38,376.158		\$85,910.688	\$31,192.234	\$117,102.92	
	Elk Park	Avery	11	462	\$9,830.207	2.65	\$4,127.306		\$10,239.706	\$3,717.807	\$13,957.51	
	Elkin	Surry/Wilkes	11	4,110	\$87,450.541	27.94	\$43,515.822		\$96,081.378	\$34,884.983	\$130,966.36	
	Ellenboro	Rutherford	13	478	\$10,170.647	5.55	\$8,643.980		\$13,803.051	\$5,011.577	\$18,814.63	
	Ellerbe	Richmond	8	1,010	\$21,490.279	13.26	\$20,652.104		\$30,917.086	\$11,225.297	\$42,142.38	
	Elm City	Wilson	4	1,139	\$24,235.077	7.65	\$11,914.676		\$26,520.688	\$9,629.064	\$36,149.75	
	Elon	Alamance	7	7,188	\$152,942.698	22.92	\$35,697.302		\$138,392.723	\$50,247.278	\$188,640.00	
	Emerald Isle	Carteret	2	3,564	\$75,833.024	46.03	\$71,690.525		\$108,228.295	\$39,295.254	\$147,523.55	
	Enfield	Halifax	4	2,418	\$51,449.005	15.57	\$24,249.869		\$55,535.269	\$20,163.605	\$75,698.87	
	Erwin	Harnett	6	4,661	\$99,174.446	30.44	\$47,409.506		\$107,538.974	\$39,044.978	\$146,583.95	
	Eureka	Wayne	4	241	\$5,127.878	1.25	\$1,946.842		\$5,190.263	\$1,884.467	\$7,074.73	
	Everetts	Martin	1	177	\$3,766.118	1.45	\$2,258.337		\$4,419.745	\$1,604.710	\$6,024.46	
	Fair Bluff	Columbus	6	1,224	\$26,043.665	13.31	\$20,729.978		\$34,314.736	\$12,458.907	\$46,773.64	
	Fairmont	Robeson	6	2,652	\$56,427.941	23.16	\$36,071.096		\$67,860.440	\$24,638.596	\$92,499.04	
	Faison	Duplin	3	756	\$16,085.793	8.21	\$12,786.861		\$21,181.961	\$7,690.693	\$28,872.65	
	Faith	Rowan	9	699	\$14,872.975	5.41	\$8,425.934		\$17,092.872	\$6,206.037	\$23,298.91	
	Falcon	Cumberland/Sampso	3/6	321	\$6,830.079	2.49	\$3,878.110		\$7,855.892	\$2,852.297	\$10,708.19	
	Falkland	Pitt	2	112	\$2,383.080	0.05	\$77.874		\$1,805.440	\$655.514	\$2,460.95	
	Fallston	Cleveland	12	607	\$12,915.445	4.08	\$6,354.494		\$14,137.083	\$5,132.056	\$19,269.94	
	Farmville	Pitt	2	4,601	\$97,897.796	28.11	\$43,780.592		\$103,940.085	\$37,738.302	\$141,678.39	

STATE STREET - AID ALLOCATIONS TO MUNICIPALITIES

POWELL BILL 2003
--- ALL PARTICIPATING MUNICIPALITIES ---

Municipality	County	Div. Num.	POPULATION			MILEAGE			Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
			Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)					
Fayetteville	Cumberland	6	130,762	\$2,782,288.973	523.52	\$815,368.750	\$2,639,384.104	\$958,293.619	\$3,597,657.72		
Fletcher	Henderson	14	4,770	\$101,493.694	16.78	\$26,134.413	\$93,632.321	\$33,995.785	\$127,628.11		
Forest City	Rutherford	13	7,450	\$158,517.405	56.18	\$87,498.885	\$180,485.920	\$65,530.370	\$246,016.29		
Forest Hills	Jackson	14	335	\$7,127.964	1.43	\$2,227.188	\$6,863.257	\$2,491.894	\$9,355.15		
Fountain	Pitt	2	536	\$11,404.742	3.80	\$5,918.401	\$12,708.847	\$4,614.298	\$17,323.14		
Four Oaks	Johnston	4	1,588	\$33,788.676	11.34	\$17,661.754	\$37,745.786	\$13,704.844	\$51,450.43		
Foxfire Village	Moore	8	491	\$10,447.254	11.91	\$18,549.514	\$21,273.016	\$7,723.753	\$28,996.77		
Franklin	Macon	14	3,586	\$76,301.129	26.31	\$40,977.139	\$86,039.328	\$31,238.941	\$117,278.27		
Franklinville	Franklin	5	1,806	\$38,427.172	12.09	\$18,829.860	\$42,005.707	\$15,251.325	\$57,257.03		
Fremont	Randolph	8	1,304	\$27,745.865	5.98	\$9,313.694	\$27,188.153	\$9,871.406	\$37,059.56		
Fuquay-Varina	Wayne	4	1,439	\$30,618.328	11.51	\$17,926.525	\$35,614.156	\$12,930.697	\$48,544.85		
Garland	Wake	5	9,220	\$196,178.587	48.91	\$76,176.050	\$199,808.627	\$72,546.009	\$272,354.84		
Garner	Sampson	3	782	\$16,639.008	10.93	\$17,023.190	\$24,695.734	\$8,966.484	\$33,662.20		
Garysburg	Wake	5	19,606	\$417,166.743	81.71	\$127,261.195	\$399,410.857	\$145,017.080	\$544,427.94		
Gaston	Northampton	1	1,239	\$26,362.827	8.26	\$12,864.735	\$28,778.674	\$10,448.888	\$39,227.56		
Gastonia	Northampton	1	996	\$21,192.394	10.95	\$17,054.340	\$28,059.105	\$10,187.629	\$38,246.73		
Gatesville	Gaston	12	68,246	\$1,452,104.536	315.14	\$490,822.333	\$1,425,397.253	\$517,529.616	\$1,942,926.87		
Gibson	Gates	1	280	\$5,957.701	2.29	\$3,566.615	\$6,987.363	\$2,536.954	\$9,524.32		
Gibsonville	Scotland	8	578	\$12,298.397	4.38	\$6,821.736	\$14,027.180	\$5,092.953	\$19,120.13		
Glen Alpine	Alamance/Guilford	7	4,507	\$95,897.710	22.20	\$34,575.921	\$95,719.895	\$34,753.737	\$130,473.63		
Godwin	Burke	13	1,114	\$23,703.139	7.30	\$11,369.560	\$25,730.525	\$9,342.174	\$35,072.70		
Goldsboro	Cumberland	6	114	\$2,425.635	1.01	\$1,573.049	\$2,933.571	\$1,065.113	\$3,998.68		
Goldston	Wayne	4	38,706	\$823,567.068	159.81	\$248,899.908	\$786,798.261	\$285,668.716	\$1,072,466.98		
Graham	Chatham	8	331	\$7,042.854	3.73	\$5,809.378	\$9,428.834	\$3,423.397	\$12,852.23		
Granite Falls	Alamance	7	13,275	\$282,458.865	53.32	\$83,044.510	\$268,145.711	\$97,357.684	\$365,503.37		
Granite Quarry	Caldwell	11	4,643	\$98,791.451	29.46	\$45,883.182	\$106,138.233	\$38,536.400	\$144,674.63		
Green Level	Rowan	9	2,213	\$47,087.116	13.08	\$20,371.759	\$49,490.126	\$17,968.749	\$67,458.88		
Greeneville	Alamance	7	2,133	\$45,384.916	8.00	\$12,459.791	\$42,436.845	\$15,407.882	\$57,844.71		
Greensboro	Duplin	3	571	\$12,149.455	3.49	\$5,435.584	\$12,900.983	\$4,684.056	\$17,585.04		
	Guilford	7	228,233	\$4,856,228.562	901.04	\$1,403,346.307	\$4,592,237.085	\$1,667,337.784	\$6,259,574.87		

STATE STREET - AID ALLOCATIONS TO MUNICIPALITIES

POWELL BILL 2003

--- ALL PARTICIPATING MUNICIPALITIES ---

	County	Div. Num.	POPULATION			MILEAGE			Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
			Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)					
Municipality	Pitt	2	63,485	\$1,350,802.339	211.77	\$329,826.254	\$1,232,966.313	\$447,662.279	\$1,680,628.59		
	Lenoir/Pitt	2	2,219	\$47,214.781	14.32	\$22,303.027	\$51,000.629	\$18,517.179	\$69,517.81		
Grimesland	Pitt	2	439	\$9,340.824	2.62	\$4,080.582	\$9,846.400	\$3,575.006	\$13,421.41		
Grover	Cleveland	12	699	\$14,872.975	6.23	\$9,703.063	\$18,029.817	\$6,546.220	\$24,576.04		
Halifax	Halifax	4	342	\$7,276.906	3.54	\$5,513.458	\$9,383.446	\$3,406.918	\$12,790.36		
Hamilton	Martin	1	507	\$10,787.695	3.94	\$6,136.447	\$12,416.126	\$4,508.016	\$16,924.14		
Hamlet	Richmond	8	5,954	\$126,686.259	47.77	\$74,400.530	\$147,524.109	\$53,562.678	\$201,086.79		
Harmony	Iredell	12	548	\$11,660.072	2.57	\$4,002.708	\$11,490.748	\$4,172.032	\$15,662.78		
Harrells	Duplin/Sampson	3	205	\$4,361.888	1.35	\$2,102.590	\$4,742.570	\$1,721.920	\$6,464.49		
Harrellsville	Hertford	1	99	\$2,106.473	0.54	\$841.036	\$2,162.393	\$785.116	\$2,947.51		
Harrisburg	Cabarrus	10	4,918	\$104,642.764	35.86	\$55,851.015	\$117,743.697	\$42,750.083	\$180,493.78		
Hassell	Martin	1	73	\$1,553.258	1.69	\$2,632.131	\$3,070.544	\$1,114.845	\$4,185.39		
Havelock	Craven	2	22,463	\$477,956.572	41.83	\$65,149.134	\$398,440.823	\$144,664.883	\$543,105.71		
Haw River	Alamance	7	1,950	\$41,491.133	8.47	\$13,191.804	\$40,117.263	\$14,565.674	\$54,682.94		
Hayesville	Clay	14	470	\$10,000.427	1.95	\$3,037.074	\$9,564.754	\$3,472.747	\$13,037.50		
Henderson	Vance	5	16,702	\$355,376.871	83.14	\$129,488.382	\$355,713.646	\$129,151.608	\$484,865.25		
Hendersonville	Henderson	14	11,532	\$245,372.176	59.62	\$92,856.596	\$248,136.134	\$90,092.638	\$338,228.77		
Hertford	Perquimans	1	2,080	\$44,257.208	9.80	\$15,263.244	\$43,666.229	\$15,854.224	\$59,520.45		
Hickory	Burke/Catawba	12/13	38,604	\$821,396.763	231.12	\$359,963.374	\$866,685.988	\$314,674.149	\$1,181,360.14		
High Point	Davd/Guil/Rand	7/8/9	88,281	\$1,878,399.327	408.27	\$635,869.880	\$1,844,553.430	\$669,715.777	\$2,514,269.21		
High Shoals	Gaston/Lincoln	12	738	\$15,702.798	2.37	\$3,691.213	\$14,228.106	\$5,165.905	\$19,394.01		
Highlands	Jackson/Macon	14	926	\$19,702.969	15.35	\$23,907.225	\$31,993.922	\$11,616.272	\$43,610.19		
Hildebran	Burke	13	1,755	\$37,342.019	5.17	\$8,052.140	\$33,302.700	\$12,091.460	\$45,394.16		
Hillsborough	Orange	7	5,527	\$117,600.764	31.63	\$49,262.900	\$122,416.861	\$44,446.803	\$168,863.66		
Hobgood	Halifax	4	399	\$8,489.724	5.51	\$8,581.681	\$12,524.164	\$4,547.242	\$17,071.41		
Hoffman	Richmond	8	644	\$13,702.713	10.46	\$16,291.177	\$22,004.536	\$7,989.352	\$28,993.89		
Holden Beach	Brunswick	3	841	\$17,894.381	13.72	\$21,368.542	\$28,804.616	\$10,458.307	\$39,262.92		
Holly Ridge	Onslow	3	830	\$17,660.328	10.43	\$16,244.453	\$24,873.701	\$9,031.080	\$33,904.78		
Holly Springs	Wake	5	11,375	\$242,031.608	52.39	\$81,596.059	\$237,424.267	\$86,203.400	\$323,627.67		
Hookerton	Greene	2	472	\$10,042.982	3.02	\$4,703.571	\$10,818.573	\$3,927.980	\$14,746.55		

STATE STREET - AID ALLOCATIONS TO MUNICIPALITIES

POWELL BILL 2003
--- ALL PARTICIPATING MUNICIPALITIES ---

	Municipality	County	Div. Num.	POPULATION			MILEAGE			Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
				Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)					
	Hope Mills	Cumberland	6	11,925	\$253,734.235	51.05	\$79,509.044	\$244,478.607	\$88,764.872	\$333,243.28		
	Hot Springs	Madison	13	650	\$13,830.378	7.22	\$11,244.962	\$18,396.122	\$6,679.217	\$25,075.34		
	Hudson	Caldwell	11	3,089	\$65,726.210	23.91	\$37,239.202	\$75,538.929	\$27,428.483	\$102,965.41		
	Huntersville	Mecklenburg	10	27,984	\$595,429.671	102.54	\$159,703.377	\$553,991.294	\$201,141.753	\$755,133.05		
	Indian Trail	Union	10	15,587	\$331,652.454	6.28	\$9,780.936	\$250,487.151	\$90,946.239	\$341,433.39		
	Jackson	Northampton	1	685	\$14,575.090	4.10	\$6,385.643	\$15,377.507	\$5,583.226	\$20,960.73		
	Jacksonville	Onslow	3	68,356	\$1,454,445.061	134.54	\$209,542.542	\$1,220,757.917	\$443,229.686	\$1,663,987.60		
	Jamestown	Guilford	7	3,091	\$65,768.765	16.04	\$24,981.882	\$68,577.762	\$24,172.885	\$90,750.65		
	Jamesville	Martin	1	487	\$10,362.144	3.81	\$5,933.976	\$11,955.388	\$4,340.732	\$16,296.12		
	Jefferson	Ashe	11	1,446	\$30,767.271	12.83	\$19,982.390	\$37,231.678	\$13,517.983	\$50,749.66		
	Jonesville	Yadkin	11	2,256	\$48,002.049	18.05	\$28,112.404	\$55,840.153	\$20,274.301	\$76,114.45		
	Kannapolis	Cabarrus/Rowan	9/10	38,248	\$813,821.972	204.61	\$318,674.740	\$330,838.117	\$301,658.595	\$1,132,496.71		
	Kelford	Bertie	1	247	\$5,255.543	2.63	\$4,096.156	\$6,860.725	\$2,490.975	\$9,351.70		
	Kenansville	Duplin	3	1,169	\$24,873.402	8.85	\$13,783.644	\$28,360.124	\$10,296.922	\$38,657.05		
	Kenly	Johnston/Wilson	4	1,638	\$34,852.551	10.40	\$16,197.729	\$37,452.222	\$13,598.058	\$51,050.28		
	Kernersville	Forsyth	9	19,860	\$422,571.229	85.01	\$132,400.859	\$407,146.404	\$147,825.683	\$554,972.09		
	Kill Devil Hills	Dare	1	6,282	\$133,665.280	59.08	\$92,015.560	\$165,567.142	\$60,113.698	\$225,680.84		
	King	Stokes	9	6,037	\$128,452.291	33.37	\$51,972.905	\$132,366.062	\$48,059.134	\$180,425.20		
	Kings Mountain	Cleveland/Gaston	12	10,535	\$224,158.504	54.43	\$84,773.308	\$226,642.886	\$82,288.924	\$308,931.81		
	Kingstown	Cleveland	12	842	\$17,915.658	0.09	\$140.173	\$13,246.372	\$4,809.459	\$18,055.83		
	Kinston	Lenoir	2	23,337	\$496,553.110	117.02	\$182,255.599	\$497,997.163	\$180,811.546	\$678,808.71		
	Kittrell	Vance	5	147	\$3,127.793	1.52	\$2,367.360	\$4,031.432	\$1,463.722	\$5,495.15		
	Kitty Hawk	Dare	1	3,206	\$68,215.678	21.02	\$32,738.102	\$74,063.127	\$26,890.652	\$100,953.78		
	Knightdale	Wake	5	6,360	\$135,324.925	26.15	\$40,727.943	\$129,158.374	\$46,894.495	\$176,052.87		
	Kure Beach	New Hanover	3	1,629	\$34,661.054	13.20	\$20,558.656	\$40,511.058	\$14,708.652	\$55,219.71		
	La Grange	Lenoir	2	2,836	\$60,343.001	21.22	\$33,049.597	\$68,515.987	\$24,876.611	\$93,392.60		
	Lake Lure	Rutherford	13	1,048	\$22,298.824	26.06	\$40,587.771	\$46,135.745	\$16,750.849	\$62,886.59		
	Lake Park	Union	10	2,446	\$52,044.775	13.86	\$21,586.589	\$54,018.473	\$19,612.890	\$73,631.36		
	Lake Waccamaw	Columbus	6	1,365	\$29,043.793	9.14	\$14,235.312	\$31,751.024	\$11,528.081	\$43,279.10		
	Landis	Rowan	9	3,033	\$64,534.670	16.76	\$26,103.263	\$68,495.071	\$24,142.862	\$90,637.93		

STATE STREET - AID ALLOCATIONS TO MUNICIPALITIES

POWELL BILL 2003
-- ALL PARTICIPATING MUNICIPALITIES --

Municipality	County	Div. Num.	POPULATION			MILEAGE			Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
			Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)					
Lansing	Ashe	11	150	\$3,191,626	1.39	\$2,164,889	\$3,929,725	\$1,426,795	\$5,356.52		
Lasker	Northampton	1	99	\$2,106,473	1.12	\$1,744,371	\$2,825,110	\$1,025,734	\$3,850.84		
Lattimore	Cleveland	12	429	\$9,128,049	1.97	\$3,068,224	\$8,947,601	\$3,248,672	\$12,196.27		
Laurel Park	Henderson	14	2,081	\$44,278,486	31.81	\$49,543,246	\$68,830,814	\$24,990,917	\$93,821.73		
Laurinburg	Scotland	8	15,856	\$337,376,103	90.90	\$141,574,380	\$351,374,369	\$127,576,114	\$478,950.48		
Lawndale	Cleveland	12	643	\$13,681,435	4.09	\$6,370,068	\$14,710,465	\$5,341,038	\$20,051.50		
Leland	Brunswick	3	4,216	\$89,705,957	22.35	\$34,809,542	\$91,348,806	\$33,166,693	\$124,515.50		
Lenoir	Caldwell	11	18,385	\$391,186,910	113.15	\$176,228,175	\$416,275,011	\$151,140,074	\$567,415.09		
Lewiston / Woodville	Bertie	1	606	\$12,894,167	2.77	\$4,314,203	\$12,624,646	\$4,583,724	\$17,208.37		
Lewisville	Forsyth	9	9,493	\$201,987,345	39.45	\$61,442,346	\$193,260,984	\$70,168,708	\$263,429.89		
Lexington	Davidson	9	20,327	\$432,507,823	123.35	\$192,114,409	\$458,244,120	\$166,378,112	\$624,622.23		
Liberty	Randolph	8	2,711	\$57,683,313	22.03	\$34,311,151	\$67,490,268	\$24,504,195	\$91,994.46		
Lilesville	Anson	10	456	\$9,702,542	5.07	\$7,896,393	\$12,911,177	\$4,687,757	\$17,598.93		
Lillington	Harnett	6	2,992	\$63,662,292	15.60	\$24,296,593	\$64,529,631	\$23,429,254	\$87,958.89		
Lincolnton	Lincoln	12	10,206	\$217,158,205	58.09	\$90,473,660	\$225,689,203	\$81,942,663	\$307,631.87		
Linden	Cumberland	6	124	\$2,638,410	1.40	\$2,180,463	\$3,535,290	\$1,283,584	\$4,818.87		
Littleton	Halifax	4	686	\$14,596,368	6.58	\$10,248,178	\$18,226,804	\$6,617,742	\$24,844.55		
Locust	Stanly	10	2,462	\$52,385,215	17.07	\$26,586,080	\$57,936,029	\$21,035,266	\$78,971.29		
Long View	Burke/Catawba	12/13	4,817	\$102,493,737	28.77	\$44,808,525	\$108,065,950	\$39,236,311	\$147,302.26		
Louisburg	Franklin	5	3,146	\$66,939,027	14.87	\$23,159,637	\$66,099,446	\$23,999,219	\$90,098.66		
Love Valley	Iredell	12	30	\$638,325	3.48	\$5,420,009	\$4,444,600	\$1,613,734	\$6,058.33		
Lowell	Gaston	12	2,657	\$56,534,328	16.76	\$26,103,263	\$60,625,748	\$22,011,843	\$82,637.59		
Lucama	Wilson	4	879	\$18,702,926	4.91	\$7,647,197	\$19,331,347	\$7,018,776	\$26,350.12		
Lumber Bridge	Robeson	6	118	\$2,510,745	1.45	\$2,258,337	\$3,498,761	\$1,270,321	\$4,769.08		
Lumberton	Robeson	6	21,178	\$450,614,979	122.62	\$190,977,453	\$470,694,036	\$170,898,396	\$641,592.43		
Macclesfield	Edgecombe	4	448	\$9,532,322	3.23	\$5,030,641	\$10,683,885	\$3,879,078	\$14,562.96		
Macon	Warren	5	112	\$2,383,080	1.22	\$1,900,118	\$3,142,300	\$1,140,898	\$4,283.20		
Madison	Rockingham	7	2,251	\$47,895,661	16.67	\$25,963,090	\$54,185,293	\$19,673,459	\$73,858.75		
Maggie Valley	Haywood	14	790	\$16,809,228	1.15	\$1,791,095	\$13,645,830	\$4,954,493	\$18,600.32		
Magnolia	Duplin	3	956	\$20,341,294	9.38	\$14,609,105	\$25,640,802	\$9,309,597	\$34,950.40		

STATE STREET - AID ALLOCATIONS TO MUNICIPALITIES

POWELL BILL 2003

--- ALL PARTICIPATING MUNICIPALITIES ---

Municipality	County	Div. Num.	POPULATION			MILEAGE			Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
			Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)					
Maiden	Catawba/Lincoln	12	3,269	\$69,556.160	20.33	\$31,663.445	\$74,258.146	\$26,961.459	\$101,219.61		
Manteo	Dare	1	1,079	\$22,958.427	1.72	\$2,678.855	\$18,808.382	\$6,828.900	\$25,637.28		
Marion	McDowell	13	6,022	\$128,133.129	29.07	\$45,275.767	\$127,218.666	\$46,190.230	\$173,408.90		
Mars Hill	Madison	13	1,773	\$37,725.015	10.03	\$15,621.463	\$39,136.791	\$14,209.687	\$53,346.48		
Marshall	Madison	13	841	\$17,894.381	2.52	\$3,924.834	\$16,007.319	\$5,811.897	\$21,819.22		
Marshville	Union	10	2,531	\$53,853.363	11.28	\$17,568.306	\$52,397.366	\$19,024.303	\$71,421.67		
Matthews	Mecklenburg	10	24,121	\$513,234.673	85.00	\$132,385.284	\$473,648.765	\$171,971.191	\$645,619.96		
Maxton	Robeson/Scotland	6/8	2,537	\$53,981.028	18.52	\$28,844.417	\$60,763.564	\$22,061.881	\$82,825.44		
Mayodan	Rockingham	7	2,409	\$51,257.507	14.68	\$22,863.717	\$54,377.852	\$19,743.372	\$74,121.22		
Maysville	Jones	2	993	\$21,128.561	8.34	\$12,989.333	\$25,030.048	\$9,087.846	\$34,117.89		
McAdenville	Gaston	12	606	\$12,894.167	4.60	\$7,164.380	\$14,715.633	\$5,342.915	\$20,058.55		
McDonald	Robeson	6	121	\$2,574.578	0.87	\$1,355.002	\$2,882.874	\$1,046.707	\$3,929.58		
McFarlan	Anson	10	88	\$1,872.420	1.29	\$2,009.141	\$2,847.652	\$1,033.918	\$3,881.57		
Mebane	Alamance/Orange	7	7,700	\$163,836.781	37.48	\$58,374.123	\$163,021.479	\$59,189.425	\$222,210.90		
Mesic	Pamlico	2	253	\$5,383.209	1.37	\$2,133.739	\$5,514.689	\$2,002.259	\$7,516.95		
Micro	Johnston	4	478	\$10,170.647	2.48	\$3,862.535	\$10,295.220	\$3,737.962	\$14,033.18		
Middleburg	Vance	5	168	\$3,574.621	2.54	\$3,955.984	\$5,524.708	\$2,005.897	\$7,530.60		
Middlesex	Nash	4	842	\$17,915.658	6.28	\$9,780.936	\$20,319.164	\$7,377.431	\$27,696.59		
Midland	Cabarrus	10	2,776	\$59,066.351	0.89	\$1,386.152	\$44,350.013	\$16,102.490	\$60,452.50		
Minnesott Beach	Pamlico	2	311	\$6,617.304	5.60	\$8,721.854	\$11,253.328	\$4,085.830	\$15,339.16		
Mint Hill	Mecklenburg	10	18,120	\$385,548.372	83.73	\$130,407.292	\$378,522.629	\$137,433.035	\$515,955.66		
Mocksville	Davie	9	4,300	\$91,493.267	29.70	\$46,256.976	\$101,058.265	\$36,691.978	\$137,750.24		
Monroe	Union	10	29,489	\$627,452.314	155.28	\$241,844.551	\$637,745.756	\$231,551.110	\$869,296.87		
Montreat	Buncombe	13	674	\$14,341.038	15.01	\$23,377.684	\$27,671.737	\$10,046.984	\$37,718.72		
Mooreville	Iredell	12	20,096	\$427,592.720	106.09	\$165,232.409	\$434,916.683	\$157,908.445	\$592,825.13		
Morehead City	Carteret	2	7,731	\$164,496.383	41.83	\$65,149.134	\$168,475.765	\$61,169.753	\$229,645.52		
Morganton	Burke	13	17,290	\$367,888.044	85.39	\$132,992.699	\$367,463.153	\$133,417.589	\$500,880.74		
Morrisville	Wake	5	6,086	\$129,494.889	14.44	\$22,489.924	\$111,501.229	\$40,483.583	\$151,984.81		
Morven	Anson	10	578	\$12,298.397	4.72	\$7,351.277	\$14,415.670	\$5,234.005	\$19,649.67		
Mount Airy	Surry	11	8,482	\$180,475.789	49.78	\$77,531.052	\$189,282.596	\$68,724.245	\$258,006.84		

STATE STREET - AID ALLOCATIONS TO MUNICIPALITIES

POWELL BILL 2003
-- ALL PARTICIPATING MUNICIPALITIES --

Municipality	County	Div. Num.	POPULATION		MILEAGE		Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
			Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)			
Mount Gilead	Montgomery	8	1,399	\$29,767.228	9.23	\$14,375.484	\$32,384.596	\$11,758.117	\$44,142.71
Mount Holly	Gaston	12	9,708	\$206,562.008	49.73	\$77,453.178	\$208,363.204	\$75,651.983	\$284,015.19
Mount Olive	Duplin/Wayne	3/4	4,596	\$97,791.408	27.56	\$42,923.981	\$103,233.597	\$37,481.792	\$140,715.39
Mount Pleasant	Cabarrus	10	1,329	\$28,277.803	8.82	\$13,736.920	\$30,823.430	\$11,191.293	\$42,014.72
Murfreesboro	Hertford	1	2,408	\$51,236.230	15.43	\$24,031.823	\$55,219.204	\$20,048.848	\$75,268.05
Murphy	Cherokee	14	1,588	\$33,788.676	14.84	\$23,112.913	\$41,744.942	\$15,156.848	\$56,901.59
Nags Head	Dare	1	2,885	\$61,385.599	36.47	\$56,801.074	\$86,705.784	\$31,480.909	\$118,186.67
Nashville	Nash	4	4,392	\$93,450.797	24.43	\$38,049.088	\$96,472.790	\$35,027.086	\$131,499.89
Navassa	Brunswick	3	1,528	\$32,512.026	6.03	\$9,391.568	\$30,741.902	\$11,161.692	\$41,903.59
New Bern	Craven	2	23,415	\$498,212.755	125.83	\$195,976.944	\$509,281.181	\$184,908.518	\$694,189.70
New London	Stanly	10	620	\$13,192.052	3.36	\$5,233.112	\$13,517.328	\$4,907.837	\$18,425.16
Newland	Avery	11	711	\$15,128.305	7.33	\$11,416.284	\$19,474.014	\$7,070.575	\$26,544.59
Newport	Carteret	2	3,428	\$72,939.284	15.66	\$24,390.042	\$71,404.104	\$25,925.221	\$97,329.33
Newton	Catawba	12	12,988	\$276,352.221	75.85	\$116,134.397	\$289,408.805	\$105,077.814	\$394,486.62
Newton Grove	Sampson	3	612	\$13,021.832	5.13	\$7,989.841	\$15,414.879	\$5,598.795	\$21,011.67
Norlina	Warren	5	1,099	\$23,383.977	9.67	\$15,060.773	\$28,204.376	\$10,240.373	\$38,444.75
North Topsail Beach	Onslow	3	836	\$17,787.993	7.04	\$10,984.616	\$21,093.893	\$7,658.717	\$28,752.61
North Wilkesboro	Wilkes	11	4,144	\$88,173.876	32.70	\$50,929.397	\$102,050.968	\$37,052.406	\$139,103.37
Northwest	Brunswick	3	714	\$15,192.138	4.73	\$7,366.852	\$16,550.042	\$6,008.947	\$22,558.99
Norwood	Stanly	10	2,191	\$46,619.011	17.44	\$27,162.345	\$54,128.513	\$19,652.843	\$73,781.36
Oak City	Martin	1	368	\$7,830.121	7.79	\$12,132.722	\$14,645.421	\$5,317.422	\$19,962.84
Oakboro	Stanly	10	1,187	\$25,256.397	20.03	\$31,196.203	\$41,415.548	\$15,037.052	\$56,452.60
Oak Island	Brunswick	3	7,033	\$149,644.685	101.02	\$157,336.016	\$225,211.487	\$81,769.215	\$306,980.70
Ocean Isle Beach	Brunswick	3	449	\$9,553.599	10.88	\$16,945.316	\$19,440.506	\$7,058.410	\$26,498.92
Old Fort	McDowell	13	972	\$20,681.734	7.49	\$11,665.480	\$23,731.016	\$8,616.197	\$32,347.21
Oriental	Pamlico	2	870	\$18,511.428	12.50	\$19,468.424	\$27,863.312	\$10,116.541	\$37,979.85
Oxford	Granville	5	8,458	\$179,965.129	35.02	\$54,542.737	\$172,042.948	\$62,464.917	\$234,507.87
Pantego	Beaufort	2	171	\$3,638.453	1.88	\$2,928.051	\$4,817.411	\$1,749.093	\$6,566.50
Parkton	Robeson	6	433	\$9,213.159	4.97	\$7,740.645	\$12,437.888	\$4,515.917	\$16,953.80
Parmele	Martin	1	283	\$6,021.534	2.47	\$3,846.961	\$7,239.867	\$2,628.633	\$9,868.50

STATE STREET - AID ALLOCATIONS TO MUNICIPALITIES

POWELL BILL 2003
--- ALL PARTICIPATING MUNICIPALITIES ---

	Municipality	County	Div. Num.	POPULATION		MILEAGE			Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
				Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)				
	Peachland	Anson	10	590	\$12,553.727	5.11	\$7,958.692	\$15,048.609	\$5,463.811	\$20,512.42	
	Peletier	Carteret	2	503	\$10,702.584	2.28	\$3,551.041	\$10,456.944	\$3,796.681	\$14,253.63	
	Pembroke	Robeson	6	2,722	\$57,917.366	15.81	\$24,623.663	\$60,554.907	\$21,986.122	\$82,541.03	
	Pikeville	Wayne	4	714	\$15,192.138	5.48	\$8,534.957	\$17,407.004	\$6,320.091	\$23,727.09	
	Pilot Mountain	Surry	11	1,282	\$27,277.760	8.57	\$13,347.552	\$29,804.111	\$10,821.201	\$40,625.31	
	Pine Knoll Shores	Carteret	2	1,534	\$32,639.691	10.97	\$17,085.489	\$36,480.084	\$13,245.096	\$49,725.18	
	Pine Level	Johnston	4	1,610	\$34,256.781	8.53	\$13,285.253	\$34,878.454	\$12,663.580	\$47,542.03	
	Pinebluff	Moore	8	1,142	\$24,298.910	14.56	\$22,676.820	\$34,462.994	\$12,512.736	\$46,975.73	
	Pinehurst	Moore	8	10,218	\$217,413.536	100.66	\$156,775.326	\$274,517.679	\$99,671.182	\$374,188.86	
	Pinetops	Edgecombe	4	1,419	\$30,192.778	11.60	\$18,066.698	\$35,404.793	\$12,854.682	\$48,259.48	
	Pineville	Mecklenburg	10	4,027	\$85,684.508	14.10	\$21,960.382	\$78,971.954	\$28,672.937	\$107,644.89	
	Pink Hill	Lenoir	2	559	\$11,894.125	5.69	\$8,862.027	\$15,227.419	\$5,528.733	\$20,756.15	
	Pittsboro	Chatham	8	2,307	\$49,087.202	16.64	\$25,916.366	\$55,025.169	\$19,978.399	\$75,003.57	
	Plymouth	Washington	1	4,048	\$86,131.336	21.50	\$33,485.689	\$87,755.119	\$31,861.906	\$119,617.03	
	Polkton	Anson	10	1,950	\$41,491.133	13.80	\$21,493.140	\$46,207.405	\$16,776.867	\$62,984.27	
	Polkville	Cleveland	12	546	\$11,617.517	1.10	\$1,713.221	\$9,779.883	\$3,550.855	\$13,330.74	
	Pollocksville	Jones	2	263	\$5,595.984	3.36	\$5,233.112	\$7,944.593	\$2,884.503	\$10,829.10	
	Powellsville	Bertie	1	259	\$5,510.874	1.26	\$1,962.417	\$5,482.660	\$1,990.630	\$7,473.29	
	Princeton	Johnston	4	1,114	\$23,703.139	6.94	\$10,808.869	\$25,319.184	\$9,192.825	\$34,512.01	
	Princeville	Edgecombe	4	1,030	\$21,915.829	10.01	\$15,590.314	\$27,515.783	\$9,990.361	\$37,506.14	
	Proctorville	Robeson	6	131	\$2,787.353	1.67	\$2,600.981	\$3,953.065	\$1,435.269	\$5,388.33	
	Raeford	Hoke	8	3,517	\$74,832.981	27.94	\$43,515.822	\$86,824.708	\$31,524.095	\$118,348.80	
	Raleigh	Wake	5	304,125	\$6,471,020.893	879.72	\$1,370,140.963	\$5,752,543.107	\$2,088,618.749	\$7,841,161.86	
	Ramseur	Randolph	8	1,604	\$34,129.116	10.55	\$16,431.350	\$37,092.878	\$13,467.588	\$50,560.47	
	Randleman	Randolph	8	3,845	\$81,812.003	20.14	\$31,367.525	\$83,032.352	\$30,147.176	\$113,179.53	
	Ranlo	Gaston	12	2,205	\$46,916.896	12.21	\$19,016.757	\$48,371.171	\$17,562.482	\$65,933.65	
	Raynham	Robeson	6	70	\$1,489.425	0.90	\$1,401.727	\$2,121.053	\$770.107	\$2,891.16	
	Red Springs	Robeson	6	3,461	\$73,641.441	20.88	\$32,520.056	\$77,883.686	\$28,277.811	\$106,161.50	
	Reidsville	Rockingham	7	14,671	\$312,162.261	88.71	\$138,163.512	\$330,374.308	\$119,951.465	\$450,325.77	
	Rennett	Robeson	6	335	\$7,127.964	2.14	\$3,332.994	\$7,674.515	\$2,786.443	\$10,460.96	

STATE STREET - AID ALLOCATIONS TO MUNICIPALITIES

POWELL BILL 2003
--- ALL PARTICIPATING MUNICIPALITIES ---

	Municipality	County	Div. Num.	POPULATION			MILEAGE			Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
				Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)					
	Rhodhiss	Burke/Caldwell	11/13	875	\$18,617,816	8.72	\$13,581,173		\$23,622,274	\$8,576,715	\$32,198.99	
	Rich Square	Northampton	1	896	\$19,064,644	7.52	\$11,712,204		\$22,578,942	\$8,197,905	\$30,776.85	
	Richfield	Stanly	10	517	\$11,000,470	7.53	\$11,727,779		\$16,674,216	\$6,054,032	\$22,728.25	
	Richlands	Onslow	3	909	\$19,341,251	7.27	\$11,322,835		\$22,486,217	\$8,167,869	\$30,664.09	
	River Bend	Craven	2	2,918	\$62,087,757	16.48	\$25,667,170		\$64,380,000	\$23,374,927	\$87,754.93	
	Roanoke Rapids	Halifax	4	16,904	\$359,674,927	86.03	\$133,989,482		\$362,169,006	\$131,495,403	\$493,664.41	
	Robbins	Moore	8	1,230	\$26,171,330	8.04	\$12,522,090		\$28,386,810	\$10,306,611	\$38,693.42	
	Robbinsville	Graham	14	764	\$16,256,013	3.17	\$4,937,192		\$15,548,056	\$5,645,149	\$21,193.21	
	Robersonville	Martin	1	1,684	\$35,831,317	16.99	\$26,461,482		\$45,700,116	\$16,592,682	\$62,292.80	
	Rockingham	Richmond	8	9,573	\$203,689,545	51.92	\$80,864,046		\$208,758,196	\$75,795,396	\$284,553.59	
	Rockwell	Rowan	9	2,003	\$42,618,840	10.66	\$16,602,672		\$43,446,916	\$15,774,596	\$59,221.51	
	Rocky Mount	Edgecombe/Nash	4	56,160	\$1,194,944,623	288.09	\$417,543,185		\$1,182,975,915	\$429,511,893	\$1,612,487.81	
	Rolesville	Wake	5	971	\$20,660,456	5.12	\$7,974,267		\$21,007,407	\$7,627,316	\$28,634.72	
	Ronda	Wilkes	11	470	\$10,000,427	5.57	\$8,675,130		\$13,701,024	\$4,974,533	\$18,675.56	
	Roper	Washington	1	604	\$12,851,612	4.59	\$7,148,805		\$14,672,987	\$5,327,431	\$20,000.42	
	Rose Hill	Duplin	3	1,351	\$28,745,908	14.37	\$22,380,900		\$37,508,366	\$13,618,442	\$51,126.81	
	Roseboro	Sampson	3	1,349	\$28,703,353	11.29	\$17,583,881		\$33,957,889	\$12,329,344	\$46,287.23	
	Rosman	Transylvania	14	491	\$10,447,254	1.29	\$2,009,141		\$9,138,436	\$3,317,960	\$12,456.40	
	Rowland	Robeson	6	1,149	\$24,447,852	12.62	\$19,655,321		\$32,355,588	\$11,747,585	\$44,103.17	
	Roxboro	Person	5	8,848	\$188,263,355	35.88	\$55,882,165		\$179,113,459	\$65,032,060	\$244,145.52	
	Roxobel	Bertie	1	264	\$5,617,261	2.40	\$3,737,937		\$6,863,292	\$2,491,907	\$9,355.20	
	Rural Hall	Forsyth	9	2,508	\$53,363,980	13.57	\$21,134,921		\$54,654,928	\$19,843,973	\$74,498.90	
	Ruth	Rutherford	13	328	\$6,979,021	3.51	\$5,466,733		\$9,130,629	\$3,315,126	\$12,445.75	
	Rutherford College	Burke	13	1,311	\$27,894,808	11.56	\$18,004,399		\$33,673,219	\$12,225,987	\$45,899.21	
	Rutherfordton	Rutherford	13	4,139	\$88,067,589	31.70	\$49,371,923		\$100,830,302	\$36,609,210	\$137,439.51	
	Saint Helena	Pender	3	413	\$8,787,609	1.14	\$1,775,520		\$7,749,471	\$2,813,658	\$10,563.13	
	Saint Pauls	Robeson	6	2,274	\$48,385,044	16.08	\$25,044,181		\$53,870,177	\$19,559,047	\$73,429.22	
	Salemberg	Sampson	3	476	\$10,128,092	5.14	\$8,005,416		\$13,303,358	\$4,830,150	\$18,133.51	
	Salisbury	Rowan	9	28,199	\$600,004,334	153.91	\$239,710,812		\$616,043,600	\$223,671,547	\$839,715.15	
	Saluda	Polk	14	577	\$12,277,120	9.01	\$14,032,840		\$19,301,882	\$7,008,078	\$26,309.96	

STATE STREET - AID ALLOCATIONS TO MUNICIPALITIES

POWELL BILL 2003
--- ALL PARTICIPATING MUNICIPALITIES ---

			POPULATION			MILEAGE			Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
			Div. Num.	Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)				
Municipality	County										
Sandy Creek	Brunswick	3	259	\$5,510.874	2.86	\$4,454.375	\$7,310.846	\$2,654.403	\$9,965.25		
Sandyfield	Columbus	6	344	\$7,319.461	1.96	\$3,052.649	\$7,609.333	\$2,762.777	\$10,372.11		
Sanford	Lee	8	23,530	\$500,659.668	119.88	\$186,709.974	\$504,277.755	\$183,091.887	\$687,369.64		
Santeeelah	Graham	14	68	\$1,446.870	5.00	\$7,787.370	\$6,774.553	\$2,459.687	\$9,234.24		
Saratoga	Wilson	4	382	\$8,128.007	2.48	\$3,862.535	\$8,796.669	\$3,193.872	\$11,990.54		
Sawmills	Caldwell	11	5,002	\$106,430.075	23.05	\$35,899.774	\$104,418.019	\$37,911.829	\$142,329.85		
Scotland Neck	Halifax	4	2,319	\$49,342.532	15.24	\$23,735.903	\$53,612.826	\$19,465.609	\$73,078.43		
Seaboard	Northampton	1	677	\$14,404.870	4.32	\$6,728.287	\$15,504.003	\$5,629.154	\$21,133.16		
Seagrove	Randolph	8	248	\$5,276.821	3.89	\$8,058.574	\$8,316.031	\$3,019.363	\$11,335.39		
Selma	Johnston	4	6,394	\$136,048.360	26.79	\$41,724.727	\$130,420.385	\$47,352.702	\$177,773.09		
Seven Devils	Avery/Watauga	11	130	\$2,766.076	13.12	\$20,434.058	\$17,020.407	\$6,179.726	\$23,200.13		
Seven Springs	Wayne	4	86	\$1,829.865	1.45	\$2,258.337	\$2,999.244	\$1,088.958	\$4,088.20		
Severn	Northampton	1	259	\$5,510.874	2.34	\$3,644.489	\$6,716.685	\$2,438.677	\$9,155.36		
Shallotte	Brunswick	3	1,626	\$34,597.221	17.08	\$26,601.655	\$44,897.578	\$16,301.299	\$61,198.88		
Sharpsburg	Edge/Nash/Wilson	4	2,460	\$52,342.660	8.82	\$13,736.920	\$48,478.228	\$17,601.352	\$66,079.58		
Shelby	Cleveland	12	20,872	\$444,104.063	118.32	\$184,280.315	\$461,004.158	\$167,380.220	\$628,384.38		
Siler City	Chatham	8	7,407	\$157,602.472	31.03	\$48,328.416	\$151,077.905	\$54,852.982	\$205,930.89		
Simpson	Pitt	2	464	\$9,872.762	2.85	\$4,438.801	\$10,499.449	\$3,812.113	\$14,311.56		
Sims	Wilson	4	129	\$2,744.798	1.04	\$1,619.773	\$3,201.998	\$1,162.573	\$4,364.57		
Smithfield	Johnston	4	11,442	\$243,457.200	62.87	\$97,918.386	\$250,444.744	\$90,930.842	\$341,375.59		
Snow Hill	Greene	2	1,526	\$32,469.471	8.68	\$13,518.874	\$33,738.614	\$12,249.730	\$45,988.34		
Southern Pines	Moore	8	11,334	\$241,159.230	77.40	\$120,548.482	\$265,361.083	\$96,346.629	\$361,707.71		
Southern Shores	Dare	1	2,372	\$50,470.239	35.81	\$55,773.141	\$77,943.759	\$28,299.622	\$106,243.38		
Southport	Brunswick	3	2,534	\$53,917.195	22.02	\$34,295.576	\$64,715.890	\$23,496.881	\$88,212.77		
Sparta	Allegany	11	1,828	\$38,895.277	15.56	\$24,234.294	\$46,314.001	\$16,815.570	\$63,129.57		
Speed	Edgecombe	4	68	\$1,446.870	1.01	\$1,573.049	\$2,215.515	\$804.404	\$3,019.92		
Spencer	Rowan	9	3,389	\$72,109.461	22.62	\$35,230.060	\$78,747.925	\$28,591.597	\$107,339.52		
Spencer Mountain	Gaston	12	50	\$1,063.875	0.37	\$576.265	\$1,203.270	\$436.880	\$1,640.15		
Spindale	Rutherford	13	3,973	\$84,535.523	32.30	\$50,306.408	\$98,924.628	\$35,917.303	\$134,841.93		
Spring Hope	Nash	4	1,269	\$27,001.153	8.56	\$13,331.977	\$29,589.756	\$10,743.373	\$40,333.13		

STATE STREET - AID ALLOCATIONS TO MUNICIPALITIES

POWELL BILL 2003 -- ALL PARTICIPATING MUNICIPALITIES --

Municipality	County	Div. Num.	POPULATION		MILEAGE		Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
			Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)			
Spring Lake	Cumberland	6	8,157	\$173,560.600	27.83	\$43,344.499	\$159,128.960	\$57,776.139	\$216,905.10
Spruce Pine	Mitchell	13	2,041	\$43,427.386	23.76	\$37,005.581	\$59,008.360	\$21,424.606	\$80,432.97
Staley	Randolph	8	353	\$7,510.959	3.54	\$5,513.458	\$9,555.155	\$3,469.261	\$13,024.42
Stallings	Union	10	8,385	\$178,411.871	19.31	\$30,074.822	\$152,952.931	\$55,533.762	\$208,486.69
Stanfield	Stanly	10	1,273	\$27,086.263	8.35	\$13,004.907	\$29,412.246	\$10,678.924	\$40,091.17
Stanley	Gaston	12	3,040	\$64,683.612	18.03	\$28,081.255	\$68,055.462	\$24,709.405	\$92,764.87
Stantonsburg	Wilson	4	730	\$15,532.578	4.70	\$7,320.127	\$16,765.522	\$6,087.183	\$22,852.71
Star	Montgomery	8	808	\$17,192.223	9.04	\$14,079.564	\$22,942.047	\$8,329.740	\$31,271.79
Statesville	Iredell	12	24,292	\$516,873.126	139.65	\$217,501.234	\$538,762.015	\$195,612.345	\$734,374.36
Stedman	Cumberland	6	668	\$14,213.373	5.47	\$8,519.382	\$16,677.522	\$6,055.233	\$22,732.76
Stem	Granville	5	234	\$4,978.936	2.15	\$3,348.569	\$6,109.341	\$2,218.164	\$8,327.50
Stoneville	Rockingham	7	993	\$21,128.561	6.78	\$10,559.673	\$23,247.567	\$8,440.668	\$31,688.23
Stonewall	Pamlico	2	285	\$6,064.089	1.50	\$2,336.211	\$6,162.746	\$2,237.554	\$8,400.30
Stovall	Granville	5	384	\$8,170.562	3.49	\$5,435.584	\$9,981.931	\$3,624.214	\$13,606.15
Sugar Mountain	Avery	11	235	\$5,000.213	13.06	\$20,340.809	\$18,590.890	\$6,749.933	\$25,340.82
Sunset Beach	Brunswick	3	1,946	\$41,406.023	35.39	\$55,119.002	\$70,814.042	\$25,710.983	\$96,525.03
Surf City	Pender	3	1,457	\$31,001.323	14.73	\$22,941.591	\$39,574.357	\$14,368.557	\$53,942.91
Swansboro	Onslow	3	1,464	\$31,150.266	8.53	\$13,285.253	\$32,599.408	\$11,836.110	\$44,435.52
Sylva	Jackson	14	2,472	\$52,597.990	10.62	\$16,540.373	\$50,722.255	\$18,416.108	\$69,138.36
Tabor City	Columbus	6	2,563	\$54,534.243	19.32	\$30,090.396	\$62,083.514	\$22,541.125	\$84,624.64
Tar Heel	Bladen	6	68	\$1,446.870	2.21	\$3,442.017	\$3,586.654	\$1,302.233	\$4,888.89
Tarboro	Edgecombe	4	11,123	\$236,669.677	60.23	\$93,806.655	\$242,448.680	\$88,027.651	\$330,476.33
Taylorsville	Alexander	12	1,785	\$37,980.345	9.74	\$15,169.796	\$38,982.751	\$14,157.389	\$53,150.14
Taylortown	Moore	8	870	\$18,511.428	4.65	\$7,242.254	\$18,893.777	\$6,859.905	\$25,753.68
Teachey	Duplin	3	248	\$5,276.821	1.96	\$3,052.649	\$6,110.782	\$2,218.687	\$8,329.47
Thomasville	Davidson/Randolph	9	25,337	\$539,108.118	94.55	\$147,259.160	\$503,542.386	\$182,824.891	\$686,367.28
Tobaccoville	Forsyth	9	2,302	\$48,980.814	0.22	\$342.644	\$36,185.367	\$13,138.091	\$49,323.46
Topsail Beach	Pender	3	494	\$10,511.087	3.93	\$6,120.873	\$12,201.771	\$4,430.186	\$16,631.96
Trent Woods	Craven	2	4,186	\$89,067.632	13.48	\$20,994.749	\$80,745.507	\$29,316.874	\$110,062.38
Trenton	Jones	2	240	\$5,106.601	2.26	\$3,519.891	\$6,328.688	\$2,297.804	\$8,626.49

STATE STREET - AID ALLOCATIONS TO MUNICIPALITIES

POWELL BILL 2003
--- ALL PARTICIPATING MUNICIPALITIES ---

Municipality	County	Div. Num.	POPULATION			MILEAGE			Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
			Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)					
Trinity	Randolph	8	6,794	\$144,559.362	5.13	\$7,989.841	\$111,915.285	\$40,633.918	\$152,549.20		
Troutman	Iredell	12	1,648	\$35,065.327	11.36	\$17,692.904	\$38,705.233	\$14,052.998	\$52,758.23		
Troy	Montgomery	8	4,232	\$90,046.397	17.49	\$27,240.219	\$86,045.452	\$31,241.164	\$117,286.62		
Tryon	Polk	14	1,771	\$37,682.460	18.79	\$29,264.935	\$49,114.886	\$17,832.508	\$66,947.39		
Turkey	Sampson	3	265	\$5,638.539	2.42	\$3,769.087	\$6,901.754	\$2,505.871	\$9,407.63		
Valdese	Burke	13	4,609	\$98,068.016	35.50	\$55,290.324	\$112,508.896	\$40,849.444	\$153,358.34		
Vanceboro	Craven	2	892	\$18,979.534	7.84	\$12,210.596	\$22,882.140	\$8,307.989	\$31,190.13		
Vandemere	Pamlico	2	287	\$6,106.844	4.84	\$7,538.174	\$10,010.302	\$3,634.515	\$13,644.82		
Vass	Moore	8	765	\$16,277.291	9.04	\$14,079.564	\$22,270.821	\$8,086.033	\$30,356.85		
Waco	Cleveland	12	328	\$6,979.021	3.02	\$4,703.571	\$8,570.747	\$3,111.845	\$11,682.59		
Wade	Cumberland	6	518	\$11,021.747	2.73	\$4,251.904	\$11,205.270	\$4,068.381	\$15,273.65		
Wadesboro	Anson	10	5,745	\$122,239.260	39.59	\$61,660.393	\$134,915.042	\$48,984.611	\$183,899.65		
Wagram	Scotland	8	788	\$16,766.673	7.70	\$11,992.549	\$21,098.744	\$7,660.478	\$28,759.22		
Wake Forest	Wake	5	14,217	\$302,502.274	48.06	\$74,852.197	\$276,840.078	\$100,514.393	\$377,354.47		
Walkertown	Forsyth	9	4,124	\$87,748.426	12.68	\$19,748.769	\$78,863.600	\$28,633.598	\$107,497.20		
Wallace	Duplin	3	3,494	\$74,343.599	23.17	\$36,086.671	\$81,015.403	\$29,414.867	\$110,430.27		
Walnut Cove	Stokes	9	1,484	\$31,575.816	8.88	\$13,830.368	\$33,311.522	\$12,094.663	\$45,406.18		
Walnut Creek	Wayne	4	866	\$18,426.318	10.33	\$16,088.706	\$25,321.396	\$9,193.628	\$34,515.02		
Walstonburg	Greene	2	225	\$4,787.438	1.74	\$2,710.005	\$5,500.379	\$1,997.064	\$7,497.44		
Warrenton	Warren	5	792	\$16,851.783	7.34	\$11,431.859	\$20,749.842	\$7,533.800	\$28,283.64		
Warsaw	Duplin	3	3,078	\$65,492.157	19.60	\$30,526.489	\$70,442.546	\$25,576.101	\$96,018.65		
Washington	Beaufort	2	9,730	\$207,030.114	52.75	\$82,156.750	\$212,157.321	\$77,029.542	\$289,186.86		
Washington Park	Beaufort	2	440	\$9,362.102	3.74	\$5,824.952	\$11,141.740	\$4,045.315	\$15,187.05		
Watha	Pender	3	159	\$3,383.123	0.39	\$607.415	\$2,927.594	\$1,062.944	\$3,990.54		
Waxhaw	Union	10	3,103	\$66,024.095	12.29	\$19,141.355	\$62,480.271	\$22,685.178	\$85,165.45		
Waynesville	Haywood	14	9,354	\$199,029.772	80.42	\$125,252.053	\$237,904.180	\$86,377.646	\$324,281.83		
Weaverville	Buncombe	13	2,442	\$51,959.665	16.35	\$25,464.699	\$56,801.147	\$20,623.216	\$77,424.36		
Webster	Jackson	14	561	\$11,936.680	0.00	\$0.000	\$8,757.154	\$3,179.525	\$11,936.68		
Weldon	Halifax	4	1,360	\$28,937.405	10.26	\$15,979.682	\$32,952.704	\$11,964.384	\$44,917.09		
Wendell	Wake	5	4,491	\$95,557.270	21.29	\$33,158.620	\$94,430.356	\$34,285.534	\$128,715.89		

STATE STREET - AID ALLOCATIONS TO MUNICIPALITIES

POWELL BILL 2003
--- ALL PARTICIPATING MUNICIPALITIES ---

	Municipality	County	Div. Num.	POPULATION		MILEAGE			Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
				Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)				
	West Jefferson	Ashe	11	1,091	\$23,213.757	11.31	\$17,615.030	\$29,953.387	\$10,875.400	\$40,828.79	
	Whispering Pines	Moore	8	2,160	\$45,959.409	26.87	\$41,849.324	\$64,419.474	\$23,389.259	\$87,808.73	
	Whitakers	Edgecombe/Nash	4	789	\$16,787.951	5.87	\$9,142.372	\$19,023.387	\$6,906.956	\$25,930.32	
	White Lake	Bladen	6	560	\$11,915.402	4.54	\$7,070.932	\$13,929.020	\$5,057.313	\$18,986.33	
	Whiteville	Columbus	6	5,116	\$108,855.710	34.88	\$54,324.691	\$119,714.694	\$43,465.707	\$163,180.40	
	Wilkesboro	Wilkes	11	3,188	\$67,832.683	26.51	\$41,288.634	\$80,055.110	\$29,068.206	\$109,121.32	
	Williamston	Martin	1	5,774	\$122,856.308	34.72	\$54,075.495	\$129,803.190	\$47,128.613	\$176,931.80	
	Wilmington	New Hanover	3	91,458	\$1,945,997.958	357.59	\$556,937.102	\$1,836,238.313	\$666,696.746	\$2,502,935.06	
	Wilson	Wilson	4	45,774	\$973,956.466	208.38	\$324,546.417	\$952,625.892	\$345,876.991	\$1,298,502.88	
	Wilson's Mills	Johnston	4	1,414	\$30,086.391	0.58	\$903.335	\$22,735.117	\$8,254.608	\$30,989.73	
	Windsor	Bertie	1	2,311	\$49,172.312	21.80	\$33,641.437	\$60,754.983	\$22,058.765	\$82,813.75	
	Winfall	Perquimans	1	563	\$11,979.235	4.41	\$6,868.460	\$13,827.310	\$5,020.385	\$18,847.89	
	Wingate	Union	10	2,629	\$55,938.558	10.70	\$16,664.971	\$53,264.419	\$19,339.110	\$72,603.53	
	Winston-Salem	Forsyth	9	192,533	\$4,096,621.671	880.74	\$1,371,729.587	\$4,011,768.525	\$1,456,582.733	\$5,468,351.26	
	Winterville	Pitt	2	5,402	\$114,941.076	32.20	\$50,150.660	\$121,116.915	\$43,974.822	\$165,091.74	
	Winton	Hertford	1	938	\$19,958.299	6.22	\$9,687.488	\$21,749.158	\$7,896.629	\$29,645.79	
	Woodfin	Buncombe	13	3,538	\$75,279.809	16.97	\$26,430.333	\$74,618.020	\$27,092.121	\$101,710.14	
	Woodland	Northampton	1	820	\$17,447.553	6.86	\$10,684.271	\$20,638.463	\$7,493.361	\$28,131.82	
	Wrightsville Beach	New Hanover	3	2,612	\$55,576.840	13.26	\$20,652.104	\$55,924.147	\$20,304.797	\$76,228.94	
	Yadkinville	Yadkin	11	2,826	\$60,130.226	16.59	\$25,838.492	\$63,069.577	\$22,899.142	\$85,966.72	
	Yanceyville	Caswell	7	2,213	\$47,087.116	0.00	\$0.000	\$34,544.710	\$12,542.406	\$47,087.12	
	Youngsville	Franklin	5	1,017	\$21,639.222	5.79	\$9,017.774	\$22,491.015	\$8,165.981	\$30,657.00	
	Zebulon	Wake	5	4,267	\$90,791.109	15.53	\$24,187.570	\$84,352.271	\$30,626.408	\$114,978.68	
TOTAL:				4,260,745	\$90,658,018.63	19,402.79	\$30,219,339.54	\$88,679,742.47	\$32,197,615.79	\$120,877,358.17	

Per Capita Rate: \$21.28

Per Mile Rate: \$1,557.47

**State Highway Trust Fund -
Intrastate and Loops Provisions**

Salvin Leggett, PE - NCDOT

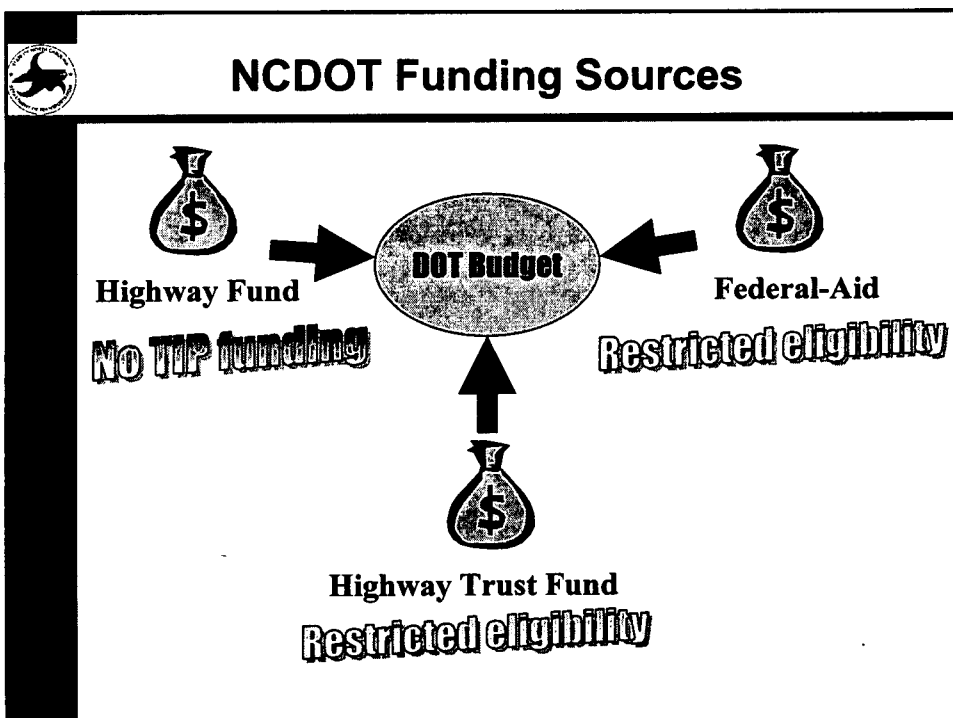
Handout #9
Highway Trust Fund Study Committee

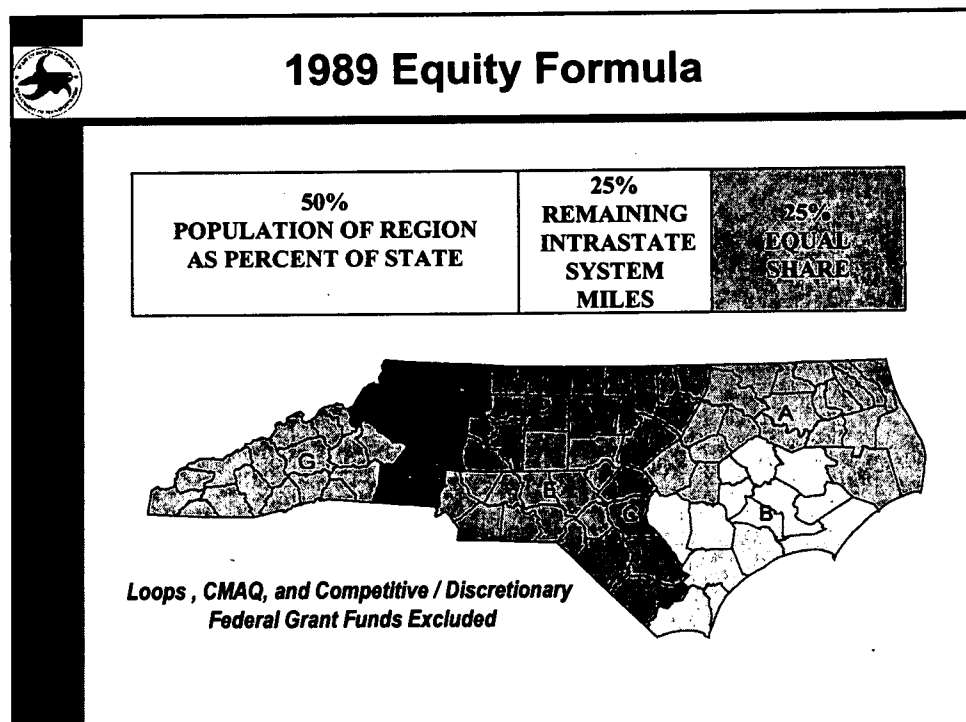
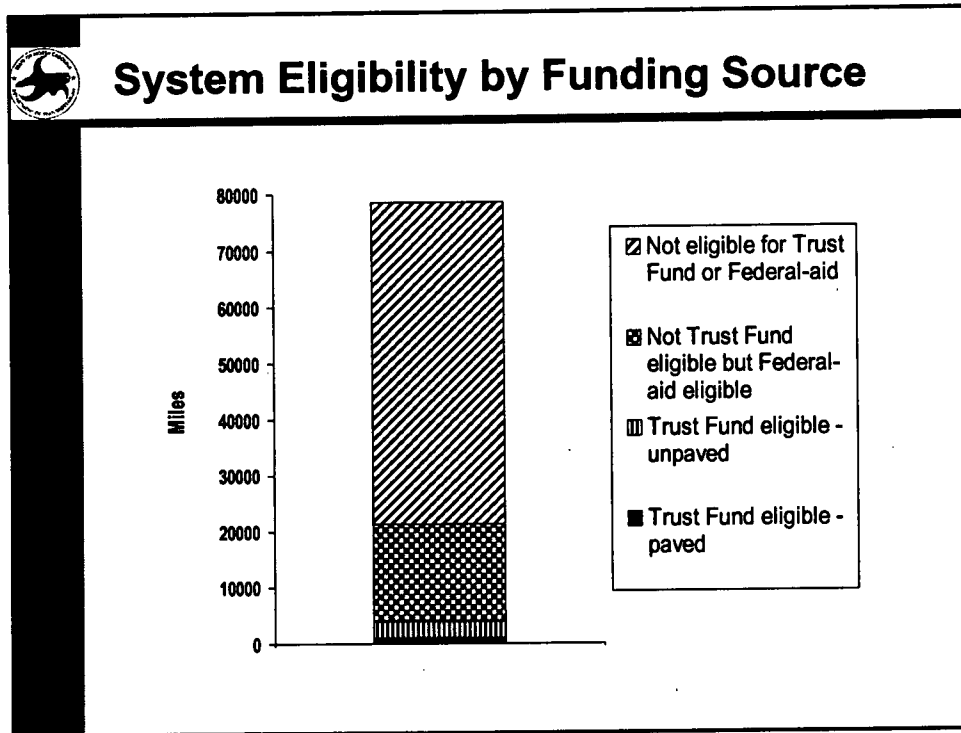
February 18, 2004

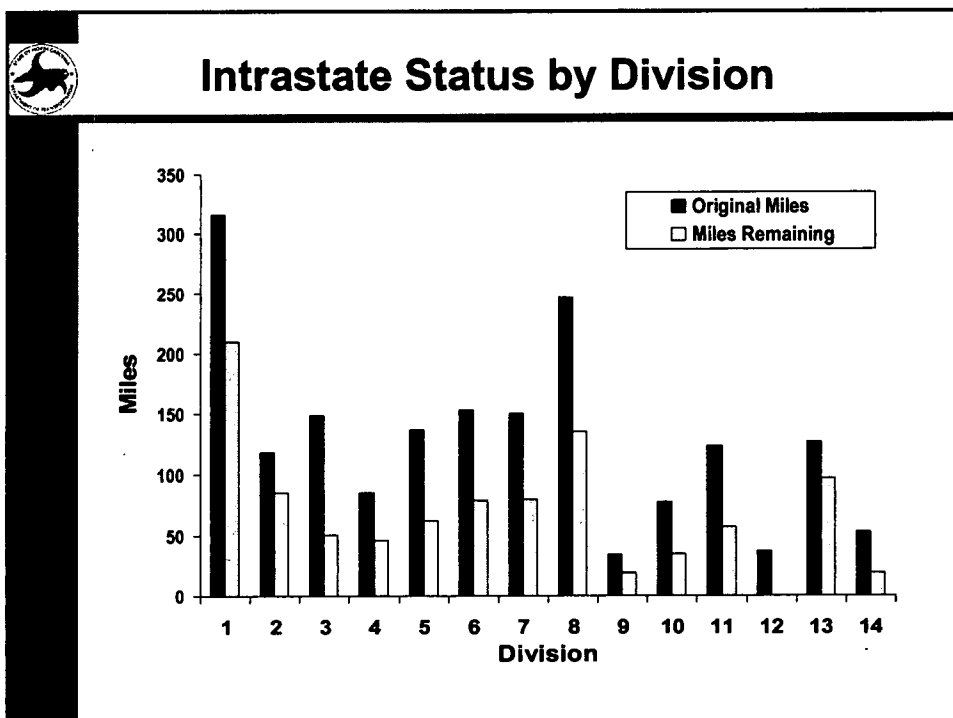
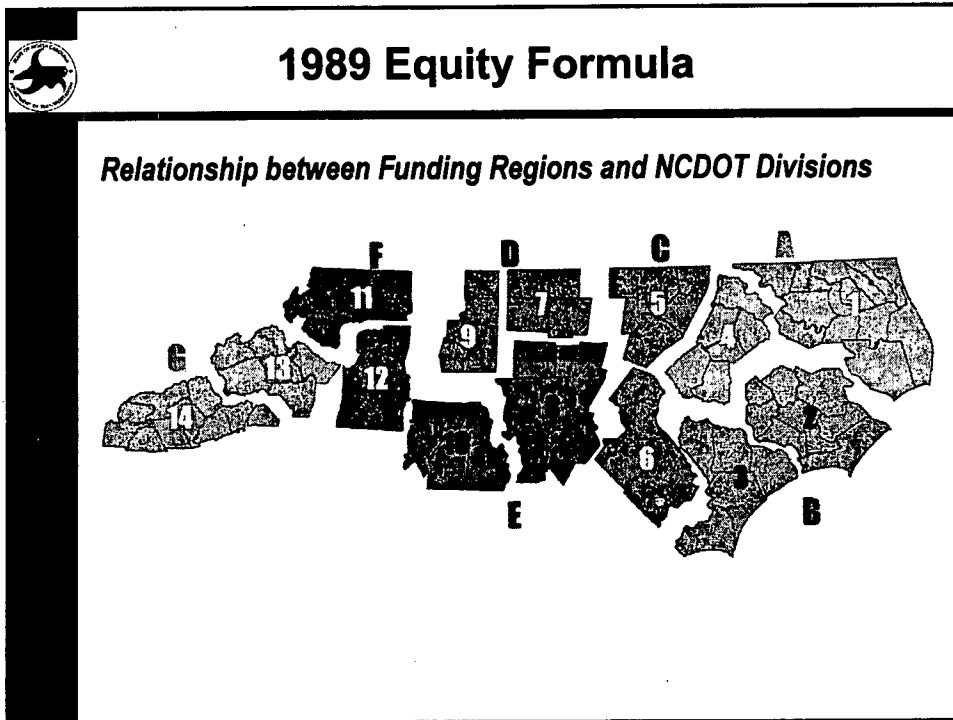
Trust Fund Progress - Intrastate and Loops				
	Intrastate	% of System	Loops	% of System
1989 status				
Total system miles	3600	100%	215	100%
Miles already complete in 1989	1800	50%	0	0%
Estimated total miles to complete	1800	50%	215	100%
Estimated cost to complete	\$5.33 billion		\$2.11 billion	
Expenditures per mile	\$3.0 million		\$9.8 million	
Funds authorized as of FY 2003				
	\$4.8 billion		\$2.2 billion	
2003 status - excluding HB 397 changes				
Total miles complete as of FY 2003	2630	73%	114	52%
Remaining miles to complete	978*	27%	106*	48%
Estimated remaining costs (does not include preliminary engineering)	\$6.29 billion		\$2.31 billion	
Projected cost per mile	\$6.4 million		\$21.8 million	
2003 status - including HB 397 changes				
Total miles complete as of FY 2003	2630	73%	114	38%
Remaining miles to complete	972	27%	184	62%
Estimated remaining costs (does not include preliminary engineering)	\$6.22 billion		\$3.75 billion ^b	
Projected cost per mile	\$6.4 million		\$20.4 million	

*reflects mileage adjustments since 1989

^bCost for Durham loop is not known; total shown uses preliminary estimate of \$400 million provided by Durham







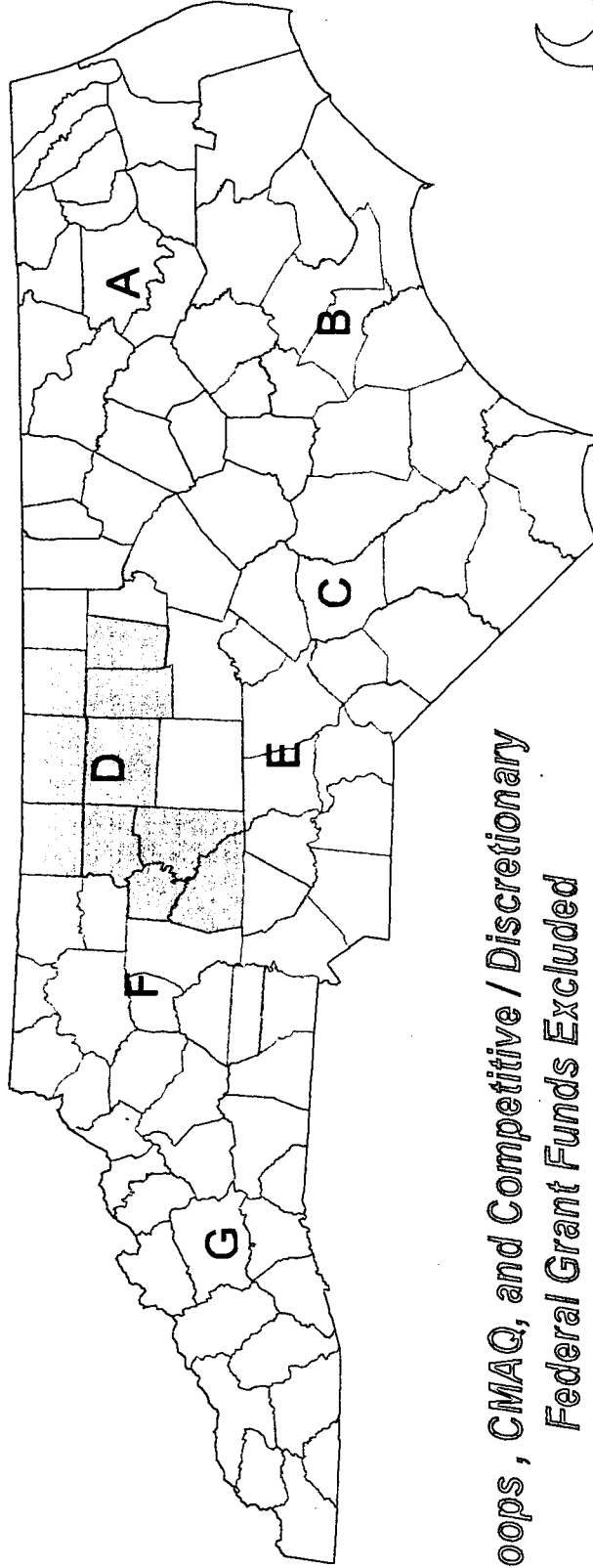
Handout #10

Authorizations by the Board of Transportation on Trust Fund Projects
State Funds by State Fiscal Year & Federal Funds by Federal Fiscal Year

Fiscal Year	Intrastate	Loops	Totals
1990	\$ 224,193,442	\$ 33,314,957	\$ 257,508,399
1991	\$ 174,984,422	\$ 77,658,365	\$ 252,642,787
1992	\$ 333,824,638	\$ 76,476,106	\$ 410,300,744
1993	\$ 346,955,149	\$ 86,804,757	\$ 433,759,906
1994	\$ 312,349,709	\$ 116,458,776	\$ 428,808,485
1995	\$ 275,610,254	\$ 116,369,165	\$ 391,979,419
1996	\$ 387,070,825	\$ 106,061,868	\$ 493,132,692
1997	\$ 297,499,712	\$ 257,451,327	\$ 554,951,039
1998	\$ 425,054,457	\$ 109,439,381	\$ 534,493,839
1999	\$ 463,203,669	\$ 179,605,830	\$ 642,809,499
2000	\$ 531,657,519	\$ 337,010,525	\$ 868,668,044
2001	\$ 497,392,046	\$ 286,595,299	\$ 783,987,345
2002	\$ 333,876,713	\$ 98,826,997	\$ 432,703,710
2003	\$ 217,530,183	\$ 334,943,273	\$ 552,473,455
Total	\$ 4,821,202,739	\$ 2,217,016,626	\$ 7,038,219,365

1989 Equity Formula

50% POPULATION OF REGION AS PERCENT OF STATE		25% REMAINING INTRASTATE SYSTEM MILES	25% EQUAL SHARE
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Loops, CMAQ, and Competitive / Discretionary
Federal Grant Funds Excluded



VISITOR REGISTRATION SHEET

Highway Trust Fund Study Committee

February 18, 2004

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

Chad Lowry	Speaker Black's office
Pat Clancy	"
Chris Dill	Pres. P. J. Tam
Karin Leonard	WCSR
Betsy Bailey	NC Public Transportation
McCord	NC Aggregates
Mark Bussan	Capitol Group
John Tegen	NMRS
Kathryn Sawyer	Charlotte Chamber

VISITOR REGISTRATION SHEET

Highway Trust Fund Study Committee

February 18, 2004

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

STEVE VARNEDOE	NCDOT
Daniel Holt	NCDOT
Mike Stanky	NCDOT
MARK FOSTER	NCDOT
JOE MILAZZO II	REGIONAL TRANSPORTATION ALLIANCE
Betsy Williams	NCDOT
Moy Biswas	NCDOT
Calvin Leggett	NCDOT
Sue Conrad	NCDOT
Craig Deal	NCDENR
Milton Alfred	OSBM

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5. Name: _____
County: _____
Sponsor: _____

Sgt-At-Arms

1. Name: Dusty RITODER
2. Name: WALTER SPELL
3. Name: RICHARD TELFAIR
4. Name: MARY FERRY



NORTH CAROLINA GENERAL ASSEMBLY
HIGHWAY TRUST FUND STUDY COMMISSION
LEGISLATIVE OFFICE BUILDING
RALEIGH NC 27601-1096

Representative Nelson Cole, Co-Chair
Representative Danny McComas, Co-Chair

Senator Wib Gulley, Co-Chair

March 8, 2004

MEMORANDUM

TO: Members, Highway Trust Fund Study Committee

FROM: Co-Chairs: Senator Wib Gulley, Representative Nelson Cole,
Representative Danny McComas

SUBJECT: Meeting Notice

There will be a meeting of the Highway Trust Fund Study Committee:

DAY: Tuesday
DATE: March 16, 2004
TIME: 10:00 AM
LOCATION: Room 1228 Legislative Building

Parking for non-legislative members of the committee/commission is available in the visitor parking deck #75 located on Salisbury Street across from the Legislative Office Building. Parking is also available in the parking lot across Jones Street from the State Library/Archives. The cost for visitor parking is \$.50 per hour or \$4.00 per day and may be reimbursed with a parking receipt submitted with your travel reimbursement form.

If you have any questions concerning this meeting, please contact Mr. Giles Perry at (919) 733-2578 in the Legislative Research Division. Please advise Carol Resar, Committee Assistant, (919) 715-3036, or e-mail gulleywla@ncleg.net, if you will be unable to attend.

MINUTES
HIGHWAY TRUST FUND STUDY COMMITTEE

Tuesday, March 16, 2004
10:00 AM
Room 1228, Legislative Building

The Highway Trust Fund Study Committee met on Tuesday, March 16, 2004 at 10:00 AM in Room 1228 of the Legislative Building. Senators Gulley, Clodfelter, Garrou, Jenkins and Rucho; Representatives Coates, Cole, Crawford, Gillespie, McComas and Saunders; and public members Allen Tate, Duane Long and Nina Szlosberg attended. Senator Gulley presided.

Senator Gulley welcomed everyone and recognized Representative McComas who had asked to make a few remarks about the recent resignation of Senator Gulley. After his kind words, Senator Gulley said a few words to the Committee regarding his resignation.

Senator Gulley next asked for a motion to adopt the minutes from the February 18, 2004 meeting. Senator Rucho moved and Representative Saunders seconded the motion to adopt the minutes. Motion carried.

Next, Senator Gulley asked Calvin Leggett, P.E., Manager, Program Development Branch with the Department of Transportation (DOT) to give a status report of the Highway Trust Fund projects (see attached Handouts #1, 2, 3, and 4). Mr. Leggett made the following points about Handout #1, Trust Fund Progress:

- Of the 3,600 miles in the intrastate system, 2,630 miles are currently four-lane roads. The cost to date for the intrastate system is \$4.6 billion.
- The remaining 972 miles will cost \$1 billion more than the original cost estimation for the entire system.
- 114 of the original 215 miles of loops have been completed. The term "complete" means the project is fully funded. Last year the eligible loop miles was expanded to 298 miles. \$2.2 billion has been spent for loops and the remaining 184 miles will cost approximately \$3.75 billion.
- To date, over \$830 million of the Trust Fund supplement has been spent on the paving of 7,600 miles of secondary roads. There are 2,800 miles of Trust Fund eligible secondary roads still unpaved.
- Over \$458 million of the Powell Bill supplement has been distributed to local communities around the State. The annual amount locally distributed has doubled over the past 14 years.
- Comparing the projected revenues to the current cost to complete the system puts the estimated completion date for the Highway Trust Fund projects at 2023.

Mr. Leggett then referenced Handout #3, which is a map of the State showing the original system plan; the future trust fund projects; the projects in the preconstruction phase,

either planning or design; the projects that have come out of the preconstruction phase and need right of way; and the projects that are under construction.

Mr. Leggett then referred to Handout #4, the Trust Fund Status Report presented to the Legislature each Fall. This status report is compiled by route. He then moved to Handout #2 which is the status report by project. Mr. Leggett said the following active projects on this report have become a struggle to complete:

- Mid-Currituck Bridge-the law states that a bridge will be built across Currituck Sound, but resource agencies would like to study alternatives to building a bridge.
- US 70, Havelock Bypass - the US Forest Service would like DOT to reevaluate the environmental document.
- US 17, Jacksonville to New Bern – there are wetland issues and environmental justice issues.
- US 70, Clayton Bypass – there is an endangered species issue.
- US 74, Monroe Bypass - there is an endangered species issue.
- Winston-Salem Loop – there are legal issues and DOT is redoing the environmental document.
- Asheville Loop – there are community impact issues and DOT has been asked to study numerous alternatives.

Next, Mr. Leggett asked the Committee members to refer to the back of Handout #3, which is a map of the State showing the projects that DOT would like to have redesignated. They include:

- US 158 (R2578 and R 2579) – these projects impact the Great Dismal Swamp Natural Wildlife Refuge, Merchants Mill Pond State Park and numerous potential historic sites. When these impacts are combined with the low traffic volume of 3,000 to 5,600 vehicles per day, getting this project permitted will be very difficult.
- US 64 (R2545 and R2544) – these projects impact the Alligator River Wildlife Refuge and have significant impacts to wetlands and waterways. Current traffic volume is 3,200 to 3,700 vehicles per day. Establishing purpose and need for this project is extremely difficult even though this is a vital hurricane evacuation route. DOT is in the process of updating a model for the whole eastern part of the State that will give DOT definitive rules and guidelines on what kind of facilities are needed to evacuate in X amount of time. Once that study is done, there may be a factual basis for widening this road. If the study does not indicate the need for widening this road for hurricane evacuation, then DOT may never establish purpose and need to complete this project.
- NC 105 (R2566) – A section of this project parallels the Watauga River, a high quality waterway, the Blue Ridge Parkway and several potentially historic properties joining the route. These environmental issues may make planning and permitting a multilane facility difficult although existing traffic volumes, particularly near Boone, of 13,000 vehicles per day, justify one.
- US 19E-NC 195 (R2520) – this project would cross very rugged mountain terrain and the Spruce Mountain water supply. Although the traffic volume warrants

planning for multilanes, it will be difficult to get permits to build four lanes along the entire route.

- US 221 (R2595 and R2596) – this project will impact Pisgah National Forest, the hazardous waste super fund site, and numerous rivers and trout streams. With the relatively low traffic volume of 3,600 vehicles per day and the anticipated impact to the Linville community, DOT sees the need for flexibility in designing this route.
- US 421-321 (R2615) – there are numerous trout stream and historic property issues along this route. Tennessee is interested in developing the US 321 connection from Johnson City to North Carolina, but they have no support at all for the US 421 corridor. US 421 is North Carolina's designated route at this time. Traffic volume west of Boone where US 321 and US 421 run concurrently support the multilane. After they split, the traffic volume drops to the point that it would be difficult to establish purpose and need of multilanes.
- US 74 (A0009) – this route crosses the Appalachian Trail in two locations. Due to the topography involved, both sites will require tunnels. Numerous other issues involving historic sites and the environment will have to be addressed in order to permit this project. Another issue for this project is the cost, which is estimated at \$550 million for 20 miles of roadway. \$550 million is the equivalent of approximately 15 years of new road funding for Division 14.

These 10 projects total about 140 miles of the 3,600 mile system or less than 4% of the whole system. They have an expected cost of over \$1.1 billion or about 20% of the remaining cost to complete. The DOT staff feels that by allowing flexibility in the cross-sections during the planning process of these projects, they can be delivered faster and in a more cost effective manner.

After Mr. Leggett's presentation, a few Committee members also expressed the need for flexibility for these projects. Senator Gulley stated that when DOT does a benefits assessment it is for just the immediate area and the assumptions would be more subjective than objective. Mr. Leggett agreed. Senator Gulley asked what was meant by the "reevaluation needed" designation on some of the projects. Mr. Leggett said that it usually meant that there had been a lapse in time between when the environmental document was done and when the next phase of a project was started. Senator Clodfelter further stated that North Carolina was trying to build an intrastate system and DOT needed to look beyond local issues and instead look at the regional and statewide economic impact. Senator Gulley directed Mr. Leggett to see if DOT could assess these 10 projects on a more regional and statewide basis and report back to the Committee. Ms. Szlosberg asked if data on the economic benefits from roads already completed could also be included in that report.

Next, Mr. Leggett began his report to the Committee on DOT's proposals to address Highway Trust Fund Challenges. There are three proposals that DOT has brought to the Transportation Oversight Committee as initiatives for the Short Session. Mr. Leggett told the Committee that the 1989 legislation that set up the Highway Trust Fund did not define the network of highways, but instead gave a list of projects to be

completed. The Highway Trust Fund revenue was restricted to funding that list of projects. Over time, that restriction has become a problem for DOT. While the Highway Trust Fund monies are building up unspent because Trust Fund projects are not ready, the State has many desirable projects that are going unfunded. As a result, some parts of the State have no Trust Fund eligible projects; some areas have higher priority needs that cannot be funded; and the very nature of the Trust Fund projects remaining generate a very lengthy planning and permitting process. The Board of Transportation, in an attempt to address this issue, passed a resolution in May 2002 recommending that the Legislature amend the law allowing adjustments to be made to the intrastate system when the specifically listed projects are unavailable. The primary goal of the Highway Trust Fund is to build a set of projects that will bring a 4-lane highway within ten miles to 90% of the State population. The Board's proposal would like to expand the intent from "build a set of projects" to "build, expand, maintain and operate a system." This change would allow the continuation of projects that would complete the system, as well as better align the State's resources to the transportation needs in the next century.

Mr. Leggett next referred to a map (Handout#5) of the state showing the proposed intrastate system, proposed additions to the intrastate system and proposed route redesignations. Mr. Leggett stated that DOT's first priority is to complete the remaining projects. There are two steps to the Board's proposal. The first step is to expand the intent of the Highway Trust Fund so all TIP projects on the intrastate system would be eligible for Highway Trust Fund expenditures. The second step is to define the intrastate system. The system is referred to in the law, but it was never been defined.

Referring to Handout #5, Mr. Leggett told the Committee that there are two changes to the 1989 proposed intrastate system:

1. The addition of the missing pieces of the I-73 and I-74 corridors to the system. These routes have received federal interstate designation by Congress since 1989 and because all proposed and existing interstates were shown as elements of the system in 1989, DOT feels it is consistent to add the new interstates to the system.
2. The redesignation of US 321, not US 421, in Watauga County as the connector to Tennessee.

In addition to these two changes that are in the Highway Trust Fund legislation, the Board would also like to eliminate the sunset provision for the paving of secondary roads. The final adjustment to the law that is being requested by the Board is to make the completed portions of the designated urban loops a part of the intrastate system so they could become eligible for additional improvements and maintenance activities. When all the loop projects are completed, their funding stream would be combined with the intrastate portion of Highway Trust Fund.

Beyond the Highway Trust Fund requests, Mr. Leggett continued to list a few other requests by DOT. They would like to clarify the rules by which DOT can accept loans from municipal governments. Currently, there are a couple of contracts in which municipal governments have loaned DOT money to complete projects earlier and DOT will pay them back when the projects are programmed into the TIP.

After Mr. Leggett's presentation, there was a brief discussion regarding the Wilmington Loop. Also, there was a brief discussion about the three additions to the intrastate map and if environmental studies had been done. Mr. Leggett responded they had, to varying degrees. During the discussion, the confusion surrounding the term "complete" attached to projects was brought out. Senator Gulley suggested that it might be good to have a few simple terms to lessen the confusion.

Senator Clodfelter stated that he liked the idea of a system rather than a list of projects. He said he would have thought that if DOT were designing roads based on a system, there would be a different set of justifications for the projects on the map than for a list of projects. System considerations would include demand, benefit, feasibility, access, etc. Senator Clodfelter said he was surprised that the list of projects approach produced the same intrastate map. Mr. Leggett responded that DOT started with the 1989 map and determined if there was anything compelling to change. Senator Clodfelter said he appreciated that approach, but he thought that if DOT truly was trying to design a intrastate system, they should do the kind of analysis that would create a system rather than a list of projects. Mr. Leggett said that DOT, because of time constraints, was not planning to do that type of analysis. They were bringing these suggestions forward for Short Session. Senator Gulley added that DOT had done what they were told to statutorily do. If the Legislature decided, it could direct them to do something different. He stated that it was not a Short Session issue. Mr. Leggett said that DOT was in the process of updated the statewide transportation plan and a lot of the base information was available and it might be possible for DOT to report back in the Fall.

Senator Gulley further stated that he felt that more flexibility in redesigning projects was needed, along with local input. He agreed with Senator Clodfelter that a more regional and whole state approach needed to be taken when designing road projects, addressing transportation needs and addressing public transportation needs. He also agreed with Representative Cole that perhaps the day had come when there should be just one transportation fund for North Carolina. In order to get there, the existing Highway Trust Fund projects would need to be held harmless.

Mr. Duane Long requested that the Regional Triangle Alliance, which represents 15 Chamber of Commences, have a chance at the next Committee meeting to respond to some of DOT's suggestions and offer some suggestions of their own.

Representative McComas asked Mr. Leggett if DOT analyzed the possibility of issuing more bonds to expedite the completing of the Highway Trust Fund projects? Mr. Leggett responded that DOT still has the authority under the 1996 bond act to issue bonds, and plans to issue the last of those bonds this Fall. After that is done and an assessment of debt service is done, DOT will look at other bond options, such as GARVEE bonds. Evan Rodewald, Fiscal Analyst, stated that the Treasurer looks at the State's debt capacity for the general fund, but does not include debt service of the transportation funds. Evan has asked the Treasurer to include the Highway Fund and the Highway Trust Fund when they do their update. Senator Rucho asked how much new debt is free

to commit to new projects. Mr. Leggett replied that the current Highway Trust Fund projects would commit the budget to 2023. Senator Rucho also wanted to know how the State would pay for the maintenance of these projects. Mr. Leggett responded that the maintenance costs would come from the Highway Trust Fund if the Board's proposals he presented earlier were approved.

Representative McComas then asked if DOT was running out of construction contracting capability, due to all the current projects? Mr. Leggett replied that the construction capability is uneven across the state and in some areas of the State it is hitting the maximum capability.

A brief discussion following about the flexibility needed to deliver the projects sooner than the 2023 projected date.

Senator Gulley next told the Committee that in last year's budget, the Transportation Oversight Committee was directed to study project delivery and the Oversight Committee contracted with DYE Management to review the project delivery process, the causes of project delays and to recommend ways the projects could be expedited. Senator Gulley asked Dr. David Rose, Senior Vice President, Dye Management Group, Inc. to give a brief summary of the study.

Dr. Rose first told the Committee that the final report would be prepared toward the end of May. The reason for doing the study was to first try to answer the question of why it takes so long to finish projects and second, what could be done to move the projects along quicker. Dye Management is doing an independent review of these issues. Their study will include findings of what DOT does well in their process and what could be done to decrease delivery time and increase predictability of completion dates. The approach Dye is taking is to look at how long it has taken to deliver all the projects that have been let during the last two fiscal years, by type of project. They are also looking at contract costs at the time the projects are let, compared to when the projects first entered the TIP. In addition, the DOT changes to the whole process will be analyzed and compared to best practices to see if further changes to the process are needed.

Regarding the Highway Trust Fund projects, Dye Management will assess the process using a different definition of "complete" than the one used by DOT. The study will divide projects into four categories:

- Projects that are complete and the road is open to traffic.
- Projects that are under construction. Dye will give estimates for when the projects will be complete.
- Projects that are on the TIP. Dye will assess where they are in the delivery process and make predictions about when they will be ready to let and when they will be constructed.
- Projects that are not yet on the TIP. Dye will estimate how long it would take to delivery these projects. These estimates will not be based on whether or not funds are available.

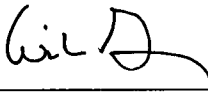
Dr. Rose said that based on these four categories, the study will try to determine what the cash flow would need to be, if funding was available, to build the projects and compare that to the revenue stream of the Highway Trust Fund.

Dr. Rose told the Committee that Dye's approach to the study is to collect as much fact-based information as possible and where appropriate, compare DOT to best practices. This information will be the basis for making their recommendations.

There being no further business, Senator Gulley reminded the Committee that April 21st will be the date for the next Committee meeting.

Before the Committee adjourned, Representative Nelson Cole made brief comments regarding Senator Gulley's resignation and thanked Senator Gulley for all his work in the area of Transportation.

The meeting was adjourned at 11:50 AM.



Senator Wib Gulley, Co-Chair



Carol Resar, Committee Clerk

Agenda

Highway Trust Fund Study Committee

Tuesday March 16, 2004

10:00 A.M.

Room 1228, Legislative Building
Raleigh, NC

- I. Welcome and Introductions
Senator Wib Gulley, Rep. Danny McComas; Rep. Nelson Cole
- II. Status of Highway Trust Fund Projects
Calvin Leggett, P.E., Manager, Program Development Branch, DOT
- III. DOT Proposals to Address Highway Trust Fund Challenges
Calvin Leggett, P.E., Manager, Program Development Branch, DOT
- IV. Update on Progress of Joint Legislative Transportation Oversight
Committee-Sponsored Study of the DOT Project Delivery Process
David C. Rose, Ph.D., Senior Vice President, Dye Management Group, Inc.
- V. Committee Discussion
Topics for Next Meeting
Date of Next Meeting
- VI. Adjourn

Trust Fund Progress

Handout #1

Intrastate % of System Loops % of System

1989 status

Total system miles	3600	100%	215	100%
Miles already complete in 1989	1800	50%	0	0%
Estimated total miles to complete	1800	50%	215	100%
Estimated cost to complete	\$5.33 billion		\$2.11 billion	
Expenditures per mile	\$3.0 million		\$9.8 million	

Funds authorized as of FY 2003

\$4.8 billion \$2.2 billion

2003 status – excluding HB 397 changes

Total miles complete as of FY 2003	2630	73%	114	52%
Remaining miles to complete	978 ^a	27%	106 ^a	48%
Estimated remaining costs (does <u>not</u> include preliminary engineering)	\$6.29 billion		\$2.31 billion	
Projected cost per mile	\$6.4 million		\$21.8 million	

2003 status – including HB 397 changes

Total miles complete as of FY 2003	2630	73%	114	38%
Remaining miles to complete	972	27%	184	62%
Estimated remaining costs (does <u>not</u> include preliminary engineering)	\$6.22 billion		\$3.75 billion ^b	
Projected cost per mile	\$6.4 million		\$20.4 million	

^a reflects mileage adjustments since 1989

^bCost for Durham loop is not known; total shown uses preliminary estimate of \$400 million provided by Durham

Handout #2

Intrastate Projects

Project	Route	Div	Counties	Length	Original	Total	Funds	Estimated	Estimated	Planning Status	Impact Assessment			Benefit Assessment		Program Status	Comments
					Project Cost (millions)	Project Cost (millions)	Authorized to Date (millions)	Cost to Complete (millions)	Completion Date		Natural	Cultural	Social	Travel Service	Economic		
R-2576	Mid-Curtiuck Bridge	1	Curtiuck	9.9	39	115	0	115	2013	In progress (Anticipated Completion 2008)	H	L	M	M	M	Partially Funded	Proceed as funding becomes available. Current schedule proposes ROW to begin in 2009. Construction to begin 2011.
R-2205	US 13	1	Bertie and Hertford	11.2	31	101	2	99	**	In progress (Anticipated Completion 2007)	H	M	M	M	M	Partially Funded	Proceed as funding becomes available. Current schedule proposes initial ROW in 2010 and initial construction in 2012. Final segment of construction is unfunded.
R-2506	US 13	1	Bertie and Hertford	17.2	37	59	0	59	**	Not Started	M	L	L	M	M	Unfunded	Proceed as funding becomes available.
R-2507	US 13	1	Gates and Hertford	17.5	36	60	1	59	**	Reevaluation needed (Anticipated Completion in 2007)	H	M	H	M	M	Partially Funded	Proceed as funding becomes available. TIP proposes initial ROW in 2008, initial construction in 2010. Final segment of construction is unfunded.
R-2563	US 158	1	Hertford	8.3	15	29	1	28	**	In progress (Anticipated Completion 2006)	M	L	M	L	H	Partially Funded	Proceed as funding becomes available. Current schedule proposes ROW in 2010 and construction is unfunded.
R-2562	US 158	1/4	Halifax and Northampton	14.3	27	48	1	47	**	In progress (Anticipated Completion 2006)	M	H	M	L	H	Partially Funded	Proceed as funding becomes available. Initial segment of ROW in 2010 and construction in 2012. Final segment construction unfunded.
R-2564	US 158	1	Northampton	17.4	0	59	0	59	**	In Progress (anticipated completion 2005)	M	H	M	L	H	Partially Funded	Proceed as funding becomes available. TIP proposed ROW in 2010. Construction is unfunded.
R-2579	US 158	1	Gates and Pasquotank	16.1	30	78	0	78	**	Not started	H	M	M	M	L	Partially Funded	TIP proposes to fund initial ROW in 2010. Next segment of ROW and entire construction unfunded. Cross-section flexibility will be required.
R-2578	US 158	1	Gates	14.5	30	59	0	59	**	Not started	H	H	H	L	L	Unfunded	Proceed as funding become available. Cross section flexibility will be required.
R-2574	US 158	1	Camden and Curtiuck	10.1	16	38	0	38	**	Not started	H	H	M	M	M	Unfunded	Proceed as funding becomes available.
R-2414	US 158-NC 34	1	Camden	5.6	14	20	2	18	2008	Reevaluation in Progress (Anticipated Completion in 2004)	H	H	M	H	M	Fully Funded	Proceed as funding becomes available. TIP proposes initial ROW in 2004 and initial construction in 2006.

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NOTE: H = high M = medium L = low
"Fully Funded" means that the project funds are completely identified in the 2004 - 2010 TIP.
"Unfunded" means that no Right-of-Way or Construction funds are identified in the 2004 - 2010 TIP.
** - Unable to determine Completion date

Intrastate Projects

TIP Project	Route	Div	Counties	Length	Original Project Cost (millions)	Total Project Cost (millions)	Funds Authorized to Date (millions)	Estimated Cost to Complete (millions)	Estimated Completion Date	Planning Status	Impact Assessment				Benefit Assessment		Program Status	Comments	
											Natural			Cultural	Social	Travel Service			Economic
											H	M	L						
R-2511	US 17	1/2	Beaufort and Martin	6.7	16	37	1	36	**	In progress (Anticipated Completion 2006)	H	M	L	M	L	Partially Funded	Proceed as funding becomes available. TIP proposes to fund initial ROW in 2010. Next segment of ROW and entire construction unfunded.		
R-2404	US 17	1	Bertie	15.8	35	81	24	57	2009	In progress (Anticipated Completion 2004)	M	L	M	M	M	Part complete	Current schedule proposes final segment of ROW in 2006 and construction (Windsor Bypass) to begin in 2008.		
R-2548	US 64	1	Tyrrell and Washington	28.1	42	182	166	16	2005	Complete						Part complete - Part under construction	Project completion scheduled for 2005.		
R-2544	US 64	1	Dare	11.7	14	50	1	49	2014	In progress (Anticipated Completion 2008)	H	L	L	L	L	Partially Funded	Projects R-2544 & R-2545 are being planned together. TIP proposes ROW in 2009, initial construction in 2010. Some cross section flexibility may be required.		
R-2545	US 64	1	Tyrrell and Dare	15.6	78	143	1	142	2014	In progress (Anticipated Completion 2008)	H	M/H	M	L	L	Partially Funded	Projects R-2544 & R-2545 are being planned together. Current schedule proposes ROW in 2010, construction in 2012. Some cross-section flexibility may be required.		
R-2514	US 17	2/3	Jones and Onslow	21.4	29	93	6	87	**	Part complete - Planning for remainder of project in progress with completion anticipated in 2006.	H	H	M	H	M	Partially Funded	Proceed as funding becomes available. Initial ROW is underway, initial construction scheduled for 2004. Planning in progress for remainder of project.		
R-2301A	US 17	2	Craven	5.1	37	70	9	61	2011	Complete	H	L	M	H	M	Fully Funded	ROW is currently scheduled for 2006, construction for 2008 pending approval of wetland mitigation site.		
R-2510	US 17	2	Beaufort	19.7	80	208	8	200	**	In progress (Anticipated Completion 2004)	M	M	M	H	M	Partially Funded	Proceed as funding becomes available. TIP proposes initial ROW in 2005, initial construction in 2006. Additional ROW in 2009 and Final Construction Unfunded.		
R-2513	US 17	2	Beaufort and Craven	15.6	42	82	1	81	**	Not Started	H	M	L	M	M	Unfunded	Proceed as funding becomes available.		
R-2301B	US 17	2	Craven	11.2	37	162	0	162	**	Complete	H	L	M	H	M	Unfunded	Proceed as funding becomes available.		
R-1015	US 70	2	Craven	9	27	118	9	109	2011	In Progress (Anticipate Completion 2006)	H	L	L	H	M	Fully Funded	ROW is scheduled for 2007. Construction scheduled for 2009.		
R-2553	US 70	2	Lenoir	12.4	62	120	2	118	**	Not started	H	L	M	H	M	Programmed for Planning and Environmental Studies Only	Proceed as funding becomes available.		

Intrastate Projects

Project	Route	Div	Counties	Length	Original	Total	Funds	Estimated	Estimated	Planning Status	Impact Assessment			Benefit Assessment		Program Status	Comments
					Project Cost (millions)	Project Cost (millions)	Authorized to Date (millions)	Cost to Complete (millions)	Completion Date		Natural	Cultural	Social	Travel Service	Economic		
R-2303	NC 24	3/6	Cumberland, Duplin, and Sampson	39.8	26	204	6	198	2011	In progress (Anticipated Completion 2006)	H	L	M	M	M	Partially Funded	Proceed as funding becomes available. TIP proposes initial ROW in 2007 and initial construction in 2009. Final segment of ROW in 2009 and final construction in 2010.
U-2107	US 17 Jacksonville Bypass	3	Onslow	7.4	33	167	152	15	2006	Complete	M	L	M	H	M	Part under construction.	Final Segment is under construction. Estimated completion is 2006.
		4	Halifax	14.9	30	82	1	81	**	Not started	M	L	H	H	M	Unfunded	Proceed as funding becomes available.
		4/5	Halifax and Warren	26.2	9	101	0	101	**	Not started	M	L	M	M	M	Partially Funded	Proceed as funding becomes available. TIP proposes ROW in 2010. Construction is unfunded.
		4	Lenoir and Wayne	20.6	78	207	15	192	**	Complete	H	L	M	H	M	Partially Funded	Proceed as funding becomes available. Initial ROW acquisition underway. TIP proposes initial construction in 2007. Final ROW in 2008 and final construction unfunded.
I-0306	I-85	5	Durham	9.7	84	259	241	18	2007	Complete	L	L	M	H	M	Part complete - Part under construction	Final segment under construction. Estimated completion is 2007.
R-2257	US 158	5	Granville	3	6	17	4	13	2012	Reevaluation needed	L	L	L	M	M	Fully Funded	Initial 2 lanes previously constructed. TIP proposes ROW in 2008; construction in 2010
R-2585	US 158	5	Granville and Person	27	66	126	0	126	**	Not started	M	L	L	L	M	Partially Funded	Proceed as funding becomes available. TIP proposes to fund initial ROW in 2010. Remaining ROW and construction is unfunded.
R-2575	US 158	5/7	Caswell and Person	17.3	23	67	1	66	**	In Progress (Anticipated Completion 2007)	L	H	H	L	M	Partially Funded	Proceed as funding becomes available. TIP proposes initial ROW in 2008; initial construction in 2010
R-2552	US 70	5	Johnston and Wake	9.5	68	139	26	113	2008	Complete	M	L	L	H	H	Fully Funded	ROW in progress. Construction for entire project scheduled in 2005 pending environmental clearances.
R-2529	NC 24-27	6/8	Hamett and Moore	21.2	29	92	0	92	**	Not started	L	L	L	L	M	Unfunded	Proceed as funding becomes available.
R-2562	NC 87	6	Bladen and Cumberland	26	59	69	47	22	2007	Complete	M	M	L	H	M	Fully Funded	ROW acquisition underway. Construction scheduled for 2005.

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Intrastate Projects

TIP Project	Route	Div	Counties	Length	Original Project Cost (millions)	Total Project Cost (millions)	Funds Authorized to Date (millions)	Estimated Cost to Complete (millions)	Estimated Completion Date	Planning Status	Impact Assessment			Benefit Assessment		Program Status	Comments
											Natural	Cultural	Social	Travel Service	Economic		
R-2561	NC 87	6	Bladen and Columbus	28.1	54	114	6	108	**	Not started	M	M	L	M	M	Unfunded	Proceed as funding becomes available.
R-0513	US 74	6	Robeson	19.6	66	192	31	161	2008	Complete	H	L	L	H	M	Fully Funded	Construction to begin in Summer 2004.
R-0061	US 74	6	Columbus	18.6	8	50	42	8	**	Planning for Remaining Work Not started	L	L	L	H	M	Part Complete - Part Unfunded	Project complete except for interchange with NC 211 in Columbus County. Proceed as funding becomes available..
I-2201	I-40/US 421	7	Guilford	10.9	37	199	199	0	2004	Complete	L	L	M	H	M	Part complete - Part under construction	Estimated completion is 2004.
I-0305	I-85	7	Orange	7.5	33	44	2	42	**	Reevaluation needed	M	L	M	H	M	Partially Funded	Proceed as funding becomes available. Initial construction scheduled for 2010
R-2580	US 158	7	Guilford and Rockingham	15	42	79	3	76	**	Planning for remaining work not started	M	L	M	M	M	Part complete and part unfunded	Proceed as funding becomes available.
R-2577	US 158	7/9	Forsyth and Guilford	18.8	23	76	1	75	**	In Progress (Anticipated Completion 2008)	M	L	M	M	M	Partially Funded	Proceed as funding becomes available. Initial construction scheduled for 2010.
R-2586	US 158	7	Caswell and Rockingham	18.9	43	78	0	78	**	Not started	M	M	L	L	M	Unfunded	Proceed as funding becomes available.
U-3326B	US 158/US 29 Business	7	Rockingham	3.8	22	32	0	32	2011	In progress (Anticipated Completion 2004)	L	L	L	H	M	Let with U-3326A	ROW scheduled for 2006; construction 2008
R-2413	US 220-NC 68	7	Guilford and Rockingham	13.5	35	138	23	115	**	Reevaluation needed (SFONSI completed 3/95)	M	L	H	H	M	Partially Funded	Proceed as funding becomes available. (Currently envisioned as part of I-73 corridor). Initial construction scheduled for 2005, final construction unscheduled.
R-2528	NC 24-27	8	Montgomery and Moore	19.6	37	73	0	73	**	Not started	M	L	L	M	M	Unfunded	Proceed as funding becomes available.
R-0623	NC 24-27	8	Montgomery	5	8	45	1	44	2011	In progress (Anticipated Completion 2005)	M	M	H	H	M	Fully Funded	TIP proposes to fund ROW in 2007 and construction in 2009
R-2107B	NC 24-27	8	Montgomery	0.8	2	3	0	3	2010	Complete	L	L	L	H	M	Fully Funded	ROW scheduled for 2006. Construction scheduled for 2008.
R-2527	NC 24-27	8	Montgomery	9.1	18	32	1	31	2012	In progress (Anticipated Completion 2005)	H	L	L	M	M	Fully Funded	TIP proposes ROW in 2007 and 2008, construction in 2009 and 2010.

Intrastate Projects

Project	Route	Div	Counties	Length	Original	Total	Funds	Estimated	Estimated	Planning Status	Impact Assessment			Benefit Assessment		Program Status	Comments
					Project Cost (millions)	Project Cost (millions)	Authorized to Date (millions)	Cost to Complete (millions)	Completion Date		Natural	Cultural	Social	Travel Service	Economic		
R-2212	NC 24-27	8	Moore	4.3	13	19	0	19	**	In Progress (Anticipated Completion 2007)	M	L	L	M	M	Partially Funded	Proceed as funding becomes available. TIP proposes to fund ROW in 2009. Construction unfunded.
R-0210	US 1	8	Lee and Moore	12.4	29	71	4	67	2005	Complete	M	L	M	H	M	Fully Funded	Entire project under construction. Estimated completion is 2005.
R-2502	US 1	8	Richmond and Moore	8.3	20	33	1	32	2008	In progress (Anticipated Completion 2004)	L	L	M	H	L	Fully Funded	Proposed as a Design Build Contract to begin in Fall of 2005.
R-2501	US 1	8	Richmond	24.1	51	178	7	171	**	In progress (Anticipated Completion 2004)	M	L	L	H	M	Partially Funded	Proceed as funding becomes available. Initial ROW scheduled for 2005, initial construction 2008. Final ROW and construction unfunded.
R-2231	US 220	8	Montgomery and Richmond	16.2	44	102	102	0	2007	Complete	H	L	M	M	H	Fully Funded	Under construction. Part of I-73/I-74. Estimated completion is 2007.
R-2610	US 421	8	Chatham	12.5	19	36	4	32	2007	Complete	L	L	L	H	L	Fully Funded	ROW acquisition underway. Construction scheduled to begin in 2005.
R-2417	US 421-NC 87	8	Lee	11	84	172	71	101	2010	Complete	M	L	M	H	M	Part under construction - Fully Funded	Under Construction. Final ROW scheduled for 2006, final construction 2008
R-2220	US 64	8/9	Davidson and Randolph	28.5	16	136	12	124	**	Reevaluation needed	H	L	H	H	M	Part Complete - Part unfunded	Proceed as funding becomes available.
U-0209	Independence Blvd (US 74)	10	Mecklenburg	5.3	70	258	150	108	2012	Part Complete - Planning for remainder of project has not begun.	L	L	H	H	M	Part complete - Part under construction - Fully Funded	Under construction. Final ROW scheduled for 2007, final construction in 2010.
R-0967	NC 24-27	10	Stanly	14.2	36	89	58	31	2007	Complete	M	L	L	H	H	Part Complete - Part under construction	Under construction. Final construction scheduled to begin in Fall 2004
R-2530	NC 24-27	10	Stanly	8.9	23	49	26	23	**	Part complete - planning for remainder of project in progress with completion anticipated in late 2006	L	L	L	H	M	Part complete - Part under construction	Proceed as funding becomes available. Final ROW in 2009, final construction unfunded
R-2559	US 74	10	Union	13.6	72	154	30	124	**	Complete	M	L	M	H	M	Partially Funded	Construction of portion from US 74 east of Monroe to US 601 scheduled to begin Summer 2004. Portion from US 601 to US 74 west of Monroe not scheduled. Status is dependent upon outcome of R-3329 planning document.

day, March 02, 2004

NOTE: H = high M = medium L = low

"Fully Funded" means that the project funds are completely identified in the 2004 - 2010 TIP.

"Unfunded" means that no Right-of-Way or Construction funds are identified in the 2004 - 2010 TIP.

** - Unable to determine Completion date

Intrastate Projects

TIP Project	Route	Div	Counties	Length	Original Project Cost (millions)	Total Project Cost (millions)	Funds Authorized to Date (millions)	Estimated Cost to Complete (millions)	Estimated Completion Date	Planning Status	Impact Assessment			Benefit Assessment		Program Status	Comments
											Natural			Travel Service	Economic		
											Cultural	Social					
R-2566	NC 105	11	Avery and Watauga	14.6	35	81	1	80	**	To begin 2004	H	L	H	H	M	Partially Funded	Proceed as funding becomes available. ROW scheduled for 2010. Some cross section flexibility may be required.
R-2520	US 19E-NC 194	11/13	Avery and Mitchell	10.3	9	52	1	51	**	Section A In progress (Anticipated Completion 2006)	H	L	M	H	M	Partially Funded	Proceed as funding becomes available. Initial ROW scheduled for 2008, initial construction 2010. Some cross section flexibility may be required.
R-2595	US 221	11	Avery	10.3	31	63	0	63	**	Not started	H	M/H	M	M	M	Unfunded	Proceed as funding becomes available. Cross section flexibility may be required.
R-2596	US 221	11/13	Avery, Burke, McDowell	13.2	34	66	23	43	**	Part complete - planning for remainder of project not started	M	H	L	L	M	Part complete	Proceed as funding becomes available. Cross section flexibility may be required.
R-2237	US 321	11	Watauga and Caldwell	15.3	31	119	42	77	2013	In progress on final segment (Anticipated Completion late 2004)	M	M	M/H	M	M	Part complete	Two segments remaining. Construction of one segment to begin late 2004. Construction of final segment scheduled for 2010.
R-2239	US 421	11	Wilkes and Yadkin	18.6	33	93	93	0	2004	Complete						Part complete - Part under construction	Widening complete. Final segment, removal of access at two locations on US 421, in progress with Summer 2004 anticipated completion.
U-2703	US 421 Boone Bypass	11	Watauga	4.5	108	148	0	148	**	Pre-TIP planning in progress	M	M	H	H	M	Unfunded	Proceed as funding becomes available.
R-2615	US 421-321	11	Watauga	10.4	40	62	0	62	**	Not started	L	M	M	H/L	M	Unfunded	Proceed as funding becomes available w/ section from western terminus of U-2703 (Boone Bypass) to the US 321-US 421 split. At this point, the intrastate corridor designation should be changed to US 321. Some cross section flexibility may be required from US 421-US 321 split to the Tennessee State Line.
A-0010	I-26 (US 19-23)	13	Buncombe and Madison	30.0	136	411	277	134	**	Planning for remaining segment in progress (Anticipated Completion 2008)	M	L	M	H	M	Part complete	Proceed as funding becomes available. Next construction scheduled to begin 2010. Final construction unfunded.
R-2518	US 19	13	Madison and Yancey	14.2	27	81	3	78	2010	In progress (Anticipated Completion late 2004). Being done with R-2519A	M	L	L	M	M	Fully Funded	ROW scheduled for 2005, construction in 2007

Intrastate Projects

Project	Route	Div	Counties	Length	Original	Total	Funds	Estimated	Estimated	Planning Status	Impact Assessment			Benefit Assessment		Program Status	Comments
					Project Cost (millions)	Project Cost (millions)	Authorized to Date (millions)	Cost to Complete (millions)	Completion Date		Natural	Cultural	Social	Travel Service	Economic		
R-2519	US 19E	13	Yancey and Mitchell	15.5	44	85	2	83	2013	In progress (Anticipated Completion 2004 (A) 2006 (B)). Part A being done with R-2518	M	L	H	H	M	Partially Funded	Proceed as funding becomes available. ROW scheduled for 2005 and 2008; construction scheduled for 2007 and 2010.
R-2233	US 221	13	Rutherford	18.2	49	158	1	157	2012	In progress (Anticipated Completion 2005)	H	L	M	H	M	Partially Funded	Proceed as funding becomes available. ROW scheduled for 2006 and 2007; construction scheduled for 2008 and 2009
R-2597	US 221	13	McDowell and Rutherford	15	30	59	1	58	2012	In progress (Anticipated Completion 2005)	L	L	M	M	M	Partially Funded	Proceed as funding becomes available. ROW scheduled for 2007; construction scheduled for 2009.
R-0204	US 221-NC 226	13	McDowell	5.8	26	61	35	26	2012	planning for final segments in progress (Anticipated Completion 2005)	M	H	M	M	M	Part complete	Final ROW scheduled for 2006 and 2007; final construction scheduled for 2009
A-0009	US 74	14	Cherokee, Graham, and Swain	27.1	284	615	71	544	**	Reevaluation of Part B & C Underway; anticipated completion 2005	H	L	L	M	M	Part complete, partially funded	Proceed as funding becomes available (Cost is equal to 15 years of current Division funding allocation)
TOTALS					3107	8148	2052	6096									

day, March 02, 2004

NOTE: H = high M = medium L = low

"Fully Funded" means that the project funds are completely identified in the 2004 - 2010 TIP.

"Unfunded" means that no Right-of-Way or Construction funds are identified in the 2004 - 2010 TIP.

** - Unable to determine Completion date

Top Projects

TIP Project	Route	Div	Counties	Length	Original Project Cost (millions)	Total Project Cost (millions)	Funds Authorized to Date (millions)	Estimated Cost to Complete (millions)	Estimated Completion Date	Planning Status	Impact Assessment Natural Cultural Social	Benefit Assessment Travel Economic	Program Status	Comments			
R-2250	NC 11 - 903	2	Pitt	7.8	0	116	1	115	**	In Progress	M	H	L	H	H	Partially Funded	Initial ROW scheduled in 2008; Construction Unfunded.
U-4738	New Route	3	New Hanover & Brunswick	0	0	345	0	345	**	Not Started	H	M	L	M	H	Unfunded	
R-2633	US 17	3	Brunswick & New Hanover	20.2	110	726	186	540	2012	Part A and B in Progress (Anticipate Completion in 2004)	H	H	M	H	M	Part complete - Part under construction	Part C completion scheduled for 2004. ROW scheduled for 2007 and 2008. TIP proposes construction in 2009 and 2010. Route will be designated as I-140. Legislation amended to add portion from US 17 South to Independence Boulevard.
R-2405 A	US 17	3	New Hanover	7.5	24	44	20	24	2006	Complete	M/H	L	L	H	M	Fully Funded	Under construction. Completion anticipated in 2006
U-4721	Durham Northern Loop	5/7	Durham & Orange	29.4	*	*	0	*	**	Not Started							The cross section for this project will be established by mutual agreement of the MPO and NCDOT through the state and federal environmental review process.
U-71	East End Connector	5	Durham	2.5	*	89	5	84	**	In Progress (Anticipate Completion 2007)	L	L	M	H	M	Partially Funded	Initial ROW scheduled in 2008. Initial Construction in 2010. Final Construction Unfunded.
R-2000	I-540	5	Durham & Wake	29	321	665	576	89	2005	Complete	M	L	M	H	H	Part complete - Part under construction	Final construction scheduled for 2004.
I-4743	I-85	5	Durham	6.3	*	*	0	*	**	Not Started							The cross section for this project will be established by mutual agreement of the MPO and NCDOT through the state and federal environmental review process.

Loop Projects

TIP Project	Route	Div	Counties	Length	Original Project Cost (millions)	Total Project Cost (millions)	Funds Authorized to Date (millions)	Estimated Cost to Complete (millions)	Estimated Completion Date	Planning Status	Impact Assessment			Benefit Assessment		Program Status	Comments
											Natural	Cultural	Social	Travel Service	Economic		
U-4722	Roxboro Road	5	Durham	4.4	*	*	0	*	**	Not Started							The cross section for this project will be established by mutual agreement of the MPO and NCDOT through the state and federal environmental review process.
U-4720	US 70	5	Durham	7.8	*	*	0	*	**	Not Started							The cross section for this project will be established by mutual agreement of the MPO and NCDOT through the state and federal environmental review process.
R-2635	Western Wake Freeway	5	Wake	10.1	111	262	10	252	2011	In Progress (Anticipate Completion in 2004)	M	L	M	H	H	Partially Funded	ROW scheduled in 2006; construction in 2008. Legislation amended to add a portion between US 1 and NC 55.
U-2519	Fayetteville	6	Cumberland & Robeson	21.8	0	360	11	349	**	In Progress (Anticipate Completion in 2005)	M	L	M	H	H	Partially Funded	Initial ROW scheduled in 2005; Initial Construction in 2007; Final Construction Unfunded.
X-2	Fayetteville	6	Cumberland	14.9	0	186	92	94	2009	In Progress (Anticipate Completion in 2005)	M	L	M	H	H	Part Complete - Part Under Construction	Final ROW scheduled in 2005; Final Construction scheduled in 2007.
U-2525	Greensboro Eastern Loop	7	Guilford	15.1	102	241	43	198	2013	Reevaluation Needed (ROD 3/95)	M	L	M	H	H	Part complete	TIP proposes final ROW in 2007 and final construction in 2010. Legislation amended to add additional interchange, which is unfunded.
U-2524	Greensboro Western Loop	7	Guilford	15	138	464	214	250	2012	Complete (Reevaluation needed on Part D)	H	M	M	H	H	Part complete - Part under construction	Additional ROW scheduled for 2005 and 2006; additional construction scheduled for 2004, 2007, and 2009. Legislation amended to add additional interchange, which is unfunded.
I-2402	I-85	7	Guilford	14.7	129	281	281	0	2004	Complete						All parts are complete or under construction	Project completion expected early 2004.

Top Projects

TIP Project	Route	Div	Counties	Length	Original Project Cost (millions)	Total Project Cost (millions)	Funds Authorized to Date (millions)	Estimated Cost to Complete (millions)	Estimated Completion Date	Planning Status	Impact Assessment	Benefit Assessment	Program Status	Comments			
											Natural	Cultural	Social	Travel Service	Economic		
U-2579	Winston-Salem Eastern Beltway	9	Forsyth	9.5	77	346	2	344	**	In Progress (Anticipate completion in 2005)	M	L	M	H	H	Partially Funded	Initial ROW scheduled for 2008. Initial construction scheduled for 2010. Part of I-74 corridor. Legislation amended to add portion from I-40 to US 311.
R-2247	Winston-Salem Western Loop	9	Forsyth	14.8	132	304	52	252	2012	In Progress (Anticipate Completion in 2005)	M	L	H	H	M	Fully Funded	Initial ROW acquired. Initial construction scheduled to begin 2006. Next ROW to begin 2006. Schedule delayed due to lawsuit
R-2123	I-485	10	Mecklenburg	18.8	215	261	221	40	2011	Complete	M	L	M	H	H	Part complete - Remainder fully funded.	Final construction scheduled for 2008
R-2248	I-485	10	Mecklenburg	28	446	606	390	216	2011	Part complete - planning for Prosperity Church Rd interchange in progress (Anticipate completion in 2004)	M	L	M	H	H	Part complete - Part under construction - Remainder partially funded.	Final construction scheduled for 2008
R-0211	I-485	10	Mecklenburg	16.6	162	267	256	11	2009	Part complete - planning for Weddington Rd interchange in progress with 2004 completion	M	L	L	H	H	Part complete - Remainder Fully Funded	Complete except for interchange with SR 3468 (Weddington Rd) in Mecklenburg County.
I-2513	NEW ROUTE	13	Buncombe	3.5	124	299	4	295	2013	In Progress (Anticipate Completion in 2006)	M	L	H	H	H	Partially Funded	TIP proposes ROW in 2006 and 2008; construction in 2008, 2009, 2010. Part of I-26 corridor.
TOTALS					2091	5862	2364	3498		note: figures unavailable for Durham							

Note: H=High, M=Medium and L=Low

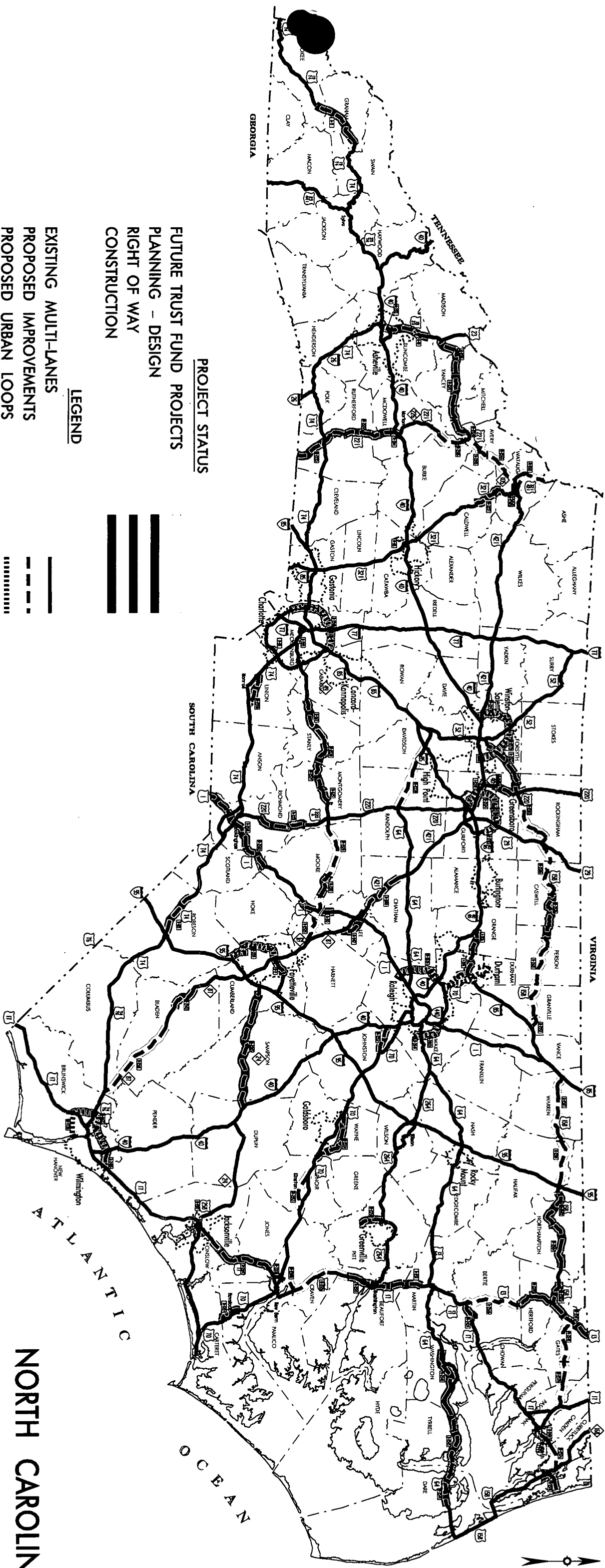
"Fully Funded" means that the project funds are completely identified in the 2004 - 2010 TIP.

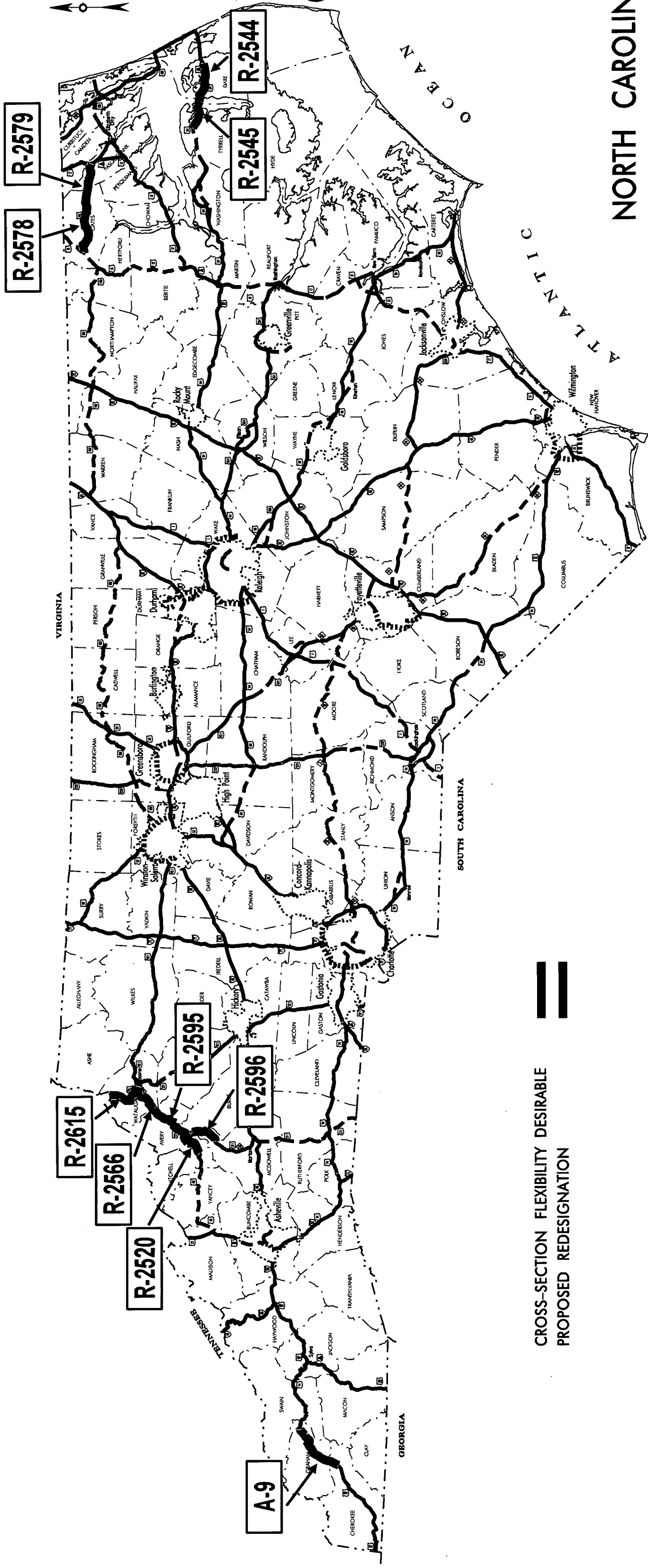
"Unfunded" means that no Right-of-Way or Construction funds are identified in the 2004 - 2010 TIP.

** - Unable to determine Completion date

* - Unknown at this time

Sheet #3





NORTH CAROLINA

Intrastate System

FY 2003 Trust Fund Route Status

(Excluding loop changes specified in HB 397, 2003 Legislative session)

Route	Original Mileage Estimate	Remaining Mileage Estimate	Current Mileage Estimate	Route Status		Fully Funded Construction		Remaining Costs In Current Dollars 6/03 TIP (Excludes PE)	Federal Dollars Authorized As of 9/30/03	State Dollars Authorized As of 6/30/03	Bond Dollars Authorized As of 6/30/03	Total Dollars Authorized
				PE	ROW	Miles	% of Original Miles					
I-40	21.4	0.0	25.8	X	X	25.8	120.6%	0	125,612,369	38,790,692	55,714,439	220,117,500
I-77	8.9	0.0	10.9	X	X	10.9	122.5%	0	26,128,402	38,484,895	0	64,593,297
I-85 ***	68.1	10.5	74.7	X	X	64.2	94.3%	78,110,000	488,799,751	69,079,032	21,562,000	579,440,783
I-95	N/A						N/A	0	3,689,145	0	0	3,689,145
US-1	100.1	32.4	103.0	X	X	70.6	70.5%	210,368,000	53,136,473	215,550,478	0	268,686,951
US-13	45.9	45.9	45.9	X	X		0.0%	228,800,000	1,600,000	1,880,000	0	3,480,000
US-17 ***	188.8	85.7	195.6	X	X	109.9	58.2%	735,150,000	212,232,460	247,190,514	19,830,459	479,253,433
US-19/19E	29.7	29.3	29.3	X			0.0%	172,200,000	0	3,859,130	0	3,859,130
US-74 (US 19) *	28.1	17.7	27.5	X	X	9.8	34.9%	543,740,000	15,988,518	34,690,535	15,369,082	66,048,135
US-23	30.0	15.0	28.8	X	X	13.8	45.9%	125,800,000	285,171,367	12,153,919	0	297,325,286
US-23-441	11.4	0.0	11.6	X	X	11.6	101.8%	0	6,812,000	26,381,349	0	33,173,349
I-74-NC 752 (US 52) **	22.5	0.0	23.7	X	X	23.7	105.3%	0	39,480,479	90,925,307	0	130,405,786
US-64 (I95 to Coast) ***	107.2	57.8	112.8	X	X	55.0	51.3%	245,816,000	129,188,014	296,090,251	24,365,151	449,643,416
US-64 (Lex to Rail) ***	76.2	22.5	73.5	X	X	51.0	66.9%	113,400,000	119,504,475	48,592,456	26,856,142	194,953,073
US-70	64.9	53.9	63.4	X	X	9.5	14.6%	538,200,000	39,515,867	37,829,374	11,465,000	88,810,241
US-74 ***	61.1	34.4	77.5	X	X	43.1	70.5%	405,267,000	135,480,367	206,712,575	7,025,000	349,217,942
US-74 (I26 to I85)	18.3	0.0	18.4	X	X	18.4	100.5%	0	19,062,110	28,236,276	0	47,298,386
US-158	240.3	233.9	244.5	X	X	10.6	4.4%	966,780,000	3,331,800	46,762,741	2,700,000	52,794,541
Bridge	9.9	9.9	9.9	X	X		0.0%	100,600,000	0	2,500,000	0	2,500,000
US-221	70.2	61.5	71.0	X	X	9.5	13.5%	341,650,000	8,630,000	17,713,653	18,329,172	44,672,825
US-220	36.3	17.4	38.1	X	X	20.7	57.0%	112,400,000	60,794,022	49,964,249	3,589,000	114,347,271
US-220/NC 68 (to VA line)	24.4	13.1	26.1	X	X	13.0	53.3%	108,000,000	0	61,709,506	0	61,709,506
US-264	27.1	0.0	28.7	X	X	28.7	105.9%	0	116,229,332	54,768,658	12,917,870	183,915,860

skendout # 4

Route	Original Mileage Estimate	Remaining Mileage Estimate	Current Mileage Estimate	Route Status			Fully Funded Construction		Remaining Costs In Current Dollars 6/03 TIP (Excludes PE)	Federal Dollars Authorized As of 9/30/03	State Dollars Authorized As of 6/30/03	Bond Dollars Authorized As of 6/30/03	Total Dollars Authorized
				PE	ROW	Const.	Miles	% of Original Miles					
US-321	38.5	10.5	38.0	X	X	X	27.5	71.5%	82,550,000	75,615,278	46,193,914	0	121,809,192
US-421 (TN to I40)	63.3	14.9	64.7	X	X	X	49.8	78.7%	202,100,000	55,180,950	228,578,454	36,924,476	320,683,880
US-421 (G'boro to Sanford)	37.4	24.9	37.2	X	X	X	12.3	32.9%	144,726,000	32,934,011	44,282,280	0	77,216,291
NC-24 (& NC-24-27)	202.3	126.2	203.6	X	X	X	77.4	38.3%	574,747,000	123,303,137	206,789,540	10,086,000	340,178,677
NC-87	81.2	37.0	81.8	X	X	X	44.8	55.2%	130,520,000	48,030,208	79,981,557	28,716,866	156,728,631
NC-105	14.6	14.6	14.6			X		0.0%	79,700,000	4,752,064	0	0	4,752,064
NC-168	18.5	0.0	18.3	X	X	X	18.3	98.9%	0	0	59,544,358	0	59,544,358
NC-194	10.3	9.4	9.4					0.0%	50,700,000	0	600,000	0	600,000
TOTAL INTRASTATE	1756.9	978.4	1,808.4	830.0	47.2%	2,230,202,598	2,295,795,692	295,450,657	4,821,448,947				
Asheville Western Loop	3.2	3.5	3.5	X	X			0.0%	294,100,000	3,650,000	175,000	265,000	4,090,000
Charlotte Outer Loop	68.1	11.4	68.8	X	X	X	57.4	84.2%	291,100,000	515,042,089	150,920,959	154,475,787	820,438,835
Durham Northern Loop	16.4	19.3	19.3	X				0.0%	84,425,000	0	1,805,776	0	1,805,776
Greensboro Loop	41.6	23.1	44.8	X	X	X	21.7	52.1%	459,700,000	341,239,871	188,491,596	86,260,111	615,991,578
Raleigh Outer Loop	38.0	12.8	40.3	X	X	X	27.5	72.4%	395,650,000	367,726,742	71,183,361	98,801,789	537,711,892
Wilmington Bypass	20.2	12.0	19.1	X	X	X	7.1	35.1%	212,075,000	17,475,190	17,892,047	150,724,314	186,091,551
Winston-Salem N Belt	24.5	24.3	24.3	X	X	X		0.0%	570,700,000	11,950,000	31,875,786	6,815,000	50,640,786
TOTAL LOOPS	212.0	106.4	220.1	113.6	53.6%	1,257,083,892	2,307,750,000	497,342,001	2,216,770,418				

* Originally identified as US 19 in the law, but due to the new relocation will now be identified as US 74.

** Originally identified as US 52 in the law, but will be identified as I-74(NC 752) from now on.

*** Termini of some projects have been amended.

FY 2003 Trust Fund Route Status

(Including loop changes specified in HB 397, 2003 Legislative session)

Route	Original Mileage Estimate	Remaining Mileage Estimate	Current Mileage Estimate	Route Status		Fully Funded Construction		Remaining Costs in Current Dollars 6/03 TIP (Excludes PE)	Federal Dollars Authorized As of 9/30/03	State Dollars Authorized As of 6/30/03	Bond Dollars Authorized As of 6/30/03	Total Dollars Authorized
				PE	ROW	Const.	Miles					
I-40	21.4	0.0	25.8	X	X	X	25.8	120.6%	0	125,612,369	38,790,692	220,117,500
I-77	8.9	0.0	10.9	X	X	X	10.9	122.5%	0	26,128,402	38,464,895	64,593,297
I-85 ***	68.1	10.5	74.7	X	X	X	64.2	94.3%	78,110,000	488,799,751	21,562,000	579,440,783
I-95	N/A							N/A	0	3,689,145	0	3,689,145
US-1	100.1	32.4	103.0	X	X	X	70.6	70.5%	210,368,000	53,136,473	0	268,686,951
US-13	45.9	45.9	45.9	X	X	X		0.0%	228,800,000	1,600,000	0	3,480,000
US-17 ***	188.8	85.7	195.6	X	X	X	109.9	58.2%	735,150,000	212,232,460	19,830,459	471,451,258
US-19/19E	29.7	29.3	29.3	X				0.0%	172,200,000	0	0	3,859,130
US-74 (US 19) *	28.1	17.7	27.5	X	X	X	9.8	34.9%	543,740,000	15,988,518	15,369,082	66,048,135
US-23	30.0	15.0	28.8	X	X	X	13.8	45.9%	125,800,000	285,171,367	0	297,325,286
US-23-441	11.4	0.0	11.6	X	X	X	11.6	101.8%	0	6,812,000	26,361,349	33,173,349
I-74-NC 752 (US 52) **	22.5	0.0	23.7	X	X	X	23.7	105.3%	0	39,480,479	90,925,307	130,405,786
US-64 (I95 to Coast) ***	107.2	57.8	112.8	X	X	X	55.0	51.3%	245,816,000	129,188,014	24,365,151	449,643,416
US-64 (Lex to Rail) ***	76.2	22.5	73.5	X	X	X	51.0	66.9%	113,400,000	119,504,475	26,856,142	194,953,073
US-70	64.9	53.9	63.4	X	X	X	9.5	14.6%	538,200,000	39,515,867	11,465,000	88,810,241
US-74 ***	61.1	34.4	77.5	X	X	X	43.1	70.5%	405,267,000	135,480,367	7,025,000	349,217,942
US-74 (I26 to I85)	18.3	0.0	18.4	X	X	X	18.4	100.5%	0	19,062,110	28,236,276	47,298,386
US-158	240.3	233.9	244.5	X	X	X	10.6	4.4%	966,780,000	3,331,800	2,700,000	52,794,541
Bridge	9.9	9.9	9.9	X	X	X		0.0%	100,600,000	0	0	2,500,000
US-221	70.2	61.5	71.0	X	X	X	9.5	13.5%	341,650,000	8,630,000	18,329,172	44,672,825
US-220	36.3	17.4	38.1	X	X	X	20.7	57.0%	112,400,000	60,794,022	3,589,000	114,347,271
US-220/NC 68 (to VA line)	24.4	13.1	26.1	X	X	X	13.0	53.3%	108,000,000	0	0	61,709,506
US-264	27.1	0.0	28.7	X	X	X	28.7	105.9%	0	116,229,332	54,768,658	183,915,860
US-321	38.5	10.5	38.0	X	X	X	27.5	71.5%	82,550,000	75,615,278	0	121,809,192
US-421 (TN to I40)	63.3	14.9	64.7	X	X	X	49.8	78.7%	202,100,000	55,180,950	36,924,476	320,683,880
US-421 (G'boro to	37.4	24.9	37.2	X	X	X	12.3	32.9%	144,726,000	32,934,011	44,282,280	77,216,291

Route	Original Mileage Estimate	Remaining Mileage Estimate	Current Mileage Estimate	Route Status		Fully Funded Construction		Remaining Costs in Current Dollars 6/03 TIP (Excludes PE)	Federal Dollars Authorized As of 9/30/03	State Dollars Authorized As of 6/30/03	Bond Dollars Authorized As of 6/30/03	Total Dollars Authorized	
				PE		Miles							
				ROW	Const.	Miles	% of Original Miles						
Sanford)													
NC-24 (& NC-24-27)	202.3	120.2	197.6	X	X	X	77.4	38.3%	504,547,000	123,303,137	206,789,540	10,086,000	340,178,677
NC-87	81.2	37.0	81.8	X	X	X	44.8	55.2%	130,520,000	48,030,208	79,981,557	28,716,866	156,728,631
NC-105	14.6	14.6	14.6		X	X		0.0%	79,700,000	4,752,064	0	0	4,752,064
NC-168	18.5	0.0	18.3	X	X	X	18.3	98.9%	0	0	59,544,358	0	59,544,358
NC-194	10.3	9.4	9.4					0.0%	50,700,000	0	600,000	0	600,000
TOTAL INTRASTATE	1756.9	972.4	1,802.4				830.0	47.2%	6,221,124,000	2,230,202,598	2,287,993,517	295,450,657	4,813,846,772
Asheville Western Loop													
Asheville Western Loop	3.2	9.1	9.1	X	X			0.0%	294,100,000	3,650,000	175,000	265,000	4,090,000
Charlotte Outer Loop	68.1	11.4	68.8	X	X	X	57.4	84.2%	291,100,000	515,042,089	150,920,959	154,475,787	820,438,835
Durham Northern Loop	16.4	32.3	32.3	X				0.0%	Unknown	0	1,805,776	0	1,805,776
Fayetteville Western Outer Loop													
Greensboro Loop	41.6	20.0	41.7	X	X	X	21.7	52.1%	459,700,000	341,239,871	188,491,596	86,260,111	615,991,578
Greenville Loop		7.8	7.8	X	X			0.0%	115,000,000	4,686,400	1,055,000		
Raleigh Outer Loop	38.0	16.9	44.4	X	X	X	27.5	72.4%	493,275,000	367,726,742	71,183,361	98,801,789	537,711,892
Wilmington Bypass	20.2	29.9	37.0	X	X	X	7.1	35.1%	593,475,000	17,475,190	25,694,222	150,724,314	193,893,726
Winston-Salem N Belt	24.5	29.0	29.0	X	X	X		0.0%	684,400,000	11,950,000	31,875,786	6,815,000	50,640,786
TOTAL LOOPS	212.0	183.7	297.3				113.6	53.6%	3,345,850,000	1,261,770,292	472,316,488	497,342,001	2,224,572,593

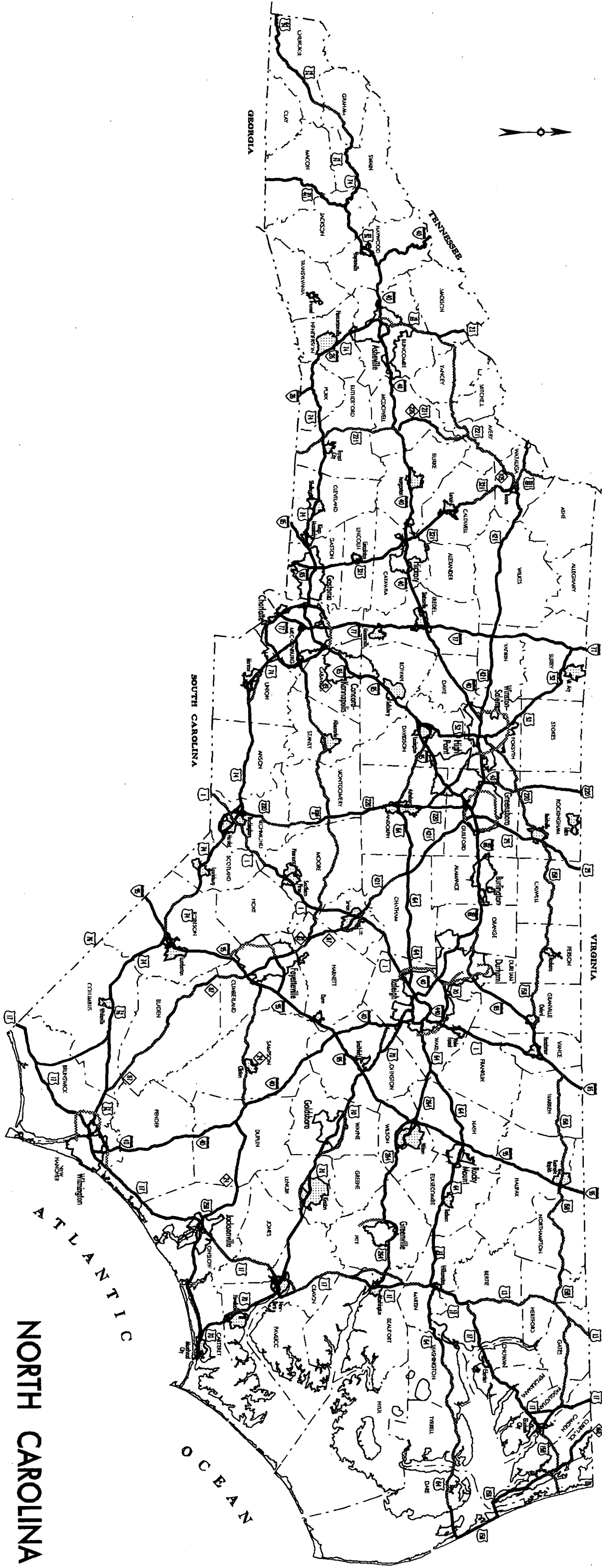
* Originally identified as US 19 in the law, but due to the new relocation will now be identified as US 74.

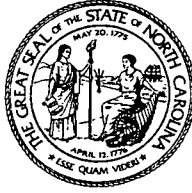
** Originally identified as US 52 in the law, but will be identified as I-74(NC 752) from now on.

*** Termini of some projects have been amended.

(1) Funds were authorized before projects were Trust Fund eligible.

- Proposed Intrastate System
- Proposed Additions to Intrastate System
- Proposed Route Redesignations





REMINDER

NORTH CAROLINA GENERAL ASSEMBLY
HIGHWAY TRUST FUND STUDY COMMISSION
LEGISLATIVE OFFICE BUILDING
RALEIGH NC 27601-1096

Representative Nelson Cole, Co-Chair
Representative Danny McComas, Co-Chair

Senator Wib Gulley, Co-Chair

March 9, 2004

MEMORANDUM

TO: Members, Highway Trust Fund Study Committee

FROM: Co-Chairs: Senator Wib Gulley, Representative Nelson Cole,
Representative Danny McComas

SUBJECT: Meeting Notice

There will be a meeting of the Highway Trust Fund Study Committee:

DAY: Tuesday
DATE: March 16, 2004
TIME: 10:00 AM
LOCATION: Room 1228 Legislative Building

Parking for non-legislative members of the committee/commission is available in the visitor parking deck #75 located on Salisbury Street across from the Legislative Office Building. Parking is also available in the parking lot across Jones Street from the State Library/Archives (see attached map). The cost for visitor parking is \$.50 per hour or \$4.00 per day and may be reimbursed with a parking receipt submitted with your travel reimbursement form.

If you have any questions concerning this meeting, please contact Mr. Giles Perry at (919) 733-2578 in the Legislative Research Division. Please advise Carol Resar, Committee Assistant, (919) 715-3036, or e-mail gulleywla@ncleg.net, if you will be unable to attend.

The next meeting, after March 16th, will be Wednesday, April 21, 2004, 1:30 PM in Room 1228 Legislative Building.

VISITOR REGISTRATION SHEET

Highway Trust Fund Study Committee

March 16, 2004

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Mike Stanley	NCDOT
Jim Humphrey	CHARLOTTE DOT
Joe Milazzo	REGIONAL TRANSPORTATION ALLIANCE
Ed Johnson	NC CAPITAL AREA MPO
Calvin Leggett	NCDOT
Greg Thorpe	NCDOT
John Long	Martin Marotta Materials
Bandra Long	Martin Marotta Materials
Craig Deal	NC DENR
Larry Go. de	NC GO
BERRY JENKINS	CAROLINAS AGC

VISITOR REGISTRATION SHEET

Highway Trust Fund Study Committee

March 16, 2004

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

Sum Coward	NC DOT
Mich L. Alfred	OSBM
Chris Dillon	Pres Pro Term
Beau Mills	NC Metro Coalition
JAMES MCCOY	WINSTON-SALEM CHAMBER OF COMMERCE
Smurkham	NC Ports
Charlie Diehl	NC Trucking Association
Sam Suss	CWCSR

William

House Pages

1. Name: _____
County: _____
Sponsor: _____
2. Name: _____
County: _____
Sponsor: _____
3. Name: _____
County: _____
Sponsor: _____
4. Name: _____
County: _____
Sponsor: _____
5. Name: _____
County: _____
Sponsor: _____

Sgt-At-Arms

1. Name: Bob Fowler
2. Name: Curtis Dowd
3. Name: Stan Johnson
4. Name: Charles Williams



NORTH CAROLINA GENERAL ASSEMBLY
HIGHWAY TRUST FUND STUDY COMMISSION
LEGISLATIVE OFFICE BUILDING
RALEIGH NC 27601-1096

Representative Nelson Cole, Co-Chair
Representative Danny McComas, Co-Chair

Senator Clark Jenkins, Co-Chair

April 15, 2004

MEMORANDUM

TO: Members, Highway Trust Fund Study Committee

FROM: Co-Chairs: Senator Clark Jenkins, Representative Nelson Cole,
Representative Danny McComas

SUBJECT: Meeting Notice

There will be a meeting of the Highway Trust Fund Study Committee:

DAY: Wednesday
DATE: April 21, 2004
TIME: 1:00 PM
LOCATION: Room 1228 Legislative Building

Parking for non-legislative members of the committee/commission is available in the visitor parking deck #75 located on Salisbury Street across from the Legislative Office Building. Parking is also available in the parking lot across Jones Street from the State Library/Archives. The cost for visitor parking is \$.50 per hour or \$4.00 per day and may be reimbursed with a parking receipt submitted with your travel reimbursement form.

If you have any questions concerning this meeting, please contact Mr. Giles Perry at (919) 733-2578 in the Legislative Research Division. Please advise Carol Resar, Committee Assistant, (919) 715-3036, or e-mail gulleywla@ncleg.net, if you will be unable to attend.

MINUTES
HIGHWAY TRUST FUND STUDY COMMITTEE

Wednesday, April 21, 2004
1:00 PM
Room 1228, Legislative Building

The Highway Trust Fund Study Committee met on Wednesday, April 21, 2004 at 1:00 PM in Room 1228 of the Legislative Building. Senators Jenkins, Berger, Clodfelter, Garrou, and Rucho; Representatives Cole, Coates, Crawford, Gillespie, and Saunders; and public members Duane Long, Robert Spencer, Nina Szlosberg, and Allen Tate attended. Representative Cole presided.

Representative Cole welcomed everyone and then asked for a motion to approve the March 16, 2004 minutes. Representative Gillespie moved and the motion carried. Representative Cole recognized Senator Clark Jenkins as the new Senate Co-Chair, replacing Senator Gulley. Also, Representative Cole welcomed Senator Phil Berger to the Committee, filling Senator Jenkins slot.

Next, Mr. Greg Turner, Winston-Salem Assistant City Manager for Public Works, presented a review of the Winston-Salem loop proposal (see Handout #1). Mr. Turner said the City had been working since the late 1960s to make the loop project a reality. An environmental impact study was done. A lawsuit resulted from the concerns by the environmental community and in 1998 there was a work stoppage on construction of the beltway. The State did another impact study and the final draft of the revised environmental impact study was expected in the next few months.

Mr. Turner asked the Committee to preserve the funding for the seven existing loop projects that were in the Highway Trust Fund. He felt that there was some justification in changing the scope of some of the eligible projects that were listed as Highway Trust Fund projects. He did not want any changes to affect projects that were viable and financial feasible. Mr. Turner felt some changes were appropriate, such as extending existing loop projects to provide more functionality and changing projects from proposed 4-lane to 2-lane, if that was what the community wanted and it was environmental possible.

Mr. Turner further told the Committee that new projects that had been added to the Highway Trust Fund had put stress on the financial resources of the program. Mr. Turner asked the Committee to preserve the funding for projects already in the program as changes and additions were being considered. He was concerned about reallocating Highway Trust Fund money for loop maintenance, which may further delay other projects.

Representative Gillespie stated that he thought the language in the proposed legislation should be strengthened to show that the intention of DOT was to fund the

existing Highway Trust Fund projects first, modifying them if necessary. He felt that DOT needed an incentive to finish the projects before they moved on to other projects. He believed the legislation had a better chance of passage if the language was strengthened the way he indicated.

Next, Mr. Duane Long, a Committee member and Co-Chair of the Regional Transportation Alliance, familiarized the Committee with the Alliance, highlighting its Mission Statement and membership (see Handouts 2, 2A, 2B). Mr. Long then asked Mr. Joe Milazzo II, Executive Director of the Regional Transportation Alliance, to give his presentation to the Committee (see Handout #3). His presentation included the overall focus of the Alliance and its policy initiatives. Mr. Fred Burchett with Kimley-Ghorn and Associates then spoke to the Committee about the NC 55 widening (see Handout #3).

Mr. Milazzo finished his presentation by stating the following Alliance resolutions:

1) The Regional Transportation Alliance supports the completion of the entire I-540 freeway loop in order to provide a high speed, signal-free connector throughout the region. A completed I-540 will save time, money, and lives while attracting, creating, and retaining jobs in and around the Triangle Region.

2) The Regional Transportation Alliance encourages NCDOT to accelerate the construction of I-540 between NC 55 near Morrisville and the NC 55 bypass north of Holly Springs, using design-build or other innovative arrangements.

Mr. Long then told the Committee that the benefits of an improved free flow system were more jobs, reduced congestion, delay and stress during peak and off-peak hours, and improved air quality and quality of life.

Mr. Tate asked Mr. Long if the Regional Transportation Alliance had a group working on funding sources. Mr. Long replied that the Blue Ribbon Commission for Urban Transportation Needs was working on funding sources and it would be making recommendations to the Legislature. Mr. Tate asked that the Blue Ribbon Commission report be sent to the Highway Trust Fund Commission as well.

Representative Cole asked Mr. Milazzo if the Alliance had any plans for mass transit. Mr. Milazzo replied that the Alliance supported multi-modal systems and was doing work on the rail system. The Alliance also supported regional bus systems, bicycle paths and greenways.

Next, Betsy Bailey, Executive Director of the North Carolina Public Transportation Association (NCPTA), a private non-profit group, spoke to the Committee about the importance of public transportation (see Handout #4). Ms. Bailey told the Committee that while state funding for public transportation had increased significantly over the years, it represented only 7% of the transportation budget for fiscal year 2004. It would drop to 4% in fiscal year 2005. This excluded federal funds. Ms. Bailey concluded her presentation by stated that the NCPTA recommended:

1) More flexibility in the Highway Trust Fund to respond to the needs of the entire transportation system and infrastructure.

2) Combining the Highway Fund and the Highway Trust Fund into one Transportation Fund.

After Ms. Bailey's presentation, Senator Jenkins asked Ms. Bailey for more information about the statement made in the Handout that public transportation returns \$6 for every \$1 invested.

Representative Cole next asked Calvin Leggett, Manager, Program Development Branch of the Department of Transportation (DOT), to review for the Committee the 2004 proposed legislation (see Handout #5 and #6). Mr. Leggett highlighted the changes to the current Highway Trust Fund legislation and told the Committee that the proposed legislation:

- Defines the routes and corridors on the Intrastate System.
- Makes all approved Interstate routes part of the Intrastate System.
- Provides flexibility so that other projects on the Intrastate System in addition to those listed in G.S. 136-179 are eligible for State Highway Trust Funds.
- Makes the urban loops, when fully funded for construction and reported as "complete," part of the Intrastate System and eligible for Intrastate account funds that are subject to the Equity Formula.

After Mr. Leggett's presentation, Rep. Gillespie asked that the language on page 2 of the draft be strengthened to make it clear which current projects would have priority. Senator Berger asked why this legislation was being proposed at this time because he felt there needed to be a long-range resolution to the Trust Fund. Mr. Leggett replied that DOT needed this interim step to allow improvement on routes and better fund projects in areas that do not have funding. Senator Berger would like to see those projects specifically listed because the legislation would give the DOT Board blanket authority that it did not have currently.

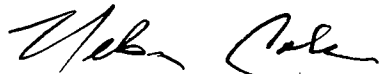
Ms. Szlosberg asked if the money stayed in the Divisions and Mr. Leggett replied yes, the money is subject to the Equity Formula. The decisions made within the Divisions are made by working with the local officials and CAMPO.

Senator Rucho then asked if DOT was ready to act in the next six months if the legislation was passed in Short Session. Mr. Leggett replied that the legislation gave the DOT Board flexibility, but he could not say what the Board would do with that flexibility. Senator Rucho asked if it was correct to say that the DOT Board would begin planning but no implementation of the legislation would be done before the Highway Trust Fund Study Commission came forth with recommendations on how to comprehensively reorganize the Highway Trust Fund. Mr. Leggett replied that in the near term the biggest impact of the legislation would be in the DOT Board update of the Transportation Improvement Program. The decisions made with this authorizing flexibility may be different than the decisions made without the flexibility.

Senator Jenkins then asked Mr. Leggett about the language in the proposed legislation that pertains to the Powell Bill funding. He asked if this language gave the DOT Board flexibility to work with small municipalities to do street projects all at once instead of in a piecemeal manner? Mr. Leggett replied that he was not familiar enough with the Powell Bill legislation to give an adequate answer. He did not think there was anything in the proposed legislation that dealt with the structure of the Powell Bill. It only added money to that stream of revenue.

Mr. Leggett added that the DOT Board had delayed developing the next draft of the Transportation Improvement Program in hopes that the Legislature would pass the proposed legislation and allow the flexibility the Board was asking for.

Finally, Representative Cole told the Committee members that it might be necessary for the Committee to meet during the Short Session because their recommendations needed to be ready by October or November so legislation could be prepared for the 2005 Session. Senator Garrou asked if any outside people had comments to make to the Committee. There being none, the meeting was adjourned at 2:55 PM.



Representative Nelson Cole, Co-Chair



Carol Resar, Committee Clerk

**North Carolina General Assembly
Highway Trust Fund Study Commission**

**Wednesday, April 21, 2004
1:30 PM
Room 1228/1327 Legislative Building**

Chairs

Representative Nelson Cole
Senator Clark Jenkins
Representative Danny McComas

AGENDA

Greg Turner
Assistant City Manager for Public Works
Winston-Salem

Bill Shore, Co-Chair
Joe Milazzo II, Executive Director
Regional Transportation Alliance
Raleigh

Betsy Bailey
Executive Director
North Carolina Public Transportation Association

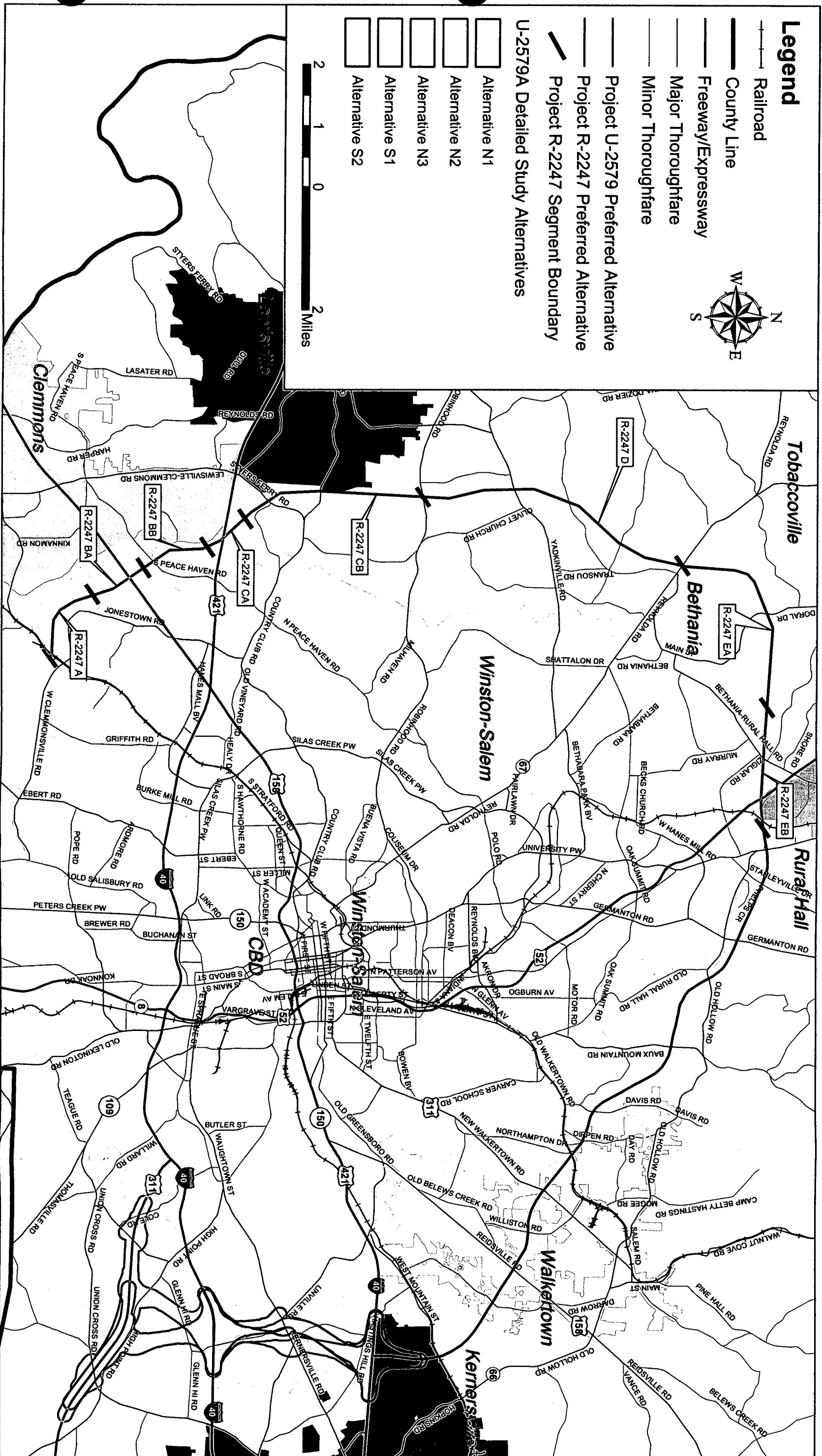
Calvin Leggett
Manager
Program Development Branch
North Carolina Department of Transportation



Winston-Salem Northern Beltway

Project R-2247, Project U-2579, and Project U-2579A

Standard #1



FREIGHT CAPACITY

tinue. An important United States is where ports and regions that attract the facility ex-

FOR THE

is no
rural
modern
repe-

21ST CENTURY

bottleneck problem by concentrating freight traffic at a small number of nodes, including certain ports and border crossings.

F
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tiona
Impr

Committee for the Study of

Freight Capacity for the Next Century

lic administration, ample opportunities exist for reforms in management, operations, and finance that could yield dramatic gains in transportation efficiency.

There
urbanizat
senger tra

TRANSPORTATION RESEARCH BOARD

OF THE NATIONAL ACADEMIES

recreational, and other competing land uses; and requirements to control pollution will increase. These forces will increase the cost of expanding

The United States has ample resources for expanding the transportation system; however, if capacity addition does lag traffic growth and congestion worsens, as seems likely, the long-run consequence will not be massive breakdown. Freight markets have self-correcting capabilities. Users will adjust to accommodate or avoid congestion. Workplaces and residences will move away from congestion within metropolitan areas and from more-congested to less-congested regions within the United States. Such adjustment has been the most important means of accommodating growth throughout U.S. history. Congestion will be a constraint on the growth of some urban areas. Some production will move from the United States to other countries if congestion costs cause the United States to lose comparative advantage in some industries.

continue to accommodate growing freight traffic volumes by increasing capital spending on infrastructure, by accepting more congestion, and by

Alliance – who we are

- Serves as the Triangle's recognized business leadership organization for transportation by providing—in partnership with 15 chambers of commerce—a single, institutionalized, influential regional voice
- Offers a long-term, bottom-line emphasis on regional mobility and economic development that are essential for the Triangle's quality of life

Alliance – what we do

- Provides businesses an opportunity to take a stand on transportation issues
- Engages elected officials through Alliance service on statewide Highway Trust Fund and Blue Ribbon Urban Mobility Needs commissions
- Lobbies for short- and long-term mobility improvements—new signal-free highway connectors, intersection improvements, transit, and pedestrian-bicycle facilities
- Affords a proven track record of sustained, business-focused advocacy for projects like I-540 and the East End Connector

Alliance – how you and your business can become involved

- Alliance membership – and visibility - for your business
 - Executive board or committee involvement
 - Sponsorship opportunities
- Relationship-building and educational events
 - Alliance Transportation Academy
 - Board of Transportation Reception and Dinner
 - Triangle Elected Officials Reception
 - NC Turnpike Authority Reception and Dinner

Alliance - goals for 2004

- Develop and advocate corridor priorities with Alliance members and partners
- Identify sources of mobility revenue that the region needs and businesses can live with
- Continue to work with municipal and state partners to get you home faster

Alliance – more information

- Joe Milazzo II, PE – Executive Director – 919.664-7065 – joe@the-chamber.org
- Katie Rivett, Administrative Assistant – 919.664-7062 – katie@the-chamber.org

[revised April 12, 2004]

Regional Transportation

Alliance
Let's get moving! SM

Alliance: Members and Partners

Alliance Co-chairs

- Bill Shore, GlaxoSmithKline, *co-chair*
- Duane Long, Longistics, *co-chair*
- Smedes York, York Properties
(*chairman emeritus*)

Alliance Gold Members

- Capitol Broadcasting Co., Inc.
Paul Pope
- Cisco Systems
Joe Freddoso, Tom Colwell
- GlaxoSmithKline
*Bill Shore-chair, Bob Ingram,
Mary Linda Andrews*
- IBM Corporation
Dave Benevides, Barry Eveland
- Longistics
Duane Long-chair, Pat Long
- Progress Energy
Katherine Thomas, Marty Clayton
- Research Triangle Foundation of NC
Jim Roberson, Liz Rooks

Alliance Silver Members

- Blue Cross & Blue Shield of NC
Michael Keohane
- Cherry, Bekaert & Holland, LLP
Davin Brown
- Epley Associates
Roger Friedensen
- First Citizens Bank
Ed Willingham
- Kimley-Horn & Associates, Inc.
Fred Burchett, PE
- RSM McGladrey, Inc.
Ron Wainwright
- Time Warner Cable
Bo Coughlin
- Wachovia Bank, NA
Jack Clayton

Alliance Corporate Members

- Access Medical
- All-American Relocation
- Alltel
- Alphanumeric Systems
- Angus Barn
- ARCADIS G&M
- Branch Banking and Trust Company
- Carolina Asphalt Pavement Association
- Carter & Associates
- Coldwell Banker/TradeMark Properties
- Corporate Express
- Duke Energy
- Duke University
- Earth Tech of NC, Inc.
- East West Partners
- Excel Moving & Storage
- FJ Turner Company, Inc.
- Gresham Smith & Partners
- Harris Wholesale
- Highwoods Properties, Inc.
- Hill-Rom
- HNTB North Carolina, PC
- KB Home
- Kennedy Covington Lobdell & Hickman
- Kilpatrick Stockton LLP
- Lord Corporation
- Martin Marietta Materials
- Martin/Alexiou/Bryson
- McDonald-York, Inc.
- Michael Hining Architects
- Mulkey Engineers & Consultants
- News & Observer
- NC Trucking Association
- Parsons Brinckerhoff
- PBS&J
- PricewaterhouseCoopers
- Restoration Systems
- REX Healthcare
- Shelco, Inc.
- Sodexo Health Care
- SRI Surgical Express
- Standard Register
- Stantec Consulting Services
- Storr Office Environments
- Success Today
- The John R. McAdams Company
- Toll Brothers
- Triangle Business Journal
- Triangle Community Coalition
- Triangle United Way
- Trisure Corporation
- Watson Electric Company
- Wilbur Smith Associates
- World Data Products, Inc.
- York Properties, Inc.

Alliance Partner Chambers

Angier
Apex
Cary
Chapel Hill -
Carrboro
Greater Durham
Fuquay-Varina
Garner
Hillsborough -
Orange Co.
Holly Springs
Knightdale
Morrisville
Greater Raleigh
Rolesville
Wendell
Zebulon

Alliance Sr. Public Affiliates

CAMPO
DCHC MPO
TTA

[revised April 12, 2004]

***Regional
Transportation
Alliance***

Let's get moving! SM

**NC General Assembly
Highway Trust Fund Committee**

April 21, 2004

Handout #3

Alliance Mission Statement

The Regional Transportation Alliance

- is a business leadership organization
- that identifies, facilitates, and promotes
- mobility solutions for the Triangle Region
- to ensure economic vitality
- and sustain a world-class quality of life.

***Regional
Transportation***

Alliance

Let's get moving! SM

Alliance partner chambers

- Angier

- Apex

- Cary

- Chapel Hill-Carrboro

- Greater Durham

- Fuquay-Varina

- Garner

- Hillsborough-

- Orange County

- Holly Springs

- Knightdale

- Morrisville

- Greater Raleigh

- Rolesville

- Wendell

- Zebulon

Regional

Transportation

Alliance

Let's get moving! SM

Leadership Team members

Regional Transportation Alliance

Let's get moving!™

- Blue Cross & Blue Shield of NC
- Capitol Broadcasting
- Cherry, Bekaert and Holland
- Cisco Systems
- Epley Associates
- First Citizens Bank
- GlaxoSmithKline
- IBM
- Kimley-Horn & Associates
- Longistics
- Progress Energy
- Research Triangle Foundation
- RSM McGladrey
- Time-Warner Cable
- Wachovia Bank

Alliance overall focus

- Serve as the region's recognized business leadership group for transportation
- Offers a long-term, bottom-line emphasis on regional mobility and economic development
- Focuses on all modes—freeways, signal-free highway connectors, arterials, streets, sidewalks, bus transit, rail transit, pedestrian-bicycle facilities

Alliance policy initiatives

- Blue Ribbon Commission on Urban Transportation
 - Multiple members on the commission
- Highway Trust Fund Commission
- Regional Transportation Strategy
 - monthly public-private partnership
 - mayors of largest Triangle cities and counties
 - working to identify new revenue sources
 - helps create a shared public-private vision of the Triangle's mobility needs

“Streets and highways in the Triangle are jammed with cars and trucks and more are arriving every day.”

- *Raleigh News & Observer* - Monday, April 19, 2004

“...the Environmental Protection Agency has imposed new air quality standards and is threatening to withhold federal highway funds unless improvements are made.”

- Raleigh News & Observer - Monday, April 19, 2004

“The lack of close-in affordable housing causes lower-paid workers to commute further and further to jobs and homes.”

- *Raleigh News & Observer* - Monday, April 19, 2004

It is not a matter of 'build it and they will come.' They are already here and more are on the way.

- Raleigh News & Observer - Monday, April 19, 2004

2000

- Wake County was 1.5x as big as Guilford
- Wake County was 90% as large as Mecklenburg

By 2025

- Wake County will be over 2x as large as Guilford
- Wake County will surpass Mecklenburg in population

- NC State Demographics

“And if that weren't enough, the Triangle faces a projected shortfall of \$8 billion to \$10 billion in federal and state funds to meet basic transportation needs over the next 20 years.”

- *Raleigh News & Observer* - Monday, April 19, 2004

Existing NC 55 widening

- Will provide additional capacity to compensate for new traffic signals
- 7 signals planned next year
- Others, such as I-540 interchange, will be added later
- Model analysis - net travel time does not worsen or improve - under assumptions

Interstate 540 vs. Hwy SB 55 (existing and proposed)

	current conditions	with widening and signals	I-540 bypass
Avg. speed	36.2 MPH	35.9 MPH	70 MPH
Travel time	14.0 min	14.1 min	7.2 min
Signal delay	2.8 min	2.1 min	0 sec

Assumes 8.4 mile segment between Olive Chapel Rd and I-540

Interstate 540 vs. Hwy NB 55 (existing and proposed)

	current conditions	with widening and signals	I-540 bypass
Avg. speed	38.1 MPH	35.6 MPH	70 MPH
Travel time	12.3 min	14.2 sec	7.2 min
Signal delay	1.0 min	2.2 sec	0 sec

Assumes 8.4 mile segment between Olive Chapel Rd and I-540

Alliance Resolutions

Formal position on Interstate 540

Approved Friday, April 11, 2003

- The Regional Transportation Alliance supports the completion of the entire I-540 freeway loop in order to provide a high speed, signal-free connector throughout the region. A completed I-540 will save time, money, and lives while attracting, creating, and retaining jobs in and around the Triangle Region.

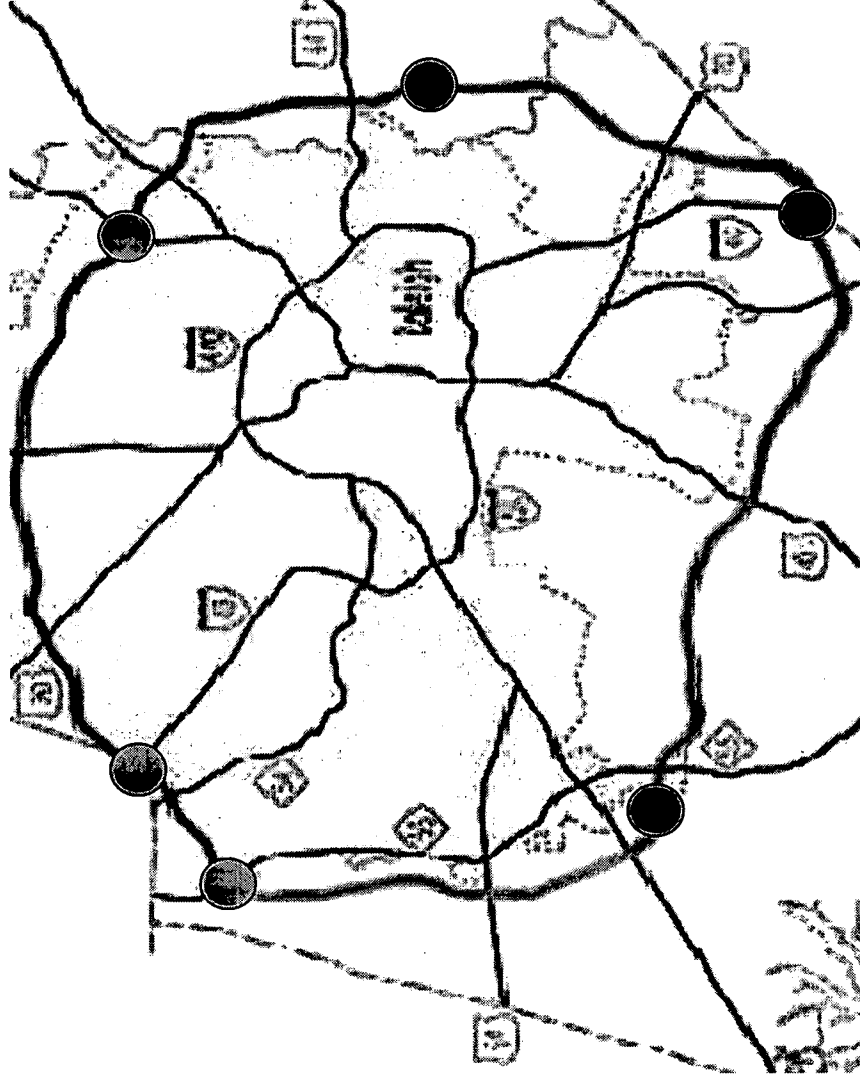
Alliance Resolutions

Resolution to encourage and support the accelerated construction of I-540 in Wake County

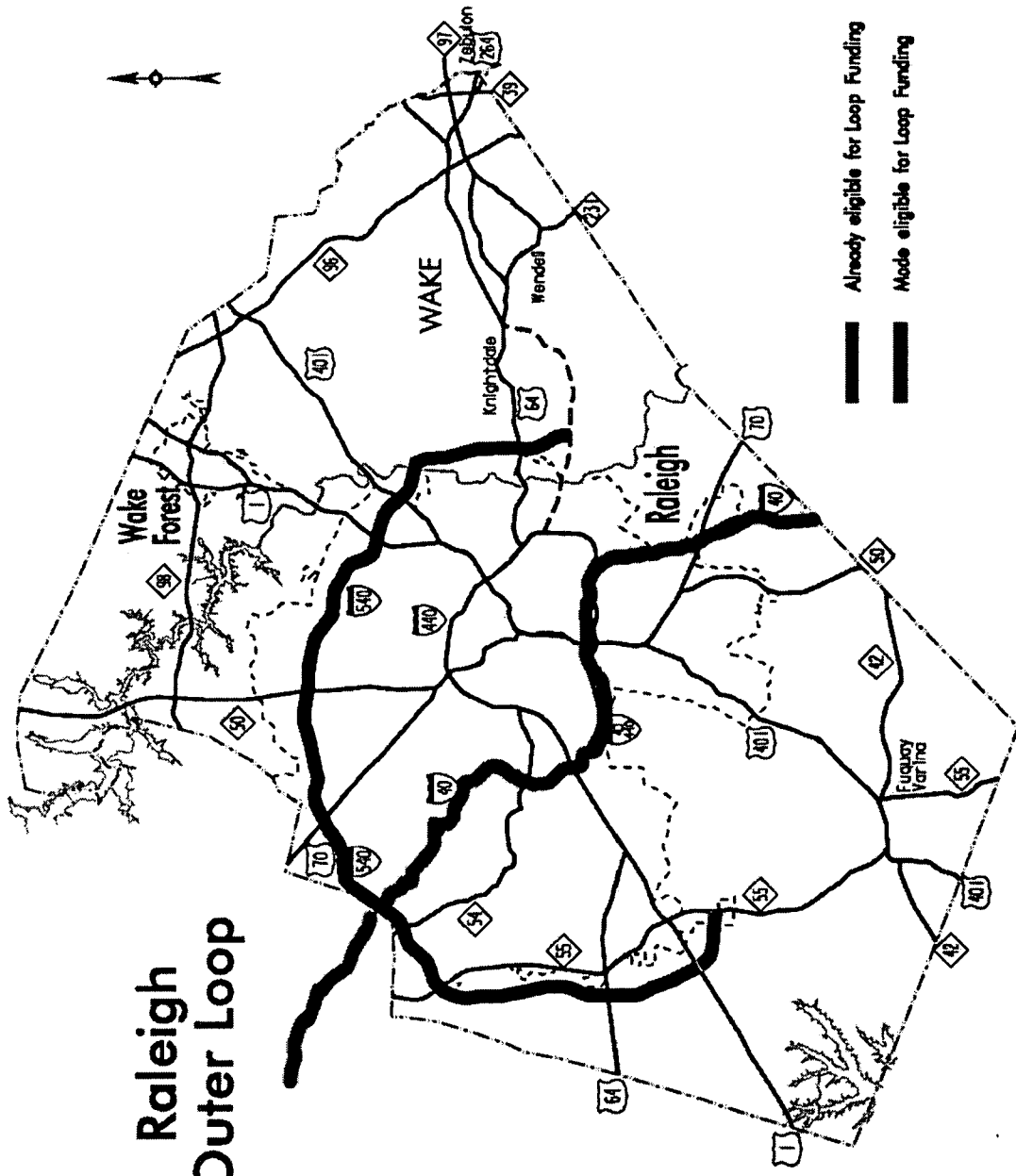
Approved Friday, November 14, 2003

- Be it therefore resolved, that the Regional Transportation Alliance encourages NCDOT to accelerate the construction of I-540 between NC 55 near Morrisville and the NC 55 bypass north of Holly Springs, using design-build or other innovative arrangements

Raleigh Outer Loop

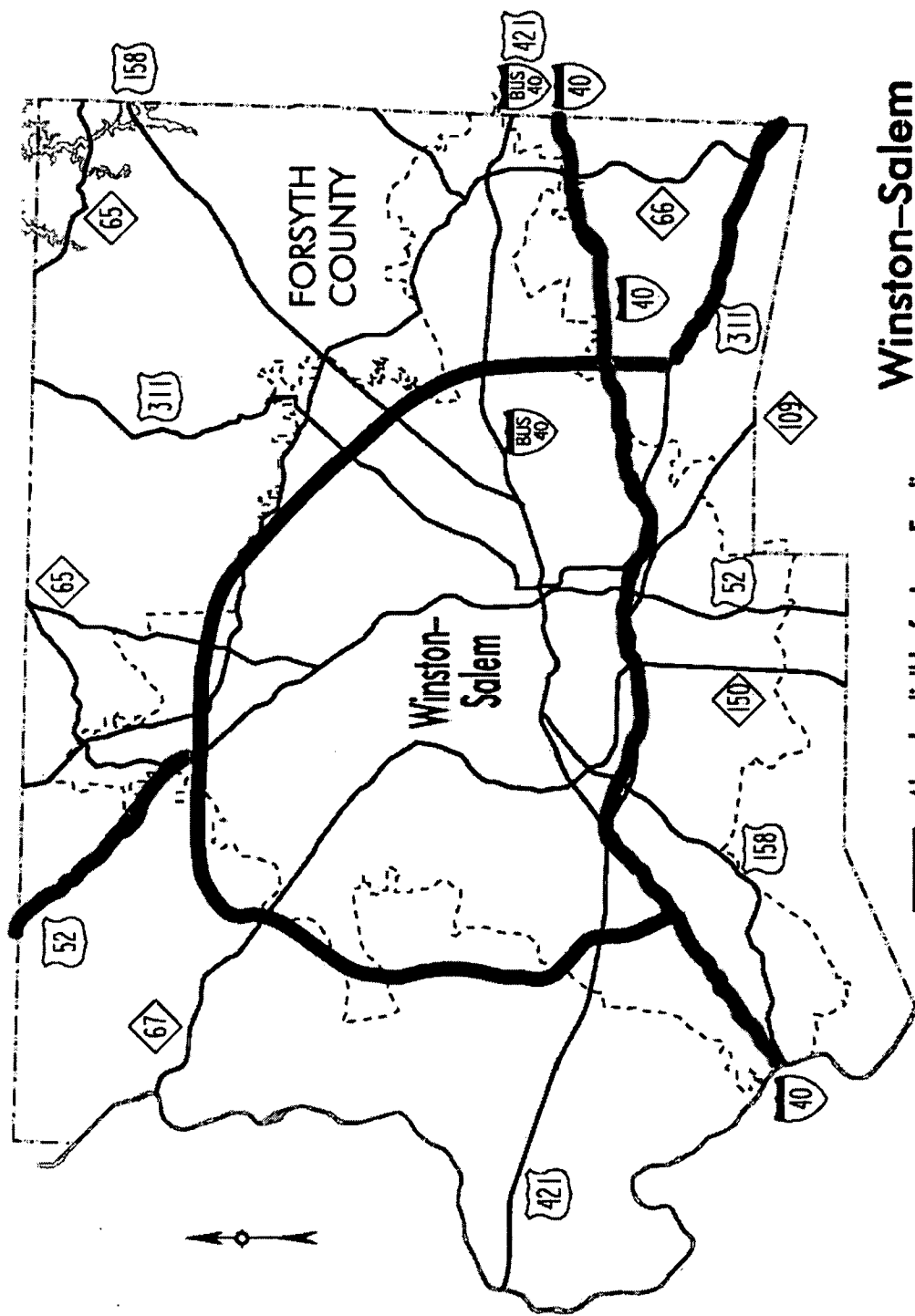


Raleigh Outer Loop



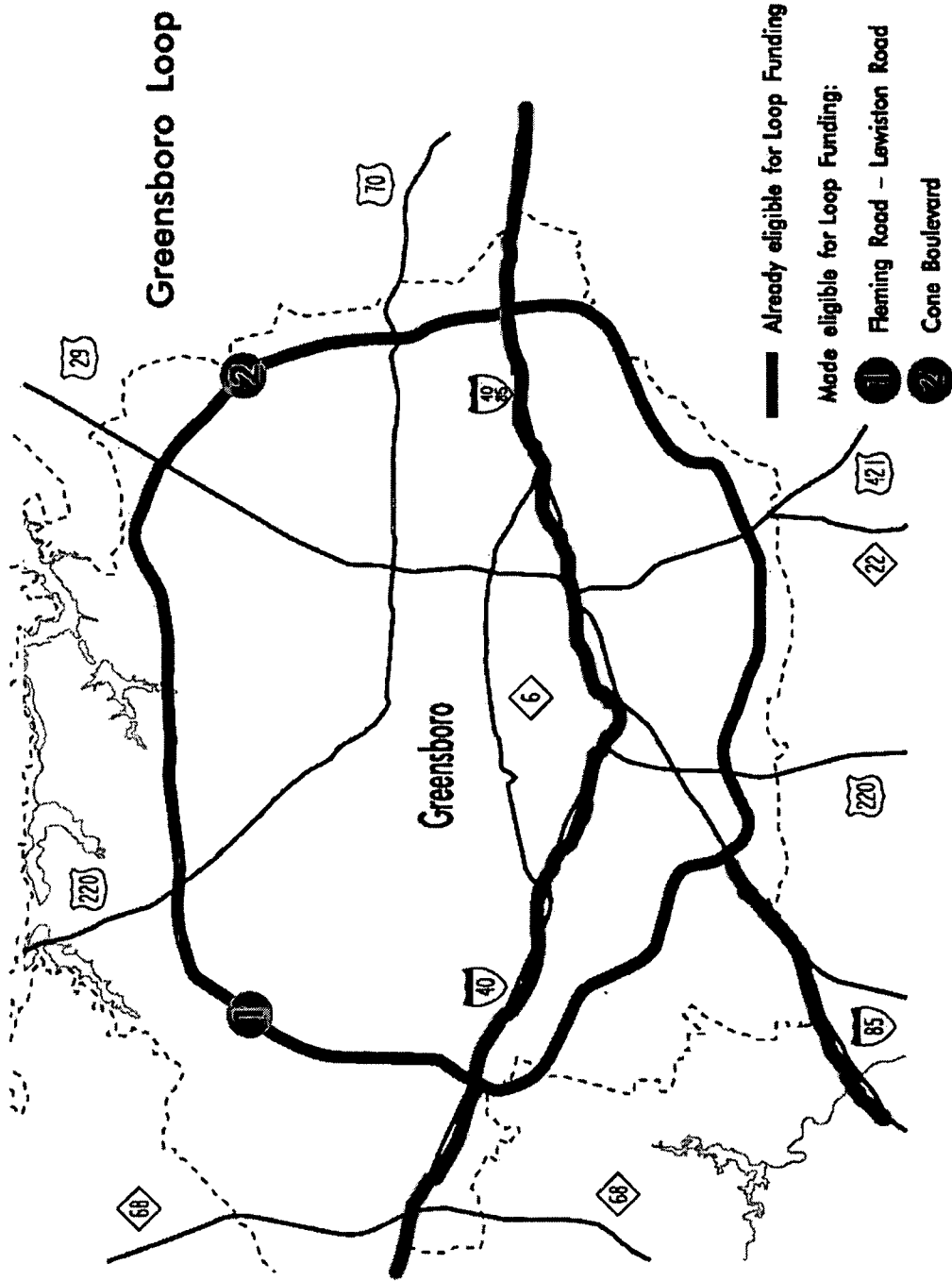
Purpose of an Intrastate System

- *To provide high-speed, safe travel service throughout the State.*
- It connects major population centers both inside and outside the State and provides safe, convenient, through-travel for motorists.
- It is designed to support statewide growth and development objectives and to connect to major highways of adjoining states.
- *All segments of the routes in the Intrastate System shall have at least four travel lanes and, when warranted, shall have vertical separation or interchanges at crossings, more than four travel lanes, or bypasses.*



Winston-Salem Outer Loop

- Already eligible for Loop Funding
- Made eligible for Loop Funding

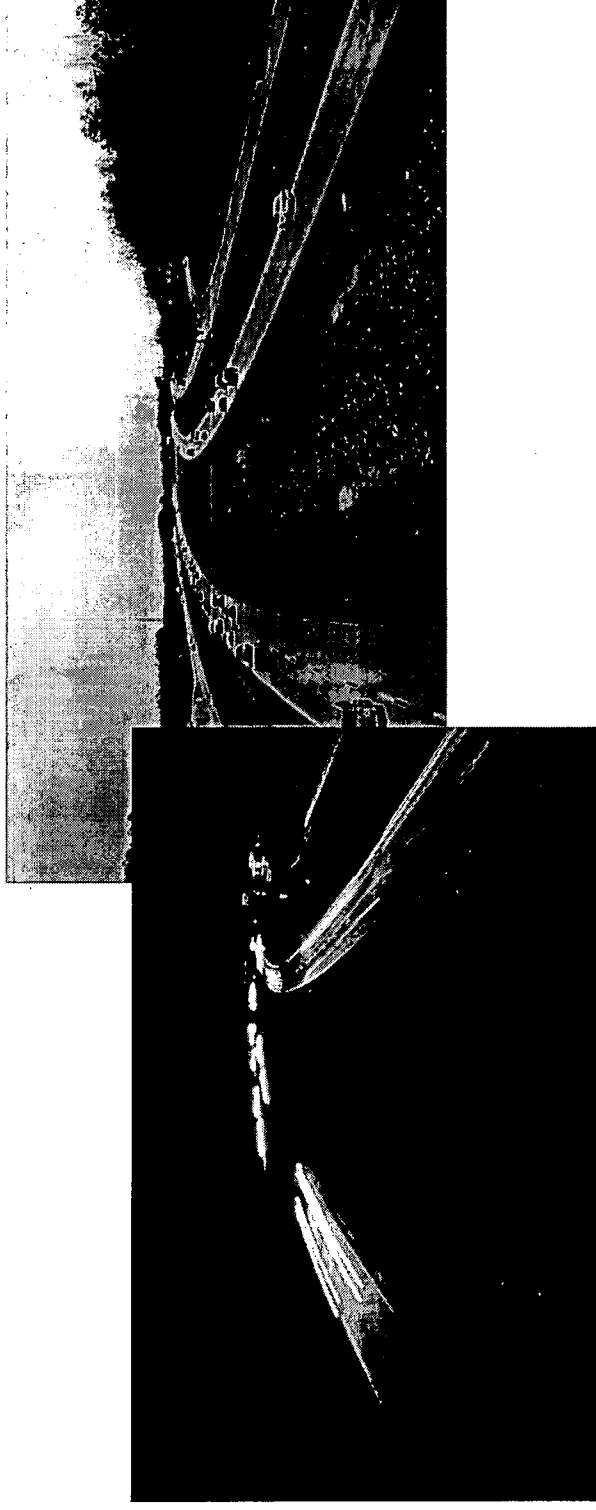


● ● ●

Congestion is a competitive disadvantage for North Carolina



Benefits of a Improved free flow



- More jobs come here and stay here
- Reduced congestion, delay, stress - *during peak and off-peak hours*
- Improved Air Quality - and quality of life

Regional Transportation Alliance

Let's get moving! SM

Less congestion = more jobs
“Free flow works for North Carolina”

NC General Assembly
Highway Trust Fund Committee

April 21, 2004

THE NORTH CAROLINA PUBLIC TRANSPORTATION ASSOCIATION

**PRESENTATION TO THE
HIGHWAY TRUST FUND STUDY COMMITTEE**

**APRIL 21, 2004
PRESENTED BY:
BETSY BAILEY
EXECUTIVE DIRECTOR**

Handout # 4

WHAT IS THE NORTH CAROLINA PUBLIC TRANSPORTATION ASSOCIATION?

NCPTA Is A Private Non-Profit Organization that Promotes Public Transportation

NCPTA Represents Over 200 Members Including:

**Large Urban Systems
Community Transportation Systems
Bus and Van Manufacturers
For-Profit Companies providing goods and services to the transit industry
Educational Entities
Local and State Elected Officials
Individuals Interested in Public Transportation**

PUBLIC TRANSPORTATION IS PROVIDED UTILIZING VANS, BUSES, TRAINS, BICYCLES, CARPOOLING AND VANPOOLING.

TRANSIT SYSTEMS PROVIDE IMPORTANT ALTERNATIVES FOR COMMUTERS, WHILE IMPROVING TRANSPORTATION EFFICIENCY.

In 2002, our urban and regional systems provided over 39 million trips on their fixed routes and another 872,000 in demand response.

In 2002, our community transportation systems provided 6,952,000 trips.

WHAT ARE THE BENEFITS OF PUBLIC TRANSPORTATION?

PUBLIC TRANSPORTATION IS GOOD FOR THE ECONOMY:

- \$6 to 1 return on investment. The regional rail projects in Charlotte and the Triangle have the potential to deliver impressive economic returns.
- Businesses have access to a broader labor pool.
- Gets people to work who do not have vehicles.
- Saves money for the individual consumer.
- Public transportation in NC employs thousands of individuals statewide.

IF ONE IN TEN AMERICANS REGULARLY USED TRANSIT, U.S. RELIANCE ON FOREIGN OIL COULD DECLINE BY MORE THAN 40% OR NEARLY THE AMOUNT OF OIL IMPORTED FROM SAUDI ARABIA EACH YEAR.

PUBLIC TRANSPORTATION IS GOOD FOR THE ENVIRONMENT:

- Fewer cars mean less harmful emissions.
- On-road vehicles are responsible for 44% of all CO2 emissions in the U.S., one third of all Nox emissions and one-quarter of all VOC emissions.
- Expansion of public transportation service could be part of the solution to air quality issues – particularly in those areas that were recently designated as non-attainment.

PUBLIC TRANSPORTATION IS SAFE:

- **Nationally, in 2000, there were 41, 945 highway fatalities and 295 transit related fatalities.**
- **The National Safety Council estimates that riding the bus is over 170 times safer than automobile travel.**

PUBLIC TRANSPORTATION RELIEVES CONGESTION IN HEAVILY TRAVELED CORRIDORS:

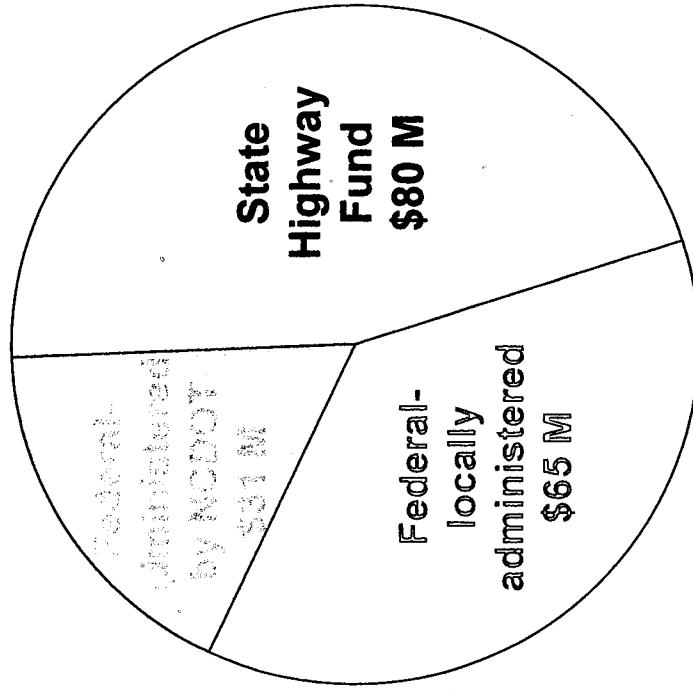
- **For every busload of passengers, 40 cars are removed from traffic.**
- **Adds needed capacity to existing highways at low cost.**
- **By 2020, the amount of auto travel in the Triangle is expected to increase by 89.6% and heavily congested traffic during peak hours is expected to nearly double, even if roads are expanded as planned.**

PUBLIC TRANSPORTATION SUPPORTS LIVABLE COMMUNITIES:

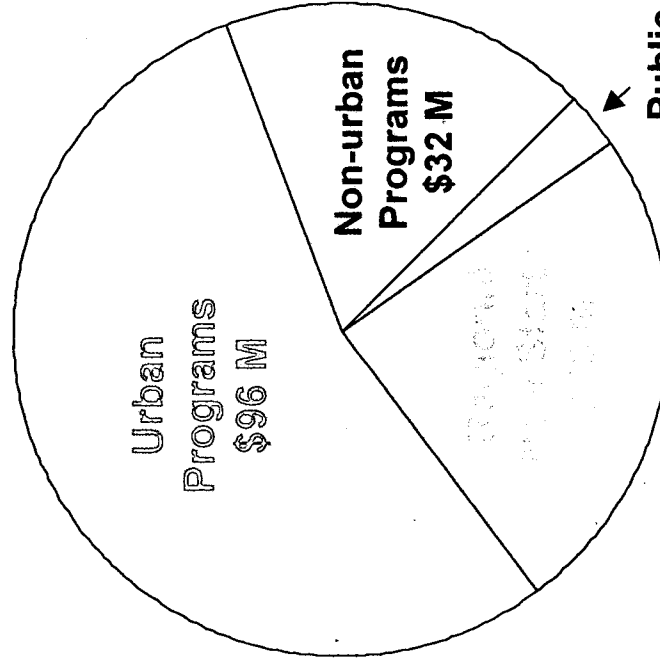
- **Provides independence for elderly and disabled citizens to access basic living services**
- **Promotes walkable, pedestrian friendly communities**
- **Allows people to have a choice**

FY 2004 Transit Funding

State Highway Fund and Federal Funds (recurrent funding)



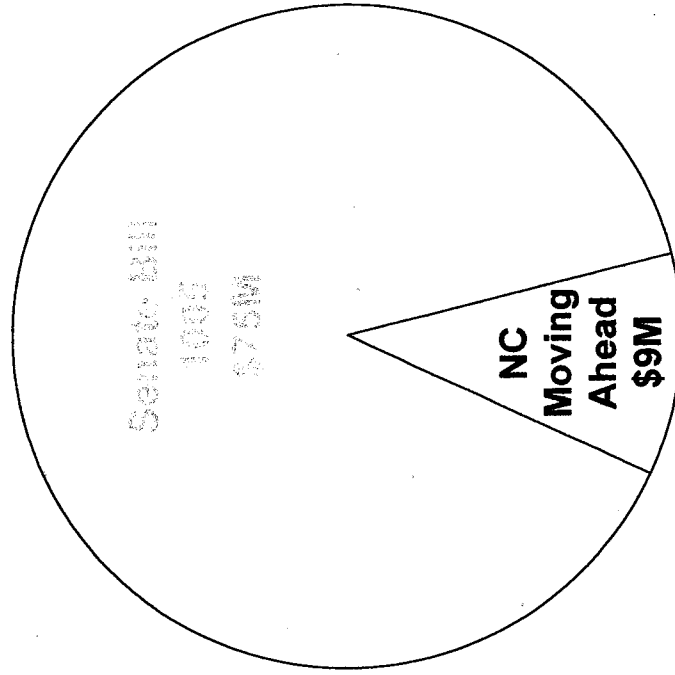
Sources



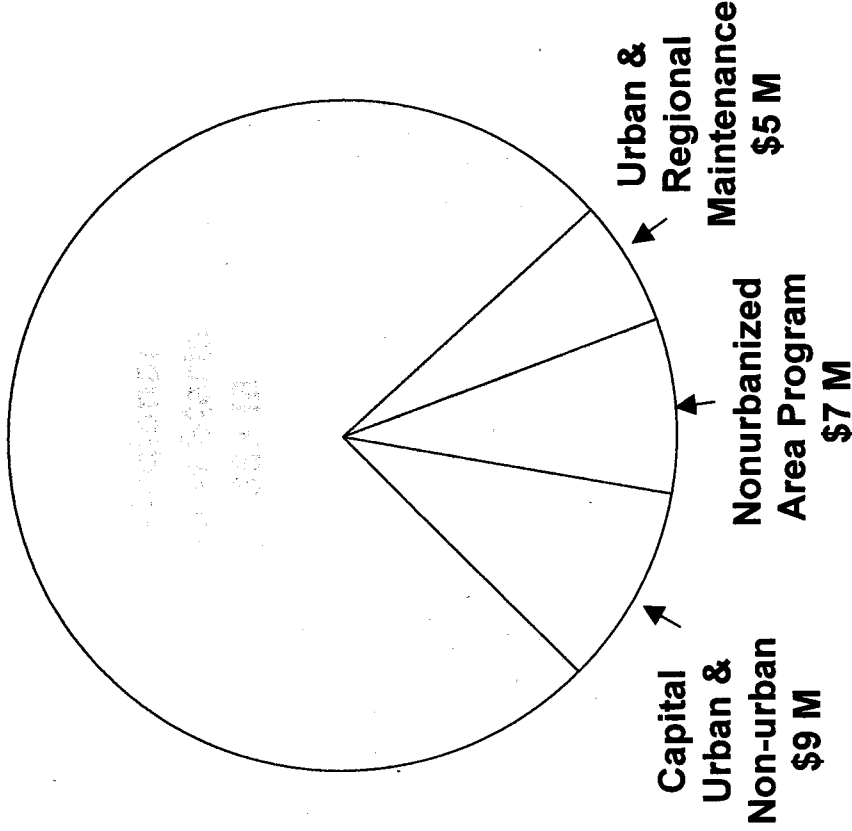
Allocation

FY 2004 Transit Funding

State Highway Trust Funds (time-limited funding from cash balances)



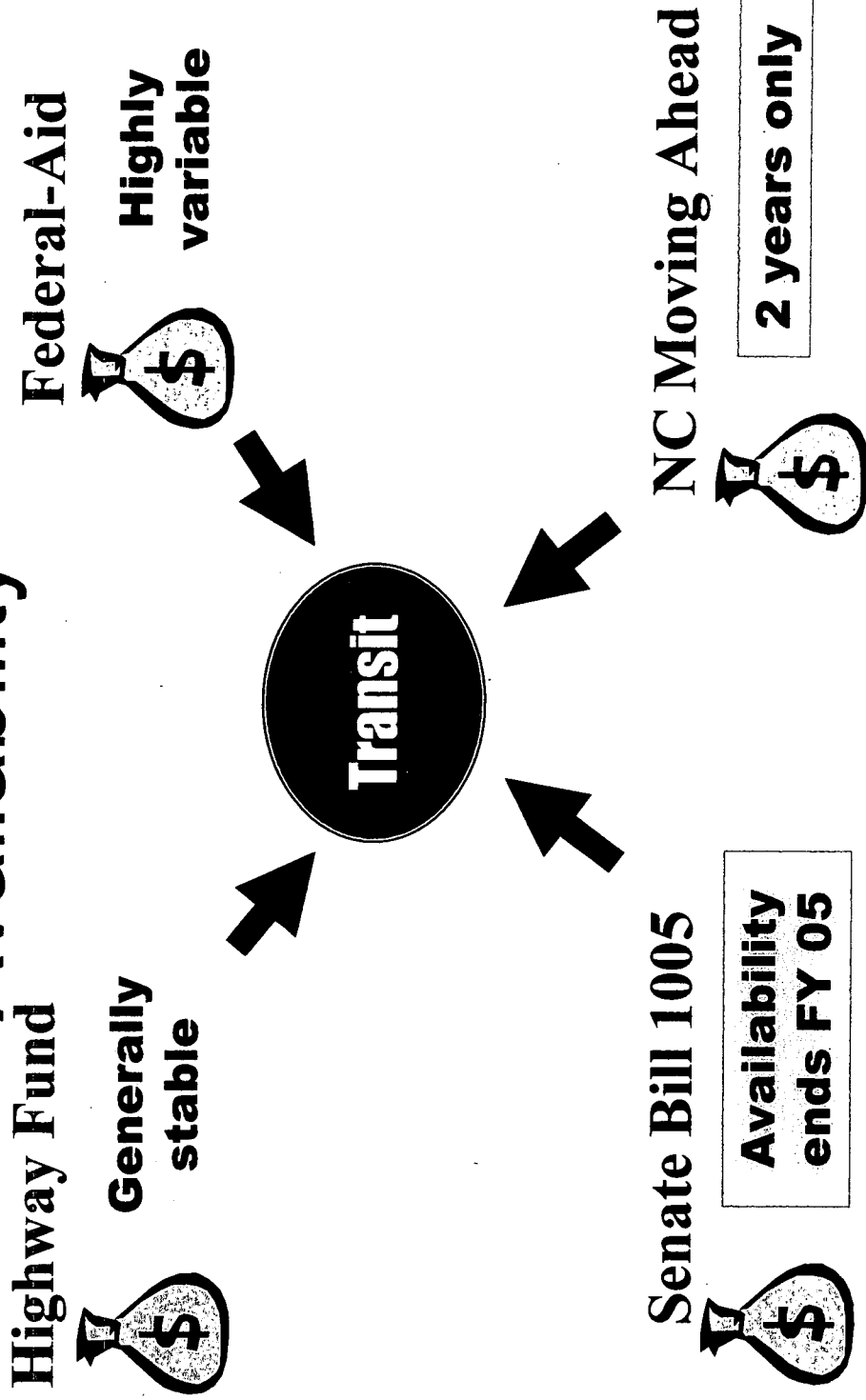
Sources



Allocation

Transit Funding Sources and

Availability



PUBLIC TRANSPORTATION HAS BENEFITTED SIGNIFICANTLY FROM TWO INITIATIVES USING CASH BALANCES FROM THE HIGHWAY TRUST FUND:

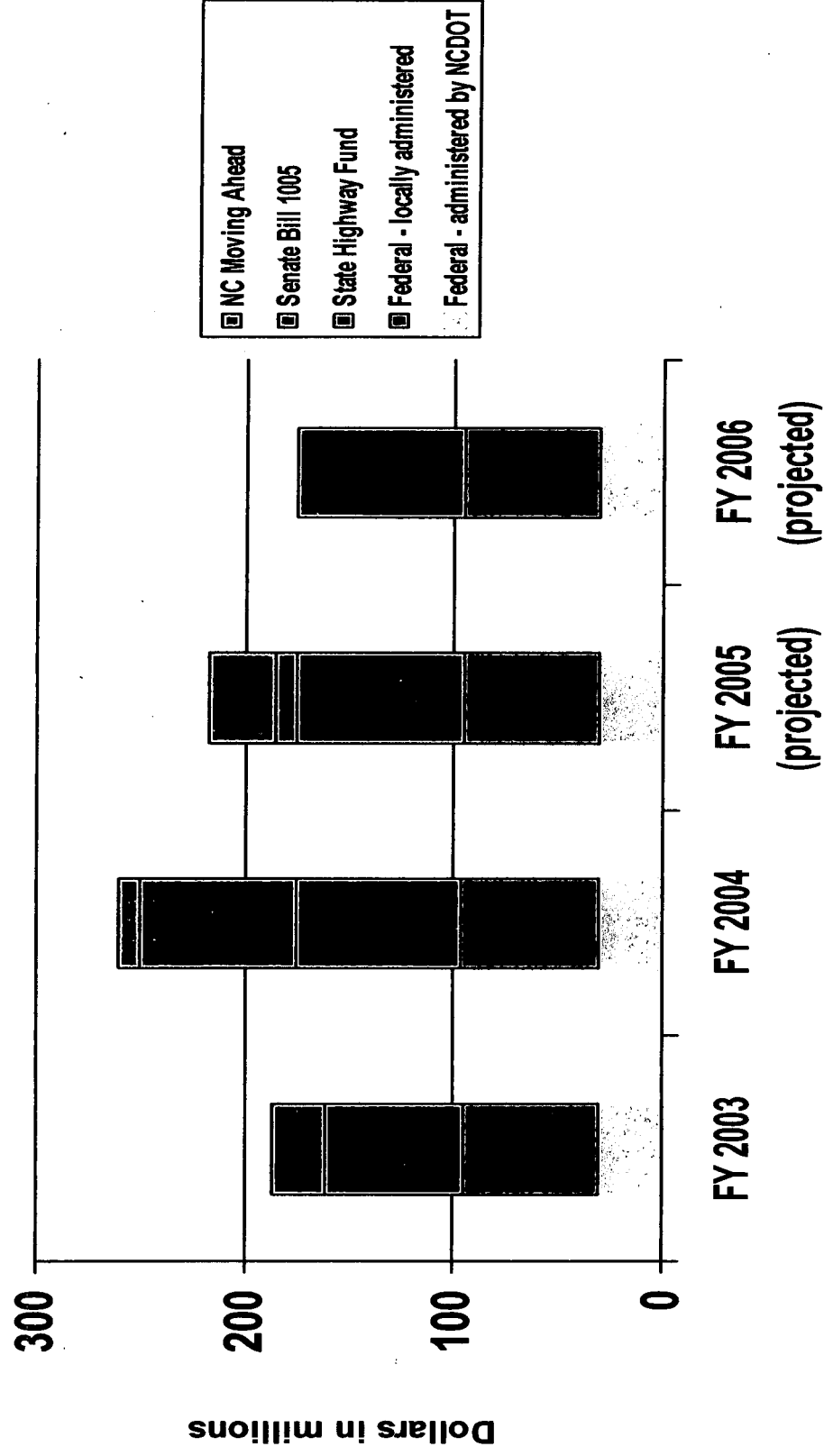
SB 1005 - Legislation enacted in 2003 that earmarked \$125 million over three years to be used for public transportation. This source of revenue will disappear after FY 2005.

NC Moving Ahead - Earmarked \$70 million for public transportation for two years beginning in 2004 - mostly facility projects and bus replacement. This source of revenue will disappear after FY 2005.

STATE FUNDING FOR PUBLIC TRANSPORTATION HAS INCREASED SIGNIFICANTLY OVER THE YEARS. HOWEVER, FOR STATE FY 04 IT REPRESENTS 7% OF THE TOTAL TRANSPORTATION BUDGET (EXCLUDING FEDERAL FUNDS) BUT WILL DROP TO 4% IN STATE FY 05. A FURTHER DECLINE WILL OCCUR IN FY 06 WHEN THE CASH BALANCES FROM THE HIGHWAY TRUST FUND ARE NO LONGER AVAILABLE.

At the federal level in 2000, 11% of all transportation spending was spent on transit.

Transit Funding Comparison



DESPITE INCREASES IN FUNDING PUBLIC TRANSPORTATION STILL HAS SIGNIFICANT NEEDS:

1) New Starts Regional Rail Projects in the Triangle, Charlotte, and Triad

- Charlotte's south corridor light rail project, which is projected to be operational in 2006, will cost \$398.7 million. The state share is 25% or \$100 million.
- The Triangle Transit Authority's first phase of their regional rail project, which is projected to become operational in 2008, is estimated to cost \$843 million. The state share is 25% or \$211 million.
- Based upon existing appropriations and the assumption that the \$23 million currently appropriated will continue, the two original projects will not be fully funded until 2009.
- No state funding has been identified to advance the other light rail corridor projects in Charlotte, the next phase of the TTA rail project or the potential regional rail project in the Triad.

2) Urban Maintenance Assistance Program

- The State Maintenance Assistance program for urban areas provides operating assistance for 18 urban, small urban and regional transit systems.
- Many of these systems, particularly Charlotte, are expanding service.
- In order to fund new urban systems coming online, such as the recently operational system in Concord/Kannapolis, funding is diverted from existing systems.
- Besides Concord/Kannapolis, other potential urban systems that could require urban maintenance assistance in the future are Burlington and an expansion of service in Jacksonville.
- This program needs to grow to accommodate expansion of service and new service.

3) Rural General Public

- The Rural General Public program provides funding for community transportation systems that provide service to the general public (not human services agency clients). A fare is charged for all RGP trips. Most of these trips are for employment, education and other basic living needs.
- The \$4.5 million available for this program, is not currently sufficient to satisfy the demand.
- Many counties report that they do not receive enough funding to provide service 5 days a week or that the service must be restricted to certain areas. Therefore, clients are not able to rely on this transportation on a day-to-day basis.

4) Elderly and Disabled Transportation Assistance Program

- The EDTAP program provides funding to transport elderly and disabled clients that meet program qualifications.
- This program has not grown significantly in years despite the fact that North Carolina's elderly population is growing at an even faster rate than that of the nation and is expected to reach 12% of the total state population by 2010.
- Every human services agency client who lives independently and relies on public transportation to receive care can save governments as much as \$30-50,000 each year compared to the cost of supporting those individuals in institutional settings.

NCPTA RECOMMENDATIONS

- **More flexibility in the Highway Trust Fund to respond to the needs of the entire transportation system and infrastructure.**
- **Consider combining the Highway Fund and the Highway Trust Fund into one Transportation Fund.**

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2003

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BILL DRAFT 2003-RWz-36 [v.8] (3/3)

(THIS IS A DRAFT AND IS NOT READY FOR INTRODUCTION)
4/5/2004 2:32:38 PM

Short Title: Highway Trust Fund Changes.

(Public)

Sponsors: .

Referred to:

1 A BILL TO BE ENTITLED
2 AN ACT TO AMEND THE HIGHWAY TRUST FUND TO DEFINE THE
3 INTRASTATE HIGHWAY SYSTEM OF THE STATE, AND TO MAKE THE
4 INTRASTATE SYSTEM ELIGIBLE FOR HIGHWAY TRUST FUND FUNDS.

5 The General Assembly of North Carolina enacts:

6 SECTION 1. G.S. 136-175 reads as rewritten:

7 "§ 136-175. Definitions.

8 The following definitions apply in this Article:

9 (1) Intrastate System. The network of major, multilane arterial highways
10 composed of those ~~projects routes, segments or corridors~~ listed in G.S.
11 136-179, 178, I-240, I-277, US 29 ~~from I-85 to the Virginia line~~, and
12 any other route added by the Department of Transportation under G.S.
13 136-178.

14 (2) Transportation Improvement Program. The schedule of major
15 transportation improvement projects required by G.S. 143B-350(f)(4).

16 (3) Trust Fund. The North Carolina Highway Trust Fund."

17 SECTION 2. G.S. 136-176(b) reads as rewritten:

18 "(b) Funds in the Trust Fund are annually appropriated to the Department of
19 Transportation to be allocated and used as provided in this subsection. A sum, not to
20 exceed four percent (4%) of the amount of revenue deposited in the Trust Fund under
21 subdivisions (a)(1), (2), and (3) of this section for the 2003-2004 fiscal year and three
22 and eight-tenths percent (3.8%) thereafter, may be used each fiscal year by the
23 Department for expenses to administer the Trust Fund. Operation and project
24 development costs of the North Carolina Turnpike Authority are eligible administrative
25 expenses under this subsection. Any funds allocated to the Authority pursuant to this
26 subsection shall be repaid by the Authority from its toll revenue as soon as possible,
27 subject to any restrictions included in the agreements entered into by the Authority in

connection with the issuance of the Authority's revenue bonds. Beginning one year after the Authority begins collecting tolls on a completed Turnpike Project, interest shall accrue on any unpaid balance owed to the Highway Trust Fund at a rate equal to the State Treasurer's average annual yield on its investment of Highway Trust Fund funds pursuant to G.S. 147-6.1. Interest earned on the unpaid balance shall be deposited in the Highway Trust Fund upon repayment. The sum up to the amount anticipated to be necessary to meet the State matching funds requirements to receive federal-aid highway trust funds for the next fiscal year may be set aside for that purpose. The rest of the funds in the Trust Fund shall be allocated and used as follows:

- (1) Sixty-one and ninety-five hundredths percent (61.95%) to plan, design, and construct ~~the projects on segments or corridors~~ of the Intrastate System as described in G.S. 136-179 178 and to pay debt service on highway bonds and notes that are issued under the State Highway Bond Act of 1996 and whose proceeds are applied to these projects.
- (2) Twenty-five and five hundredths percent (25.05%) to plan, design, and construct the urban loops described in G.S. 136-180 and to pay debt service on highway bonds and notes that are issued under the State Highway Bond Act of 1996 and whose proceeds are applied to these urban loops.
- (3) Six and one-half percent (6.5%) to supplement the appropriation to cities for city streets under G.S. 136-181.
- (4) Six and one-half percent (6.5%) for secondary road construction as provided in G.S. 136-182 and to pay debt service on highway bonds and notes that are issued under the State Highway Bond Act of 1996 and whose proceeds are applied to secondary road construction.

The Department must administer funds allocated under subdivisions (1), (2), and (4) of this subsection in a manner that ensures that sufficient funds are available to make the debt service payments on bonds issued under the State Highway Bond Act of 1996 as they become due."

SECTION 3. G.S. 136-178 reads as rewritten:

"§ 136-178. Purpose and Description of Intrastate System.

The Intrastate System is established to provide high-speed, safe travel service throughout the State. It connects major population centers both inside and outside the State and provides safe, convenient, through-travel for motorists. It is designed to support statewide growth and development objectives and to connect to major highways of adjoining states. All segments of the routes in the Intrastate System shall have at least four travel lanes ~~and, when except those for which projected traffic volumes and environmental considerations dictate fewer lanes.~~ When warranted, segments of the Intrastate system shall have vertical separation or interchanges at crossings, more than four travel lanes, or bypasses. Access to a route in the Intrastate System is determined by travel service and economic considerations.

Funds allocated from the Trust Fund for the Intrastate System may be used for projects on the following route segments or corridors:

1 I-26 from Tennessee to South Carolina.

2
3 I-40 from Tennessee to US 17 in New Hanover County.

4
5 I-73 from South Carolina to Virginia.

6
7 I-74 from South Carolina to Virginia.

8
9 I-77 from South Carolina to Virginia.

10
11 I-85 from South Carolina to Virginia.

12
13 I-95 from South Carolina to Virginia.

14
15 I-240 in Buncombe County.

16
17 I-277 in Mecklenburg County.

18
19 I-440 in Wake County.

20
21 US 1 from South Carolina to I-85 in Vance County.

22
23 US 13 from US 17 in Bertie County to Virginia.

24
25 US 17 from South Carolina to Virginia.

26
27 US 19/19E from I-26 in Madison County to NC 194 in Avery County.

28
29 US 23/441 from Georgia to US 74 in Jackson County.

30
31 US 29 from I-40 in Guilford County to Virginia.

32
33 US 52 from I-74 in Surry County to I-85 in Davidson County.

34
35 US 64 from US 52 in Davidson County to US 158 in Dare County.

36
37 US 70 from I-40 in Wake County to NC 24 in Carteret County.

38
39 US 74 from Tennessee to US 17 in Brunswick County, including Independence
40 Boulevard from I-277 to I-485 in Mecklenburg County.

41
42 US 158 from US 52 in Forsyth County to I-85 in Granville County, and from I-85 in
43 Warren County to US 64 in Dare County.

US 221 from South Carolina to NC 105 in Avery County.

US 264 from US 64 in Wake County to US 17 in Beaufort County.

US 321 From South Carolina to Tennessee.

US 421 from US 321 west of Boone in Watauga County to I-40 in Forsyth County, and from I-85 in Guilford County to NC 87 in Lee County.

NC 24 from I-77 in Mecklenburg County to US 70 in Carteret County.

NC 87 from US 421 in Lee County to US 74/76 in Columbus County.

NC 105 from US 221 in Avery County to US 321 in Watauga County.

NC 168 from US 158 in Currituck County to Virginia.

NC 194 from US 19E to US 221 in Avery County.

New route from US 158 to NC 12 including a new bridge over the Currituck Sound in Currituck County.

Interstate routes or corridors designated by Congress or officially accepted onto the Interstate system by the United States Department of Transportation.

Any portion of an urban loop project, as described in G.S. 136-180, that has been certified by the Department as complete and is no longer eligible for funding from the urban loop allocation specified in G.S. 136-176(b)(2).

The Department of Transportation may add a route to the Intrastate System if the route is a multilane route and has been designed and built to meet the construction criteria of the Intrastate System projects. No funds may be expended from the Trust Fund on routes added by the Department."

SECTION 4. G.S. 136-179 reads as rewritten:

"§ 136-179. Projects of Intrastate System funded from Trust Fund.

~~Funds allocated from the Trust Fund for the Intrastate System may be used only for~~
In the allocation of funds as specified in G.S. 136-176(b) (1), first priority shall be given to the following projects of on the Intrastate System:

Route	Improvements	Affected Counties
I-40	Widening	Buncombe, Haywood, Guilford, Wake, Durham
I-77	Widening	Mecklenburg

1	I-85	Widening	Durham, Orange, Alamance,
2			Guilford, Cabarrus, Mecklenburg,
3			Gaston
4	I-95	Widening	Halifax
5	US-1	Complete 4-laning from Henderson	
6		to South Carolina Line (including	
7		6-laning of Raleigh Beltline)	Vance, Franklin, Wake, Chatham,
8			Lee, Moore, Richmond
9	US-13	Complete 4-laning from	
10		Virginia Line to US-17	Gates, Hertford, Bertie
11	US-17	Complete 4-laning from Virginia	
12		Line to South Carolina Line	
13		(including Washington, New Bern,	
14		and Jacksonville Bypasses)	Camden, Pasquotank,
15			Perquimans, Chowan, Bertie,
16			Martin, Beaufort, Craven, Jones,
17			Onslow, Pender, New Hanover,
18			Brunswick
19	US-19/		
20	US-19E	Complete 4-laning from US-23	
21		to NC 194 in Ingalls	Madison, Yancey, Mitchell,
22			Avery
23	US-19	Complete 4-laning	Cherokee, Macon, Swain
24	US-23	Complete 4-laning and upgrading	
25		existing 4-lanes from Tennessee	
26		Line to I-240	Madison, Buncombe
27	US-23-441	Complete 4-laning from	
28		US-19/US-74 to Georgia Line	Macon
29	US-52	Complete 4-laning from I-77 to	
30		Lexington (including	
31		new I-77 Connector)	Surry, Davidson
32	US-64	Complete 4-laning from Raleigh	
33		to Coast (including freeway	
34		construction from I-95 to US-17)	Edgecombe, Pitt, Martin,
35			Washington, Tyrrell, Dare
36	US-64	Complete 4-laning from	
37		Lexington to Raleigh	Davidson, Randolph, Chatham,
38			Wake
39	US-70	Complete 4-laning from Raleigh	
40		to Morehead City (including	
41		Clayton, Goldsboro, Kinston,	
42		Smithfield-Selma, and Havelock	
43		Bypasses predominately freeways	
44		on predominately new locations)	Wake, Johnston, Wayne, Lenoir,

1			Craven
2	US-74	Complete 4-laning from Charlotte	
3		to US-17 (including multilaning of	
4		Independence Blvd. in Charlotte,	
5		and Bypasses of Monroe,	
6		Rockingham, and Hamlet)	Mecklenburg, Union, Richmond,
7			Robeson, Columbus
8	US-74	Complete 4-laning from	
9		I-26 to I-85	Polk, Rutherford
10	US-158	Complete 4-laning from	
11		Winston-Salem to Whalebone	Forsyth, Guilford, Rockingham,
12			Caswell, Person, Granville,
13			Vance, Warren, Halifax,
14			Northampton, Gates, Hertford,
15			Pasquotank, Camden, Currituck,
16			Dare
17		New bridge over Currituck Sound	Currituck
18	US-221	Complete 4-laning from	
19		Linville to South Carolina	Avery, McDowell, Rutherford
20	US-220	Complete 4-laning from	
21		I-40 to US-1	Guilford, Randolph, Montgomery,
22			Richmond
23	US-220/		
24	NC-68	Complete 4-laning from Virginia	
25		Line to I-40	Rockingham, Guilford
26	US-264	Complete 4-laning from US-64 to	
27		Washington (including Wilson and	
28		Greenville Bypasses) (including	
29		freeway construction from	
30		I-95 to Greenville)	Wilson, Greene, Pitt
31	US-321	Complete 4-laning from Boone-	<u>Avery</u> , Caldwell, Catawba,
32		<u>Tennessee Line</u> to South Carolina	Lincoln, Gaston <u>Gaston</u> , Watauga
33		Line	
34	US-421	Complete 4-laning from	
35		Tennessee Line <u>US 321 west</u>	
36		<u>of Boone</u> to I-40	Watauga, Wilkes, Yadkin
37	US-421	Complete 4-laning from Greensboro	
38		to Sanford (including Bypass	
39		of Sanford)	Chatham, Lee
40	NC-24	Complete 4-laning from Charlotte	
41		to Morehead City	Mecklenburg, Cabarrus, Stanly,
42			Montgomery, Moore, Harnett,
43			Cumberland, Sampson, Duplin,
44			Onslow, Carteret

1	NC-87	Complete 4-laning from Sanford	
2		to US-74	Lee, Harnett, Cumberland,
3			Bladen, Columbus
4	NC-105	Complete 4-laning from Boone	
5		to Linville	Watauga, Avery
6	NC-168	Complete multilaning from	
7		Virginia Line to US-158	Currituck
8	NC-194	Complete 4-laning from	
9		US-19E to US-221	Avery"

10 **SECTION 5. G.S. 136-182 reads as rewritten:**

11 **"§ 136-182. Supplement for secondary road construction.**

12 Funds are allocated from the Trust Fund to increase allocations for secondary road
13 construction made under G.S. 136-44.2A so that all State-maintained unpaved
14 secondary roads with a traffic vehicular equivalent of at least 50 vehicles a day can be
15 paved by the 2009-2010 fiscal year. ~~This supplement shall be discontinued when the~~
16 ~~Department of Transportation certifies that, with funds available from sources other~~
17 ~~than the Trust Fund, all State-maintained unpaved secondary roads, regardless of their~~
18 ~~traffic vehicular equivalent, can be paved during the following six years. If all the~~
19 State-maintained roads in a county have been paved under G.S. 136-44.7, except those
20 that have unavailable rights-of-way or for which environmental permits cannot be
21 approved to allow for paving, then the funds may be used for safety improvements on
22 the paved or unpaved secondary roads in that county. ~~If the supplement is discontinued~~
23 ~~before the Trust Fund terminates, the funds that would otherwise be allocated under this~~
24 ~~section shall be added to the allocation from the Trust Fund for projects of the Intrastate~~
25 ~~System."~~

26 **SECTION 6. G.S. 136-185 reads as rewritten:**

27 **"§ 136-185. Maintenance reserve created in certain circumstances.**

28 If the Highway Trust Fund has not terminated but all contracts for the projects of the
29 Intrastate System described in G.S. 136-179 have been let and the amount collected and
30 allocated for the Intrastate System is enough to pay the contracts and retire any bonds
31 issued under the State Highway Bond Act of 1996 for projects of the Intrastate System,
32 all subsequent allocations of revenue for the Intrastate System shall be credited to a
33 reserve account within the Trust Fund. Revenue in this reserve may be used only to
34 maintain the projects of the Intrastate System.

35 If the Highway Trust Fund has not terminated but all contracts for the urban loops
36 described in G.S. 136-180 have been let and the amount collected and allocated for the
37 urban loops is enough to pay the contracts and retire any bonds issued under the State
38 Highway Bond Act of 1996 for the urban loops, then all urban loops shall be considered
39 a part of the Intrastate System, and all subsequent allocations of revenue for the urban
40 loops shall be credited to a reserve the Intrastate account within the Trust Fund.
41 ~~Revenue in this reserve may be used only to maintain the urban loops."~~

42 **SECTION 7. This act is effective when it becomes law.**

Highway Trust Fund Changes – 2004 Proposed Legislation

Changes:

- defines the routes and corridors on the Intrastate System
- makes all approved Interstate routes part of the Intrastate System
- provides flexibility so that other projects on the Intrastate System in addition to those listed in G.S. §136-179 are eligible for State Highway Trust Funds
- makes the urban loops, when fully funded for construction and reported as “complete,” part of the Intrastate System and eligible for Intrastate account funds that are subject to the Equity Formula

DOES NOT change:

- Funding Priority – states that the “projects to complete” listed in G.S. 136-179 are to be given first priority for funding
- the Equity Formula
- revenue stream or allocation of funds between programs
- urban loop projects that are exempt from the Equity Formula
- The Intrastate System as shown on the 1989 maps, with the following exceptions:
 - ⇒ changes the Intrastate route from Boone to the Tennessee line from US 421 to US 321
 - ⇒ adds the I-74 corridor from Winston-Salem to Randleman
 - ⇒ adds the I-74 corridor from near Whiteville to US 17 in Brunswick County
- the Powell Bill supplement
- allocation of Secondary Road paving funds, it does however delete the sunset on this revenue stream to the Secondary Road system

VISITOR REGISTRATION SHEET

Highway Trust Fund Study Committee

April 21, 2004

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

Rep. Fred Sten	NC House
Chris Dilla	Law Firm Ten
Pat Clancy	Speaker Black
Fred Allen	NC Aggregates Assn.
GREG DEAN	AMERICAN CONCRETE PAVEMENT ASSN - SE
JOHN LONG	MARTIN MARIEtta
Bandra Long	Martin Marietta
Pat Strong	Triangle J Council of Governments
Kate Rivett	Regional Transportation Alliance
Craig Deal	NCDENR
Steve Hall	DENR

VISITOR REGISTRATION SHEET

Highway Trust Fund Study Committee

April 21, 2004

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

Betsy Bailey	NC Public Transportation Assn
Calvin Leggett	NC DOT
Larry Goble	NC GO
CONSTANCE	CATS / NC GO
Kevin Leonard	WCSR
JAMES MCCOY	WINSTON-SALEM CHAMBER OF COMMERCE
ALLEN PURSON	GREENSBORO CHAMBER OF COMMERCE
BERRY JENTINS	NC GO
Fred Burchett	Regional Transportation Alliance

VISITOR REGISTRATION SHEET

Highway Trust Fund Study Committee

April 21, 2004

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

Susan Coward

NCDOT

Jane Pinsky

AAA Carolinas



NORTH CAROLINA GENERAL ASSEMBLY
HIGHWAY TRUST FUND STUDY COMMISSION
LEGISLATIVE OFFICE BUILDING
RALEIGH NC 27601-1096

Representative Nelson Cole, Co-Chair
Representative Danny McComas, Co-Chair

Senator Clark Jenkins, Co-Chair

November 1, 2004

MEMORANDUM

TO: Members, Highway Trust Fund Study Committee

FROM: Co-Chairs: Senator Clark Jenkins, Representative Nelson Cole,
Representative Danny McComas

SUBJECT: Meeting Notice

There will be a meeting of the Highway Trust Fund Study Committee:

DAY: Wednesday
DATE: November 10, 2004
TIME: 10:00 AM
LOCATION: Room 1228 Legislative Building

Parking for non-legislative members of the committee/commission is available in the visitor parking deck #75 located on Salisbury Street across from the Legislative Office Building. Parking is also available in the parking lot across Jones Street from the State Library/Archives. The cost for visitor parking is \$.50 per hour or \$4.00 per day and may be reimbursed with a parking receipt submitted with your travel reimbursement form.

If you have any questions concerning this meeting, please contact Mr. Giles Perry at (919) 733-2578 in the Legislative Research Division. Please advise Carol Resar, Committee Assistant, (919) 715-3036, or e-mail huntla@ncleg.net, if you will be unable to attend.

MINUTES
HIGHWAY TRUST FUND STUDY COMMITTEE

Wednesday, November 10, 2004
10:00 AM
Room 1228, Legislative Building

The Highway Trust Fund Study Committee met on Wednesday, November 10, 2004 at 10:00 AM in Room 1228 of the Legislative Building. Senators Jenkins, Co-chair, Berger, Clodfelter, Rucho and Shaw; Representatives Cole, Co-chair, McComas, Co-Chair, Barbee, Cole, Coates, Crawford, Gillespie and Saunders; and public members Duane Long, Robert Spencer, and Nina Szlosberg attended. Senator Jenkins presided.

Senator Jenkins welcomed everyone and then asked for a motion to approve the April 21, 2004 minutes. Representative Cole moved to approve the minutes as presented. Motion carried.

Next, Senator Jenkins asked Calvin Leggett, Manager, NC Department of Transportation (DOT) Program Development Branch, to give a report on the 2003/2004 Legislative changes (see Handout #1). Those changes included:

- Enabling matching federal-aid funds to be directly dispensed from the Highway Trust Fund.
- Giving DOT flexibility to use Highway Trust Fund money that allows them to issued the remaining of the 1996 bonds and use those funds for projects not specifically designated in the Trust Fund.
- Enabling a small portion of the construction budget to be taken for facilities improvements.
- Authorizing an additional transfer made from the Highway Trust Fund to the General Fund.
- Enabling changes to the eligibility of projects, and changes to the definition of the highway system.

Mr. Leggett reviewed the Highway Trust Fund Budget for fiscal year 2005 (page one of Handout #1). There will be \$755 million for highway program funds, which was divided statutorily between secondary road paving, Powell Bill recipients, intrastate system and loops. He also pointed out the changes made to the Intrastate System as found on the map he distributed (see Handout #2). He told the Committee that these changes were detailed on Handout #3, Intrastate and Loop Changes – 2003 Legislative Session, and Handout #4, Intrastate and Loop Changes – 2004 Legislative Session. Mr. Leggett then returned to Handout #1. He stated that there were 962 intrastate miles and 265 loop miles to be completed as of fiscal year 2004. Mr. Leggett then reviewed the Trust Fund progress (see Handout #5). Mr. Leggett finished his presentation by reminding the Committee that \$6.4 billion is needed to complete the roads in the TIP and \$4.3 billion is needed to complete the loops in the TIP.

After Mr. Leggett's presentation, Senator Rucho asked him to explain the original purpose of the Highway Trust Fund. Mr. Leggett said the original goals of the Highway Trust Fund were to build urban loops to relieve congestion and to build an intrastate system that would bring a 4-lane road within 10 miles of 90% of the State's population. Today, the Highway Trust Fund is 50% of the TIP budget. The long-range plan that has been developed by DOT addresses needs such as maintenance, preservation, other transportation modes and expansion and then compares those needs to the funds available. Over the next 20-25 years, there will be funds to meet only 2/3 of the needs. Mr. Leggett stated that the group creating the long-range plan found that over time there needed to be a shift of funds from new construction to maintenance and preservation, but that would require changes in current law.

Representative McComas asked Mr. Leggett how much debt the budget would support. Mr. Leggett responded that it was a policy issue as to how much future revenue should be devoted to debt service. Currently, 20% of the loop budget is dedicated to debt service for the next 10 years and 7-8% of the intrastate system budget is dedicated to debt service. There is a lot of capacity for debt service, but it is a policy issue and the State has been very conservative regarding debt service.

Senator Rucho asked if the changes presented would affect the projects already in the TIP. Mr. Leggett asked Ms. Laura Cove with the Planning Branch to answer that question, and she replied the currently projects would not change.

Next, Senator Jenkins asked the representatives from Charlotte to speak to the Committee about the unique mobility needs of the Charlotte Urban Area. Mr. Jim Humphrey, Charlotte Department of Transportation, spoke first. His slide presentation (see Handout #6) gave an overview of Charlotte's regional transportation needs and what was being done to help alleviate the traffic congestion. Mr. Humphrey stated that the Powell Bill money received by Charlotte did not cover the cost of city street maintenance. Mr. Humphrey completed his presentation by making the following personal comments and recommendations:

- Increase funding for a statewide multi-modal plan.
- Refocus state funding.
- Revisit the Equity Formula to make it more needs based.
- Support mass transit.
- Enhance multi-modal treatment when facilities are planned and constructed.
- Encourage regional collaboration for planning and funding.
- Fund maintenance as a top priority.
- Decentralize NCDOT to make it more regional.
- Enhance communication between citizens and agencies across the State.
- Address non-transportation transfers from Highway Trust Fund.

Mr. John Muth, Chief Development Officer, Charlotte Area Transit System briefly addressed the issue of a multi-modal plan. Mr. Charles Knox with Business

Committee for Regional Transportation Solutions also spoke to the Committee about the importance of using the Highway Trust Fund money for transportation needs. He said that the State's transportation needs far exceeded the ability of the State to fund them. Mr. Knox offered some solutions including a local option sales tax for specific projects, an expansion of the toll roads program, a roads lottery, and selling local bonds for roads.

Senator Shaw asked if there was a sunset on the local funding option of a ½ cent sales tax that Charlotte was given authorization for a few years ago. Mr. Knox said there was no sunset and the ½ cent sales tax was for mass transit, not for road construction. Senator Shaw asked if the giveaways for infrastructure to encourage economic development were cutting into their roads money. Mr. Knox replied that there was a separate fund for economic development. Senator Shaw stated he thought Charlotte had a unique set of needs that were different from other parts of the state and asked Mr. Knox to speak to that fact. Mr. Knox said that there needed to be a menu of revenue sources because what works for Charlotte may not work in other areas of the State. He also stated that there needed to be a financing partnership between cities and the State.

Next, Senator Clodfelter told the Charlotte representatives and the Committee that a logical conclusion could be drawn from the slide presentation. If the local governments controlled local land use decisions, then the roads were not state roads, but local roads and the cities and counties needed to take financial responsibility for them. North Carolina should do what other states do, which is tell local governments that if they have control of the land use along the roads, then the roads below the intrastate system are not state roads and are the responsibility of local governments. In the past local governments made land use decisions that created road-needs problems for the State.

Senator Jenkins next asked Mr. Robert Cooney of Dye Management to present the report of the NCDOT Project Delivery Study and the status of Highway Trust Fund projects (see Handout #7). After a brief review of the legislative background and study objectives, Mr. Cooney gave the following findings:

- DOT had limited overall program delivery accountability.
- DOT was not meeting delivery commitments.
- DOT had limited accountability for projects and weak project management practices.
- DOT needed to build on successful environmental process improvements.
- DOT effectiveness was impacted by human resource challenges.

Mr. Cooney then offered the following key recommendations for DOT:

- Improve program delivery predictability.
 - *institute senior management program delivery management team
 - *establish program office for project delivery
 - *establish actively managed multi-year deliver plan with input from both NCDOT and resource agencies
 - *change TIP to include a development and delivery component (2-step TIP)
 - *drive let list off updated delivery plan
 - *change Trust Fund law so cross section not predefined.

- Reduce project delivery time.
 - *increase effective project management and coordination
 - *develop end to end project development manual as an urgent priority, along with supporting templates and tools
 - *establish project delivery time standards and manage against
 - *introduce schedule accountability into Merger 01 process
- Ensure program/project delivery information.
 - *Implement project control system
- Improve environmental processes.
 - *establish state-wide objectives for both environmental stewardship and transportation
 - *stabilize and further institutionalize Merger 01 process
 - *enterprise level prioritization, coordination, and management of 50+ other environmental initiatives to ensure focus
- Improve NCDOT staff retention.
 - *conduct program level human resource planning
 - *establish recruiting and retention plan
- Improve consultant procurement.
 - *shorten consultant procurement time
 - *establish a centralized procurement function to manage and administer all consultant contracts
 - *simplify consultant contract approval processes including considering increasing thresholds requiring Board of Transportation approval

Mr. Cooney finished his presentation with a report on the status of the Highway Trust Fund projects (see Handout #7, page 8-11). Senator Clodfelter asked if there were good examples of employee incentives and bonus pay from other states. Mr. Cooney replied that not from other states, but good examples from the private sector.

Mr. Spencer asked if the study benchmarked against other states. Mr. Cooney responded that it did in the area of environmental issues, but it was hard to compare North Carolina to other states on an apples-to-apples basis. He said that the Environmental Impact Statements (EIS) were taking as long as the national average, but the Environmental Assessments (EA) were taking significantly longer than the national average and there were significantly more of them compared to peer states. Mr. Cooney stated that Florida had been able to do much more work with categorical exclusions and avoided the need to do EA's and EIS's and that North Carolina may be able to reduce the number of EA's with categorical exclusions. Mr. Spencer noted that he sits on the Turnpike Authority and they are seeing the effects of the lengthy environmental process.

Ms. Szlosberg asked Mr. Cooney about the wisdom of having a "pre" TIP instead of a policy of not putting a project on the TIP until it is determined viable. Mr. Cooney replied that the project could be tracked better, the project could be reviewed after the design/develop stage (in a "pre" TIP situation) and a better decision could be made based on more accurate cost and time information.

Senator Rucho asked if there was a better model from other states to delivery more miles at a more efficient cost. Mr. Cooney responded that North Carolina's cost per mile construction was competitive with peer states, but it was taking much longer for projects to be let. Mr. Cooney felt that a 2-step TIP, as the study recommended, would make projects more predicable and it would be easier to make a "no build" decision. He said there was no one state to point to and recommend that North Carolina adopt that model.

Senator Jenkins next asked Len Sanderson, DOT State Highway Administrator, to give his report on the implementation of the recommendations made in Project Delivery Study. Mr. Sanderson told the Committee that in response to the NCDOT Project Delivery Study, Secretary Tippet had set up six working groups that are aligned with the major parts of the Study. The six working groups were doing the following:

- Developing a formalized business plan, which will have the strategies and the performance measures to accomplish the work within DOT.
- Looking at the issue of a development/delivery TIP. How DOT would go about transforming and converting the current TIP to a 2-step TIP.
- Strengthening program management.
- Evaluating work force issues.
- Assessing environmental issues.
- Studying consultant procurement issues.

Mr. Sanderson stated that the charge to these working groups was to deliberate and evaluate the recommendations that were contained within the Study. The focus of the Study was on the pre-construction part of project delivery, but the construction phase was equally important and the working groups were looking at possible improvements to both phases. Another area of work for the groups was to identify barriers and constraints to the way DOT conducted business. Also, Mr. Sanderson told the Committee that the working groups were identifying legislative issues and possible legislative changes that translate into a more efficient project planning and delivery process.

Mr. Sanderson ended his presentation by stating that the project delivery process was a long and complex process. It was more complicated than it was fifteen years ago because of various laws, rules and regulations. The Study contains several recommendations; but the Department of Transportation has not been standing still. There have been significant improvements within the Department, such as:

- Merger 01 process, which is the Transportation and Environmental decision-making process. DOT does not control this process. They are only a party in the collaborative process between DOT, the Federal Highway Administration and the resource agencies that make critical decisions for a project.
- The Project Management Improvement Initiative (PMII). Full implementation was expected February 15, 2005 and it would help DOT to track projects and help them to determine if they are hitting the mark.
- The Ecology Enhancement Program. Through this program, DOT was trying to address mitigation ahead of time so it was not controlling the delivery of a project.

Mr. Sanderson further stated that he felt that the "pre" TIP concept would be beneficial because the cost overruns on a project came from not knowing the scope of the project ahead of time. Also, with regard to using an EIS, EA, or categorical exclusion for a project, DOT does a risk analysis to determine which one fits best for the project. They needed to have the answers for questions and challenges that may come as a result of which document was used for the project. Senator Clodfelter asked how Florida was able to have more categorical exclusions. Mr. Sanderson responded that they were looking into Florida practices, but there needed to be a lot of buy-in from the partners when DOT is deciding which document to use.

Next, Senator Jenkins asked Bob Gorman with the Federal Highway Administration Office of Planning to present a report on the transportation investment strategies used in other states (see Handout #8). Mr. Gorman included in his presentation overviews of other state highway systems, including Florida, Washington, Pennsylvania, Kentucky, Ohio, Minnesota, Arizona and California.

Mr. Gorman stated that the following prioritization tools were used to compare projects in like categories:

- Benefit-cost
- Highway Economic Requirements System (HERS) model in which sections of roads randomly selected across the country are analyzed to determine what kinds of needs and how various investment strategies would work. This information is reported to Congress.
- Management systems for pavements, bridges, and safety.
- Sufficiency ratings, first developed by Arizona in the 1940's. A composite number is obtained by looking at condition of the road, how well it serves traffic, and safety rating.
- Multiple factors used by metropolitan areas. A subjective weight is assigned to the factors to arrive at a final selection of projects.
- Cost effectiveness used to determine what the State gets out of a given investment.

In summary, Mr. Gorman stated that:

- There needs to be a link between plans and programs.
- The State needs to set objectives or standards.
- Needs should be established by Type.
- There should be geographical allocations.
- It should be determined who decides which issues.
- It is difficult to compare apples vs. oranges.

After his presentation, Senator Shaw stated that looking at the Highway Economic Requirements System (HERS) model, the section of I-95 that goes through North Carolina is the only section that is not 6-lanes and North Carolina seems to be stuck in the mud on this issue. The Federal Highway Administration did have a pilot program that would allow a Toll on I-95, but DOT trumpeted this idea briefly, and then let it go. Senator Clodfelter thought that the Pennsylvania model had several of the features Mr.

Humphrey (Charlotte DOT) was recommending earlier and would it be possible to get the details of that model. Mr. Gorman will get that information to staff.

Ms. Szlosberg stated that she would like more information on performance measurements and discussed the evaluation process used in Europe, which uses weighted criteria. A project would have to reach a certain number (threshold) before it would be approved. Ms. Szlosberg asked if any states were using something like this. Mr. Gorman said it was hard to come up with one plan to fit all projects and it was easier to make comparisons at a broad program level.

Finally, Senator Jenkins asked Laura Cove, Group Manager, with DOT Technical Services Group, to review the 25-year Statewide Multimodal Transportation Plan (see Handout #9). Ms. Cove told the Committee that the Plan had been in development for 4 years. She said that the following were the key issues for the statewide transportation plan:

- \$84 billion in needs vs. \$55 billion in revenue.
- Limited ability to address pressing needs.
 - *spending restrictions on state/federal dollars
 - *flexibility essential
- Maintenance backlog is growing with no dedicated funding source to handle it.
 - *4,000 miles of state highways & 260 bridges added each year
- Demographic/travel trends
 - *1990-2000, population increased 21%; VMT increased nearly 40%
 - *By 2020 population will increase an additional 25%
- Regional differences and needs.
- Quality of life goals.
 - *air quality, environmental & community enhancement
- Lack of performance measuring.
 - *need goals, tracking systems, reporting mechanisms
- Department must prioritize w/limited resources.

Ms. Cove also told the Committee that the Technical Services Group recommended the following investment scenario that:

- Underscores importance of safety in all investments
- Creates a focus on preserving/upgrading the existing transportation system
 - *extends intent & emphases of *Moving Ahead*
- Targets investment in statewide mobility
- Addresses only 2/3 of all projected needs
- Meets 75% of maintenance & preservation needs
 - *represents 10% increase from past
- Emphasizes major modernization (2/3 of needs met)
 - *represents nearly 25% increase from past
- Meets 2/3 of highway expansion needs
- Increases investment in non-highway modes

Ms. Cove then gave the following suggestions for the implementation of the Statewide Transportation Plan:

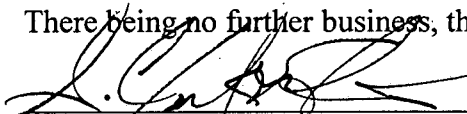
- Establish Implementation Team (technical oversight)
 - Establish Board of Transportation Statewide Plan Committee (policy oversight)
 - Pursue greater flexibility in transportation funding
 - Improve project selection process
 - Monitor & report progress
 - Establish revision cycles
 - Implement Strategic Highway Corridors concept
- *first tangible action item

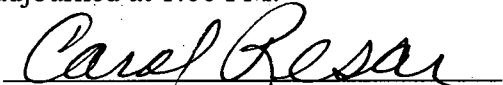
In summary, Ms. Cove stated that the Statewide Transportation Plan is a long-term investment blueprint that meets only 2/3 of all projected needs. The Plan underscores the need for investment flexibility and maximizing the use of existing resources. Ms. Cove also stated that the plan is a "living document" that should be updated every 4 years and that implementation is the key to achieve the goals of the Plan.

After her presentation, Senator Clodfelter noted that there was a fixed amount of revenue and Ms. Cove suggested some increases to modernization, maintenance and preservation and a decrease in expansion. He asked if deferring or deleting projects already on the TIP would accomplish that. Ms. Cove replied that the projects on the table today would stay there but new projects would be harder to get on the table (TIP) and there would be a different focus for future projects.

Along those same lines, Senator Rucho stated that projects will have to be prioritized or some projects that are more valuable than those already in the TIP may never be done. Ms. Cove responded that there would be a 2-year update to the Plan because they did not know about some of the projects when they started their work in 2001. The needs numbers may very well change after that update. Senator Rucho asked Ms. Cove where in the Plan did it discuss DOT making the effort to deliver projects in a more efficient manner and if that was factored into the 25-year Plan. Ms. Cove assured Senator Rucho that the Department was trying to do that every day. Senator Rucho responded that over his eight years at the General Assembly it had not happened and was that being emphasized enough in the Plan. Ms. Cove replied that she was not sure if it was in the Plan, but it was strongly emphasized in the Department. Senator Jenkins added that there probably needed to be a menu of things to happen such as improve project delivery, prioritize projects and find more revenue.

There being no further business, the meeting was adjourned at 1:00 PM.


Senator Clark Jenkins, Co-chair


Carol Resar, Committee Clerk

Highway Trust Fund Study Committee

November 10, 2004

**10:00 a.m.
Room 1228/1327LB**

AGENDA

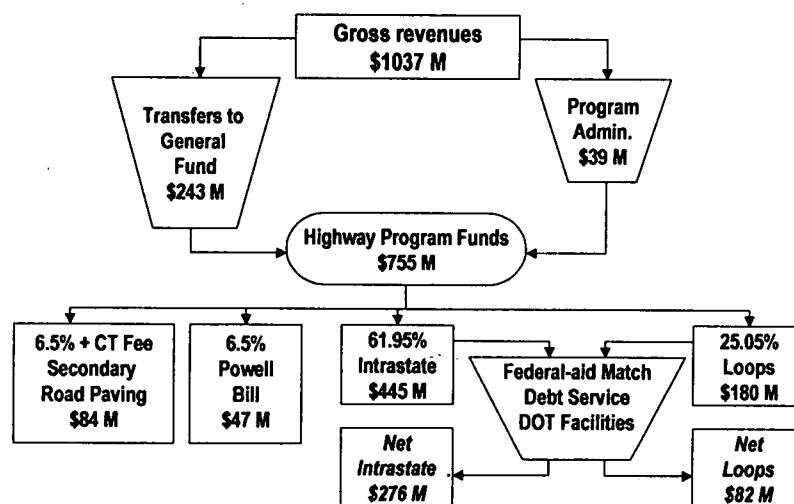
Chairs: Representatives Cole and McComas, Senator Jenkins

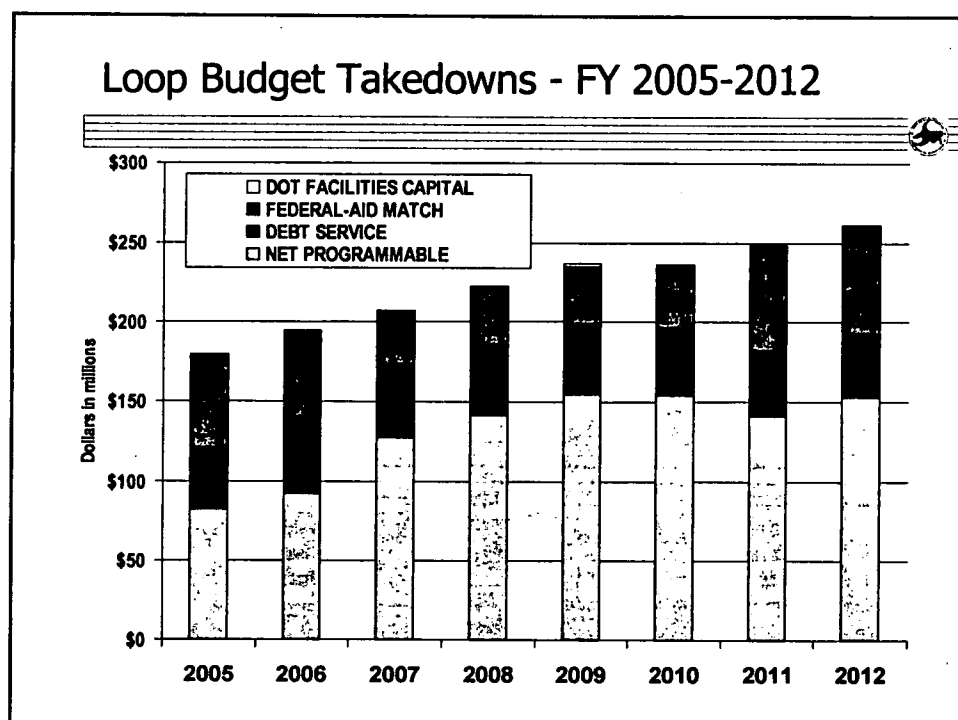
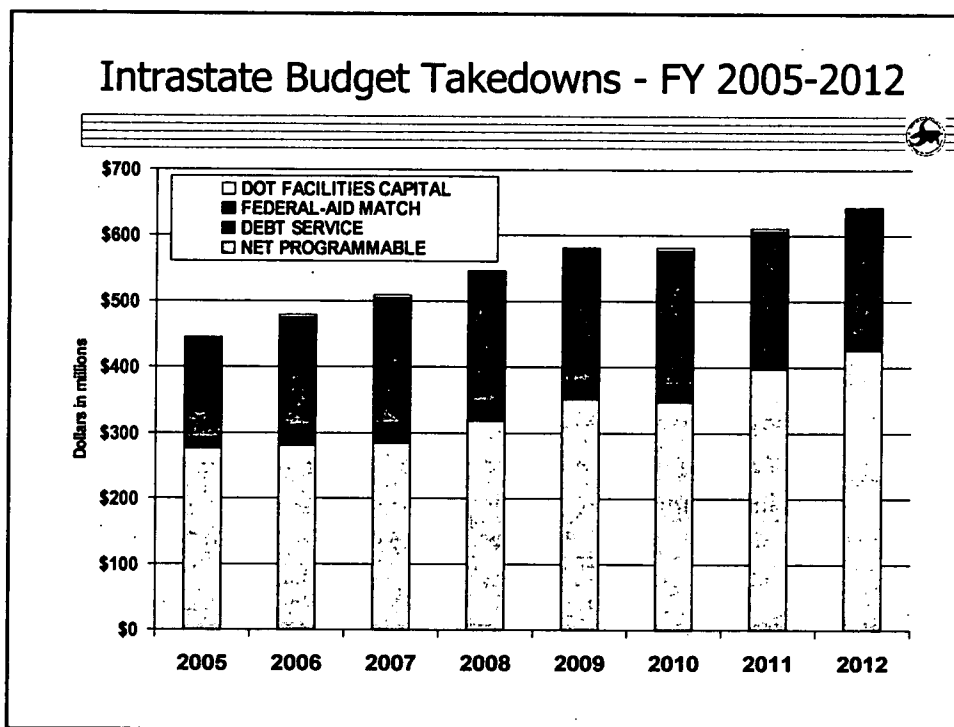
- **Impact of Recent Changes to Highway Trust Fund Law**
Calvin Leggett, Manager, NCDOT Program Development Branch
- **Unique Mobility Needs of the Charlotte Urban Area**
Jim Humphrey, Charlotte Department of Transportation
John Muth, Chief Development Officer, Charlotte Area Transit System
Charles Knox, Business Committee for Regional Transportation Solutions
- **NCDOT Project Delivery Study**
Robert Cooney, Dye Management
- **Status of Highway Trust Fund Projects**
Robert Cooney, Dye Management
- **Project Delivery Study Implementation**
Len Sanderson, State Highway Administrator, DOT
- **Transportation Investment Strategies in Other States**
Bob Gorman, Federal Highway Administration, Office of Planning
- **25-Year Statewide Multimodal Transportation Plan**
Laura Cove, Group Manager, Technical Services Group, DOT

2003 and 2004 Legislative Changes

- Budget
 - * Federal-aid match eligibility
 - * NC Moving Ahead! - issuance of remaining bonds
 - * Funds for unsafe / obsolete DOT facilities
 - * Additional General Fund transfer
- Intrastate and Loop Eligibility
 - * System eligibility
 - * Project eligibility

Highway Trust Fund Budget - FY 2005



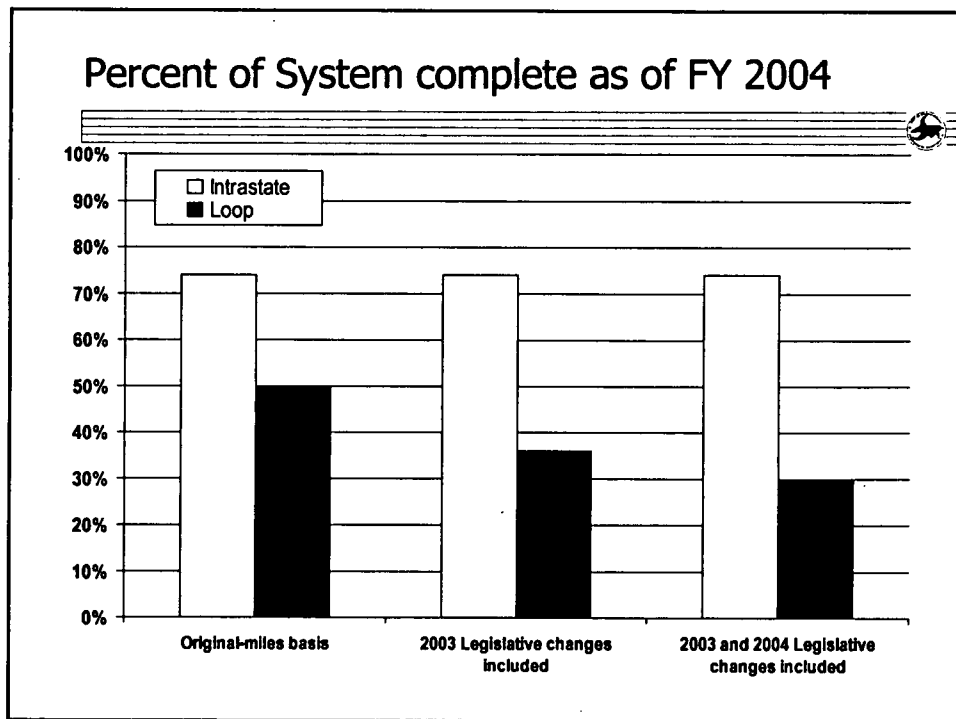
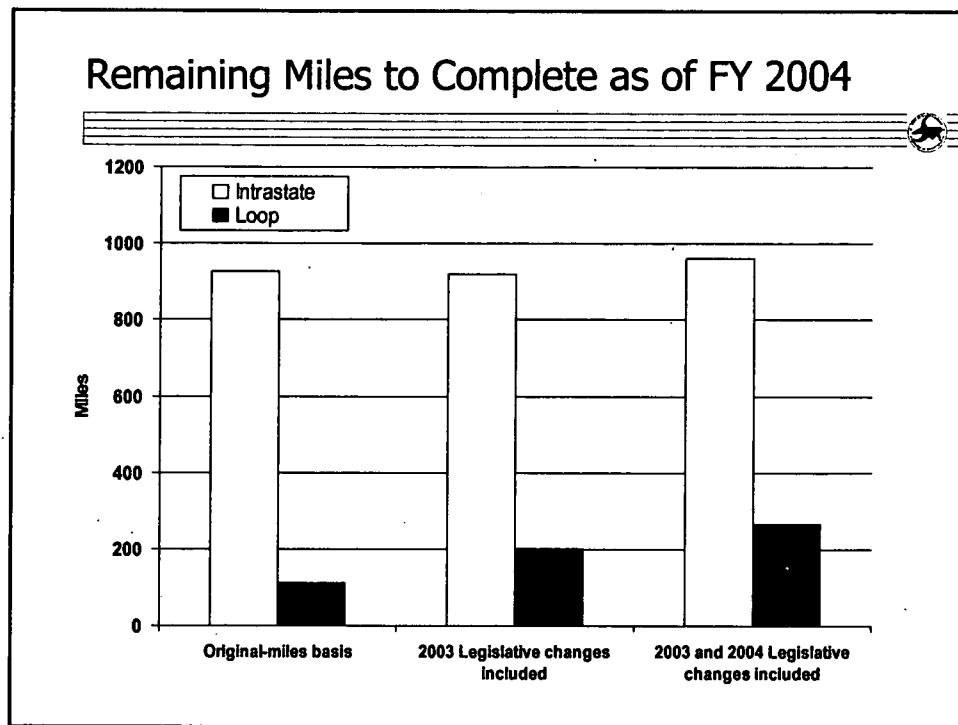


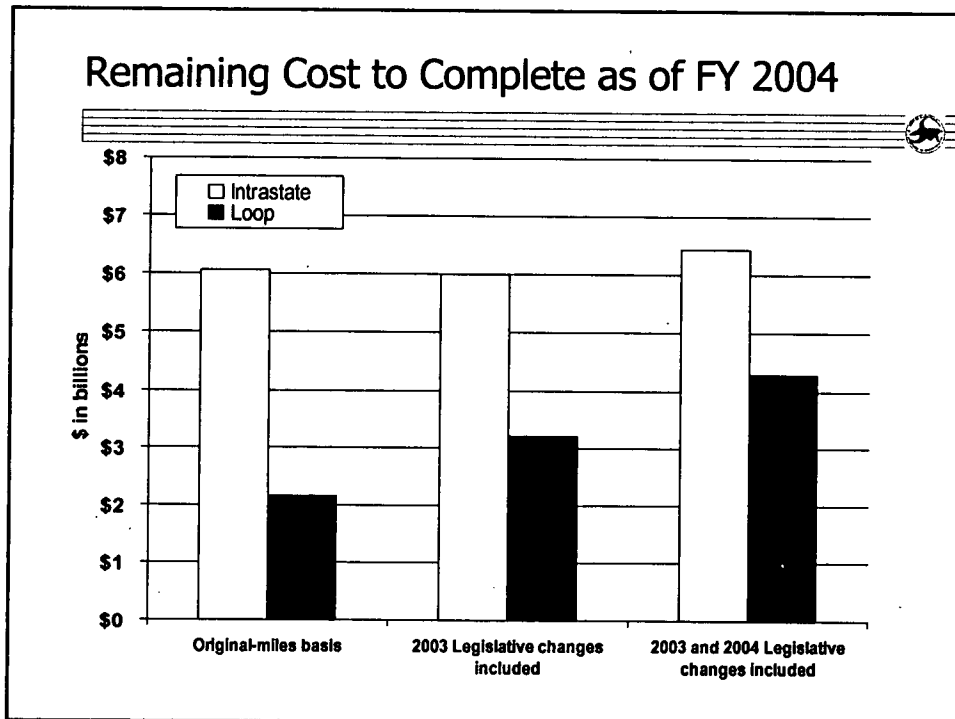
System Eligibility

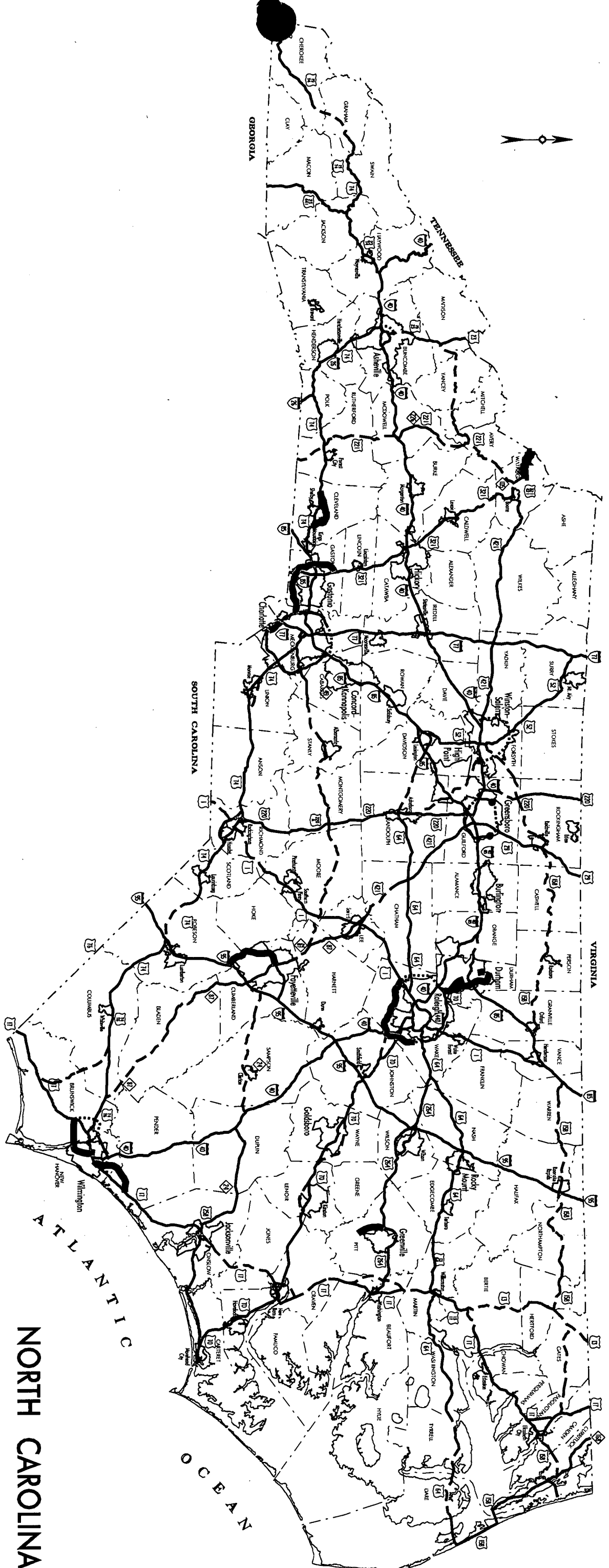
- Routes / corridors on Intrastate system defined
- All approved Interstate routes become part of intrastate system
- Makes the urban loops, when fully funded for construction and reported as “complete,” part of the Intrastate System and eligible for Intrastate account funds that are subject to the Equity Formula

System Eligibility (continued)

- If Trust Funds cannot be expended on a GS 136-179 project in a given region, they may be used for any project on the intrastate system in that region
- System as defined is same as that shown on 1989 maps with the following exceptions:
 - * changes the Intrastate route from Boone to the Tennessee line from US 421 to US 321
 - * adds the I-74 corridor from Winston-Salem to Randleman
 - * adds the I-74 corridor from near Whiteville to US 17 in Brunswick County







NORTH CAROLINA Intrastate System

- FULLY FUNDED
- TRUST FUND ELIGIBLE INTRASTATE
- TRUST FUND ELIGIBLE URBAN LOOPS
- ADDED TO LOOP SYSTEM IN 2003
- ADDED TO LOOP SYSTEM IN 2004
- ADDED TO INTRASTATE SYSTEM IN 2004

Intrastate and Loop Changes – 2003 Legislative Session

(NOTE: all entries below represent newly eligible projects, except as noted)

Intrastate

Division	TIP #	Description	Mileage	Estimated Cost
6	X-2B X-2C	US 13 Connector from US 401 North to NC 87, Cumberland County – Freeway on new location. (CHANGED FROM INTRASTATE TO LOOP)	9.3	\$100,000,000

Loop

Division	TIP #	Description	Mileage	Estimated Cost
2	R-2250	Greenville Southwest Bypass, Pitt County – Multilane facility on new location.	7.8	\$115,000,000
3	U-4738	New Route from US 17 to US 421, including bridge over Cape Fear River, Brunswick and New Hanover Counties	9.5	\$345,000,000
5	R-2635A	Western Wake Expressway from US 64 to NC 55 south of Apex, Wake County – Freeway on new location.	2.3	\$40,000,000
5	I-4743	I-85 from US 70 to Red Mill Road, Durham County – Widening	6.4	?
5	U-71	East End Connector from NC 147 to US 70, Durham County – Freeway on new location.	3.3	\$84,000,000
5	U-4720	US 70 from Lynn Road to proposed Northern Durham Parkway, Durham County	7.8	?
5	U-4721	Northern Durham Parkway from I-540 to US 501, Durham and Wake Counties – New roadway	29.4	?
5	U-4722	US 501 Roxboro Road from Duke Street to Goodwin Road, Durham County	4.4	?
6	U-2519	Fayetteville Outer Loop, NC 87 to I-95 south of Hope Mills – Freeway on new location.	21.8	\$338,000,000
7	N/A	Greensboro Loop – Interchanges with Lewiston-Fleming Road Connector and Cone Boulevard Extension, Guilford County	N/A	\$25,000,000
9	U-2579AA	Winston-Salem Northern Beltway from I-40 to US 311 / Future I-74, Forsyth County – Freeway on new location.	1.6	\$39,000,000

Intrastate and Loop Changes – 2004 Legislative Session

(NOTE: all entries below represent newly eligible projects, except as noted)

Intrastate

Division	TIP #	Description	Mileage	Estimated Cost
3	U-4751	Military Cutoff Road Extension from US 17 to I-140, New Hanover County – Multilane Facility on New Location	3.8	\$50,000,000
3	R-3300	Hampstead Bypass, New Hanover & Pender Counties – Multilane Facility on New Location	14.0	\$140,000,000
11	R-2615	US 321-421 From US 421 Jct. to Proposed Boone Bypass, Watauga County – Widen to Multilanes (REDUCTION IN ELIGIBLE LENGTH)	3.4	?
11	FS-0511A	US 321 From Tennessee State Line to US 421, Avery & Watauga Counties – Widen to Multilanes	10.6	?
12	R-2707	US 74 Shelby Bypass, Cleveland County – Four-lane Divided Freeway on New Location	18.9	\$289,000,000

Loop

Division	TIP #	Description	Mileage	Estimated Cost
3	U-4434	Independence Boulevard Extension, Randall Parkway to Martin Luther King Jr. Parkway, New Hanover County – Multilanes on New Location	1.7	\$37,000,000
5	R-2721	Southern Wake Freeway, NC 55 (South) to US 401 South, Wake County – Freeway on New Location	7.8	\$174,000,000
5	R-2828	Southern Wake Freeway, US 401 to I-40, Wake County – Construct Freeway on New Location	8.7	\$122,000,000
5	R-2829	Eastern Wake Expressway from I-40 to US 64 Bypass, Wake County – Freeway on New Location	10.8	\$206,000,000
10	R-211J	I-485 from I-77 South to US 521 South / Johnston Road, Mecklenburg County – Widen to 6 Lanes, Resurface, and Interchange	5	\$38,000,000
10	U-3321	US 74-321 Gaston East-West Connector, I-85 West of Gastonia to NC 160, Gaston & Mecklenburg Counties – Multilanes on New Location	3.0	\$419,000,000
12			18.5	
12	R-2608	US 321 Garden Parkway, I-85 West of Gastonia to US 321 North of Gastonia, Gaston County – Four-lane Divided Freeway on New Location	7.5	\$101,000,000

HANDOUT #4

Trust Fund Progress

	Intrastate	% of System	Loops	% of System
1989 status				
Total system miles	3600	100%	211	100%
Miles already complete in 1989	1843	51%	0	0%
Estimated total miles to complete	1757	49%	211	100%
Estimated cost to complete	\$5.33 billion		\$2.11 billion	
Projected cost per mile	\$3.0 million		\$10.0 million	

Funds authorized as of FY 2004^a

\$5.03 billion

\$2.41 billion

Status excluding 2003 & 2004 Legislative changes

Total miles complete as of FY 2004	2671	74%	114	50%
Remaining miles to complete	926 ^b	26%	112 ^b	50%
Estimated remaining costs (does <u>not</u> include preliminary engineering)	\$6.07 billion		\$2.15 billion	
Projected cost per mile	\$6.6 million		\$19.2 million	

Status including 2003 Legislative changes

Total miles complete as of FY 2004	2671	74%	114	36%
Remaining miles to complete	920 ^b	26%	202 ^b	64%
Estimated remaining costs (does <u>not</u> include preliminary engineering)	\$6.00 billion		\$3.20 billion ^c	
Projected cost per mile	\$6.5 million		\$15.8 million	

Status including 2003 & 2004 Legislative changes

Total miles complete as of FY 2004	2671	74%	114	30%
Remaining miles to complete	962 ^b	26%	265 ^b	70%
Estimated remaining costs (does <u>not</u> include preliminary engineering)	\$6.44 billion		\$4.29 billion ^c	
Projected cost per mile	\$6.7 million		\$16.2 million	

^a Includes preliminary engineering^b reflects mileage adjustments since 1989^c Cost for Durham loop is not known and is not included in estimates of remaining costs

PRESENTATION TO LEGISLATIVE HIGHWAY TRUST FUND STUDY COMMITTEE

November 10, 2004

Slide 1

Legislative Highway
Trust Fund Study
Committee

Unique Mobility Needs of the Charlotte Urban Area

November 10, 2004

John Muth, PE
Chief Development Officer
Charlotte Area Transit System

Jim G. Humphrey, PE
Key Business Executive
Charlotte Department of Transportation

Slide 2

Outline

- The Charlotte Region & North Carolina's Economy
- Growing & Changing
- The Transportation/Land Use Link
- Funding Needs & Challenges
- NCDOT Policy & Practice Needs
- Eight Recommendations
- Additional Thoughts

Slide 3

The Charlotte Region

One of North Carolina's Key Economic Centers

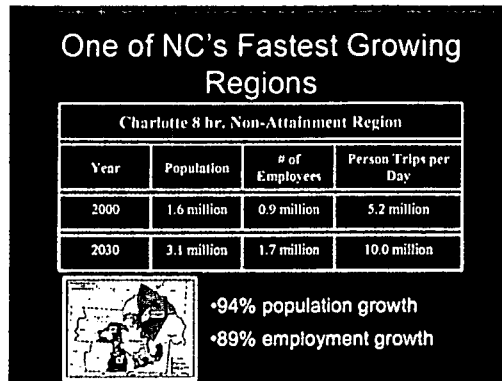
	North Carolina	Charlotte 8 hr. Non-Attainment Region	Region as % of State
2000 Population	8.0 million ¹	1.6 million	20%
2000 Employment	4.9 million ²	0.9 million	18%

Source: US Census Bureau
Source: Charlotte Area Transit System

What is good for North Carolina's urban areas is good for North Carolina.

We are a large urban region with unique needs.

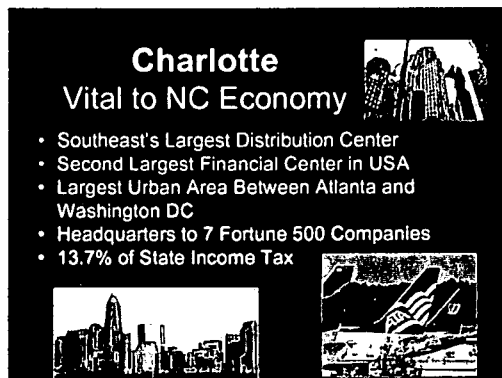
Slide 4



By 2030, the region will house 1.6 million additional people and the economy will produce 800,000 new jobs. How will we organize this expanding urban area to capture this growth?

Almost double in size over the next 20 – 30 years.

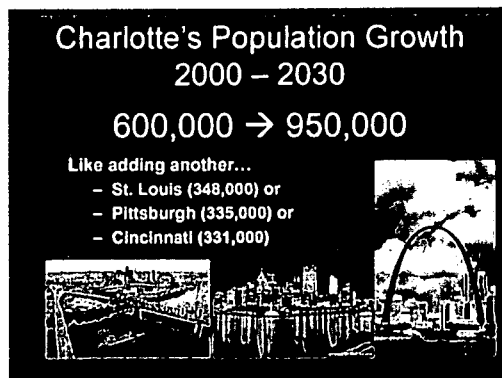
Slide 5



Charlotte and the Charlotte region forms a strong economic center. Financial and Distribution sectors drive our economy.

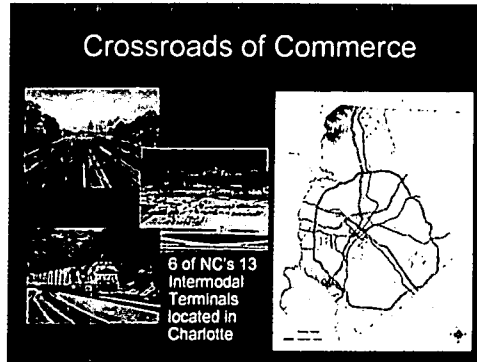
Almost 14% of State income tax comes from Charlotte citizens and corporations.

Slide 6



Our market studies tell us that we will grow substantially over the next three decades. Are we ready? Charlotte's growth will be like adding another large city on top of what we have.

Slide 7



Center of Commerce for State and Region:

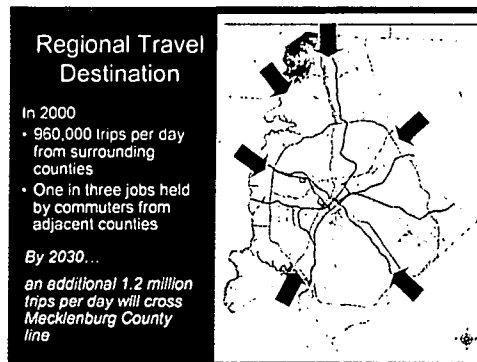
Crossroads I-77 and I-85

Crossroads 2 major RR

Hub airport

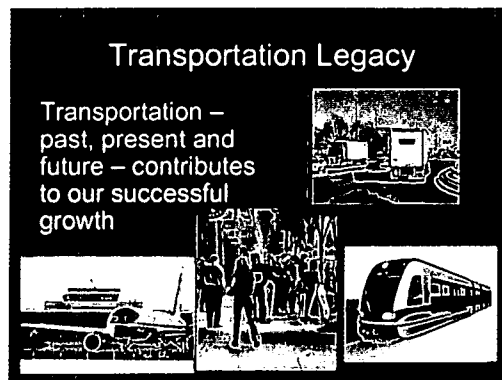
Six of 13 NC Intermodal Centers

Slide 8



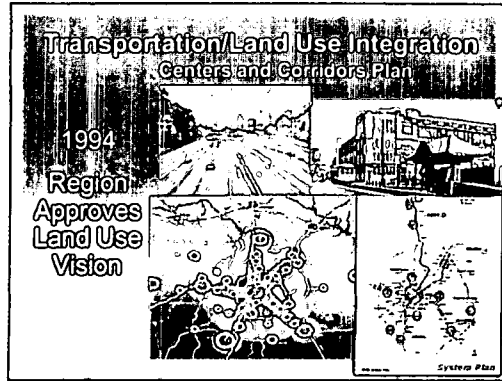
Charlotte's role as the economic center of the region is borne out by regional travel patterns. Over a million new trips will cross the Mecklenburg County line – 1 in 3 jobs – that equates to about 30 new freeway lanes.

Slide 9



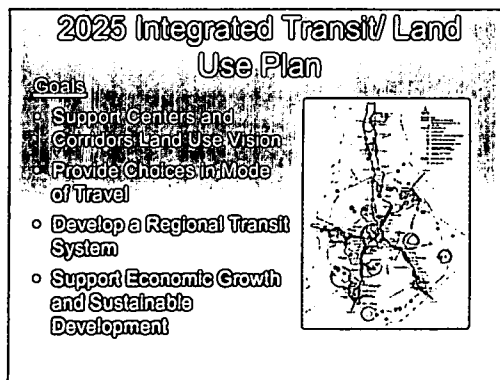
Since its earliest days, Charlotte has prospered as a multi-modal transportation hub. That same approach, being accessible to the widest array of customers and businesses, will be necessary to reach our great economic potential. If done with thought and skill, that same approach can bolster and enhance the beauty and livability that draws newcomers to Charlotte. A multi-modal approach has served us in the past and will continue to be an important part of our future.

Slide 10



The Charlotte region has a growth plan – The Centers & Corridors Plan. The plan's 5 corridors are targeted for much of the area's growth. The five corridors were identified as those that have the best infrastructure to support growth – freeways, arterials, and the opportunity for rapid transit. Future transportation investments should support our land use vision.

Slide 11



The transit program supports land use and transportation goals: 1) it is regional; 2) it allows citizens access to jobs; 3) it allows employers access to workers; 4) it provides access to other segments of the transportation system such as AMTRAK, Charlotte Multi-Modal Station, and regional park & ride lots. It encourages economic development. Millions of \$ in new investment is already taking place in the South Corridor.

Slide 12


Transit Funding Needs 2002 – 2025			
Capital Investment			
Costs estimated at \$2.9 billion (inflated \$)			
Funding:	Federal	\$1,624 million (56%)	
	State	\$ 754 million (26%)	
	Local/Sales Tax	\$ 522 million (18%)	
Operating Costs			
- Net Cost estimated at \$3.1 billion (inflated \$)			
Funding:	Local/Sales Tax	\$1,984 million (64%)	
	Local/Other	\$ 651 million (21%)	
	State	\$ 485 million (15%)	

Our transit funding strategy is capital intensive because the region is beginning a new era – the next generation of mobility – a truly regional rapid transit system. Capital costs for implementing regional services over the next 20 years is estimated to be \$2.9 B. Operating costs are estimated at \$3.1 B.


Slide 13

**Corridor New Starts Projects
2002 – 2025**

Charlotte System Plan assumes NCDOT and CATS will remain equal partners in sharing non-federal costs



NCDOT Share
Capital \$754 M (\$34 M/yr)
Operating \$465 M (\$21 M/yr)




Additional New Starts needs for TTA and PART

Since Charlotte is in the early days of building the transit capacity needed to grow into a large urban center, the bulk of transit expenditures will be dedicated to building capital infrastructure. NCDOT and CATS will be partners in non-federal share of regional and state assets.

Slide 14

Charlotte Multimodal Station
CATS & NCDOT partnership



- AMTRAK station
- Intercity rail and bus
- Commuter rail
- Regional bus
- Local bus



Planning includes opportunities for urban mixed use development

Tying our region and City to the rest of the State and nation will require other partnerships between the NCDOT and CATS.

Slide 15

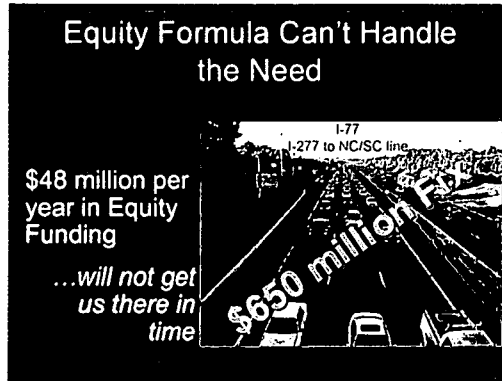
**Roadway Funding Needs
2005 – 2030**

	Needs	Unfunded
Region	\$6.5 Billion	\$3.5 Billion
Charlotte (MUMPO)	\$3.5 Billion	\$2.0 Billion



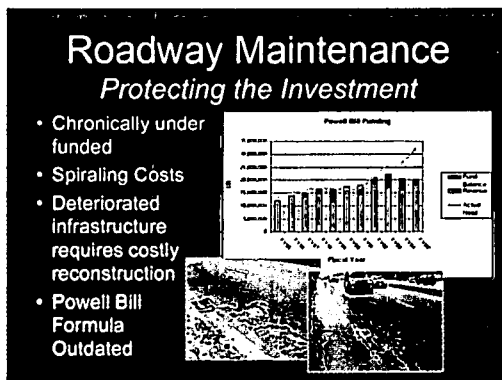
The City and Region have huge road funding needs if we are to keep pace. Although State and local investments are expected to cover about \$3 B of the \$6.5 B Regional Need, about \$3.5 B in needs remain unfunded if revenue sources are not supplemented.

Slide 16



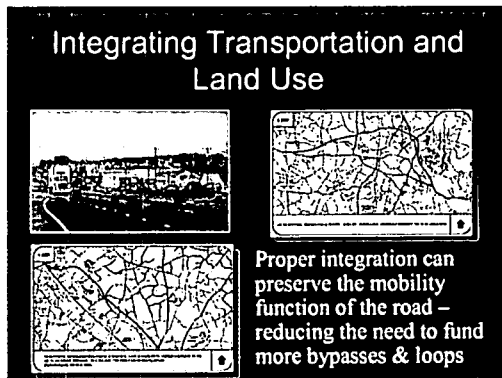
Difficult to address large projects with Equity Formula Allocation. These large projects can only be handled as Statewide priorities. Same is true for Garden Parkway in Gaston County.

Slide 17



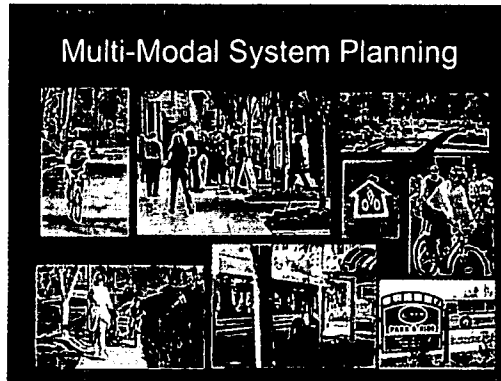
State roads are falling apart. Citizens are complaining. Powell Bill is not supporting costs. Charlotte street maintenance costs \$26 M/year but only \$16 M/year is available from Powell Bill Revenue.

Slide 18



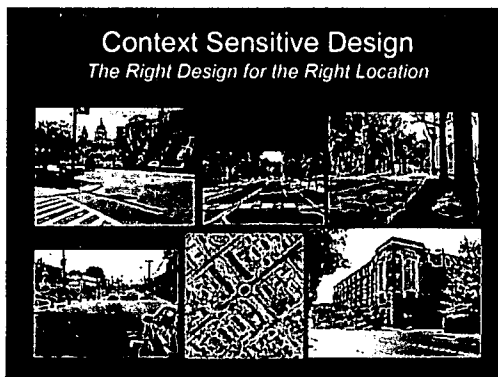
There are urban issues beyond funding. Roads need to be built in concert with land use which is locally controlled. Proper integration can preserve the mobility function of the road, reducing the need to fund more bypasses & loops.

Slide 19



Every project needs to be seen as an opportunity to think multi-modally. Urban places have high demand for sidewalks, bicycle and transit provision. Many State roads are corridors for rapid transit and NCDOT should be ready to accept these projects as important components of the State's future.

Slide 20



Streets serve many functions – one of which is to accommodate automobile travel. They provide the framework for economic growth, they are community gathering places, they provide access to transit, they provide walking paths. They need to be attractive, accommodating civic environments. Build roads not only to move traffic...but to support adjacent land uses.

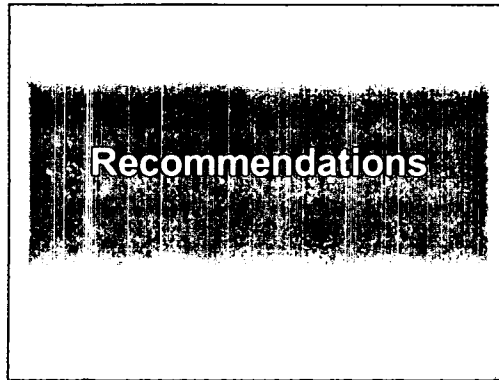
"You are not just building roads, you are building communities."

Slide 21



Encourage regional collaboration. Development in our jurisdiction can and does overburden 2 lane farm to market roads in other jurisdictions. Air Quality issues are forcing regional collaboration. \$6 Billion is at risk if we fail air quality conformity. It is essential that transportation funding support growth as well as a clean environment.

Slide 22



These recommendations are personal ideas. NCDOT has already begun addressing some of them. All require more local and statewide discussion.

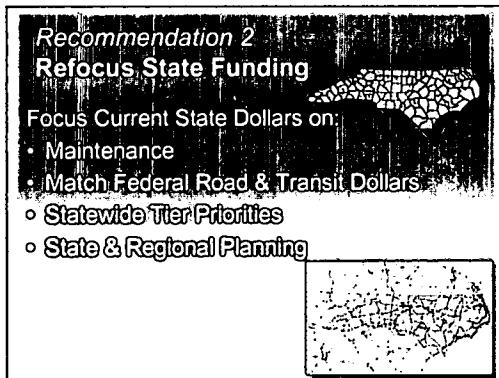
Slide 23



We support the goals of the recently adopted plan.

Funding must increase - \$85 B in needs but only \$55 B in revenue. Must involve local professionals in implementation ... not specified today.

Slide 24



Refocus current dollars as shown.

Slide 25

Recommendation 2 (cont.)
Refocus State Funding
Revisit Equity Formula

- More needs based
- Remove inappropriate funding sources
 - Interstate Maintenance
 - STP/DA
- Exclude statewide facilities
 - Interstates
 - US Highways
- Phase out windfall \$\$

Revisit the Equity Formula to make it more needs based. Roads that serve statewide needs should not be included.

Slide 26

Recommendation 3
Support Transit

- Continue 50% share of Non-Federal project cost for New Starts projects
- Support special projects like Multi-modal Station and passenger rail enhancements
- Seek a dependable funding source for state match




Transit is a State and regional asset. Continued partnerships are essential for success.

The State should identify dependable and adequate sources for State match.

Slide 27

Recommendation 4
Multi-Modal Treatment of State Roads

- Partner in developing rapid transit projects on state roads
- Include pedestrian and bicycle modes
- Address urban design standards

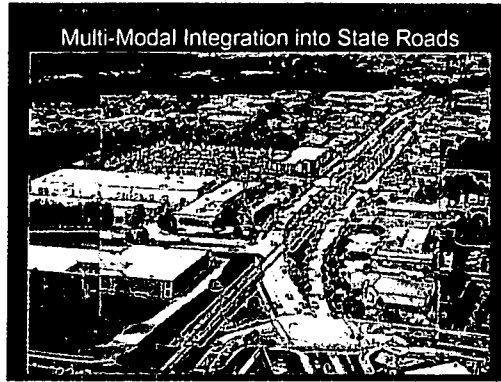


Enhance Multi-modal Treatment when facilities are planned and constructed.

Problem Policies (examples):

- On-street Parking
- Sidewalk Dining
- No sidewalks on some roads
- Lighting
- Canopies/Business Signage
- Transit Facilities
- Lane Widths
- Superelevation

Slide 28



Here is an example of where the City had to take over road maintenance because the multi-modal elements designed into this State road were unacceptable to NCDOT.

Slide 29

Recommendation 5
Regional Planning & Funding

- Authorize Regional Entities to:
 - Perform Regional Planning
 - Coordinate Transportation and Land Use
 - Submit Regional Projects for TIP Funding
 - Jointly Fund Regional Projects
- Strengthen Partnerships
 - MPOs, RPOs, Cities, Transit Providers, NCDOT
- Authorize New Local Funding Options

The State should create incentives to encourage Regional Collaboration. Part of that could be to develop a menu of new local funding options.

Slide 30

Recommendation 6
Maintenance

- Fund as Top Priority
- Standards for Various Road Types
- Treat City and State Roads Uniformly
- Modify Funding to % Gas Cost




The recently adopted model for signal maintenance could be a useful tool for sharing roadway maintenance responsibilities between State and local governments.

The State should modify funding to better match costs.

Slide 31

Recommendation 7
Decentralize NCDOT



- Locate Programming and All Elements of Project Implementation in Economic Centers

Benefits

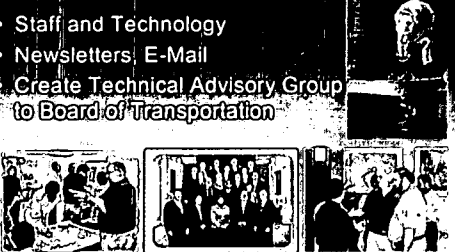
- Alignment with Local Goals
- Multi-Modal Approach
- Accessibility to Citizens, Developers, Local Governments, and others
- Quicker Economic Development Response
- Enhance NCDOT Staff Familiarity with Local Areas

Benefit to project delivery, customer service, economic development response and Regionalism. Too much decision-making now resides in Raleigh. The emerging character and uniqueness of N.C.'s Urban areas demands a more hands on approach by NCDOT staff at a regional level.

Slide 32

Recommendation 8
Enhance Communication

- Staff and Technology
- Newsletters, E-Mail
- Create Technical Advisory Group to Board of Transportation



This is a seemingly small but important recommendation. However, coupled with a decentralized NCDOT, it could be key to building more positive relationships with citizens and agencies across the State. Technical Advisory Group could provide important municipal and regional perspective to the Board of Transportation. Would be benefited by urban NCDOT offices.

Slide 33

Additional Thoughts...

- Address non-transportation transfers from Highway Trust Fund
- \$250 million last year

Hard to get support for new transportation funding...if current transportation funds are used for other purposes.

Slide 34

Action Steps

1. Support recommendations
2. Additional State funding for transportation
3. Dedicated funding for transit
4. Local funding options tied to regional planning
5. Direct MPO/local involvement in implementation of State Long Range Plan




North Carolina General Assembly

Study of NCDOT Highway Construction Project Delivery


Briefing for Highway Trust Fund Study Committee

November 10, 2004

 DYE MANAGEMENT GROUP, INC.


Agenda

- Legislative Background & Study Objectives
- Project Delivery Study
 - Project Approach
 - Summary: What Causes Delay?
 - Major Findings
 - Key Recommendations
- Review of Highway Trust Fund Project Delivery Status
 - Analysis Approach
 - Findings
- Questions/Discussion/Follow-up

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Legislative Background & Study Objectives

- Session Law 2003-284, Section 29.21
- Major study issues:
 - Delays in letting highway construction projects
 - Concerns around environmental process
 - Concerns that current practices of NCDOT in project delivery do not reflect best practices
- Study objectives:
 - Provide independent fact-based assessment of North Carolina highway construction project delivery performance
 - Recommend pragmatic implementable improvements

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Project Delivery Study: Project Approach

- Quantification: To put facts on the table.
- Review of documents, policies and procedures.
- Extensive interviews with NCDOT, State and Federal resource agencies and business partners: To identify issues and assess actual practice.
- Best Practices Review and benchmarking with other state departments of transportation.

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Examples of Data Requested/Analyzed

NCDOT

- Planned and Actual Schedule/Budget History for all projects let last three calendar years including details on all schedule changes for these projects.
- EIS/EA activity (# completed, duration, etc.) for last three calendar years.
- ROW activity for projects let last three years.
- 12 Month Let List compared to actual letting date for last three years vacancy and turnover data for last three years for positions focused on Project Delivery.

Resource Agencies

- NCDOT Permit Activity for last three calendar years (USACE, DVQ, DCM).
- Comparison of Permit Applications Needed/Applied For against 12 Month Let List as of January 2004 (USACE, DVQ, DCM).
- Vacancy and turnover data for last three years for positions focused on NCDOT related activities (DENR).

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Summary of Interviews Conducted

Organization/Group	Number of Interviews
Board of Transportation Members	4
NCDOT Management and Staff	50
State Resource Agency Management and Staff	11
Federal Resource and Partner Agencies	6
Resource Agency General Assembly Staff	2
Construction and Engineering Industry Representatives	6

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What Causes Delay?

- Project delivery has become substantially more complex.
 - ▶ Changing State demographics and public attitudes.
 - ▶ Increasingly sophisticated public.
 - ▶ Need to consider secondary and cumulative impacts which requires thousands of hours of additional analysis work.
 - ▶ Labor force transition and shortages.
 - ▶ Nature of Trust Fund Projects
 - ▶ NEPA process incompatibility issues.

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What Causes Delay?

- Complexity of the process all the more dictates need for strong systems, processes and project management utilizing highly experienced resources.
- NCDOT has limited enterprise level program management for managing and executing project delivery program.
- NCDOT is also hampered by difficulties in recruiting and retaining resources and by a "brain drain" created by the on-going loss of experienced, senior resources.

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Major Findings

- **Limited Overall Program Delivery Accountability.**
 - ▶ Weak accountability and reporting mechanisms to General Assembly, customers, and partners.
 - ▶ Limited senior level management oversight and control.
 - ▶ Need for a stronger management culture.
 - ▶ Absence of basic management information (e.g. progress against major milestones, schedule and budget status, etc.)

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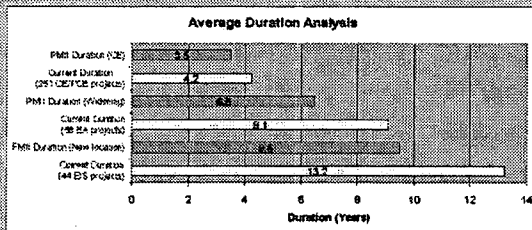
Major Findings

- **NCDOT not meeting delivery commitments:**
 - ▶ Data analyzed for projects let during CY 2001 - 2003 indicates that actual construction costs on average doubled from the initial estimate when the project was put in the TIP.
 - ▶ TIP is not an effective multi-year delivery plan with wide variations between the year when a project is originally targeted for letting in the TIP and when it is actually let.
 - ▶ 12 month let list has limited usefulness in predicting when projects are actually let.

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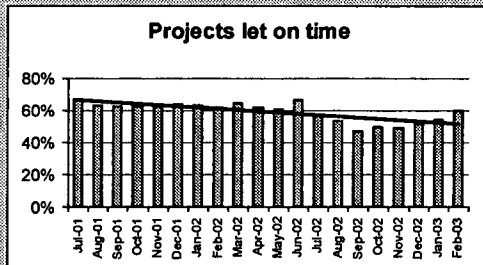
Project Duration versus New Standard – Project Let 2001 through 2003



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Let List Delivery Performance (Projects awarded within 3 months of planned month)

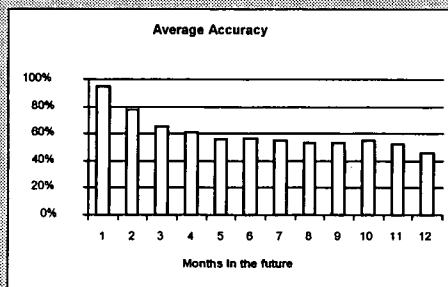


Source: NCDOT let lists July 2001 to February 2003, published award dates

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Let List Delivery Performance – By Month in Future



Source: NCDOT let lists July 2001 to February 2003, published award dates

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Major Findings

- **Limited accountability for projects and weak project management practices**
 - ▶ Absence of scope, schedule, and budget management controls, procedures, accountabilities, and metrics.
 - ▶ Need to apply project management principles and practices.
 - ▶ No formalized training or career path for Project Managers.
 - ▶ Need for standardized processes and a supporting Project Delivery manual.
 - ▶ Need for project management tools (e.g. quick access to budget and status information, templates, standards, best practices, etc.)

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Major Findings

- **Need to build on successful environmental process improvements**
 - ▶ Merger 01 process is very positive – need to ensure process driven by work standards.
 - ▶ Collaborative working relationships have been established with state and federal resource agencies.
 - ▶ Resource agency data suggests on whole timely processing of permit applications.
 - ▶ NC may be doing more environmental documents than necessary.
 - ▶ EIS delivery times close to national average.
 - ▶ Potentially some EAs should have been done as an EIS.
 - ▶ 50+ environmental streamlining initiatives underway but fragmented – limited department-wide prioritization and coordination.

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Major Findings

- **Human resource challenges impact NCDOT effectiveness:**
 - ▶ High turnover of PDEA and Preconstruction staff.
 - ▶ Difficulty in recruiting and retaining specialist positions.
 - ▶ Limited program-level human resource planning.

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Recommendations: Overall

- Institute culture of program-level management, control, and oversight from the top down.
- Set strategic department wide objectives for program, project delivery performance and align managers goals, business improvements against their accomplishment.
- Apply project management principles – institute scope, schedule, and budget management practices at the project level.
- Establish project control system to provide management reporting and accountability mechanisms.
- Stabilize environmental process and introduce accountability mechanisms.

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Key Recommendations: Improving Program Delivery Predictability

- Institute senior management program delivery management team.
- Establish program office for project delivery.
- Establish actively managed multi-year delivery plan with input from both NCDOT and resource agencies.
- Change TIP to include a development and delivery component.
- Drive let list off updated delivery plan.
- Change Trust Fund law so cross section not predefined.

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Key Recommendations: Reducing Project Delivery Time

- More effective project management and coordination.
 - ▶ Strengthen Project Management as a discipline.
 - ▶ For the most complex projects pilot dedicated delivery team approach.
 - ▶ Evaluate alternative delivery options and pilot through NC Turnpike Authority or projects as appropriate.
- Develop end to end project development manual as an urgent priority, along with supporting templates and tools.
- Establish project delivery time standards and manage against.
- Introduce schedule accountability into Merger 01 process.



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Key Recommendations: Ensure Program/Project Delivery Information

- Implement project control system.
 - ▶ Facilitates senior management exception reporting capability.
 - ▶ Provides accountability through project status reporting (e.g. VDOT Project Dashboard).
 - ▶ Start from PMII networks as basis for standardized process and delivery times, etc.



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Key Recommendations: Environmental Processes

- Establish state-wide objectives for both environmental stewardship and transportation.
- Stabilize and further institutionalize Merger 01 process.
 - ▶ Document procedures.
 - ▶ Set timelines for issue resolution.
 - ▶ Provide meeting facilitation.
- Enterprise level prioritization, coordination, and management of 50+ other environmental initiatives to ensure focus.



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**Key Recommendations:
NCDOT Staff Retention**

- Conduct program level human resource planning
 - Identify staff bottlenecks.
 - Tie human resource decisions to needs of multi-year delivery plan.
 - Develop succession planning process.
- Establish recruiting and retention plan.
 - May require statute changes.

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**Key Recommendations:
Consultant Procurement**

- Shorten consultant procurement time.
- Establish a centralized procurement function to manage and administer all consultant contracts.
- Simplify consultant contract approval processes including considering increasing thresholds requiring BOT approval.

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**Review of Highway Trust Fund Project
Delivery Status**

- Report to the General Assembly on status of Highway Trust Fund projects.
- Develop a high level forecast on project readiness.

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Highway Trust Fund Project Analysis Approach (1 of 2)

- Inventory Highway Trust Fund Projects.
- Classify Highway Trust Fund projects in:
 - ▶ Not started.
 - ▶ In preconstruction.
 - ▶ In construction.
 - ▶ Completed.
- Classify projects according to type: Intrastate or loops.

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Highway Trust Fund Project Analysis Approach (2 of 2)

- For projects in preconstruction, determine current Project Management Improvement Initiative (PMII) status based on project manager input.
- For projects in preconstruction, determine expected letting date based on project type and current milestone using:
 - ▶ PMII average duration on preconstruction projects.
 - ▶ Project manager's expected duration.
- For projects which are not started, determine anticipated project duration based on:
 - ▶ PMII metrics.
 - ▶ Project manager input or input from other NCDOT staff (if no project manager assigned) on expected duration.

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Highway Trust Fund Projects – Aug 2004

Program	Number of Segments	Value	Percentage
Intrastate and Loop	1621	\$7,637,781,000 ¹	94.1%
SB1000 ²	243	\$196,766,209	2.4%
Moving Ahead ²	790	\$258,300,795	3.2%
Small Urban ²	49	\$4,154,064	0.1%
Public Transportation ²	149	\$21,224,140	0.3%
Total	1,383	\$8,118,226,208	100.0%

¹ Original 1999 authorization.
² Includes projects funded since January 2001. Contains partial data provided by the Asset Management Unit.

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Status of Highway Trust Fund Projects

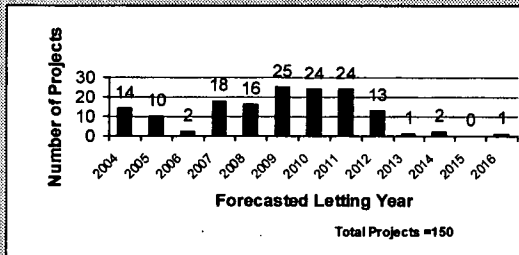
Status	Number of Segments	Miles	Percentage of Miles
Completed	325	881.1	41%
Construction	63	150	7%
Pre-construction	151	720	33%
Not started	35	406	19%
Total	574	2,157	100%

1 Value computed as the difference between total miles, construction, pre-construction, and not started miles.

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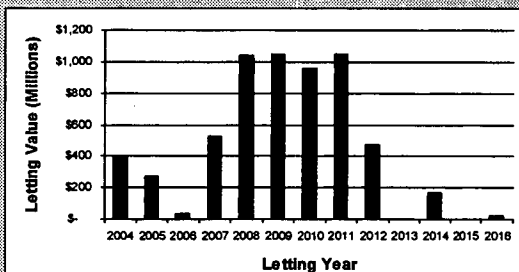
NCDOT Project Engineers' Forecast of Intrastate and Loop Letting by Calendar Year for Projects in Pre-Construction



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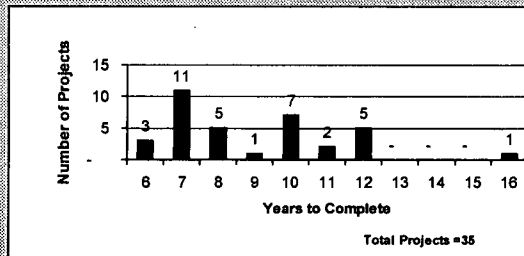
Estimated Intrastate and Loop Letting Value by Calendar Year for Projects in Preconstruction Based on NCDOT Project Engineers' Forecast



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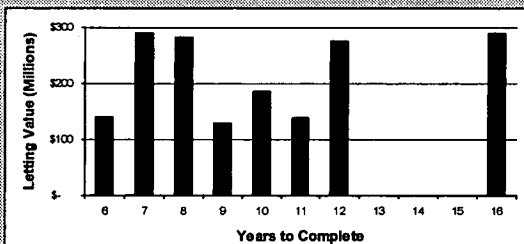
NCDOT Project Engineers' Estimated Duration for Intrastate and Loop Projects Not Yet Started



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Estimated Letting Value Based on NCDOT Project Engineers' Estimated Duration for Intrastate and Loop Projects Not Yet Started



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Questions/Discussion/Follow-up



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- Mobile: (919) 605-1590
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Transportation Planning & Programming

Issues, Criteria and Examples

State Planning & Programming Processes

- Continuously Evolving
- Political & Technical

Organize Needs by Type of Improvement

- Maintenance
- Preservation
- Safety
- Operations
- Mobility
- Other

Other Improvement types

- Economic Development
- Pavements
- Bridges
- Transit
- Earthquake retrofit
- Other Modes

Needs vs. Funds

- Modify Goals
- Increase Funds
- Prioritize Needs

Geographical Allocation

- By Law
- By Needs
- By Tradition
- By Criteria:
 - Population
 - Road miles
 - Land area
 - other

Performance Based Planning

- Becoming more popular
- Set performance standards
- Target investments towards achieving standards
- Examples:
 - improving pavements,
 - decreasing accidents
 - Increasing transit

Link Plans & Programs

- The program implements the plan
- Link prioritization criteria to goals

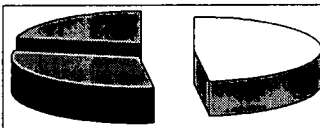
Florida Intrastate Highway System

- Links major cities and intermodal terminals
- Standards:
 - LOS
 - Speed
 - Safety
 - Access control
 - Varies by urban, suburban & rural

Florida Today

- Developing Strategic Intermodal System
- Additional Performance Measures

Florida Investments



- ☐ Mobility
- ☒ Safety & Systems Man.
- ☒ Engineering & Support

Washington State

- Identified Issues
- Goals & Specific Objectives
- Prioritized Needs: Preservation & Safety
- Geographical Distribution by Needs

Washington Today

- **Eliminated personal property tax**
- **Seattle metro 60% of contributions**
- **Too little for mobility**
- **Bond issue tied to specific projects**

Pennsylvania

- **Re-engineered the process**
- **Series of workshops with partners**
- **MPOs & RPOs**
- **Regional Plans**
- **Urban vs. Rural**
- **Central pot vs. Regional pot**

Kentucky

- **Six year program**
- **Needs identified by all interests**
- **Priorities- High, Medium Low:**
 - Local
 - Regional
 - District
 - Central Office

Ohio

- **Special Commission selects major high cost projects**

Minnesota

- **All projects over \$1,000,000 require economic evaluation**

Arizona

- **Phoenix & Tucson vs. rest of state**
- **"Casa Grande Accord"**
- **Move towards performance based planning**

California

- **By Law North-South split**
- **Pavement & Bridge preservation by CALTRANS**
- **Rest allocated to Regions & Counties**
- **Residual – Regional Connectivity**

Prioritization Tools

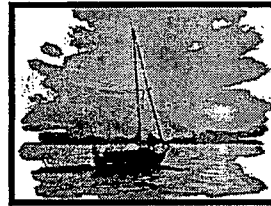
- **Benefit-cost**
- **HERS model**
- **Management systems**
- **Sufficiency ratings**
- **Multiple factors**
- **Cost effectiveness**

Summary

- **Link plans & programs**
- **Set Objectives or Standards**
- **Establish needs by Type**
- **Geographical Allocations**
- **Who decides**
- **Difficult to compare apples vs. oranges**

Charting a New Direction for North Carolina

NCDOT
Statewide Transportation Plan



Highway Trust Fund Study Committee
NCGA - November 2004

Statewide Transportation Plan - Background & Purpose -

- Develop Policy Guidance & Strategic Direction for NCDOT
- Federally Mandated (ISTEA & TEA-21)
- 2000 Transportation Finance Commission recommendation -- Efficiency Study # 8
- Inventory 25-year Needs
- Forecast Available Revenues
- Solicit Public & Stakeholder Interest
- Determine long-term Investment Priorities

Statewide Transportation Plan - Who has been involved? -

- Board of Transportation
 - Statewide Plan Committee
- Senior NCDOT Management
- Technical Steering Committee (all modes)
- Division Engineers
- Stakeholder Groups / Citizens
- Transportation Planning Branch Staff

11.10.04

Charting a New Direction for NC

Statewide Transportation Plan - Key Issues -

- \$84 Billion in Needs vs. \$55 Billion in Revenue
- Limited ability to address *pressing* needs
 - spending restrictions on state/federal dollars
 - flexibility is essential
- Maintenance Backlog
 - 4K miles of state highways & 260 bridges added each yr
- Demographic/Travel Trends
 - 1990-2000 - population increased 21%; VMT increased nearly 40%
 - By 2020 population increases additional 25%

11.10.04

Charting a New Direction for NC



Statewide Transportation Plan - Key Issues con't-

- Regional Differences and Needs
- Quality of life goals
 - air quality, environmental & community enhancement
- Lack of Performance Measuring
 - need goals, tracking systems, reporting mechanisms
- Department must Prioritize w/ Limited Resources

11.10.04

Charting a New Direction for NC



Statewide Transportation Plan - How was the public engaged? -

- Stakeholder Outreach > 40 distinct groups
- Regional Forums - 2 Rounds (April 01 & Oct. 02)
 - 14 urban & rural communities
- Newsletters
- Summit - May 2002
- Website
 - comment form/updates/technical reports

11.10.04

Charting a New Direction for NC

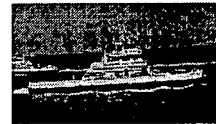


Statewide Transportation Plan - Needs estimate by mode -

\$84 Billion (all modes; \$2001)

• 25-year “snapshot”

- Highways & Bridges - \$66.6 billion
- ITS (Intelligent Transportation Systems) - \$1.1 billion
- Public Transportation - \$10.6 billion
- Rail (Passenger & Freight) - \$4 billion
- Ferry - \$1.1 billion
- Bicycle / Pedestrian - \$300 million
- Aviation - \$1 billion*



* funding is self-contained; not in final scenario

Statewide Transportation Plan - How were the needs illustrated? -

Improvement/Investment Categories

- **Maintenance / Preservation** - routine treatments that *restore* to adequate level or *sustain* the condition of an asset & activities / treatments that *protect* the infrastructure and *extend* service life
- **Modernization** - *upgrades* to system safety, functionality, & operational efficiency w/o adding physical capacity
- **Expansion** - *new* construction/*new* services (beyond existing) and/or physically expanding capacity to an existing facility

Statewide Transportation Plan - What do the needs tell us? -

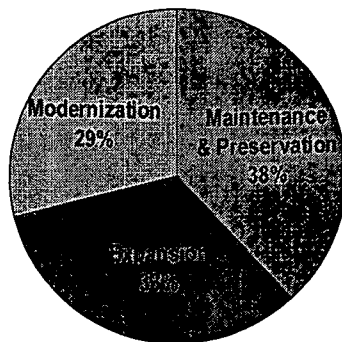
- 32,000 miles of deficient pavement (40% of the system)
- 7,000 state bridges structurally deficient
- 8,800 miles--narrow lanes & shoulders; sharp curves
- Outdated public transportation equipment
- Future needs almost uniformly split b/w: Expansion
Maintenance/Pres. & Modernization
 - Future maintenance/preservation needs (over the next 25 year) expected to be almost \$25 billion
 - Future modernization needs (over the next 25 years) expected to be almost \$20 billion
- Passenger/freight mobility along key corridors is critical

11.10.04

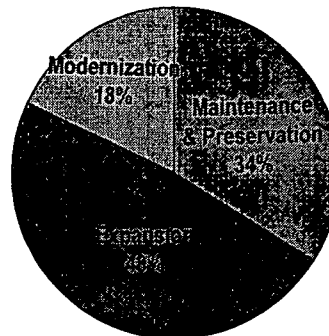
Charting a New Direction for NC

How Do NC Highway Needs Compare with Recent Highway Investment?

25-Year Highway Needs



1995-2000 Highway
Investment



11.10.04

Charting a New Direction for NC

Statewide Transportation Plan - Revenue Forecast -

- **\$55 Billion**
- Assumptions made:
 - **No new** revenue sources over 25-years
 - Con't growth of state user fee "transfers"
 - Increases in fed/state funding at a conservative rate
 - Based on historical patterns; input from Office of State Budget and Management
 - Inflation assumed but discounted back to 2001 \$

11.10.04

Charting a New Direction for NC

Statewide Transportation Plan - Determining a Direction -

Revenue = \$55 Billion

Needs = \$84 Billion



11.10.04

Charting a New Direction for NC

Statewide Transportation Plan - What is an Investment Scenario? -

- Long-range Statewide Investment Strategy
 - program / capital goals
 - allocation of expected \$ within categories
 - financial framework; points to emphasis areas
- Fiscally constrained
- Independent of funding restrictions
- Investments reflect priorities
- Trade-offs (can retire only 2/3 of needs)

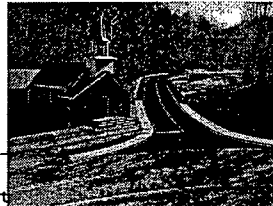
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Charting a New Direction for NC

Statewide Transportation Plan - Recommended Scenario -

A new Investment Direction:

- Underscores importance of **Safety** in all investments
- Creates a focus on preserving/upgrading the existing transportation system
 - Extends intent & emphases of *Moving Ahead!*
- Targets investment in statewide mobility
- Only addresses 2/3 of all projected needs



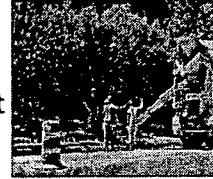
11.10.04

Chart

Statewide Transportation Plan - Recommended Scenario -

Specifics - page 20 & 21 in Plan Report

- 75% of Maintenance & Preservation needs met
 - represents 10% increase from past
- Major Modernization emphasis (2/3 of needs met)
 - represents nearly 25% increase from past
- 2/3 of Highway Expansion needs met
- Increases investment in non-hwy modes



11.10.04

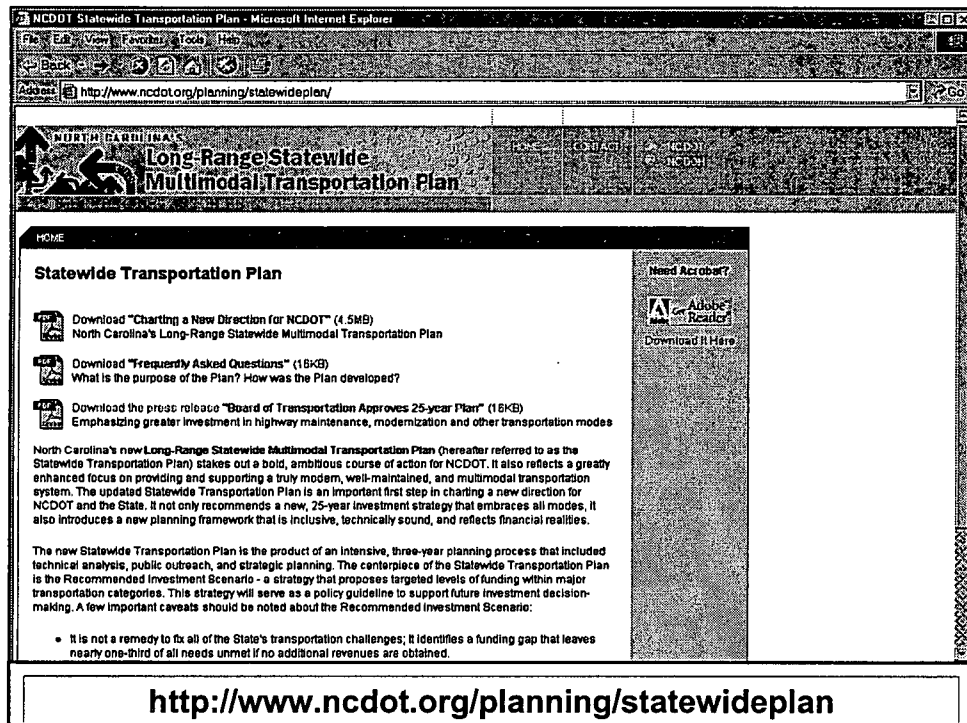
Charting a New Direction for NC

Statewide Transportation Plan - Implementation -

- Implementation Team (Technical Oversight)
- BOT Statewide Plan Committee (Policy Oversight)
- Pursue Greater Flexibility in Transportation Funding
- Improve Project Selection Process
- Monitor & Report Progress
- Establish Revision Cycles
- Implement Strategic Highway Corridors Concept
 - First tangible Action Item

11.10.04

Charting a New Direction for NC



Statewide Transportation Plan - Summary -

- Plan is a long-term Investment Blueprint
 - visionary; overarching policy for capital investment
- Only meets 2/3 of all projected needs
- Underscores the need for investment flexibility & maximizing the use of existing resources
- Plan is a "living document" -- updated every 4 years
- Implementation is the KEY!
 - Series of Action items must be sustained to achieve goals

11.10.04 Charting a New Direction for NC



September 22, 2004

Governor Michael F. Easley
20301 Mail Service Center
Raleigh, NC 27699-0301

Dear Governor Easley:

We are writing to express our unified support for the multi-modal transportation system envisioned by the voters of Mecklenburg County in 1998 and to ask that you support continuation of the State's funding partnership with local transit systems that helps fund operating expenses and capital improvements -- including investments in rapid transit.

Over the next 25 years we expect that the population of Mecklenburg County will grow by 540,000 residents to 1.24 million. Growth in counties touching Mecklenburg will add an estimated 1.5 million residents. We expect that the number of people that commute to jobs in Mecklenburg from surrounding counties will reach 1.2 million trips a day. To meet the trip demand in the corridors to/from jobs and other activities, we will need significant investments in both roads and public transportation.

In 1998 we told the voters that we needed a balanced strategy -- investments in roads and in public transportation plus land use policies in the corridors that would reduce the number and length of vehicle trips. With those elements in place, we suggested that we could sustain quality economic growth and at the same time conserve the quality of North Carolina living that people love.

Fully aware of the need to act, the voters in our county approved by a wide margin a half-cent sales tax to fund the local share of the public transportation system our urban area will need in the future.

Following the go-ahead from the voters and working closely with our state and federal partners, we have been working diligently to fulfill the promise made to the voters by expanding transit service, by planning for rapid transit investments, and by adopting transit-supportive land use policies in the major travel corridors.

We are now well on our way to providing a comprehensive, high quality public transportation system to the residents and businesses in our urban area. The State has been a partner in this effort to date thru its commitment to fund transit. This commitment includes the execution of a State Full Funding Grant Agreement to provide 25% of the funding needed for our first rapid transit project in the South Corridor. To stay on track, we need and ask for your continued support of investments in both roads and public transportation, including rapid transit.

Continued economic growth in our area is important to the State of North Carolina as economic activity in this area generates a significant portion of the State's tax revenues. Today, Charlotte-Mecklenburg alone generates nearly 14% of the State's income tax revenue with less than 10% of the State's population. This number will undoubtedly grow in the years ahead if we can sustain our economic growth and development.



www.ridetransit.org

600 East Fourth Street
Charlotte, NC 28202
PH: 704-336-6917
FAX: 704-353-0797

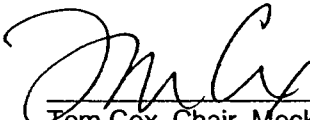
Under our adopted transit plan, we expect to invest up to \$6 billion in building and operating the transit system over the next 20 years. The half-cent sales tax and other local sources will cover about \$3.15 billion. The remaining \$2.85 billion is expected to come from the federal government and the State of North Carolina.

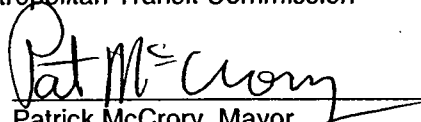
Of this amount, we will need \$750 million from the State or an average of \$38 million per year. That investment by the State will generate over \$1.6 billion in federal investment in this area of North Carolina. That's \$2.16 in federal dollars for every State dollar invested in our region's future.

We need the State to be a full partner. Accordingly, we thank you for your support in the past and ask that you support continuing the State's funding of public transportation, including the development of all of the rapid transit services that we have planned for Charlotte-Mecklenburg. Thank you.

Sincerely,

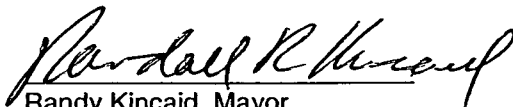
Members of the Metropolitan Transit Commission

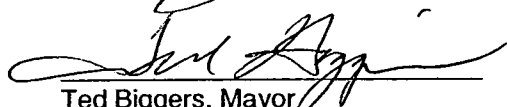

Tom Cox, Chair, Mecklenburg
Board of County Commissioners

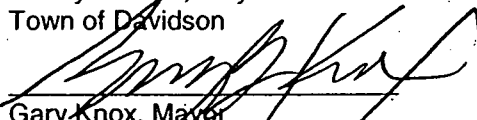

Patrick McCrory, Mayor
City of Charlotte

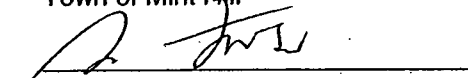

Kim Phillips, Mayor
Town of Huntersville


Lee Myers, Mayor
Town of Matthews


Randy Kincaid, Mayor
Town of Davidson


Ted Biggers, Mayor
Town of Mint Hill


Gary Knox, Mayor
Town of Cornelius


George Fowler, Mayor
Town of Pineville

House Pages

1. Name: _____
County: _____
Sponsor: _____
2. Name: _____
County: _____
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3. Name: _____
County: _____
Sponsor: _____
4. Name: _____
County: _____
Sponsor: _____
5. Name: _____
County: _____
Sponsor: _____

Sgt-At-Arms

11/10/04

JAMES WORTH

1. Name: MARY PERRY
2. Name: MARTHA GADISON
3. Name: RONALD SPANN
4. Name: CHARLES MARSAIS
5. ERNIE SHERRELL

VISITOR REGISTRATION SHEET

HIGHWAY TRUST FUND STUDY 11/10/04

Name of Committee

Date

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE ASSISTANT

<u>NAME</u>	<u>FIRM OR AGENCY</u>
Len Sanderson	NCDOT
Mike Stanley	NCDOT
MARK FOSTER	NCDOT
BRANDON JOHANSON	NCDOT
LORI COVE	NCDOT
Chris Dilla	Pis Pro Ter
Beau Mills	NC Metropolitan Coalition
Craig Deal	NCDOT
Eric Casapara	CHAS
JIM HUMPHREY	CHARLOTTE DOT
JOHN MUTH	CATR
Kevin Leonard	WCSR
Charles Knox	Business Committee for Regional Transp. Solutions (Charlotte region)
Larry Goode	NZGO
Susan Coward	NCDOT
Beth McKay	
STEVE VARNADO	NCDOT
Jesse Wimberley	(C.T.A.) Citizens for Transp. Alternatives
JOE MILAZZO	RTA
Robert Cooney	DME Mgmt Group
Betsy Bailey	NC Public Transportation Assn.
Bill Marley	FHWA - NC Division
BOB GORMAN	FHWA - HQ - WASH DC
Calvin Hergett	NCDOT
Willie Fiddler	NCDOT



NORTH CAROLINA GENERAL ASSEMBLY
HIGHWAY TRUST FUND STUDY COMMISSION
LEGISLATIVE OFFICE BUILDING
RALEIGH NC 27601-1096

Representative Nelson Cole, Co-Chair
Representative Danny McComas, Co-Chair

Senator Clark Jenkins, Co-Chair

January 12, 2005

MEMORANDUM

TO: Members, Highway Trust Fund Study Committee

FROM: Co-Chairs: Senator Clark Jenkins, Representative Nelson Cole,
Representative Danny McComas

SUBJECT: Meeting Notice

There will be a meeting of the Highway Trust Fund Study Committee:

DAY: Wednesday
DATE: January 19, 2005
TIME: 3:00 PM
LOCATION: Room 1228 Legislative Building

Parking for non-legislative members of the committee/commission is available in the visitor parking deck #75 located on Salisbury Street across from the Legislative Office Building. Parking is also available in the parking lot across Jones Street from the State Library/Archives. The cost for visitor parking is \$.50 per hour or \$4.00 per day and may be reimbursed with a parking receipt submitted with your travel reimbursement form.

If you have any questions concerning this meeting, please contact Mr. Giles Perry at (919) 733-2578 in the Legislative Research Division. Please advise Carol Resar, Committee Assistant, (919) 715-3036, or e-mail atwaterla@ncleg.net, if you will be unable to attend.

MINUTES
HIGHWAY TRUST FUND STUDY COMMITTEE

Wednesday, January 19, 2005
3:00 PM
Room 1228, Legislative Building

The Highway Trust Fund Study Committee met on Wednesday, January 19, 2005 at 3:00 PM in Room 1228 of the Legislative Building. Senators Jenkins, Co-Chair and Clodfelter; Representatives Cole, McComas, Co-Chairs, Barbee, Gillespie, and Saunders; and public member Robert Spencer attended. Representative McComas presided.

Representative McComas opened the meeting by recognizing Representative Barbee, who is retiring, for all his hard work on the Committee.

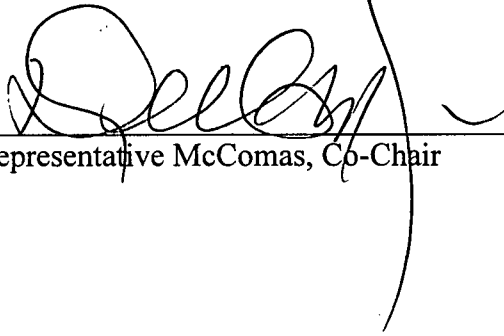
Representative McComas then asked for approval of the minutes of the November 10, 2004 meeting. Rep. Gillespie moved to approve the November 10, 2004 minutes, Mr. Spencer seconded and motion carried.

Next, Bob Weiss, Fiscal Analyst, reviewed for the Committee the draft of the Final Report (see Handout #1). Representative Saunders asked if the Highway Trust Fund Study Committee would propose any legislation during the upcoming session. Mr. Weiss replied no. Mr. Spencer asked how much North Carolina spent on environmental mitigation over the last 5 years. Mr. Calvin Leggett, Manager, Program Development Branch of the Department of Transportation, replied that it has gone from \$25 million per year to \$100 million in the last 5 years. Mr. Spencer stated that he felt there needed to be a change. He also stated that he would like to study how the Turnpike Authority could use the Highway Trust Fund money. Mr. Weiss replied that the Highway Trust Fund does support the initial operations of the Turnpike Authority and when monies begin to come it from toll roads, the Highway Trust Fund would be repaid. Mr. Mark Foster, Chief Financial Officer, Department of Transportation, confirmed that Mr. Weiss was correct.

Next, Representative McComas had a letter with recommendations from Mr. Duane Long distributed to the Committee members (see Handout #2). Mr. Long, a Committee member, was unable to attend the meeting but asked that his recommendations be given to the Committee members. Representative Cole moved to include Mr. Long's recommendations in the minutes of the meeting. Representative Gillespie seconded and the motion carried.

Representative Cole then moved to approve the Committee's Final Report. Representative Gillespie seconded and the motion carried. The Final Report will be sent to the Transportation Oversight meeting that will be held January 20, 2005.

There being no further business, the meeting was adjourned at 3:20 PM.



Representative McComas, Co-Chair



Carol Resar, Committee Clerk

**Highway Trust Fund Study Committee
January 19, 2005
3:00 p.m.
Room 1228/1327LB
AGENDA**

Chairs: Senator Jenkins, Representatives Cole and McComas

- Consideration of Final Report
 - Chairs, Staff

January 13, 2005

Highway Trust Fund Study Committee
S.L. 2003-284, Sec. 29.12

DRAFT Findings and Recommendations

- **Complete the Projects in the Original Highway Trust Fund**
The original Highway Trust Fund (HTF) legislation created a mechanism to plan and finance an important part of the state's transportation infrastructure and to enhance economic development throughout the State.
S.L. 2004-124 Section 30.21 specifies that priority in use of Highway Trust Fund funds shall be given to those routes listed in the original Highway Trust Fund intrastate project list. (Appendix, Part 1)
- **Recognize the Need for Change**
The changes made to the structure of the Highway Trust Fund by the General Assembly in 2003 and 2004 were a recognition that changes in development and travel patterns had created a need to make additional projects eligible for inclusion in the Highway Trust Fund and for the Board of Transportation to have greater flexibility in the design of HTF projects. (Appendix, Part 1)
- **Improve Project Delivery**
Improvements are needed in project delivery by DOT. A study commissioned by the General Assembly found a number of shortcomings and recommended improvements. DOT has been studying these recommendations and developing an implementation plan. The General Assembly should continue to monitor progress and encourage improvements in the Department's project delivery process. (Appendix, Part 5)
- **Provide a Balanced Transportation System**
A balanced transportation system is necessary to provide transportation alternatives to all North Carolinians. The original Highway Trust Fund provided only limited support for "other modes," approximately \$5 million per year. However, between FY2002 and FY2005 the General Assembly authorized the use of \$190 million of HTF cash balances for transit and rail. Under current law HTF support of transit and rail will revert to previous levels, leaving support of these modes to the Highway Fund at a time when the State's major metropolitan areas have committed to large transit projects to be funded with state support.
- **Funding and Priorities**
The Long Range Multimodal Plan approved by the Board of Transportation in 2004 calculates transportation needs over the next 25 years at \$84 billion, versus expected revenues of \$55 billion, leaving a gap of approximately \$30 billion. The General Assembly needs to provide additional revenues for transportation infrastructure or provide statutory guidance to the Board of Transportation on

January 13, 2005

dividing limited funds among highway and non-highway modes and, for its highway investments, between:

- Maintenance and Preservation
- Modernization
- Expansion

The General Assembly should consider expanding the state's toll road program, establishing a roads lottery, and authorizing additional bonding authority, perhaps at the local level for local projects.

For many years there was a transfer of \$170 million per year from the HTF to the General Fund. In recent years several hundred million dollars of additional revenue have been transferred. The General Assembly should consider limiting the transfer to \$170 million per year. (Appendix, Parts 2 and 4)

- **Greater Role for Local Government**

The provision of transportation infrastructure has generally been a state role in North Carolina since the 1930's. However, local government controls many of the land use and investment decisions that determine the need for transportation improvements. The General Assembly should consider granting greater authority to local government to plan for and finance local transportation improvements.

APPENDIX

Part 1: Legislation

- Highway Study Commission established in 1987 and made recommendations to the 1989 General Assembly
- Highway Trust Fund (HTF) law enacted in July 1989
- Purposes of Highway Trust Fund
 - Address a backlog of road improvement needs
 - Provide a safe and convenient network of 4-lane highways connecting major population centers to support statewide growth and economic development objectives
 - Construct loop and connector facilities in seven of the state's major urban areas to relieve congestion and enhance mobility
- Original Provisions
 - Define and complete intrastate system
 - 3600-mile network of 4-lane highways
 - 113 miles of Interstate improvements
 - Construct seven urban loops
 - Provide additional funds to pave unpaved secondary roads with more than 50 vehicles per day
 - Provide additional funds for municipal street systems
 - Establish Joint Legislative Transportation Oversight Committee
- Funding from motor fuels tax, Highway Use Tax, vehicle certificate of title fees and certain other fees, investment income earned by the HTF
- 1996 Bond Referendum
 - Authorized \$950 billion in bonds to accelerate construction
 - Bond sales completed Fall 2004
- 2001 Session - SB 1005 - Use of \$687 million of HTF cash balances over three years
 - Pavement preservation - \$470 million
 - Preliminary engineering - \$45 million
 - Traffic signal systems - \$45 million
 - Public transportation, etc. - \$120 million
 - Small construction projects - \$7 million
- North Carolina: Moving Ahead! SL 2003-383 - \$700 million over two years
 - Funded by sale of remaining HTF bonds
 - \$630 million for highway maintenance and modernization
 - \$70 million for public transportation, etc.
- SL 2003-284
 - Sec. 29.11 amended the list of urban loops to be constructed as part of the Highway Trust Fund
 - Sec. 29.22 authorized the use of Highway Trust Fund funds to meet State matching requirements to receive federal-aid highway funds
- SL 2004-124

Highway Trust Fund Study Committee

S.L. 2003-284, Sec. 29.12

January 14, 2005

- Sec. 30.19 further amended the list of urban loops to be constructed
- Sec. 30.21
 - Redefined the routes that are part of the Intrastate Highway System
 - Authorized use of HTF funds on all intrastate system routes in addition to those listed under prior law
 - Authorized DOT to construct some segments of the intrastate system with fewer than four lanes if projected traffic volumes and environmental considerations dictate fewer lanes
 - Lists all routes that are part of the intrastate highway system
 - Specifies that priority in the use of the HTF funds shall be given to those routes listed in the original intrastate project list
 - Made changes in the list of eligible intrastate projects
 - Eliminates the sunset on the HTF supplement for secondary roads
 - Provides that, once all the urban loop projects of the HTF are funded, they would be considered part of the intrastate system, and all allocations of revenue for urban loops will be credited to the intrastate account within the HTF

Part 2: Highway Trust Fund Revenue and Availability

Source	FY2002-03 Actual	FY2003-04 Actual	FY2004-05 Projected
Motor Fuel Taxes	\$283,055,951	\$310,767,003	\$318,688,000
Highway Use Tax	\$552,758,580	\$608,986,699	\$613,484,000
Title Fees	\$90,859,931	\$95,923,899	\$99,327,000
Investment Income	\$11,730,292	\$8,925,134	\$6,000,000
Total Revenue	\$938,404,754	\$1,024,602,735	\$1,037,499,000
Minus transfer to General Fund	(\$377,400,000)	(\$252,422,125)	(\$242,586,830)
Total Revenues	\$561,004,754	\$772,180,610	\$794,912,170
Cash Balance and Moving Ahead (Bond Spending)*	\$227,000,000	\$512,000,000	\$400,000,000
Total Available	\$788,004,754	\$1,284,180,610	\$1,194,912,170

*The spending of cash balances ended in FY2003-04. The spending of bond funds for the Moving Ahead program ends in FY2004-05.

Part 3: Trust Fund Progress
(October 2004)

	Intrastate	% of System	Loops	% of System
1989 status				
Total system miles	3600	100%	211	100%
Miles already complete in 1989	1843	51%	0	0%
Estimated total miles to complete	1757	49%	211	100%
Estimated cost to complete	\$5.33 billion		\$2.11 billion	
Projected cost per mile	\$3.0 million		\$10.0 million	

Funds authorized as of FY 2004¹ \$5.03 billion \$2.41 billion

Status excluding 2003 & 2004 Legislative changes

Total miles complete as of FY 2004	2671	74%	114	50%
Remaining miles to complete	926 ²	26%	112 ^b	50%
Estimated remaining costs (does <u>not</u> include preliminary engineering)	\$6.07 billion		\$2.15 billion	
Projected cost per mile	\$6.6 million		\$19.2 million	

Status including 2003 Legislative changes

Total miles complete as of FY 2004	2671	74%	114	36%
Remaining miles to complete	920 ^b	26%	202 ^b	64%
Estimated remaining costs (does <u>not</u> include preliminary engineering)	\$6.00 billion		\$3.20 billion ³	
Projected cost per mile	\$6.5 million		\$15.8 million	

Status including 2003 & 2004 Legislative changes

Total miles complete as of FY 2004	2671	74%	114	30%
Remaining miles to complete	962 ^b	26%	265 ^b	70%
Estimated remaining costs (does <u>not</u> include preliminary engineering)	\$6.44 billion		\$4.29 billion ^c	
Projected cost per mile	\$6.7 million		\$16.2 million	

¹ Includes preliminary engineering

² reflects mileage adjustments since 1989

³ Cost for Durham loop is not known and is not included in estimates of remaining costs

Part 4: Transportation Resources and Needs

From North Carolina Board of Transportation *Charting a New Direction for NCDOT: North Carolina's Statewide Multimodal Transportation Plan*:

"Based on conservative assumptions about revenue growth and adjusting for inflation, NCDOT estimates that a total of \$55 billion (constant 2001 dollars) will be available for transportation investment over the next 25 years. (Page 2)

In total, the Statewide Transportation Plan identifies that North Carolina will need to spend more than \$84 Billion (constant 2001 dollars) over the next 25 years to meet all anticipated transportation investment needs. Total needs figures...reflect the combined backlog and accruing needs for maintenance, preservation, modernization, and expansion. (Page 3)"

25-Year Needs
(billions of constant 2001 dollars)

Mode	Statewide	Regional	Subregional	Total
Highways	\$31.090	\$9.087	\$26.407	\$66.584
ITS	\$1.092			\$1.092
Transit		\$6.500	\$4.100	\$10.600
Passenger Rail	\$2.923	\$5.72		\$3.495
Freight Rail	\$.282		\$.263	\$.545
Ferries	\$.749	\$.310		\$1.059
Bike/Ped	\$.030	\$.030	\$.240	\$.300
Aviation				\$1.017
Total	\$36.166	\$16.499	\$31.010	\$84.692

Part 5: Study of NCDOT Highway Construction Project Delivery (By Dye Management for Joint Legislative Transportation Oversight Committee)

What Causes Delay?

- Project delivery has become substantially more complex.
 - ▶ Changing State demographics and public attitudes.
 - ▶ Increasingly sophisticated public.
 - ▶ Need to consider secondary and cumulative impacts, which requires thousands of hours of additional analysis work.
 - ▶ Labor force transition and shortages.
 - ▶ Nature of Trust Fund Projects.
 - ▶ NEPA process incompatibility issues.
- Complexity of the process dictates need for strong systems, processes and project management utilizing highly experienced resources.

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- NCDOT has limited enterprise level program management for managing and executing project delivery program.
- NCDOT is also hampered by difficulties in recruiting and retaining resources and by a “brain drain” created by the on-going loss of experienced, senior resources.

Major Findings

- **Limited Overall Program Delivery Accountability**
 - ▶ Weak accountability and reporting mechanisms to General Assembly, customers, and partners.
 - ▶ Limited senior level management oversight and control.
 - ▶ Need for a stronger management culture.
 - ▶ Absence of basic management information (e.g. progress against major milestones, schedule and budget status, etc.)
- **NCDOT not meeting delivery commitments**
 - ▶ Data analyzed for projects let during CY 2001 - 2003 indicates that actual construction costs on average doubled from the initial estimate when the project was put in the TIP.
 - ▶ TIP is not an effective multi-year delivery plan with wide variations between the year when a project is originally targeted for letting in the TIP and when it is actually let.
 - ▶ 12 month let list has limited usefulness in predicting when projects are actually let.
- **Limited accountability for projects and weak project management practices**
 - ▶ Absence of scope, schedule, and budget management controls, procedures, accountabilities, and metrics.
 - ▶ Need to apply project management principles and practices.
 - ▶ No formalized training or career path for Project Managers.
 - ▶ Need for standardized processes and a supporting Project Delivery manual.
 - ▶ Need for project management tools (e.g. quick access to budget and status information, templates, standards, best practices, etc.)
- **Need to build on successful environmental process improvements**
 - ▶ Merger 01 process is very positive – need to ensure process driven by work standards.
 - ▶ Collaborative working relationships have been established with state and federal resource agencies.
 - ▶ Resource agency data suggests on whole timely processing of permit applications.
 - ▶ NC may be doing more environmental documents than necessary.
 - ▶ EIS delivery times close to national average.
 - ▶ Potentially some EAs should have been done as an EIS.
 - ▶ 50+ environmental streamlining initiatives underway but fragmented – limited department-wide prioritization and coordination.
- **Human resource challenges impact NCDOT effectiveness**
 - ▶ High turnover of PDEA and Preconstruction staff.

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- ▶ Difficulty in recruiting and retaining specialist positions.
- ▶ Limited program-level human resource planning.

Recommendations: Overall

- Institute culture of program-level management, control, and oversight from the top down.
- Set strategic department wide objectives for program, project delivery performance and align managers goals, business improvements against their accomplishment.
- Apply project management principles – institute scope, schedule, and budget management practices at the project level.
- Establish project control system to provide management reporting and accountability mechanisms.
- Stabilize environmental process and introduce accountability mechanisms.

Key Recommendations

Improving Program Delivery Predictability

- Institute senior management program delivery management team.
- Establish program office for project delivery.
- Establish actively managed multi-year delivery plan with input from both NCDOT and resource agencies.
- Change TIP to include a development and delivery component.
- Drive let list off updated delivery plan.
- Change Trust Fund law so cross section not predefined.

Reducing Project Delivery Time

- More effective project management and coordination.
 - ▶ Strengthen Project Management as a discipline.
 - ▶ For the most complex projects pilot dedicated delivery team approach.
 - ▶ Evaluate alternative delivery options and pilot through NC Turnpike Authority or projects as appropriate.
- Develop end to end project development manual as an urgent priority, along with supporting templates and tools.
- Establish project delivery time standards and manage against.
- Introduce schedule accountability into Merger 01 process.

Ensure Program/Project Delivery Information

- Implement project control system.
 - ▶ Facilitates senior management exception reporting capability.
 - ▶ Provides accountability through project status reporting (e.g. VDOT Project Dashboard).
 - ▶ Start from PMII networks as basis for standardized process and delivery times, etc.

Environmental Processes

- Establish state-wide objectives for both environmental stewardship and transportation.
- Stabilize and further institutionalize Merger 01 process.
 - ▶ Document procedures.
 - ▶ Set timelines for issue resolution.

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- ▶ Provide meeting facilitation.
- Enterprise level prioritization, coordination, and management of 50+ other environmental initiatives to ensure focus.

NCDOT Staff Retention

- Conduct program level human resource planning
 - ▶ Identify staff bottlenecks.
 - ▶ Tie human resource decisions to needs of multi-year delivery plan.
 - ▶ Develop succession planning process.
- Establish recruiting and retention plan.
 - ▶ May require statute changes.

Consultant Procurement

- Shorten consultant procurement time.
- Establish a centralized procurement function to manage and administer all consultant contracts.
- Simplify consultant contract approval processes including considering increasing thresholds requiring BOT approval.

Review of Highway Trust Fund Project Delivery Status

- Report to the General Assembly on status of Highway Trust Fund projects.
- Develop a high level forecast on project readiness.

Highway Trust Fund Project Analysis Approach

- Inventory Highway Trust Fund Projects.
- Classify Highway Trust Fund projects in:
 - ▶ Not started.
 - ▶ In preconstruction.
 - ▶ In construction.
 - ▶ Completed.
- Classify projects according to type: Intrastate or loops.
- For projects in preconstruction, determine current Project Management Improvement Initiative (PMii) status based on project manager input.
- For projects in preconstruction, determine expected letting date based on project type and current milestone using:
 - ▶ PMii average duration on preconstruction projects.
 - ▶ Project manager's expected duration.
- For projects which are not started, determine anticipated project duration based on:
 - ▶ PMii metrics.
 - ▶ Project manager input or input from other NCDOT staff (if no project manager assigned) on expected duration.

Response by DOT to Project Management Study
November 10, 2004

Mr. Len Sanderson, DOT Highway Administrator, told the Committee that in response to the NCDOT Project Delivery Study, Secretary Tippet has set up six work groups that are aligned with the major parts of the Study. The six work groups are doing the following:

- Developing a formalized business plan, which would have the strategies and the performance measures to accomplish the work within DOT.
- Looking at the issue of development/delivery TIP. How DOT would go about transforming and converting the current TIP to a 2-step TIP.
- Strengthening program management.
- Evaluating work force issues.
- Assessing environmental issues.
- Studying consultant procurement issues.

Mr. Sanderson stated that the charge to these work groups is to deliberate and evaluate the recommendations that are contained within the Study. The focus of the Study is on the pre-construction part of project delivery, but the construction phase is important as well and the working groups are looking at possible improvements to both phases. Another area of work for the groups is to identify barriers and constraints as to the way DOT is conducting business today. Also, Mr. Sanderson told the Committee that the working groups were identifying legislative issues and possible legislative changes that translate into a more efficient project planning and delivery process.

Mr. Sanderson ended his presentation by stating that the project delivery process is a long and complex process and is very deliberate. It is more complicated than it was fifteen years ago because of various laws, rules and regulations. The Study contains several recommendations, but the Department of Transportation has not been standing still. There have been significant improvements within the Department, such as:

- Merger 01 process, which is the Transportation and Environmental decision-making process. DOT does not control this process. They are only a party in the collaborative process between DOT, the Federal Highway Administration and the resource agencies that make critical decisions for a project.
- The Project Management Improvement Initiative (PMII). Full implementation is expected February 15, 2005 and it will help DOT to track projects and help them to determine if they are hitting the mark.
- The Ecology Enhancement Program. Through this program, DOT is trying to address mitigation ahead of time so it is not controlling the delivery of a project.

Mr. Sanderson further stated that he felt that the "pre" TIP concept would be beneficial because the cost overruns on a project come from not knowing the scope of the project ahead of time. Also, with regard to using an EIS, EA, or categorical exclusion for a project, DOT does a risk analysis to determine which one fits best for the project. They need to have the answers for questions and challenges that may come as a result of which document was used for the project.

Dear Commission members:

Unfortunately I will be unable to attend our meeting on Wednesday, January 19, 2005. It has been a pleasure serving with all of you and I thank you for all of your hard work.

Attached is a document with several suggestions that I have developed to be included for your consideration as we prepare our final report. Please consider these suggestions, and I ask respectfully that they be included in the minutes of the final meeting, and if you, my fellow members find these changes acceptable, included in our final report.

Best regards to all,

L. Duane Long

Gail D. Wallace
Executive Administrative Manager
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Proposed additional recommendations for the Highway Trust Fund Committee

NC Highway Trust Fund and Intrastate System Integrity

Background: The NC Highway Trust Fund is designed primarily to facilitate intraurban and intrastate travel, with 87% dedicated to the Intrastate System and urban loop projects (the remainder is focused on secondary road paving and municipal street assistance). Budget crises have resulted in temporary and permanent removal of transportation dollars from transportation accounts to state general fund accounts.

Proposed Solution: Create a separate account for the Intrastate system - focused exclusively on the construction, operation, and maintenance of the Intrastate System of regional and urban loop freeways, expressways, and other strategic corridors. This account would provide a single, dedicated source of revenues for the state's trunk highway system.

This new intrastate system account ("Intrastate Trust Fund") would be created by dedicating all current HTF revenues to a new, firewalled Intrastate system account. Powell bill and secondary road paving would now be paid out of the Highway Fund, which would no longer have Intrastate operations and maintenance. Given the long-term needs of the system, 60% of the funds would be reserved for intrastate construction, 25% of the funds would be reserved for loop construction, and 15% for maintenance and operations of the Intrastate and urban loop system. Given the statewide importance of the system, the entire Intrastate construction account shall be exempt from the current allocation formula. To preserve the integrity of the system, maintenance and operational appropriations will be based upon on vehicle-miles traveled per lane.

To accelerate the construction of new or expanded elements of the system, the entire system would be eligible for additions funded and operated as/with high-occupancy/toll "HOT" lanes (restricted express highway lanes that require two or more persons per vehicle or the payment of a toll) or "ValuExpress" lanes (restricted express highway lanes that require the payment of a toll). In addition to providing direct user fee revenues to hasten construction, HOT or ValuExpress lane operation would create travel options, produce revenues for public vanpools and transit, encourage carpooling.

To promote accountability, preserve transportation user fees for transportation purposes, and simplify the transition to the creation of a new Intrastate Trust Fund for both construction and maintenance of the Intrastate system, the annual transfer of Highway Trust Fund revenues to the general fund - including the \$170m from the original 1989 legislation plus the new recurring \$80 million adjustment for inflation - should be speedily and permanently eliminated.

Local Transportation Financing Options

Background: Growing areas in North Carolina will need more control over their regional mobility future in order to keep up with the demands of mobility. For example, expected growth in the Triangle area will result in an \$8 billion shortfall between transportation needs and anticipated federal and state revenues. General Assembly approval is necessary before counties can present local option referenda to their citizens for consideration or enact local option fees for transportation.

Proposed Solution: Support legislation that will permit counties to consider local option financing for transportation to help them proactively develop regional mobility solutions.

VISITOR REGISTRATION SHEET

Highway Trust Fund Study Committee

January 19, 2005

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

Chris Dillon	Pro Tem
Pat Clancy	Speaker Black
Calvin Leggett	NCDOT
Bill Caster	CATS
Mike Stanley	NCDOT
Craig Deal	NCDENR
MARK FOSTER	NCDOT
Susan Coward	NCDOT
Rean Mills	NC Metro Coalition / NC CM