

2015-2017

**STRATEGIC
TRANSPORTATION
PLANNING AND LONG-
TERM FUNDING
SOLUTIONS HOUSE
SELECT COMMITTEE**

MINUTES

ATTENDANCE

House Select Committee On Strategic Transportation Planning And Long Term Funding Solutions

DATES	12-15-15	1-4-16	1-25-16	2-1-16	2-22-16	3-7-16	3-28-16	4-4-16								
Representative John Torbett	✓	✓	✓	✓	✓	✓	✓	✓								
Representative Frank Iler	✓	✓	✓	✓	✓	✓	✓	✓								
Representative Charles Jeter	✓	✓		✓												
Representative Phil Shepard	✓	✓	✓	✓	✓	✓	✓	✓								
Representative Jamie Boles	✓	✓	✓	✓				✓								
Representative John Bradford	✓	✓			✓	✓										
Representative William Brisson	✓	✓														
Representative Becky Carney	✓	✓		✓	✓	✓		✓								
Representative Debra Conrad	✓	✓		✓	✓			✓								
Representative Josh Dobson	✓	✓														
Representative Nelson Dollar	✓	✓														
Representative Jeffery Elmore		✓														
Representative John Faircloth	✓	✓		✓	✓	✓		✓								
Representative John Fraley	✓			✓	✓	✓		✓								
Representative Ken Goodman	✓	✓		✓	✓	✓		✓								
Representative George Graham			✓	✓	✓	✓		✓								
Representative Howard Hunter III	✓	✓		✓	✓	✓	✓	✓								
Representative Pat Hurley	✓	✓	✓	✓	✓	✓	✓	✓								
Representative Linda Johnson	✓	✓						✓								
Representative Susan Martin		✓		✓	✓	✓	✓	✓								
Representative Chuck McGrady						✓		✓								
Representative Allen McNeill		✓	✓	✓	✓	✓		✓								
Representative Michele Presnell	✓	✓	✓	✓	✓	✓		✓								
Representative Paul Tine	✓		✓	✓	✓	✓		✓								
Representative Rena Turner	✓	✓	✓		✓		✓	✓								
Viddia Torbett, Committee Clerk	✓	✓	✓	✓	✓	✓	✓	✓								
Giles Perry, Staff Attorney	✓	✓	✓	✓	✓	✓		✓								
Wendy Graf Ray, Staff Attorney	✓	✓		✓	✓	✓		✓								

[illegible]



**Office of the Speaker
North Carolina House of Representatives**

**TIM MOORE
SPEAKER**

**HOUSE SELECT COMMITTEE ON STRATEGIC TRANSPORTATION PLANNING
AND LONG TERM FUNDING SOLUTIONS
TO THE HONORABLE MEMBERS OF THE
NORTH CAROLINA HOUSE OF REPRESENTATIVES**

Section 1. The House Select Committee on Strategic Transportation Planning and Long Term Funding Solutions (hereinafter "Committee") is established by the Speaker of the House of Representatives pursuant to G.S. 120-19.6(a1) and Rule 26(a) of the Rules of the House of Representatives of the 2015 General Assembly.

Section 2. The Committee consists of twenty members appointed by the Speaker of the House of Representatives. The membership of the Committee shall include legislators as specified below. Members serve at the pleasure of the Speaker of the House of Representatives. The Speaker of the House of Representatives may dissolve the Committee at any time. Vacancies are filled by the Speaker of the House of Representatives. A Chair, Vice Chair, or other member of the Committee continues to serve until a successor is appointed.

Representative John Torbett, Chair
Representative Phil Shepard, Vice Chair
Representative Frank Iler, Vice Chair
Representative Charles Jeter, Vice Chair
Representative Jamie Boles
Representative William Brisson
Representative Becky Carney
Representative Debra Conrad
Representative Josh Dobson
Representative Nelson Dollar

Representative Jeffery Elmore
Representative John Fraley
Representative Ken Goodman
Representative Howard Hunter III
Representative Pat Hurley
Representative Linda Johnson
Representative Susan Martin
Representative Michele Presnell
Representative Paul Tine
Representative Rena Turner

Section 3. The Committee may study any of the following:

- (1) The I-77 Managed Lanes project
- (2) Improvements to the I-95 corridor
- (3) Port modernization
 - A. Development of Radio Island
 - B. New Freight Rail access to the Ports of Morehead and Wilmington
 - C. Dredging
 - D. Economic Development opportunities
- (4) Technological advancements in infrastructure development and construction
- (5) Autonomous Vehicles

Section 4. The Committee shall meet upon the call of the Chair. A quorum of the Committee shall be a majority of its members. No action may be taken except by majority vote at a meeting at which a quorum is present.

Section 5. The Committee, while in the discharge of its official duties, may exercise all powers provided for under G.S. 120-19 and Article 5A of Chapter 120 of the General Statutes. The Committee may contract for professional, clerical, or consultant services, as provided by G.S. 120-32.02.

Section 6. Members of the Committee shall receive per diem, subsistence, and travel allowance as provided in G.S. 120-3.1

Section 7. The expenses of the Committee including per diem, subsistence, travel allowances for Committee members, and contracts for professional or consultant services shall be paid upon the written approval of the Speaker of the House of Representatives pursuant to G.S. 120-32.02(c) and G.S. 120-35 from funds available to the House of Representatives for its operations.

Section 8. The Legislative Services Officer shall assign professional and clerical staff to assist the Committee in its work. The Director of Legislative Assistants of the House of Representatives shall assign clerical support staff to the Committee.

Section 9. The Committee may meet at various locations around the State in order to promote greater public participation in its deliberations.

Section 10. The Committee may submit an interim report on the results of its findings, including any proposed legislation, to the members of the House of Representatives at any time. The Committee may submit a final report on the results of its findings, including any proposed legislation to the members of the House of Representatives prior to the convening of the Short Session of the 2015 General Assembly. Reports shall be submitted by filing a copy of the report with the Office of the Speaker of the House of Representatives, the House principal Clerk, and the Legislative Library. The Committee terminates upon the convening of the Short Session of the 2015 General Assembly or upon the filing of its final report, whichever occurs first.

Effective this the 8th day of December 2015.

A handwritten signature in dark ink, appearing to read 'Tim Moore', is written over a horizontal line.

Tim Moore
Speaker

House Select Committee On Strategic Transportation Planning And Long Term Funding

Solutions
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Carla Langdon, Primary
Roads, subcommittee clerk

Brittany Eller, Public
Transit, Aviation
subcommittee clerk

Pam Pate, Ports and Rail,
subcommittee clerk

Katy Kingsbury, Secondary
Roads, subcommittee clerk

Amna Cameron, Fiscal Analyst

Bryce Ball, Fiscal Analyst

Giles Perry, Staff Attorney

Wendy Ray, Staff Attorney

Luke Gillenwater, Bill Drafting

**NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION**

You are hereby notified that the **House Select Committee on Strategic Transportation Planning and Long Term Funding Solutions** will meet as follows:

DAY & DATE: Tuesday, December 15, 2015

TIME: 9:00 AM

LOCATION: 544 LOB

COMMENTS: THIS MEETING WILL BE STRUCTURAL TO DETERMINE THE PROCEDURE AND COURSE OF ACTION FOR THE COMMITTEE AND IS PLANNED TO LAST UNTIL 3:00 OR 4:00PM WITH A LUNCH BREAK FROM 12:00PM UNTIL 1:00PM

Respectfully,

Representative John A. Torbett, Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 10:43 AM on Thursday, December 10, 2015.

____ Principal Clerk
____ Reading Clerk – House Chamber

Viddia Torbett (Committee Assistant)

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This message was sent to you by Viddia Torbett (Rep. John Torbett) (torbettla@ncleg.net) because you signed up to receive NC General Assembly Committee Notices by email. To unsubscribe, visit

<http://www.ncleg.net/gascripts/Committees/Committees.asp?sAction=ViewDLForm&sActionDetails=Non-Standing>

**House Select Committee on
Strategic Transportation Planning and Long Term Funding Solutions**

December 15, 2015

9 a.m.

Room 544 LOB

Agenda

Chair: Representative John Torbett

- **Call to Order**
- **Establish Committee Structure**
- **Committee Discussion**

Next Meeting: To Be Announced

**House Select Committee on Strategic Transportation Planning and Long Term Funding
Solutions**

**Tuesday, December 15, 2015 at 9:00 AM
Room 544 of the Legislative Office Building**

MINUTES

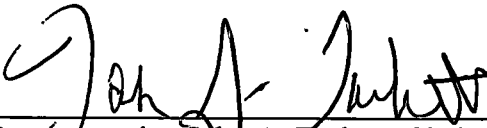
The House Select Committee on Strategic Transportation Planning and Long Term Funding Solutions met at 9:00 AM on December 15, 2015 in Room 544 of the Legislative Office Building. Representatives Boles, Bradford, Brisson, Carney, Conrad, Dollar, Faircloth, Fraley, Goodman, Hunter, Hurley, Iler, Jeter, L. Johnson, Presnell, Shepard, Tine, Torbett, and R. Turner attended.

Representative John A. Torbett, Chair, presided. The meeting was called to order and the committee charge was read by Giles Perry. Representative Torbett went over a guideline of how the committee would be structured. There will be four subcommittees to meet separately on the same day as the full committee. The subcommittees will be 1) Primary System-Chaired by Representative Frank Iler. 2) Secondary System-Chaired by Representative Paul Tine. 3) Public Transit/Aviation-Chaired by Representative Charles Jeter. 4) Ports/Rail-Chaired by Representative Phil Shepard.

Each subcommittee then met separately and discussed the ideas and topics that they wanted to cover in their respective committees.

Many maps were looked at to see an overview of each of the different fingers of transportation, which corresponds with the subcommittees, as they are covered in the borders of our state.(attached)

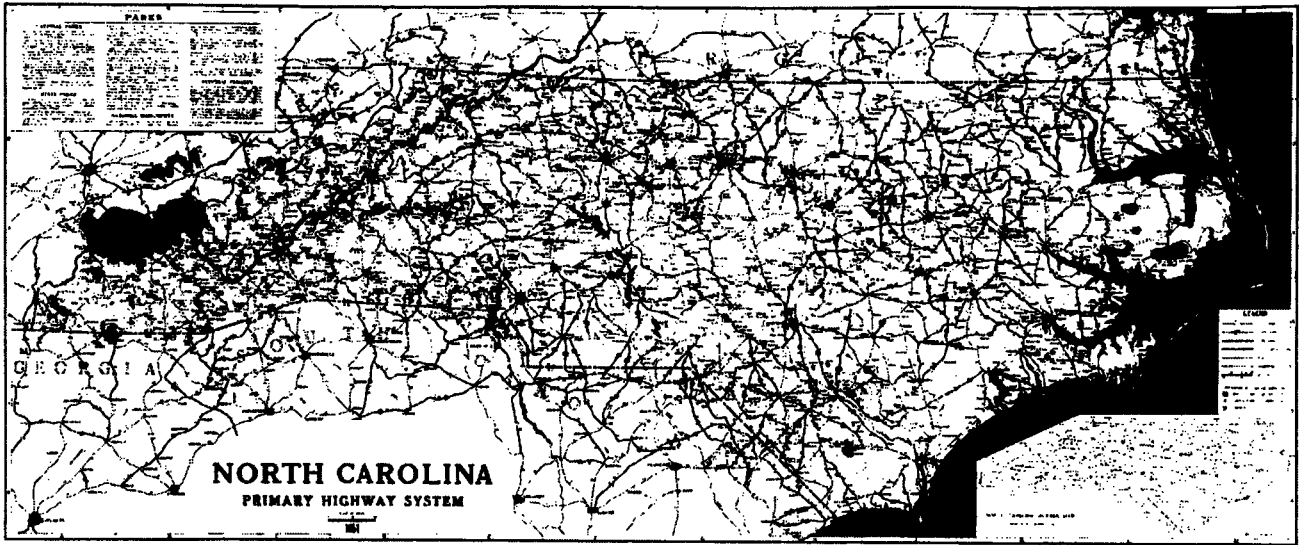
The meeting adjourned at 1:00p.m



Representative John A. Torbett, Chair
Presiding



Viddia Torbett, Committee Clerk

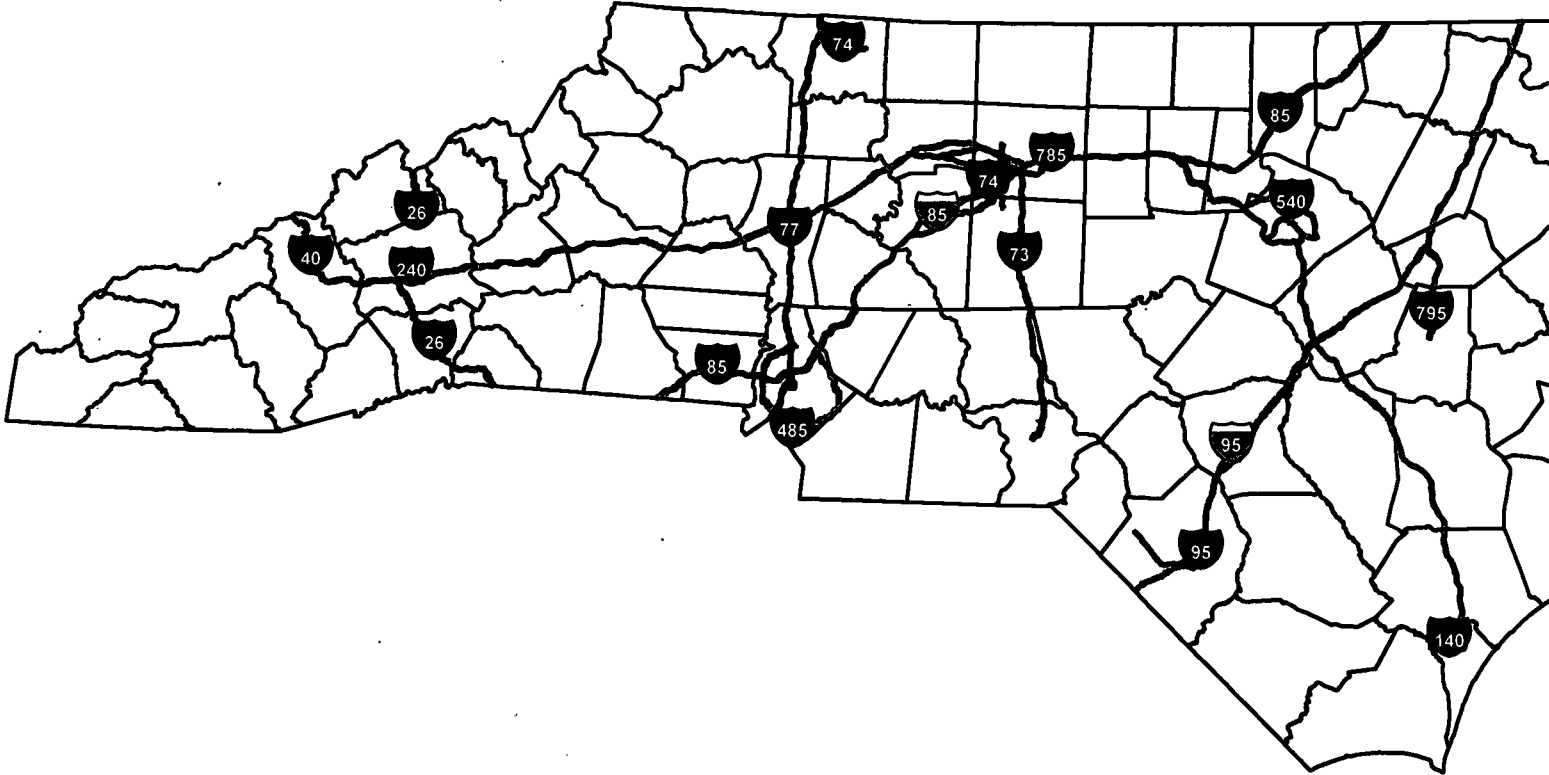


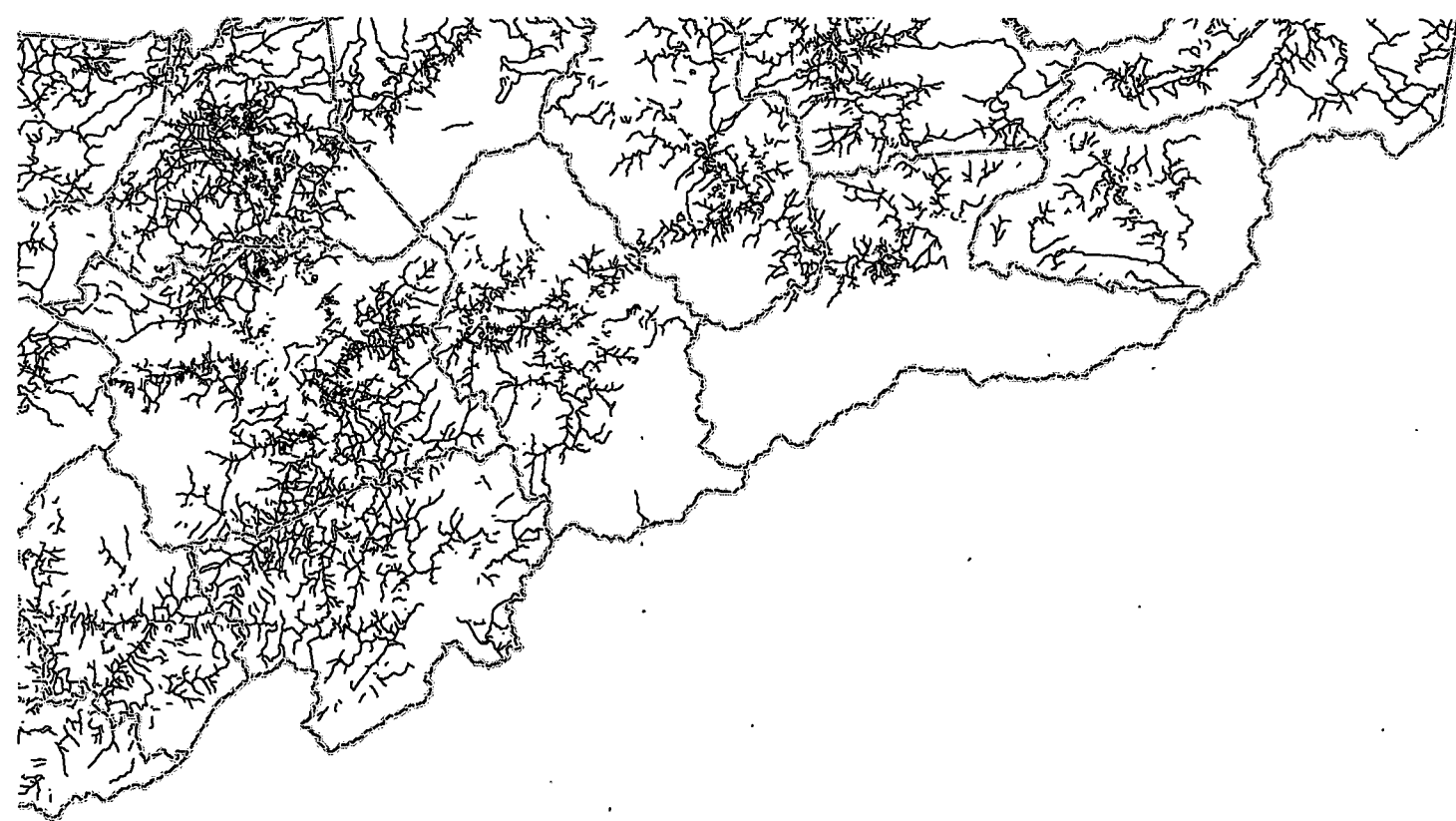
North Carolina Highway System
The following table lists the major highways in North Carolina, their routes, and the cities they connect. The routes are numbered according to the state's highway system.

Route	From	To
1	Charlotte	Wilmington
2	Charlotte	Greensboro
3	Charlotte	Asheville
4	Charlotte	Winston-Salem
5	Charlotte	Durham
6	Charlotte	Richmond
7	Charlotte	Greenville
8	Charlotte	Rocky Mount
9	Charlotte	Wilmington
10	Charlotte	Wilmington
11	Charlotte	Wilmington
12	Charlotte	Wilmington
13	Charlotte	Wilmington
14	Charlotte	Wilmington
15	Charlotte	Wilmington
16	Charlotte	Wilmington
17	Charlotte	Wilmington
18	Charlotte	Wilmington
19	Charlotte	Wilmington
20	Charlotte	Wilmington

North Carolina

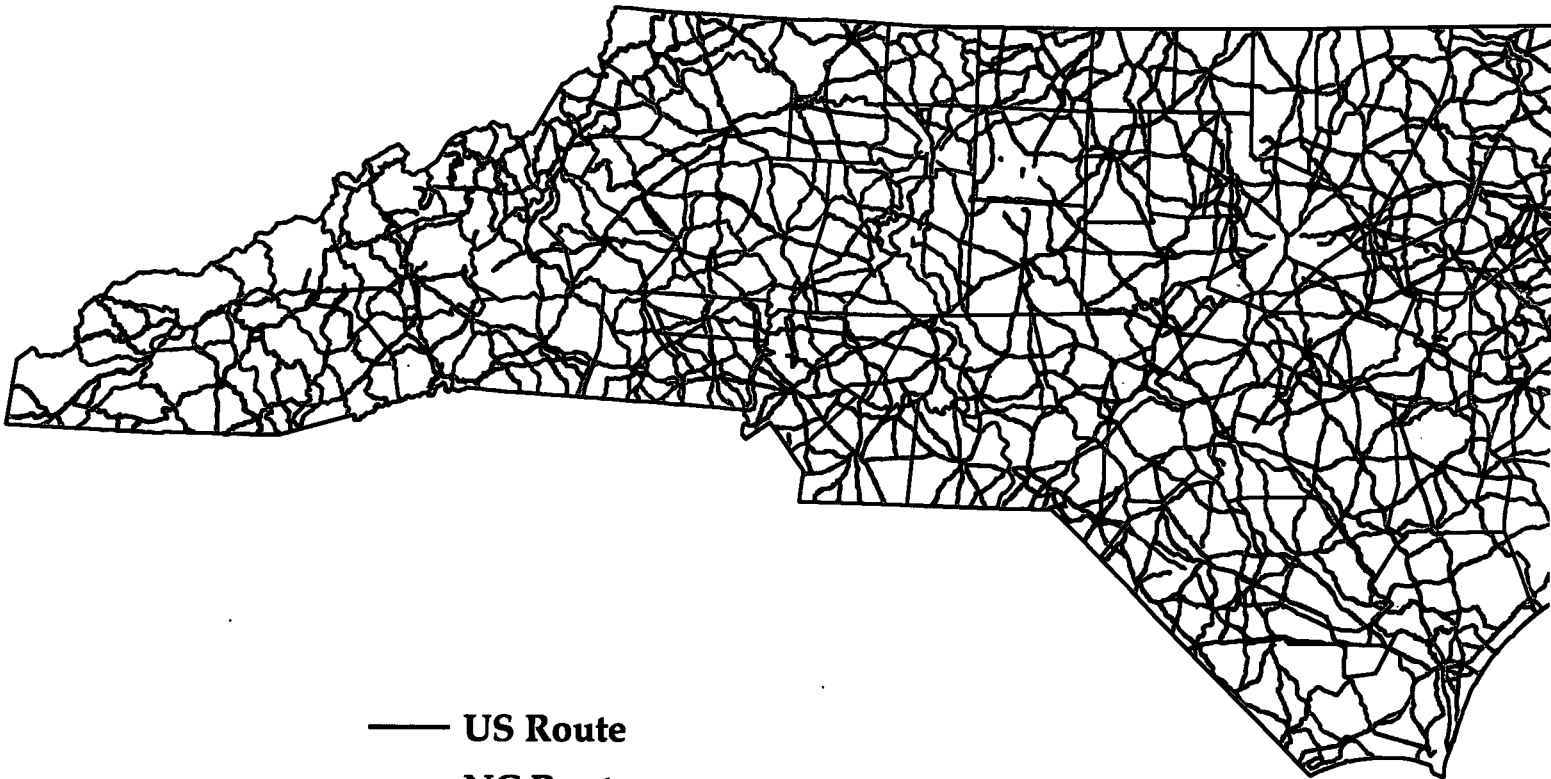
State Interstate System





North Carolina

State Primary System

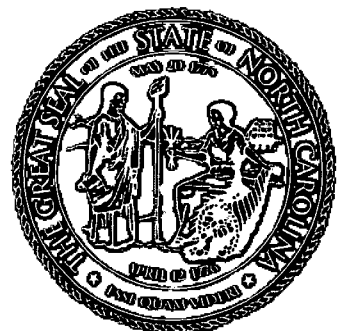


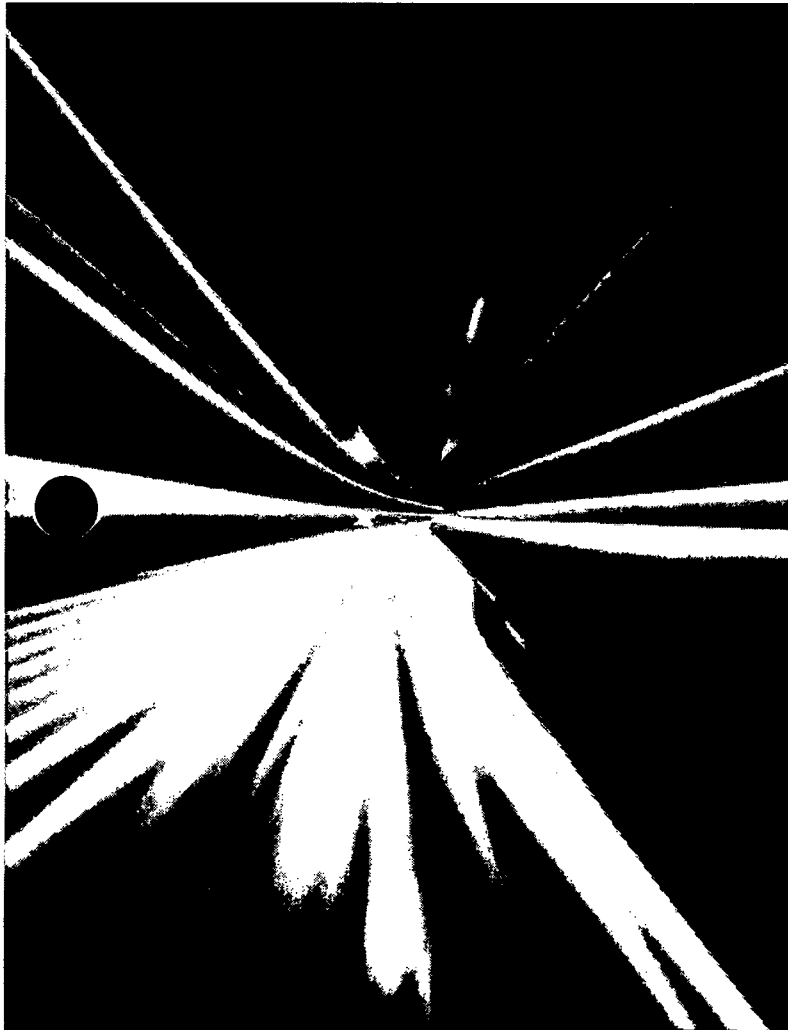
— US Route
- - - NC Route

GOV. McCRORY'S
25 year

Vision for North Carolina

MAPPING
OUR FUTURE





Dear Friends,

Transportation impacts nearly every aspect of North Carolina, playing a central role in the overall well-being of our state and our efforts to maintain a high quality of life for our communities. In particular, transportation infrastructure is a powerful economic engine, supporting job creation, helping us attract new business and industry, and ultimately creating better lives from the mountains to the coast.

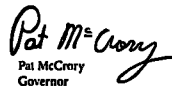
North Carolina is one of the fastest growing states in the nation, bringing both new challenges and opportunities as we work to keep pace with increasing demand on our infrastructure. The transportation needs of our state are also incredibly diverse, making it impossible to devise a single solution. Complicating this, our traditional revenue sources are falling short of projected levels, making it even more critical that we think and act strategically.

To that end, over the past year and a half, we have been listening closely to stakeholders, partners and citizens to evaluate how we can make the greatest impact with our limited resources, and how we can work together to invest in the right way for North Carolina. We examined existing studies and reports, and we worked together to pass the new Strategic Transportation Investments law, which changes how we fund and prioritize transportation projects and lays the foundation for our efforts moving forward.

Building on that groundwork, this vision serves as a roadmap for strategic investment over the next quarter century to ensure we are fully leveraging our transportation system. It does not provide a list of specific projects, but instead gives us high-level direction for all our transportation efforts by laying out the comprehensive and regional solutions that are needed for North Carolina to achieve its full potential and realize continued success.

The conversation is just beginning, and it will be up to all of us to determine how we make this vision a reality. We invite all of you to partner with us as we work toward transportation investments that will help secure a promising future for North Carolina.

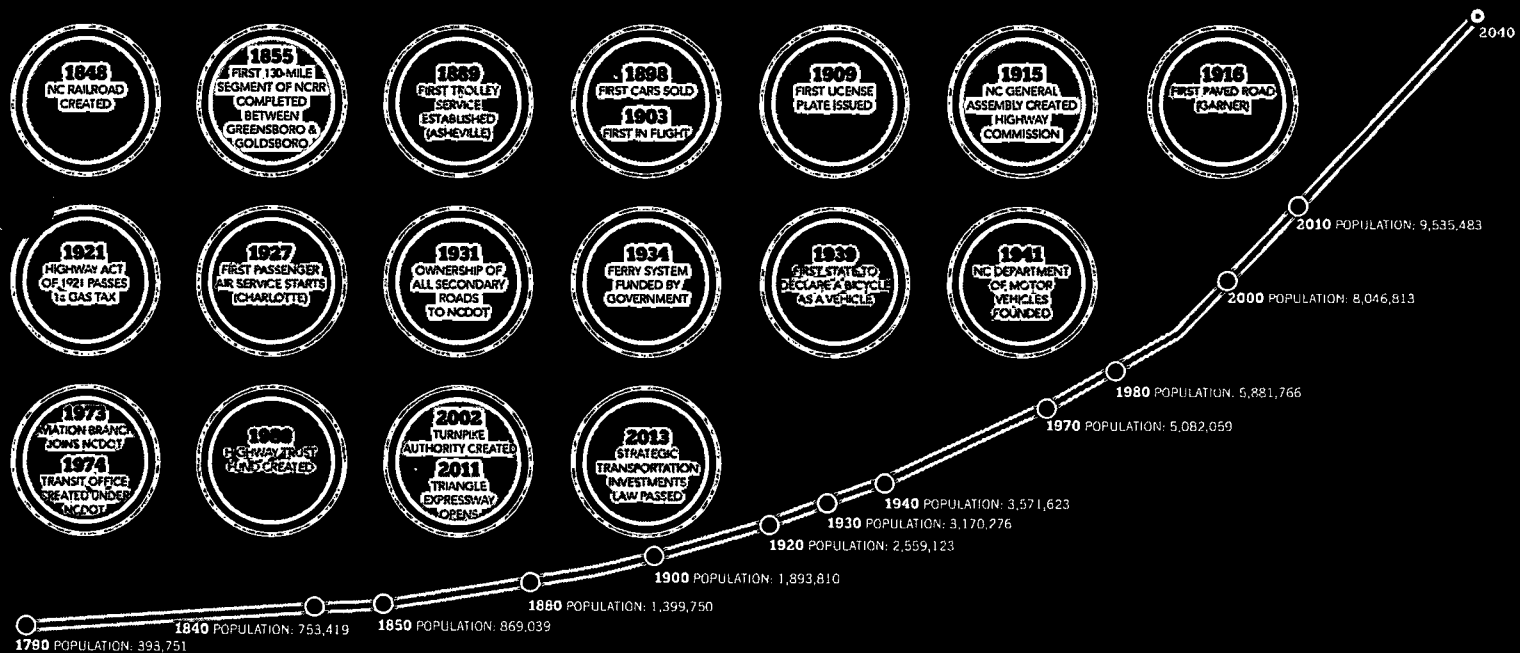
Sincerely,


Pat McCrory
Governor


Anthony J. Tata
Secretary of Transportation



CONTINUING GROWTH




OUR DEPARTMENT

2nd largest
state-maintained highway system
with nearly 80,000 miles
more than
13,500
bridges

nearly
15,000 miles
of primary highways
(Interstate, US and
NC routes)
nearly
65,000 miles
of secondary roads

 **10**
commercial airports
have regularly
scheduled service

 **3,300**
miles of tracks
operated in North
Carolina

 transit systems
provide
transportation
options to
residents in all
100 counties

72
publicly owned airports
and nearly 300 privately owned
airports, heliports and other
landing areas
more than 5,000
miles of regional or statewide bicycle and
pedestrian routes planned

2nd
largest state-operated
ferry system and the
largest
on the East Coast

 **22**
ferries that serve
7
routes

North Carolina's
Amtrak provides
3 roundtrips daily
to Charlotte,
Greensboro, Raleigh
and 9 other North
Carolina cities

8.8 million
vehicles registered in
North Carolina
7.4 million
licensed drivers

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MAPPING OUR FUTURE

From the mountains to the coast, North Carolina is a state of diverse landscapes, people and industries. These attributes make our state a great place to work, visit and call home.

Our talented and educated workforce, innovative research centers and global connectivity attract many companies to our state each year. These companies recognize that our transportation infrastructure is the backbone of North Carolina's economy. With the right new investments in our roads, bridges and other transportation modes, our state will solidify and grow its position as an economic powerhouse.

We cannot reach that goal without a vision and road map for our transportation future. This plan provides a guide for the next 25 years that clearly illustrates how we can better connect all North Carolinians with jobs, education, healthcare, recreation and each other.

has many great opportunities, but we also face challenges.

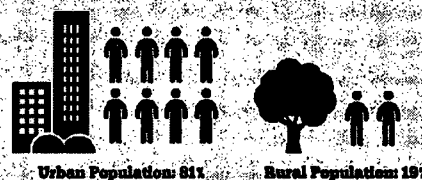
North Carolina is one of the fastest growing states in the nation. More than 12.5 million people are projected to live here by 2040, a 32 percent increase from the state's 2010 population. The majority of that growth will occur in major metropolitan areas, which are projected to house 81 percent of the state's overall population by 2040. Across the state, our smaller communities are expected to see population growth of more than 180,000 people over the next 25 years.

During this period of rapid growth, we are one of many states simultaneously seeing a sharp decline in the projected revenue needed to build and maintain infrastructure. The state gas tax is no longer a reliable revenue source, and federal funding is uncertain. Therefore, we must find new ways to strategically invest in our transportation network to meet growing demands. The 2040 Plan estimates that over the next 25 years it will cost between \$94 billion and \$123 billion to maintain and enhance the quality of service offered by our transportation system.

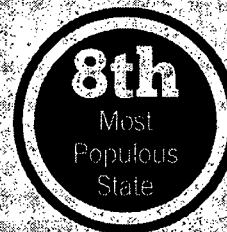
As we work to generate alternative funding sources, we are making the best use possible of our existing revenue by implementing the Strategic Transportation Investments (STI) law. STI allows the state to prioritize its investments, based on quantifiable needs and community input. Early indications show that we can schedule more than twice as many projects with STI than under the old funding system.



2040 BY THE NUMBERS



PROJECTED: 12.5 million residents

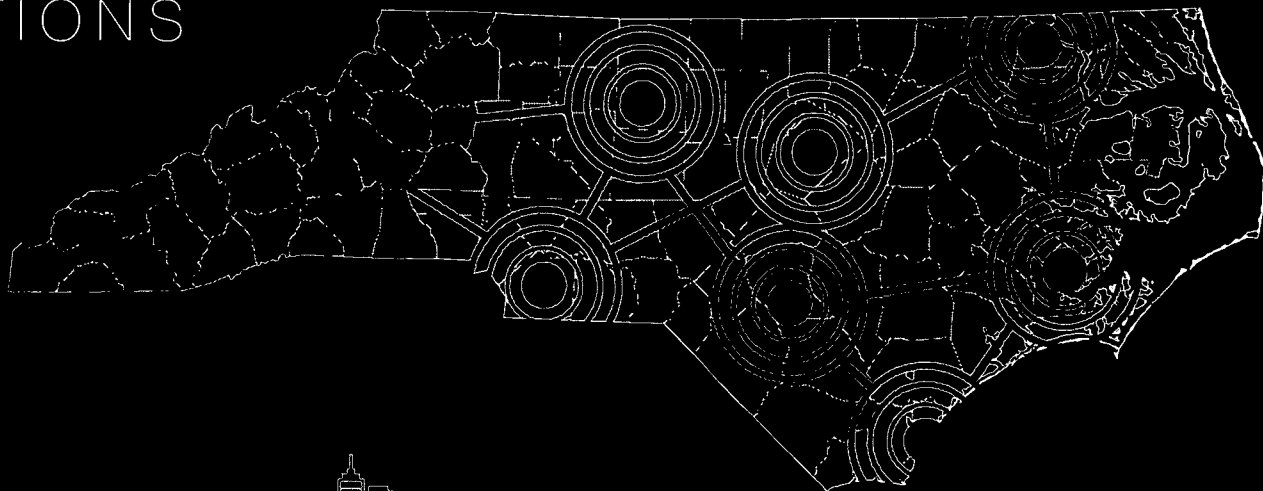


In this plan, we review the importance of each region of the state, identify its unique challenges, explain what will happen if no action is taken, and lay out solutions. By mapping our future in this way, we can better leverage our transportation infrastructure to create jobs and stimulate continued economic growth while reducing congestion, improving connectivity and providing additional travel options.

**connect all
NORTH
CAROLINIANS**
with jobs, education,
healthcare, recreation
and each other

REGIONAL SOLUTIONS

Considering the unique landscapes, economic diversity and distinct challenges present in each region of our state, it is clear that a one-size-fits-all approach for infrastructure investments will not work in North Carolina. This plan recognizes four regions in which we identify the specific infrastructure solutions needed to make our state more globally competitive. On the following pages, we provide a regional breakdown of targeted investments in multi-modal solutions that will create a stronger, more reliable transportation network that connects people to places, products to markets, expands jobs and industry, and enhances the overall quality of life in North Carolina.



CENTRAL SOLUTIONS

Improve Inter-state Connections
Streamline Highway Construction
Improve Inter-city Connections
Improve Intra-state Connections
Enhance Railroad/Built-in Support
Facilitate Economic Growth



EASTERN SOLUTIONS

Improve Highway to Backstop Roads
Strengthen Waterway Connections
Enhance Access for Maintenance
Improve Urban Connections



COASTAL SOLUTIONS

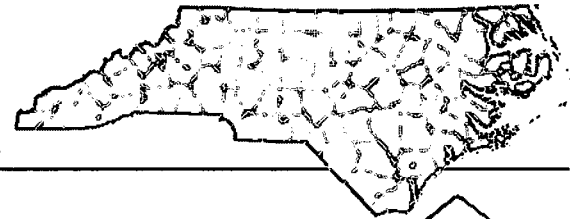
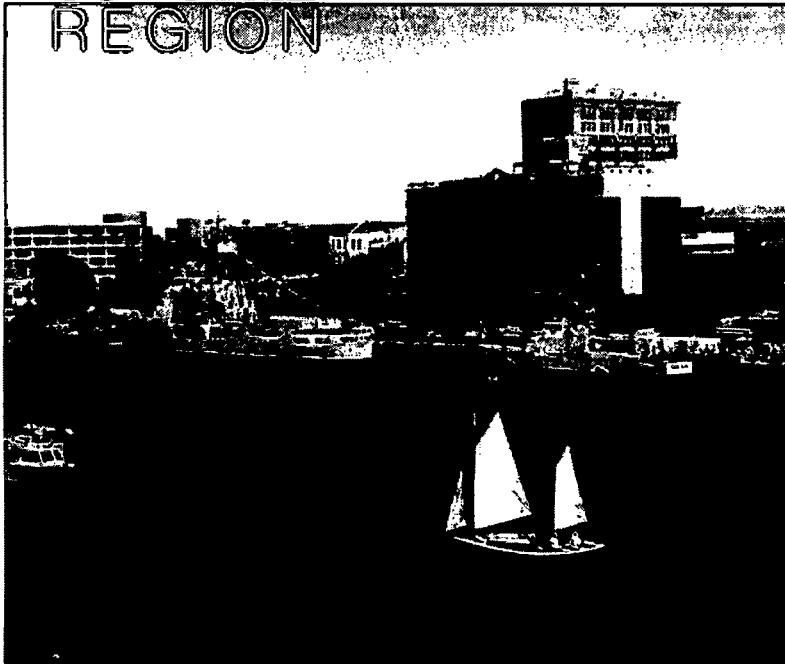
Strengthen Beach Access/Connect
Improve Highway Connections
Improve Aging Bridge
Strengthen Ports
Improve North Carolina Ports



COMPREHENSIVE SOLUTIONS

Strengthen Maintenance of our Existing Facilities
Improve Public Transportation Network
Expand Bicycle and Pedestrian Network
Support Access Broadband Connectivity
Improve Existing Right of Way

COASTAL REGION



IMPORTANCE

Millions of visitors flock to North Carolina's coastline every year to enjoy more than 300 miles of beautiful beaches, boating and rich history. Tourism rates continue to increase annually, bringing in nearly \$2.6 billion a year in economic activity in coastal North Carolina. In addition, the tourism industry provides more than 29,000 jobs in the state each year.

Dating back to the early 18th century, the fishing industry remains a way of life for our coastal communities. It is responsible for more than 5,180 jobs and contributes more than \$255 million to the state's economy annually.

Shipping is another major industry along our coast. Ninety-five percent of global trade and commerce depends on seaports. Our state ports in Wilmington and Morehead City, both foreign trade zones, have a \$7.5 billion annual economic impact and support 65,000 jobs statewide. With landside and waterside improvements, the ports would be positioned to respond to the next generation of shipping vessels that will be in service once the major Panama Canal enhancement project is completed.

CHALLENGES

Coastal North Carolina faces a number of challenges, many related to Mother Nature and the area's unique environment.

Severe erosion and extreme weather events like hurricanes continue to shrink the size of our beaches and threaten the roads that run alongside them. Continued exposure to salt water has left many aging coastal bridges in need of repair or replacement.

Shifting sands off the coast often make it difficult to navigate the waterways, and constant dredging is needed to keep channels open for shipping and to allow fishing boats to pass through safely.

Seasonal changes in traffic, changing demographics of the year-round residential population and the growing need for access to multi-modal transportation options also place dynamic pressures on the region's transportation infrastructure.



**\$2.6 billion
industry**



**65,000
jobs statewide**

COASTAL REGION

CHALLENGES (CONT.)

Preserving the natural beauty of this region is not just the right thing to do; it is essential to sustaining the region's robust tourism industry. We must balance providing access to residents, tourists and businesses while maintaining the natural beauty and environmental integrity of our coast. Addressing these needs has been, and continues to be, a challenge for our coastal region.

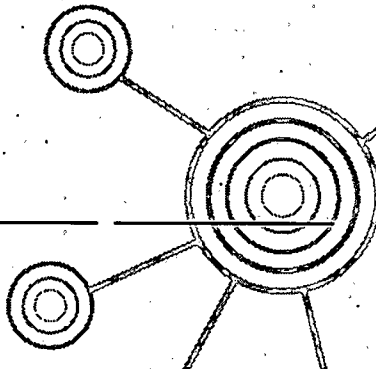
RISK OF DOING NOTHING

If we do not take immediate action to address these transportation issues, we risk losing important connections, thousands of jobs and millions of dollars to support our state. Keeping our roads open and our waterways accessible are vital to many of our state's industries and are necessary if we want to expand economic opportunities and create jobs.

congestion and lack of efficient access to and from the coast threaten the of our tourism industry. Lack of sufficient channel depths will continue the of our active fishing industry to other marine landings. In addition, if we fail improvements at our ports, we stand to lose business in a highly competitive industry. Doing nothing may make it difficult for our ports to attract investments and create new employment opportunities.

If we do not invest in our coastal infrastructure, residents could face isolation from mainland services and resources. Aging bridges, such as the Bonner Bridge, have already encountered temporary closures, which shut down the only highway connection for thousands of Hatteras Island residents to work, schools and healthcare.

balance
providing access
to residents, tourists
and businesses while
MAINTAINING
the *natural beauty*
and environmental integrity
of our coast



INVESTING IN SOLUTIONS

Sustainable Beach Nourishment
Coordinate with local, state and federal partners to develop and implement a proactive, long-range plan for sustainable beach nourishment to protect infrastructure.

Improve Highway Connections
Continue to improve highway routes which provide access to the coast and offer congestion relief during seasonal traffic peaks, while serving as essential emergency evacuation routes.

Replace Aging Bridges
Continue work to replace aging bridges, keeping important connections for residents, businesses and tourists in place.

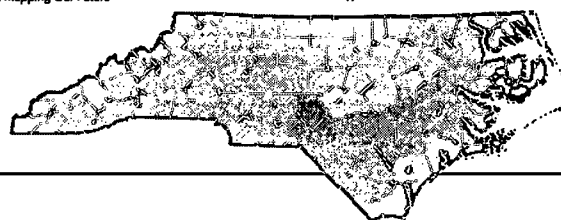
Stabilize Inlets
Develop and implement a proactive, long-range plan for stabilizing our shallow draft inlets and shipping channels, providing important opportunities for industry and improved reliability for our vital ferry routes.

Transform North Carolina Ports
Pursue including a recommendation in the Army Corps of Engineers Chief's Report to deepen and widen our channels to support movements of the newest generation of shipping vessels.
Develop intermodal train service at the Port of Wilmington.
Continue to seek opportunities to develop intermodal facilities along the I-95 corridor to support freight shipping.
Leverage public-private partnerships to complete the development of Radio Island, and support landside improvements in interstate quality connections and enhanced rail access to the Port of Morehead City.





EASTERN REGION



IMPORTANCE

Eastern North Carolina is a region rich in history, a center of agriculture and home to some of the nation's largest military communities. It is an area built on farming and manufacturing, particularly textiles and tobacco, and it has experienced tremendous change as many of its traditional industries have seen significant declines in prominence.

The region also features a number of healthcare and education centers, and is well positioned to connect with other economic centers across state lines, particularly in the southeastern and northeastern corners of the United States. In addition, the northern portion of the region is strategically located near Hampton Roads, Va. and the Port of Norfolk, which boasts an annual gross domestic product of \$85 billion.

With a robust military presence, the eastern region is home to seven military bases. With more than 110,000 active duty personnel (fourth largest in the nation) and 770,000 veterans, North Carolina is regularly recognized as one of the most military friendly states in the nation. Annually, the area supports an overall military-related economic impact of \$48 billion, including 540,000 military-related jobs.

Agriculture remains an economic staple for the region, generating a total annual income of \$6.7 billion in eastern North Carolina alone.

The area is also home to the 2,500-acre Global TransPark, which features a foreign trade zone and an 11,500 foot runway, and is strategically located along the U.S. 70 corridor between the Port of Morehead City and Raleigh. Anchor tenant Spirit Aerosystems projects it will increase its workforce to more than 1,000 employees by 2016, doubling its staff size.

CHALLENGES

Sounds, wetlands, rivers and streams are just a few of the prominent environmental features of the eastern region that create challenges as we work to design a safe, efficient, environmentally sound and well-connected transportation network in this region.



540,000
military-related jobs



\$6.7 billion
agriculture industry

EASTERN REGION

CHALLENGES (CONT.)

Lack of interstate-quality access to and from the GTP limits the number and type of businesses we can attract to this facility. Even with the foreign trade zone, commercial runways and onsite facilities prepared to serve growing businesses, the lack of investment in the "last-mile infrastructure" prohibits the GTP from successfully recruiting new companies and expanding existing ones.

As it transitions from a center of manufacturing and agriculture, the eastern region has struggled to complete several significant infrastructure projects, such as improvements to U.S. 17 and U.S. 70, that would help the area recruit new businesses to better meet its changing needs.

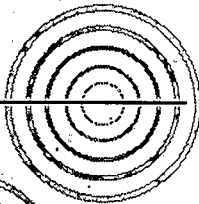
Population rates continue to decline in the region, as trends indicate that people are moving away from rural areas and into high-growth urban centers. Without the infrastructure to support new industries and provide efficient connections to job centers, it will not change.

IF DOING NOTHING

Appropriate infrastructure investments in the eastern region, this area will miss opportunities to reclaim manufacturing jobs that are returning to the United States and will not be able to respond to changing agricultural demands. Lack of timely investment along the U.S. 70 corridor will limit the region's ability to leverage its position to enhance the economy on local and state levels.

If we do not invest in highway and rail connections that support military freight and deployment needs, military readiness may be impacted. Likewise, if we do not provide better access for service members and their families to healthcare and education, we risk failing those who have sacrificed so much. Additionally, we risk not keeping highly trained and talented veterans and civilians in our state.

design
a safe, efficient,
environmentally sound
and well-connected
TRANSPORTATION
network in this region



INVESTING IN SOLUTIONS



Improve Highway to Hampton Roads

- Request future interstate designation for the section of U.S. 64/U.S. 17 connecting to Hampton Roads, Va., and complete improvements that bring this section of roadway to interstate standards.



Strengthen Military Connections

- Improve highway and rail connections between bases and to ports of embarkation and debarkation.
- Improve highway connections between bases and regional healthcare and education centers.



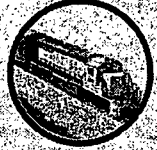
Enhance Freight Movement

- Improve U.S. 70 to interstate standards to enhance freight movement and reduce travel time through the region.
- Support economically competitive rail access to the GTP and the Port of Morehead City.

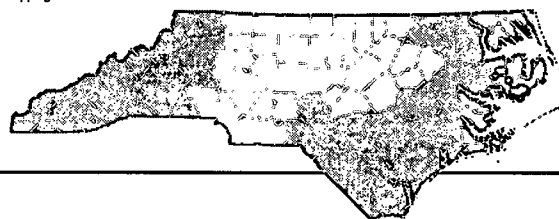
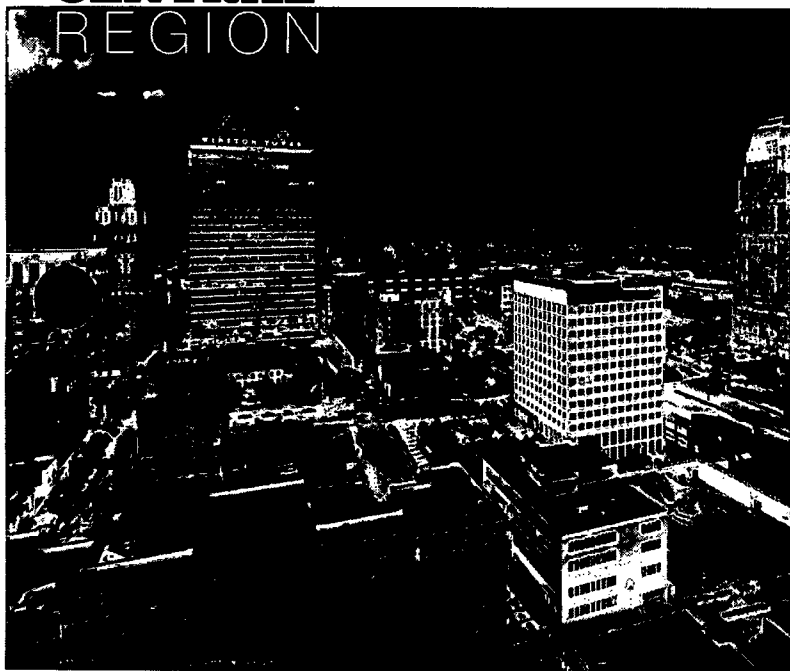


Improve I-95 Connections

- Improve connections to the I-95 corridor from rail and seaports to serve markets throughout the eastern United States.



CENTRAL REGION



IMPORTANCE

Central North Carolina is a center for high-tech industry, innovative medicine and research, and world-renowned higher education. From the Charlotte area to the Triad and the Triangle, people and products are on the move, and global connectivity has never been more important. The majority of the jobs, as well as some of the state's largest companies and employers, are located in this area.

The central region is the state's largest economic engine, providing \$300 billion in gross domestic product and accounting for 67 percent of the state's total GDP. Currently, 61 percent of our population lives in central North Carolina, and trends indicate that percentage will continue to grow.

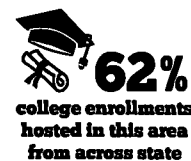
With foreign trade zones at Charlotte-Douglas International, Piedmont-Triad International and Raleigh-Durham International airports, the region is well-connected to global markets. In addition, the area, internationally known for its exceptional colleges and universities, hosts 62 percent of all college enrollments in the state.

As central North Carolina grows in both population and economic importance, it will need infrastructure enhancements to manage and support this growth.

CHALLENGES

Increasing population growth will continue to place pressure on a transportation system that in many areas is at or beyond capacity. Growing demand for mobility options will overload existing transit services and congest roadways, causing them to rapidly deteriorate.

Expanding industries, while beneficial to the economy of the region, place additional demands on infrastructure originally designed for smaller scale logistics and commuter needs. Businesses looking to transport goods and services are competing for space on congested commuter routes. People who live in high-growth areas within the central region have limited options to avoid existing congestion, such as mass transit, passenger rail, light rail and bicycle/pedestrian routes. Trends show that more people are moving to



CENTRAL REGION

CHALLENGES (CONT.)

densely populated areas, where they expect access to these services as they live, work and play.

RISK OF DOING NOTHING

In the metropolitan areas of central North Carolina, congestion alone costs travelers nearly \$1.9 billion a year. Drivers also spend an estimated \$2.3 billion a year in safety-related repairs to vehicles annually after traveling on roads in need of repair or resurfacing. These costs combined total \$4.2 billion a year. The only way to reduce that figure is to improve existing roadways and launch innovative new infrastructure projects to address the worst congestion in our major urban areas.

With \$364 billion in goods shipped from sites within North Carolina and \$337 billion in goods shipped to sites in our state each year, the quality of our transportation system is increasingly important as a site selection criterion for companies looking to relocate or, specifically, highway accessibility remains their number-one site selection factor.

86 percent of goods shipped from sites within North Carolina are carried by truck. This illustrates that well-maintained roads without traffic bottlenecks are essential to a vibrant economy. The strength of our logistics and shipping industries in the central region will be marginalized if we do not keep our sights on the maintenance and traffic flow improvements needed in this increasingly congested portion of the state.

Another factor companies will consider before making a move to central North Carolina is the quality of life for their potential employees. Excellent transportation services are essential to the region's success in this area. Access to efficient, reliable public transportation options will not only address traffic congestion, it will also increase safety by reducing crash rates. If we take no action, we will lose intercity connections and easy access to community services. This will lead to other states outcompeting us during site selection processes. We must plan for the future transportation needs of all residents by including robust plans for multi-modal transportation options.

the *quality* of our
TRANSPORTATION
system is increasingly
important as a site selection
criterion for
companies

86%
goods shipped
by truck

EXCELLENT
transportation services
are **essential**
to the *region's* success

INVESTING IN SOLUTIONS



Relieve Congestion for People and Products

- Continue work on interstate improvements and congestion relief projects to support freight movements and commuter needs and better connect people to education, healthcare, job and recreation centers.



Expand Mass Transit Options

- Support the expansion of mass transit options in high-growth areas to address the needs of a changing demographic, congestion and land development concerns.
- Support the expansion of light rail services in existing and new urban markets when demand, local planning and funding support the service to address the needs of a changing business climate and congestion concerns.



Enhance Access to Inland Ports

- Improve highway connections and seek economically competitive rail service to inland ports in and around Charlotte.



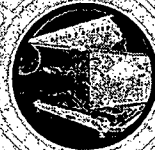
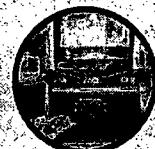
Improve Connectivity to Logistics Hubs

- Improve highway connections and expand airfreight and rail capabilities to support the Triad Logistics Hub.

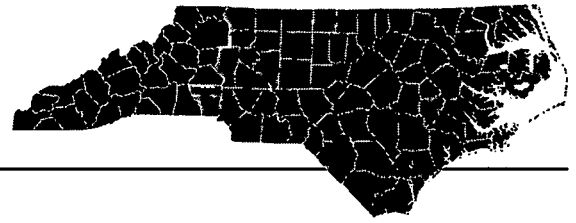


Support Connections to Privately Developed Megaplots

- Ensure infrastructure plans recognize the development of megaplots in the region and support their ability to attract new businesses in targeted industry clusters.



WESTERN REGION



IMPORTANCE

Western North Carolina's tree-lined mountains not only make this region unique, they also contribute in a significant way to our economy. Our state ranks second in the nation in Christmas tree production, a business that generates more than \$75 million in annual sales, mostly from several key western counties. The craft brewing industry is rapidly growing in the western region, too, and popular breweries such as Sierra Nevada and New Belgium are now opening shop in the area.

Another major economic driver in western North Carolina is the apple industry. In Henderson County alone, it generates about \$22 million annually and accounts for 65 percent of all apple production in the state.

The region also offers the greatest concentration of arts and crafts education in the country. Sales of art in western North Carolina are nearly 30 percent higher than the state as a whole on a per capita basis. Buncombe County saw about \$44 million in direct economic benefits from the arts and crafts trade in 2012.

Western North Carolina's breath-taking waterfalls and winding trails make it a prime tourist destination, as well. The scenic beauty of this region is what draws thousands of people from across the state and around the world to the area each year to camp, ski, raft or simply take in the view from the Blue Ridge Parkway. Historic sites like the Biltmore House and Gardens, and gaming attractions like the casino in Cherokee also significantly contribute to the local economy by attracting more than 4.5 million visitors each year.

In addition, western North Carolina provides a gateway to a number of economic centers in surrounding states, and enhanced connections would open new opportunities for employment, healthcare, education and recreation.

CHALLENGES

The natural beauty and rugged terrain that are hallmarks of the state's western region also limit our ability to build new infrastructure and expand what already exists without negatively impacting the natural environment. Preserving the beauty of this region is



2nd largest
Christmas tree producer



greatest
concentration of
arts and crafts
education in nation

WESTERN REGION

CHALLENGES (CONT.)

Key to our \$3 billion tourism industry, yet we must find a way to provide access and connections to and through this region.

The region continues to struggle as workers move away from small towns to high-growth urban centers for job opportunities and access to healthcare and education services. Infrastructure investments that increase the freight capacity and throughput potential in the area will have a significant impact on the region's ability to maintain current businesses and attract new ones.

Challenging terrain and deteriorating facilities present obstacles to moving freight along highway routes and rail corridors. With \$1 billion in agribusiness annually, the western region must find ways to expand rail access, which will provide opportunities to expand this industry and draw in new business.

OF DOING NOTHING

not invest in the infrastructure necessary to better connect the western region mic centers within the state (Asheville, Charlotte, Winston-Salem, etc.) and to economic centers such as Atlanta, Greenville/Spartanburg and Knoxville, the number of businesses and jobs in the region will decline rapidly. With GDP rates of \$294 billion, \$18.9 billion and \$35 billion respectively, lack of adequate connections to these economic centers will make it nearly impossible for western North Carolina to achieve its vision of a sustainable and thriving regional economy.

Without new investments to expand industrial rail access, freight movements throughout the region may become less efficient and less reliable. Growth in agribusiness will become flat, commercial warehouses will continue to move away, and businesses attracted to the quality of life unique to the region will ultimately decide to locate elsewhere. That would mean fewer jobs available for local residents.

\$3 billion tourism INDUSTRY

CHALLENGING TERRAIN and deteriorating facilities present obstacles to moving freight

INVESTING IN SOLUTIONS

Improve Interstate Connections

Improve highway connections throughout the western region to attract business to North Carolina through expanded access to economic centers in Georgia, South Carolina and Tennessee.

Strengthen Highway Connectivity from Mountains to Coast

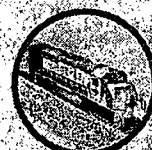
Improve U.S. 74 to interstate standards from Asheville to Charlotte and from Charlotte to Wilmington to improve freight movements and in-state access to the Port of Wilmington.

Improve Intrastate Connections

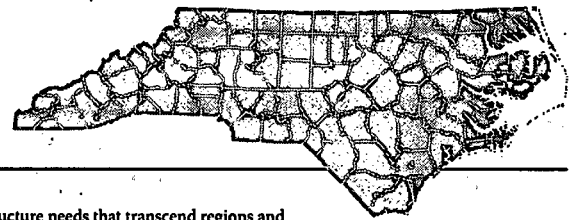
Improve highway connections from the western region to Asheville, Charlotte and Winston-Salem to support a growing tourism economy and provide greater access to healthcare services and job training opportunities.

Enhance Industrial Rail to Support Freight and Economic Growth

Provide industrial access to freight rail lines to accommodate expanding agribusiness and economic development needs while fully utilizing our multi-modal transportation system.



COMPREHENSIVE NEEDS



There are infrastructure needs that transcend regions and require comprehensive solutions. We must strengthen the maintenance of our existing roadways, improve public transportation networks including passenger rail service, expand bicycle and pedestrian networks and support greater broadband connectivity. This section of the plan addresses the importance and challenges of these infrastructure needs, examines the potential risks of ignoring these concerns and identifies strategic solutions.

IMPORTANCE

North Carolina is a great place to live, work and visit, and our state continues to see a significant increase in population and businesses every year. Nearly 10 million people call North Carolina home, an increase of 1.5 million in less than 10 years. As people make decisions about where to move, they often factor in the walkability of the area, local public transportation options and connectivity to education, healthcare and recreation options.

Our state is home to 21 Fortune 1,000 companies, and in 2013, *Forbes Magazine* ranked North Carolina the fourth best state in the nation for business. Recent tax code changes lowering tax rates will help attract even more new businesses to the state. As site selection experts increasingly make decisions based on available amenities, our state is poised to be a global economic powerhouse. Making the right investment in our transportation network will enhance the quality of life throughout North Carolina.

The many great things that attract people and companies to North Carolina also contribute to one of the state's biggest challenges, rapid population growth. In an era of "hyper-connectivity", North Carolina needs to be innovative in its approach to connecting all regions of the state to important economic, education, healthcare and recreation centers. We must plan for and invest in the infrastructure needed to support the nearly 12.5 million residents expected to call North Carolina home over the next 25 years.



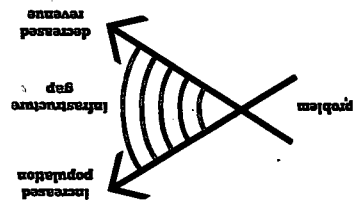
**4th best
state in nation for
business**

**21
Fortune 1,000
companies**

COMPREHENSIVE NEEDS

CHALLENGES

Overall funding levels for investments in transportation infrastructure are insufficient. In 2014, metropolitan and rural planning organizations and NCDOT identified more than 3,100 projects, totaling \$70 billion in infrastructure needs across all modes of transportation. With \$1.5 billion per year in funding available over the next 10 years, clearly there is not enough money to support all of those needs. The largest portion of that available funding goes toward highways and bridges. North Carolina must find a way to financially support investments in all modes of transportation and be prepared to address emerging trends, such as fuel-efficient/alternative fuel vehicles, autonomous vehicles, public-private partnerships and light rail systems.



RISK OF DOING NOTHING

To maintain a competitive advantage, North Carolina must invest in its existing infrastructure, while identifying deficiencies where new facilities are needed. Delays in the delivery of goods and services, inefficiencies in the movement of freight and lost time due to congestion during daily commutes come at a tremendous cost to the state. Certainly, there are direct financial considerations such as the \$6.5 billion lost by North Carolina investors as they drive along roadways that require improvements. However, the most significant costs to the state will be lost wages, lost jobs, lost revenue and lost opportunities.

Our transportation network is at or beyond its capacity in some of the fastest growing areas of the state and create an unsafe, inefficient and unlivable environment.

North Carolina must invest in its INFRASTRUCTURE

Our transportation network is at or beyond its capacity in some of the fastest growing areas of the STATE

INVESTING IN SOLUTIONS

- Evaluate and improve the prioritization system for funding maintenance projects to implement an authentic, needs-based program.
- As funding solutions are determined, ensure an increased percentage of revenue directed toward maintenance.
- Identify opportunities for using public-private partnerships to fund maintenance needs.

Improve Public Transportation Network including Passenger Rail

- Expand access to mass transit options in high-growth areas to accommodate changing demographic and address congestion issues.
- Expand access to public transportation options for people in all regions of the state to accommodate local transportation needs and enhance the quality of life throughout the state.
- Expand access to passenger rail options in all regions of the state to accommodate a changing demographic, address congestion issues and meet regional transportation needs.

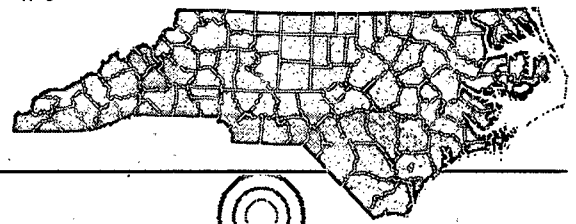
Expand Bicycle and Pedestrian Network Statewide

- Plan, enabling the state to become a premier place for walking and bicycling. Continue the implementation of the North Carolina Complete Streets Policy.
- Implement Walk/Bike NC, the North Carolina Statewide Pedestrian and Bicycle transportation services.
- Support the completion of statewide and regularly significant bicycle and pedestrian systems in order to provide transportation options and promote the great trail state brand.

Support Greater Broadband Connectivity through Existing Right of Way

- Support the expansion of broadband access, using existing right of way where possible, to establish the foundation for connectivity for intelligent transportation systems, support the growth of high-tech business, expand access to educational opportunities, and enhance global business connectivity.

INVESTING IN OUR VISION



IMPORTANCE

With STI's data-driven prioritization process increasing our efficiency in using Highway Trust Fund money to program close to 370 projects over the next 10 years, and a vision that maps our future and guides infrastructure investments over the next 25 years, we must now focus on investing in our vision.

North Carolina is rated number five by CNBC's America's Top States for Businesses 2014. We are consistently ranked among the best business climates in the nation by *Forbes*, *CNBC*, and *Chief Executive* and *Site Selection* magazines. Our low cost of living and high quality of life make North Carolina a magnet for recruiting and keeping a talented workforce. Currently, we are ranked number one in the southeast for manufacturing employment, and ninth overall in the United States. North Carolina is home to a 58-campus community college system, nationally recognized for its customized workforce training programs. Our 16-campus renowned university system is integral to North Carolina's strong research and development infrastructure and one of the most varied biotech sectors in the nation.

Because infrastructure is the backbone of North Carolina's economy, we cannot afford to let our system deteriorate, and we must build to anticipate future growth.

CHALLENGES

Already, North Carolina residents are paying out of pocket for insufficient transportation infrastructure in congestion costs (\$2 billion), vehicle operating costs (\$1.8 billion) and safety-related expenses, which equal approximately \$639.95 per taxpaying citizen. Costs for improvements on aging infrastructure are increasing rapidly, with Interstate 95 improvements alone projected to cost \$4.5 billion. Industries along the coast, such as commercial fishing, are already being diverted to competitor ports due to inadequate maintenance of shallow draft shipping channels. Older structures along the coast created a dangerous situation when residents were isolated from essential services during the Bonner Bridge closure in 2013. In addition, residents and travelers are at an increased safety risk as 13 percent of all traffic fatalities involve bicyclists and pedestrians.

At 80,000 miles, North Carolina maintains the second largest highway system in the nation. The state also maintains the second largest ferry system in the nation; 3,345 miles of rail lines; the Ports of Morehead City and Wilmington; the Charlotte and Piedmont Triad Inland Terminals; and the Global TransPark. In addition, North Carolina supports

GOAL:
stimulate
job growth
and generate an overall
positive
ECONOMIC
IMPACT

one of the most
varied biotech
sectors in the
United States

ranked
#1
in the southeast
for manufacturing
employment

INVESTING IN OUR VISION

CHALLENGES (CONT.)

72 publicly owned airports, 99 public transit systems, and more than 5,000 miles of planned bicycle and pedestrian routes throughout the state. Maintaining and growing these investments is critical to our state's continued success.

Future discussions about transportation funding will focus on the role of the state in supporting the costs of maintaining and building transportation infrastructure—Should there be a fee for service utility? Or, should there be a public service supported by taxes? More than 12.5 million people are projected to reside in North Carolina by 2040, and finding additional revenue to support our transportation needs will not be a simple task.

North Carolina provides a strategic transportation and logistics connection to markets throughout the region, nation and world. Historically, our transportation investments focused on building infrastructure that connected producers to markets. This basic principle still holds. However, today, producers and markets look different and are in different areas of the state than in the past. In the world of geopolitics, our installations continue to use facilities that allow them to deploy troops via land and air. The freight industry continues to ship products up and down the east coast on deteriorating facilities like I-85/I-95. Tourists regularly overwhelm local transportation systems during peak seasons. We must support these industries through the maintenance and expansion of our transportation network.

RISK OF DOING NOTHING

If North Carolina does not reinvest in its transportation infrastructure and revisit how we generate revenue to build new infrastructure, our transportation network will become inefficient, unreliable and unsafe. As increased congestion limits access to essential services, creates hardships for businesses dependent on reliable movement of goods and services, and crash and fatality rates increase due to deficient facilities, businesses will choose to move to or locate in other states, taking jobs and economic development opportunities with them.

As infrastructure investments cease to address the needs of our growing population, industries will face great challenges. Agricultural businesses may not be able to grow and respond to changes in global demands for their products and services. Military installations will not be able to effectively deploy troops when needed. Tourist destinations may be increasingly difficult to reach, and vacationers will stop traveling to our most popular sites.

If we do not increase our investments in support of existing and needed infrastructure, North Carolina will fail to thrive.

MAINTAINING and GROWING these investments is critical to our state's CONTINUED success.

SUPPORT these industries through the maintenance and expansion of our transportation network

ALTERNATIVE FUNDING SOLUTIONS

P3

Optimize Public-Private Partnerships

Optimize the use of public-private partnerships, innovative managed lanes and other fee-for-service projects.



Reduce Dependency on Federal Dollars

Reduce our dependency on federal dollars in preparation for a potential reduction in the federal transportation budget.



Take Advantage of Low Interest Rates

Take advantage of historically low interest rates to enhance our ability to fund projects with just-in-time bond strategies.



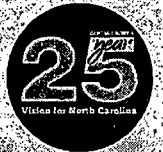
Present Revenue Recommendations

Present targeted revenue recommendations to the General Assembly for its action during the 2015 legislative session.



VISION FOR NORTH CAROLINA: MAPPING OUR FUTURE

With a new data-driven law and strategic focus through this 25-year vision, North Carolina is poised to be a global economic leader by using our transportation network to create jobs, grow the economy, and improve the quality of life for all of our citizens.



State of North Carolina
GOVERNOR PAT McCRORY

North Carolina
DEPARTMENT OF TRANSPORTATION

NCVision25.gov

ImplementingVision@ncdot.gov

**North Carolina Department of Transportation
1 South Wilmington Street
Raleigh, NC 27601**

VISITOR REGISTRATION SHEET


House Select Committee On Strategic Transportation Planning And Long Term
Funding Solutions

12-15-2015

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
BOBBY LEWIS	NCDOT
MIKE HOLDEN	NCDOT
CHRIS LUKASZNA	CAMPO
Julie White	NCAACC
Ed Thulke	BP
Elizabeth Buser	BP
Andy Chase	KMA
Johanna Reese	NCAACC
Frank Williams	Brunswick Cty Commissioner Cape Fear RPO / Wilmington MPO
Dana Fenton	City of Charlotte
	Misc Trans Clerk

VISITOR REGISTRATION SHEET

House Select Committee On Strategic Transportation Planning And Long Term
Funding Solutions 12-15-2015

Name of Committee**Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME _____

FIRM OR AGENCY AND ADDRESS[illegible]

VISITOR REGISTRATION SHEET

House Select Committee On Strategic Transportation Planning And Long Term
Funding Solutions

12-15-2015

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

Larry Gorde	NC GO!
James Smith	ACEC/NC
BERRY Jenkins	CAROLINAS AGC
Michelle Frazier	MF+TS
Jay Stem	NCAA
Carr McLamb	TSJ
Nelson Freeman	DOR
Calvin Leggett	DOT
Burt Tarras	NC DOT
Jake Cashion	NCC
John P. Patton	NCRAA

VISITOR REGISTRATION SHEET

**House Comm. on Strategic Transportation
Planning and Long Term Funding Solution**

12/15/15

Date _____

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

FIRM OR AGENCY AND ADDRESS

NCCM

Jordan Price

11/11/12

MVA

NCDDOT

**NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION**

You are hereby notified that the **House Select Committee on Strategic Transportation Planning and Long Term Funding Solutions** will meet as follows:

DAY & DATE: Monday, January 4, 2016

TIME: 1:00 PM

LOCATION: 544 LOB

COMMENTS: Sub-Committees of the Full Committee Will Meet on the Same Day as Follows:

10:00am Room 415 LOB PRIMARY ROADS Representative Frank Iler, Chair

10:00am Room 414 LOB PORTS/RAIL Representative Phil Shepard, Chair

11:00am Room 415 LOB SECONDARY ROADS Representative Paul Tine, Chair

11:00am Room 414 LOB PUBLIC TRANSIT/AVIATION Representative Charles Jeter, Chair

Respectfully,

Representative John A. Torbett, Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 9:52 AM on Friday, December 18, 2015.

____ Principal Clerk
____ Reading Clerk – House Chamber

Viddia Torbett (Committee Assistant)

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**House Select Committee on
Strategic Transportation Planning and Long Term Funding Solutions**

January 4, 2016

**Subcommittees Meet at 10 a.m. and 11 a.m.
Room 414 and Room 415 LOB**

**Full Committee Meets at 1 p.m.
Room 544 LOB**

SUBCOMMITTEE AGENDAS

Primary System

Chair: Representative Frank Iler

Time/Place: 10 a.m. in Room 415 LOB

1. Primary System Overview
 - Mike Holder, Chief Engineer, Division of Highways
Department of Transportation
2. North Carolina Strategic Corridors
 - Patrick Norman, Branch Manager, Transportation Planning Branch
Department of Transportation
3. I-95 Overview
 - Mike Holder, Chief Engineer, Division of Highways
Department of Transportation

Ports/Rail

Chair: Representative Phil Shepard

Time/Place: 10 a.m. in Room 414 LOB

1. Freight Rail System
 - Paul Worley, Director, Rail Division
North Carolina Department of Transportation
2. Economic Opportunities in North Carolina
 - Jake Cashion, Director of Governmental Affairs
North Carolina Chamber

Secondary System

Chair: Representative Paul Tine

Time/Place: 11 a.m. in Room 415 LOB

1. Secondary System Overview
 - Mike Holder, Chief Engineer, Division of Highways
Department of Transportation
2. Overview of State-Maintained Unpaved Secondary Roads
 - Mike Holder, Chief Engineer, Division of Highways
Department of Transportation
3. Standards for Inclusion in State Highway System
 - Mike Holder, Chief Engineer, Division of Highways
Department of Transportation
4. Deficient Bridges on Secondary Roads
 - Mike Holder, Chief Engineer, Division of Highways
Department of Transportation
5. Ferry System Overview
 - Sterling Baker,
Department of Transportation
6. Aid to Municipalities (Powell Bill) Overview
 - Calvin Leggett, Director, Division of Planning and Programming
Department of Transportation
7. Bicycle/Pedestrian Overview
 - Lauren Blackburn, Director, Bicycle and Pedestrian Division
Department of Transportation

Public Transportation/ Aviation

Chair: Representative Charles Jeter

Time/Place: 11 a.m. in Room 414 LOB

1. Public Transportation Overview
 - Debra Collins, Director, Public Transportation Division
Department of Transportation
2. Aviation Overview
 - Bobby Walston, Aviation Division
Department of Transportation

FULL COMMITTEE AGENDA

Chair: Representative John Torbett

Time/Place: 1 p.m. in Room 544 LOB

1. Call to Order
2. Governor McCrory's 25 Year Vision
 - Susan Pullium, Director of Customer Service, NC Turnpike Authority
Department of Transportation
3. Strategic Transportation Investments Overview
 - Calvin Leggett, Director, Division of Planning and Programming
Department of Transportation
4. Logistics – North Carolina's Transportation Network
 - Charles HW Edwards, Executive Director
NC Center for Global Logistics
5. NCSPA Overview
 - Paul Cozza, Executive Director
North Carolina State Ports Authority
6. Federal Funding Update
 - Burt Tasaico, State Program Analysis Engineer
Department of Transportation
7. Committee Discussion

Next Meeting: January 25, Times To Be Determined

**House Select Committee on Strategic Transportation Planning and Long Term Funding
Solutions**

**Monday, January 4, 2016 at 1:00 PM
Room 544 of the Legislative Office Building**

MINUTES

The House Select Committee on Strategic Transportation Planning and Long Term Funding Solutions met at 1:00 PM on January 4, 2016 in Room 544 of the Legislative Office Building. Representatives Boles, Bradford, Brisson, Carney, Conrad, Dollar, Elmore, Faircloth, Goodman, Hunter, Hurley, Iler, Jeter, L. Johnson, S. Martin, McNeill, Presnell, Shepard, Torbett, and R. Turner attended.

Representative John A. Torbett, Chair, presided.

1. Primary System

A presentation on Primary System Overview was given by Mike Holder, Chief Engineer, Division of Highways, Department of Transportation (see attached)

A presentation was given on North Carolina Strategic Corridors by Patrick Norman, Branch Manager, Transportation Planning Branch, Department of Transportation (see attached)

A presentation on I-95 Overview was given by Mike Holder, Chief Engineer, Division of Highways, Department of Transportation (see attached)

2. Ports/Rail

A presentation was given on Freight Rail System by Paul Worley, Director, Rail Division, North Carolina Department of Transportation (see attached)

A presentation on Economic Opportunities in North Carolina was given by Jake Cashion, Director of Governmental Affairs, North Carolina Chamber (see attached)

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A Ferry System Overview was given by Sterling Baker, Department of Transportation (see attached)

A presentation on Aid to Municipalities (Powell Bill) Overview was given by Calvin Leggett, Director, Division of Planning and Programming Department of Transportation (see attached)

A Bicycle/Pedestrian Overview presentation was given by Lauren Blackburn, Director, Bicycle and Pedestrian Division Department of Transportation (see attached)

4. Public Transportation/ Aviation

A presentation on Public Transportation Overview was given by Debra Collins, Director, Public Transportation Division Department of Transportation (see attached)

A presentation on Aviation Overview was given by Bobby Walston, Aviation Division Department of Transportation (see attached)

FULL COMMITTEE

The Governor McCrory's 25 Year Vision presentation was given by Susan Pullium, Director of Customer Service, NC Turnpike Authority Department of Transportation (see attached)

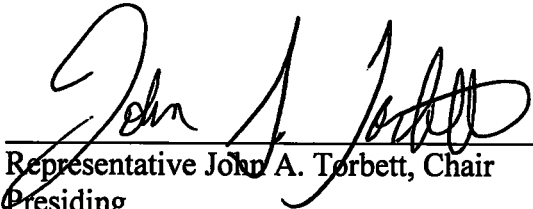
A presentation on Strategic Transportation Investments Overview was given by Calvin Leggett, Director, Division of Planning and Programming Department of Transportation (see attached)

A presentation on Logistics – North Carolina's Transportation Network was given by Charles HW Edwards, Executive Director NC Center for Global Logistics (see attached)

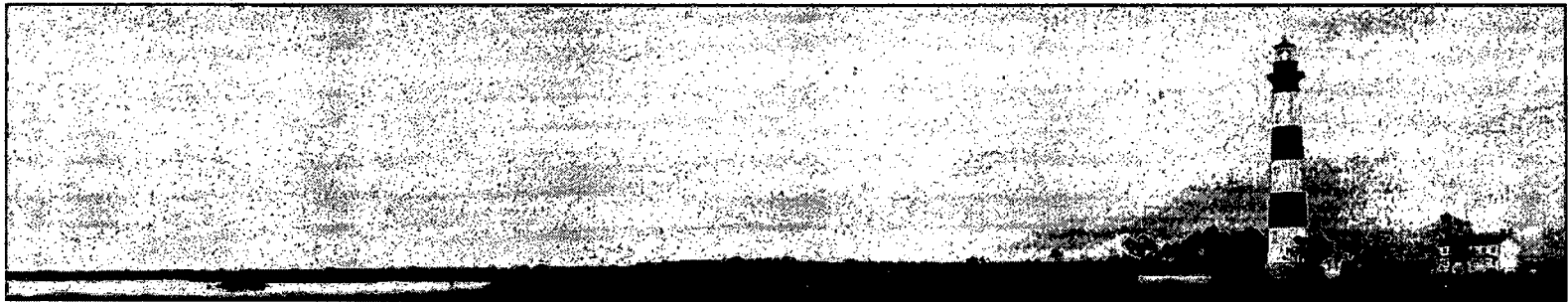
A NCSPA Overview presentation was given by Paul Cozza, Executive Director North Carolina State Ports Authority (see attached)

A presentation on Federal Funding Update was given by Burt Tasaico, State Program Analysis Engineer Department of Transportation (see attached)

The meeting adjourned at 3:00p.m.


Representative John A. Torbett, Chair
Presiding


Viddia Torbett, Committee Clerk

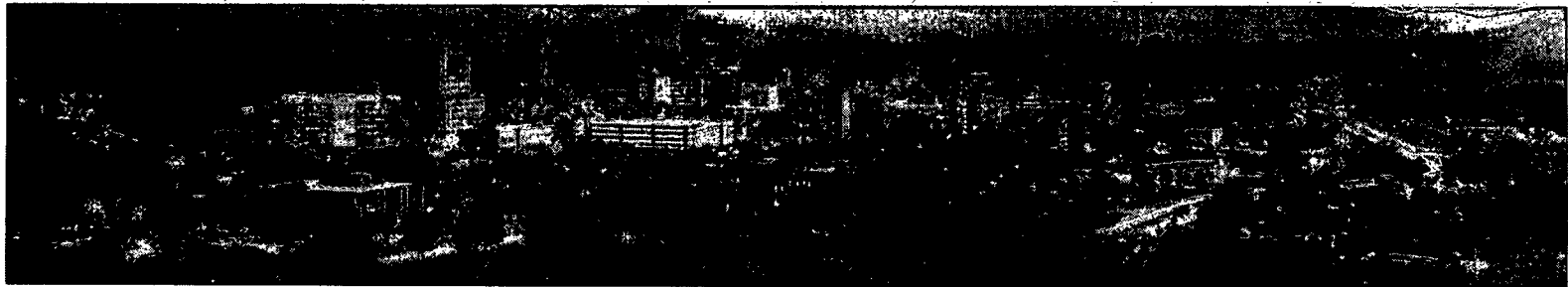


January 4, 2016



*House Select Committee on Strategic Transportation
Planning and Long Term Funding Solutions, Primary
System Subcommittee*

Mike Holder, Patrick Norman



Agenda

- Primary Road System Overview
- Corridors Overview
- I-95 Overview



Primary Road System Overview

Mike Holder



Transportation

Primary Routes in NC

	Interstates	US Routes	NC Routes	Total Primary
Description	Maximum Mobility, Long Distance Travel, Full Control of Access	Varying Degrees of Mobility and Access Control	Varying Degrees of Mobility and Access Control	
Example Routes	I-40, I-85, I-95	US 70, US 64, US 421	NC 98, NC 55, NC12	
Lane Miles	6,272 miles	16,430 miles	18,340 miles	41,042 miles
Centerline Miles	1,326 miles	5,566 miles	8,170 miles	15,062 miles

*The primary system carries approximately 70% of overall traffic.

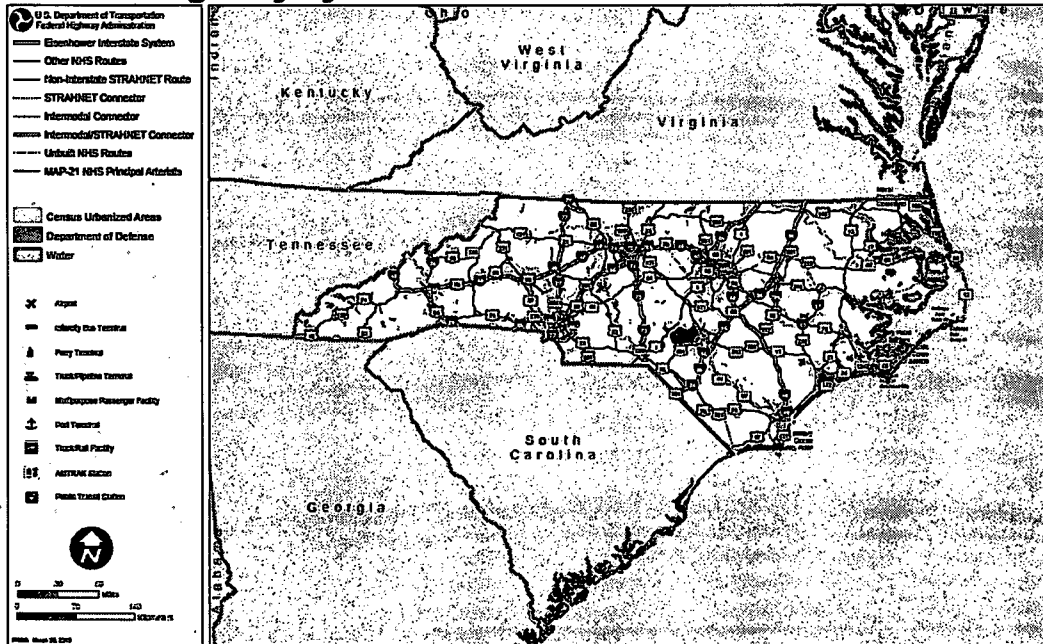
*Approximately 70% of highway projects funded through P3.0 are on the primary system



Transportation

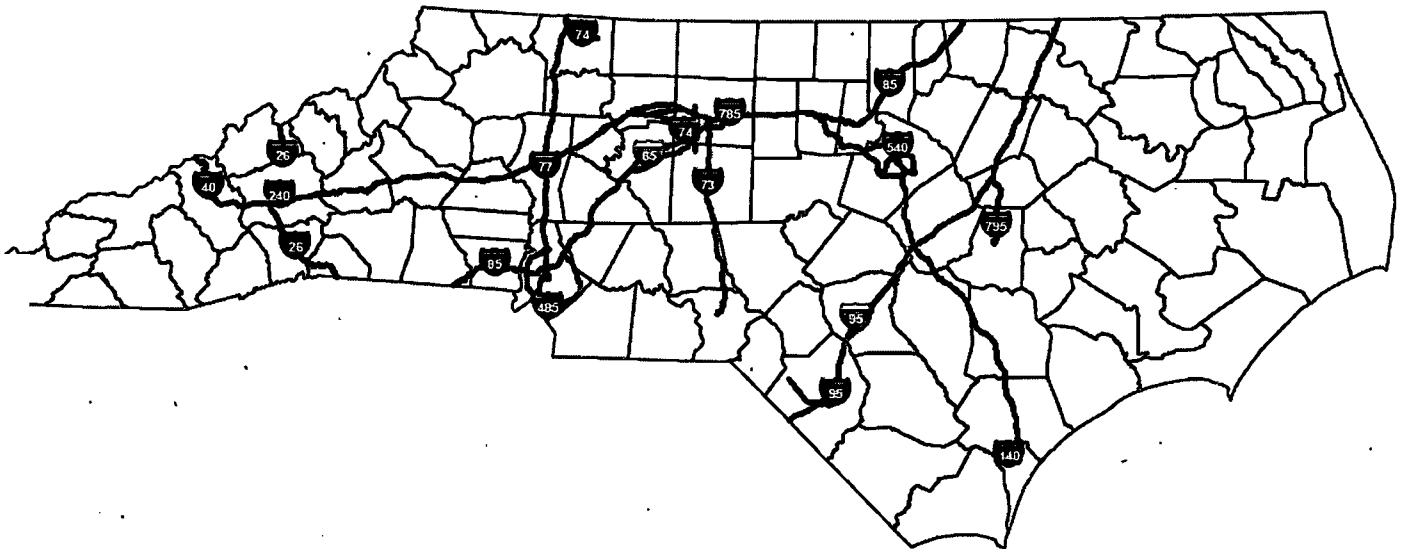
National Highway System - North Carolina

National Highway System: North Carolina

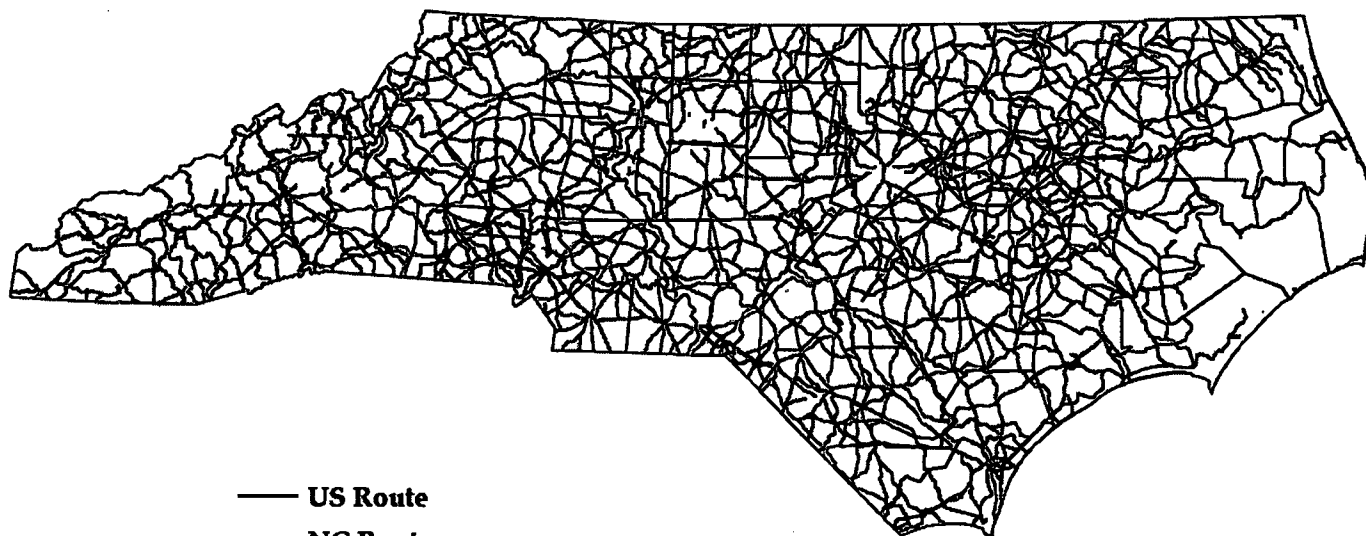


Transportation

North Carolina Interstate System



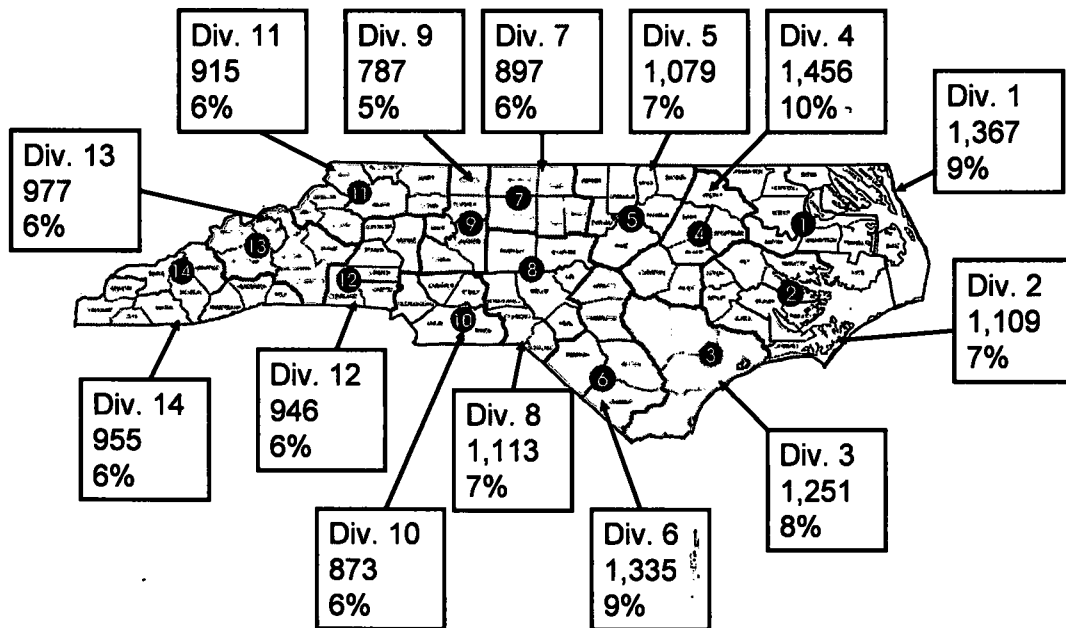
North Carolina US & NC Routes



— US Route
— NC Route



Division Distribution of Primary Roads (Centerline Miles)



Primary System Maintenance Allocations

	Primary	Secondary	Total
Pavement Preservation	\$4M	\$96M	\$100M
Contract Resurfacing	\$209M	\$258M	\$467M
Maintenance	\$144.5M	\$306M	\$450.5M
Secondary Road Paving Program	N/A	\$12M	\$12M



Primary System – Current Bridge Statistics

PRIMARY SYSTEM: 5,247 BRIDGES			
FUNCTIONALLY OBSOLETE		STRUCTURALLY DEFICIENT	
1,186 BRIDGES	22.6%	404 BRIDGES	7.7%
FUNCTIONALLY OBSOLETE: BRIDGES ARE THOSE THAT NO LONGER MEET CURRENT DESIGN STANDARDS		STRUCTURALLY DEFICIENT: BRIDGES THAT HAVE DETERIORATED TO POOR CONDITION	

SD GOALS

10%
STATEWIDE

5%
PRIMARY

15%
SECONDARY



Bridge Program

2016-2017 BRIDGE PROGRAM			
SFY 2016 \$210.5 MILLION		SFY 2017 \$242 MILLION	
241 REPLACEMENTS		250* REPLACEMENTS	
% SD EFFECT	-2.9%**	% SD EFFECT	-2.5%**

REPLACEMENTS
FUNDED IN
95 of 100
COUNTIES

Primary system
2016: 15 bridges
2017: 17* bridges

* Because the 2017 program is still being developed, the handout shows 209 bridge replacements; NCDOT anticipates approximately 250 total replacements when the 2017 program is finalized.

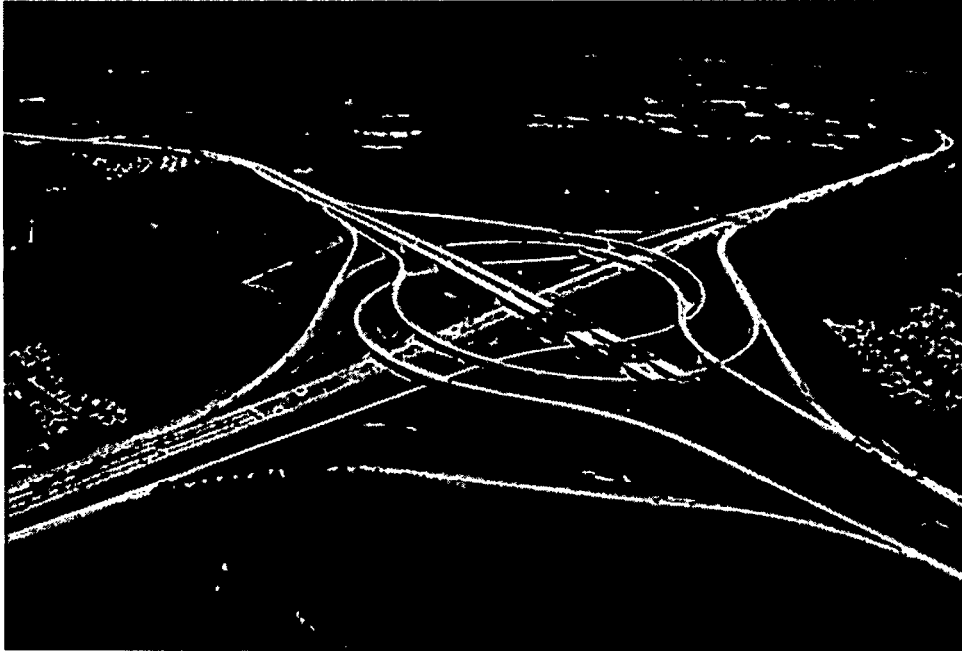
** Decrease in SD bridges does not take into account additional bridges that will become SD during these construction years.



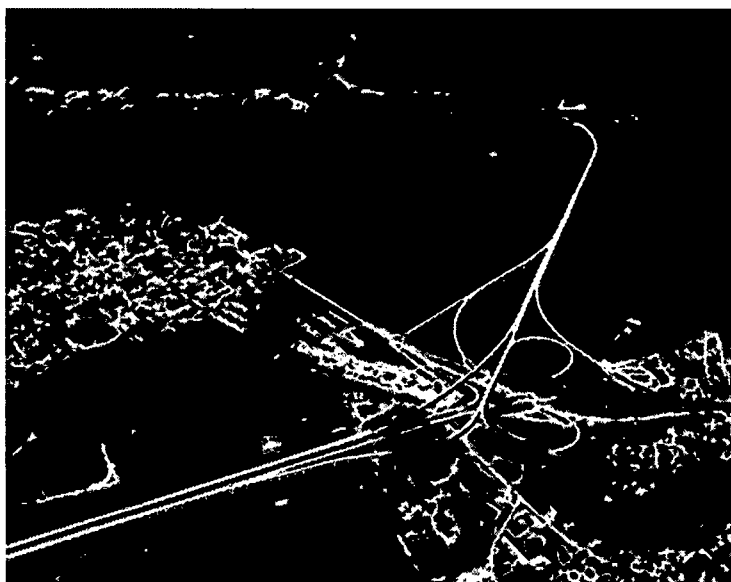
I-40 – Buncombe County

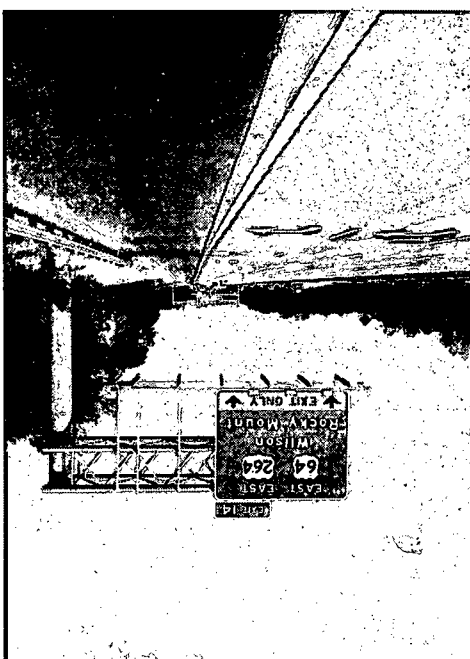


I-485/I-85 Turbine Interchange – Mecklenburg County



US 70 – Craven County





US 64 – Wake County

NC12 – Dare County



NC55 – Wake County



NC90 – Caldwell County





What is a Corridor?

- National Highway System- High Priority Corridors
- Interstates/Future Interstate Corridors
- STRAHNET
- Strategic Transportation Corridors



National Highway System – High Priority Corridors

- I-73/Future I-73 Corridor
- I-74/Future I-74 Corridor
- Raleigh/Norfolk Corridor (through Rocky Mount, Williamston, and Elizabeth City)
- US 29 Corridors (Greensboro to Washington, DC)
- US 117/I-795 Corridor (US 70 in Goldsboro to I-40 Sampson County)
- US 70 (I-40 in Garner to Port of Morehead City)

**** All Interstates are considered to be routes of the highest importance on the National Highway System**



Strategic Transportation Corridors: Vision

To provide North Carolina with a network of high-priority, multimodal transportation corridors and facilities that connect statewide and regional activity centers, to enhance economic development, promote highly-reliable, efficient mobility and connectivity, and support good decision-making.

Strategic Transportation Corridors: Goals

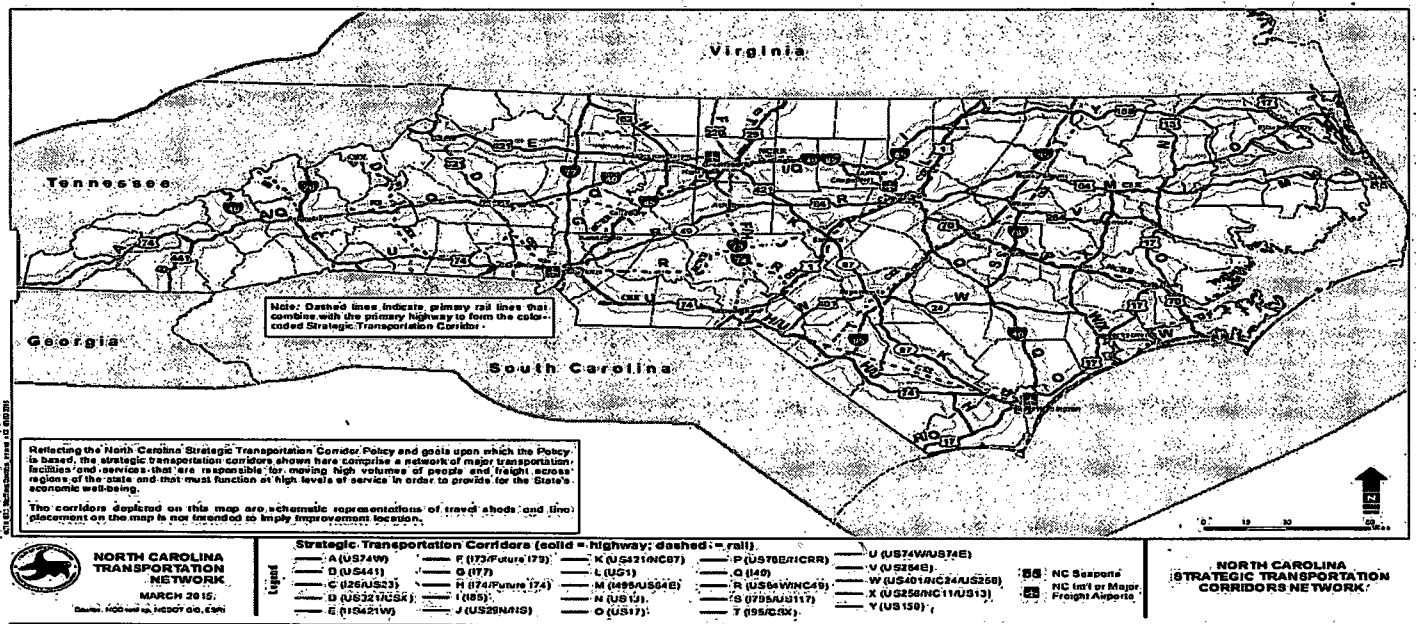
- The backbone of North Carolina's transportation system, a critical network of multimodal corridors that:
 - System Connectivity
 - Mobility
 - Economic Prosperity

How are Strategic Transportation Corridors Used?

STCs are a planning tool, supporting multiple NCDOT activities:

- Long Range Transportation Planning, by defining corridors with the highest levels of statewide interest
- Project development, by providing system-level input to establish need for a project
- Access management (Driveway Permitting), by establishing corridors needing high levels of access control to preserve mobility

North Carolina Strategic Transportation Corridors



Strategic Transportation Corridor List

Strategic Transportation Corridors

Corridor	Name	Limits
A	US 74W	TN State Line in Cherokee County to I-26 in Asheville
B	US 441	GA State Line to US 74 in Jackson County
C	I-26/US 23 W	GA State Line to TN State Line
D	US 321/CSX Main Line	SC State Line to TN State Line
E	US 421 W	TN State Line to I-40 in Forsythe County
F	I-73/Future I-73	SC State Line to VA State Line
G	I-77	SC State Line to VA State Line
H	I-74/Future I-74	SC State Line to VA State Line
I	I-85/NCRR	SC State Line to VA State Line through the Piedmont Crescent, with US 52 spur from Lexington to Winston-Salem
J	US 29/NS Main Line	Guilford County to VA State line
K	US 421/NC 87	Brunswick County to Guilford County
L	US 1	SC State Line to VA State Line
M	I-495/US 64E	Wake County to Dare County
N	US 13	US 17 in Bertie County to VA State Line
O	US 17	SC State Line to VA State Line
P	US 70E/NCRR	Wake County to Port at Morehead City
Q	I-40/NCRR	TN State Line to Research Triangle and Port at Wilmington
R	US 64W/NC 49/ACWR	Mecklenburg County to Wake County
S	I-795/US 117	I-95 in Wilson County to I-40 in Sampson County
T	I-95/CSX Main Line	SC State Line to VA State Line
U	US 74W/US 74E	I-26 in Polk County to Mecklenburg County and to SC State Line in Brunswick County
V	US 264E	US 64E in Wake County to US 17 in Beaufort County
W	US 401/NC 24/US 258	I-74 in Scotland County to Cumberland County to Port at Morehead City
X	US 258/NC 11/US 13	US 17 in Onslow County to Pitt County to US 64E in Edgecombe County
Y	US 158	I-85 in Vance County to US 64 in Dare County



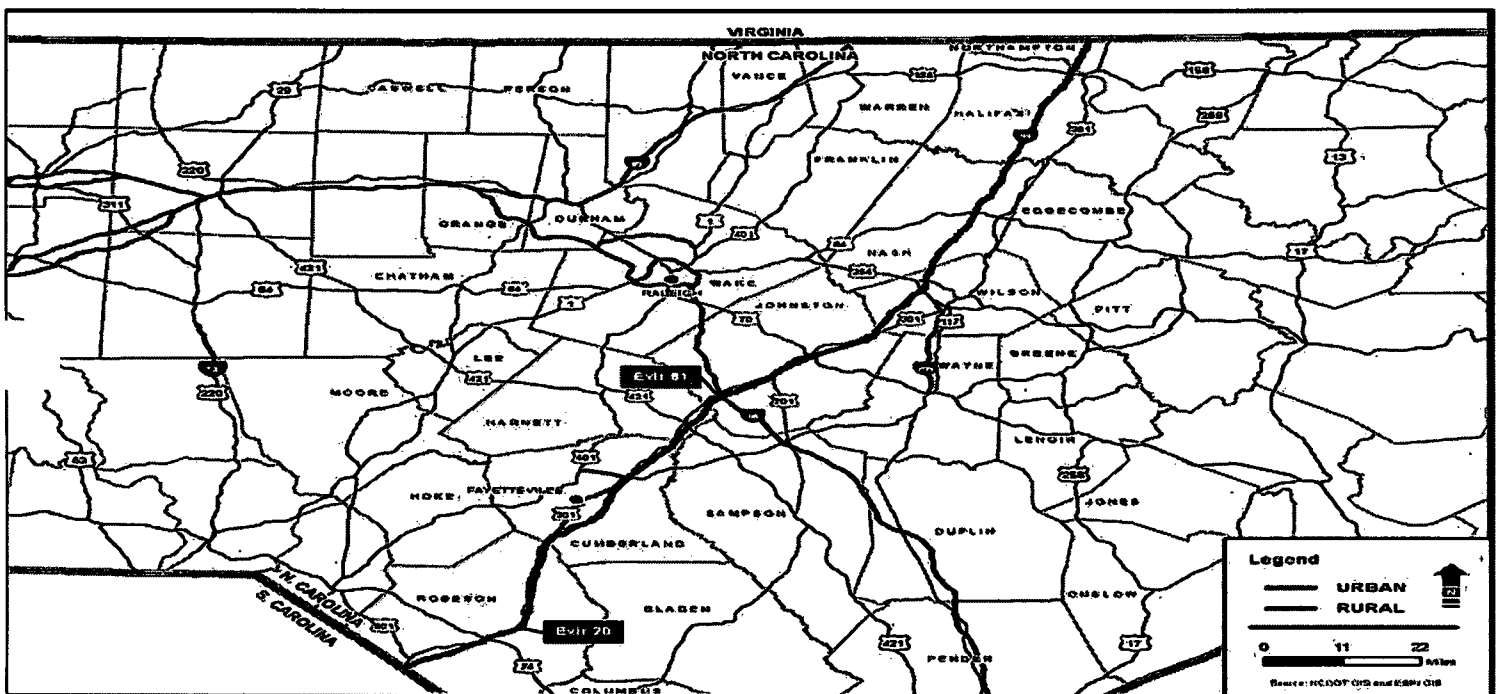
I-95 History & Overview

Mike Holder

History of I-95

- Primary corridor for eastern seaboard, crosses 8 counties with a total of 181 miles in NC
 - I-95 traverses three NCDOT Highway Divisions: 1, 4, and 6
 - Corridor is largely rural, but does pass through two MPOs: Fayetteville/Cumberland, and Rocky Mount/Nash-Edgecombe
- 10,000-50,000 vehicles per day; primary freight corridor (+/-20% trucks)
- Majority of I-95 was built in the 1950s and 1960s, and other than the "new" section around Fayetteville (now 20 years +/-), little has been done
 - I-95 has high improvement needs due to:
 - Growing recurring congestion
 - Extreme delay during peak holiday season
 - Above average crash rates
 - Declining structural sufficiency and life of bridges and pavement

I-95 Study Map

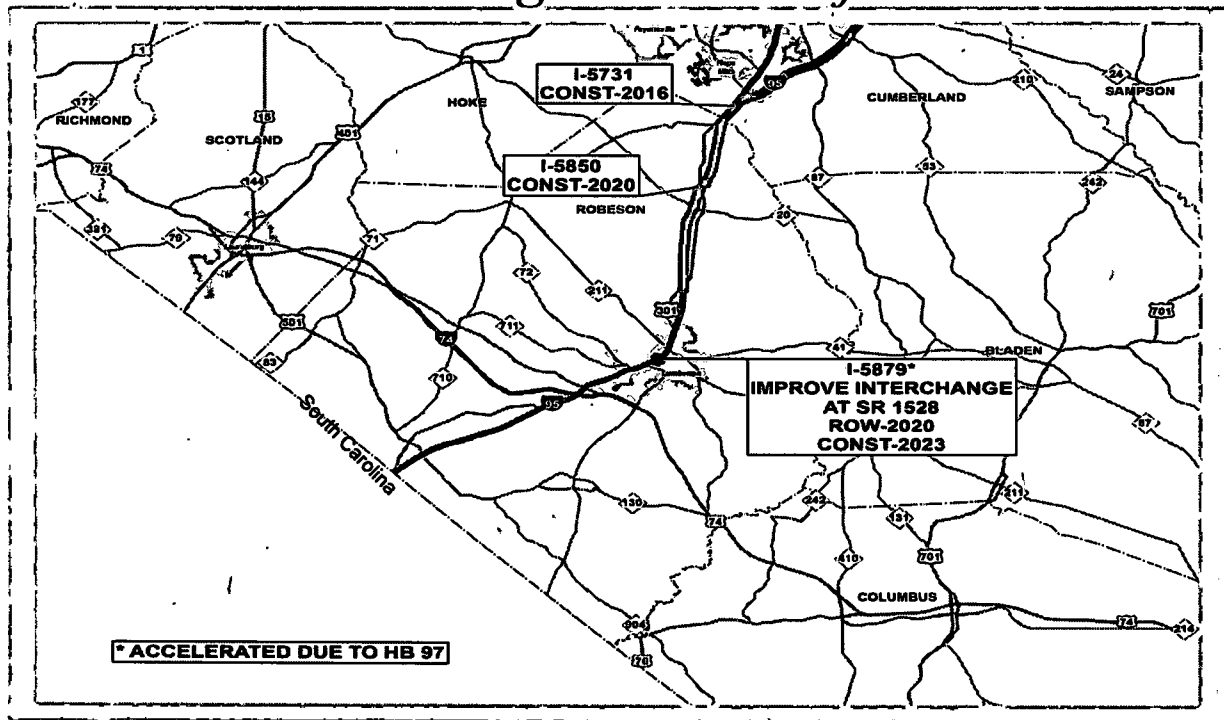


Capital Cost for Rehabilitation and Capacity Expansion, \$5,113 M (2015 \$)

I-95 & State Transportation Improvement Program

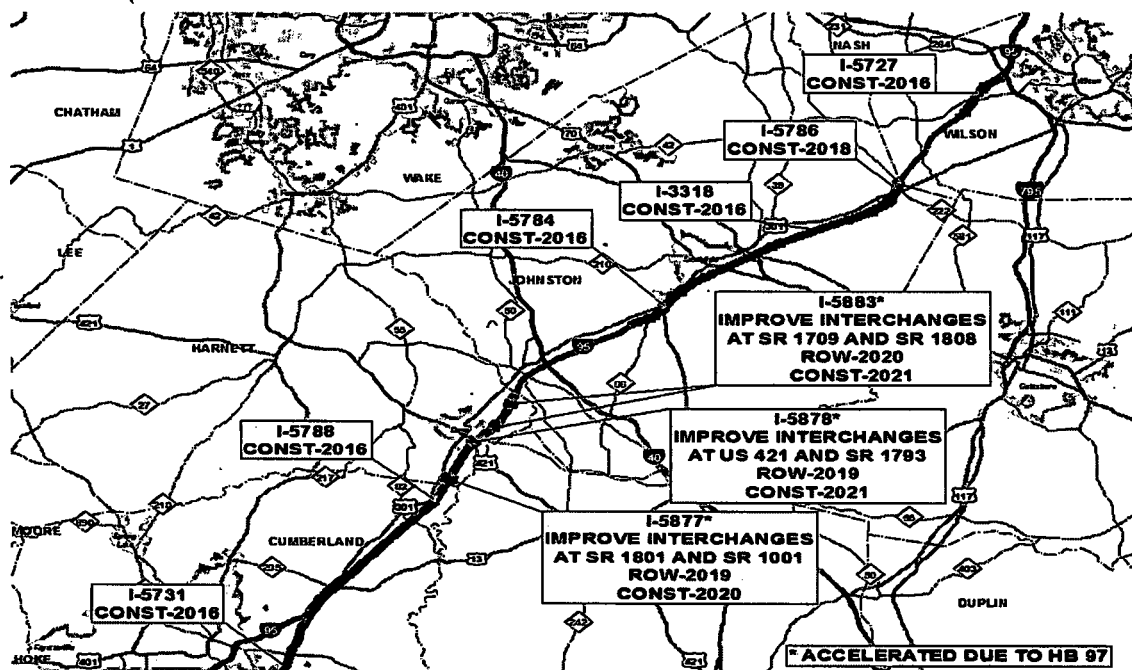
- \$172M programmed in current STIP for pavement rehabilitation and improvements to 5 interchanges
- \$77M in the 5 year program
- I-95 projects submitted for scoring under P4.0 total ~\$2.5B

I-95 Programmed Projects



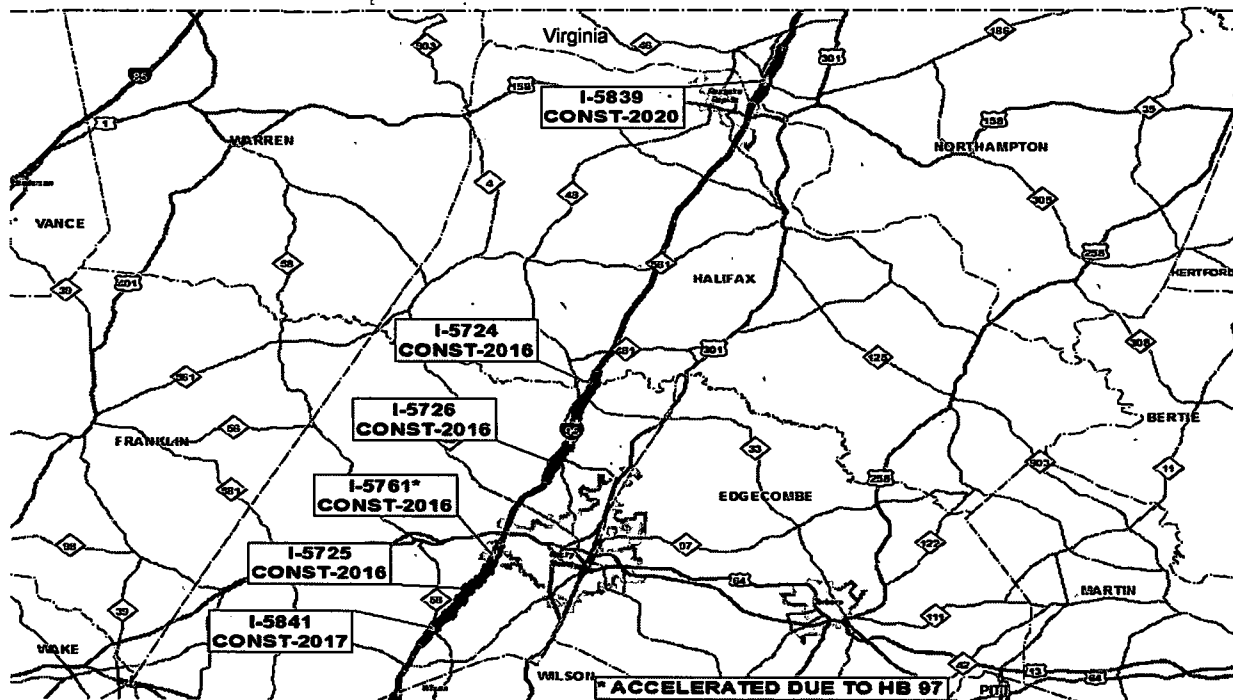
Green projects are pavement rehabilitation

I-95 Programmed Projects



Green projects are pavement rehabilitation

I-95 Programmed Projects



Green projects are pavement rehabilitation

I-95 Study Timeline

- 2002 – SB 98 (Session Law 2002-180, Section 17), NCDOT to study tolling I-95 corridor
 - October 2003 – Completed Feasibility Study of Tolling I-95
- 2005 – Amended G.S. 136 to include Tollways on Federally Funded Highways Designated as Interstates
 - January 2006 – NCDOT applied for Interstate Rehabilitation and Reconstruction Pilot Program (ISRRPP)
 - June 2006 – NCDOT applied for I-95 under Value Pricing Pilot Program



I-95 Study Timeline

- **2006 to 2007 – Corridors of Future Program Activities**
 - Five states – VA, NC, SC, GA and FL
- **2009 to Present – I-95 Planning and Finance Study**
 - 2010 – Tolling at Borders Assessment
 - 2011/2012 – Entry into ISRRPP
 - 2012 – Environmental Assessment
 - 2013 – Economic Assessment
 - 2014 – Express Lane Assessment



Interstate System Rehabilitation and Reconstruction Pilot Program (ISRRPP)

- ISRRPP authorized three states to test complete tolling on an Interstate highway corridor
 - In 2012, NCDOT applied for and gained one of three provisional slots
- asis for application: insufficient “traditional revenue” to fund capital and O&M needs

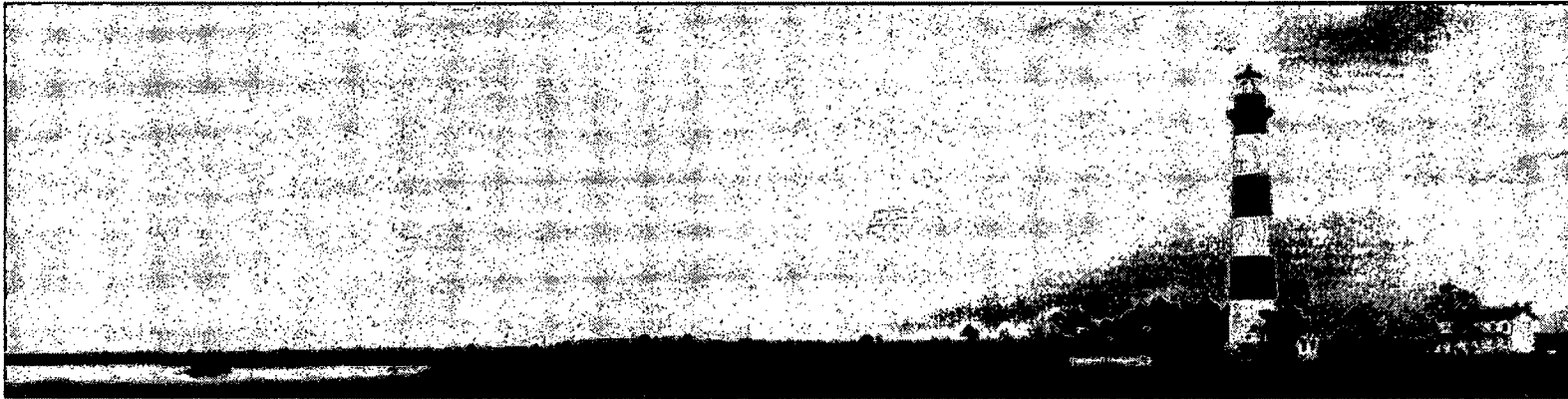


Key ISRRPP Changes in FAST Act

- FAST sets timeline for advancing projects
 - For existing candidates, one year from FAST enactment (12/4/2015)
 - Allows one year extension at discretion of USDOT (12/4/2016)
- ISRRPP requirements remain the same: NEPA clearance; funding and financing commitments; expressions of support; Facility Management Plan



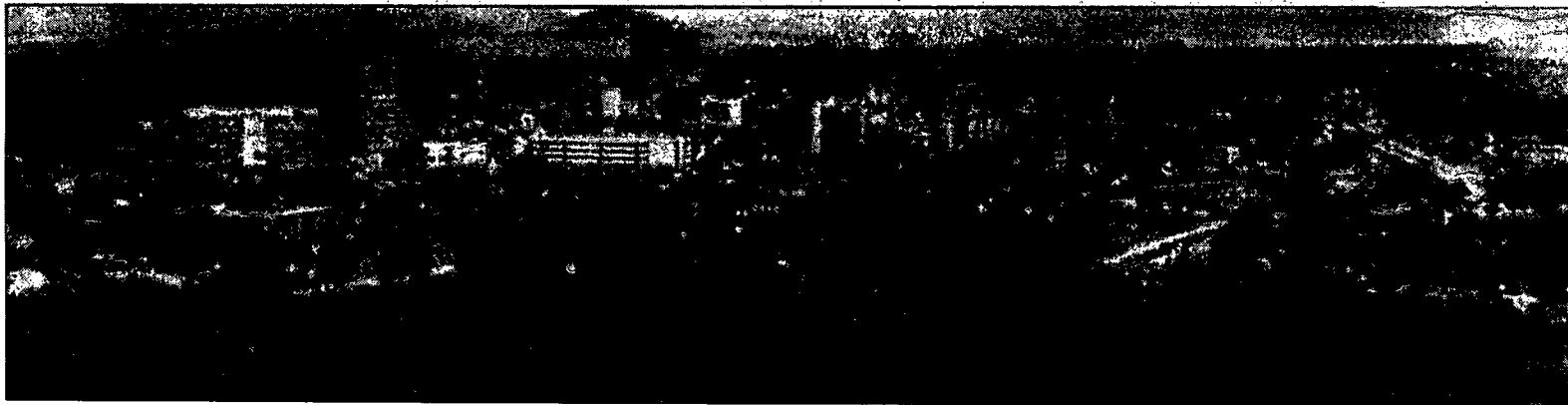
Transportation



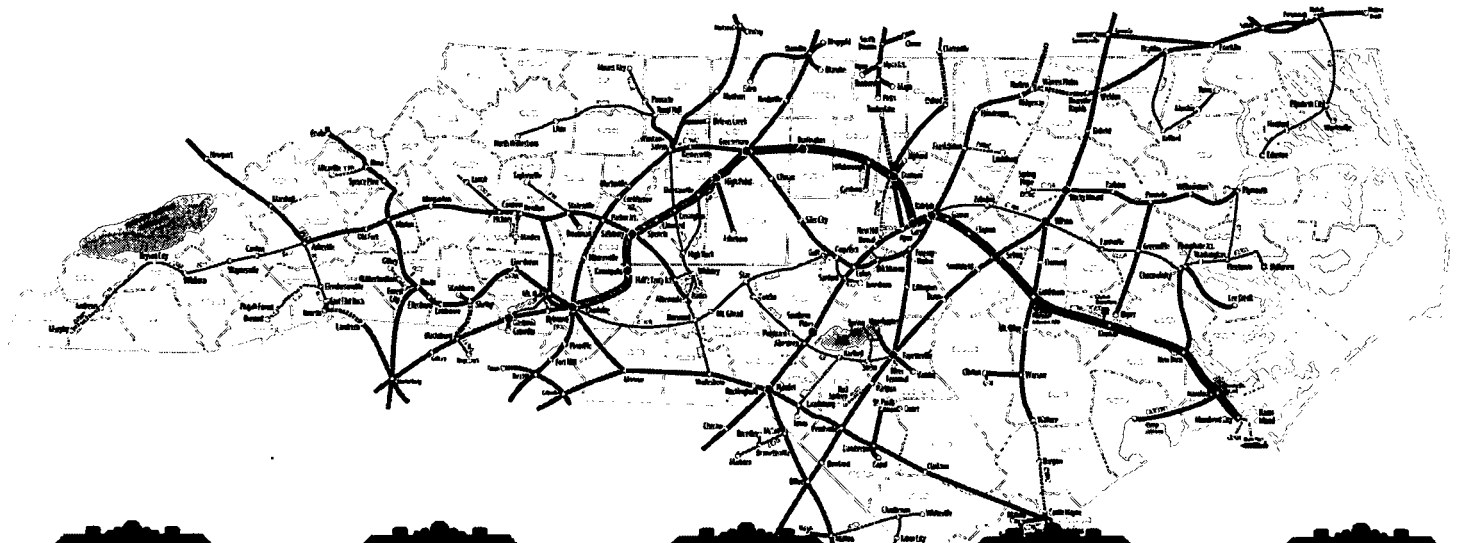
Select Committee on Strategic Transportation Planning
and Long Term Funding Solutions
January 4, 2015

NCDOT Rail Division

Paul Worley, NCDOT Rail Division Director



Railroads Operate in 86 of 100 Counties



2

Class I
Railroads

2,323 miles

19

Short Line
Railroads

956 miles

14

State-owned
Corridors

109 miles

6

Daily State
Supported
Trains

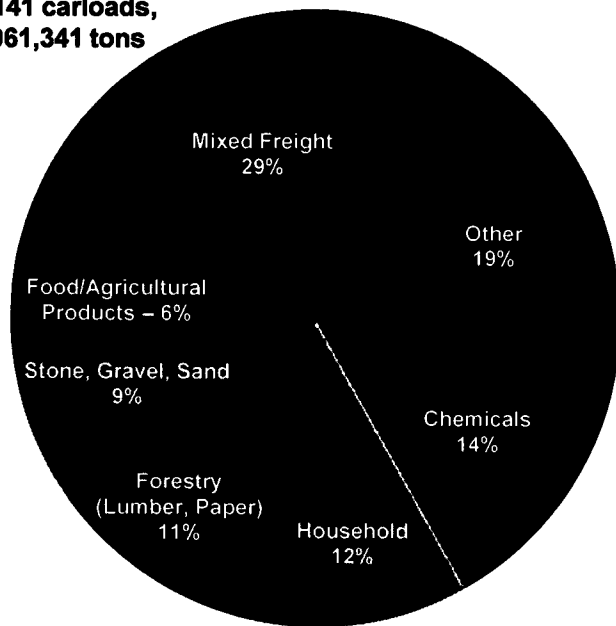
8

Daily Amtrak
Thru-
Trains

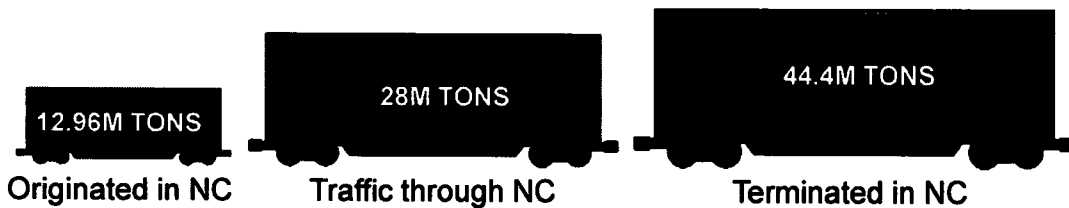
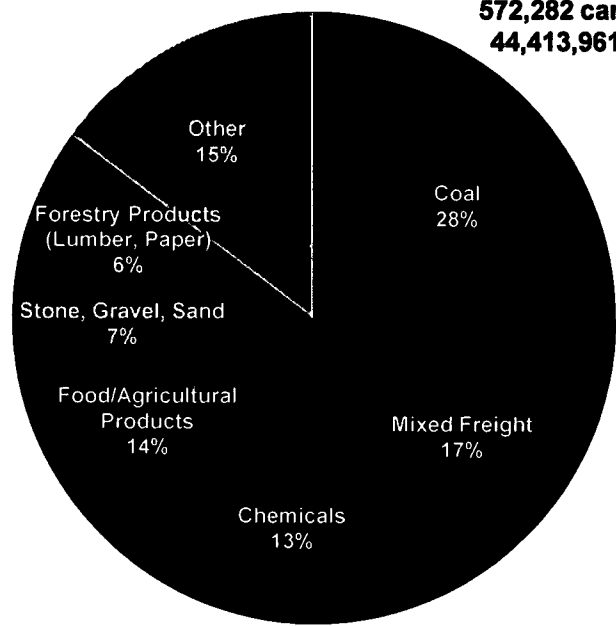
Freight Rail Traffic

Source: Association of American Railroads, 2013

Originated in NC
276,141 carloads,
12,961,341 tons



Terminated in NC
572,282 carloads,
44,413,961 tons



Train Economics

- One train can carry as much freight as several hundred trucks
- Reduces long-distance truck volumes on highways
- 75% of trips are more than 440 miles in distance and heavy loads

It would take approximately

+ 4.6 Million

additional trucks to handle the

























82 Million Tons of freight

that originate in, terminate
in or moved through North
Carolina by rail each year.

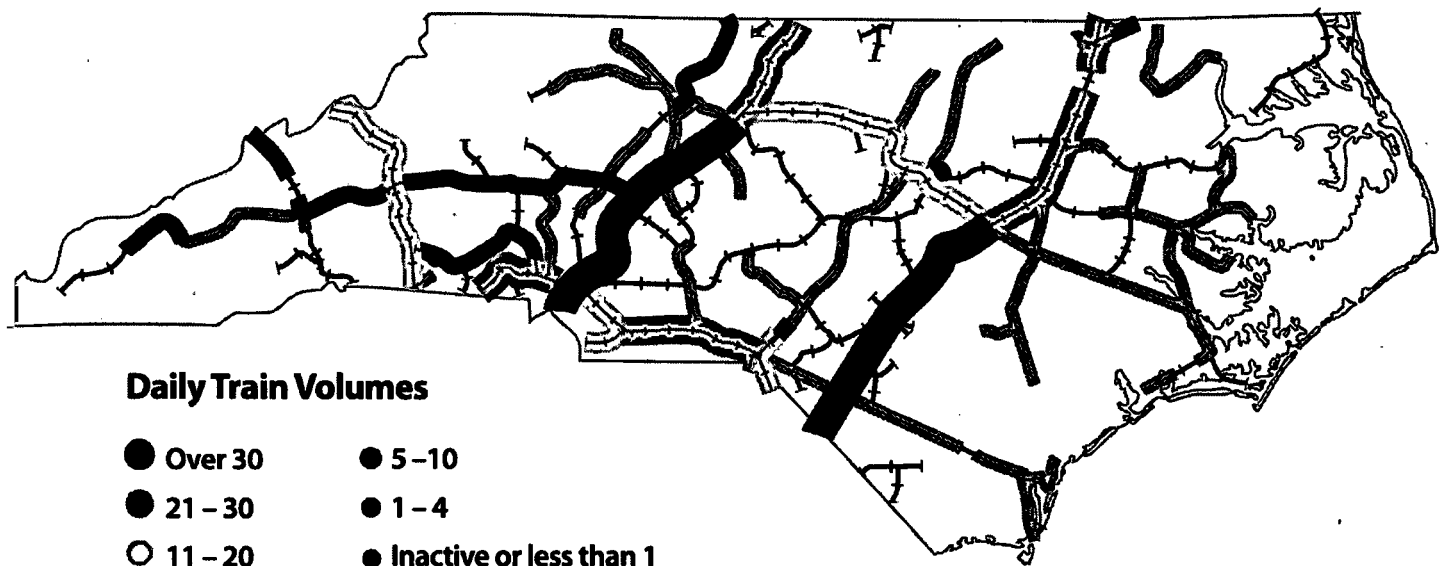


The Role of Rail

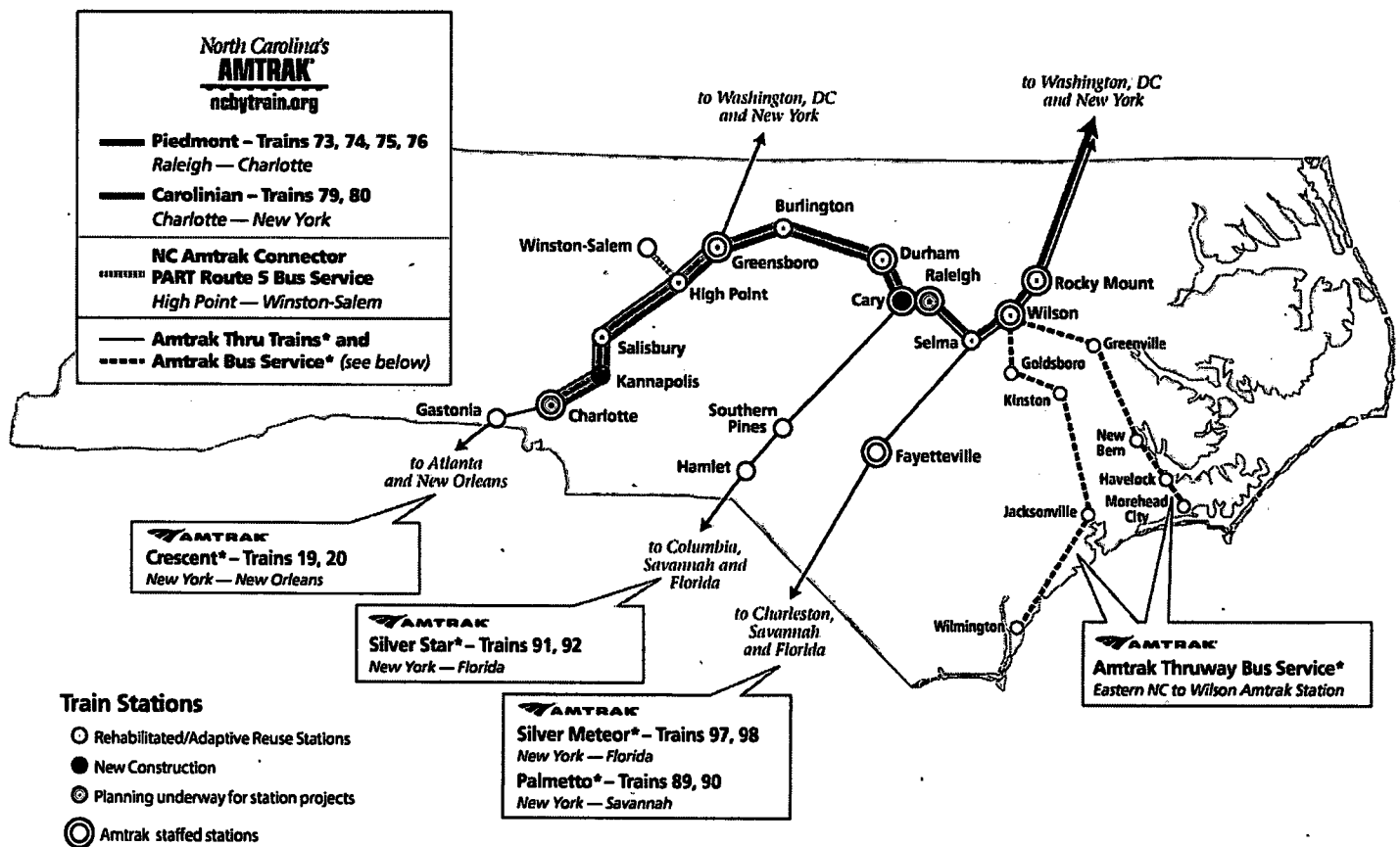
The potential advantage of different modes with respect to weight and distance

Intercity Distance		0 mi.	250 mi.	500 mi.	>2000 mi.
Weight	LIGHT			 	 
	MODERATE	 	 	 	 
	HEAVY	  	  	  	  

2015 Train Volumes in North Carolina



Current Passenger Service

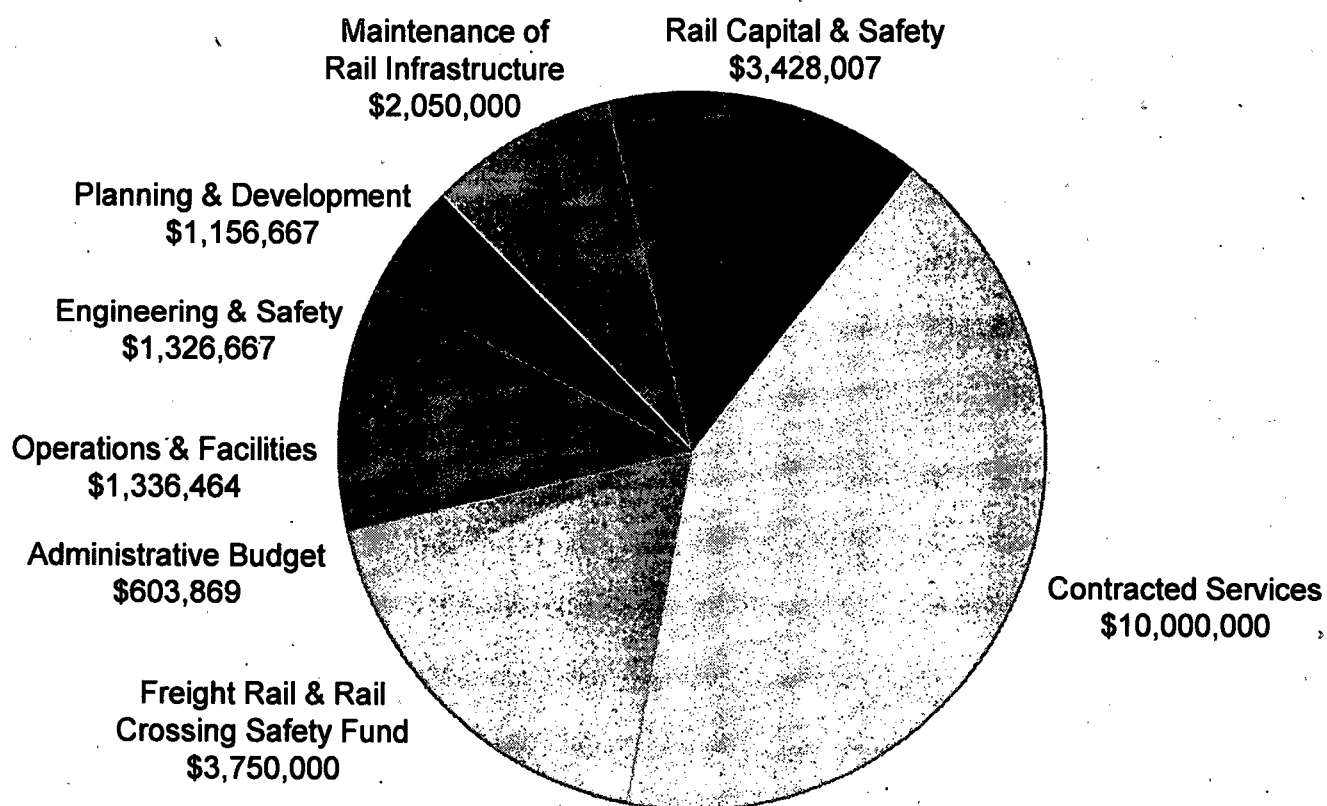


The Economic Impact of Rail in North Carolina

	Freight (2014 Dollars)	Passenger (2014 Dollars)
User Cost Savings (Shipper)	\$1,496M	-
Amtrak Wages and Purchases	-	\$89M
Tourist Spending	-	*\$2M
GSMR Direct Wages and Purchases		\$6M
GSMR Tourist Direct Spending		\$16M
Pavement Savings	\$96M	\$4M
Congestion Savings	\$162M	\$4M
Total	\$1,754M	\$121M

**Tourist spending, pavement savings, congestion savings, auto emissions, and safety for passenger rail are based on trips to NC that would not have been made without rail.*

Rail Division – 2016 State Funding – \$23,651,674



Rail Plan Recommendations – Freight

- Safety improvements along Investment Tier corridors (heavy freight traffic and serving our ports)
- Capacity improvements at/near intermodal terminals
- Evaluate competitive intermodal service to Eastern NC and the Triangle, considering agriculture, cold storage and manufacturing
- Study major railroad improvements – Kinston to Morehead City; access to Wilmington
- Continue to seek partnerships for restoration of Wallace-Castle Hayne segment (Port of Wilmington)
- Serve emerging markets
- Preserve corridors – active and inactive



Short Line Freight Program – Identified Projects and Costs

Based on 11 Short Line Survey Responses

Short Line Projects and Needs <i>Eligible for Funding by FRRCSI</i>	Funding Needs By Time Period		
	0-5 Years	6-10 Years	11-20 Years
Bridges	\$53,524,000	\$3,200,000	\$21,692,000
Rail	\$4,838,000	\$11,413,000	\$27,600,000
Ties and Surfacing	\$13,834,000	\$14,072,000	\$29,544,000
Additional Capacity	\$15,500,000	\$4,650,000	\$1,300,000
Rail Yards	\$1,100,000	\$1,600,000	
Transloads	\$2,360,000	\$500,000	
Other Needs	\$3,270,000	\$34,035,000	\$2,070,000
Total *	\$94,426,000	\$69,470,000	\$82,206,000

*Includes projects such as improvements of bridges and culverts, track structure, crossing surfaces, interchange points, rail yards and transfer facilities

Transportation

Freight Program – Funding Needs and Sources

Class I Projects and Needs – in 2016-2025 STIP (STI P3.0)		0-5 Years
New Norfolk Southern TBT (Bulk Terminal) Facility in Charlotte		\$976,000
Container parking / storage adjacent to Norfolk Southern's Greensboro Intermodal Facility (converts former Roundhouse property)		\$1,695,000
CSXT – 10,000 foot siding extension at Stouts in Union County. Creates passing siding on segment of single track that benefits general freight and intermodal traffic		\$10,600,000
Upgrade NS rail line paralleling US 52 in Albemarle (Stanly County) o allow for freight		\$2,126,000
Grade separation of Rogers Road and railroad tracks in Wake Forest		\$10,890,000
Subtotal		\$26,287,000
Funded by State		\$19,438,000
Funded by CSXT		\$5,300,000
Funded by NS		\$1,549,000
Additional Near, Mid, and Long-term Class I freight rail projects: (2015-2040)*		\$1.1B

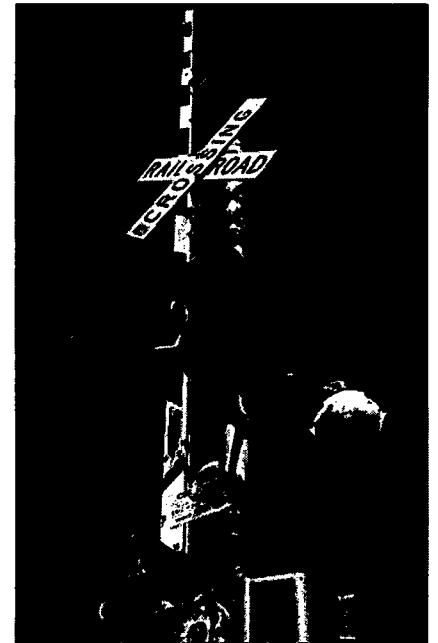
*Includes projects such as track improvements/new access, intermodal and rail yard improvements, crossing safety and grade separations, corridor preservation and energy development support.

Freight Rail & Rail Crossing Safety Improvement Fund

- Established 2013 under NCGS §124-5.1 and funded by annual NCRR cash dividends
- \$26.7M allocated to date
 - \$19.2M SFY 2014
 - \$3.75M SFY 2015
 - \$3.75M SFY 2016

Program goals:

- Make North Carolina's railroads safer
- Meet the needs of existing rail customers
- Address needs of prospective rail customers
- Build to meet the needs of future rail customers in small urban and rural areas



Project Categories & Needs

Funds allocated statewide by NCDOT to projects based on:

- Eligibility
- Needs
- Prioritization methodologies

Track & Infrastructure Improvements

- Short Line Infrastructure Assistance
- Class I Infrastructure Projects
- Federal Grant Matching Funds

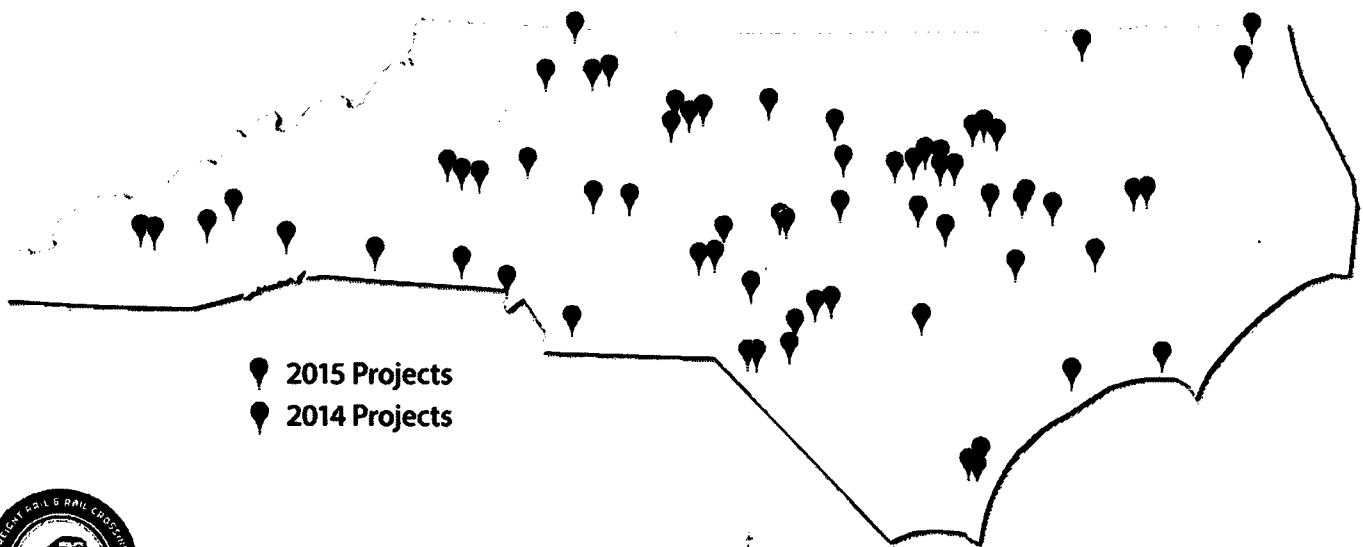
Grade Crossing Protection, Elimination & Signalization Improvements

- Closures
- Corridors
- Signals
- Signage
- Surfaces

Rail Access Improvements

- Discretionary Grant Matching Funds
- Rail Industrial Access
- Military
- Ports
- Industry

FRRCSI Projects – 2014-2015

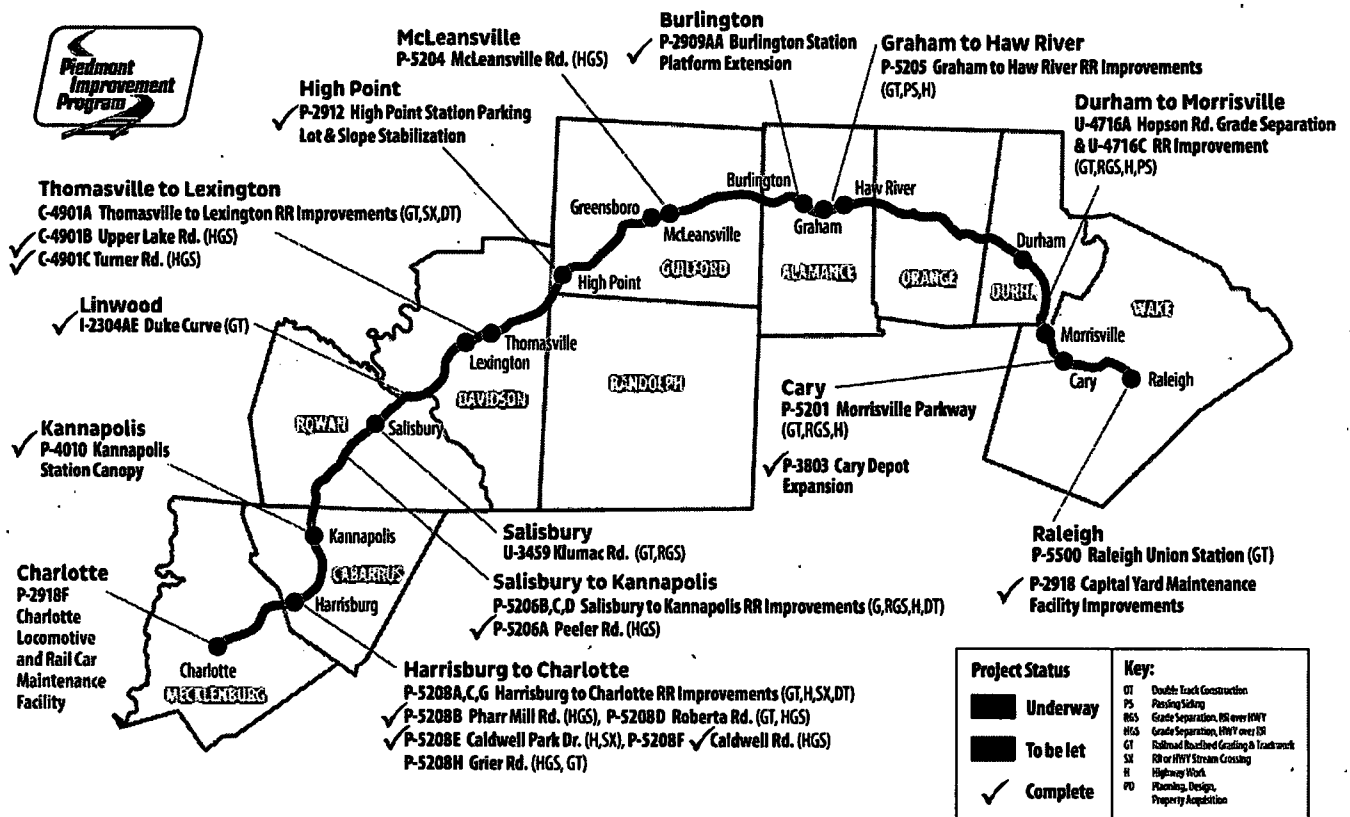


Project Categories 2014-2015

	No. of Projects	FRRCSI Funding	Matching Funding	Total Funding
Track Infrastructure Improvements	24	7.0M	6.2M	13.2M
Crossing Safety & Signal Improvements	31	9.4M	0.1M	9.5M
Rail Access Improvements	25	6.5M	15.5M	22.0M
Program Grand Total	80	22.9M	21.8M	44.7M

Piedmont Improvement Program Projects

\$352.8 Million Spent as of Nov. 30, 2015



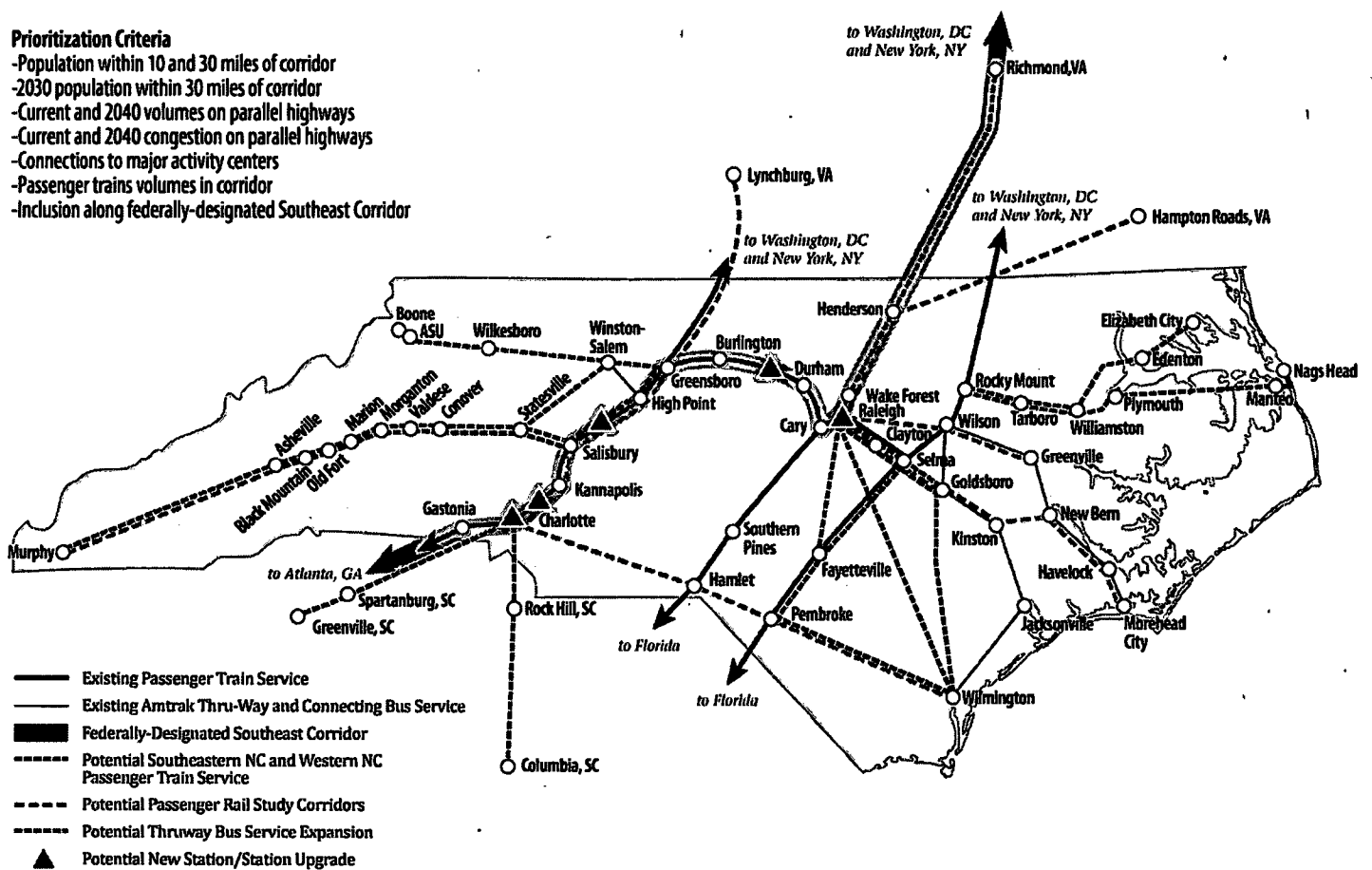
North Carolina's Amtrak - Piedmont Equipment - 7 Locomotives, 11 Railcars, 5 Cab Control Units



Future Passenger Program Development

Prioritization Criteria

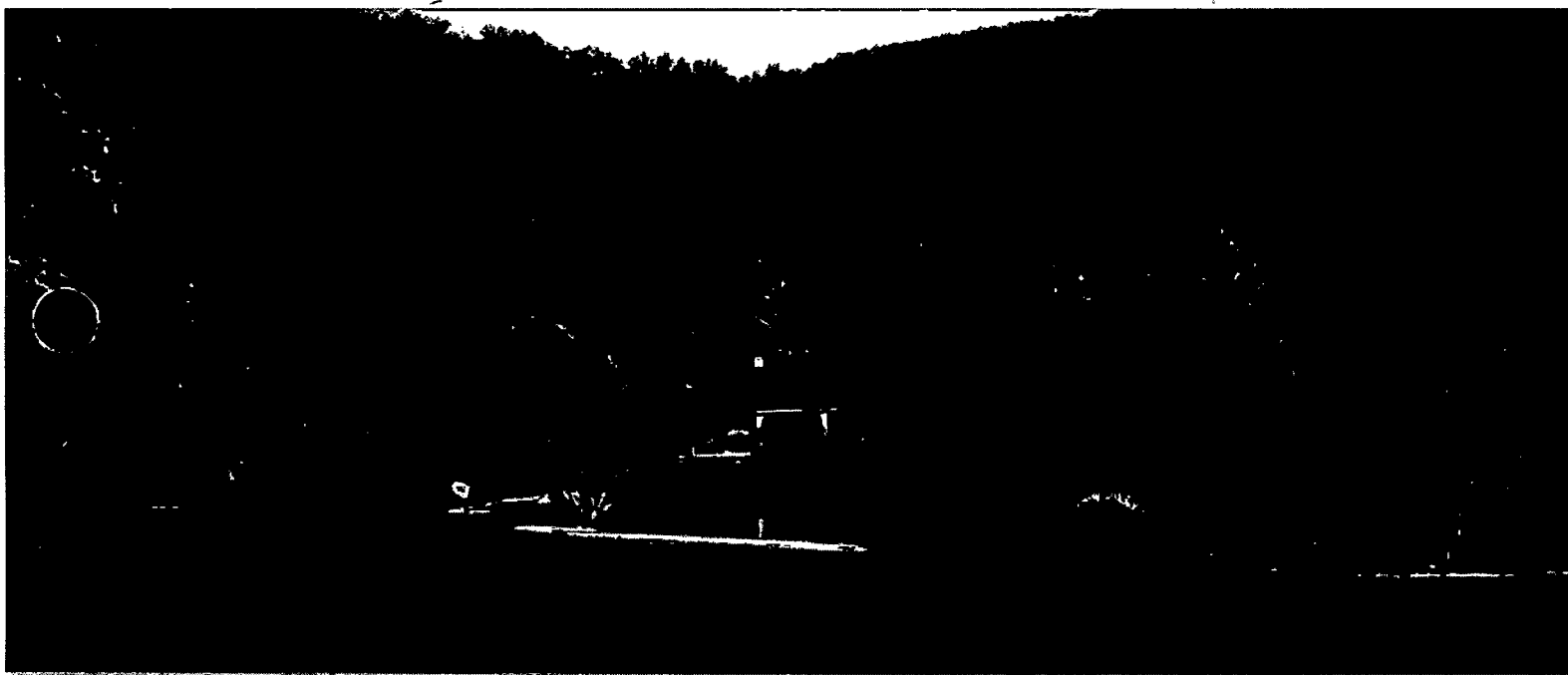
- Population within 10 and 30 miles of corridor
- 2030 population within 30 miles of corridor
- Current and 2040 volumes on parallel highways
- Current and 2040 congestion on parallel highways
- Connections to major activity centers
- Passenger trains volumes in corridor
- Inclusion along federally-designated Southeast Corridor



Passenger Program – Funding Needs and Sources

Program	Funding Needs	Funding Sources	Timeframe
Southeast Corridor – Fourth and Fifth Frequencies			
Implement Positive Train Control (PTC) (8 locomotives, 5 CCU, 4 spares)	\$2,125,000	State O&M	2016
Ongoing maintenance for PTC	\$150,000/yr.	State O&M	2016-future
Hillsborough Station and track improvements	\$8,400,000	STI/ Other (TTA), Local	2018
5 th Frequency – Expansion of Capital Yard; new equipment (<i>loco, CCU, lounge, coach</i>)	\$35,400,000	Federal, STI	2019
Southeast Corridor – Service Improvements, Piedmont Corridor			
New Stations at Lexington, Harrisburg, associated track upgrades to class 5 (90 MPH), station improvements	\$237,400,000	Federal, STI, Local	2022-2035
Charlotte Gateway Station (and associated track improvements)	\$210,000,000	Public-Private Partnership, FTA grant, Federal, STI, Local funds	2020-2030
Southeast Corridor – Full Implementation			
Full Southeast Corridor Implementation (Charlotte-Greensboro-Raleigh-Richmond)	\$4,451,000,000	Federal, STI, Public-Private Partnerships	2025-2030
Eastern North Carolina Service			
Station improvements (<i>Fayetteville, Wilson, Selma</i>) to accommodate growing ridership	\$2,500,000	Federal, STI	2018-2025
Potential Connecting Services			
Western NC Passenger Service (Salisbury to Asheville)	TBD	Federal, STI, O&M, Local	2018 (Thruway Bus Service) 2035 (Rail)
Southeastern NC Passenger Service (<i>Raleigh to Wilmington</i>)(Amtrak currently provides Thruway Bus service between Wilson and Wilmington)	TBD	Federal, STI, Local	2035 (Rail)

Questions?



2016 -2017 BRIDGE PROGRAM: LIST OF REPLACEMENTS FUNDED

Division	County	Number	Carries	Intersects	Let Year
7	Alamance	000014	NC87	CANE CREEK	2017
7	Alamance	000164	SR1113	STINKING QUARTER CREEK	2016
7	Alamance	000169	SR1148	GUM CREEK	2016
12	Alexander	010269	SR1433	CREEK	2016
12	Alexander	010289	SR1309	CREEK	2016
11	Alexander	010269	SR1433	CREEK	2016
12	Catawba	170085	SR1734	UT TO MCLIN CREEK	2017
12	Catawba	170122	SR1807	HAGAN FORK CREEK	2017
11	Alleghany	020031	SR1464	BIG PINE CREEK	2016
11	Alleghany	020046	SR1300	PRATHERS CREEK	2016
11	Alleghany	020057	SR1193	WATERFALL CREEK	2016
11	Alleghany	020061	SR1143	UT TO MEADOW FORK	2016
11	Alleghany	020142	SR1319	POTATO CREEK	2017
11	Alleghany	020244	SR1422	GLADE CREEK	2017
12	Cleveland	220160	SR1654	BUFFALO CREEK	2016
12	Cleveland	220162	SR1612	BUFFALO CREEK	2017
12	Cleveland	220190	SR1005	MAGNESS CREEK	2017
12	Cleveland	220275	SR1603	KNOB CREEK	2017
12	Cleveland	220309	SR1627	BALD KNOB CREEK	2017
12	Cleveland	220329	SR2212	UT TO BUFFALO CREEK	2017
12	Cleveland	220356	SR1159	BEAVERDAM CREEK	2017
10	Anson	030016	SR1711	BRANCH CEDAR CREEK	2016
10	Anson	030086	SR1105	CEDAR CREEK	2016
10	Anson	030194	SR1459	BRANCH OF RICHARDSON CRK	2017
10	Anson	030202	SR1608	BIG BRANCH OF CRIBS CRK.	2017
12	Gaston	350045	SR1136	BLACKWOOD CREEK	2016
12	Gaston	350177	SR1837	HOYLES CREEK	2017
11	Ashe	040017	SR1109	MILL CREEK	2016
11	Ashe	040060	SR1324	BIG HORSE CREEK	2016
11	Ashe	040061	SR1352	LITTLE HORSE CREEK	2016
11	Ashe	040062	SR1334	LITTLE HORSE CREEK	2017
11	Ashe	040066	SR1362	BIG HORSE CREEK	2016
11	Ashe	040116	SR1110	MILL CREEK	2016
11	Ashe	040122	SR1549	NORTH FORK NEW RIVER	2017
11	Ashe	040160	SR1155	LITTLE NAKED CREEK	2017
11	Ashe	040187	SR1100	THREE TOP CREEK	2016
11	Ashe	040263	SR1317	RICH HILL CREEK	2016
11	Ashe	040264	SR1317	RICH HILL CREEK	2016
11	Ashe	040321	SR1526	HELTON CREEK	2017
11	Ashe	040327	SR1509	LITTLE BUFFALO CREEK	2016
11	Ashe	040350	SR1617	PEAK CREEK	2016
12	Iredell	480078	SR1004	THIRD CREEK	2016
12	Iredell	480117	SR1565	CULLYS CREEK	2016
12	Iredell	480119	SR1550	MORRISON CREEK	2016

2016 -2017 BRIDGE PROGRAM: LIST OF REPLACEMENTS FUNDED					
Division	County	Number	Carries	Intersects	Let Year
12	Iredell	480212	SR1892	PATTERSON CREEK	2016
12	Iredell	480214	SR1896	PATTERSON CREEK	2016
12	Iredell	480219	SR1892	OLIN CREEK	2017
12	Iredell	480465	SR1810	UT TO HUNTING CREEK	2016
11	Avery	050001	SR1349	LINVILLE RIVER	2017
11	Avery	050027	US221	LINVILLE RIVER	2017
11	Avery	050047	SR1316	FLAT SPRINGS BRANCH	2017
11	Avery	050052	SR1132	MARTIN CREEK	2017
11	Avery	050056	SR1321	CURTIS CREEK	2017
11	Avery	050079	SR1341	ELK CREEK	2017
11	Avery	050117	SR1127	HENSON CREEK	2017
11	Avery	050141	SR1114	CREEK	2017
11	Avery	050143	SR1536	LINVILLE RIVER	2017
12	Lincoln	540070	SR1168	MILL CREEK	2016
12	Lincoln	540087	SR1152	FORK LITTLE BUFFALO CR.	2017
12	Lincoln	540115	SR1129	INDIAN CREEK	2016
12	Lincoln	540127	SR1199	HOWARDS CREEK TRIBUTARY	2017
2	Beaufort	060053	NC45 & NC99	PUNGO RIVER CANAL	2016
2	Beaufort	060055	US264	PANTEGO CREEK	2016
2	Beaufort	060101	SR1518	HERRING RUN	2017
2	Beaufort	060105	SR1326	BROAD CREEK	2016
2	Beaufort	060110	SR1507	BEAVERDAM SWAMP	2017
2	Beaufort	060119	SR1520	CREEK	2016
2	Beaufort	060150	SR1530	FORK SWAMP	2016
6	Bladen	080032	SR1700	HAMMOND CREEK	2017
6	Bladen	080154	SR1709	HAMMOND CREEK	2017
3	Brunswick	090023	SR1500	BR.RIVER SWAMP	2017
3	Brunswick	090092	SR1339	ALLIGATOR SWAMP	2017
3	Brunswick	090193	SR1529	ORTON POND RACE	2017
3	Brunswick	090197	SR1333	BRANCH OF WACCAMAW RIVER	2016
13	Buncombe	100012	SR1607	TURKEY CREEK	2016
13	Buncombe	100271	SR1113	CURTIS CREEK	2016
13	Buncombe	100332	SR1140	UT TO HOMINY CREEK	2017
13	Buncombe	100363	SR3197	ROBINSON CREEK	2016
13	Buncombe	100371	SR1394	WILLOW CREEK	2016
13	Buncombe	100434	SR3464	GLADY FORK CREEK	2016
13	Buncombe	100555	SR1103	SOUTH HOMINY CREEK	2016
13	Buncombe	100676	SR1397	BALD FORK CREEK	2016
13	Buncombe	100677	SR1397	BALD FORK CREEK	2016
13	Burke	110007	SR1726	MCGALLIARD CREEK	2016
13	Burke	110014	SR1746	CUB CREEK	2016
13	Burke	110015	SR1793	CUB CREEK	2016
13	Burke	110034	SR1907	ROCK CREEK	2016
13	Burke	110035	SR1907	UT TO WILLIS LAKE	2016

2016 -2017 BRIDGE PROGRAM: LIST OF REPLACEMENTS FUNDED

Division	County	Number	Carries	Intersects	Let Year
13	Burke	110058	SR1258	ROSE CREEK	2017
13	Burke	110060	SR1240	RUSSELL CREEK	2016
13	Burke	110131	SR1258	SIMPSON CREEK	2017
13	Burke	110160	I-40 EBL	SR1758	2017
13	Burke	110218	SR1737	DOUBLE BRANCH	2017
13	Burke	110320	SR1241	RUSSELL CREEK	2017
10	Cabarrus	120012	SR1442	EMERSON BRANCH	2017
10	Cabarrus	120014	US29 NBL	ROCKY RIVER,ACCESS RD.	2016
10	Cabarrus	120019	US29 SBL	ROCKY RIVER & ACCESS RD.	2016
10	Cabarrus	120056	SR2000	LAKE FISHER	2016
10	Cabarrus	120070	SR2416	MCALLISTER CREEK	2016
10	Cabarrus	120201	SR2443	LITTLE BUFFALO CREEK	2017
10	Cabarrus	120203	SR2434	BRANCH JENNIE WOLF CREEK	2017
11	Caldwell	130077	SR1143	LOWER CREEK	2016
11	Caldwell	130164	SR1503	BUFFALO CREEK	2016
11	Caldwell	130309	SR1338	MULBERRY CREEK	2017
11	Caldwell	130347	SR1583	ZACHS FORK CREEK	2016
1	Camden	140007	SR1200	SAWYER'S CREEK	2017
2	Carteret	150063	SR1104	HADNOT CREEK	2017
12	Catawaba	170136	SR1861	BRANCH OF LIPPARD CREEK	2016
8	Chatham	180010	SR1916	SHADDOX CREEK	2016
8	Chatham	180157	SR2145	CEDAR CREEK	2017
8	Chatham	180282	SR1362	ROCKY RIVER	2016
14	Cherokee	190017	SR1340	OWL CREEK	2016
14	Cherokee	190163	SR1348	BATES CREEK	2017
1	Chowan	200034	SR1234	CREEK	2016
14	Clay	210078	SR1318	GREASY CREEK	2016
14	Clay	210086	SR1140	HYATT MILL CREEK	2017
14	Clay	210087	SR1140	HYATT MILL CREEK	2017
14	Clay	210101	SR1353	SHOOTING CREEK	2017
12	Cleveland	220092	SR2217	BOWEN CREEK	2016
6	Columbus	230093	SR1005	MILL BRANCH SWAMP	2016
6	Columbus	230138	SR1412	PORTER CREEK	2016
6	Columbus	230144	SR1429	JUNIPER CREEK	2016
6	Columbus	230167	SR1379	GAPWAY SWAMP	2016
6	Columbus	230171	SR1414	DUNN SWAMP	2016
6	Columbus	230175	SR1504	DUNN SWAMP	2016
6	Columbus	230196	SR1003	BIG BRANCH	2017
6	Columbus	230198	SR1546	WESTERN PRONG	2017
6	Columbus	230269	SR1849	BIG BRANCH	2016
6	Columbus	230274	SR1824	BIG BRANCH	2016
2	Craven	240124	SR1433	MILLS BRANCH	2016
6	Cumberland	250014	SR3569	LAKE RIM RUNOFF	2016
6	Cumberland	250052	SR1006	SOUTH RIVER	2017

2016 -2017 BRIDGE PROGRAM: LIST OF REPLACEMENTS FUNDED

Division	County	Number	Carries	Intersects	Let Year
1	Currituck	260006	SR1228	SHINGLE LANDING CREEK	2017
9	Davidson	280017	NC47	SWEARING CREEK	2017
9	Davidson	280031	NC8	LICK CREEK	2017
9	Davidson	280040	SR1298	SWEARING CREEK	2016
9	Davidson	280042	SR1485	MUDDY CREEK	2017
9	Davidson	280055	NC47	FLAT SWAMP CREEK	2017
9	Davidson	280082	NC47	LICK CREEK	2017
9	Davidson	280271	SR2501	LICK CREEK	2016
9	Davidson	280338	SR2265	FLAT SWAMP CREEK	2017
9	Davidson	280361	SR1837	CREEK	2016
9	Davidson	280459	SR2160	BRANCH OF HAMBY CREEK	2017
9	Davie	290050	SR1411	DUTCHMANS CREEK	2017
9	Davie	290078	SR1338	HUNTING CREEK	2017
9	Davie	290083	SR1436	SUGAR CREEK	2016
3	Duplin	300023	SR1101	ROCKFISH CREEK	2016
3	Duplin	300051	SR1100	BRANCH OF ROCKFISH CREEK	2016
3	Duplin	300063	SR1911	BEAVERDAM BRANCH	2016
3	Duplin	300080	SR1311	GOSHEN SWAMP	2017
3	Duplin	300155	SR1700	GUM BRANCH	2016
3	Duplin	300219	SR1354	BEAR SWAMP	2016
3	Duplin	300229	SR1376	GROVE SWAMP	2017
5	Durham	310117	SR1308	MUD CREEK	2017
4	Edgecombe	320028	NC42	TAR RIVER	2017
4	Edgecombe	320033	SR1614	OTTER CREEK	2016
4	Edgecombe	320034	SR1614	OTTER CREEK	2016
4	Edgecombe	320045	SR1428	WHITE OAK SWAMP	2017
9	Forsyth	330073	SR2624	ABBOTTS CREEK	2016
9	Forsyth	330095	SR1100	BLANKET CREEK	2017
9	Forsyth	330142	SR1639	WEST FORK MUDDY CREEK	2016
9	Forsyth	330283	SR1893	MUDDY CREEK	2016
5	Franklin	340026	NC98	CROOKED CREEK	2017
5	Franklin	340060	SR1451	TRIB.SANDY CREEK	2016
5	Franklin	340071	SR1636	CYPRESS CREEK	2017
5	Franklin	340090	SR1719	NORRIS CREEK	2017
5	Franklin	340107	SR1413	DEVIL CRADLE CREEK	2017
12	Gaston	350045	SR1136	BLACKWOOD CREEK	2016
12	Gaston	350170	SR1802	COLEY CREEK	2016
12	Gaston	350203	SR1935	STANLEY CREEK	2016
14	Graham	370011	NC143B	LONG CREEK	2017
14	Graham	370049	SR1223	SOUTH FORK BEECH CREEK	2016
14	Graham	370095	SR1103	ANDERSON CREEK	2016
14	Graham	370107	SR1214	MOUNTAIN CREEK	2016
5	Granville	380025	SR1710	SMITH CREEK	2016
5	Granville	380042	SR1724	LEDGE CREEK	2017

2016 -2017 BRIDGE PROGRAM: LIST OF REPLACEMENTS FUNDED

Division	County	Number	Carries	Intersects	Let Year
5	Granville	380062	SR1004	KNAP OF REEDS CREEK	2016
5	Granville	380093	SR1156	OWEN CREEK	2016
5	Granville	380125	SR1400	CROOKED FORK CREEK	2016
5	Granville	380129	SR1400	LITTLE JOHNSON CREEK	2017
5	Granville	380138	SR1300	GRASSY CREEK	2017
2	Greene	390093	SR1240	BEAMAN RUN	2016
7	Guilford	400044	SR1349	BRANCH	2017
7	Guilford	400052	SR1332	BRANCH	2016
7	Guilford	400189	SR2719	PRONG REEDY FORK	2016
7	Guilford	400193	SR2719	BUFFALO CREEK	2016
7	Guilford	400205	SR2752	ROCK CREEK	2016
7	Guilford	400207	SR2808	BRANCH	2016
7	Guilford	400208	SR3051	LITTLE ALAMANCE CREEK	2016
7	Guilford	400235	SR1005	BIG ALAMANCE CREEK	2016
7	Guilford	400238	SR1005	LITTLE ALAMANCE CREEK	2016
7	Guilford	400254	SR3121	CREEK	2016
7	Guilford	400258	SR3351	S.PRONG STINKING QTR. CK	2016
7	Guilford	400271	SR3343	STINKING QUARTER CREEK	2016
7	Guilford	400379	SR2715	PRONG REEDY FORK	2016
7	Guilford	400431	SR2719	PRONG OF REEDY FORK CK	2016
7	Guilford	400456	SR2136	BRUSH CREEK	2017
4	Halifax	410029	NC561	LITTLE FISHING CREEK	2016
4	Halifax	410198	SR1306	BEAR SWAMP	2017
6	Harnett	420195	SR1234	BR.UPPER LITTLE R	2017
6	Harnett	420233	SR1544	BLACK RIVER TRIB.	2017
14	Haywood	430144	SR1836	DUTCH COVE CREEK	2016
14	Haywood	430214	SR1334	FINES CREEK	2016
14	Haywood	430259	I40	SR1599 (VEH.UNDERPASS)	2016
14	Henderson	440135	SR1215	SHAW CREEK	2016
14	Henderson	440164	SR1338	QUEEN CREEK	2016
14	Henderson	440261	SR1597	HICKORY CREEK	2016
14	Henderson	440273	SR1131	CREEK	2016
14	Henderson	440314	SR1141	PERRY CREEK	2017
14	Henderson	440318	SR1217	MEMINGER CREEK	2017
1	Hertford	450033	NC42	AHOSKIE CREEK	2016
8	Hoke	460019	SR1108	LITTLE RAFT SWAMP	2016
8	Hoke	460023	SR1116	BIG MIDDLE SWAMP	2016
1	Hyde	470056	US264	LONG SHOAL RIVER	2016
12	Iredell	480038	US21	THIRD CREEK	2017
12	Iredell	480069	NC115	ROCKY CREEK	2016
12	Iredell	480117	SR1565	CULLYS CREEK	2016
12	Iredell	480465	SR1810	UT TO HUNTING CREEK	2016
14	Jackson	490101	SR1740	CANEY FORK	2017
14	Jackson	490129	SR1445	SCOTT CREEK	2017

2016 -2017 BRIDGE PROGRAM: LIST OF REPLACEMENTS FUNDED

Division	County	Number	Carries	Intersects	Let Year
14	Jackson	490135	SR1740	MOSES CREEK	2016
14	Jackson	490207	SR1313	EAST FORK SAVANNAH CREEK	2016
14	Jackson	490279	SR1371	BRUSHY FORK	2016
14	Jackson	490310	SR1709	CANE CREEK	2016
14	Jackson	490322	SR1316	EAST FORK SAVANNAH CREEK	2016
4	Johnston	500011	SR1201	MILL CREEK	2017
4	Johnston	500232	SR2110	LITTLE BUFFALO CREEK	2017
4	Johnston	500239	SR2129	BUFFALO CREEK	2017
8	Lee	520087	SR1133	GASTERS CREEK	2017
2	Lenoir	530023	SR1905	KELLY POND CREEK	2017
2	Lenoir	530072	SR1502	BEAR CREEK	2017
2	Lenoir	530159	SR1803	FORK OF SOUTHWEST CREEK	2017
14	Macon	550022	US441 BUS.	LITTLE TENNESSEE RIVER	2017
14	Macon	550064	SR1328	WATAUGA CREEK	2017
14	Macon	550067	SR1513	RABBIT CREEK	2017
14	Macon	550217	SR1471	WALLACE BRANCH	2016
14	Macon	550343	SR1448	THOMPSON'S CREEK	2017
13	Madison	560001	SR1547	LITTLE IVY CREEK	2016
13	Madison	560076	SR1318	BIG LAUREL CREEK	2016
13	Madison	560231	SR1349	CALIFORNIA CREEK	2016
1	Martin	570021	SR1563	SWAMP	2016
13	McDowell	580005	SR1775	SHOAL CREEK	2016
13	McDowell	580010	SR1798	KATY CREEK	2017
13	McDowell	580011	SR1798	KATY CREEK	2017
13	McDowell	580021	SR1140	HARRIS CREEK	2016
13	McDowell	580022	SR1001	SECOND BROAD RIVER	2016
13	McDowell	580134	SR1433	UT TO TOMS CREEK	2017
13	McDowell	580284	SR1410	CAVE CREEK	2017
13	Mitchell	600005	SR1349	PIGEON ROOST CREEK	2016
13	Mitchell	600031	NC226	SPRING CREEK	2016
13	Mitchell	600042	SR1197	BEAR CREEK	2016
13	Mitchell	600061	SR1172	SNOW CREEK	2017
13	Mitchell	600163	SR1339	LITTLE ROCK CREEK	2016
13	Mitchell	600202	SR1318	GRIFFITH CREEK	2016
13	Mitchell	600204	SR1319	BIRD CREEK	2016
13	Mitchell	600213	SR1197	BEAR CREEK	2016
8	Montgomery	610011	SR1164	GARR CREEK	2017
8	Montgomery	610224	SR1562	BIG CREEK	2017
8	Moore	620008	SR2005	CRAINS CREEK	2016
8	Moore	620013	SR1102	ABERDEEN CREEK	2017
8	Moore	620019	SR1112	DEEP CREEK	2017
8	Moore	620025	SR1122	JACKSON CREEK	2017
8	Moore	620039	SR1838	LITTLE RIVER	2016
8	Moore	620069	SR1262	RICHLAND CREEK	2016

2016 -2017 BRIDGE PROGRAM: LIST OF REPLACEMENTS FUNDED					
Division	County	Number	Carries	Intersects	Let Year
8	Moore	620100	SR1210	SUCK CREEK	2016
8	Moore	620174	SR1403	WILLIAMS CREEK	2016
4	Nash	630037	SR1501	CROOKED SWAMP	2016
4	Nash	630062	SR1109	BIG BRANCH	2017
4	Nash	630140	SR1319	TURKEY CREEK	2017
3	Onslow	660008	SR1330	STARKYS CREEK	2017
3	Onslow	660134	SR1331	GIBSON BRANCH	2016
3	Onslow	660142	SR1534	KINGS CREEK	2016
3	Onslow	660143	SR1534	KINGS CREEK	2017
3	Onslow	660144	SR1310	JENKINS SWAMP	2017
3	Onslow	660181	SR1518	BRANCH TURKEY CRE	2016
7	Orange	670023	SR1508	SOUTH FORK LITTLE RIVER	2016
7	Orange	670061	SR1002	CREEK	2016
7	Orange	670073	SR1115	CANE CREEK	2016
7	Orange	670075	SR1127	NEW HOPE CREEK	2016
7	Orange	670132	SR1500	SOUTH HYCO CREEK	2016
7	Orange	670221	SR1135	ROCKY RUN	2016
2	Pamlico	680016	SR1324	MASON CREEK	2017
1	Perquimans	710066	SR1001	BRANCH OF PERQUIMANS R.	2017
5	Person	720011	US158	SOUTH HYCO CREEK	2016
5	Person	720045	SR1102	SOUTH HYCO CREEK	2016
5	Person	720142	SR1547	MAYO CREEK	2016
2	Pitt	730020	SR1941	CLAYROOT SWAMP	2016
2	Pitt	730080	SR1200	LANGS MILL RUN	2016
2	Pitt	730086	SR1251	KITTEN CREEK	2017
2	Pitt	730415	SR1108	BRANCH SWIFT CREEK	2016
2	Pitt	730431	SR1591	PARKERS CREEK	2016
14	Polk	740021	SR1501	NORTH PACOLET RIVER	2017
14	Polk	740034	SR1311	WALNUT CREEK	2017
14	Polk	740049	SR1531	WHITEOAK CREEK	2016
14	Polk	740070	SR1329	WHEAT CREEK	2017
14	Polk	740126	SR1125	UT TO NORTH PACOLET RIVE	2016
14	Polk	740189	SR1151	GADD CREEK	2017
14	Polk	740200	SR1142	LITTLE COVE CREEK	2016
8	Randolph	750035	SR1303	TOM'S CREEK	2016
8	Randolph	750045	SR1340	JACKSON'S CREEK	2016
8	Randolph	750084	SR1603	MUDDY CREEK	2016
8	Randolph	750129	SR2407	BRANCH OF SANDY CREEK	2017
8	Randolph	750170	SR2621	REED CREEK	2017
8	Randolph	750232	SR1107	HANNAH'S CREEK	2017
8	Randolph	750261	SR1111	WEST FORK LITTLE RIVER	2017
8	Randolph	750307	SR2481	MOUNT PLEASANT CREEK	2017
8	Randolph	750371	SR2182	PENWOOD BRANCH	2017
8	Randolph	750374	SR2481	SANDY CREEK	2017

2016 -2017 BRIDGE PROGRAM: LIST OF REPLACEMENTS FUNDED					
Division	County	Number	Carries	Intersects	Let Year
8	Richmond	760056	SR1004	DROWNING CREEK	2016
8	Richmond	760079	SR1424	NAKED CREEK	2017
8	Richmond	760097	SR1164	HOMER CREEK	2016
6	Robeson	770018	NC211	CSX RR	2017
6	Robeson	770026	SR1955	TEN MILE SWAMP	2017
6	Robeson	770059	SR1924	BIG MARSH SWAMP	2017
6	Robeson	770135	SR2519	AARON SWAMP	2017
6	Robeson	770172	SR1164	BACK SWAMP	2017
6	Robeson	770223	SR1303	GUM SWAMP	2017
6	Robeson	770228	SR1513	BURNT SWAMP	2017
6	Robeson	770432	SR1157	BACK SWAMP CANAL	2017
6	Robeson	770433	SR1160	BACK SWAMP	2017
6	Robeson	770459	NC72	CREEK	2016
7	Rockingham	780166	SR1360	PRONG PAW PAW CREEK	2016
7	Rockingham	780169	US311	CASCADE CREEK	2017
7	Rockingham	780233	SR1964	DAN RIVER	2017
7	Rockingham	780239	SR1998	WOLF ISLAND CREEK	2017
9	Rowan	790141	SR1004	HIGH ROCK LAKE	2017
9	Rowan	790147	SR2541	TOWN CREEK	2016
9	Rowan	790152	SR2379	CREEK	2017
9	Rowan	790186	SR2568	CREEK	2017
9	Rowan	790203	SR1526	TOWN CREEK	2016
9	Rowan	790281	SR2538	TOWN CREEK	2016
13	Rutherford	800087	US64	BROAD RIVER	2016
13	Rutherford	800094	SR1755	HINTON CREEK	2016
13	Rutherford	800172	SR1713	HUNTING CREEK	2016
13	Rutherford	800174	SR1706	HUNTING CREEK	2016
13	Rutherford	800195	SR1700	CANE CREEK	2016
13	Rutherford	800577	SR1538	HUNTING CREEK	2016
3	Sampson	810013	SR1147	CRANE CREEK	2016
3	Sampson	810016	SR1145	BRANCH CRANE CREEK	2017
3	Sampson	810017	SR1146	CRANE CREEK	2016
3	Sampson	810128	SR1446	JONES CREEK	2016
3	Sampson	810133	SR1002	CAESAR SWAMP	2017
3	Sampson	810148	SR1434	MILL SWAMP	2016
3	Sampson	810213	SR1710	KILL SWAMP	2017
3	Sampson	810250	SR1952	TEN MILE SWAMP	2016
3	Sampson	810252	SR1905	TEN MILE SWAMP	2017
3	Sampson	810263	SR1441	BEAVERDAM CREEK	2016
3	Sampson	810297	SR1113	MILL CREEK	2017
3	Sampson	810316	SR1329	CAESAR SWAMP	2016
3	Sampson	810317	SR1329	LITTLE COHARIE CREEK	2016
8	Scotland	820011	SR1324	JORDAN'S CREEK	2016
10	Stanly	830062	SR1943	TRIBUTARY OF ROCKY RIVER	2016

2016 -2017 BRIDGE PROGRAM: LIST OF REPLACEMENTS FUNDED					
Division	County	Number	Carries	Intersects	Let Year
10	Stanley	830065	SR1918	UGLY CREEK	2017
10	Stanley	830143	SR1922	HARDY CREEK	2017
10	Stanley	830156	SR1218	STONY RUN CREEK	2017
10	Stanley	830160	SR1253	RAMSEY BRANCH	2017
10	Stanly	830170	SR1230	POLE BRIDGE CREEK	2016
9	Stokes	840008	NC704	DAN RIVER	2017
9	Stokes	840011	SR1166	EAST PRONG CREEK	2016
9	Stokes	840103	SR1707	WOOD BENTON BRANCH	2016
9	Stokes	840176	SR1926	LICK CREEK	2017
11	Surry	850153	SR2081	HOGAN CREEK	2017
11	Surry	850155	NC268	US52	2016
11	Surry	850161	SR2221	CREEK	2016
11	Surry	850298	SR1600	UT TO FISHER RIVER	2016
11	Surry	850310	SR1774	STONEY CREEK	2017
14	Transylvania	870045	SR1127	FRENCH BROAD RIVER	2017
14	Transylvania	870064	SR1313	N. FORK FLAT CREEK	2017
14	Transylvania	870072	SR1143	FROZEN CREEK	2016
14	Transylvania	870078	SR1128	PATTERSON CREEK	2016
14	Transylvania	870083	SR1107	BLUE RIDGE BRANCH	2016
14	Transylvania	870086	SR1107	E FORK FRENCH BROAD RVR.	2017
14	Transylvania	870113	SR1346	NICHOLSON CREEK	2017
14	Transylvania	870117	SR1105	E.FORK FRENCH BROAD RVR.	2016
14	Transylvania	870138	SR1143	TAXAWAY CREEK	2016
14	Transylvania	870139	SR1139	TAXAWAY CREEK	2017
14	Transylvania	870159	SR1537	UT TO CANNON CREEK	2016
14	Transylvania	870163	SR1509	N.PRONG GLADE CREEK	2017
14	Transylvania	870205	SR1143	LITTLE CREEK	2016
14	Transylvania	870221	SR1388	GALLOWAY CREEK	2016
1	Tyrrell	880009	NC94	CANAL	2016
10	Union	890036	SR1649	BRANDON CREEK	2016
10	Union	890046	SR1716	GOURDVINE CREEK	2016
10	Union	890189	SR1128	WAXHAW CREEK	2017
10	Union	890444	SR1506	EAST FORK STEWARTS CREEK	2017
5	Vance	900036	SR1374	ANDERSON CREEK	2017
5	Vance	900052	SR1518	WEAVER CREEK	2016
5	Vance	900070	SR1326	FLAT CREEK	2017
5	Vance	900078	SR1342	LITTLE ISLAND CREEK	2017
5	Wake	910020	NC97	MOCASSIN CREEK	2017
5	Wake	910027	SR2006	BRANCH	2017
5	Wake	910186	SR2329	BR. OF HOMINY CREEK	2017
5	Wake	910195	SR1001	MOCASSIN CREEK	2017
5	Wake	910248	SR2703	MAHLER'S CREEK	2017
5	Wake	910277	SR1006	BLACK CREEK	2017
5	Wake	910362	SR 1162	BEAVER CREEK	2017

2016 -2017 BRIDGE PROGRAM: LIST OF REPLACEMENTS FUNDED					
Division	County	Number	Carries	Intersects	Let Year
5	Warren	920003	SR1001	FISHING CREEK	2016
5	Warren	920043	SR1620	SHOCCO CREEK	2017
5	Warren	920089	SR1510	LITTLE FISHING CR	2016
1	Washington	930003	NC45	ALBERMARLE CANAL	2017
1	Washington	930012	SR1301	KENDRICK CREEK	2017
11	Watauga	940020	SR1222	RUBE CREEK	2016
11	Watauga	940022	SR1209	BEAVER DAM CREEK	2017
11	Watauga	940046	SR1351	GRASSY CREEK	2017
11	Watauga	940047	SR1351	GRASSY CREEK	2017
11	Watauga	940048	SR1351	GRASSY CREEK	2017
11	Watauga	940083	SR1340	N.FORK NEW RVR(HOSKINS C	2017
11	Watauga	940089	SR1351	SOUTH FORK NEW RIVER	2017
11	Watauga	940093	SR1109	LAUREL FORK	2017
11	Watauga	940147	SR1355	PINE RUN	2017
11	Watauga	940149	SR1351	GRASSY CREEK	2017
11	Watauga	940153	SR1508	ELK CREEK	2017
11	Watauga	940184	SR1541	FLANNERY FORK CREEK	2017
11	Watauga	940234	SR1541	FLANNERY FORK CREEK	2017
11	Watauga	940261	SR1304	COVE CREEK	2017
4	Wayne	950046	SR1353	NAHUNTA SWAMP	2016
4	Wayne	950056	SR1342	GREAT SWAMP	2017
4	Wayne	950092	SR1102	FALLING CREEK	2016
11	Wilkes	960106	SR1300	N. PRONG LEWIS FORK CREE	2016
11	Wilkes	960143	SR1737	BIG SANDY CREEK	2016
11	Wilkes	960144	SR1737	EAST PRONG ROARING RIVER	2016
11	Wilkes	960150	SR1728	DUNGEON CREEK	2016
11	Wilkes	960151	SR1728	DUNGEON CREEK	2016
11	Wilkes	960153	SR1728	JOSHUA CREEK	2016
11	Wilkes	960187	SR2340	FISHING CREEK	2016
11	Wilkes	960317	SR1745	WEST PRONG ROARING RIVER	2016
11	Wilkes	960325	SR2488	MORAVIAN CREEK	2016
11	Wilkes	960403	SR1302	LITTLE CREEK	2016
11	Wilkes	960405	SR1163	ELK CREEK	2016
11	Wilkes	960713	SR2486	CUB CREEK	2016
4	Wilson	970083	SR1378	JUNIPER CREEK	2017
4	Wilson	970109	SR1002	TOWN CREEK	2016
4	Wilson	970143	SR1506	WHITEOAK SWAMP	2017
11	Yadkin	980028	SR1119	NORTH LITTLE HUNTING CRK	2017
13	Yancey	990026	SR1323	SHOAL CREEK	2017
13	Yancey	990099	SR1355	BAILEY BRANCH	2016
13	Yancey	990117	SR1395	RIDDLE BRANCH	2017
13	Yancey	990118	SR1395	BALD MOUNTAIN CREEK	2017
13	Yancey	990121	SR1395	BALD MOUNTAIN CREEK	2016
13	Yancey	990130	SR1146	CANE BRANCH	2017

2016 -2017 BRIDGE PROGRAM: LIST OF REPLACEMENTS FUNDED					
Division	County	Number	Carries	Intersects	Let Year
13	Yancey	990133	SR1146	CANE CREEK	2017
13	Yancey	990145	SR1340	MCKINNEY BRANCH	2017
13	Yancey	990149	SR1403	ROARING FORK	2106
13	Yancey	990150	SR1403	ROARING FORK	2016
13	Yancey	990167	SR1323	SHOAL CREEK	2017
13	Yancey	990175	SR1402	JIM CREEK	2017
13	Yancey	990189	SR1404	PATSY CREEK	2016
13	Yancey	990217	SR1358	GUILDERS CREEK	2017
13	Yancey	990222	SR1355	BAILEY BRANCH	2017
13	Yancey	990259	SR1115	BAKER CREEK	2017



**North Carolina Department of Transportation
Planning and Programming Division
Powell Bill Program**

2015 North Carolina State Street-Aid Allocations to Municipalities

**General Statutes 136-41.1 to 136-41.4
Highway Fund (Powell Bill)**

December 21, 2015

2015

NORTH CAROLINA

STATE STREET-AID ALLOCATIONS

TO MUNICIPALITIES

From the

North Carolina State Highway Fund

Under

General Statutes 136-41.1 through 136-41.4

(POWELL BILL)

Prepared by

PLANNING AND PROGRAMMING DIVISION

(POWELL BILL PROGRAM)

North Carolina Department of Transportation

December 2015

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 136-41.4. The general statutes require that an appropriation of funds by the General Assembly to the Department of Transportation for State aid to municipalities from the State Highway Fund. These funds are distributed to the qualified municipalities in two allocations on or before October 1 and on or before January 1, and are to be expended primarily for the purposes of resurfacing streets within the corporate limits of the municipality but may also be used for 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. This rate became effective for the 1987 allocation. The 2013 General Assembly revised the annual amount appropriated out of the State Highway Fund to a sum equal to 10.4% of the net amount after refunds that was produced during the fiscal year. This rate became effective for the 2013 allocation. The 2015 General Assembly ratified the statute by appropriating the amount of funds to be disbursed.

See table on next page for allocations disbursed each year and # of municipalities participating.

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	2000	133,181,819.28	500
1952	4,948,842.30	388	2001	135,438,429.94	500
1953	5,244,203.40	394	2002	130,234,131.02	503
1954	5,391,717.41	396	2003	120,877,358.17	503
1955	5,711,978.98	399	2004	135,305,538.95	503
1956	6,219,336.82	400	2005	136,850,767.98	503
1957	6,477,032.18	405	2006	137,970,401.05	505
1958	6,477,457.37	407	2007	157,707,780.29	505
1959	6,768,363.70	409	2008	145,067,572.34	506
1960	7,018,901.72	411	2009	131,798,133.63	507
1961	7,356,135.97	415	2010	134,299,711.21	508
1962	7,640,707.92	416	Oct 2011	69,152,759.55	502
1963	8,078,232.00	419	Jan 2012	69,187,577.31	502
1964	8,324,555.39	420	Oct 2012	71,402,374.40	508
1965	8,776,008.98	422	Jan 2013	71,402,372.00	508
1966	9,325,192.43	423	Oct 2013	72,803,048.85	507
1967	9,959,054.78	424	Jan 2014	72,803,043.55	507
1968	10,416,425.02	425	Oct 2014	73,655,058.15	507
1969	11,232,098.33	427	Jan 2015	73,655,053.00	507
1970	11,909,265.53	428	Oct 2015	73,879,982.04	507
1971	12,523,711.14	428	Jan 2016	73,879,977.17	507
1972	27,031,936.20	429			
1973	29,295,989.31	433			
1974	29,574,960.99	439			
1975	29,366,485.96	440			
1976	30,747,711.77	447			
1977	32,017,463.37	452			
1978	33,506,577.36	453			
1979	34,647,041.93	457			
1980	32,572,754.28	458			
1981	31,351,231.78	461			
1982	43,102,210.90	462	TOTAL:	\$4,151,230,028.56	
1983	43,244,257.00	463			
1984	45,442,769.46	465			
1985	47,166,573.16	467			
1986	54,762,697.88	468			
1987	63,786,000.34	470			
1988	66,713,432.60	473			
1989	67,672,951.32	477			
1990	81,308,148.58	481			
1991	82,096,281.85	483			
1992	88,218,374.19	489			
1993	92,181,342.85	491			
1994	99,774,534.08	492			
1995	104,925,715.99	494			
1996	110,437,729.07	494			
1997	116,454,387.34	496			
1998	123,268,170.31	499			
1999	125,667,091.24	500			

**CALCULATIONS BASED ON FISCAL YEAR 2014-15 FOR ALLOCATIONS DISBURSED ON
OCTOBER 1, 2015 and January 1, 2016:**

Powell Bill Funds Available FY 2014-15:	\$ 147,500,000.00
Plus Adjustments to 2014 Allocation:	\$ <u>259,959.21</u>
Adjusted Available Powell Bill Funds FY 2014-15:	<u>\$ 147,759,959.21</u>

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

TOTAL 2015 POWELL BILL FUNDS AVAILABLE: \$ 147,759,959.21

Population:	75%	-	\$110,819,969.41
Mileage:	25%	-	\$ 36,939,989.80
Per Capita Rate:			\$20.3884757
Per Mile Rate:			\$1,637.437025

Municipalities that are associated with the State Treasurer's Electronic Payment System (STEPS) had their allocation deposited directly to their account on or before October 1 and January 1. Forty-six municipalities received their allocation by check mailed October 1 and January 1. For more information, please contact Mr. Todd Morgan, Commercial Accounts Manager, NCDOT Fiscal Section, at telephone (919) 707-4292.

Seventy-five percent (75%) of the funds allocated or \$ 110,819,969.41 was divided among all qualified municipalities on the basis of relative 2014 estimated population. The \$ 110,819,969.41 was divided by 5,435,422 (i.e., population of all eligible and qualified municipalities as estimated by the State Planning Officer) to produce a per capita rate of \$20.3884757.

Twenty-five percent (25%) of the funds allocated or \$36,939,989.80 was divided among all qualified municipalities on the basis of relative mileage of non-State System or local streets complying with the Act. The \$36,939,989.80 was divided by 22,559.64 miles (i.e., the total length of all eligible streets as furnished by the municipalities) to produce a per mile rate of \$1,637.437025.

The 2015 allocations for the individual cities and towns are shown on the following pages.

**State Street - Aid Allocations To Municipalities
Powell Bill October 2015/January 2016
507 Participating Municipalities**

Municipality	County	Division Number	POPULATION		MILEAGE		Allocation From Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation	October Allocation	January Allocation
			Annual Estimated Population	Increment Award - 3/4	Certified Non-System	Increment Awards (1/4)					
Aberdeen	Moore	8	7168	\$ 146,144.59	45.31	\$ 74,192.27	\$ 220,336.86	\$ -	\$ 220,336.86	\$ 110,168.44	\$ 110,168.42
Ahoskie	Hertford	1	4892	\$ 99,740.42	33.3	\$ 54,526.85	\$ 154,267.07	\$ -	\$ 154,267.07	\$ 77,133.54	\$ 77,133.53
Alamance	Alamance	7	1026	\$ 20,918.58	4.52	\$ 7,401.22	\$ 28,319.80	\$ -	\$ 28,319.80	\$ 14,159.90	\$ 14,159.90
Albemarle	Stanly	10	15958	\$ 325,359.30	121.19	\$ 198,440.99	\$ 523,800.29	\$ -	\$ 523,800.29	\$ 261,900.15	\$ 261,900.14
Alliance	Pamlico	2	762	\$ 15,536.02	1.21	\$ 1,981.30	\$ 17,517.32	\$ -	\$ 17,517.32	\$ 8,758.66	\$ 8,758.66
Andrews	Cherokee	14	1756	\$ 35,802.16	11.39	\$ 18,650.41	\$ 54,452.57	\$ -	\$ 54,452.57	\$ 27,226.29	\$ 27,226.28
Angier	Harnett	6	4851	\$ 98,904.50	24.86	\$ 40,379.20	\$ 139,283.70	\$ -	\$ 139,283.70	\$ 69,641.85	\$ 69,641.85
Ansonville	Anson	10	616	\$ 12,559.30	7.74	\$ 12,673.76	\$ 25,233.06	\$ -	\$ 25,233.06	\$ 12,616.53	\$ 12,616.53
Apex	Wake	5	42689	\$ 870,363.64	140.26	\$ 229,666.92	\$ 1,100,030.56	\$ -	\$ 1,100,030.56	\$ 550,015.28	\$ 550,015.28
Archdale	Guilford/Randolph	7/8	11852	\$ 241,844.21	51.1	\$ 83,673.03	\$ 325,317.24	\$ -	\$ 325,317.24	\$ 162,658.63	\$ 162,658.61
Asheboro	Randolph	8	25761	\$ 525,227.52	97.34	\$ 159,388.12	\$ 684,615.64	\$ -	\$ 684,615.64	\$ 342,307.82	\$ 342,307.82
Asheville	Buncombe	13	89248	\$ 1,819,830.88	381.91	\$ 625,353.57	\$ 2,444,984.25	\$ -	\$ 2,444,984.25	\$ 1,222,492.13	\$ 1,222,492.12
Askewville	Bertie	1	235	\$ 4,791.29	2.26	\$ 3,700.81	\$ 8,491.90	\$ -	\$ 8,491.90	\$ 4,245.96	\$ 4,245.94
Atkinson	Pender	3	321	\$ 6,544.70	4.21	\$ 6,893.81	\$ 13,438.31	\$ -	\$ 13,438.31	\$ 6,719.18	\$ 6,719.15
Atlantic Beach	Carteret	2	1510	\$ 30,788.80	17.53	\$ 28,704.27	\$ 59,490.87	\$ -	\$ 59,490.87	\$ 29,745.44	\$ 29,745.43
Aulander	Bertie	1	855	\$ 17,432.15	7.05	\$ 11,543.93	\$ 28,976.08	\$ -	\$ 28,976.08	\$ 14,488.05	\$ 14,488.03
Aurora	Beaufort	2	507	\$ 10,336.96	8.83	\$ 14,458.57	\$ 24,795.53	\$ -	\$ 24,795.53	\$ 12,397.77	\$ 12,397.76
Autryville	Sampson	3	201	\$ 4,098.08	4.39	\$ 7,188.35	\$ 11,286.43	\$ -	\$ 11,286.43	\$ 5,643.22	\$ 5,643.21
Ayden	Pitt	2	5018	\$ 102,309.37	31.02	\$ 50,793.30	\$ 153,102.67	\$ -	\$ 153,102.67	\$ 76,551.34	\$ 76,551.33
Badin	Stanly	10	1973	\$ 40,226.46	9.73	\$ 15,932.28	\$ 56,158.72	\$ -	\$ 56,158.72	\$ 28,079.36	\$ 28,079.36
Bailey	Nash	4	548	\$ 11,172.88	4.47	\$ 7,319.34	\$ 18,492.22	\$ -	\$ 18,492.22	\$ 9,246.11	\$ 9,246.11
Bakersville	Mitchell	13	480	\$ 9,786.47	3.37	\$ 5,518.16	\$ 15,304.63	\$ -	\$ 15,304.63	\$ 7,652.32	\$ 7,652.31
Bald Head Island	Brunswick	3	168	\$ 3,384.49	25.28	\$ 41,394.41	\$ 44,778.90	\$ -	\$ 44,778.90	\$ 22,389.46	\$ 22,389.44
Banner Elk	Avery	11	1149	\$ 23,426.36	11.71	\$ 19,174.39	\$ 42,600.75	\$ -	\$ 42,600.75	\$ 21,300.38	\$ 21,300.37
Bath	Beaufort	2	244	\$ 4,974.79	1.96	\$ 3,209.38	\$ 8,184.17	\$ -	\$ 8,184.17	\$ 4,092.08	\$ 4,092.08
Bayboro	Pamlico	2	1249	\$ 25,485.21	4.71	\$ 7,712.33	\$ 33,177.54	\$ -	\$ 33,177.54	\$ 16,588.78	\$ 16,588.76
Bear Grass	Martin	1	73	\$ 1,488.36	0.69	\$ 1,129.83	\$ 2,618.19	\$ -	\$ 2,618.19	\$ 1,309.10	\$ 1,309.09
Beaufort	Carteret	2	4136	\$ 84,326.74	23.16	\$ 37,923.04	\$ 122,249.78	\$ -	\$ 122,249.78	\$ 61,124.89	\$ 61,124.89
Beech Mountain	Avery/Watauga	11	324	\$ 6,605.87	65.62	\$ 107,448.62	\$ 114,054.49	\$ -	\$ 114,054.49	\$ 57,027.25	\$ 57,027.24
Belhaven	Beaufort	2	1630	\$ 33,233.22	16.35	\$ 26,772.10	\$ 60,005.32	\$ -	\$ 60,005.32	\$ 30,002.66	\$ 30,002.66
Belmont	Gaston	12	10799	\$ 220,175.15	51.14	\$ 83,738.53	\$ 303,913.68	\$ -	\$ 303,913.68	\$ 151,956.85	\$ 151,956.83
Belville	Brunswick	3	2075	\$ 42,308.09	2.3	\$ 3,766.11	\$ 46,072.20	\$ -	\$ 46,072.20	\$ 23,036.11	\$ 23,036.09
Benson	Johnston	4	3388	\$ 69,076.16	21.38	\$ 35,008.40	\$ 104,084.56	\$ -	\$ 104,084.56	\$ 52,042.28	\$ 52,042.28
Bermuda Run	Davie	9	2608	\$ 53,132.37	6.49	\$ 10,626.97	\$ 63,759.34	\$ -	\$ 63,759.34	\$ 31,879.68	\$ 31,879.68
Bessemer City	Gaston	12	5396	\$ 110,016.21	36.28	\$ 59,406.22	\$ 169,422.43	\$ -	\$ 169,422.43	\$ 84,711.22	\$ 84,711.21
Bethania	Forsyth	9	327	\$ 6,667.03	0.39	\$ 638.60	\$ 7,305.63	\$ -	\$ 7,305.63	\$ 3,652.82	\$ 3,652.81
Bethel	Pitt	2	1580	\$ 32,213.79	12.38	\$ 20,271.47	\$ 52,485.26	\$ -	\$ 52,485.26	\$ 26,242.64	\$ 26,242.62
Beulaville	Duplin	3	1332	\$ 27,157.45	11.28	\$ 18,470.29	\$ 45,627.74	\$ -	\$ 45,627.74	\$ 22,813.86	\$ 22,813.86
Biltmore Forest	Buncombe	13	1387	\$ 28,278.82	21.97	\$ 35,974.49	\$ 64,253.31	\$ -	\$ 64,253.31	\$ 32,126.66	\$ 32,126.65
Biscoe	Montgomery	8	1704	\$ 34,741.96	11.58	\$ 18,961.52	\$ 53,703.48	\$ -	\$ 53,703.48	\$ 26,851.74	\$ 26,851.74
Black Creek	Wilson	4	767	\$ 15,637.96	3.49	\$ 5,714.66	\$ 21,352.62	\$ -	\$ 21,352.62	\$ 10,676.31	\$ 10,676.31
Black Mountain	Buncombe	13	8267	\$ 188,551.53	43.62	\$ 71,425.00	\$ 239,976.53	\$ -	\$ 239,976.53	\$ 119,988.27	\$ 119,988.26
Bladenboro	Bladen	6	1769	\$ 36,067.21	13.98	\$ 22,891.37	\$ 58,958.58	\$ -	\$ 58,958.58	\$ 29,479.30	\$ 29,479.28
Blowing Rock	Caldwell/Watauga	11	1280	\$ 26,097.25	31.31	\$ 51,268.15	\$ 77,365.40	\$ -	\$ 77,365.40	\$ 38,682.71	\$ 38,682.69
Boardman	Columbus	6	155	\$ 3,160.21	0.5	\$ 816.72	\$ 3,978.93	\$ -	\$ 3,978.93	\$ 1,989.47	\$ 1,989.46
Bogue	Carteret	2	721	\$ 14,700.09	3.75	\$ 6,140.39	\$ 20,840.48	\$ -	\$ 20,840.48	\$ 10,420.25	\$ 10,420.23
Boiling Spring Lakes	Brunswick	3	6001	\$ 122,351.24	113.27	\$ 185,472.49	\$ 307,823.73	\$ -	\$ 307,823.73	\$ 153,911.87	\$ 153,911.86
Boiling Springs	Cleveland	12	4756	\$ 96,967.59	22.11	\$ 36,203.73	\$ 133,171.32	\$ -	\$ 133,171.32	\$ 66,585.67	\$ 66,585.65
Bolivia	Brunswick	3	150	\$ 3,058.27	1.96	\$ 3,209.38	\$ 6,267.65	\$ -	\$ 6,267.65	\$ 3,133.83	\$ 3,133.82
Bolton	Columbus	6	694	\$ 14,149.80	11.68	\$ 19,125.26	\$ 33,274.86	\$ -	\$ 33,274.86	\$ 16,637.43	\$ 16,637.43
Boone	Watauga	11	18227	\$ 371,620.75	42.86	\$ 70,180.55	\$ 441,801.30	\$ -	\$ 441,801.30	\$ 220,900.66	\$ 220,900.64
Boonville	Yadkin	11	1216	\$ 24,792.39	8.77	\$ 14,360.32	\$ 39,152.71	\$ -	\$ 39,152.71	\$ 19,576.36	\$ 19,576.35
Bostic	Rutherford	13	388	\$ 7,910.73	2.74	\$ 4,486.58	\$ 12,397.31	\$ -	\$ 12,397.31	\$ 6,198.66	\$ 6,198.65
Brevard	Transylvania	14	7821	\$ 159,458.27	40.53	\$ 66,365.32	\$ 225,823.59	\$ -	\$ 225,823.59	\$ 112,911.80	\$ 112,911.79
Bridgeton	Craven	2	463	\$ 9,439.86	3.98	\$ 6,517.00	\$ 15,956.86	\$ -	\$ 15,956.86	\$ 7,978.43	\$ 7,978.43

**State Street - Aid Allocations To Municipalities
Powell Bill October 2016/January 2016
507 Participating Municipalities**

Municipality	County	Division Number	POPULATION		MILEAGE		Allocation From Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation	October Allocation	January Allocation
			Annual Estimated Population	Increment Award 3/4	Certified Non-System	Increment Awards (1/4)					
Broadway	Harnett/Lee	8/8	1274	\$ 25,974.92	8.03	\$ 13,148.62	\$ 39,123.54	\$ -	\$ 39,123.54	\$ 19,561.77	\$ 19,561.77
Brookford	Catawba	12	376	\$ 7,666.07	4.56	\$ 7,466.71	\$ 15,132.78	\$ -	\$ 15,132.78	\$ 7,566.40	\$ 7,566.38
Brunswick	Columbus	6	1127	\$ 22,977.81	1.68	\$ 2,750.89	\$ 25,728.70	\$ -	\$ 25,728.70	\$ 12,864.36	\$ 12,864.34
Bryson City	Swain	14	1524	\$ 31,072.04	11.16	\$ 18,273.80	\$ 49,345.84	\$ -	\$ 49,345.84	\$ 24,872.92	\$ 24,872.92
Bunn	Franklin	5	343	\$ 6,993.25	2.79	\$ 4,568.45	\$ 11,561.70	\$ -	\$ 11,561.70	\$ 5,780.86	\$ 5,780.84
Burgaw	Pender	3	4009	\$ 81,737.40	18.79	\$ 30,787.44	\$ 112,504.84	\$ -	\$ 112,504.84	\$ 56,252.42	\$ 56,252.42
Burlington	Alamance	7	51923	\$ 1,058,630.82	241.08	\$ 384,753.32	\$ 1,453,384.14	\$ -	\$ 1,453,384.14	\$ 728,692.07	\$ 728,692.07
Burnsville	Yancey	13	1698	\$ 34,578.85	11.17	\$ 18,290.17	\$ 52,869.02	\$ -	\$ 52,869.02	\$ 26,434.52	\$ 26,434.50
Butner	Granville	5	7784	\$ 158,296.13	15.09	\$ 24,708.92	\$ 183,005.05	\$ -	\$ 183,005.05	\$ 91,502.53	\$ 91,502.52
Calabash	Brunswick	3	1895	\$ 38,836.16	13.6	\$ 22,289.14	\$ 60,905.30	\$ -	\$ 60,905.30	\$ 30,452.65	\$ 30,452.65
Calypso	Duplin	3	559	\$ 11,397.16	5.81	\$ 9,513.51	\$ 20,910.67	\$ -	\$ 20,910.67	\$ 10,455.34	\$ 10,455.33
Cameron	Moore	8	309	\$ 6,300.04	2.24	\$ 3,867.88	\$ 9,967.90	\$ -	\$ 9,967.90	\$ 4,983.95	\$ 4,983.95
Candor	Montgomery	8	842	\$ 17,167.10	7.16	\$ 11,724.05	\$ 28,891.15	\$ -	\$ 28,891.15	\$ 14,445.58	\$ 14,445.57
Canton	Haywood	14	4234	\$ 88,324.81	31.84	\$ 52,135.99	\$ 138,460.80	\$ -	\$ 138,460.80	\$ 69,230.41	\$ 69,230.39
Cape Carteret	Carteret	2	2140	\$ 43,631.34	19.94	\$ 32,650.49	\$ 76,281.83	\$ -	\$ 76,281.83	\$ 38,140.92	\$ 38,140.91
Carolina Beach	New Hanover	3	5918	\$ 120,659.00	40.74	\$ 66,709.18	\$ 187,368.18	\$ -	\$ 187,368.18	\$ 93,684.09	\$ 93,684.09
Carolina Shores	Brunswick	3	3302	\$ 87,322.75	24.64	\$ 40,346.45	\$ 107,669.20	\$ -	\$ 107,669.20	\$ 53,834.61	\$ 53,834.59
Carboro	Orange	7	20534	\$ 418,656.96	46.17	\$ 75,600.47	\$ 494,257.43	\$ -	\$ 494,257.43	\$ 247,128.72	\$ 247,128.71
Carthage	Moore	8	2289	\$ 46,689.22	18.11	\$ 30,800.19	\$ 77,489.41	\$ -	\$ 77,489.41	\$ 38,734.71	\$ 38,734.70
Cary	Wake/Chatham	5	148333	\$ 3,024,283.77	466.3	\$ 763,536.88	\$ 3,787,820.65	\$ -	\$ 3,787,820.65	\$ 1,893,910.33	\$ 1,893,910.32
Castalia	Nash	4	257	\$ 5,239.84	2.03	\$ 3,324.00	\$ 8,563.84	\$ -	\$ 8,563.84	\$ 4,281.92	\$ 4,281.92
Caswell Beach	Brunswick	3	425	\$ 8,865.10	0.09	\$ 147.37	\$ 8,812.47	\$ -	\$ 8,812.47	\$ 4,406.24	\$ 4,406.23
Catawba	Catawba	12	604	\$ 12,314.64	5.83	\$ 9,546.26	\$ 21,860.90	\$ -	\$ 21,860.90	\$ 10,930.45	\$ 10,930.45
Cedar Point	Carteret	2	1396	\$ 28,462.31	4.08	\$ 6,680.74	\$ 35,143.05	\$ -	\$ 35,143.05	\$ 17,571.53	\$ 17,571.52
Cedar Rock	Caldwell	11	293	\$ 5,973.82	6.58	\$ 10,774.34	\$ 16,748.16	\$ -	\$ 16,748.16	\$ 8,374.08	\$ 8,374.08
Cerro Gordo	Columbus	6	201	\$ 4,098.08	2	\$ 3,274.87	\$ 7,372.95	\$ -	\$ 7,372.95	\$ 3,686.48	\$ 3,686.47
Chadbourn	Columbus	6	1827	\$ 37,249.75	16.51	\$ 27,034.09	\$ 64,283.84	\$ -	\$ 64,283.84	\$ 32,141.93	\$ 32,141.91
Chapel Hill	Durham/Orange	5/7	59758	\$ 1,218,374.53	165.03	\$ 270,226.23	\$ 1,488,600.76	\$ -	\$ 1,488,600.76	\$ 744,300.39	\$ 744,300.37
Charlotte	Mecklenburg	10	803392	\$ 16,379,938.28	2,454.87	\$ 4,019,695.03	\$ 20,399,633.31	\$ -	\$ 20,399,633.31	\$ 10,199,816.66	\$ 10,199,816.65
Cherryville	Gaston	12	5803	\$ 118,314.32	42.53	\$ 69,840.20	\$ 187,954.52	\$ -	\$ 187,954.52	\$ 93,977.26	\$ 93,977.26
China Grove	Rowan	9	4167	\$ 84,958.78	20.08	\$ 32,846.99	\$ 117,805.77	\$ -	\$ 117,805.77	\$ 58,902.89	\$ 58,902.88
Chocowinity	Beaufort	2	818	\$ 16,677.77	6.67	\$ 10,921.70	\$ 27,599.47	\$ -	\$ 27,599.47	\$ 13,799.74	\$ 13,799.73
Claremont	Catawba	12	1426	\$ 29,073.97	9.49	\$ 15,539.28	\$ 44,613.25	\$ -	\$ 44,613.25	\$ 22,306.63	\$ 22,306.62
Clarkton	Bladen	6	860	\$ 17,534.09	10.68	\$ 17,487.83	\$ 35,021.92	\$ -	\$ 35,021.92	\$ 17,510.97	\$ 17,510.95
Clayton	Johnston	4	17345	\$ 353,638.11	75.63	\$ 123,839.36	\$ 477,477.47	\$ -	\$ 477,477.47	\$ 238,738.74	\$ 238,738.73
Clemmons	Forsyth	9	19342	\$ 394,353.90	80	\$ 130,994.98	\$ 525,348.86	\$ -	\$ 525,348.86	\$ 262,674.43	\$ 262,674.43
Cleveland	Rowan	9	870	\$ 17,737.97	7.28	\$ 11,920.54	\$ 29,658.51	\$ -	\$ 29,658.51	\$ 14,829.26	\$ 14,829.25
Clinton	Sampson	3	8713	\$ 177,644.78	50.25	\$ 82,281.21	\$ 259,926.00	\$ -	\$ 259,926.00	\$ 129,963.01	\$ 129,962.99
Clyde	Haywood	14	1222	\$ 24,914.72	8.04	\$ 13,164.99	\$ 38,079.71	\$ -	\$ 38,079.71	\$ 19,039.86	\$ 19,039.85
Coats	Harnett	6	2263	\$ 48,139.12	14.94	\$ 24,463.31	\$ 70,602.43	\$ -	\$ 70,602.43	\$ 35,301.22	\$ 35,301.21
Cofield	Hertford	1	407	\$ 8,298.11	1.84	\$ 2,685.40	\$ 10,983.51	\$ -	\$ 10,983.51	\$ 5,491.76	\$ 5,491.75
Colerain	Bertie	1	194	\$ 3,955.36	0.37	\$ 605.85	\$ 4,561.21	\$ -	\$ 4,561.21	\$ 2,280.61	\$ 2,280.60
Columbia	Tyrrell	1	834	\$ 17,003.99	4.5	\$ 7,368.47	\$ 24,372.46	\$ -	\$ 24,372.46	\$ 12,186.24	\$ 12,186.22
Columbus	Polk	14	982	\$ 20,021.48	8.66	\$ 14,183.83	\$ 34,185.31	\$ -	\$ 34,185.31	\$ 17,092.66	\$ 17,092.65
Concord	Cabarrus	10	85428	\$ 1,741,746.70	341.54	\$ 559,250.24	\$ 2,300,996.94	\$ -	\$ 2,300,996.94	\$ 1,150,498.47	\$ 1,150,498.47
Conetoe	Edgecombe	4	286	\$ 5,831.10	2.41	\$ 3,946.22	\$ 9,777.32	\$ -	\$ 9,777.32	\$ 4,888.66	\$ 4,888.66
Connelly Springs	Burke	13	1638	\$ 33,398.32	2.07	\$ 3,389.49	\$ 36,785.81	\$ -	\$ 36,785.81	\$ 18,392.91	\$ 18,392.90
Conover	Catawba	12	8291	\$ 169,040.85	51.83	\$ 84,540.87	\$ 253,581.72	\$ -	\$ 253,581.72	\$ 126,790.87	\$ 126,790.85
Conway	Northampton	1	836	\$ 17,044.77	4.48	\$ 7,335.72	\$ 24,380.49	\$ -	\$ 24,380.49	\$ 12,190.25	\$ 12,190.24
Cooleemee	Davie	9	982	\$ 19,613.71	5.49	\$ 8,989.53	\$ 28,603.24	\$ -	\$ 28,603.24	\$ 14,301.63	\$ 14,301.61
Cornelius	Mecklenburg	10	28540	\$ 581,887.10	97.78	\$ 160,108.59	\$ 741,995.69	\$ -	\$ 741,995.69	\$ 370,997.85	\$ 370,997.84
Cove City	Craven	2	395	\$ 8,053.45	2.93	\$ 4,797.89	\$ 12,851.14	\$ -	\$ 12,851.14	\$ 6,425.58	\$ 6,425.56
Cramerton	Gaston	12	4741	\$ 96,661.78	15.91	\$ 26,051.62	\$ 122,713.38	\$ -	\$ 122,713.38	\$ 61,356.69	\$ 61,356.69
Creedmoor	Granville	5	4325	\$ 88,180.16	17.84	\$ 29,211.88	\$ 117,392.04	\$ -	\$ 117,392.04	\$ 58,698.02	\$ 58,698.02
Creswell	Washington	1	267	\$ 5,443.72	2.2	\$ 3,602.36	\$ 9,046.08	\$ -	\$ 9,046.08	\$ 4,523.04	\$ 4,523.04

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Municipality	County	Division Number	POPULATION		MILEAGE		Allocation From Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation	October Allocation	January Allocation
			Annual Estimated Population	Increment Award 3/4	Certified Non-System	Increment Awards (1/4)					
Crossnore	Avery	11	201	\$ 4,098.08	2.36	\$ 3,864.35	\$ 7,962.43	\$ -	\$ 7,962.43	\$ 3,981.22	\$ 3,981.21
Dallas	Gaston	12	4687	\$ 95,560.79	22.48	\$ 36,809.58	\$ 132,370.37	\$ -	\$ 132,370.37	\$ 66,185.19	\$ 66,185.18
Danbury	Stokes	9	186	\$ 3,792.26	1.76	\$ 2,881.89	\$ 6,674.15	\$ -	\$ 6,674.15	\$ 3,337.08	\$ 3,337.07
Davidson	Iredell/Meck	10/12	12332	\$ 251,430.88	41.83	\$ 68,493.99	\$ 319,924.87	\$ -	\$ 319,924.87	\$ 159,962.34	\$ 159,962.33
Denton	Davidson	9	1608	\$ 32,784.67	12.93	\$ 21,172.08	\$ 53,956.73	\$ -	\$ 53,956.73	\$ 28,978.37	\$ 28,978.36
Dillsboro	Jackson	14	226	\$ 4,607.80	0.92	\$ 1,508.44	\$ 6,114.24	\$ -	\$ 6,114.24	\$ 3,057.12	\$ 3,057.12
Dobbins Heights	Richmond	8	844	\$ 17,207.87	8.82	\$ 14,442.19	\$ 31,650.08	\$ -	\$ 31,650.08	\$ 15,825.04	\$ 15,825.02
Dobson	Surry	11	1602	\$ 32,682.34	8.84	\$ 14,474.94	\$ 47,137.28	\$ -	\$ 47,137.28	\$ 23,568.64	\$ 23,568.64
Dover	Craven	2	392	\$ 7,992.28	3.04	\$ 4,977.81	\$ 12,970.09	\$ -	\$ 12,970.09	\$ 6,485.05	\$ 6,485.04
Drexel	Burke	13	1843	\$ 37,575.96	12.02	\$ 19,681.99	\$ 57,257.95	\$ -	\$ 57,257.95	\$ 28,628.98	\$ 28,628.97
Dublin	Bladen	6	350	\$ 7,135.97	3.18	\$ 5,207.05	\$ 12,343.02	\$ -	\$ 12,343.02	\$ 6,171.52	\$ 6,171.50
Dunn	Harnett	8	9577	\$ 195,260.43	65.45	\$ 107,170.25	\$ 302,430.68	\$ -	\$ 302,430.68	\$ 151,215.35	\$ 151,215.33
Durham	Durham	5	244110	\$ 4,977,030.80	730.68	\$ 1,198,442.49	\$ 6,173,473.29	\$ -	\$ 6,173,473.29	\$ 3,086,736.65	\$ 3,086,736.64
Earl	Cleveland	12	285	\$ 5,402.95	0.92	\$ 1,506.44	\$ 6,909.39	\$ -	\$ 6,909.39	\$ 3,454.70	\$ 3,454.69
East Arcadia	Bladen	6	481	\$ 9,806.85	2.19	\$ 3,585.99	\$ 13,392.85	\$ -	\$ 13,392.85	\$ 6,696.43	\$ 6,696.42
East Bend	Yadkin	11	597	\$ 12,171.92	6.6	\$ 10,807.08	\$ 22,979.00	\$ -	\$ 22,979.00	\$ 11,489.50	\$ 11,489.50
East Laurinburg	Scotland	8	295	\$ 6,014.80	2.74	\$ 4,486.58	\$ 10,501.18	\$ -	\$ 10,501.18	\$ 5,250.59	\$ 5,250.59
East Spencer	Rowan	9	1508	\$ 30,745.82	14.85	\$ 24,315.94	\$ 55,061.76	\$ -	\$ 55,061.76	\$ 27,530.88	\$ 27,530.88
Eastover	Cumberland	6	3689	\$ 75,213.09	0.25	\$ 409.38	\$ 75,622.45	\$ -	\$ 75,622.45	\$ 37,811.23	\$ 37,811.22
Eden	Rockingham	7	15418	\$ 314,308.74	105.15	\$ 172,176.50	\$ 486,485.24	\$ -	\$ 486,485.24	\$ 243,242.82	\$ 243,242.82
Edenton	Chowan	1	4900	\$ 99,903.53	23.99	\$ 39,282.11	\$ 139,185.64	\$ -	\$ 139,185.64	\$ 69,592.83	\$ 69,592.81
Elizabeth City	Pasquotank	1	17944	\$ 365,850.81	72.56	\$ 118,812.43	\$ 484,663.24	\$ -	\$ 484,663.24	\$ 242,331.63	\$ 242,331.61
Elizabethtown	Bladen	6	3603	\$ 73,459.88	25.07	\$ 41,050.55	\$ 114,510.23	\$ -	\$ 114,510.23	\$ 57,255.12	\$ 57,255.11
Elk Park	Avery	11	449	\$ 9,154.43	2.62	\$ 4,290.09	\$ 13,444.52	\$ -	\$ 13,444.52	\$ 6,722.27	\$ 6,722.25
Elkin	Surry/Wilkes	11	4047	\$ 82,512.18	29.66	\$ 48,568.38	\$ 131,078.54	\$ -	\$ 131,078.54	\$ 65,539.27	\$ 65,539.27
Ellenboro	Rutherford	13	877	\$ 17,880.69	5.56	\$ 9,104.15	\$ 26,984.84	\$ -	\$ 26,984.84	\$ 13,492.43	\$ 13,492.41
Ellerbe	Richmond	8	1033	\$ 21,061.30	10.85	\$ 17,438.70	\$ 38,500.00	\$ -	\$ 38,500.00	\$ 19,250.00	\$ 19,250.00
Elm City	Wilson	4	1321	\$ 26,933.18	8.63	\$ 14,131.08	\$ 41,064.26	\$ -	\$ 41,064.26	\$ 20,532.13	\$ 20,532.13
Elon	Alamance	7	10188	\$ 207,677.01	27.37	\$ 44,816.65	\$ 252,493.66	\$ -	\$ 252,493.66	\$ 126,246.84	\$ 126,246.82
Emerald Isle	Carteret	2	3775	\$ 76,968.50	45.5	\$ 74,503.38	\$ 151,469.88	\$ -	\$ 151,469.88	\$ 75,734.94	\$ 75,734.94
Enfield	Halifax	4	2506	\$ 51,093.52	15.78	\$ 25,838.76	\$ 76,932.28	\$ -	\$ 76,932.28	\$ 38,466.14	\$ 38,466.14
Erwin	Harnett	6	4568	\$ 93,134.56	29.95	\$ 49,041.24	\$ 142,175.80	\$ -	\$ 142,175.80	\$ 71,087.90	\$ 71,087.90
Eureka	Wayne	4	197	\$ 4,016.53	1.26	\$ 2,083.17	\$ 6,079.70	\$ -	\$ 6,079.70	\$ 3,039.86	\$ 3,039.84
Everetts	Martin	1	159	\$ 3,241.77	1.45	\$ 2,374.28	\$ 5,616.05	\$ -	\$ 5,616.05	\$ 2,808.03	\$ 2,808.02
Fair Bluff	Columbus	6	942	\$ 19,205.94	13.31	\$ 21,794.29	\$ 41,000.23	\$ -	\$ 41,000.23	\$ 20,500.12	\$ 20,500.11
Fairmont	Robeson	6	2651	\$ 54,049.85	22.3	\$ 38,514.85	\$ 90,564.70	\$ -	\$ 90,564.70	\$ 45,282.36	\$ 45,282.34
Faison	Duplin	3	997	\$ 20,327.31	8.21	\$ 13,443.36	\$ 33,770.67	\$ -	\$ 33,770.67	\$ 18,885.34	\$ 18,885.33
Faith	Rowan	9	814	\$ 16,596.22	6.08	\$ 9,955.62	\$ 26,551.84	\$ -	\$ 26,551.84	\$ 13,275.92	\$ 13,275.92
Falcon	Cumberland/Sampson	3/6	353	\$ 7,197.13	2.48	\$ 4,060.84	\$ 11,257.97	\$ -	\$ 11,257.97	\$ 5,628.99	\$ 5,628.98
Falkland	Pitt	2	97	\$ 1,977.68	0.05	\$ 81.87	\$ 2,059.55	\$ -	\$ 2,059.55	\$ 1,029.78	\$ 1,029.77
Fallston	Cleveland	12	607	\$ 12,375.80	4.08	\$ 6,680.74	\$ 19,056.54	\$ -	\$ 19,056.54	\$ 9,528.27	\$ 9,528.27
Farmville	Pitt	2	4714	\$ 98,111.27	28.79	\$ 47,141.81	\$ 143,253.08	\$ -	\$ 143,253.08	\$ 71,626.55	\$ 71,626.53
Fayetteville	Cumberland	6	208373	\$ 4,248,407.85	735.89	\$ 1,204,646.04	\$ 5,453,053.89	\$ -	\$ 5,453,053.89	\$ 2,726,526.95	\$ 2,726,526.94
Fletcher	Henderson	14	7574	\$ 154,422.32	23.05	\$ 37,742.92	\$ 192,165.24	\$ -	\$ 192,165.24	\$ 98,082.62	\$ 98,082.62
Fontana Dam	Graham	14	20	\$ 407.77	3.09	\$ 5,059.68	\$ 5,467.45	\$ -	\$ 5,467.45	\$ 2,733.73	\$ 2,733.72
Forest City	Rutherford	13	7465	\$ 152,199.97	56.47	\$ 92,466.07	\$ 244,666.04	\$ -	\$ 244,666.04	\$ 122,333.03	\$ 122,333.01
Forest Hills	Jackson	14	368	\$ 7,462.18	3.01	\$ 4,928.89	\$ 12,390.87	\$ -	\$ 12,390.87	\$ 6,195.44	\$ 6,195.43
Fountain	Pitt	2	430	\$ 8,767.04	3.8	\$ 6,222.26	\$ 14,989.30	\$ -	\$ 14,989.30	\$ 7,494.65	\$ 7,494.65
Four Oaks	Johnston	4	1987	\$ 40,511.90	13.36	\$ 21,876.16	\$ 62,388.06	\$ -	\$ 62,388.06	\$ 31,194.03	\$ 31,194.03
Foxfire Village	Moore	8	985	\$ 20,082.65	13.72	\$ 22,465.64	\$ 42,548.29	\$ -	\$ 42,548.29	\$ 21,274.15	\$ 21,274.14
Franklin	Macon	14	3982	\$ 81,186.91	30.08	\$ 49,254.11	\$ 130,441.02	\$ -	\$ 130,441.02	\$ 65,220.52	\$ 65,220.50
Franklinton	Franklin	5	2020	\$ 41,184.72	13.87	\$ 22,875.00	\$ 64,059.72	\$ -	\$ 64,059.72	\$ 32,029.86	\$ 32,029.86
Franklinville	Randolph	8	1196	\$ 24,384.62	6.57	\$ 10,757.98	\$ 35,142.58	\$ -	\$ 35,142.58	\$ 17,571.29	\$ 17,571.29
Fremont	Wayne	4	1257	\$ 25,628.31	11.94	\$ 19,551.00	\$ 45,179.31	\$ -	\$ 45,179.31	\$ 22,589.66	\$ 22,589.65
Fuquay-Varina	Wake	5	21840	\$ 445,284.31	100.1	\$ 163,907.45	\$ 609,191.76	\$ -	\$ 609,191.76	\$ 304,595.89	\$ 304,595.87

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Powell Bill October 2015/January 2016
507 Participating Municipalities**

Municipality	County	Division Number	POPULATION		MILEAGE		Allocation From Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation	October Allocation	January Allocation
			Annual Estimated Population	Increment Award 3/4	Certified Non-System	Increment Awards (1/4)					
Garland	Sampson	3	638	\$ 13,007.85	11.32	\$ 18,535.79	\$ 31,543.64	\$ -	\$ 31,543.64	\$ 15,771.83	\$ 15,771.81
Gamer	Wake	5	27289	\$ 558,381.11	100.14	\$ 183,972.94	\$ 720,354.05	\$ -	\$ 720,354.05	\$ 360,177.03	\$ 360,177.02
Garysburg	Northampton	1	1031	\$ 21,020.52	8.37	\$ 13,705.35	\$ 34,725.87	\$ -	\$ 34,725.87	\$ 17,362.94	\$ 17,362.93
Gaston	Northampton	1	1126	\$ 22,957.42	10.94	\$ 17,913.56	\$ 40,870.98	\$ -	\$ 40,870.98	\$ 20,435.49	\$ 20,435.49
Gastonia	Gaston	12	73186	\$ 1,492,150.98	338.1	\$ 553,617.46	\$ 2,045,768.44	\$ -	\$ 2,045,768.44	\$ 1,022,884.22	\$ 1,022,884.22
Gatesville	Gates	1	314	\$ 6,401.98	1.71	\$ 2,800.02	\$ 9,202.00	\$ -	\$ 9,202.00	\$ 4,601.00	\$ 4,601.00
Gibson	Scotland	8	524	\$ 10,683.56	4.51	\$ 7,384.84	\$ 18,068.40	\$ -	\$ 18,068.40	\$ 9,034.20	\$ 9,034.20
Gibsonville	Alamance/Guilford	7	6816	\$ 138,987.85	30.56	\$ 50,040.08	\$ 189,007.93	\$ -	\$ 189,007.93	\$ 94,503.97	\$ 94,503.96
Glen Alpine	Burke	13	1530	\$ 31,184.37	8.15	\$ 13,345.11	\$ 44,539.48	\$ -	\$ 44,539.48	\$ 22,269.75	\$ 22,269.73
Godwin	Cumberland	6	139	\$ 2,834.00	1.01	\$ 1,853.81	\$ 4,487.81	\$ -	\$ 4,487.81	\$ 2,243.91	\$ 2,243.90
Goldsboro	Wayne	4	35438	\$ 722,488.03	162.74	\$ 266,476.50	\$ 988,962.53	\$ -	\$ 988,962.53	\$ 494,481.27	\$ 494,481.26
Goldston	Chatham	8	273	\$ 5,568.05	3.75	\$ 8,140.39	\$ 11,706.44	\$ -	\$ 11,706.44	\$ 5,853.23	\$ 5,853.21
Graham	Alamance	7	14306	\$ 291,877.53	62.46	\$ 102,274.32	\$ 393,951.85	\$ -	\$ 393,951.85	\$ 196,975.93	\$ 196,975.92
Granite Falls	Caldwell	11	4651	\$ 94,828.80	34.56	\$ 56,589.82	\$ 151,416.82	\$ -	\$ 151,416.82	\$ 75,708.31	\$ 75,708.31
Granite Quarry	Rowan	9	3012	\$ 61,410.09	13.13	\$ 21,499.55	\$ 82,909.64	\$ -	\$ 82,909.64	\$ 41,454.83	\$ 41,454.81
Green Level	Alamance	7	2098	\$ 42,734.25	8.69	\$ 14,228.33	\$ 58,963.58	\$ -	\$ 58,963.58	\$ 28,481.80	\$ 28,481.78
Greeneville	Duplin	3	655	\$ 13,354.45	3.66	\$ 5,993.02	\$ 19,347.47	\$ -	\$ 19,347.47	\$ 9,673.74	\$ 9,673.73
Greensboro	Guilford	7	280803	\$ 5,725,145.14	1,030.62	\$ 1,687,575.35	\$ 7,412,720.49	\$ -	\$ 7,412,720.49	\$ 3,708,360.25	\$ 3,708,360.24
Greenville	Pitt	2	87436	\$ 1,782,686.76	289.59	\$ 441,436.65	\$ 2,224,123.41	\$ -	\$ 2,224,123.41	\$ 1,112,061.71	\$ 1,112,061.70
Grifton	Lenoir/Pitt	2	2656	\$ 54,151.78	13.95	\$ 22,842.25	\$ 76,994.04	\$ -	\$ 76,994.04	\$ 38,497.03	\$ 38,497.01
Grimesland	Pitt	2	451	\$ 9,195.20	2.73	\$ 4,470.20	\$ 13,665.40	\$ -	\$ 13,665.40	\$ 6,832.70	\$ 6,832.70
Grover	Cleveland	12	712	\$ 14,516.59	5.72	\$ 9,366.14	\$ 23,882.73	\$ -	\$ 23,882.73	\$ 11,941.37	\$ 11,941.36
Halifax	Halifax	4	234	\$ 4,770.80	2.87	\$ 4,699.44	\$ 9,470.34	\$ -	\$ 9,470.34	\$ 4,735.17	\$ 4,735.17
Hamilton	Martin	1	397	\$ 8,094.22	3.7	\$ 8,058.52	\$ 14,152.74	\$ -	\$ 14,152.74	\$ 7,078.37	\$ 7,078.37
Hamlet	Richmond	8	6374	\$ 129,956.14	44.9	\$ 73,520.92	\$ 203,477.06	\$ -	\$ 203,477.06	\$ 101,738.53	\$ 101,738.53
Harmony	Iredell	12	540	\$ 11,009.78	2.65	\$ 4,339.21	\$ 15,348.99	\$ -	\$ 15,348.99	\$ 7,674.50	\$ 7,674.49
Harrells	Duplin/Sampson	3	204	\$ 4,159.25	1.27	\$ 2,079.55	\$ 6,238.80	\$ -	\$ 6,238.80	\$ 3,119.41	\$ 3,119.39
Harrellsville	Hertford	1	105	\$ 2,140.79	0.55	\$ 900.59	\$ 3,041.38	\$ -	\$ 3,041.38	\$ 1,520.70	\$ 1,520.68
Harrisburg	Cabarrus	10	14833	\$ 302,422.26	61.38	\$ 100,473.14	\$ 402,895.40	\$ -	\$ 402,895.40	\$ 201,447.70	\$ 201,447.70
Hassell	Martin	1	83	\$ 1,692.24	1.68	\$ 2,750.89	\$ 4,443.13	\$ -	\$ 4,443.13	\$ 2,221.57	\$ 2,221.56
Havelock	Craven	2	20592	\$ 419,839.49	47.25	\$ 77,368.90	\$ 497,208.39	\$ -	\$ 497,208.39	\$ 248,604.20	\$ 248,604.19
Haw River	Alamance	7	2337	\$ 47,647.87	9.02	\$ 14,789.68	\$ 62,417.55	\$ -	\$ 62,417.55	\$ 31,208.78	\$ 31,208.77
Hayesville	Clay	14	329	\$ 6,707.81	3.58	\$ 5,862.02	\$ 12,569.83	\$ -	\$ 12,569.83	\$ 6,284.92	\$ 6,284.91
Henderson	Vance	5	15140	\$ 308,681.52	84.78	\$ 138,821.91	\$ 447,503.43	\$ -	\$ 447,503.43	\$ 223,751.72	\$ 223,751.71
Hendersonville	Henderson	14	13663	\$ 278,567.74	65.83	\$ 107,792.48	\$ 386,360.22	\$ -	\$ 386,360.22	\$ 193,180.11	\$ 193,180.11
Hertford	Perquimans	1	2150	\$ 43,835.22	9.8	\$ 16,046.88	\$ 59,882.10	\$ -	\$ 59,882.10	\$ 29,941.05	\$ 29,941.05
Hickory	Burke/Catawba	12/13	40332	\$ 822,308.00	239.63	\$ 392,379.03	\$ 1,214,687.03	\$ -	\$ 1,214,687.03	\$ 607,343.52	\$ 607,343.51
High Point	Davd/Guil/Rand	7/8/9	108556	\$ 2,213,291.37	446.54	\$ 731,181.13	\$ 2,944,472.50	\$ -	\$ 2,944,472.50	\$ 1,472,236.26	\$ 1,472,236.24
High Shoals	Gaston/Lincoln	12	696	\$ 14,190.38	3.21	\$ 5,256.17	\$ 19,446.55	\$ -	\$ 19,446.55	\$ 9,723.28	\$ 9,723.27
Highlands	Jackson/Macon	14	926	\$ 18,879.73	22.04	\$ 36,089.11	\$ 54,968.84	\$ -	\$ 54,968.84	\$ 27,484.43	\$ 27,484.41
Hildebran	Burke	13	1983	\$ 40,430.35	4.87	\$ 7,974.32	\$ 48,404.67	\$ -	\$ 48,404.67	\$ 24,202.34	\$ 24,202.33
Hillsborough	Orange	7	6326	\$ 128,977.50	34.13	\$ 55,885.73	\$ 184,863.23	\$ -	\$ 184,863.23	\$ 92,431.82	\$ 92,431.81
Hobgood	Halifax	4	338	\$ 6,891.30	4.97	\$ 8,138.06	\$ 15,029.36	\$ -	\$ 15,029.36	\$ 7,514.68	\$ 7,514.68
Hoffman	Richmond	8	573	\$ 11,682.60	10.38	\$ 16,996.60	\$ 28,679.20	\$ -	\$ 28,679.20	\$ 14,339.60	\$ 14,339.60
Holden Beach	Brunswick	3	603	\$ 12,294.25	13.89	\$ 22,744.00	\$ 35,038.25	\$ -	\$ 35,038.25	\$ 17,519.13	\$ 17,519.12
Holly Ridge	Onslow	3	1493	\$ 30,439.98	10.55	\$ 17,274.96	\$ 47,714.95	\$ -	\$ 47,714.95	\$ 23,857.48	\$ 23,857.47
Holly Springs	Wake	5	28835	\$ 587,901.70	113.33	\$ 185,570.74	\$ 773,472.44	\$ -	\$ 773,472.44	\$ 386,736.22	\$ 386,736.22
Hookerton	Greene	2	407	\$ 8,298.11	3.2	\$ 5,238.80	\$ 13,537.91	\$ -	\$ 13,537.91	\$ 6,768.96	\$ 6,768.95
Hope Mills	Cumberland	6	18449	\$ 335,370.04	60.99	\$ 99,887.28	\$ 435,257.32	\$ -	\$ 435,257.32	\$ 217,618.66	\$ 217,618.66
Hot Springs	Madison	13	570	\$ 11,621.43	7.15	\$ 11,707.67	\$ 23,329.10	\$ -	\$ 23,329.10	\$ 11,664.56	\$ 11,664.54
Hudson	Caldwell	11	3887	\$ 79,250.01	26.33	\$ 43,113.72	\$ 122,363.73	\$ -	\$ 122,363.73	\$ 61,181.87	\$ 61,181.86
Huntersville	Mecklenburg	10	53821	\$ 1,097,328.15	195.9	\$ 320,773.91	\$ 1,418,102.06	\$ -	\$ 1,418,102.06	\$ 709,051.04	\$ 709,051.02
Indian Trail	Union	10	38628	\$ 746,789.09	56.67	\$ 92,793.56	\$ 839,582.65	\$ -	\$ 839,582.65	\$ 419,791.33	\$ 419,791.32
Jackson	Northampton	1	491	\$ 10,010.74	4.03	\$ 6,598.87	\$ 16,609.61	\$ -	\$ 16,609.61	\$ 8,304.81	\$ 8,304.80
Jacksonville	Onslow	3	76576	\$ 1,561,267.92	155.25	\$ 254,212.10	\$ 1,815,480.02	\$ -	\$ 1,815,480.02	\$ 907,740.01	\$ 907,740.01

**State Street - Aid Allocations To Municipalities
Powell Bill October 2016/January 2016
507 Participating Municipalities**

Municipality	County	Division Number	POPULATION		MILEAGE		Allocation From Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation	October Allocation	January Allocation
			Annual Estimated Population	Increment Award 3/4	Certified Non- System	Increment Awards (1/4)					
Jamestown	Guilford	7	3631	\$ 74,030.56	16.29	\$ 26,673.85	\$ 100,704.41	\$ -	\$ 100,704.41	\$ 50,352.21	\$ 50,352.20
Jamesville	Martin	1	478	\$ 9,745.69	3.82	\$ 6,255.01	\$ 16,000.70	\$ -	\$ 16,000.70	\$ 8,000.36	\$ 8,000.34
Jefferson	Ashe	11	1568	\$ 31,989.13	13.26	\$ 21,712.41	\$ 53,681.54	\$ -	\$ 53,681.54	\$ 26,840.78	\$ 26,840.76
Jonesville	Yadkin	11	2256	\$ 45,988.40	17.63	\$ 28,888.01	\$ 74,864.41	\$ -	\$ 74,864.41	\$ 37,432.21	\$ 37,432.20
Kannapolis	Cabarrus/Rowan	9/10	44427	\$ 905,798.81	228.61	\$ 374,334.48	\$ 1,280,133.29	\$ -	\$ 1,280,133.29	\$ 640,066.65	\$ 640,066.64
Kelford	Bertie	1	238	\$ 4,852.46	2.35	\$ 3,847.98	\$ 8,700.44	\$ -	\$ 8,700.44	\$ 4,350.22	\$ 4,350.22
Kenansville	Duplin	3	826	\$ 16,840.88	10.45	\$ 17,111.22	\$ 33,952.10	\$ -	\$ 33,952.10	\$ 16,978.05	\$ 16,978.05
Kenly	Johnston/Wilson	4	1348	\$ 27,483.67	10.37	\$ 16,980.22	\$ 44,463.89	\$ -	\$ 44,463.89	\$ 22,231.95	\$ 22,231.94
Kemersville	Forsyth	9	24177	\$ 482,932.18	93.95	\$ 153,837.21	\$ 646,769.39	\$ -	\$ 646,769.39	\$ 323,384.70	\$ 323,384.69
Kill Devil Hills	Dare	1	7010	\$ 142,923.21	62.35	\$ 102,084.20	\$ 245,017.41	\$ -	\$ 245,017.41	\$ 122,508.71	\$ 122,508.70
King	Stokes	9	8863	\$ 139,926.11	38.94	\$ 83,761.80	\$ 203,687.91	\$ -	\$ 203,687.91	\$ 101,843.96	\$ 101,843.95
Kings Mountain	Cleveland/Gaston	12	10632	\$ 216,770.27	80.14	\$ 98,475.46	\$ 315,245.73	\$ -	\$ 315,245.73	\$ 157,622.87	\$ 157,622.86
Kingstown	Cleveland	12	678	\$ 13,823.39	0.09	\$ 147.37	\$ 13,970.76	\$ -	\$ 13,970.76	\$ 6,985.39	\$ 6,985.37
Kinston	Lenoir	2	21212	\$ 432,480.35	115.14	\$ 188,534.50	\$ 621,014.85	\$ -	\$ 621,014.85	\$ 310,507.43	\$ 310,507.42
Kittrell	Vance	5	507	\$ 10,336.96	1.52	\$ 2,488.90	\$ 12,825.86	\$ -	\$ 12,825.86	\$ 6,412.93	\$ 6,412.93
Kitty Hawk	Dare	1	3420	\$ 69,728.59	22.49	\$ 36,825.96	\$ 106,554.55	\$ -	\$ 106,554.55	\$ 53,277.28	\$ 53,277.27
Knightdale	Wake	5	13102	\$ 267,129.80	48.33	\$ 78,137.38	\$ 346,267.18	\$ -	\$ 346,267.18	\$ 173,133.59	\$ 173,133.59
Kure Beach	New Hanover	3	2131	\$ 43,447.84	13.41	\$ 21,958.03	\$ 65,405.87	\$ -	\$ 65,405.87	\$ 32,702.94	\$ 32,702.93
La Grange	Lenoir	2	2843	\$ 57,984.44	21.97	\$ 35,974.49	\$ 93,938.93	\$ -	\$ 93,938.93	\$ 46,969.47	\$ 46,969.46
Lake Lure	Rutherford	13	1204	\$ 24,547.72	26.88	\$ 44,014.31	\$ 68,562.03	\$ -	\$ 68,562.03	\$ 34,281.02	\$ 34,281.01
Lake Park	Union	10	3580	\$ 72,990.74	14.6	\$ 23,906.58	\$ 96,897.32	\$ -	\$ 96,897.32	\$ 48,448.68	\$ 48,448.66
Lake Santeetlah	Graham	14	45	\$ 817.48	4.7	\$ 7,695.95	\$ 8,613.43	\$ -	\$ 8,613.43	\$ 4,306.72	\$ 4,306.71
Lake Waccamaw	Columbus	6	1490	\$ 30,378.83	10.44	\$ 17,094.84	\$ 47,473.67	\$ -	\$ 47,473.67	\$ 23,738.83	\$ 23,738.83
Landis	Rowan	9	3103	\$ 63,285.44	22.95	\$ 37,579.18	\$ 100,844.62	\$ -	\$ 100,844.62	\$ 50,422.31	\$ 50,422.31
Lansing	Ashe	11	157	\$ 3,200.99	1.57	\$ 2,570.78	\$ 5,771.77	\$ -	\$ 5,771.77	\$ 2,885.89	\$ 2,885.88
Lasker	Northampton	1	121	\$ 2,467.01	0.94	\$ 1,539.19	\$ 4,006.20	\$ -	\$ 4,006.20	\$ 2,003.11	\$ 2,003.09
Lattimore	Cleveland	12	461	\$ 9,399.09	1.97	\$ 3,225.75	\$ 12,624.84	\$ -	\$ 12,624.84	\$ 6,312.43	\$ 6,312.41
Laurel Park	Henderson	14	2211	\$ 45,078.92	32.95	\$ 53,953.55	\$ 99,032.47	\$ -	\$ 99,032.47	\$ 49,516.24	\$ 49,516.23
Laurinburg	Scotland	8	15766	\$ 321,444.71	91.24	\$ 149,399.75	\$ 470,844.46	\$ -	\$ 470,844.46	\$ 235,422.24	\$ 235,422.22
Lawndale	Cleveland	12	606	\$ 12,355.42	3.98	\$ 6,533.37	\$ 18,888.79	\$ -	\$ 18,888.79	\$ 9,444.40	\$ 9,444.39
Leland	Brunswick	3	18063	\$ 327,500.09	78.54	\$ 128,604.30	\$ 456,104.39	\$ -	\$ 456,104.39	\$ 228,052.20	\$ 228,052.19
Lenoir	Caldwell	11	17842	\$ 363,771.18	127.33	\$ 208,494.86	\$ 572,266.04	\$ -	\$ 572,266.04	\$ 286,133.02	\$ 286,133.02
Lewiston / Woodville	Bertie	1	532	\$ 10,848.67	2.84	\$ 4,650.32	\$ 15,498.99	\$ -	\$ 15,498.99	\$ 7,748.50	\$ 7,748.49
Lewisville	Forsyth	9	13015	\$ 265,356.01	56.34	\$ 92,253.20	\$ 357,609.21	\$ -	\$ 357,609.21	\$ 178,804.61	\$ 178,804.60
Lexington	Davidson	9	18730	\$ 381,878.15	125.26	\$ 205,105.36	\$ 586,981.51	\$ -	\$ 586,981.51	\$ 293,490.78	\$ 293,490.75
Liberty	Randolph	8	2866	\$ 54,355.68	22.9	\$ 37,497.31	\$ 91,852.99	\$ -	\$ 91,852.99	\$ 45,926.50	\$ 45,926.49
Lilesville	Anson	10	533	\$ 10,867.06	4.5	\$ 7,368.47	\$ 18,235.53	\$ -	\$ 18,235.53	\$ 9,117.77	\$ 9,117.76
Lillington	Harnett	8	3321	\$ 67,710.13	21.33	\$ 34,926.53	\$ 102,636.66	\$ -	\$ 102,636.66	\$ 51,318.34	\$ 51,318.32
Lincolnton	Lincoln	12	10522	\$ 214,527.54	60	\$ 98,248.22	\$ 312,773.76	\$ -	\$ 312,773.76	\$ 156,386.88	\$ 156,386.88
Linden	Cumberland	6	128	\$ 2,609.72	1.52	\$ 2,488.90	\$ 5,098.62	\$ -	\$ 5,098.62	\$ 2,549.31	\$ 2,549.31
Littleton	Halifax	4	659	\$ 13,436.01	6.94	\$ 11,363.81	\$ 24,799.82	\$ -	\$ 24,799.82	\$ 12,399.92	\$ 12,399.90
Locust	Stanly	10	3081	\$ 62,616.89	25.63	\$ 41,967.51	\$ 104,784.40	\$ -	\$ 104,784.40	\$ 52,392.21	\$ 52,392.19
Long View	Burke/Catawba	12/13	4878	\$ 99,454.98	28.59	\$ 46,814.32	\$ 146,269.30	\$ -	\$ 146,269.30	\$ 73,134.65	\$ 73,134.65
Louisburg	Franklin	5	3356	\$ 68,423.72	16.75	\$ 27,427.07	\$ 95,850.79	\$ -	\$ 95,850.79	\$ 47,925.40	\$ 47,925.39
Love Valley	Iredell	12	119	\$ 2,426.23	4.46	\$ 7,302.97	\$ 9,729.20	\$ -	\$ 9,729.20	\$ 4,864.61	\$ 4,864.59
Lowell	Gaston	12	3636	\$ 74,132.50	12.45	\$ 20,385.09	\$ 94,518.59	\$ -	\$ 94,518.59	\$ 47,259.30	\$ 47,259.29
Lucama	Wilson	4	1137	\$ 23,181.70	4.91	\$ 8,039.82	\$ 31,221.52	\$ -	\$ 31,221.52	\$ 15,610.76	\$ 15,610.76
Lumber Bridge	Robeson	6	93	\$ 1,896.13	1.35	\$ 2,210.54	\$ 4,106.67	\$ -	\$ 4,106.67	\$ 2,053.34	\$ 2,053.33
Lumberton	Robeson	6	21540	\$ 439,167.77	129.52	\$ 212,080.84	\$ 651,248.61	\$ -	\$ 651,248.61	\$ 325,624.31	\$ 325,624.30
Macclesfield	Edgecombe	4	461	\$ 9,399.09	3.26	\$ 5,338.04	\$ 14,737.13	\$ -	\$ 14,737.13	\$ 7,368.57	\$ 7,368.56
Macon	Warren	5	117	\$ 2,385.45	1.25	\$ 2,048.80	\$ 4,432.25	\$ -	\$ 4,432.25	\$ 2,216.13	\$ 2,216.12
Madison	Rockingham	7	2220	\$ 45,282.42	16.73	\$ 27,394.32	\$ 72,656.74	\$ -	\$ 72,656.74	\$ 36,328.37	\$ 36,328.37
Maggie Valley	Haywood	14	1273	\$ 25,954.53	6.66	\$ 10,905.33	\$ 36,859.86	\$ -	\$ 36,859.86	\$ 18,429.94	\$ 18,429.92
Magnolia	Duplin	3	971	\$ 19,797.21	9.57	\$ 15,670.27	\$ 35,467.48	\$ -	\$ 35,467.48	\$ 17,733.75	\$ 17,733.73
Maiden	Catawba/Lincoln	12	3401	\$ 69,341.21	26.89	\$ 44,030.68	\$ 113,371.89	\$ -	\$ 113,371.89	\$ 56,685.95	\$ 56,685.94

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Manteo	Dare	1	1513	\$ 30,847.76	2.03	\$ 3,324.00	\$ 34,171.76	\$ -	\$ 34,171.76	\$ 17,085.88	\$ 17,085.88
Marion	McDowell	13	8223	\$ 167,854.44	38.01	\$ 58,984.11	\$ 226,818.55	\$ -	\$ 226,818.55	\$ 113,309.28	\$ 113,309.27
Mars Hill	Madison	13	2226	\$ 45,384.75	10.03	\$ 16,423.49	\$ 61,808.24	\$ -	\$ 61,808.24	\$ 30,904.13	\$ 30,904.11
Marshall	Madison	13	885	\$ 18,043.80	2.85	\$ 4,666.70	\$ 22,710.50	\$ -	\$ 22,710.50	\$ 11,355.25	\$ 11,355.25
Marshville	Union	10	2489	\$ 50,339.15	11.8	\$ 19,321.76	\$ 69,660.91	\$ -	\$ 69,660.91	\$ 34,830.46	\$ 34,830.45
Matthews	Mecklenburg	10	30010	\$ 611,858.16	98.01	\$ 180,485.20	\$ 772,343.36	\$ -	\$ 772,343.36	\$ 386,171.68	\$ 386,171.68
Maxton	Robeson/Scotland	6/8	2385	\$ 48,826.51	18.37	\$ 30,079.72	\$ 78,706.23	\$ -	\$ 78,706.23	\$ 39,353.12	\$ 39,353.11
Mayodan	Rockingham	7	2455	\$ 50,053.71	15.24	\$ 24,954.54	\$ 75,008.25	\$ -	\$ 75,008.25	\$ 37,504.13	\$ 37,504.12
Maysville	Jones	2	1056	\$ 21,530.23	8.38	\$ 13,688.97	\$ 35,219.20	\$ -	\$ 35,219.20	\$ 17,609.61	\$ 17,609.59
McAdenville	Gaston	12	682	\$ 13,497.17	2.6	\$ 4,257.34	\$ 17,754.51	\$ -	\$ 17,754.51	\$ 8,877.26	\$ 8,877.25
McDonald	Robeson	8	111	\$ 2,263.12	1	\$ 1,637.44	\$ 3,900.56	\$ -	\$ 3,900.56	\$ 1,950.28	\$ 1,950.28
McFarlan	Anson	10	118	\$ 2,405.84	1.37	\$ 2,243.29	\$ 4,649.13	\$ -	\$ 4,649.13	\$ 2,324.57	\$ 2,324.56
Mebane	Alamance/Orange	7	12366	\$ 252,123.89	53.98	\$ 88,388.85	\$ 340,512.74	\$ -	\$ 340,512.74	\$ 170,256.38	\$ 170,256.36
Mesic	Pamlico	2	215	\$ 4,383.52	1.37	\$ 2,243.29	\$ 6,626.81	\$ -	\$ 6,626.81	\$ 3,313.41	\$ 3,313.40
Micro	Johnston	4	450	\$ 8,174.81	2.62	\$ 4,290.09	\$ 13,464.90	\$ -	\$ 13,464.90	\$ 6,732.46	\$ 6,732.44
Middleburg	Vance	5	131	\$ 2,870.89	2.42	\$ 3,862.60	\$ 6,833.49	\$ -	\$ 6,833.49	\$ 3,316.75	\$ 3,316.74
Middlesex	Nash	4	798	\$ 16,270.00	6.27	\$ 10,286.73	\$ 26,556.73	\$ -	\$ 26,556.73	\$ 13,268.37	\$ 13,268.36
Midland	Cabarrus	10	3512	\$ 71,604.33	6.25	\$ 10,233.98	\$ 81,838.31	\$ -	\$ 81,838.31	\$ 40,919.18	\$ 40,919.15
Minnesott Beach	Pamlico	2	465	\$ 9,480.84	5.72	\$ 9,366.14	\$ 18,846.78	\$ -	\$ 18,846.78	\$ 9,423.39	\$ 9,423.39
Mint Hill	Mecklenburg	10	25511	\$ 520,130.40	104.93	\$ 171,816.27	\$ 691,946.67	\$ -	\$ 691,946.67	\$ 345,973.34	\$ 345,973.33
Misenheimer	Stanly	10	712	\$ 14,518.59	0.15	\$ 245.62	\$ 14,762.21	\$ -	\$ 14,762.21	\$ 7,381.11	\$ 7,381.10
Mocksville	Davie	9	5228	\$ 108,590.95	32.74	\$ 53,609.69	\$ 160,200.64	\$ -	\$ 160,200.64	\$ 80,100.33	\$ 80,100.31
Monroe	Union	10	34032	\$ 693,860.61	169.65	\$ 277,791.19	\$ 971,651.80	\$ -	\$ 971,651.80	\$ 485,825.91	\$ 485,825.89
Montreat	Buncombe	13	728	\$ 14,842.81	15.45	\$ 25,298.40	\$ 40,141.21	\$ -	\$ 40,141.21	\$ 20,070.61	\$ 20,070.60
Mooresville	Iredell	12	36394	\$ 742,018.18	134.46	\$ 220,189.78	\$ 962,187.96	\$ -	\$ 962,187.96	\$ 481,093.98	\$ 481,093.98
Morehead City	Carteret	2	9319	\$ 190,000.21	50.35	\$ 82,444.95	\$ 272,445.16	\$ -	\$ 272,445.16	\$ 136,222.59	\$ 136,222.57
Morganton	Burke	13	16720	\$ 340,895.31	87.04	\$ 142,522.52	\$ 483,417.83	\$ -	\$ 483,417.83	\$ 241,708.92	\$ 241,708.91
Morrisville	Wake	5	22914	\$ 467,181.53	48.28	\$ 79,055.46	\$ 546,236.99	\$ -	\$ 546,236.99	\$ 273,118.50	\$ 273,118.49
Morven	Anson	10	491	\$ 10,010.74	4.34	\$ 7,108.48	\$ 17,117.22	\$ -	\$ 17,117.22	\$ 8,558.61	\$ 8,558.61
Mount Airy	Surry	11	10380	\$ 211,836.26	72.25	\$ 118,304.83	\$ 330,141.09	\$ -	\$ 330,141.09	\$ 165,070.55	\$ 165,070.54
Mount Gilead	Montgomery	8	1122	\$ 22,875.87	10.65	\$ 17,438.70	\$ 40,314.57	\$ -	\$ 40,314.57	\$ 20,157.29	\$ 20,157.28
Mount Holly	Gaston	12	14511	\$ 295,857.17	66.71	\$ 109,233.42	\$ 405,090.59	\$ -	\$ 405,090.59	\$ 202,545.30	\$ 202,545.29
Mount Olive	Duplin/Wayne	3/4	4654	\$ 94,887.97	26.77	\$ 43,834.19	\$ 138,722.16	\$ -	\$ 138,722.16	\$ 69,361.08	\$ 69,361.08
Mount Pleasant	Cabarrus	10	1732	\$ 35,312.84	8.85	\$ 14,491.32	\$ 49,804.16	\$ -	\$ 49,804.16	\$ 24,902.08	\$ 24,902.08
Murfreesboro	Hertford	1	3201	\$ 65,263.51	16.22	\$ 26,559.23	\$ 91,822.74	\$ -	\$ 91,822.74	\$ 45,911.38	\$ 45,911.36
Murphy	Cherokee	14	1617	\$ 32,968.17	14.8	\$ 24,234.07	\$ 57,202.24	\$ -	\$ 57,202.24	\$ 28,601.13	\$ 28,601.11
Nags Head	Dare	1	2916	\$ 59,452.80	37.18	\$ 60,879.91	\$ 120,332.71	\$ -	\$ 120,332.71	\$ 60,166.36	\$ 60,166.35
Nashville	Nash	4	5338	\$ 108,833.68	27.24	\$ 44,603.78	\$ 153,437.46	\$ -	\$ 153,437.46	\$ 76,718.73	\$ 76,718.73
Navassa	Brunswick	3	1646	\$ 33,559.43	8.52	\$ 13,950.98	\$ 47,510.39	\$ -	\$ 47,510.39	\$ 23,755.20	\$ 23,755.19
New Bern	Craven	2	30051	\$ 612,694.08	155.7	\$ 254,948.94	\$ 867,643.02	\$ -	\$ 867,643.02	\$ 433,821.51	\$ 433,821.51
New London	Stanly	10	607	\$ 12,375.80	4.67	\$ 7,646.83	\$ 20,022.63	\$ -	\$ 20,022.63	\$ 10,011.32	\$ 10,011.31
Newland	Avery	11	705	\$ 14,373.88	7.23	\$ 11,838.67	\$ 26,212.55	\$ -	\$ 26,212.55	\$ 13,108.28	\$ 13,108.27
Newport	Carteret	2	4801	\$ 97,885.07	18.05	\$ 29,555.74	\$ 127,440.81	\$ -	\$ 127,440.81	\$ 63,720.41	\$ 63,720.40
Newton	Catawba	12	13018	\$ 265,417.18	76.14	\$ 124,674.46	\$ 390,091.64	\$ -	\$ 390,091.64	\$ 195,045.82	\$ 195,045.82
Newton Grove	Sampson	3	574	\$ 11,702.99	5.12	\$ 8,383.68	\$ 20,086.67	\$ -	\$ 20,086.67	\$ 10,043.34	\$ 10,043.33
Norlina	Warren	5	1100	\$ 22,427.32	9.75	\$ 15,965.01	\$ 38,392.33	\$ -	\$ 38,392.33	\$ 19,196.17	\$ 19,196.16
North Topsail Beach	Onslow	3	788	\$ 15,658.35	6.94	\$ 11,383.81	\$ 27,022.16	\$ -	\$ 27,022.16	\$ 13,511.09	\$ 13,511.07
North Wilkesboro	Wilkes	11	4512	\$ 91,992.80	34.84	\$ 57,048.31	\$ 149,041.11	\$ -	\$ 149,041.11	\$ 74,520.56	\$ 74,520.55
Northwest	Brunswick	3	783	\$ 15,984.18	5.2	\$ 8,514.67	\$ 24,478.85	\$ -	\$ 24,478.85	\$ 12,239.43	\$ 12,239.42
Norwood	Stanly	10	2374	\$ 48,402.24	18	\$ 29,473.87	\$ 77,876.11	\$ -	\$ 77,876.11	\$ 38,938.06	\$ 38,938.05
Oak City	Martin	1	308	\$ 6,238.87	4.17	\$ 6,828.11	\$ 13,066.98	\$ -	\$ 13,066.98	\$ 6,533.50	\$ 6,533.48
Oak Island	Brunswick	3	7135	\$ 145,471.77	99.46	\$ 162,859.49	\$ 308,331.26	\$ -	\$ 308,331.26	\$ 154,165.64	\$ 154,165.62
Oakboro	Stanly	10	1936	\$ 39,472.09	20.66	\$ 33,862.20	\$ 73,334.29	\$ -	\$ 73,334.29	\$ 36,667.15	\$ 36,667.14
Ocean Isle Beach	Brunswick	3	597	\$ 12,171.92	12.81	\$ 20,811.82	\$ 32,983.74	\$ -	\$ 32,983.74	\$ 16,491.87	\$ 16,491.87
Old Fort	McDowell	13	902	\$ 18,390.41	7.26	\$ 11,887.79	\$ 30,278.20	\$ -	\$ 30,278.20	\$ 15,139.11	\$ 15,139.09

**State Street - Aid Allocations To Municipalities
Powell Bill October 2016/January 2016
507 Participating Municipalities**

Municipality	County	Division Number	POPULATION		MILEAGE		Allocation From Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation	October Allocation	January Allocation
			Annual Estimated Population	Increment Award 3/4	Certified Non-System	Increment Awards (1/4)					
Oriental	Pamlico	2	903	\$ 18,410.79	13.36	\$ 21,876.16	\$ 40,286.95	\$ -	\$ 40,286.95	\$ 20,143.48	\$ 20,143.47
Oxford	Granville	5	8442	\$ 172,119.51	38.88	\$ 63,336.08	\$ 235,455.57	\$ -	\$ 235,455.57	\$ 117,727.79	\$ 117,727.78
Pantego	Beaufort	2	177	\$ 3,908.76	1.88	\$ 3,078.38	\$ 6,887.14	\$ -	\$ 6,887.14	\$ 3,343.57	\$ 3,343.57
Parkton	Robeson	6	438	\$ 8,889.38	5.57	\$ 9,120.52	\$ 18,009.90	\$ -	\$ 18,009.90	\$ 9,004.95	\$ 9,004.95
Parmele	Martin	1	272	\$ 5,545.87	2.29	\$ 3,749.73	\$ 9,295.40	\$ -	\$ 9,295.40	\$ 4,647.71	\$ 4,647.69
Peachland	Anson	10	423	\$ 8,624.33	5.11	\$ 8,367.30	\$ 16,991.63	\$ -	\$ 16,991.63	\$ 8,495.82	\$ 8,495.81
Peletier	Carteret	2	676	\$ 13,782.81	3.31	\$ 5,419.92	\$ 19,202.53	\$ -	\$ 19,202.53	\$ 9,601.27	\$ 9,601.26
Pembroke	Robeson	6	2998	\$ 61,124.65	18.16	\$ 29,735.86	\$ 90,860.51	\$ -	\$ 90,860.51	\$ 45,430.28	\$ 45,430.25
Pikeville	Wayne	4	677	\$ 13,803.00	5.48	\$ 8,973.15	\$ 22,776.15	\$ -	\$ 22,776.15	\$ 11,388.08	\$ 11,388.07
Pilot Mountain	Surry	11	1508	\$ 30,705.04	9.04	\$ 14,802.43	\$ 45,507.47	\$ -	\$ 45,507.47	\$ 22,753.74	\$ 22,753.73
Pine Knoll Shores	Carteret	2	1365	\$ 27,830.27	11.4	\$ 18,666.78	\$ 46,497.05	\$ -	\$ 46,497.05	\$ 23,248.53	\$ 23,248.52
Pine Level	Johnston	4	1788	\$ 36,008.05	9.99	\$ 18,358.00	\$ 52,364.05	\$ -	\$ 52,364.05	\$ 26,182.03	\$ 26,182.02
Pinebluff	Moore	8	1396	\$ 28,462.31	15.85	\$ 25,953.38	\$ 54,415.69	\$ -	\$ 54,415.69	\$ 27,207.85	\$ 27,207.84
Pinehurst	Moore	8	15763	\$ 321,383.54	106.08	\$ 173,699.32	\$ 495,082.86	\$ -	\$ 495,082.86	\$ 247,541.43	\$ 247,541.43
Pinetops	Edgecombe	4	1336	\$ 27,239.00	11.52	\$ 18,863.27	\$ 46,102.27	\$ -	\$ 46,102.27	\$ 23,051.14	\$ 23,051.13
Pineville	Mecklenburg	10	8528	\$ 173,832.14	15.74	\$ 25,773.26	\$ 199,605.40	\$ -	\$ 199,605.40	\$ 99,802.70	\$ 99,802.70
Pink Hill	Lenoir	2	529	\$ 10,785.50	5.69	\$ 9,317.02	\$ 20,102.52	\$ -	\$ 20,102.52	\$ 10,051.26	\$ 10,051.26
Pittsboro	Chatham	8	4217	\$ 85,978.20	23.81	\$ 38,987.38	\$ 124,965.58	\$ -	\$ 124,965.58	\$ 62,482.79	\$ 62,482.79
Plymouth	Washington	1	3724	\$ 75,928.88	21.76	\$ 35,630.83	\$ 111,557.31	\$ -	\$ 111,557.31	\$ 55,778.66	\$ 55,778.65
Polkton	Anson	10	3585	\$ 72,584.82	14.02	\$ 22,956.87	\$ 95,641.79	\$ -	\$ 95,641.79	\$ 47,820.90	\$ 47,820.89
Polkville	Cleveland	12	544	\$ 11,091.33	1.41	\$ 2,308.79	\$ 13,400.12	\$ -	\$ 13,400.12	\$ 6,700.07	\$ 6,700.05
Pollocksville	Jones	2	325	\$ 6,828.25	3.57	\$ 5,845.65	\$ 12,471.90	\$ -	\$ 12,471.90	\$ 6,235.96	\$ 6,235.94
Powellsville	Bertie	1	263	\$ 5,362.17	1.28	\$ 2,095.92	\$ 7,458.09	\$ -	\$ 7,458.09	\$ 3,729.05	\$ 3,729.04
Princeton	Johnston	4	1210	\$ 24,670.08	8.27	\$ 13,541.60	\$ 38,211.66	\$ -	\$ 38,211.66	\$ 19,105.83	\$ 19,105.83
Princeville	Edgecombe	4	2184	\$ 44,528.43	10.01	\$ 16,390.74	\$ 60,919.17	\$ -	\$ 60,919.17	\$ 30,459.59	\$ 30,459.58
Proctorville	Robeson	6	118	\$ 2,365.08	1.17	\$ 1,915.80	\$ 4,280.88	\$ -	\$ 4,280.88	\$ 2,140.43	\$ 2,140.43
Raeform	Hoke	8	4832	\$ 98,517.11	31.85	\$ 51,824.88	\$ 150,341.99	\$ -	\$ 150,341.99	\$ 75,171.00	\$ 75,170.99
Raleigh	Wake	5	432185	\$ 8,811,185.80	1,085.72	\$ 1,777,798.13	\$ 10,588,983.73	\$ -	\$ 10,588,983.73	\$ 5,294,491.87	\$ 5,294,491.86
Ramseur	Randolph	8	1687	\$ 34,395.36	10.43	\$ 17,078.47	\$ 51,473.83	\$ -	\$ 51,473.83	\$ 25,736.92	\$ 25,736.91
Randleman	Randolph	8	4172	\$ 85,060.72	22.93	\$ 37,546.43	\$ 122,607.15	\$ -	\$ 122,607.15	\$ 61,303.58	\$ 61,303.57
Ranlo	Gaston	12	3492	\$ 71,196.56	16.32	\$ 26,722.97	\$ 97,919.53	\$ -	\$ 97,919.53	\$ 48,959.77	\$ 48,959.76
Raynham	Robeson	6	95	\$ 1,936.91	0.57	\$ 933.34	\$ 2,870.25	\$ -	\$ 2,870.25	\$ 1,435.13	\$ 1,435.12
Red Cross	Stanly	10	751	\$ 15,311.75	0.17	\$ 278.36	\$ 15,590.11	\$ -	\$ 15,590.11	\$ 7,795.06	\$ 7,795.05
Red Springs	Robeson	6	3408	\$ 69,483.93	20.88	\$ 34,189.69	\$ 103,673.62	\$ -	\$ 103,673.62	\$ 51,836.82	\$ 51,836.80
Reidsville	Rockingham	7	14280	\$ 291,147.43	91.67	\$ 150,103.85	\$ 441,251.28	\$ -	\$ 441,251.28	\$ 220,625.65	\$ 220,625.63
Rennert	Robeson	6	387	\$ 7,890.34	2.06	\$ 3,373.12	\$ 11,263.46	\$ -	\$ 11,263.46	\$ 5,631.73	\$ 5,631.73
Rhodhiss	Burke/Caldwell	11/13	1077	\$ 21,958.39	8.28	\$ 13,557.98	\$ 35,516.37	\$ -	\$ 35,516.37	\$ 17,758.19	\$ 17,758.18
Rich Square	Northampton	1	946	\$ 19,287.50	7.63	\$ 12,493.64	\$ 31,781.14	\$ -	\$ 31,781.14	\$ 15,890.57	\$ 15,890.57
Richfield	Stanly	10	625	\$ 12,742.80	7.63	\$ 12,493.64	\$ 25,236.44	\$ -	\$ 25,236.44	\$ 12,618.22	\$ 12,618.22
Richlands	Onslow	3	1856	\$ 33,763.32	10.91	\$ 17,884.44	\$ 51,627.76	\$ -	\$ 51,627.76	\$ 25,813.88	\$ 25,813.88
River Bend	Craven	2	3084	\$ 62,878.08	16.87	\$ 27,623.56	\$ 90,501.62	\$ -	\$ 90,501.62	\$ 45,250.81	\$ 45,250.81
Roanoke Rapids	Halifax	4	15392	\$ 313,819.42	91.65	\$ 150,071.10	\$ 463,890.52	\$ -	\$ 463,890.52	\$ 231,945.26	\$ 231,945.26
Robbins	Moore	8	1130	\$ 23,038.98	7.75	\$ 12,690.14	\$ 35,729.12	\$ -	\$ 35,729.12	\$ 17,864.56	\$ 17,864.56
Robbinsville	Graham	14	602	\$ 12,273.86	3.17	\$ 5,190.68	\$ 17,464.54	\$ -	\$ 17,464.54	\$ 8,732.27	\$ 8,732.27
Robersonville	Martin	1	1441	\$ 29,379.79	18.55	\$ 27,089.58	\$ 56,479.37	\$ -	\$ 56,479.37	\$ 28,239.69	\$ 28,239.68
Rockingham	Richmond	8	9335	\$ 190,326.42	50.95	\$ 83,427.42	\$ 273,753.84	\$ -	\$ 273,753.84	\$ 136,876.92	\$ 136,876.92
Rockwell	Rowan	9	2110	\$ 43,019.88	10.77	\$ 17,835.20	\$ 60,854.88	\$ -	\$ 60,854.88	\$ 30,327.44	\$ 30,327.44
Rocky Mount	Edgecombe/Nash	4	55962	\$ 1,140,979.88	282.55	\$ 462,657.83	\$ 1,603,637.71	\$ -	\$ 1,603,637.71	\$ 801,818.86	\$ 801,818.85
Rolesville	Wake	5	5016	\$ 102,288.59	24.38	\$ 39,920.71	\$ 142,189.30	\$ -	\$ 142,189.30	\$ 71,094.66	\$ 71,094.64
Ronda	Wilkes	11	418	\$ 8,481.61	5.59	\$ 9,153.27	\$ 17,634.88	\$ -	\$ 17,634.88	\$ 8,817.45	\$ 8,817.43
Roper	Washington	1	587	\$ 11,988.04	5.13	\$ 8,400.05	\$ 20,388.09	\$ -	\$ 20,388.09	\$ 10,184.05	\$ 10,184.04
Rose Hill	Duplin	3	1690	\$ 34,456.52	13.03	\$ 21,335.80	\$ 55,792.32	\$ -	\$ 55,792.32	\$ 27,896.16	\$ 27,896.16
Roseboro	Sampson	3	1202	\$ 24,508.95	11.29	\$ 18,466.66	\$ 42,993.61	\$ -	\$ 42,993.61	\$ 21,496.81	\$ 21,496.80
Rosman	Transylvania	14	593	\$ 12,090.37	1.29	\$ 2,112.29	\$ 14,202.66	\$ -	\$ 14,202.66	\$ 7,101.34	\$ 7,101.32
Rowland	Robeson	6	1021	\$ 20,816.63	12.75	\$ 20,877.32	\$ 41,693.95	\$ -	\$ 41,693.95	\$ 20,846.88	\$ 20,846.97

**State Street - Aid Allocations To Municipalities
Powell Bill October 2016/January 2016
607 Participating Municipalities**

Municipality	County	Division Number	POPULATION		MILEAGE		Allocation From Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation	October Allocation	January Allocation
			Annual Estimated Population	Increment Award 3/4	Certified Non- System	Increment Awards (1/4)					
Roxboro	Person	5	8157	\$ 188,308.80	36.21	\$ 59,291.59	\$ 225,800.39	\$ -	\$ 225,800.39	\$ 112,800.20	\$ 112,800.19
Roxobel	Bertie	1	226	\$ 4,607.80	2.43	\$ 3,978.97	\$ 8,586.77	\$ -	\$ 8,586.77	\$ 4,293.39	\$ 4,293.38
Rural Hall	Forsyth	9	3051	\$ 82,205.24	14.6	\$ 23,908.58	\$ 86,111.82	\$ -	\$ 86,111.82	\$ 43,055.81	\$ 43,055.91
Ruth	Rutherford	13	446	\$ 9,072.87	3.45	\$ 5,649.16	\$ 14,722.03	\$ -	\$ 14,722.03	\$ 7,361.02	\$ 7,361.01
Rutherford College	Burke	13	1369	\$ 27,911.82	12	\$ 18,649.24	\$ 47,561.06	\$ -	\$ 47,561.06	\$ 23,780.53	\$ 23,780.53
Rutherfordton	Rutherford	13	4194	\$ 85,509.27	32.21	\$ 52,741.85	\$ 138,251.12	\$ -	\$ 138,251.12	\$ 69,125.57	\$ 69,125.55
Saint Helena	Pender	3	415	\$ 8,481.22	1.42	\$ 2,325.16	\$ 10,786.38	\$ -	\$ 10,786.38	\$ 5,393.19	\$ 5,393.19
Saint Pauls	Robeson	6	2235	\$ 45,568.24	15.31	\$ 25,069.16	\$ 70,637.40	\$ -	\$ 70,637.40	\$ 35,318.70	\$ 35,318.70
Salemberg	Sampson	3	439	\$ 8,950.54	5.27	\$ 8,629.29	\$ 17,579.83	\$ -	\$ 17,579.83	\$ 8,789.92	\$ 8,789.91
Salisbury	Rowan	9	33955	\$ 692,290.69	172.33	\$ 282,179.52	\$ 974,470.21	\$ -	\$ 974,470.21	\$ 487,235.11	\$ 487,235.10
Saluda	Polk	14	726	\$ 14,802.03	9.73	\$ 15,932.26	\$ 30,734.29	\$ -	\$ 30,734.29	\$ 15,367.15	\$ 15,367.14
Sandy Creek	Brunswick	3	273	\$ 5,568.05	2.95	\$ 4,830.44	\$ 10,398.49	\$ -	\$ 10,398.49	\$ 5,198.25	\$ 5,198.24
Sandyfield	Columbus	6	459	\$ 9,358.31	3.44	\$ 5,632.78	\$ 14,991.09	\$ -	\$ 14,991.09	\$ 7,495.55	\$ 7,495.54
Sanford	Lee	8	28725	\$ 585,658.98	135.7	\$ 222,200.20	\$ 807,859.16	\$ -	\$ 807,859.16	\$ 403,929.58	\$ 403,929.58
Saratoga	Wilson	4	409	\$ 8,338.89	3.3	\$ 5,403.54	\$ 13,742.43	\$ -	\$ 13,742.43	\$ 6,871.22	\$ 6,871.21
Sawmills	Caldwell	11	5162	\$ 105,245.31	27.32	\$ 44,734.78	\$ 149,980.09	\$ -	\$ 149,980.09	\$ 74,990.05	\$ 74,990.04
Scotland Neck	Halifax	4	1993	\$ 40,634.23	14.75	\$ 24,152.20	\$ 64,786.43	\$ -	\$ 64,786.43	\$ 32,393.22	\$ 32,393.21
Seaboard	Northampton	1	610	\$ 12,436.97	4.38	\$ 7,171.97	\$ 19,608.94	\$ -	\$ 19,608.94	\$ 9,804.48	\$ 9,804.46
Seagrove	Randolph	8	228	\$ 4,648.57	3.92	\$ 6,418.75	\$ 11,087.32	\$ -	\$ 11,087.32	\$ 5,533.87	\$ 5,533.85
Sedalia	Guilford	7	639	\$ 13,028.24	1.41	\$ 2,308.79	\$ 15,337.03	\$ -	\$ 15,337.03	\$ 7,668.52	\$ 7,668.51
Selma	Johnston	4	6180	\$ 126,000.78	24.85	\$ 40,690.31	\$ 166,691.09	\$ -	\$ 166,691.09	\$ 83,345.55	\$ 83,345.54
Seven Devils	Avery/Watauga	11	205	\$ 4,179.64	15.48	\$ 25,347.53	\$ 29,527.17	\$ -	\$ 29,527.17	\$ 14,763.59	\$ 14,763.58
Seven Springs	Wayne	4	115	\$ 2,344.87	1.34	\$ 2,194.17	\$ 4,538.84	\$ -	\$ 4,538.84	\$ 2,269.43	\$ 2,269.41
Severn	Northampton	1	271	\$ 5,525.28	2.31	\$ 3,782.48	\$ 9,307.76	\$ -	\$ 9,307.76	\$ 4,653.88	\$ 4,653.88
Shallotte	Brunswick	3	4090	\$ 83,388.87	28.5	\$ 43,392.08	\$ 126,780.95	\$ -	\$ 126,780.95	\$ 63,390.48	\$ 63,390.47
Sharpsburg	Edge/Nash/Wilson	4	1973	\$ 40,228.46	10.59	\$ 17,340.46	\$ 57,568.92	\$ -	\$ 57,568.92	\$ 28,783.46	\$ 28,783.46
Shelby	Cleveland	12	20161	\$ 411,052.06	124.12	\$ 203,238.68	\$ 614,290.74	\$ -	\$ 614,290.74	\$ 307,145.37	\$ 307,145.37
Siler City	Chatham	8	8278	\$ 168,796.19	33.66	\$ 55,116.13	\$ 223,912.32	\$ -	\$ 223,912.32	\$ 111,956.17	\$ 111,956.15
Simpson	Pitt	2	416	\$ 8,481.61	2.69	\$ 4,404.71	\$ 12,886.32	\$ -	\$ 12,886.32	\$ 6,443.17	\$ 6,443.15
Sims	Wilson	4	302	\$ 6,157.32	1.46	\$ 2,390.66	\$ 8,547.98	\$ -	\$ 8,547.98	\$ 4,273.99	\$ 4,273.99
Smithfield	Johnston	4	11057	\$ 225,435.38	60.06	\$ 88,344.47	\$ 323,779.85	\$ -	\$ 323,779.85	\$ 161,889.93	\$ 161,889.92
Snow Hill	Greene	2	1590	\$ 32,417.68	9.88	\$ 16,177.88	\$ 48,595.56	\$ -	\$ 48,595.56	\$ 24,297.78	\$ 24,297.78
Southern Pines	Moore	8	13310	\$ 271,370.61	81.54	\$ 133,516.62	\$ 404,887.23	\$ -	\$ 404,887.23	\$ 202,443.62	\$ 202,443.61
Southern Shores	Dare	1	2864	\$ 58,392.59	37.36	\$ 61,174.65	\$ 119,567.24	\$ -	\$ 119,567.24	\$ 59,783.63	\$ 59,783.61
Southport	Brunswick	3	3145	\$ 64,121.76	27.99	\$ 45,831.86	\$ 109,953.62	\$ -	\$ 109,953.62	\$ 54,976.81	\$ 54,976.81
Sparta	Alleghany	11	1783	\$ 35,944.88	14.41	\$ 23,585.47	\$ 59,540.35	\$ -	\$ 59,540.35	\$ 29,770.18	\$ 29,770.17
Speed	Edgecombe	4	81	\$ 1,651.47	1.02	\$ 1,670.19	\$ 3,321.66	\$ -	\$ 3,321.66	\$ 1,680.84	\$ 1,680.82
Spencer	Rowan	9	3258	\$ 66,425.65	23.38	\$ 38,283.28	\$ 104,708.93	\$ -	\$ 104,708.93	\$ 52,354.47	\$ 52,354.46
Spindale	Rutherford	13	4309	\$ 87,853.94	34.86	\$ 57,244.80	\$ 145,098.74	\$ -	\$ 145,098.74	\$ 72,549.37	\$ 72,549.37
Spring Hope	Nash	4	1311	\$ 26,729.29	8.51	\$ 13,934.59	\$ 40,663.88	\$ -	\$ 40,663.88	\$ 20,331.95	\$ 20,331.93
Spring Lake	Cumberland	6	11958	\$ 243,805.39	28.15	\$ 46,093.85	\$ 289,899.24	\$ -	\$ 289,899.24	\$ 144,949.63	\$ 144,949.61
Spruce Pine	Mitchell	13	2284	\$ 46,567.28	24.19	\$ 39,609.60	\$ 86,176.88	\$ -	\$ 86,176.88	\$ 43,088.44	\$ 43,088.44
Staley	Randolph	8	402	\$ 8,196.17	3.62	\$ 5,927.52	\$ 14,123.69	\$ -	\$ 14,123.69	\$ 7,061.85	\$ 7,061.84
Stallings	Union	10	15129	\$ 308,457.25	51.27	\$ 83,951.40	\$ 392,408.65	\$ -	\$ 392,408.65	\$ 196,204.33	\$ 196,204.32
Stanfield	Stanly	10	1534	\$ 31,275.92	9.57	\$ 15,670.27	\$ 46,946.19	\$ -	\$ 46,946.19	\$ 23,473.10	\$ 23,473.09
Stanley	Gaston	12	3628	\$ 73,969.39	19.81	\$ 32,437.63	\$ 106,407.02	\$ -	\$ 106,407.02	\$ 53,203.52	\$ 53,203.50
Stantonsburg	Wilson	4	780	\$ 15,903.01	5.15	\$ 8,432.80	\$ 24,335.81	\$ -	\$ 24,335.81	\$ 12,167.91	\$ 12,167.90
Star	Montgomery	8	844	\$ 17,207.87	8.58	\$ 14,049.21	\$ 31,257.08	\$ -	\$ 31,257.08	\$ 15,628.55	\$ 15,628.53
Statesville	Iredell	12	25102	\$ 511,791.52	144.5	\$ 236,609.65	\$ 748,401.17	\$ -	\$ 748,401.17	\$ 374,200.59	\$ 374,200.58
Stedman	Cumberland	6	1069	\$ 21,795.28	5.7	\$ 9,333.39	\$ 31,128.67	\$ -	\$ 31,128.67	\$ 15,584.34	\$ 15,584.33
Stem	Granville	5	515	\$ 10,500.06	4.46	\$ 7,302.97	\$ 17,803.03	\$ -	\$ 17,803.03	\$ 8,901.52	\$ 8,901.51
Stoneville	Rockingham	7	1046	\$ 21,326.35	7.68	\$ 12,575.52	\$ 33,901.87	\$ -	\$ 33,901.87	\$ 16,950.94	\$ 16,950.93
Stonewall	Pamlico	2	279	\$ 5,688.38	1.5	\$ 2,456.16	\$ 8,144.54	\$ -	\$ 8,144.54	\$ 4,072.27	\$ 4,072.27
Stovall	Granville	5	418	\$ 8,522.38	3.45	\$ 5,649.16	\$ 14,171.54	\$ -	\$ 14,171.54	\$ 7,085.77	\$ 7,085.77
Sugar Mountain	Avery	11	197	\$ 4,016.53	14.08	\$ 23,055.11	\$ 27,071.64	\$ -	\$ 27,071.64	\$ 13,535.83	\$ 13,535.81

**State Street - Aid Allocations To Municipalities
Powell Bill October 2015/January 2016
507 Participating Municipalities**

Municipality	County	Division Number	POPULATION		MILEAGE		Allocation From Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation	October Allocation	January Allocation
			Annual Estimated Population	Increment Award 3/4	Certified Non-System	Increment Awards (1/4)					
Sunset Beach	Brunswick	3	3857	\$ 78,638.35	39.26	\$ 84,285.78	\$ 142,924.13	\$ -	\$ 142,924.13	\$ 71,462.07	\$ 71,462.08
Surf City	Pender	3	2004	\$ 40,858.51	23.42	\$ 38,348.78	\$ 79,207.29	\$ -	\$ 79,207.29	\$ 39,603.85	\$ 39,603.84
Swansboro	Onslow	3	2918	\$ 59,452.80	13.33	\$ 21,827.04	\$ 81,279.84	\$ -	\$ 81,279.84	\$ 40,639.92	\$ 40,639.92
Sylva	Jackson	14	2869	\$ 54,416.84	11.04	\$ 18,077.30	\$ 72,494.14	\$ -	\$ 72,494.14	\$ 36,247.07	\$ 36,247.07
Tabor City	Columbus	6	3979	\$ 81,125.74	20.07	\$ 32,863.36	\$ 113,989.10	\$ -	\$ 113,989.10	\$ 56,994.55	\$ 56,994.55
Tar Heel	Bladen	6	121	\$ 2,487.01	2.3	\$ 3,766.11	\$ 6,233.12	\$ -	\$ 6,233.12	\$ 3,116.57	\$ 3,116.55
Tarboro	Edgecombe	4	11249	\$ 229,349.98	58.78	\$ 97,885.89	\$ 327,235.95	\$ -	\$ 327,235.95	\$ 163,617.98	\$ 163,617.97
Taylorsville	Alexander	12	2126	\$ 43,345.90	10.71	\$ 17,536.95	\$ 60,882.85	\$ -	\$ 60,882.85	\$ 30,441.43	\$ 30,441.42
Taylorstown	Moore	8	735	\$ 14,985.53	5.12	\$ 8,383.68	\$ 23,369.21	\$ -	\$ 23,369.21	\$ 11,684.61	\$ 11,684.60
Teachey	Duplin	3	388	\$ 7,910.73	3.67	\$ 6,009.39	\$ 13,920.12	\$ -	\$ 13,920.12	\$ 6,960.07	\$ 6,960.05
Thomasville	Davidson/Randolph	9	28970	\$ 549,877.19	100.28	\$ 164,202.18	\$ 714,079.37	\$ -	\$ 714,079.37	\$ 357,039.69	\$ 357,039.68
Tobaccoville	Forsyth	9	2497	\$ 50,910.02	0.61	\$ 998.84	\$ 51,908.86	\$ -	\$ 51,908.86	\$ 25,954.43	\$ 25,954.43
Topsail Beach	Pender	3	390	\$ 7,951.51	5.24	\$ 8,580.17	\$ 16,531.68	\$ -	\$ 16,531.68	\$ 8,265.85	\$ 8,265.83
Trent Woods	Craven	2	4084	\$ 83,268.53	15.02	\$ 24,594.30	\$ 107,860.83	\$ -	\$ 107,860.83	\$ 53,930.42	\$ 53,930.41
Trenton	Jones	2	303	\$ 6,177.71	2.25	\$ 3,684.23	\$ 9,861.94	\$ -	\$ 9,861.94	\$ 4,930.98	\$ 4,930.96
Trinity	Randolph	8	6639	\$ 135,359.08	9.95	\$ 18,292.50	\$ 151,651.59	\$ -	\$ 151,651.59	\$ 75,825.80	\$ 75,825.79
Troutman	Iredell	12	2548	\$ 51,949.84	16.19	\$ 26,510.11	\$ 78,459.95	\$ -	\$ 78,459.95	\$ 39,229.98	\$ 39,229.97
Troy	Montgomery	8	3295	\$ 67,180.03	17.43	\$ 28,540.53	\$ 95,720.56	\$ -	\$ 95,720.56	\$ 47,860.29	\$ 47,860.27
Tryon	Polk	14	1711	\$ 34,884.88	20.66	\$ 33,829.45	\$ 68,714.13	\$ -	\$ 68,714.13	\$ 34,357.07	\$ 34,357.06
Turkey	Sampson	3	307	\$ 6,259.28	2.59	\$ 4,240.96	\$ 10,500.22	\$ -	\$ 10,500.22	\$ 5,250.11	\$ 5,250.11
Valdese	Burke	13	4441	\$ 90,545.22	35.7	\$ 58,456.50	\$ 149,001.72	\$ -	\$ 149,001.72	\$ 74,500.86	\$ 74,500.86
Vanceboro	Craven	2	1004	\$ 20,470.03	8.08	\$ 13,197.74	\$ 33,667.77	\$ -	\$ 33,667.77	\$ 16,833.89	\$ 16,833.88
Vandemere	Pamlico	2	250	\$ 5,097.12	6.24	\$ 10,217.61	\$ 15,314.73	\$ -	\$ 15,314.73	\$ 7,657.37	\$ 7,657.36
Vass	Moore	8	747	\$ 15,230.19	9.1	\$ 14,900.68	\$ 30,130.87	\$ -	\$ 30,130.87	\$ 15,065.44	\$ 15,065.43
Waco	Cleveland	12	322	\$ 6,565.09	3.34	\$ 5,469.04	\$ 12,034.13	\$ -	\$ 12,034.13	\$ 6,017.07	\$ 6,017.06
Wade	Cumberland	6	558	\$ 11,378.77	3.67	\$ 6,009.39	\$ 17,388.16	\$ -	\$ 17,388.16	\$ 8,693.09	\$ 8,693.07
Wadesboro	Anson	10	5624	\$ 114,664.79	39.9	\$ 65,333.74	\$ 179,998.53	\$ -	\$ 179,998.53	\$ 89,999.27	\$ 89,999.26
Wagram	Scotland	8	830	\$ 16,922.43	7.7	\$ 12,608.27	\$ 29,530.70	\$ -	\$ 29,530.70	\$ 14,765.36	\$ 14,765.34
Wake Forest	Wake	5	33303	\$ 678,997.41	95.9	\$ 157,030.21	\$ 836,027.62	\$ -	\$ 836,027.62	\$ 418,013.82	\$ 418,013.80
Walkertown	Forsyth	9	4806	\$ 97,987.01	16.43	\$ 26,903.09	\$ 124,890.10	\$ -	\$ 124,890.10	\$ 62,445.06	\$ 62,445.04
Wallace	Duplin	3	4016	\$ 81,880.12	22.91	\$ 37,513.68	\$ 119,393.80	\$ -	\$ 119,393.80	\$ 59,696.90	\$ 59,696.80
Walnut Cove	Stokes	9	1408	\$ 28,668.20	12.08	\$ 19,747.49	\$ 48,413.69	\$ -	\$ 48,413.69	\$ 24,206.85	\$ 24,206.84
Walnut Creek	Wayne	4	854	\$ 17,411.76	11.21	\$ 18,355.67	\$ 35,767.43	\$ -	\$ 35,767.43	\$ 17,883.72	\$ 17,883.71
Walstonburg	Greene	2	218	\$ 4,444.69	2.04	\$ 3,340.37	\$ 7,785.06	\$ -	\$ 7,785.06	\$ 3,892.54	\$ 3,892.52
Warrenton	Warren	5	849	\$ 17,309.82	6.07	\$ 9,939.24	\$ 27,249.06	\$ -	\$ 27,249.06	\$ 13,624.53	\$ 13,624.53
Warsaw	Duplin	3	3108	\$ 63,367.38	19.87	\$ 32,535.87	\$ 95,903.25	\$ -	\$ 95,903.25	\$ 47,951.63	\$ 47,951.62
Washington	Beaufort	2	9843	\$ 198,606.07	59.01	\$ 96,625.16	\$ 293,231.23	\$ -	\$ 293,231.23	\$ 146,615.62	\$ 146,615.61
Washington Park	Beaufort	2	445	\$ 9,072.87	3.75	\$ 6,140.39	\$ 15,213.28	\$ -	\$ 15,213.28	\$ 7,606.84	\$ 7,606.82
Watha	Pender	3	208	\$ 4,240.80	0.43	\$ 704.10	\$ 4,944.90	\$ -	\$ 4,944.90	\$ 2,472.45	\$ 2,472.45
Waxhaw	Union	10	12102	\$ 246,741.33	38.92	\$ 63,729.05	\$ 310,470.38	\$ -	\$ 310,470.38	\$ 155,235.20	\$ 155,235.18
Waynesville	Haywood	14	9828	\$ 200,377.94	84.84	\$ 138,592.67	\$ 338,970.61	\$ -	\$ 338,970.61	\$ 169,485.31	\$ 169,485.30
Weaverville	Buncombe	13	3777	\$ 77,007.27	18.18	\$ 29,768.61	\$ 106,775.88	\$ -	\$ 106,775.88	\$ 53,387.95	\$ 53,387.93
Weldon	Halifax	4	1583	\$ 32,274.96	10.42	\$ 17,062.09	\$ 49,337.05	\$ -	\$ 49,337.05	\$ 24,668.53	\$ 24,668.52
Wendell	Wake	5	6224	\$ 128,887.87	27.96	\$ 45,782.74	\$ 172,680.61	\$ -	\$ 172,680.61	\$ 86,340.31	\$ 86,340.30
West Jefferson	Ashe	11	1341	\$ 27,340.95	11.41	\$ 18,683.16	\$ 46,024.11	\$ -	\$ 46,024.11	\$ 23,012.06	\$ 23,012.05
Whispering Pines	Moore	8	3193	\$ 65,100.40	32.92	\$ 53,904.43	\$ 119,004.83	\$ -	\$ 119,004.83	\$ 59,502.42	\$ 59,502.41
Whitakers	Edgecombe/Nash	4	723	\$ 14,740.87	5.59	\$ 9,153.27	\$ 23,894.14	\$ -	\$ 23,894.14	\$ 11,947.08	\$ 11,947.06
White Lake	Bladen	6	846	\$ 17,248.65	4.54	\$ 7,433.96	\$ 24,682.61	\$ -	\$ 24,682.61	\$ 12,341.31	\$ 12,341.30
Whiteville	Columbus	6	5425	\$ 110,607.48	35.29	\$ 57,785.15	\$ 168,392.63	\$ -	\$ 168,392.63	\$ 84,196.32	\$ 84,196.31
Wilkesboro	Wilkes	11	3438	\$ 70,085.58	27.65	\$ 45,275.13	\$ 115,370.71	\$ -	\$ 115,370.71	\$ 57,685.36	\$ 57,685.35
Williamston	Martin	1	5565	\$ 113,461.87	35.89	\$ 58,767.61	\$ 172,229.48	\$ -	\$ 172,229.48	\$ 86,114.75	\$ 86,114.73
Wilmington	New Hanover	3	113910	\$ 2,322,451.27	385.17	\$ 630,691.62	\$ 2,953,142.89	\$ -	\$ 2,953,142.89	\$ 1,476,571.45	\$ 1,476,571.44
Wilson	Wilson	4	49222	\$ 1,003,581.55	231.87	\$ 379,345.04	\$ 1,382,906.59	\$ -	\$ 1,382,906.59	\$ 691,453.30	\$ 691,453.29
Wilson's Mills	Johnston	4	2449	\$ 49,931.38	8.05	\$ 13,181.37	\$ 63,112.75	\$ -	\$ 63,112.75	\$ 31,556.38	\$ 31,556.37
Windsor	Bertie	1	3805	\$ 77,578.15	17.95	\$ 29,391.99	\$ 106,970.14	\$ -	\$ 106,970.14	\$ 53,485.08	\$ 53,485.06

**State Street - Aid Allocations To Municipalities
Powell Bill October 2015/January 2016
507 Participating Municipalities**

Municipality	County	Division Number	POPULATION		MILEAGE		Allocation From Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation	October Allocation	January Allocation
			Annual Estimated Population	Increment Award 3/4	Certified Non- System	Increment Awards (1/4)					
Winfall	Perquimans	1	604	\$ 12,314.64	4.41	\$ 7,221.10	\$ 19,535.74	\$ -	\$ 19,535.74	\$ 9,767.87	\$ 9,767.87
Wingate	Union	10	3582	\$ 72,623.75	12.05	\$ 19,731.12	\$ 92,354.87	\$ -	\$ 92,354.87	\$ 46,177.44	\$ 46,177.43
Winston-Salem	Forsyth	9	237905	\$ 4,850,520.31	1,028.98	\$ 1,684,889.95	\$ 6,535,410.26	\$ -	\$ 6,535,410.26	\$ 3,267,705.14	\$ 3,267,705.12
Winterville	Pitt	2	9435	\$ 192,365.27	43.92	\$ 71,916.23	\$ 264,281.50	\$ -	\$ 264,281.50	\$ 132,140.76	\$ 132,140.74
Winton	Hertford	1	739	\$ 15,067.08	5.72	\$ 9,366.14	\$ 24,433.22	\$ -	\$ 24,433.22	\$ 12,216.61	\$ 12,216.61
Woodfin	Buncombe	13	6426	\$ 131,016.34	34.46	\$ 56,426.08	\$ 187,442.42	\$ -	\$ 187,442.42	\$ 93,721.21	\$ 93,721.21
Woodland	Northampton	1	774	\$ 15,780.68	5.54	\$ 9,071.40	\$ 24,852.08	\$ -	\$ 24,852.08	\$ 12,426.04	\$ 12,426.04
Wrightsville Beach	New Hanover	3	2504	\$ 51,052.74	11.13	\$ 18,224.67	\$ 69,277.41	\$ -	\$ 69,277.41	\$ 34,638.71	\$ 34,638.70
Yadkinville	Yadkin	11	2930	\$ 59,738.23	18.36	\$ 30,083.34	\$ 89,801.57	\$ -	\$ 89,801.57	\$ 44,900.79	\$ 44,900.78
Yanceyville	Caswell	7	2011	\$ 41,001.22	0.06	\$ 98.25	\$ 41,099.47	\$ -	\$ 41,099.47	\$ 20,549.74	\$ 20,549.73
Youngsville	Franklin	5	1282	\$ 25,730.26	7.12	\$ 11,658.55	\$ 37,388.81	\$ -	\$ 37,388.81	\$ 18,694.41	\$ 18,694.40
Zebulon	Wake	5	4610	\$ 93,990.87	19.14	\$ 31,340.54	\$ 125,331.41	\$ -	\$ 125,331.41	\$ 62,665.71	\$ 62,665.70
Total			5,435,422	\$ 110,819,969.41	22,559.64	\$ 36,939,989.80	\$ 147,759,959.21	\$ -	\$ 147,759,959.21	\$ 73,879,982.04	\$ 73,879,977.17
	Per Capita Rate:		\$ 20.3884757								
	Per Mile Rate:		\$ 1,637.437025								

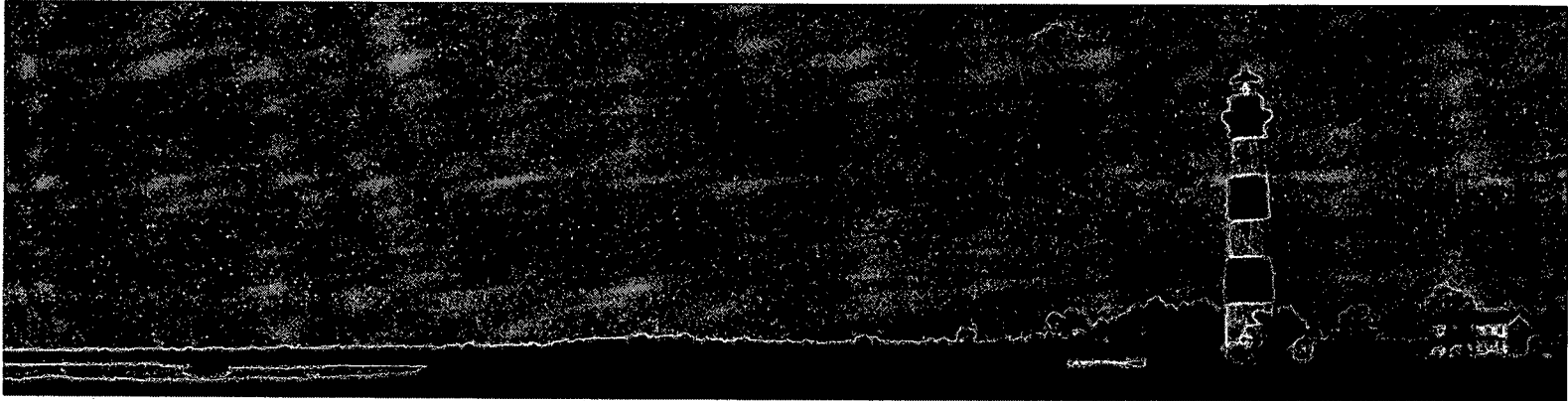
SECONDARY SYSTEM - COUNTY BRIDGE STATISTICS				DECEMBER 2015	
COUNTY	TOTAL NO. OF BRIDGES	NO. FO BRIDGES	% FO	NO. SD BRIDGES	% SD
ALAMANCE	114	33	28.9%	16	14.0%
ALEXANDER	56	12	21.4%	20	35.7%
ALLEGHANY	82	12	14.6%	30	36.6%
ANSON	92	24	26.1%	11	12.0%
ASHE	189	47	24.9%	64	33.9%
AVERY	71	21	29.6%	17	23.9%
BEAUFORT	67	9	13.4%	14	20.9%
BERTIE	38	0	0.0%	3	7.9%
BLADEN	46	6	13.0%	4	8.7%
BRUNSWICK	48	2	4.2%	14	29.2%
BUNCOMBE	273	132	48.4%	17	6.2%
BURKE	131	47	35.9%	15	11.5%
CABARRUS	88	27	30.7%	14	15.9%
CALDWELL	116	43	37.1%	18	15.5%
CAMDEN	9	0	0.0%	1	11.1%
CARTERET	21	5	23.8%	3	14.3%
CASWELL	51	2	3.9%	6	11.8%
CATAWBA	90	30	33.3%	7	7.8%
CHATHAM	77	13	16.9%	6	7.8%
CHEROKEE	109	44	40.4%	12	11.0%
CHOWAN	16	1	6.3%	1	6.3%
CLAY	50	13	26.0%	6	12.0%
CLEVELAND	153	37	24.2%	26	17.0%
COLUMBUS	111	2	1.8%	38	34.2%
CRAVEN	47	11	23.4%	2	4.3%
CUMBERLAND	60	10	16.7%	4	6.7%
CURRITUCK	6	0	0.0%	1	16.7%
DARE	7	1	14.3%	1	14.3%
DAVIDSON	114	21	18.4%	15	13.2%
DAVIE	27	2	7.4%	3	11.1%
DUPLIN	80	4	5.0%	25	31.3%
DURHAM	56	13	23.2%	7	12.5%
EDGECOMBE	58	3	5.2%	11	19.0%
FORSYTH	77	13	16.9%	14	18.2%
FRANKLIN	58	9	15.5%	6	10.3%
GASTON	93	35	37.6%	7	7.5%
GATES	15	1	6.7%	1	6.7%
GRAHAM	74	31	41.9%	8	10.8%
GRANVILLE	73	15	20.5%	11	15.1%
GREENE	29	4	13.8%	1	3.4%
GUILFORD	180	49	27.2%	40	22.2%
HALIFAX	69	9	13.0%	9	13.0%
HARNETT	52	7	13.5%	6	11.5%

SECONDARY SYSTEM - COUNTY BRIDGE STATISTICS				DECEMBER 2015	
COUNTY	TOTAL NO. OF BRIDGES	NO. FO BRIDGES	% FO	NO. SD BRIDGES	% SD
HAYWOOD	195	65	33.3%	44	22.6%
HENDERSON	164	65	39.6%	20	12.2%
HERTFORD	24	0	0.0%	4	16.7%
HOKE	27	4	14.8%	5	18.5%
HYDE	20	1	5.0%	5	25.0%
IREDELL	146	31	21.2%	33	22.6%
JACKSON	179	68	38.0%	38	21.2%
JOHNSTON	99	13	13.1%	13	13.1%
JONES	27	0	0.0%	1	3.7%
LEE	29	4	13.8%	3	10.3%
LENOIR	39	4	10.3%	8	20.5%
LINCOLN	78	33	42.3%	5	6.4%
MACON	182	71	39.0%	33	18.1%
MADISON	190	69	36.3%	44	23.2%
MARTIN	42	3	7.1%	3	7.1%
MCDOWELL	111	30	27.0%	26	23.4%
MECKLENBURG	70	21	30.0%	4	5.7%
MITCHELL	103	36	35.0%	26	25.2%
MONTGOMERY	70	14	20.0%	11	15.7%
MOORE	85	21	24.7%	8	9.4%
NASH	87	11	12.6%	10	11.5%
NEW HANOVER	14	3	21.4%	2	14.3%
NORTHAMPTON	34	3	8.8%	6	17.6%
ONSLow	47	12	25.5%	9	19.1%
ORANGE	70	21	30.0%	15	21.4%
PAMLICO	22	5	22.7%	1	4.5%
PASQUOTANK	18	4	22.2%	4	22.2%
PENDER	36	2	5.6%	2	5.6%
PERQUIMANS	24	0	0.0%	4	16.7%
PERSON	49	10	20.4%	6	12.2%
PITT	76	15	19.7%	12	15.8%
POLK	84	12	14.3%	15	17.9%
RANDOLPH	173	36	20.8%	19	11.0%
RICHMOND	63	9	14.3%	6	9.5%
ROBESON	113	15	13.3%	23	20.4%
ROCKINGHAM	109	12	11.0%	34	31.2%
ROWAN	115	17	14.8%	22	19.1%
RUTHERFORD	216	72	33.3%	40	18.5%
SAMPSON	107	10	9.3%	33	30.8%
SCOTLAND	27	3	11.1%	6	22.2%
STANLY	76	14	18.4%	15	19.7%
STOKES	59	8	13.6%	16	27.1%
SURRY	144	40	27.8%	26	18.1%

SECONDARY SYSTEM - COUNTY BRIDGE STATISTICS				DECEMBER 2015	
COUNTY	TOTAL NO. OF BRIDGES	NO. FO BRIDGES	% FO	NO. SD BRIDGES	% SD
SWAIN	73	27	37.0%	11	15.1%
TRANSYLVANIA	119	44	37.0%	22	18.5%
TYRRELL	13	1	7.7%	1	7.7%
UNION	161	56	34.8%	28	17.4%
VANCE	27	6	22.2%	6	22.2%
WAKE	190	44	23.2%	23	12.1%
WARREN	52	8	15.4%	7	13.5%
WASHINGTON	16	0	0.0%	1	6.3%
WATAUGA	135	33	24.4%	38	28.1%
WAYNE	62	6	9.7%	8	12.9%
WILKES	252	68	27.0%	50	19.8%
WILSON	61	3	4.9%	14	23.0%
YADKIN	87	13	14.9%	20	23.0%
YANCEY	141	56	39.7%	31	22.0%
STATE TOTAL	8305	2052	24.7%	1455	17.5%

FO : Functionally Obsolete

SD: Structurally Deficient

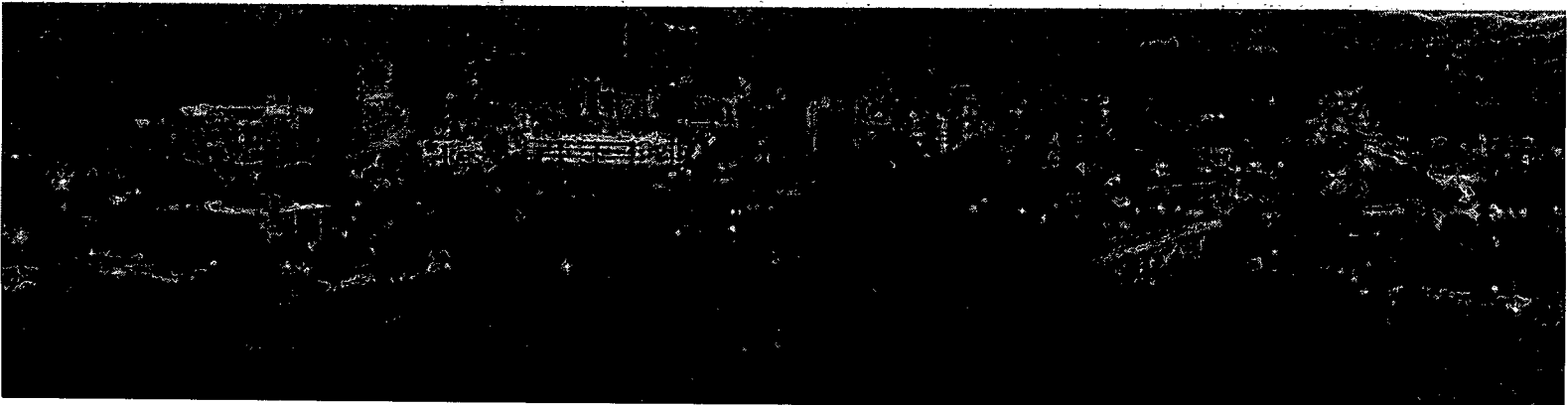


January 4, 2016



*House Select Committee on Strategic
Transportation Planning and Long Term Funding
Solutions, Secondary System Subcommittee*

Mike Holder, Sterling Baker, Calvin Leggett, Lauren Blackburn



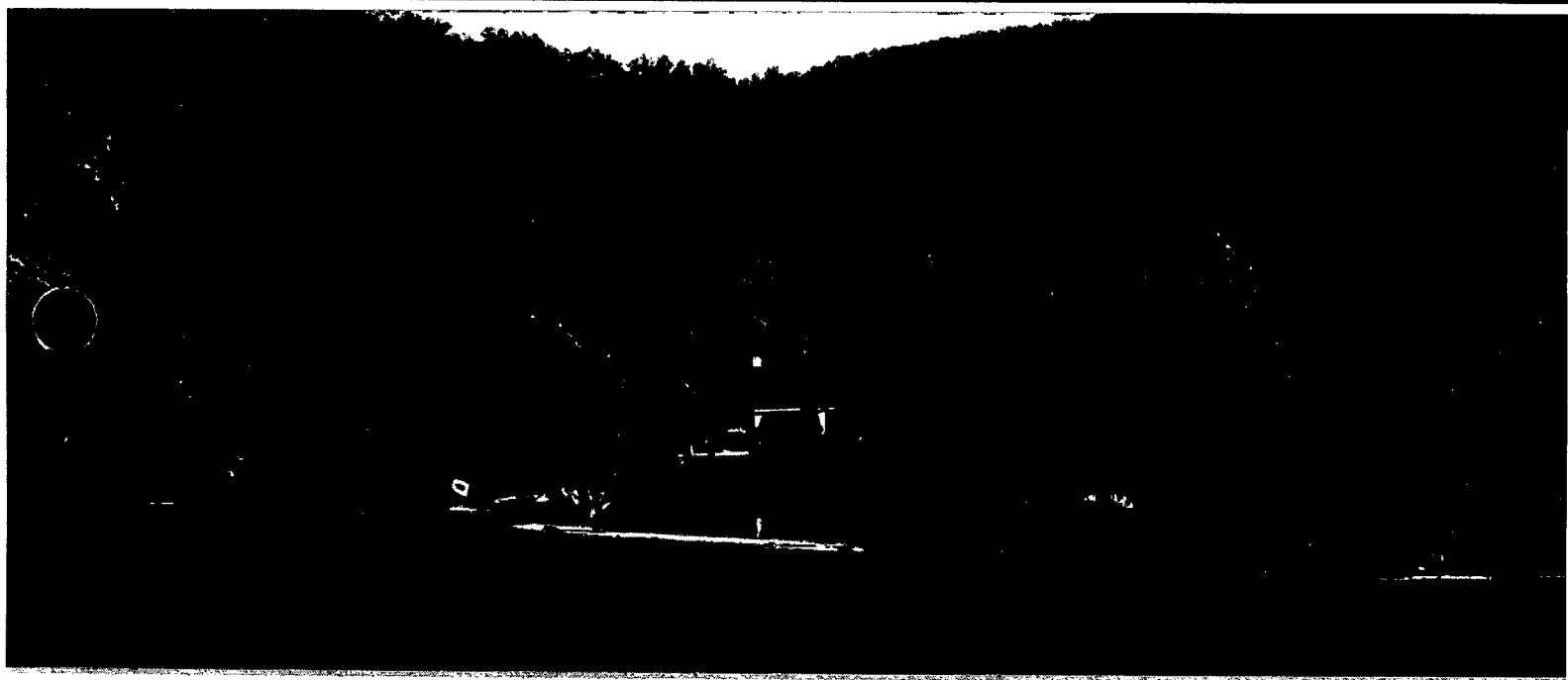
Agenda

- Secondary Road System Overview
 - Unpaved Roads Overview
 - State Roads Overview
- Bridges on Secondary Road System Overview
- Ferry System Overview
- Powell Bill Overview
- Bike & Pathways Overview



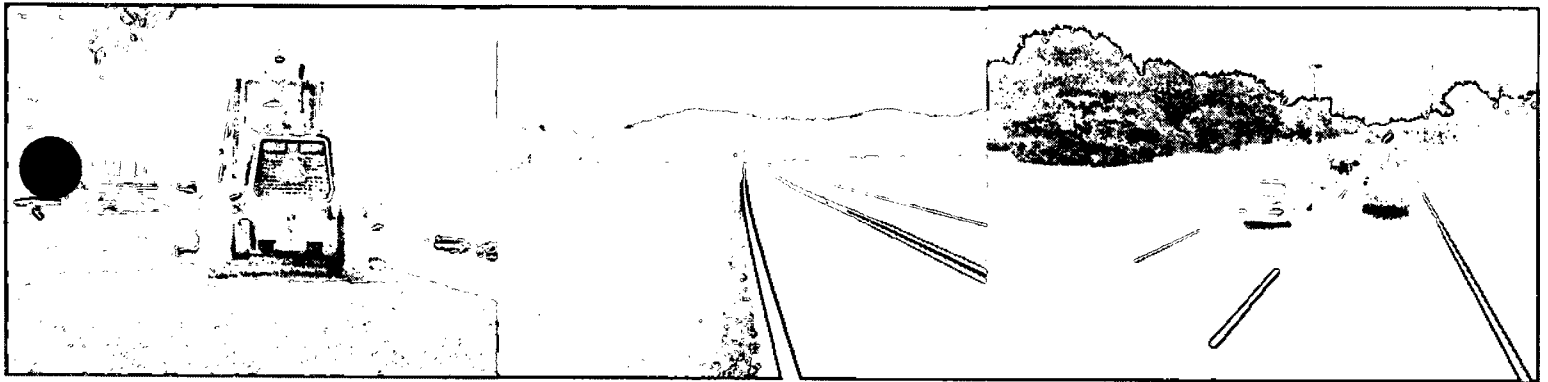
Secondary Road System Overview

Mike Holder

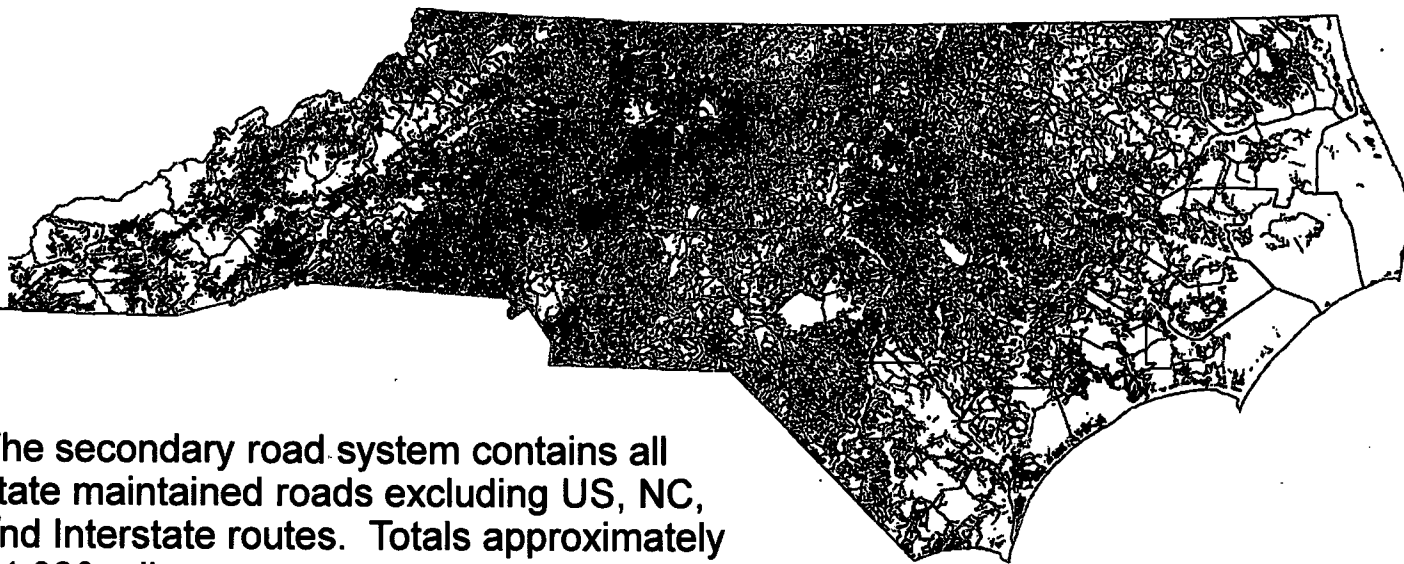


Transportation

Secondary Road System and Programs

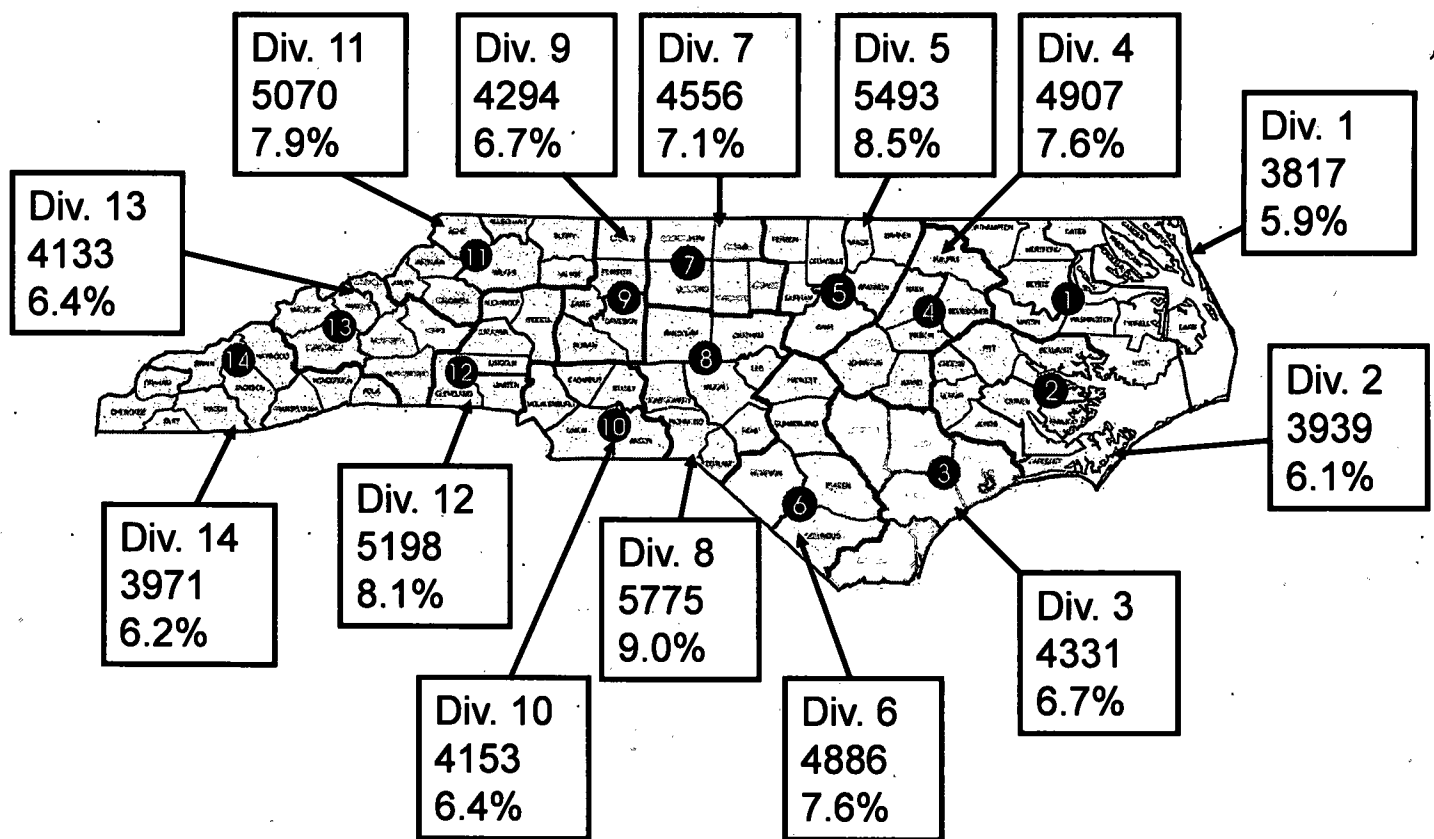


North Carolina State Secondary System



The secondary road system contains all state maintained roads excluding US, NC, and Interstate routes. Totals approximately 64,000 miles

Secondary Road System Miles by Division



Total centerline miles = 64,522

What is a Secondary Road?

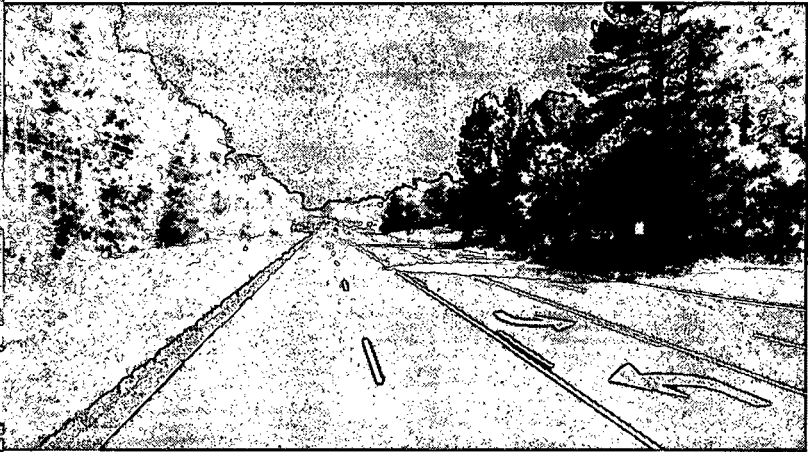
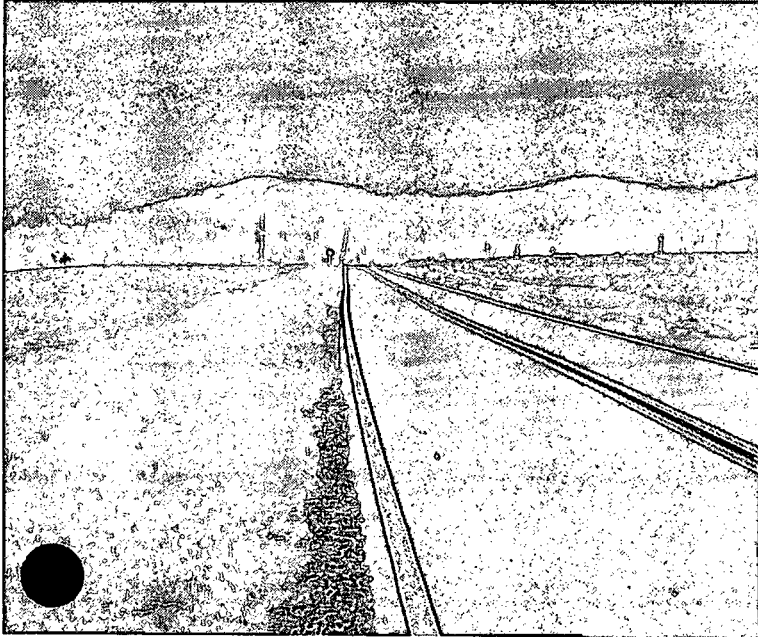


Some are considerably large

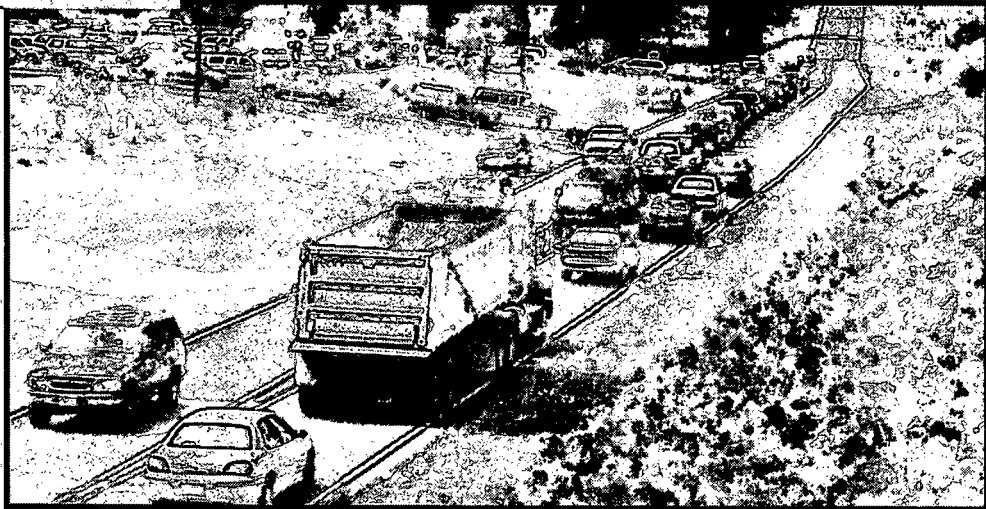


Wade Avenue SR - 1728





Rural



Suburban



Allocations to Maintain the Secondary Road System

	Primary	<u>Secondary</u>	Total
Pavement Preservation	\$4M	<u>\$96M</u>	\$100M
Contract Resurfacing	\$209M	<u>\$258M</u>	\$467M
Maintenance	\$144.5M	<u>\$306M</u>	\$450.5M
Secondary Road Paving Program	N/A	<u>\$12M</u>	\$12M

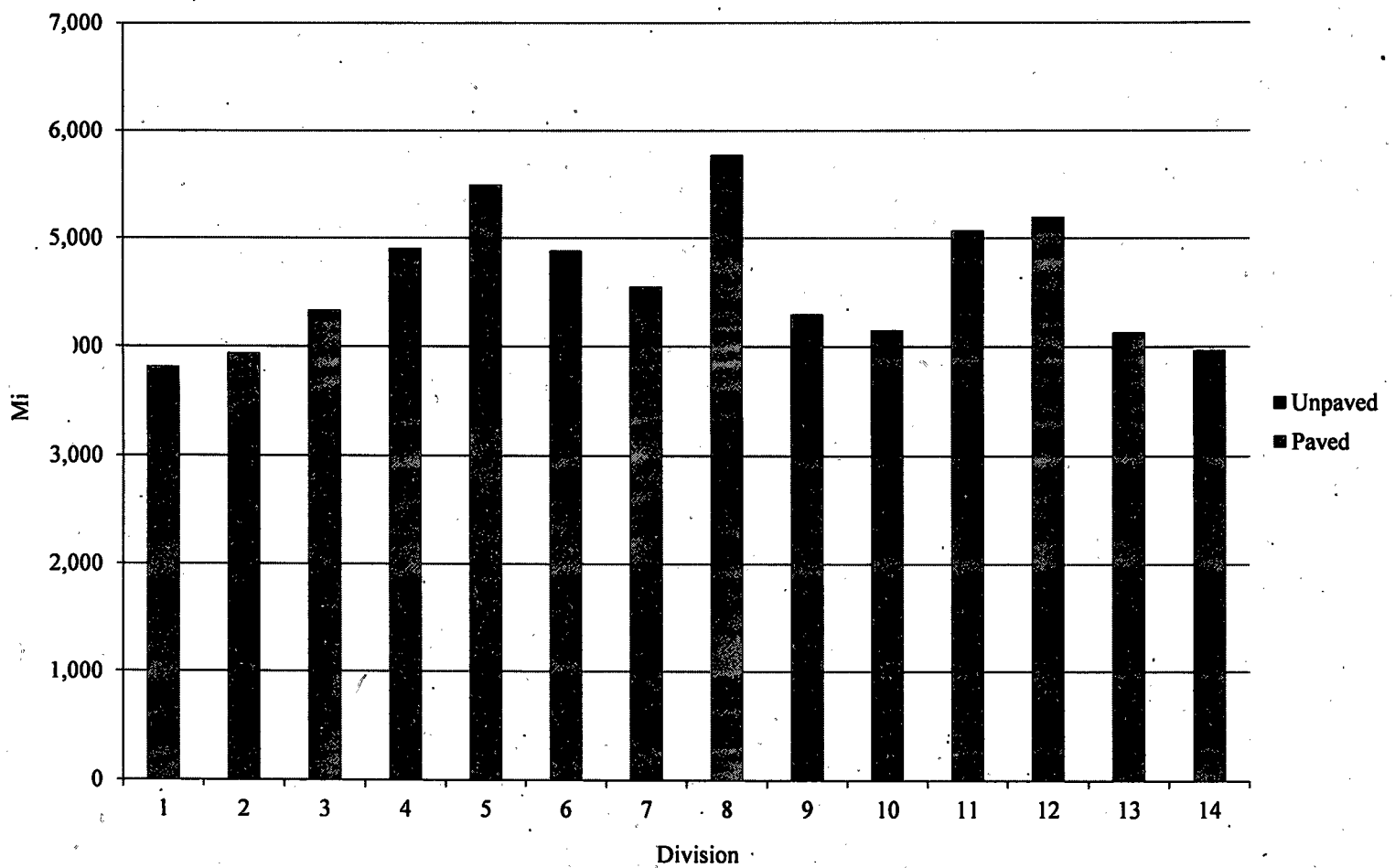
Subdivision Streets



Wide Variety of Unpaved Roads



Total Secondary Road System Miles Paved and Unpaved by Division

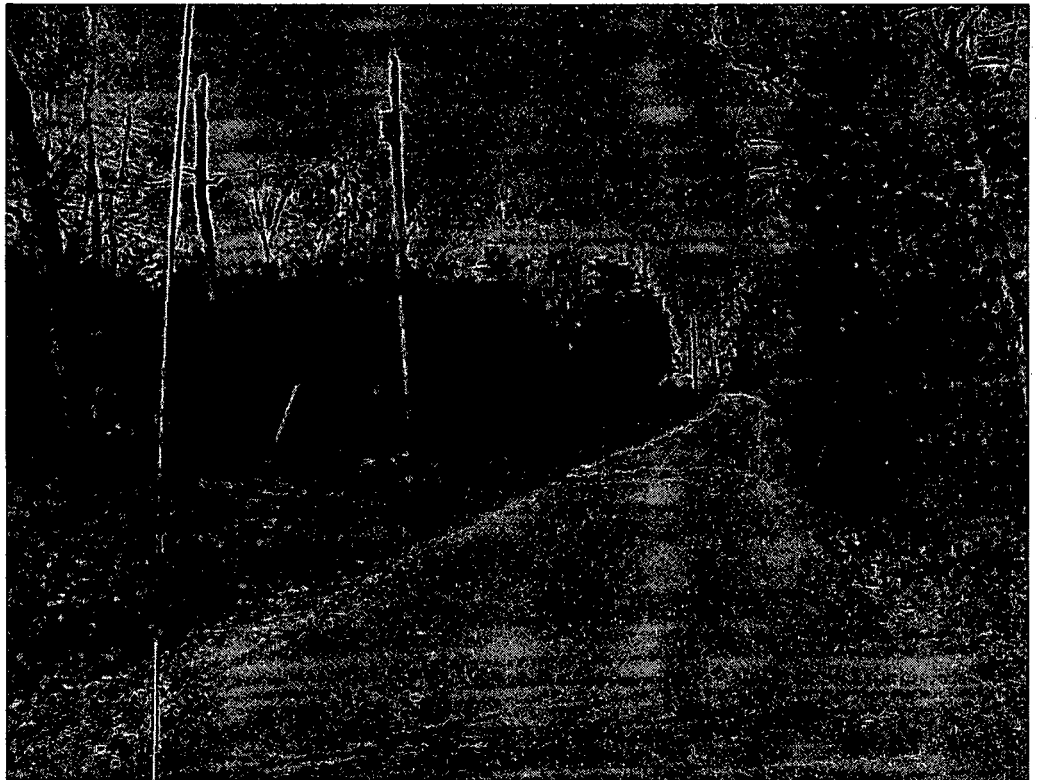


Unpaved Road Prioritization

Projects are identified through a priority rating system where roads are rated every 4 years using a rate sheet which looks at various route elements:

- Road characteristics
- Land use characteristics
- Traffic characteristics
- Route characteristics
- "on hold list roads"

*Roads are placed
on the hold list if
ROW has not been
dedicated for paving.



Unpaved Road Prioritization: Rating Criteria

Land Use Characteristics

- # Homes (Full Time/Part Time) 6 pts/3pts /ea
- # Schools 10 pts/ea
- # Churches 10 pts/ea
- # Businesses 10 pts/ea
- # Industries 10 pts/ea
- # Recreation Facility 5 pts/ea

Land Use Subtotal _____

Divided by Road Length (Mi.) _____(A)

Traffic Characteristics

- School Bus Route = 10 pts
- Average 24 hour Traffic = 1pt/vehicle

Total Traffic Characteristics points ____ (B)

Route Characteristics

- County Thoroughfare: yes = 10 pts; no = 0 pts

Total Route Characteristics points ____ (C)

(A +B + C) = TOTAL POINTS _____

Statewide Road Paving Program Update

Total Priority List			Programed Last Biennium 2014/15			Programed Current Fiscal Year 2016		
Div	# Roads	# Miles	# Projects	# Miles	Amount (\$)	# Projects	# Miles	Amount (\$)
1	320	283.00	2	0.27	180,000	0	0.00	0
2	246	208.84	2	0.90	156,500	1	0.26	117,000
3	103	87.09	4	1.03	1,287,500	1	0.40	180,000
4	134	97.43	0	0.00	0	0	0.00	0
5	300	212.38	5	6.15	100,000	5	5.16	2,255,000
6	231	188.96	6	2.21	1,545,000	0	0.00	0
7	488	198.31	4	0.88	430,000	2	0.30	135,000
8	388	283.27	2	0.35	316,000	0	0.00	0
9	365	148.64	10	1.31	1,421,000	8	2.22	999,000
10	143	84.79	1	0.20	50,000	1	0.14	63,000
11	964	739.00	19	21.89	8,092,500	13	15.95	4,965,000
12	318	170.87	5	1.00	680,000	2	0.67	301,500
13	464	262.96	12	3.21	2,111,690	6	1.91	864,500
14	656	467.17	32	17.49	6,396,000	5	3.43	1,010,000
	5120	3432.71	104	56.89	22,766,190	44	30.44	10,890,000

General Road Addition Requirements

Subdivision Roads

- Dedicated right-of-way, free of charge to NCDOT
- At least 20% of the lots bordering the street must be individually owned
- Minimum of 4 homes fronting the street and at least 2 homes for each one-tenth mile
- The construction of subdivision streets must meet the minimum construction standards of the Division of Highways
- Streets with right-of-way dedicated, recorded, or with preliminary approval from a County Planning Board, dated on or after October 1, 1975 must be paved to Division of Highways standards.

General Road Addition Requirements

Rural Roads

- Dedicated right-of-way, free of charge to NCDOT
- Roads less than one mile in length must have at least 5 occupied residences fronting the road with direct entrances to the road
- Roads of one or more miles in length must have an average of 5 occupied residences per mile fronting or having direct entrance to the road
- There must be at least 2 individual property owners on the road.
- The cost to put the road in acceptable maintenance condition must not be excessive for the amount of service it will render.

Survey of Non-System Roads

Session Law 2015-264, Section 29.17E.(c) requires NCDOT to conduct a survey of the paved and unpaved roads in the state that are open to the public, but are not currently a part of the State System.

Report is due Jun 30, 2016 to Joint Legislative Transportation Oversight Committee.

NCDOT is currently collecting field data in one county to determine production rate and will then evaluate the cost to collect the field data statewide.



Bridges on Secondary Road System Overview

Mike Holder

Secondary System – Current Bridge Statistics

SECONDARY SYSTEM: 8,305 BRIDGES			
FUNCTIONALLY OBSOLETE		STRUCTURALLY DEFICIENT	
2,052 BRIDGES	24.7%	1,455 BRIDGES	17.5%
FUNCTIONALLY OBSOLETE: <i>BRIDGES ARE THOSE THAT NO LONGER MEET CURRENT DESIGN STANDARDS</i>		STRUCTURALLY DEFICIENT: <i>BRIDGES THAT HAVE DETERIORATED TO POOR CONDITION</i>	

SD GOALS

10%
STATEWIDE

5%
PRIMARY

15%
SECONDARY

SD bridges are safe; SD bridges are often load posted to restrict crossing of vehicles that would be heavy enough to cause further damage to the already deteriorated bridge components.



Bridge Program

2016-2017 BRIDGE PROGRAM

SFY 2016 \$210.5 MILLION		SFY 2017 \$242 MILLION	
241 REPLACEMENTS		250* REPLACEMENTS	
% SD EFFECT	-2.9%**	% SD EFFECT	-2.5%**

REPLACEMENTS
FUNDED IN
95 of 100
COUNTIES

Secondary system
2016: 226 bridges
2017: 192 bridges*

* Because the 2017 program is still being developed, the handout shows 209 bridge replacements; NCDOT anticipates approximately 250 total replacements when the 2017 program is finalized.

** Decrease in SD bridges does not take into account additional bridges that will become SD during these construction years.



Secondary System – Division Bridge Statistics

CURRENT STATISTICS				SFY 2106-2017 SECONDARY BRIDGE PROGRAM		
DIVISION	BRIDGES	SD BRIDGES	% SD	SFY 2016 REPLACEMENTS	SFY 2017 REPLACEMENTS	% SD CHANGE*
1	282	36	12.8%	2	4	-2.1%
2	328	42	12.8%	10	7	-5.2%
3	332	85	25.6%	17	13	-9.0%
4	436	65	14.9%	6	10	-3.7%
5	505	66	13.1%	10	17	-4.9%
6	382	75	19.6%	9	15	-6.3%
7	524	111	21.2%	22	4	-5.0%
8	551	64	11.6%	15	15	-5.4%
9	392	70	17.9%	12	10	-5.6%
10	487	72	14.8%	8	11	-3.9%
11	1076	263	24.4%	33	31	-5.9%
12	616	98	15.9%	18	13	-5.0%
13	1165	199	17.1%	36	21	-4.9%
14	1229	209	17.0%	28	21	-4.0%
TOTAL	8305	1455	17.5%	226	192	-5.1%

* NOTE: % SD change does not take into account bridges that will become SD during these construction years.

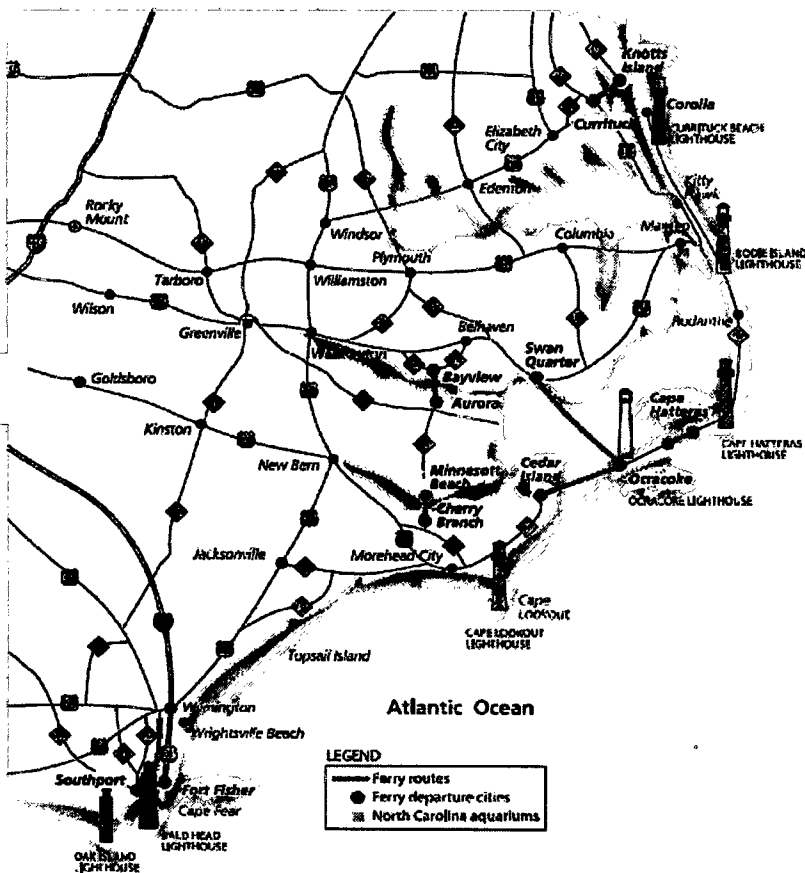


Ferry System Overview

Sterling Baker



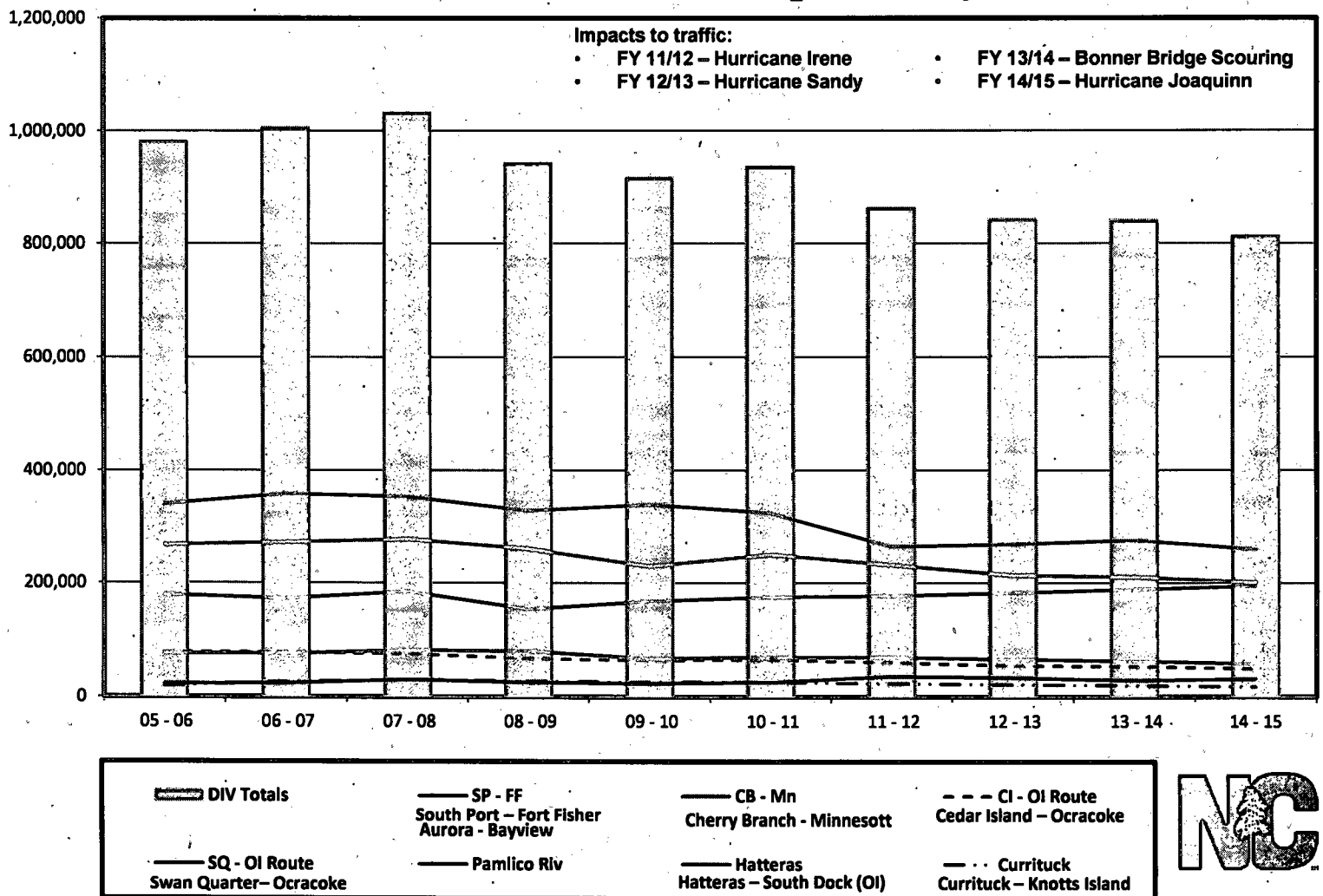
Ferry System Overview



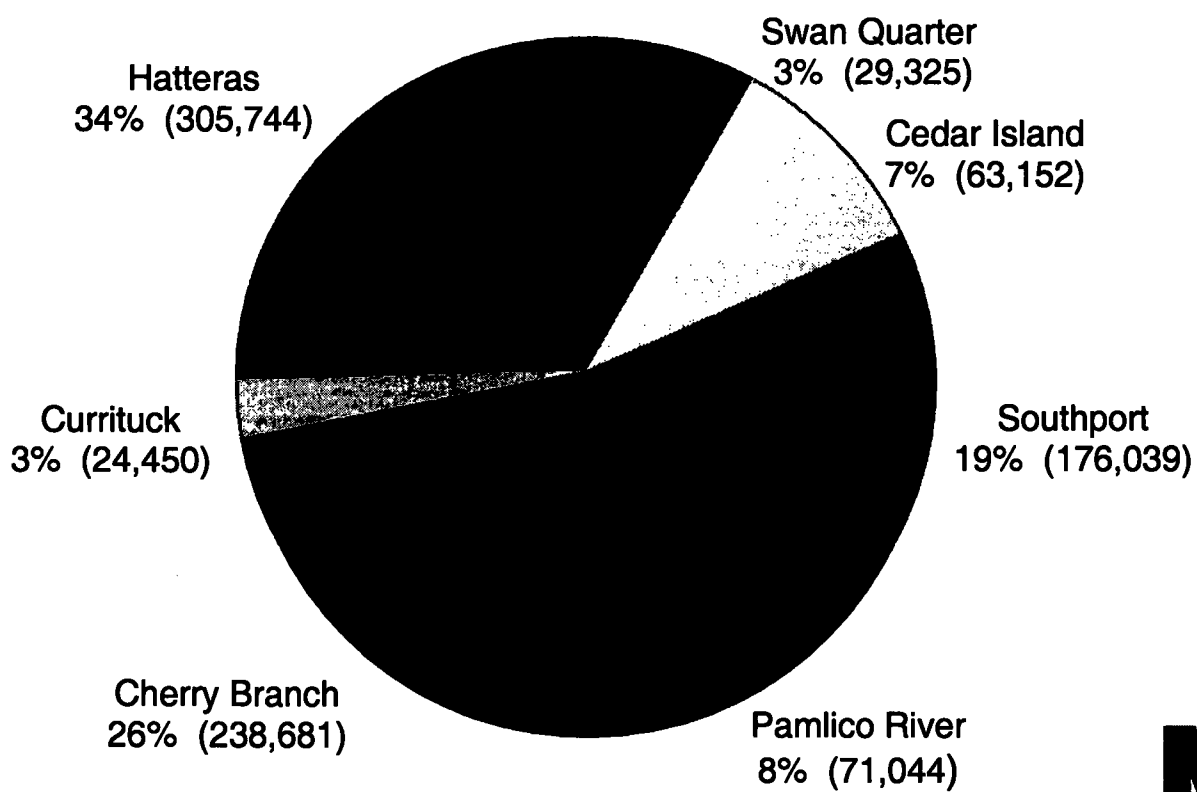
- 2nd largest state operated ferry system in the US
- 7 scheduled routes
- 1 emergency route
- 12 terminals
- State owned shipyard
- 4 field maintenance shops
- 21 ferries
- Support Fleet (4 tugs, 3 Barges, 1 crane barge, & 1 dredge)



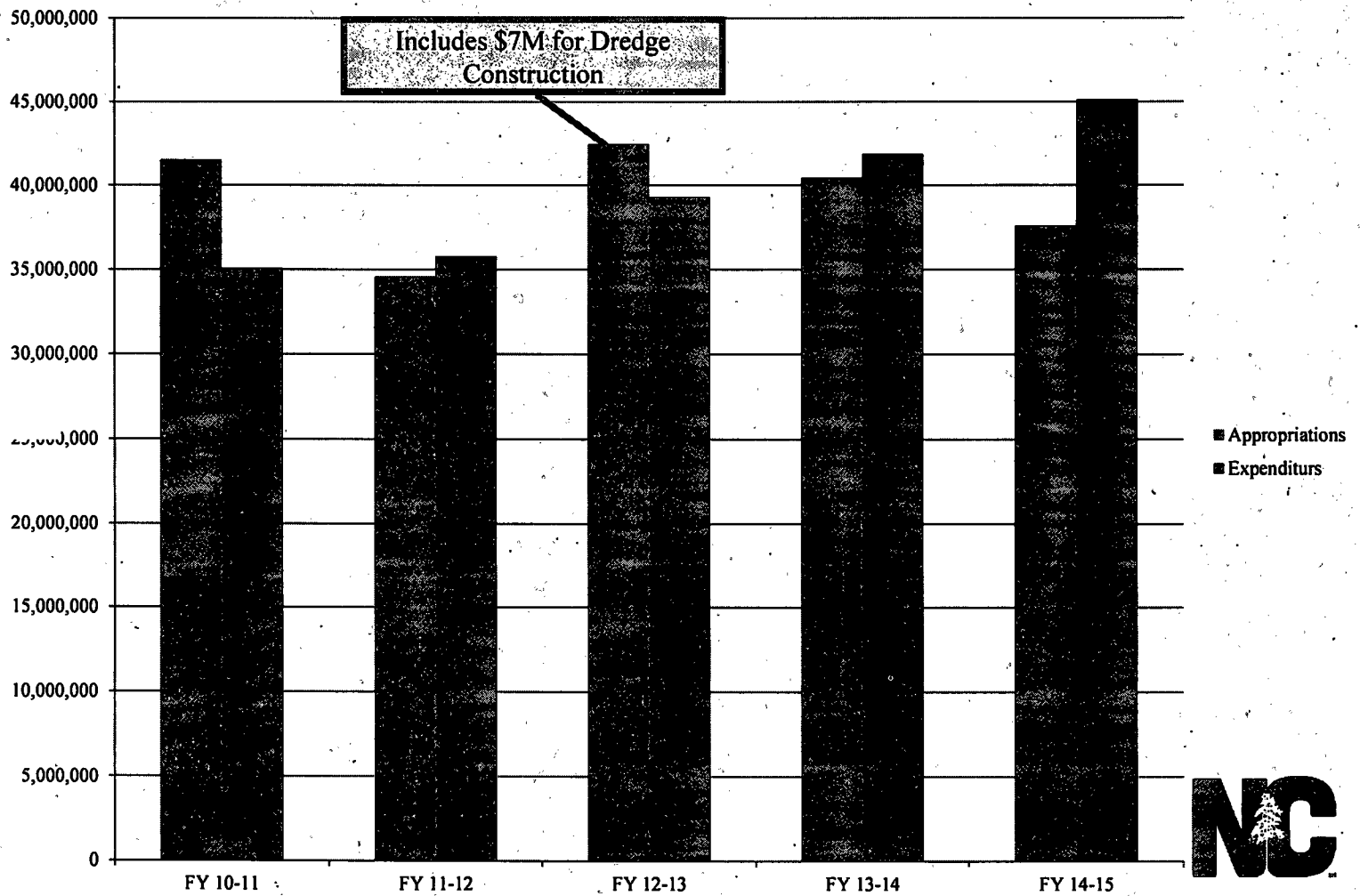
Vehicles Carried Route Comparison for FY14



Vehicles Carried Route Comparison for FY14



Appropriations vs Actual Expenditures



Powell Bill Overview

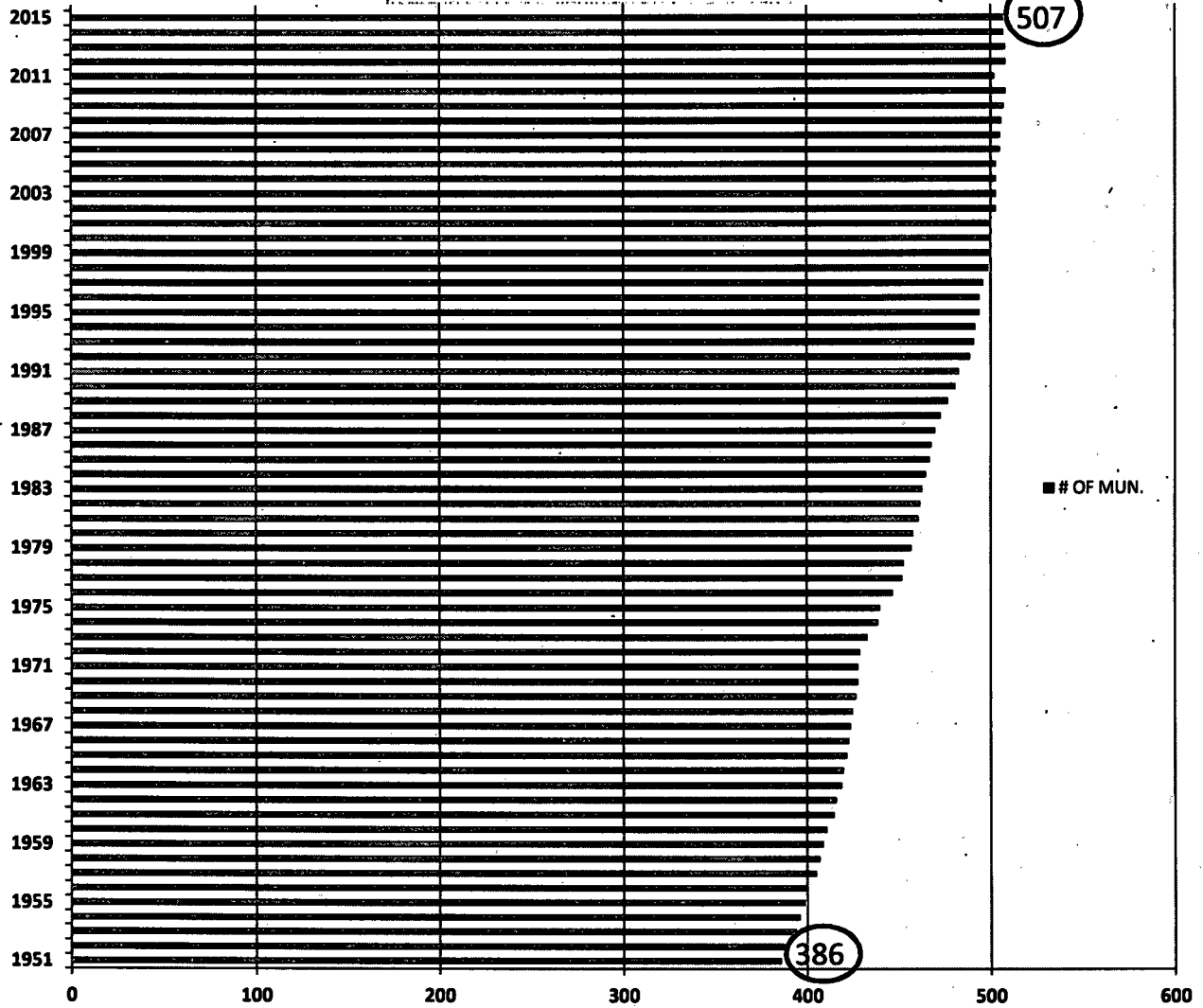
Calvin Leggett



History of the Powell Bill Program

- NCGS 136-41
- Law initially passed in 1951
- The goal was to provide financial assistance to municipalities for municipally-maintained streets
- State Senator Junius K. Powell, an attorney & former Mayor of Whiteville, led the signatures on the bill as it was introduced, which resulted in the naming of the “Powell Bill” Program
- First Powell Bill funds were distributed in the Fall of 1951 @ \$4.5 million among 386 participating municipalities

Number of Municipalities



Allocation Formula
NCGS 136-141.1(a)



75%

25%



2015 Allocation
\$147,759,959.21

5,435,422 population = \$20.39 per capita

22,559.64 miles = \$1,637.44 per mile

* Mileage of the public streets which are not part of the state highway system.

Status of 2015 Distribution

- Distribution of \$147.7 million to 507 municipalities for 2015 has been completed.
- The initial allocation of half the total (\$73,879,982.04) was sent before October 1, 2015.
- Second half was sent just before January 1, 2016.

Largest and Smallest Recipients

	Municipality	County	Population	Miles	Allocation
Largest	Charlotte	Mecklenburg	803,392	2,455	\$20,399,633
Smallest	Falkland	Pitt	97	0.05	\$2,060

Eligible Activities

- ☐ Construction, planning and maintenance on streets, sidewalks, bikeways, and greenways such as:
 - Curb and gutter
 - Storm drainage
 - Patching
 - Resurfacing*
 - Widening
 - Snow removal
 - Sand and debris removal resulting from natural causes
 - Street sweeping
 - Purchase or rental of equipment
- ☐ Traffic Control such as:
 - Purchase and maintenance of traffic control devices
 - Traffic signs for proper traffic control
 - Speed bumps
 - Traffic paint for on-street parking or crosswalks
 - Traffic cones
- ☐ Municipal Street Bond Debt Service such as:
 - Current payment of principal or interest due on bonds outstanding issued exclusively for streets and sidewalks.

*SL2015-241, Section 29.17D.(b) requires Powell Bill funds to be used primarily for contract resurfacing.

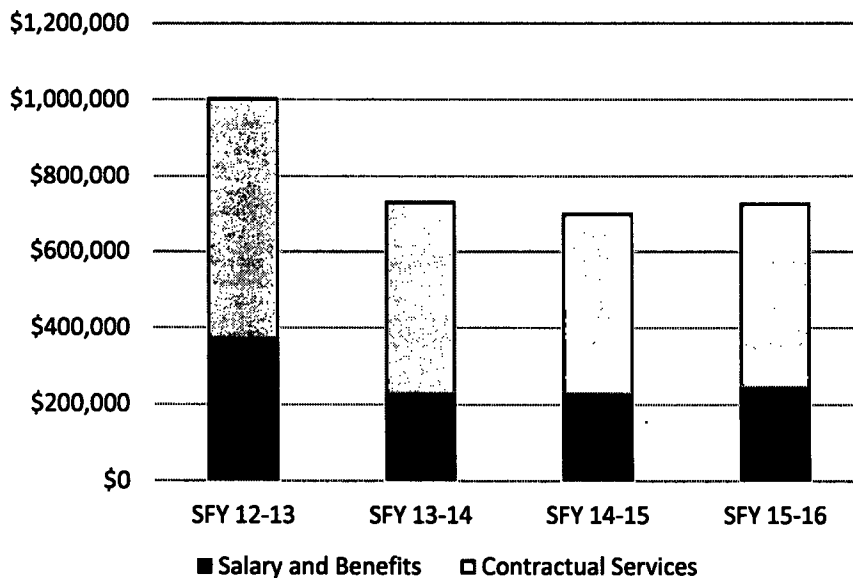
Bike/Pathways Overview

Lauren Blackburn



Bicycle and Pedestrian Division – HF Budget

Highway Fund: Bicycle Program
Appropriations SFY 13-16



CORE FUNCTIONS

- Bicycle and pedestrian planning program
- Bicycle and pedestrian safety programs
- Oversight for Federally funded independent bicycle/pedestrian improvements



Bicycle and Pedestrian Project Funding

SPOT 3.0 / 2016-2025 STIP

Bike-Ped TIP	FFY 15-16	FFY 16-17	FFY 17-18	FFY 18-19	FFY 19-20	FFY 20-21	FFY 21-26
Transportation Alternatives Program	\$0.0	\$1.5	\$4.4	\$0.3	\$5.0	\$31.4	\$42.6
Safe Routes to School	\$0.5	\$1.5	\$1.0	\$0.6	\$1.5	\$0.6	\$5.7
Surface Transportation Program	\$2.7	\$0.8	\$0.7	\$1.4	\$0.7	\$3.5	\$9.9
Local	\$0.4	\$0.3	\$0.9	\$0.2	\$1.0	\$6.8	\$9.6

Above units shown in millions of dollars.

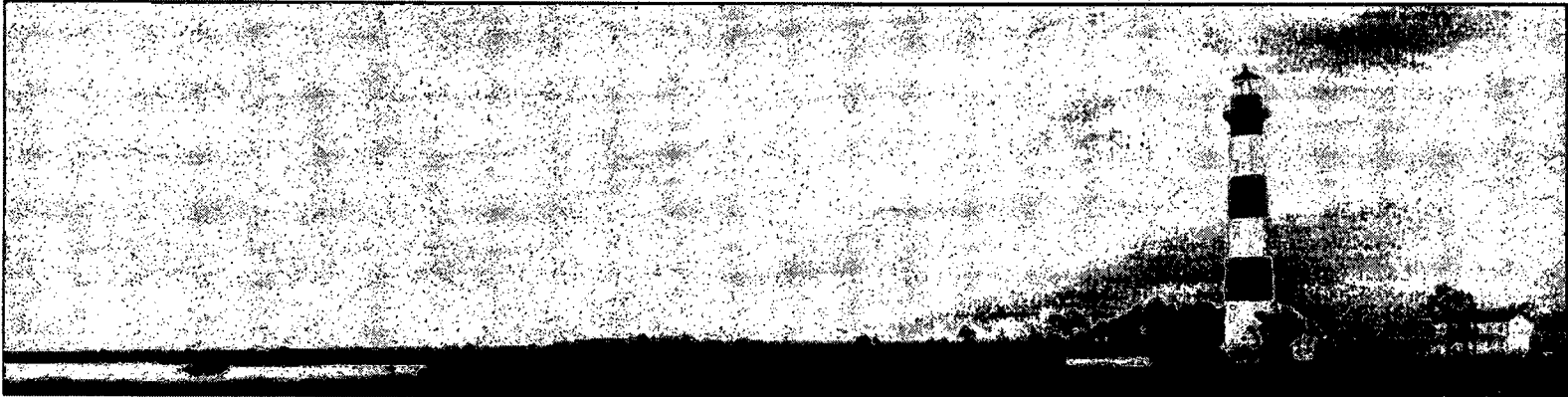
- STI does not permit HTF (state match) for bicycle and pedestrian projects
- Federal funding typically requires 20% non-federal match

Types of Bicycle and Pedestrian Projects

- Bike lane (on NCDOT or local street)
- Multi-use path/greenway
- Paved shoulder
- Sidewalk
- Pedestrian signals/curb ramps
- Other streetscape/pedestrian improvements

Questions?



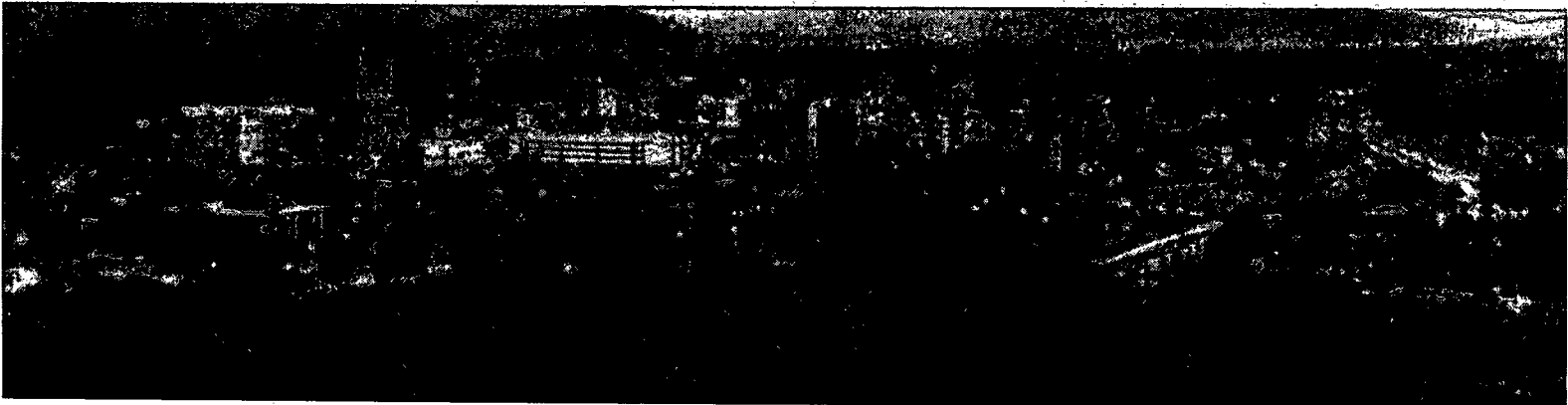


Public Transportation Division

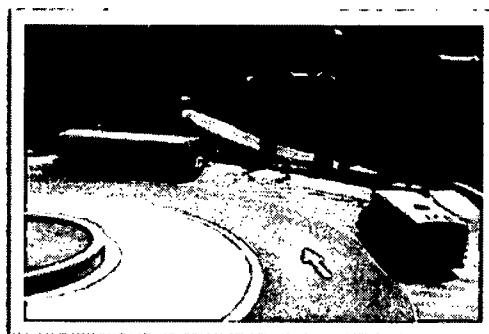
*House Select Committee: Aviation
and Transit Subcommittee*

January 4, 2016

Debbie Collins

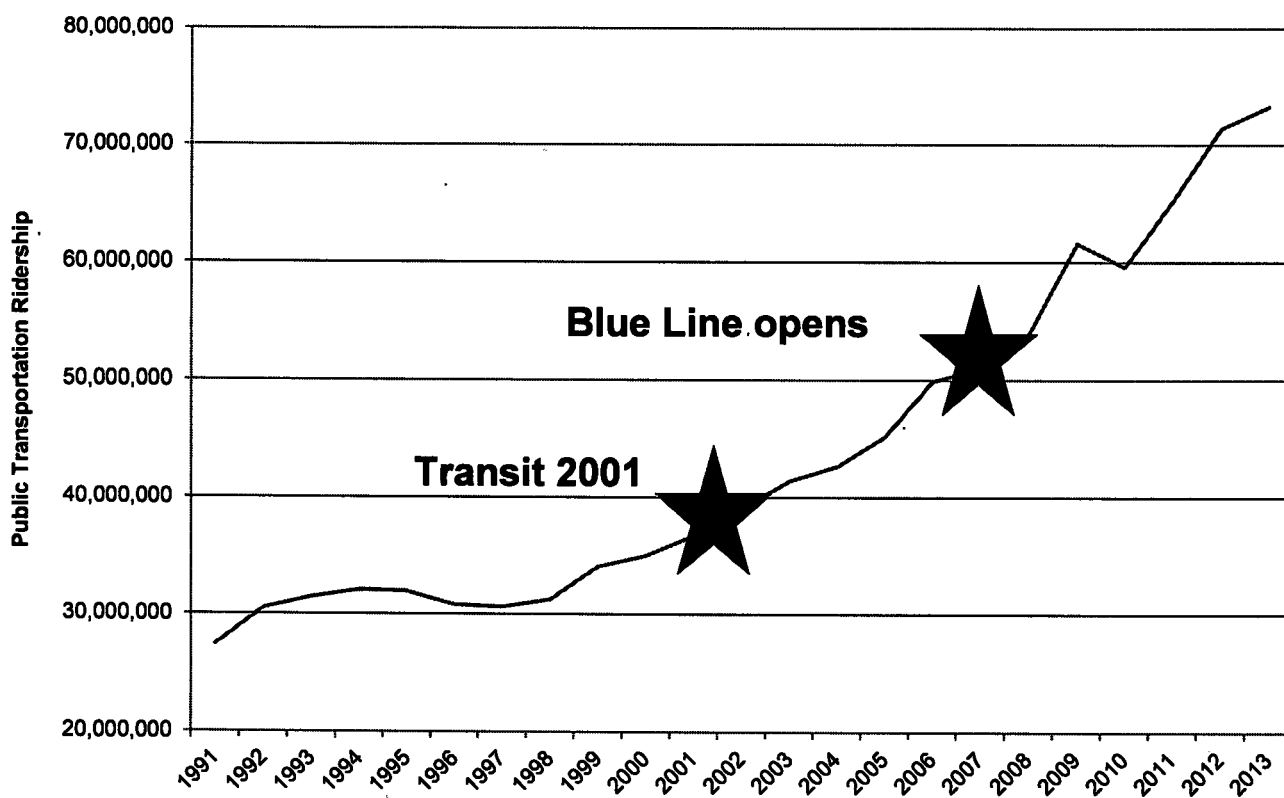


Public Transportation Network



Transportation

NC Urban Transit Fastest Growing in Southeast



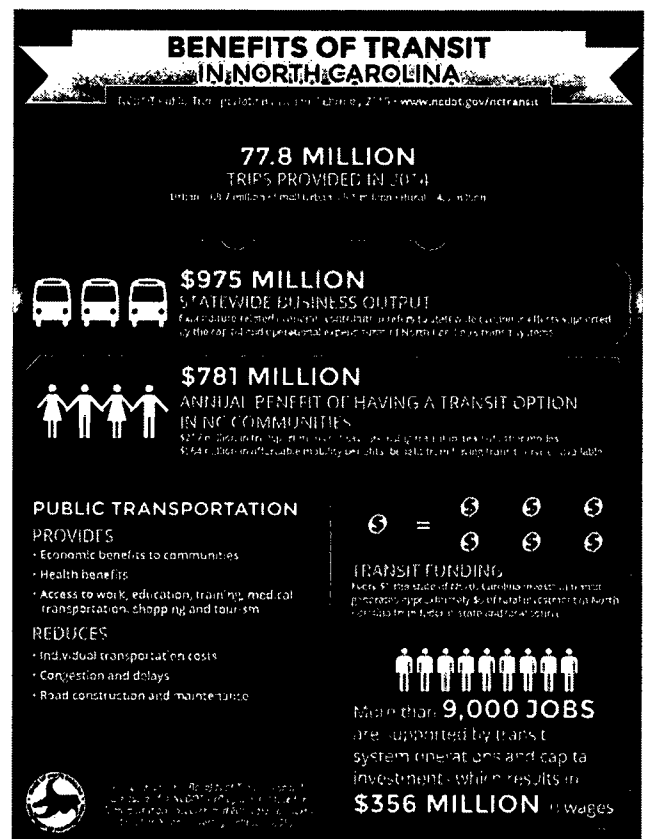
Source: National Transit Database



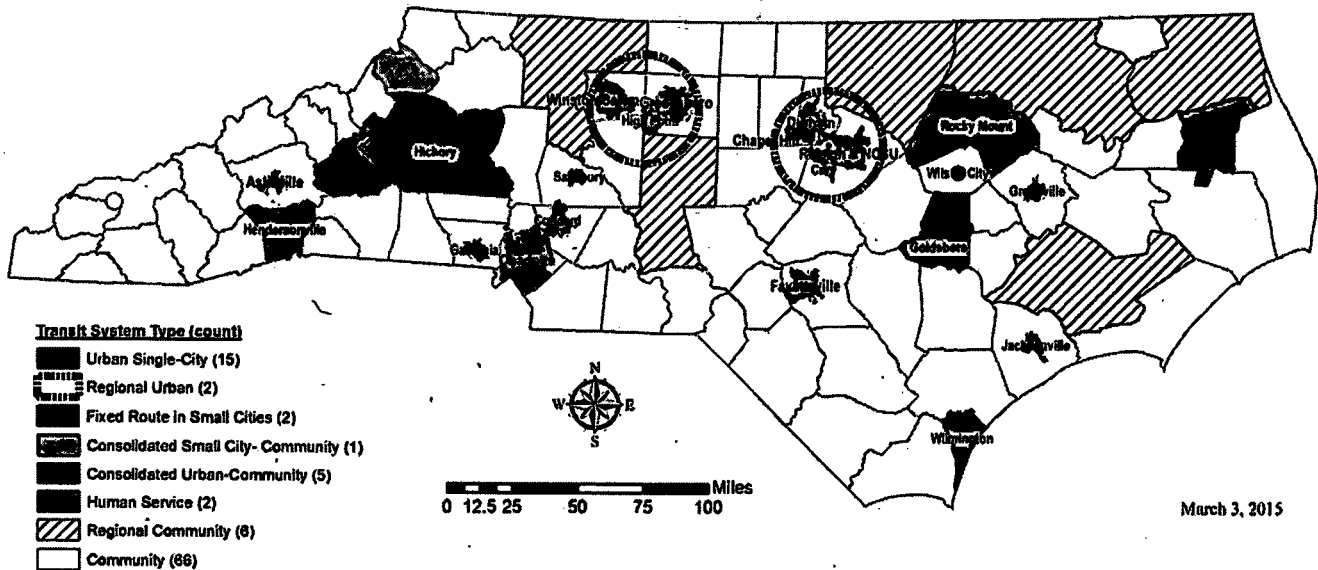
Public Transportation in North Carolina

State money invested in transit annually results in direct Federal and local investment and helps secure the following annual benefits:

- 77.8 million passengers in 2014
- 9,000 jobs
- \$356 million in wages
- \$975 million in statewide business output
- \$781 million in transportation cost savings and mobility benefits



Public Transportation Systems in North Carolina



Traditional Service Delivery Models

	Community*	Urban
ADA Complementary Paratransit**		★
Demand Response	★	
Deviated Fixed Route	★	★
Fixed Route		★
Fixed Guideway		★

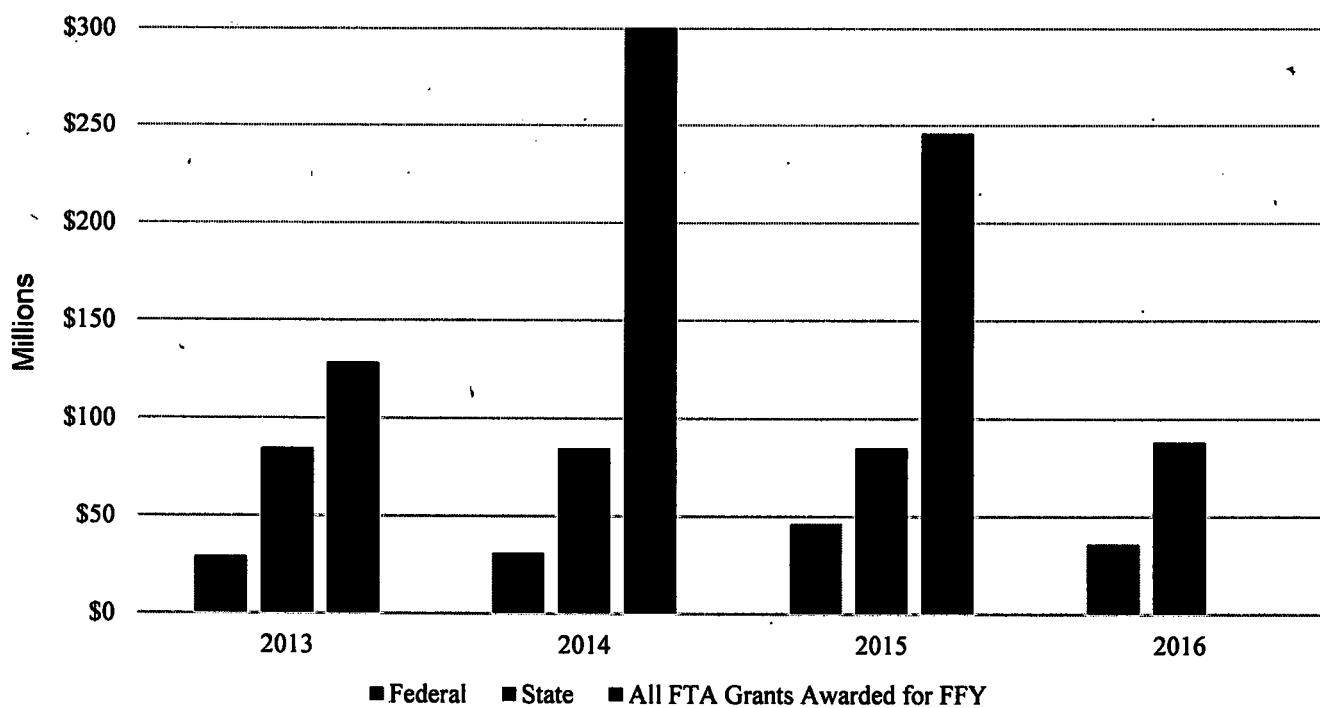
* Community Transportation (CT) also referred to as Rural

** ADA – Americans With Disabilities Act

Budget Overview



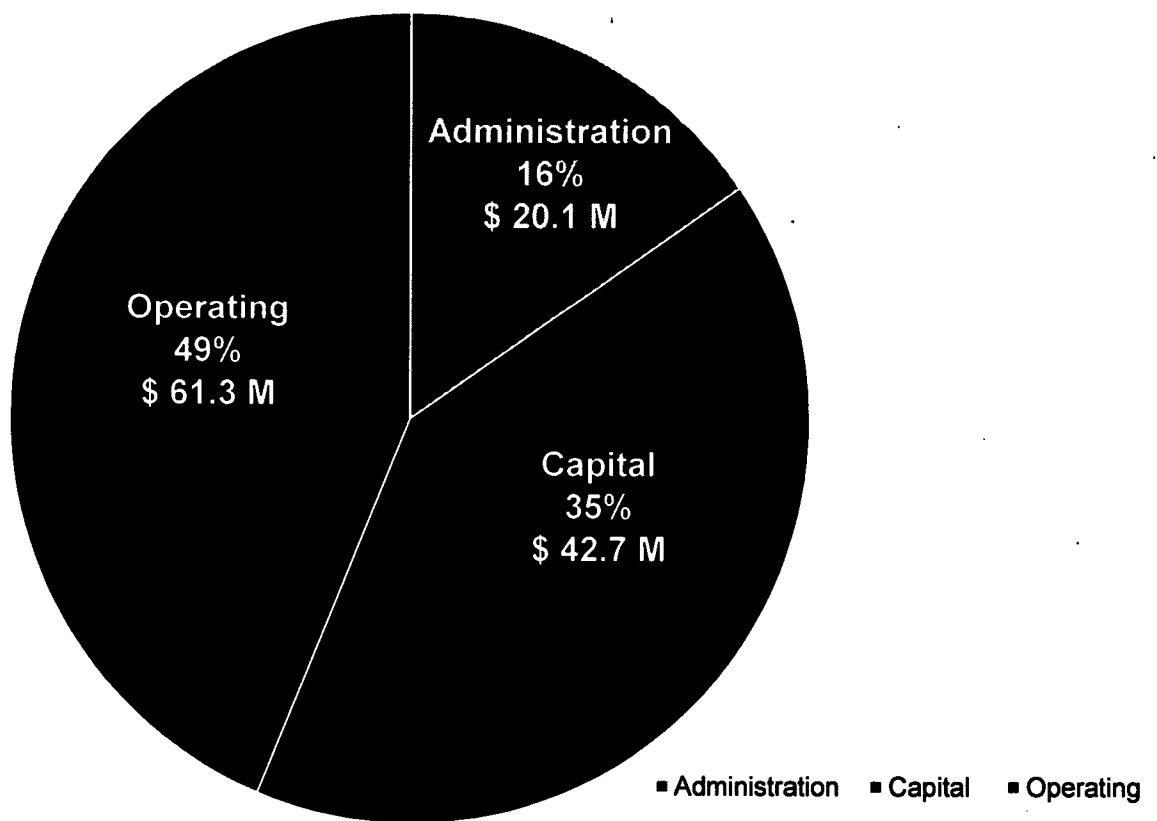
Funding Managed by NCDOT: Federal and State Funded Projects by Fiscal Year



*FTA Grants for FFY 2016 not yet available



*FY 16 Funding Distributed by NCDOT:
by Expense Category*



FTA Formula Program – FY15 N.C. Funding

FTA Program	Title	FY15 NC Funding
5303 / 5304	Metropolitan and Statewide Planning	\$2,585,054
5310	Enhanced Mobility for Adults and People with Disabilities	\$7,304,209
5311	Non-urbanized Area Formula	\$28,252,644
5307	Urbanized Area Formula	\$66,720,821
5329	State Safety Oversight	337,354
5337*	State of Good Repair Formula (Rail)	\$896,886
5339	Bus and Bus Facilities Formula (New funding with FAST Act)	\$8,568,265
North Carolina Federal Formula Program FY 2015 Total		\$114,665,233
Source: FTA FY 15 Apportionment Tables by Funding Program		

* 5337 funds flow directly to urban areas

FAST Act - Fixing America's Surface Transportation



Transportation

State Funding Categories

State Operating Assistance	<ul style="list-style-type: none">• Urban (SMAP)• Rural (ROAP)• International Trade Show Transportation	\$48.8 M
FTA Matching Assistance	<ul style="list-style-type: none">• Administration• Capital• Operating• Planning	\$36.5 M
State Programs	<ul style="list-style-type: none">• Interns & Apprentices• Technology• Transportation Demand Management	\$2.9 M



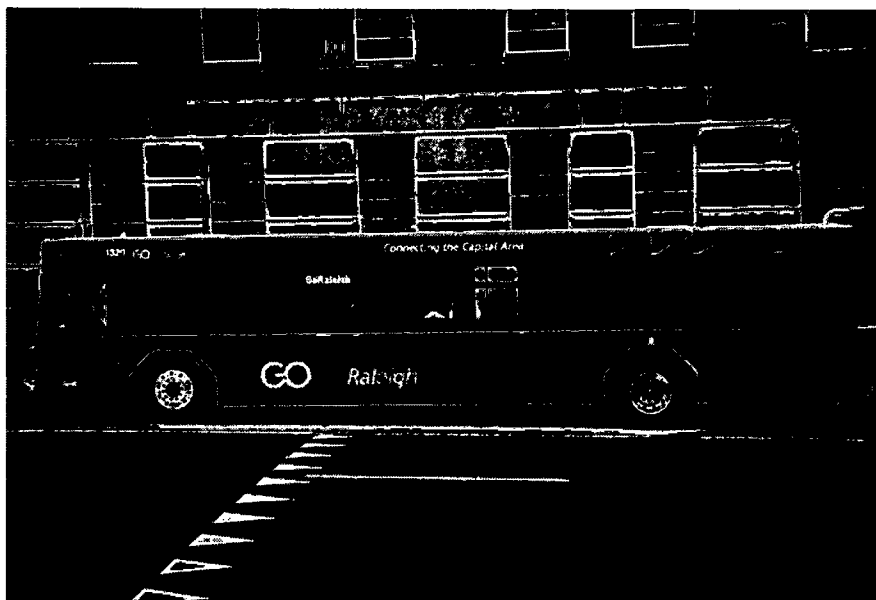
28 Month Grant Cycle

[illegible]

	Call for Projects
	BOT and FTA Approval
	Grant Cycle
	Grant Close Out



Strategic Transportation Investment / Strategic Mobility Formula



Eligible Project Types by Funding Category

Funding Category	Project Types		
	Expansion Vehicle	Facility	Fixed Guideway
Statewide (100% Criteria Score)	Not Eligible	Not Eligible	Not Eligible
Regional (70% Criteria Score)	Fleet Vehicle Bus Fleet Vehicle Van Fleet Vehicle Light Transit Fixed Guideway Vehicle	Administrative/Operations Facility, Bus Shelter, Park and Ride, Transfer Facility, Maintenance Facility, Passenger Facility	Commuter Rail, Light Rail, Street Car, Bus on Shoulder, Bus Rapid Transit, Track Improvement/Extension,
Division (50% Criteria Score)	Fleet Vehicle Bus Fleet Vehicle Van Fleet Vehicle Light Transit Fixed Guideway Vehicle	Administrative/Operations Facility, Bus Shelter, Park and Ride, Transfer Facility, Maintenance Facility, Passenger Facility	Commuter Rail, Light Rail, Street Car, Bus on Shoulder, Bus Rapid Transit, Track Improvement/Extension,

Note: Minimum Cost of \$40,000 total project cost. Bus shelters must be bundled along route corridors.

Note: No phasing of project submittals. All phasing of projects will be handled by the Program Development Branch

P4.0 Criteria by Eligible Project Type

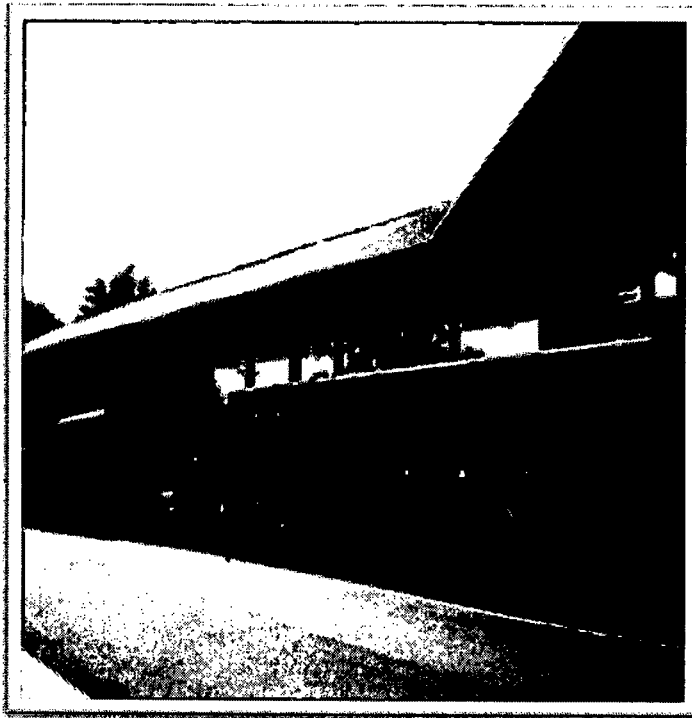
Project Type	<u>Expansion Vehicle</u>	<u>Facility</u>	<u>Fixed Guideway</u>
Criteria	Access System Safety Impact Cost Effectiveness Market Share	Impact Age Cost Effectiveness Market Share Ridership Growth	Mobility Cost Effectiveness Economic Development Congestion Relief

Note: Minimum Cost of \$40,000 total project cost. Bus shelters must be bundled along route corridors.

Note: No phasing of project submittals. All phasing of projects will be handled by the Program Development Branch



Funding Study



North Carolina Population Change

	Population			Change 2000 to 2010	
	1990	2000	2010	#	%
North Carolina Urbanized Population	2,452,636	3,761,411	5,232,799	1,471,388	39.1%
North Carolina Non-urbanized Population	4,176,001	4,287,899	4,120,684	(167,215)	-3.9%
North Carolina Population	6,628,637	8,049,310	9,353,483	1,304,173	16.2%
Total United States Population	248,709,873	281,421,906	308,745,538	27,323,632	9.7%

	State	Population 2015	Population per sq. mi. 2015
9.	NC	10,042,802	206.6

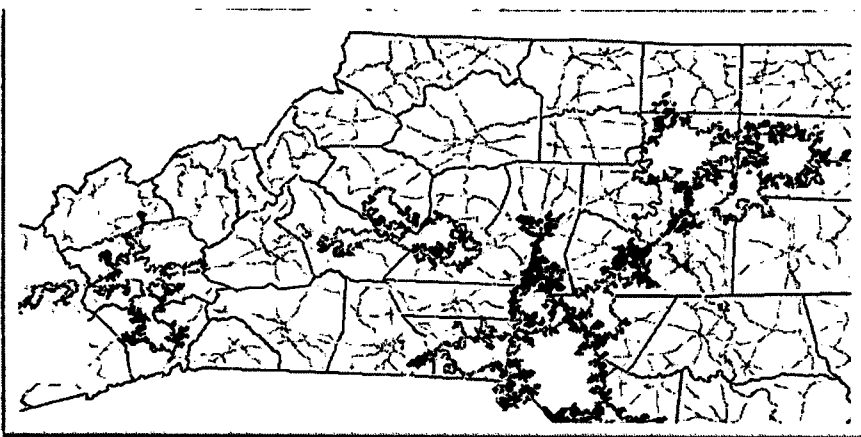
**2030 Population Projections –
3 M new NC residents**

Geography QuickFacts - <http://www.census.gov/popclock/>



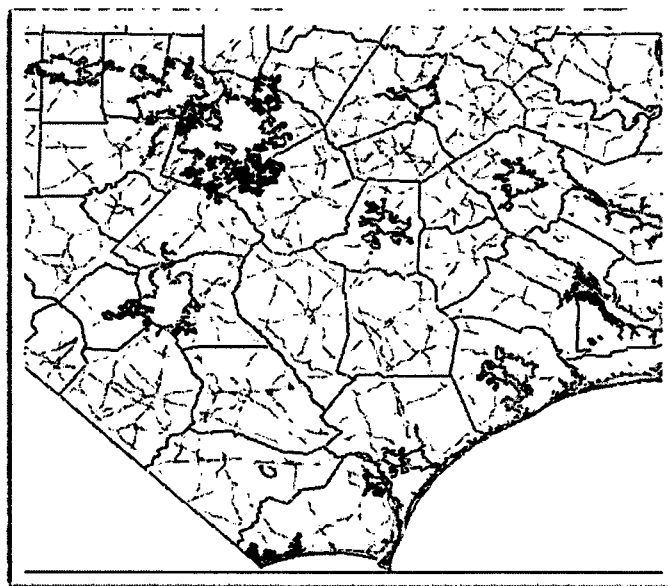
Transportation

Increased Urbanized Areas – Census 2010



Notable Impacts

New Bern newly designated as a UA
Statesville added to Charlotte UA
Salisbury added to Concord/Kannapolis UA
Lexington added to Winston-Salem UA (Thomasville is in High Point UA)
Calabash and Sunset Beach added to Myrtle Beach, SC UA



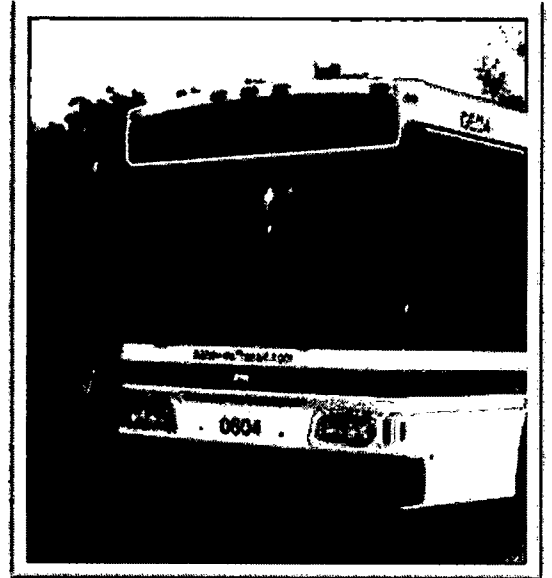
Funding Study Goals

Goals	Alt #1	Alt #2	Alt #3	Alt #4	Alt #5
Every county gets funding	X	X	X	X	X
Equitable	X	X	X	X	X
Simplified / transparent	X	X	X	X	X
Flexible	X	X	X	X	X
Supports coordination model	X	X	X	X	X
Supports regionalism	X	X	X		X
Rewards performance	Prerequisite				X



Funding Study 5 Year Budget and Recommendations

- New Funding Structure for Community Transportation Systems
 - 3 Tiers
- 5 year budgets
 - Public Transportation Division
 - All Community Transportation Systems
 - Transition budgets in FY 18 and FY 19
- FTA 5311 formula funding available as
 - Administration funding (with an 80% federal and 5% state share) or
 - Operating funding (with a 50% federal share)



Funding Study Needs Identified

- Operating assistance to support the current funding for consolidated and regional systems
 - Grow to promote new regional systems
- Additional funding in the urban operating assistance program
 - Currently geared towards fixed route providers only
 - Growing number of urban systems
- Additional funding for urban capital project match
 - Current focus on replacement buses
 - 10% state match
- Additional support for employment transportation in rural areas
 - Determined in upcoming strategic plan



Thank you!

Debbie Collins

dgcollins1@ncdot.gov

919 707 4684



Transportation



January 4, 2016



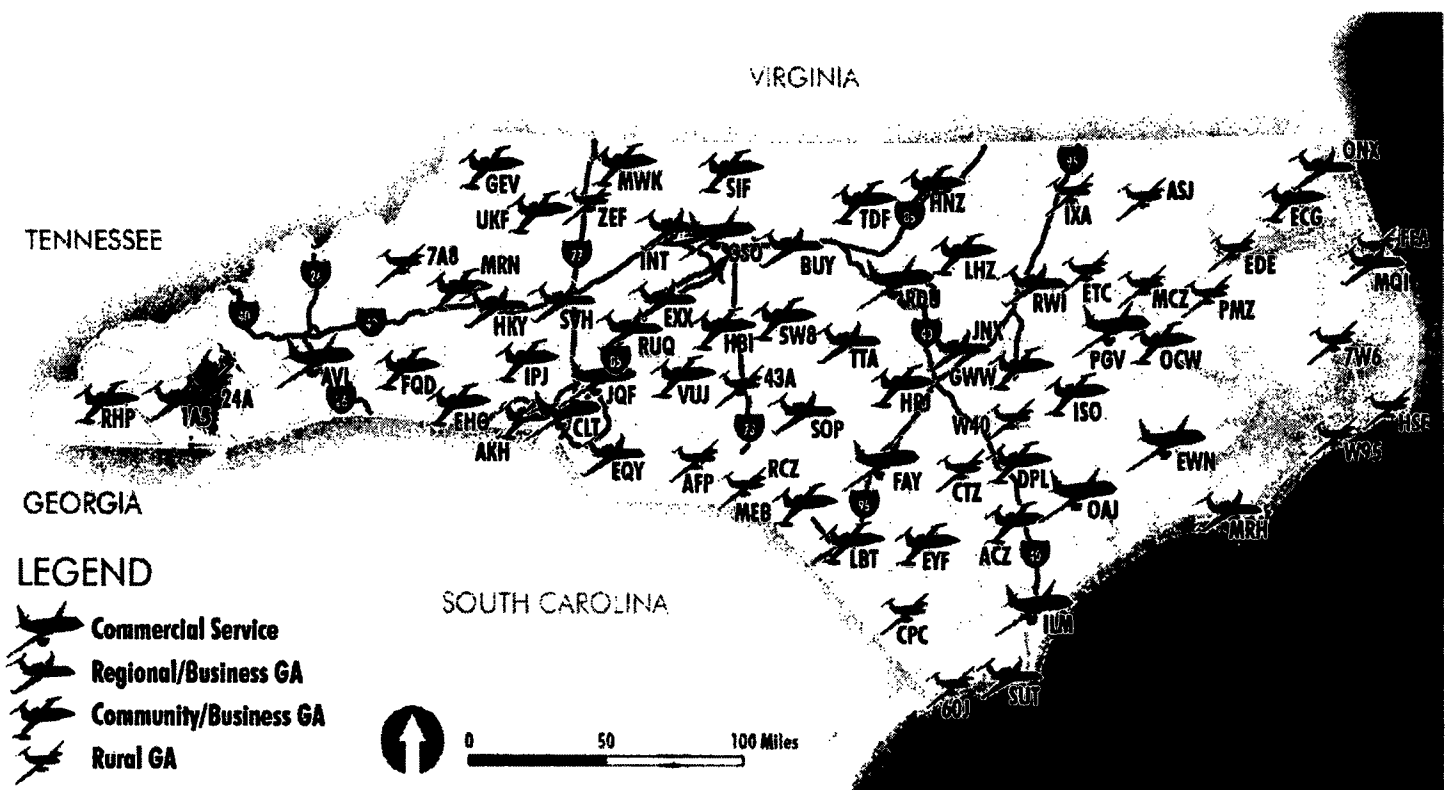
Division of Aviation

Bobby Walston, PE, Aviation Director



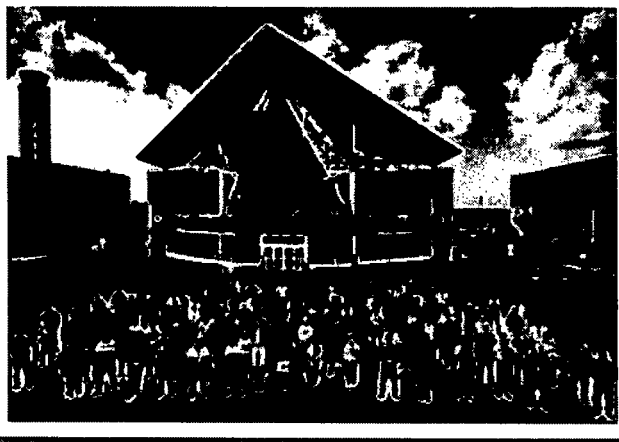
North Carolina's Aviation System

72 Publicly Owned Airports in North Carolina



Economic Contribution of NC Airports

- Commercial and General Aviation Airports provide more than **\$25.9 billion in economic impact** each year.
- Commercial and General Aviation Airports support over **108,000 jobs** throughout North Carolina.

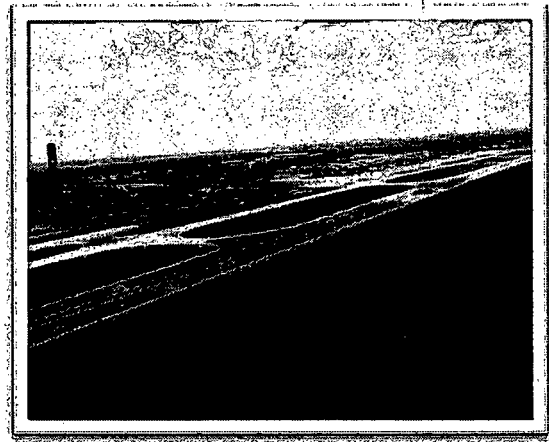
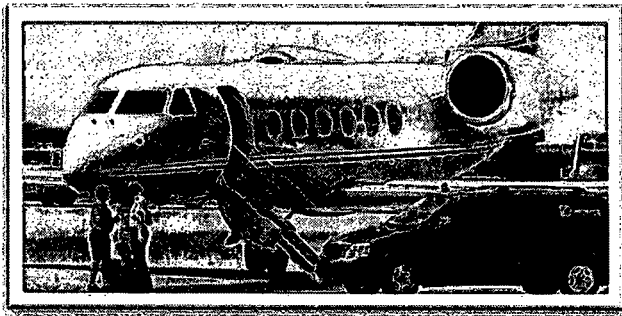


Source: NC State University, Institute for Transportation Research and Education, 2012



Benefits of Aviation in NC

- State and local governments received more than \$770 million in sales, property, corporate, and personal taxes due to airport activity.
- Local property tax related to airport activities is about \$277 million.
- North Carolina airports support more than \$4 billion in personal income for aviation-related jobs.



Source: NC State University, Institute for Transportation Research and Education, 2012

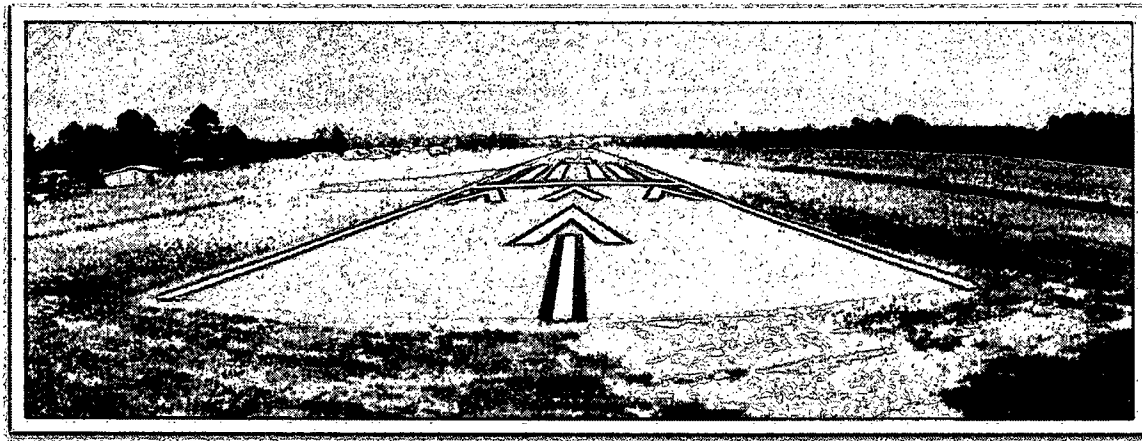


Transportation

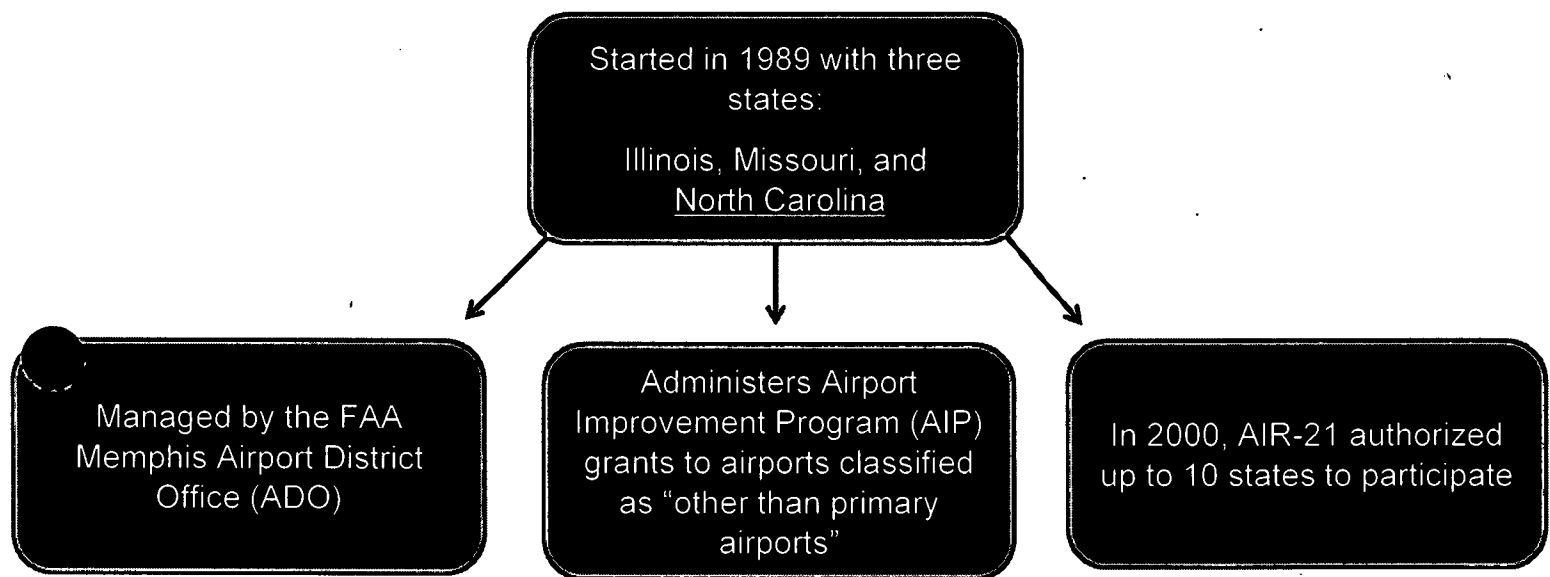
Division of Aviation Core Functions

Provide:

- ▣ Aviation safety and education programs
- ▣ State and Federal Airport Project Grants
- ▣ Air transportation, operations, and support for state agencies
- ▣ Management of the state's Unmanned Aircraft System Program



FAA State Block Grant Program



Federal Funding

FFY 2015 Funding

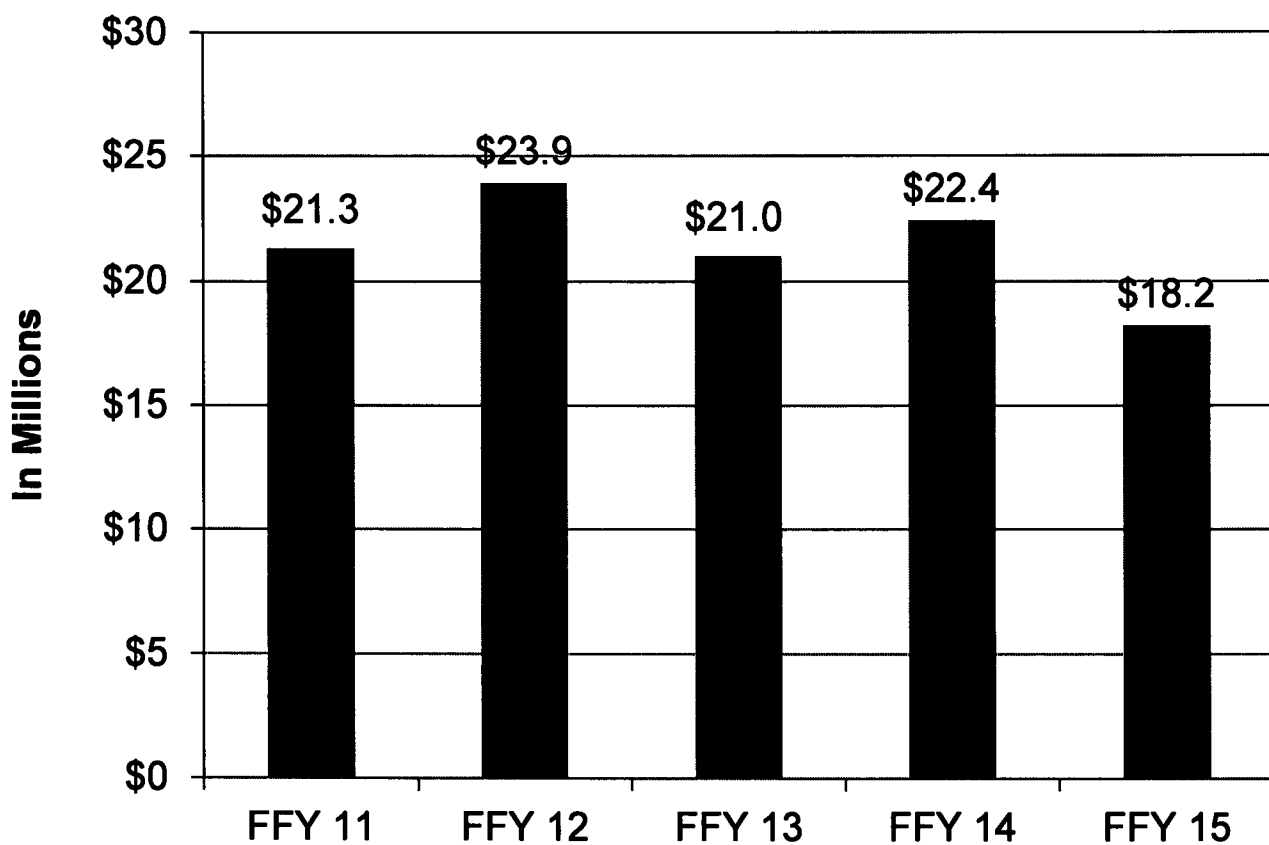
NC Block Grant Program
administered by the Division of
Aviation to 62 GA Airports:
\$18.3M

- Apportionment - **\$5.7M**
- Discretionary - **\$3.4M**
- Non-Primary Entitlement - **\$9.2M**

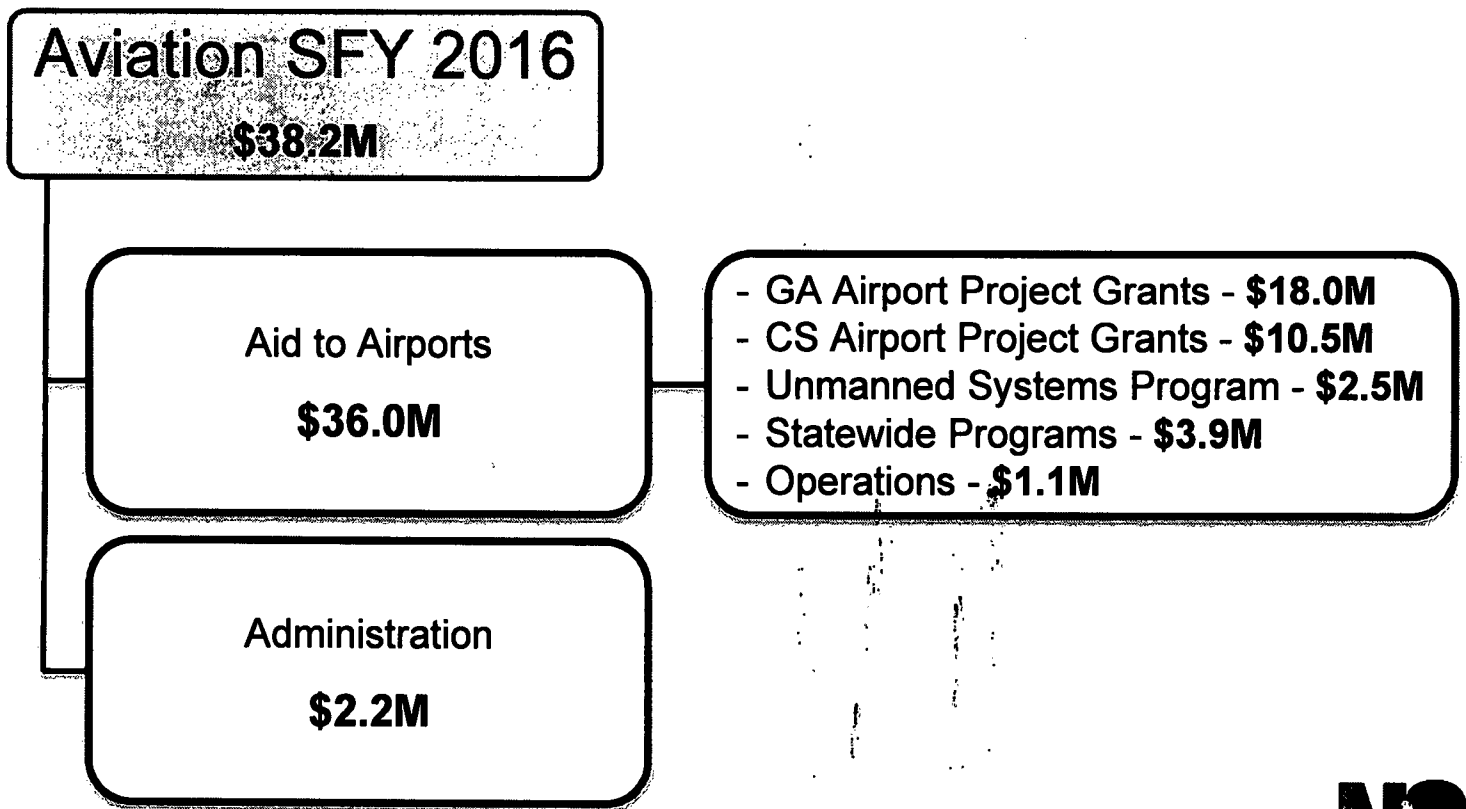
Airport Improvement Program
(AIP) administered by FAA to 10
Commercial Service Airports:
\$83.8M



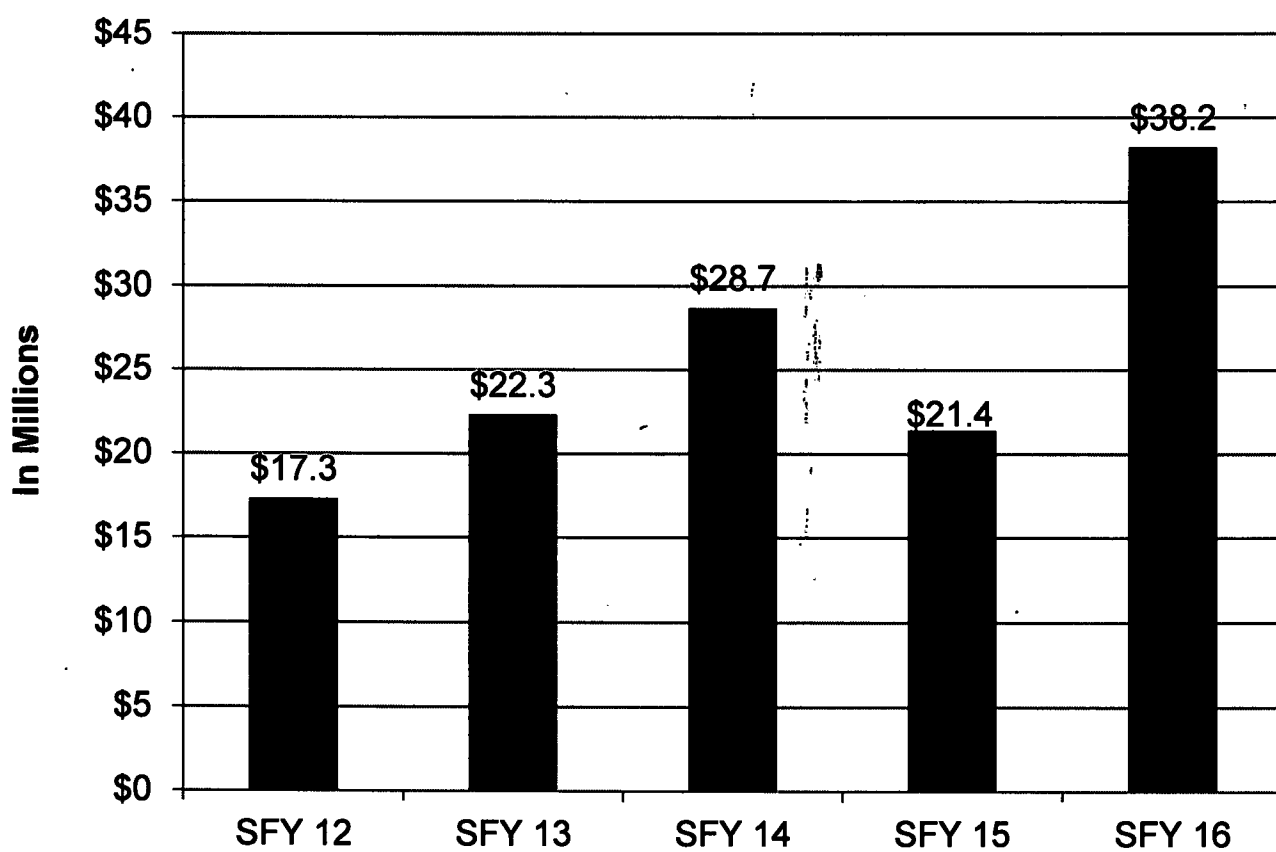
FAA State Block Grants FFY 2010-2015



State Funding



State Funding (in millions) SFY 2012-2016



Aviation STI Projects 2016-2020

Tier	Quantity	Cost
Statewide Mobility	9	\$4.5 M
Regional Impact	5	\$1.5 M
Division Needs	15	\$22.2 M
Total	29	\$28.2 M

Note: STI funds Capital Projects only

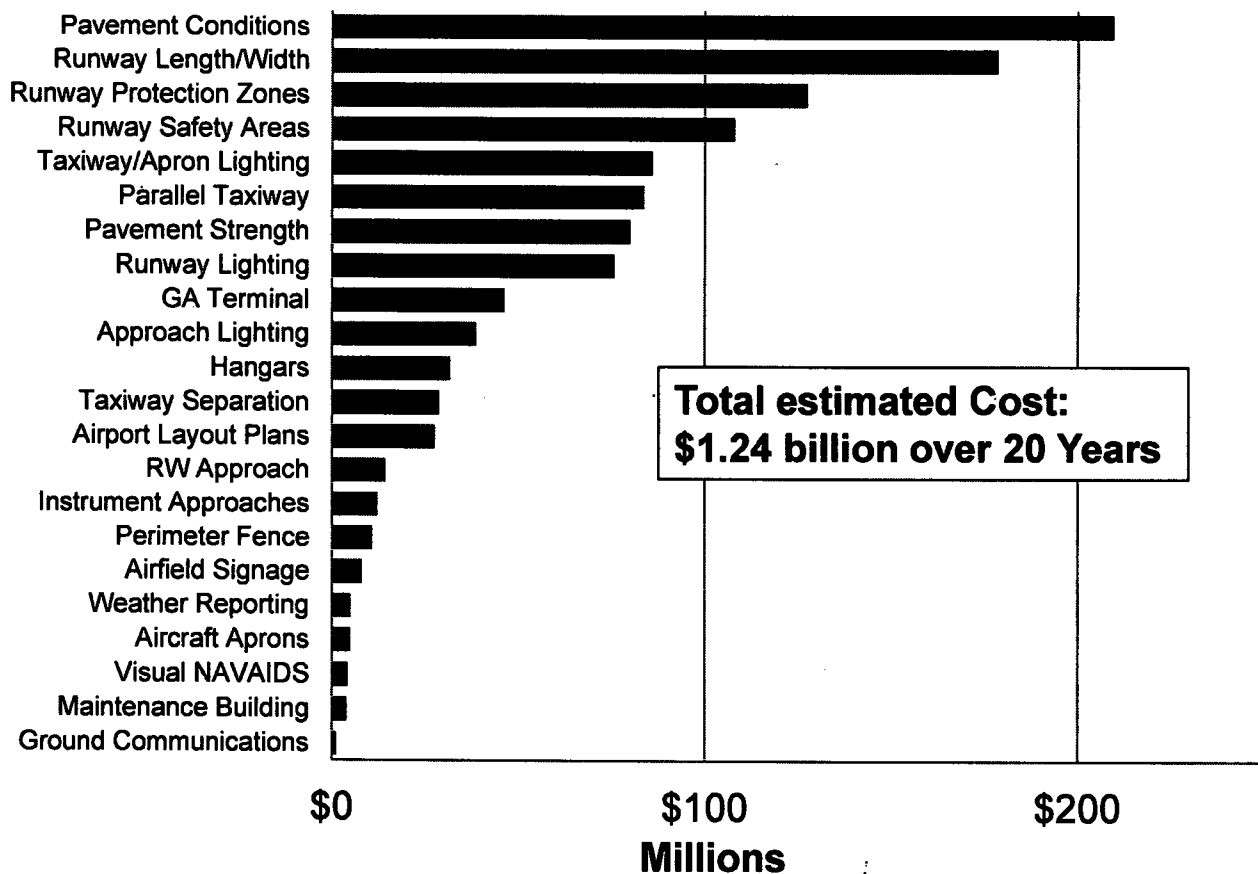


NC Airports System Plan Study

- Comprehensive inventory of each airport's assets in our state system
- 20-year forecast applied to all airports
- Top-down analysis of our airport system
- Established Performance Measures and System Objectives for all eligible project categories



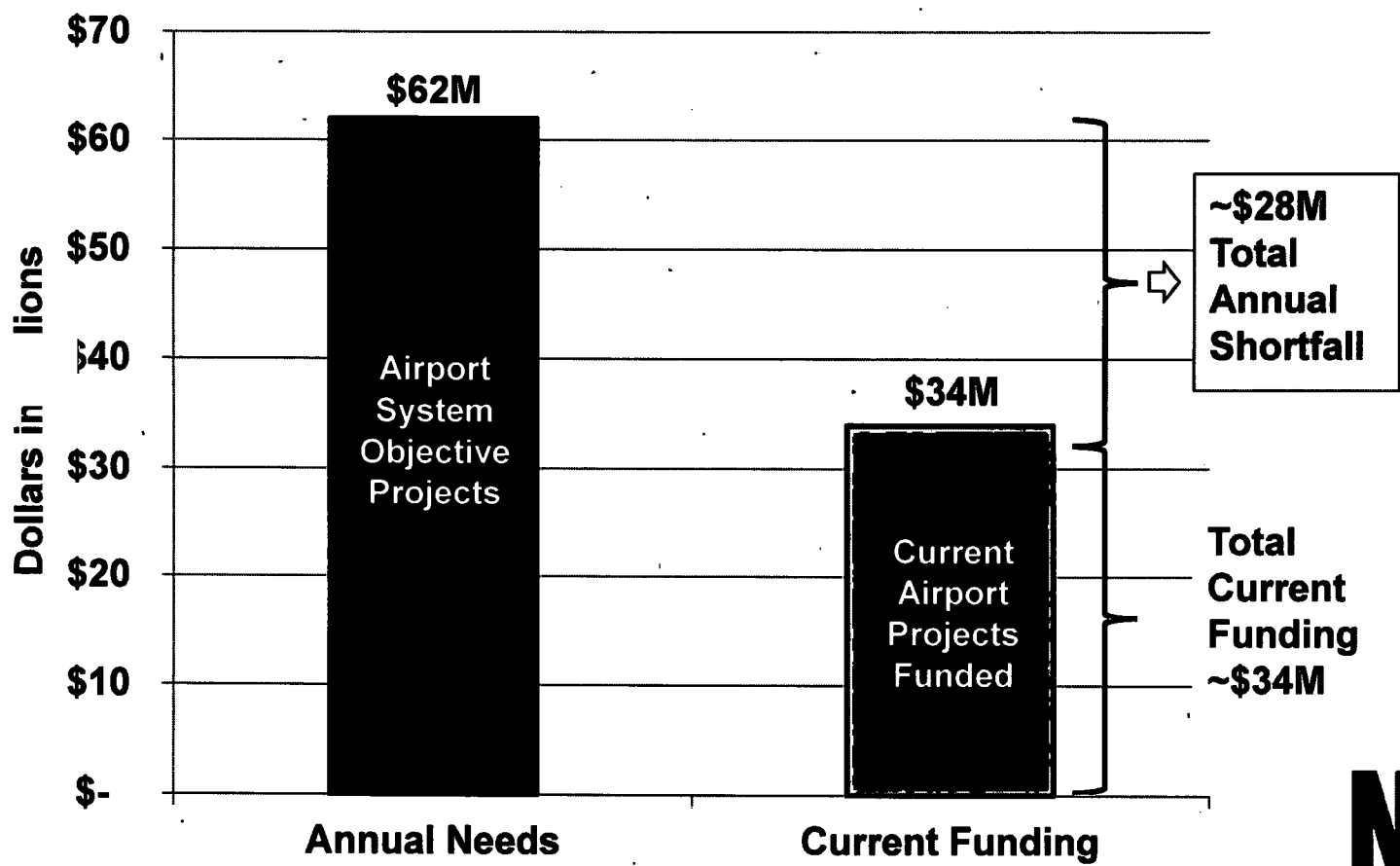
Cost by Airport Development Plan Category



Source: 2014 North Carolina Airports System Plan Update



NC Airports Annual Funding Gaps



Source: 2014 North Carolina Airports System Plan Update



Current Project Requests 2016-2020

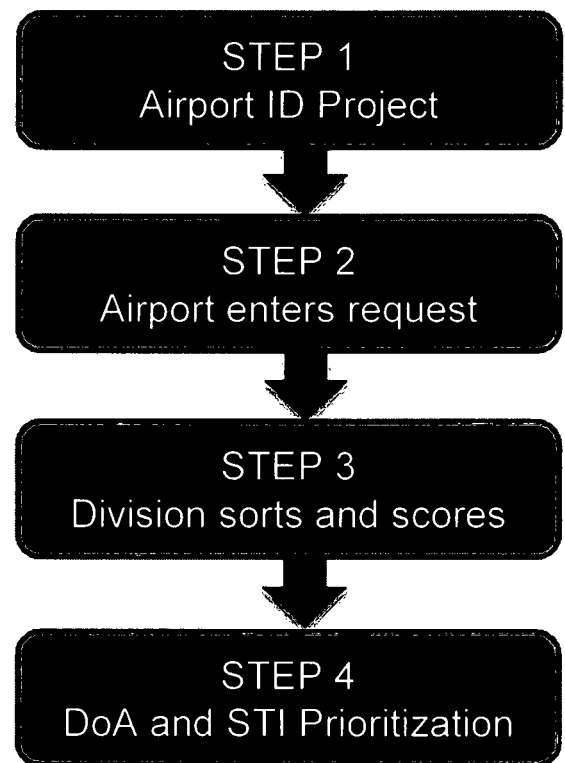
Project Type	Quantity	Cost	Percentage
Capital Projects	237	\$515 M	60%
O&M Projects	420	\$340 M	40%

*Note: Capital Projects include Design, Land Acquisition, and Construction that are combined as project requests in Partner Connect.



NC Airport Development Plan

This plan provides the standards and guidelines the Division of Aviation uses to identify projects needed to meet System Objectives (Safety and Regulatory type projects) and provide the Department score for STI projects.



Airport Project Funds

Source	Highway Funds	Highway Trust Funds
Project Types	Operations and Maintenance	Capital
Project Purpose(s)	Maintain Safety, Regulatory, and Standards Requirements	Expand and Increase Capacity of Facility beyond System Objectives
Project Example	Approach Obstruction Removal - Includes planning, land, permitting, and clearing	Runway Expansion Project Includes planning, design, land, permitting, and construction
Projects Prioritized Using	Airport Development Plan	Strategic Transportation Investment (STI) Formula

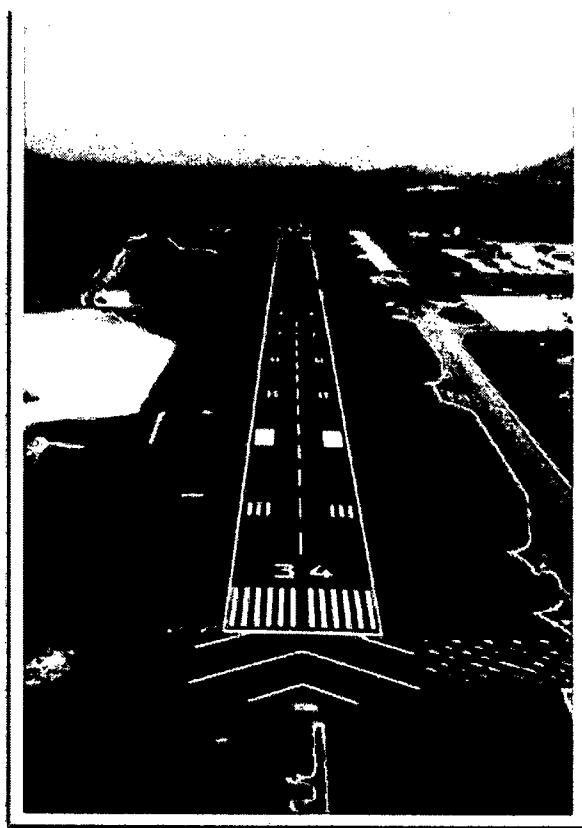
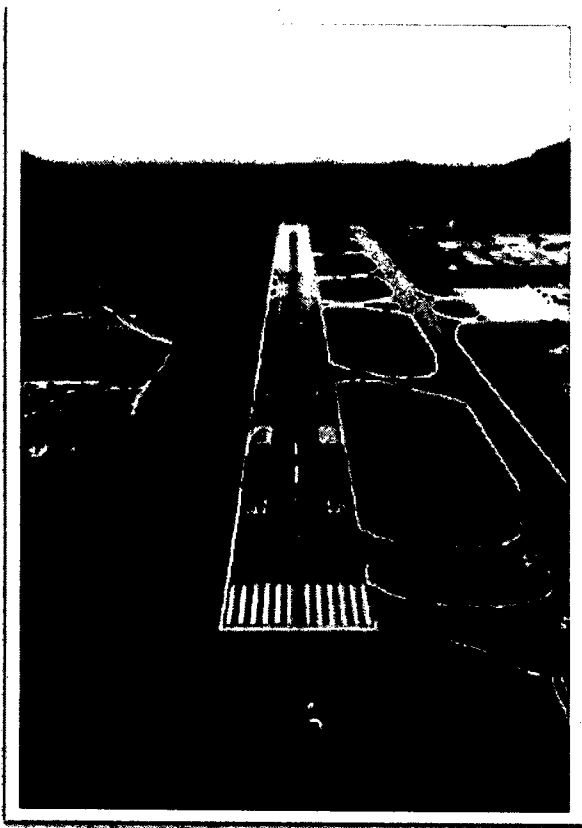


NC Airports Working Group

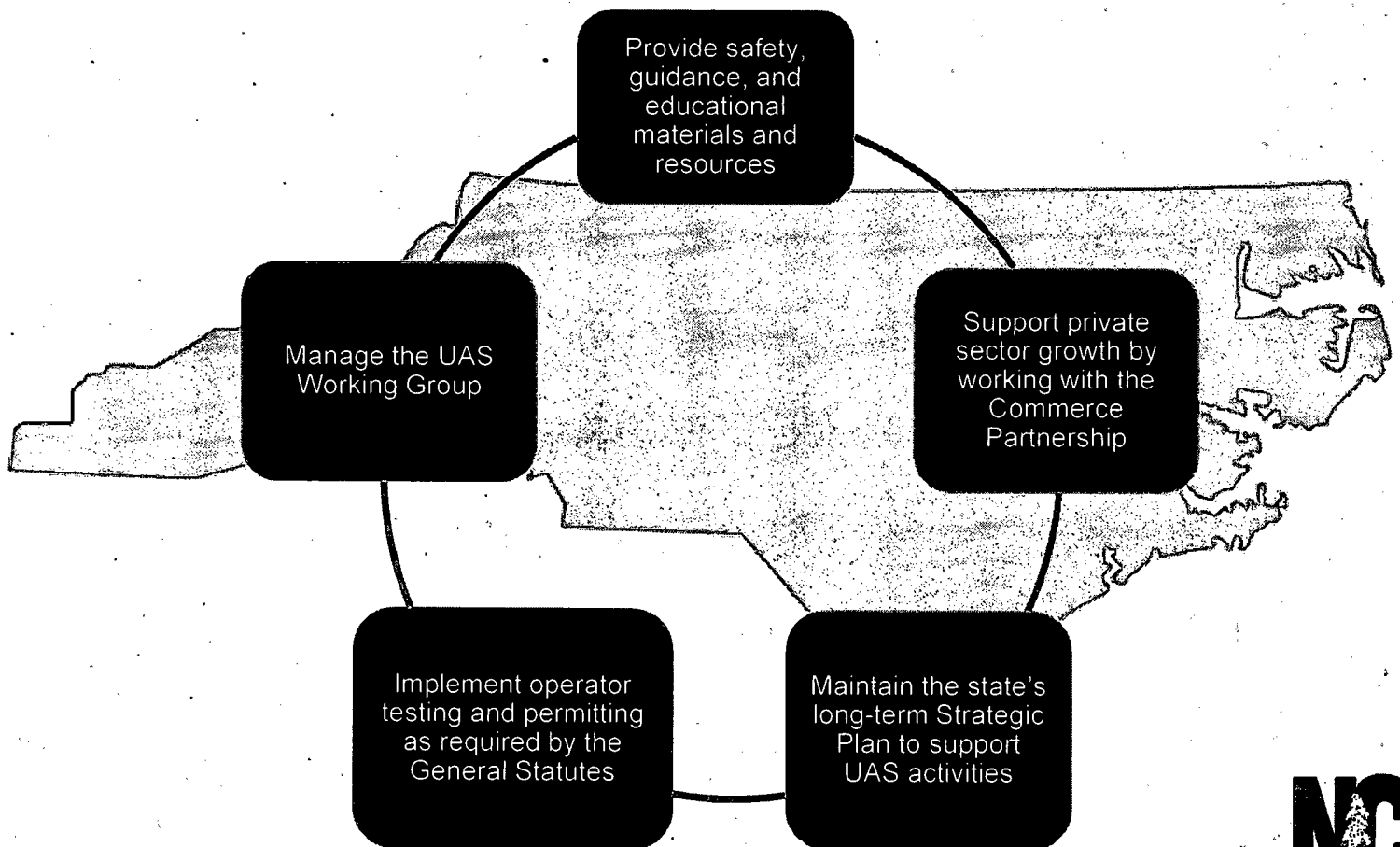
- Established to identify opportunities for improvement of existing programs and services
- Creating and implementing tools to better serve state, regional, and local needs



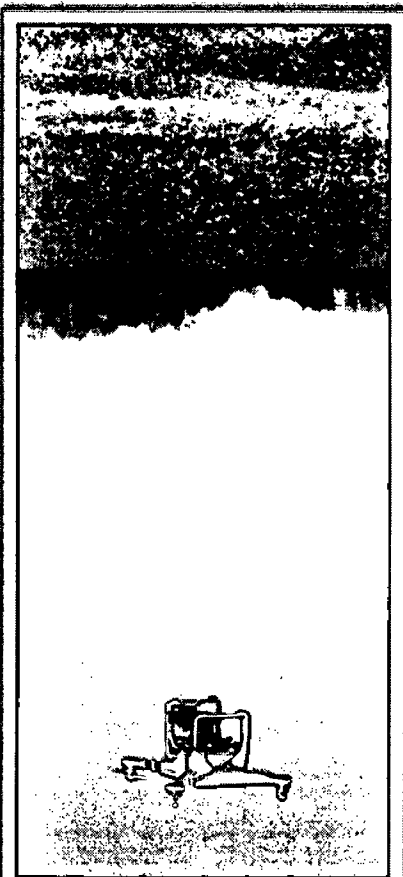
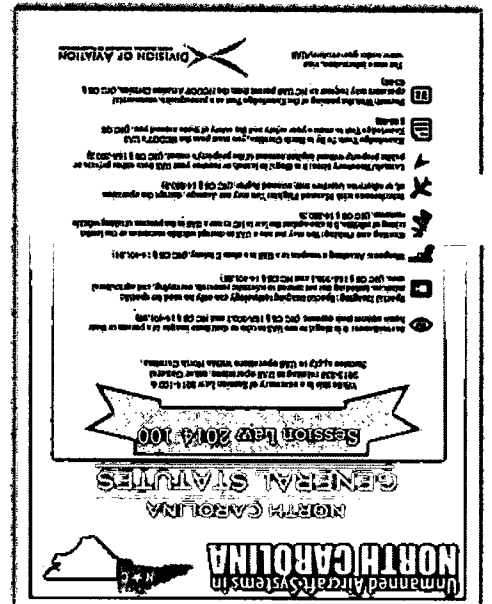
Airport Safety Preservation (Maintenance Program)



NC UAS Program Office



<https://www.fda.gov/aviation/usfda>



New NC UAS Website

- Includes a NC UAS Knowledge Test
- Commercial and Government UAS Operator's Permits can be acquired online
- UAS Safety Guide and NC Statutes
- Helpful Links

ncdot.gov/aviation/uas/

UAS Operator Permitting

Home | About | Contact | Privacy Policy | Terms of Service

Download | DMV | Government | Programs | Proposals | Travel & Maps

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Start Knowledge Test

Do you know the requirements to fly a drone in North Carolina?

Learn about the rules, regulations, and requirements for flying a drone in North Carolina. Take the knowledge test to see if you are ready to fly.

[Download Study Guide](#)

[Start Knowledge Test](#)

BEFORE YOU BEGIN

Requirements for Operator Permitting in North Carolina

Commercial Pilot	Government Operations	International
<ul style="list-style-type: none"> Obtain a Remote Pilot Certificate from the Federal Aviation Administration (FAA). Alternatively, a Remote Pilot Certificate can be obtained from the FAA. Operator must pass the NC DOT UAS Knowledge Test. Operator must have a Valid Driver License. Operator must have a Valid Airport Certificate or a Letter of Authorization from the FAA. 	<ul style="list-style-type: none"> Obtain a Government Operations Certificate from the Federal Aviation Administration (FAA). Operator must pass the NC DOT UAS Knowledge Test. Operator must have a Valid Driver License. 	<ul style="list-style-type: none"> International UAS operators are not required to obtain a permit from the Division of Aviation. International operators are required to register their UAS through the FAA's UAS Registration System.

[More Information](#) [More Information](#) [More Information](#)

NCDOT Flight Operations Aircraft Fleet



2007 King Air 200
9 Passengers



2007 King Air C90
Photogrammetry or 6 Passengers



1998 S-76 Helicopter
7 Passengers
For Sale



1998 Citation Bravo
8 Passengers
For Sale



Types of Flight Missions

Mission Specific:

- Photogrammetry Operations
- Emergency and Safety Operations
- Maintenance and Training Operations

Passenger:

- State Officials Support
- Commerce Support
- Governor's Office
- State Universities



Asset Utilization – Flight Hours

NCDOT Aircraft

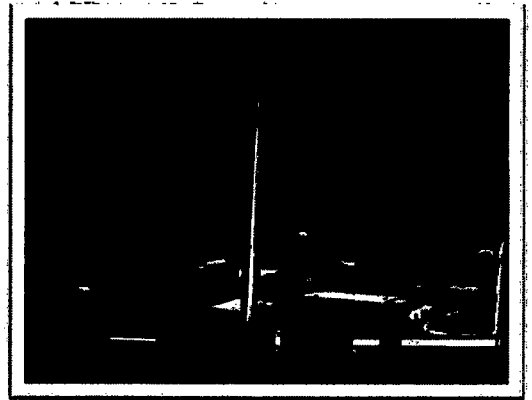
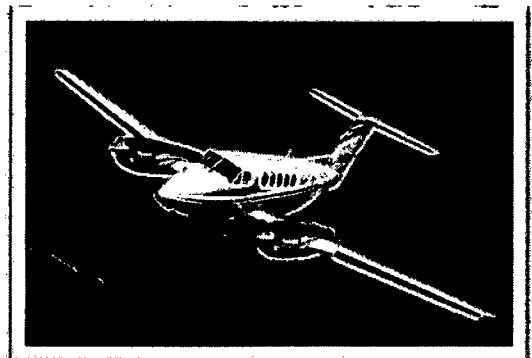
Aircraft Type	SFY 2013	SFY 2014	SFY 2015	Projected % Incr/Decr to End of SFY
King Air 200	183	235	235	0%
King Air C90	183	161	243	+50%
Citation Bravo	150	138	170	+23%
S-76 Helicopter	50	22	16	-27%
Total Fleet	566	556	664	+20%

Utilization of UNC Aircraft

Aircraft Type	SFY 2013	SFY 2014	SFY 2015	Projected % Incr/Decr to End of SFY
TBM / 850,700	12	34	43	+26%
Baron / BE-58	7	31	47	+51%
Total	19	65	90	+38%

2015 Flight Operations Accomplishments

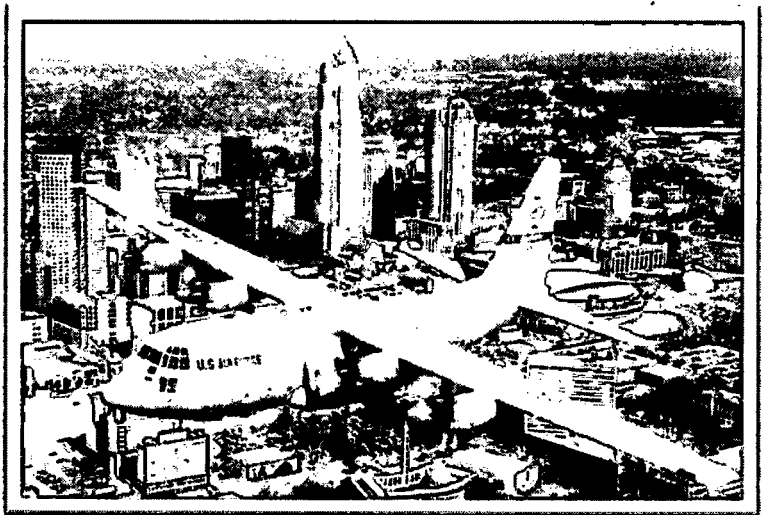
- Improved cost recovery by implementing higher aircraft rates and lower fuel and insurance cost
- Overall flight utilization was up 21% from previous year
- Established MOA with UNC Medical Air Operations improving flight efficiencies and aircraft utilization
- 100% passenger satisfaction
- Provided over 30 scheduled aviation safety briefings across the state

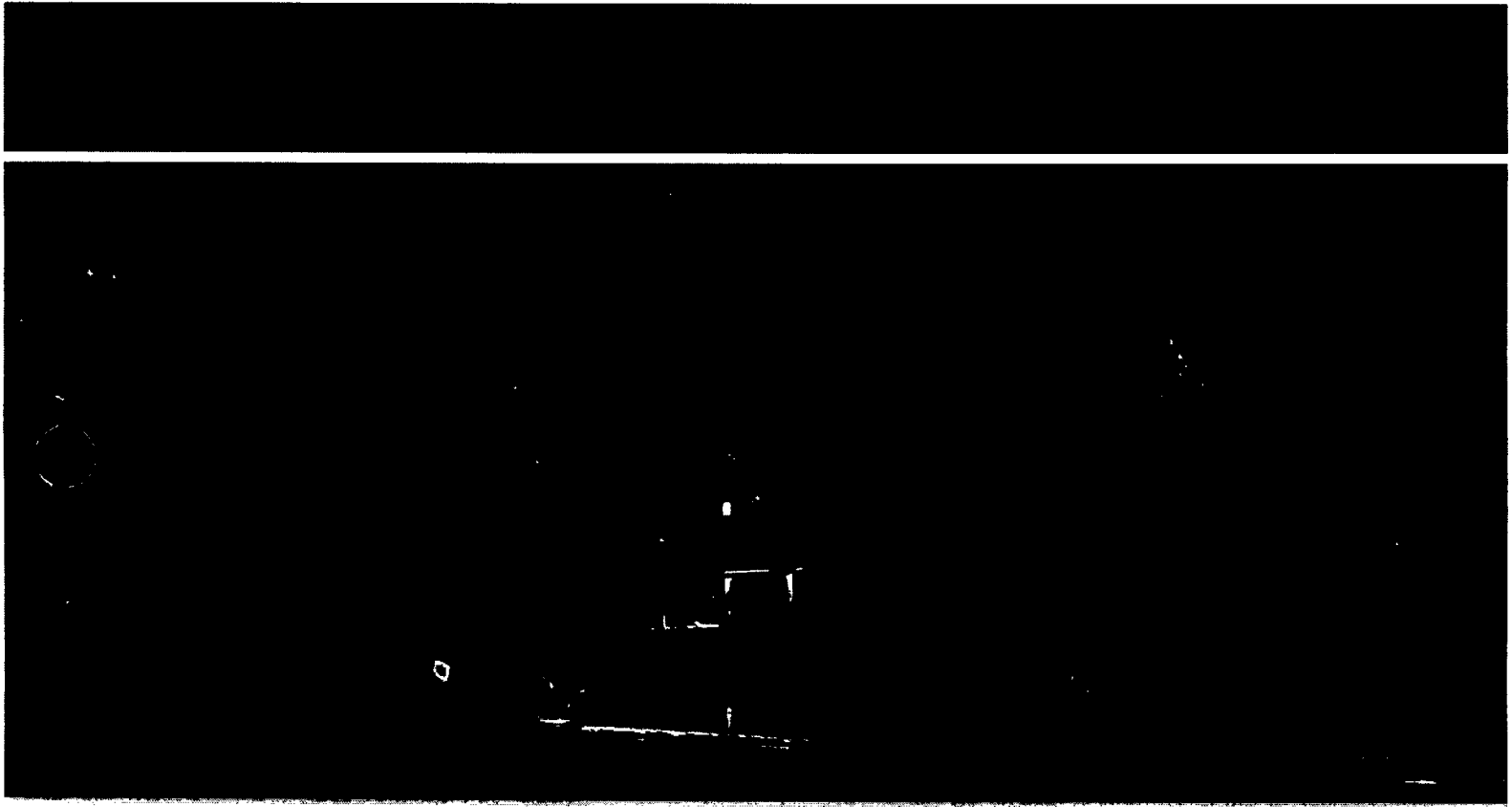


Questions?

Bobby Walston, PE
Aviation Director

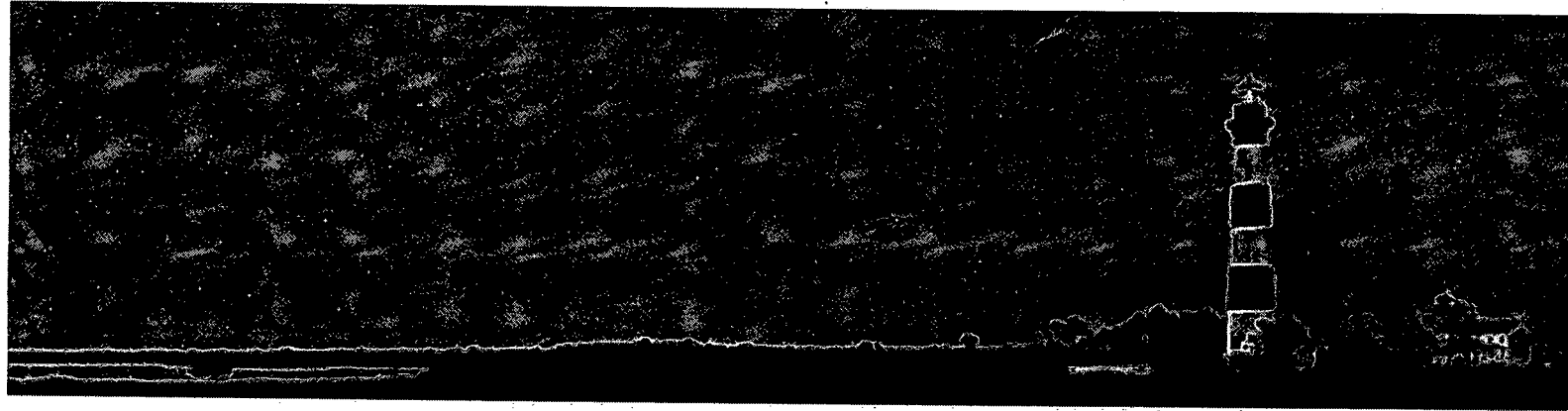
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bwalston@ncdot.gov





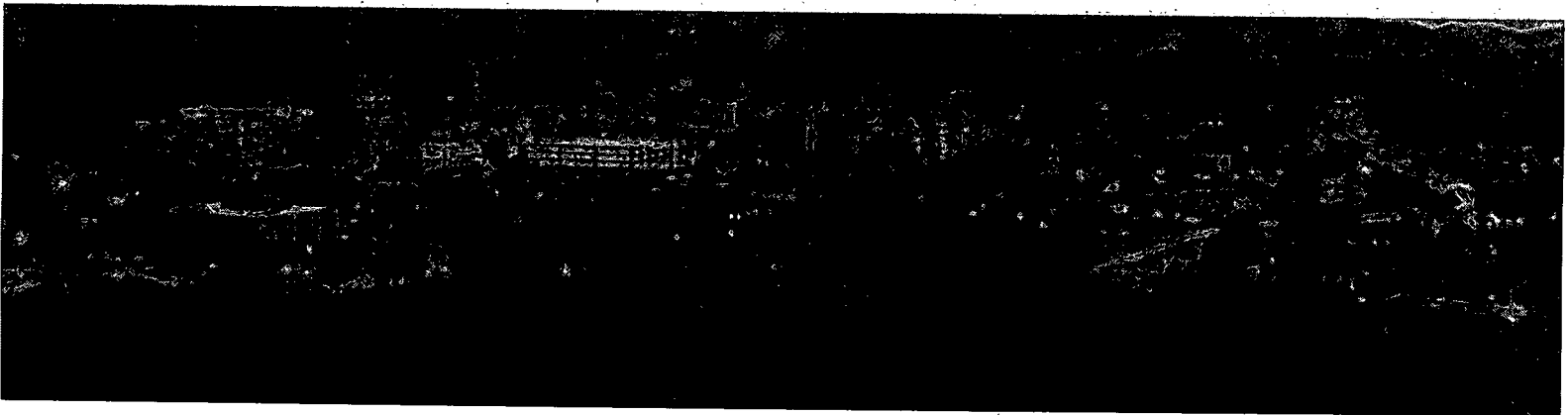
NC

Transport



House Select Committee (January 4, 2016)
*Governor McCrory's 25 Year Vision
for North Carolina*

Susan Pullium



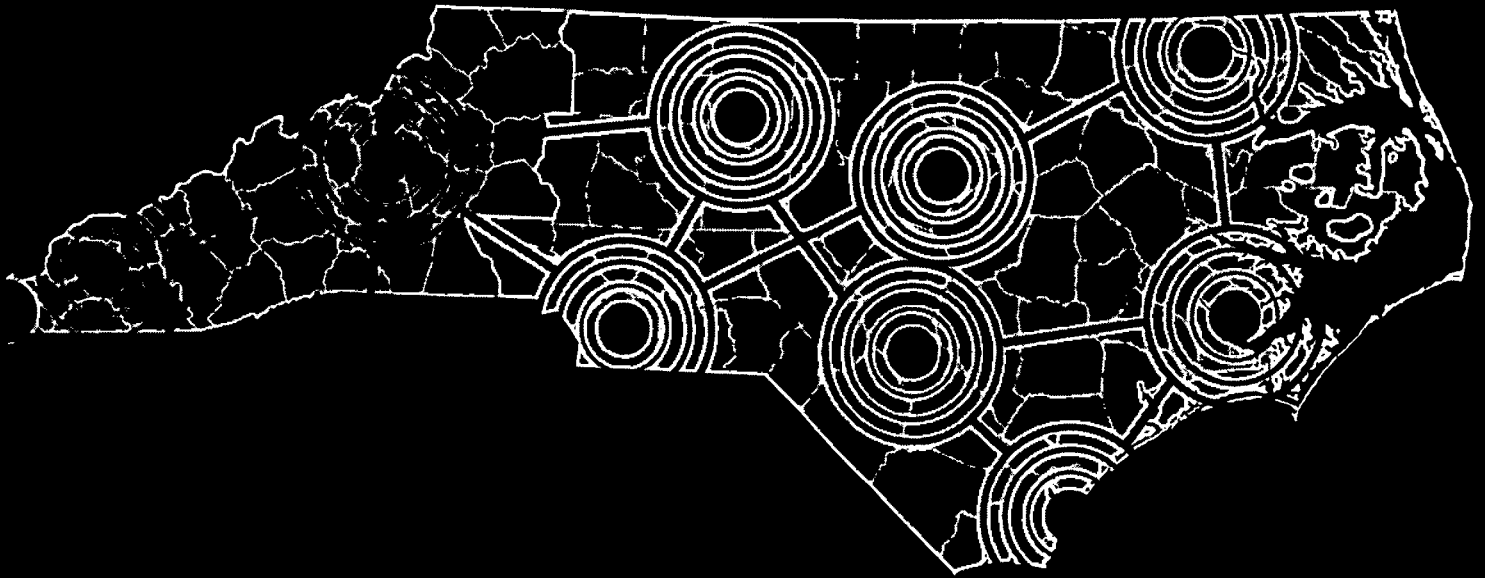
GOV. McCRORY'S
25 *year*

Vision for North Carolina

MAPPING
OUR FUTURE

MAPPING

OUR FUTURE



WESTERN SOLUTIONS



CENTRAL SOLUTIONS



EASTERN SOLUTIONS



COASTAL SOLUTIONS



STATEWIDE SOLUTIONS

COASTAL

INVESTING IN SOLUTIONS



Sustainable Beach Nourishment

- Coordinate with local, state and federal partners to develop and implement a proactive, long-range plan for sustainable beach nourishment to protect infrastructure.



Improve Highway Connections

- Continue to improve highway routes which provide access to the coast and offer congestion relief during seasonal traffic peaks, while serving as essential emergency evacuation routes.



Replace Aging Bridges

- Continue work to replace aging bridges, keeping important connections for residents, businesses and tourists in place.



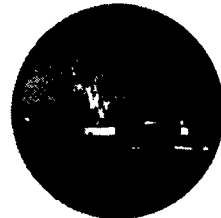
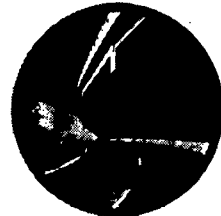
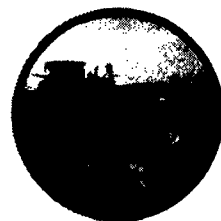
Stabilize Inlets

- Develop and implement a proactive, long-range plan for stabilizing our shallow draft inlets and shipping channels, providing important opportunities for industry and improved reliability for our vital ferry routes.



Transform North Carolina Ports

- Pursue including a recommendation in the Army Corps of Engineers Chief's Report to deepen and widen our channels to support movements of the newest generation of shipping vessels.
- Develop intermodal train service at the Port of Wilmington.
- Continue to seek opportunities to develop intermodal facilities along the I-95 corridor to support freight shipping.
- Leverage public-private partnerships to complete the development of Radio Island, and support landside improvements in interstate quality connections and enhanced rail access to the Port of Morehead City.



EASTERN REGION

INVESTING IN SOLUTIONS



Improve Highway to Hampton Roads

- Request future interstate designation for the section of U.S. 64/U.S. 17 connecting to Hampton Roads, Va., and complete improvements that bring this section of roadway to interstate standards.



Strengthen Military Connections

- Improve highway and rail connections between bases and to ports of embarkation and debarkation.
- Improve highway connections between bases and regional healthcare and education centers.



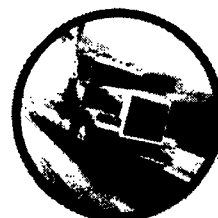
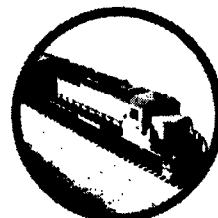
Enhance Freight Movement

- Improve U.S. 70 to interstate standards to enhance freight movement and reduce travel time through the region.
- Support economically competitive rail access to the GTP and the Port of Morehead City.



Improve I-95 Connections

- Improve connections to the I-95 corridor from rail and seaports to serve markets throughout the eastern United States.



CENTRAL

INVESTING IN SOLUTIONS



Relieve Congestion for People and Products

- Continue work on interstate improvements and congestion relief projects to support freight movements and commuter needs and better connect people to education, healthcare, job and recreation centers.



Expand Mass Transit Options

- Support the expansion of mass transit options in high-growth areas to address the needs of a changing demographic, congestion and land development concerns.
- Support the expansion of light rail services in existing and new urban markets when demand, local planning and funding support the service to address the needs of a changing business climate and congestion concerns.



Enhance Access to Inland Ports

- Improve highway connections and seek economically competitive rail service to inland ports in and around Charlotte.



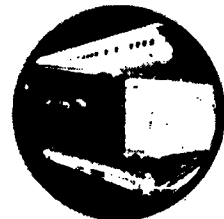
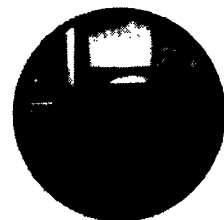
Improve Connectivity to Logistics Hubs

- Improve highway connections and expand airfreight and rail capabilities to support the Triad Logistics Hub.



Support Connections to Privately Developed Megafacilities

- Ensure infrastructure plans recognize the development of megafacilities in the region and support their ability to attract new businesses in targeted industry clusters.



WESTERN REGION

INVESTING IN SOLUTIONS



Improve Interstate Connections

- Improve highway connections throughout the western region to attract business to North Carolina through expanded access to economic centers in Georgia, South Carolina and Tennessee.



Strengthen Highway Connectivity from Mountains to Coast

- Improve U.S. 74 to interstate standards from Asheville to Charlotte and from Charlotte to Wilmington to improve freight movements and in-state access to the Port of Wilmington.



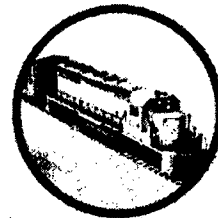
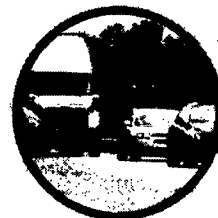
Improve Intrastate Connections

- Improve highway connections from the western region to Asheville, Charlotte and Winston-Salem to support a growing tourism economy and provide greater access to healthcare services and job training opportunities.



Enhance Industrial Rail to Support Freight and Economic Growth

- Provide industrial access to freight rail lines to accommodate expanding agribusiness and economic development needs while fully utilizing our multi-modal transportation system.



COMPREHENSIVE NEEDS

INVESTING IN SOLUTIONS

Strengthen Maintenance of our Existing Facilities



- Evaluate and improve the prioritization system for funding maintenance projects to implement an authentic, needs-based program.
- As funding solutions are determined, ensure an increased percentage of revenue directed toward maintenance.
- Identify opportunities for using public-private partnerships to fund maintenance needs.

Improve Public Transportation Network including Passenger Rail



- Expand access to mass transit options in high-growth areas to accommodate a changing demographic and address congestion issues.
- Expand access to public transportation options for people in all regions of the state to accommodate local transportation needs and enhance the quality of life throughout the state.
- Expand access to passenger rail options in all regions of the state to accommodate a changing demographic, address congestion issues and meet regional transportation needs.

Expand Bicycle and Pedestrian Network Statewide

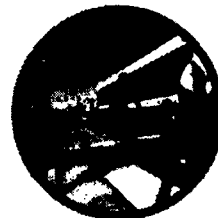
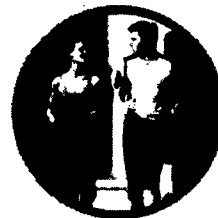
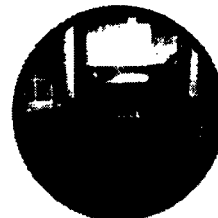


- Implement Walk/Bike NC, the North Carolina Statewide Pedestrian and Bicycle Plan, enabling the state to become a premier place for walking and bicycling.
- Continue the implementation of the North Carolina Complete Streets Policy to make it easier and safer for people to walk, bicycle, drive or use public transportation services.
- Support the completion of statewide and regionally significant bicycle and pedestrian systems in order to provide transportation options and promote the "great trails state" brand.

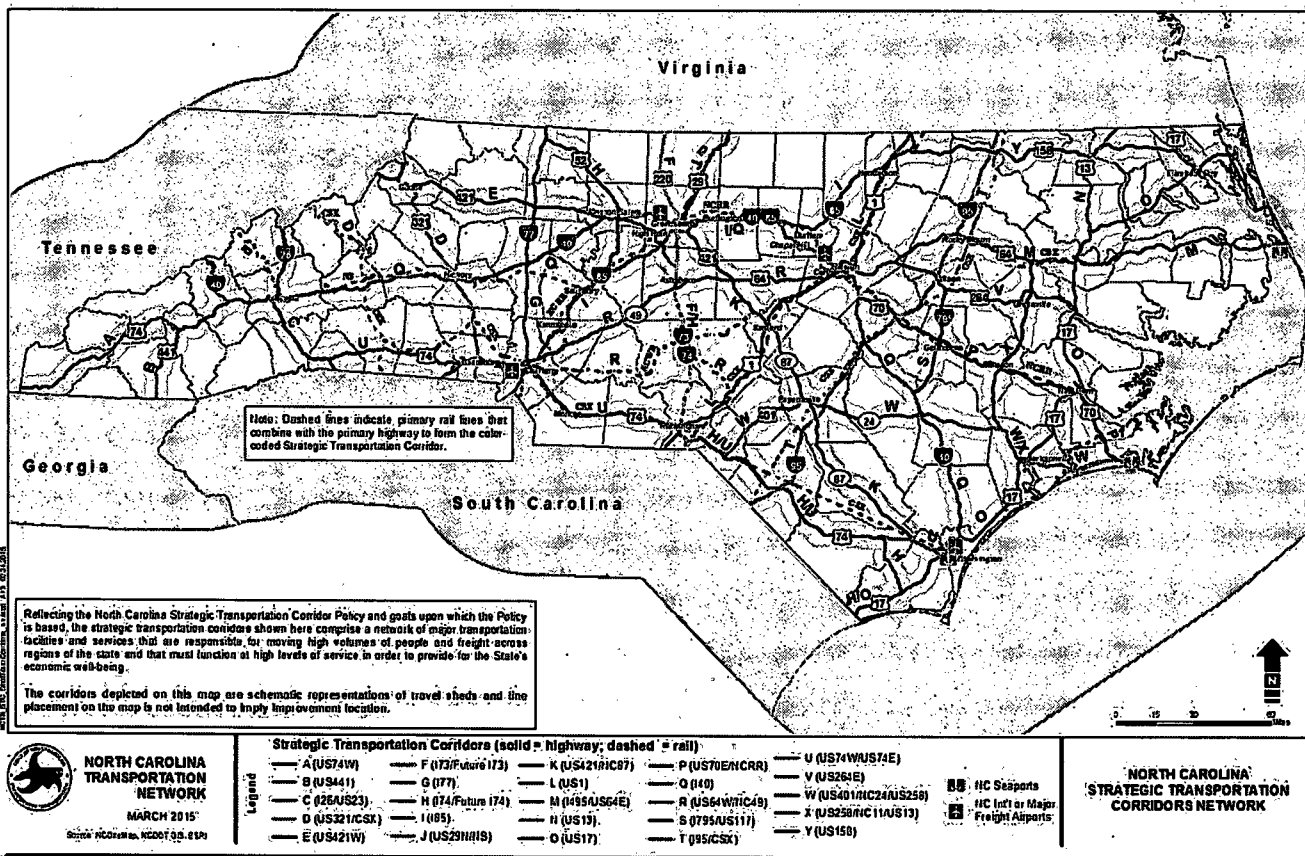
Support Greater Broadband Connectivity through Existing Right of Way



- Support the expansion of broadband access, using existing right of way where possible, to establish the foundation for connectivity required for intelligent transportation systems, support the growth of high-tech businesses, expand access to educational opportunities, and enhance global business connectivity.



Strategic Transportation Corridors



Strategic Transportation Corridors

Vision

- identified network of high-priority, integrated multimodal transportation corridors

Goals

- system connectivity
- mobility
- economic prosperity



Strategic Transportation Corridors

Policy

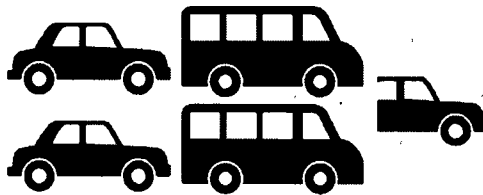
1. prepare STC vision plans
2. plan for STC needs over other needs
3. apply highest practicable management provisions
4. preserve and support prior project development decisions

<https://connect.ncdot.gov/projects/planning/pages/NCTransportationNetwork.aspx>

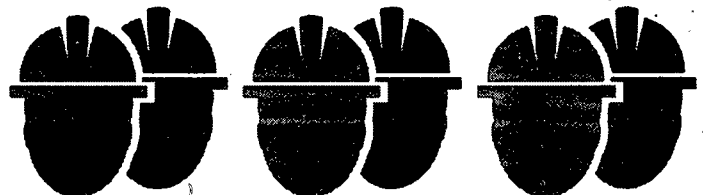


2016-2025 STIP

Over 10 years, the new mobility formula will generate:



478 highway projects

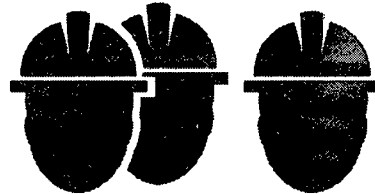


300,000 jobs

Using the same existing funds, the old formula would have produced:



175 highway projects



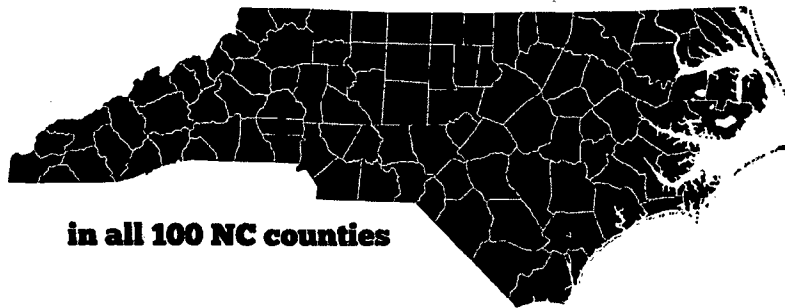
174,000 jobs



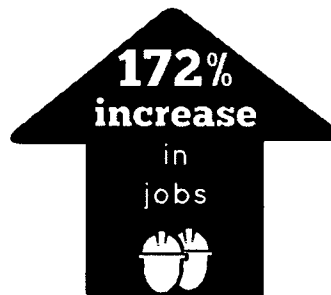
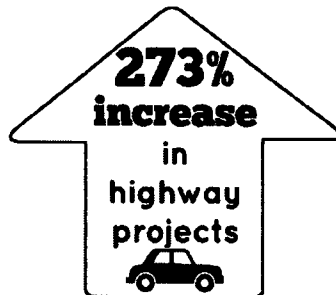
2016-2025 STIP: By the Numbers



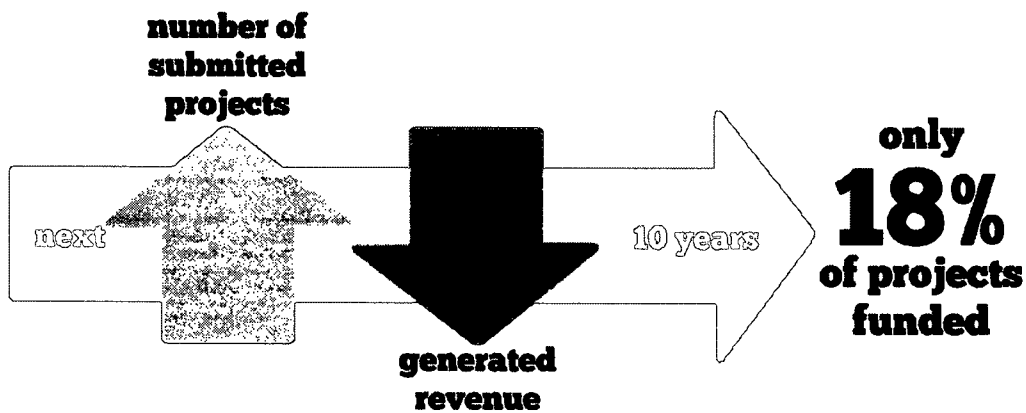
**1,073 projects
across all
transportation
modes**



in all 100 NC counties



2016-2025 STIP: Next Steps



Transportation

www.ncvision25.gov

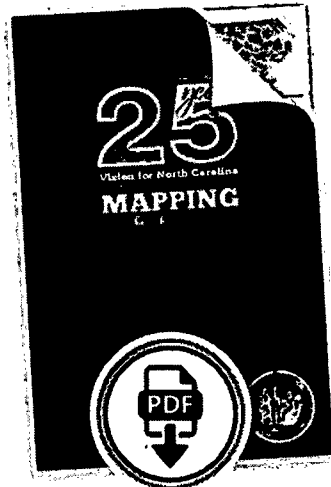


Mapping

Regional Solutions

Investing in

Download the Vision



DOWNLOAD

Download your copy (Printable,
version 2MB, .pdf) of Governor
McCrory's 25-Year Vision for North
Carolina.

FACT SHEETS

Western Region
Central Region
Eastern Region
Coastal Region

The supporting material used to develop the
vision is available here.

CONTACT

Have a question? Get in touch with
us by calling (919) 707-2640 or send
us an email.



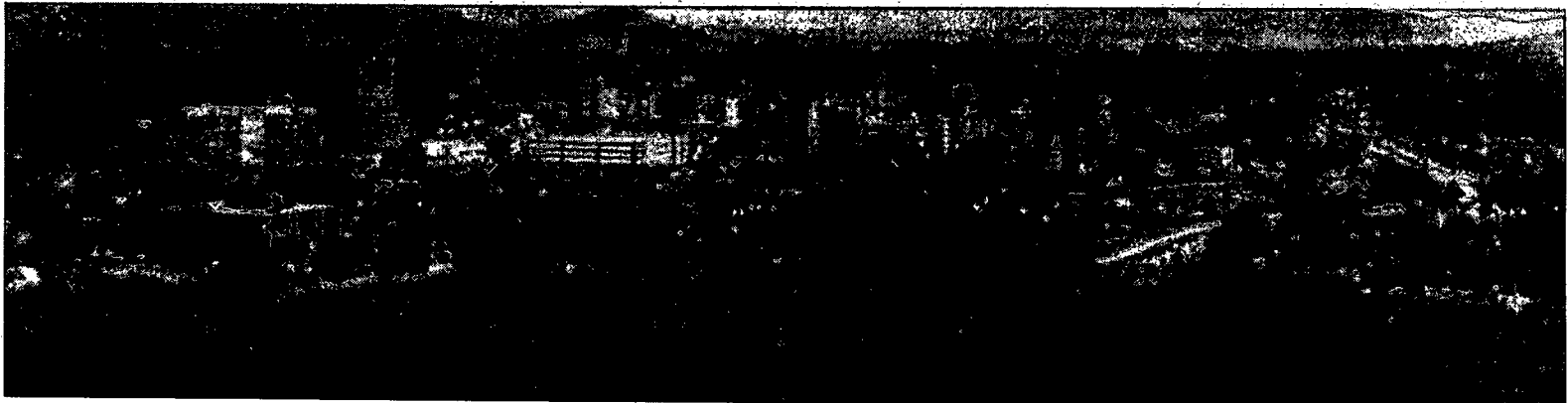
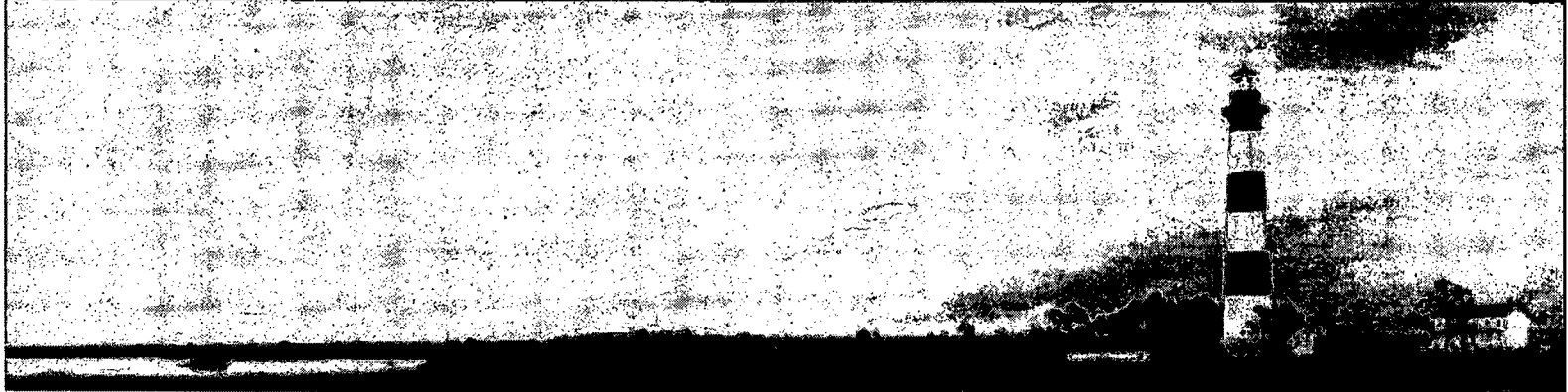


Nothing Compares
NORTH CAROLINA

House Select Committee on Strategic Transportation Planning and Long-Term Funding Solutions

Federal Funding Update

H. Tasaico
January 4, 2016



Outline

Federal Aid Overview

Federal Aid in NC Transportation

- FA Percentage of total

- Rate of Return

- Major Programs

Overview of FAST

- Financing Plan

- Major Changes

- Significant Contents for NC


Federal Aid Overview

Notable Authorization Acts

- 1916 First Act
- 1956 Highway Trust Fund
- 1982 Mass Transit Account
- 1991 First of multi-year acts (ISTEA)
- 2015 FAST Act

Funding tied to specific systems


- 25% of NC mileage eligible



Program Availability
(4 Years)

Matching requirements (20%)

Reimbursement Program



Obligation
Limitation (1 Year)

Federal Aid Overview – Revenue Sources

Motor Fuel Tax:	Gasoline	18.4 cents/gallon
	Diesel*	24.4 cents/gallon
	* International Registration Program (IRP)	
Truck Sales:	12% of retail price for trucks over 33,000 lbs. or trailers over 26,000 lbs. GVW	
Truck Use:	Up to 55,000 lbs.	No Tax
	Over 55,000 lbs.	\$100 + \$22/1,000 lbs. over 55,000 lbs. (\$550 maximum)
Tires:	9.45 cents/10 pounds over 3,500 lbs. maximum rated load capacity	
	4.725 cents for bias-ply or super single tire)	
	Effective January 1, 2005	
General Fund Transfers:	\$81.5 billion since 2008 (through 7/31/15)	

Federal Aid Overview – MAP-21 Major Highway Programs

Apportioned Programs (92% of total funds)

National Highway Performance

Surface Transportation

Highway Safety Improvement

Rail-Highway Grade Crossing

Congestion Mitigation and Air Quality

Metropolitan Planning

Transportation Alternatives

Allocated Programs (8% of total funds)

Federal Lands

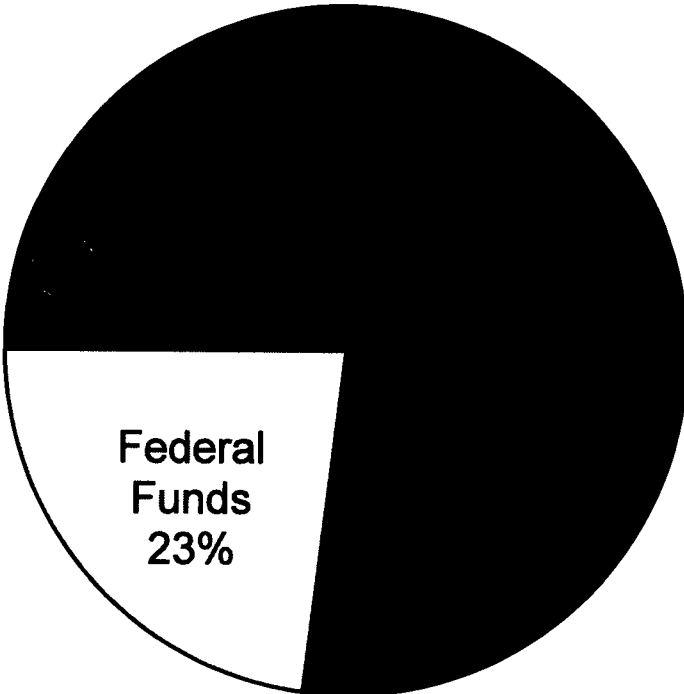
Research

Miscellaneous

TIFIA

Federal Aid in NC

Transportation Funding
Breakdown (\$4.2 B in SFY2016)



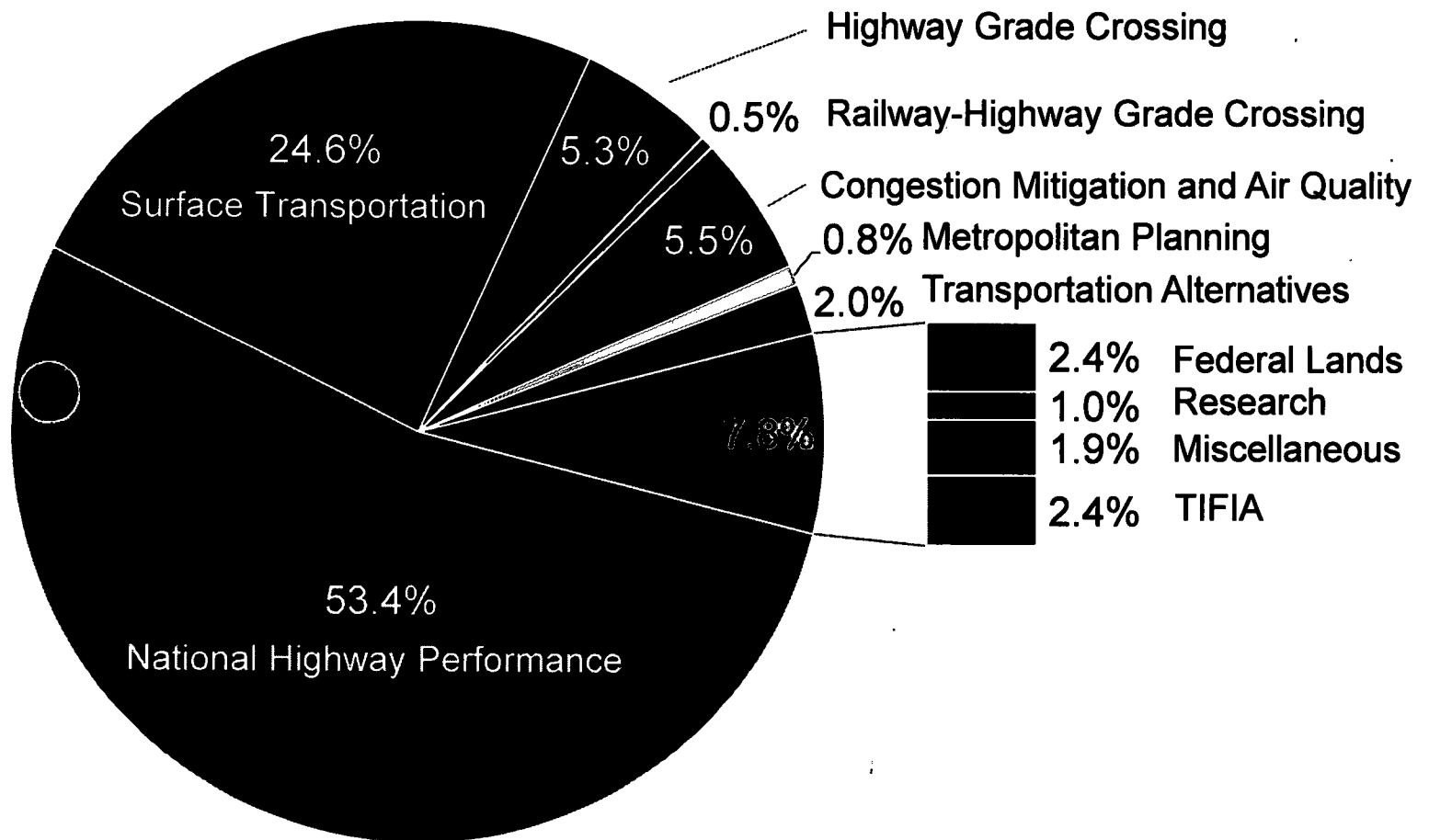
Rate of Return
(2014 Information)

	Rev (\$ B)	Apport. (\$ B)	Rev/ Apport. (%)
NC	1.00	1.06	106.0
US	33.93	39.86	117.5
NC/US (%)	2.95	2.66	90.2

Rev – Revenue

Apport. - Apportionment

Federal Aid in NC (MAP-21)



FAST— Major Divisions

Fixing America's Surface Transportation Plan (HR 22)

A. Surface Transportation

- Highways, Transit, Rail, Safety, Freight, Rail

B. Comprehensive Transportation and Consumer Protection Act of 2015

- Motor Vehicle Safety

C. Finance

- Trust Fund, Taxes, and Offsets

D. Miscellaneous

- Permitting Improvement, Additional Provisions

E. Export-Import Bank of the United States

- Taxpayer Protection, Promotion of Small Business Exports, Modernization of Operations

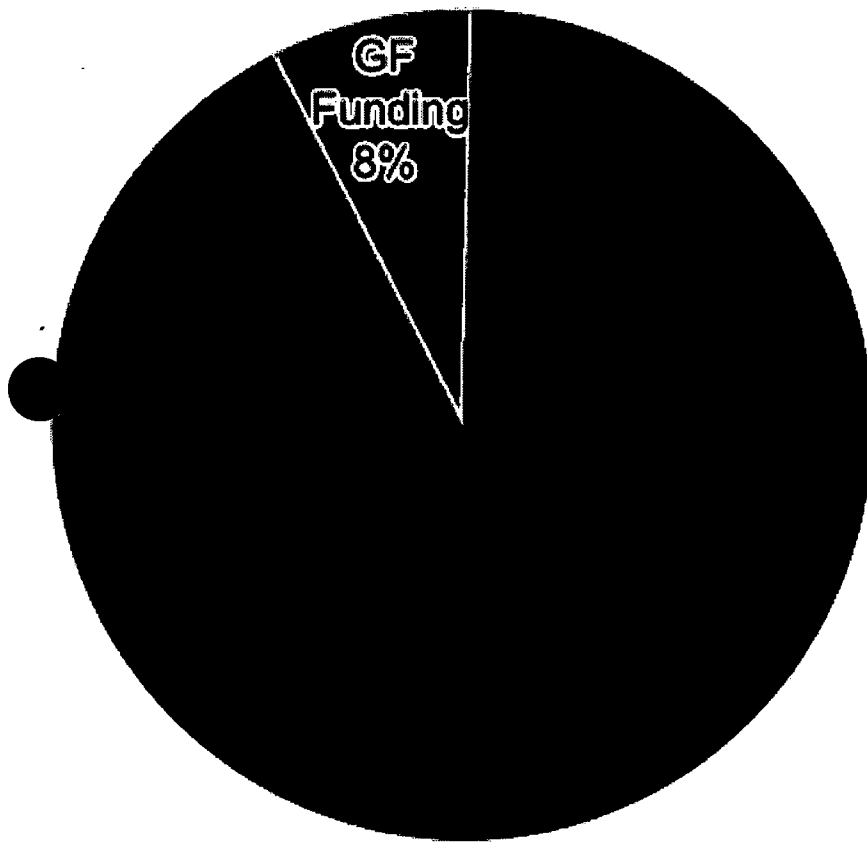
F. Energy Security

- Electrical Infrastructure Supply and Security

G. Financial Services

- 19 Various Programs

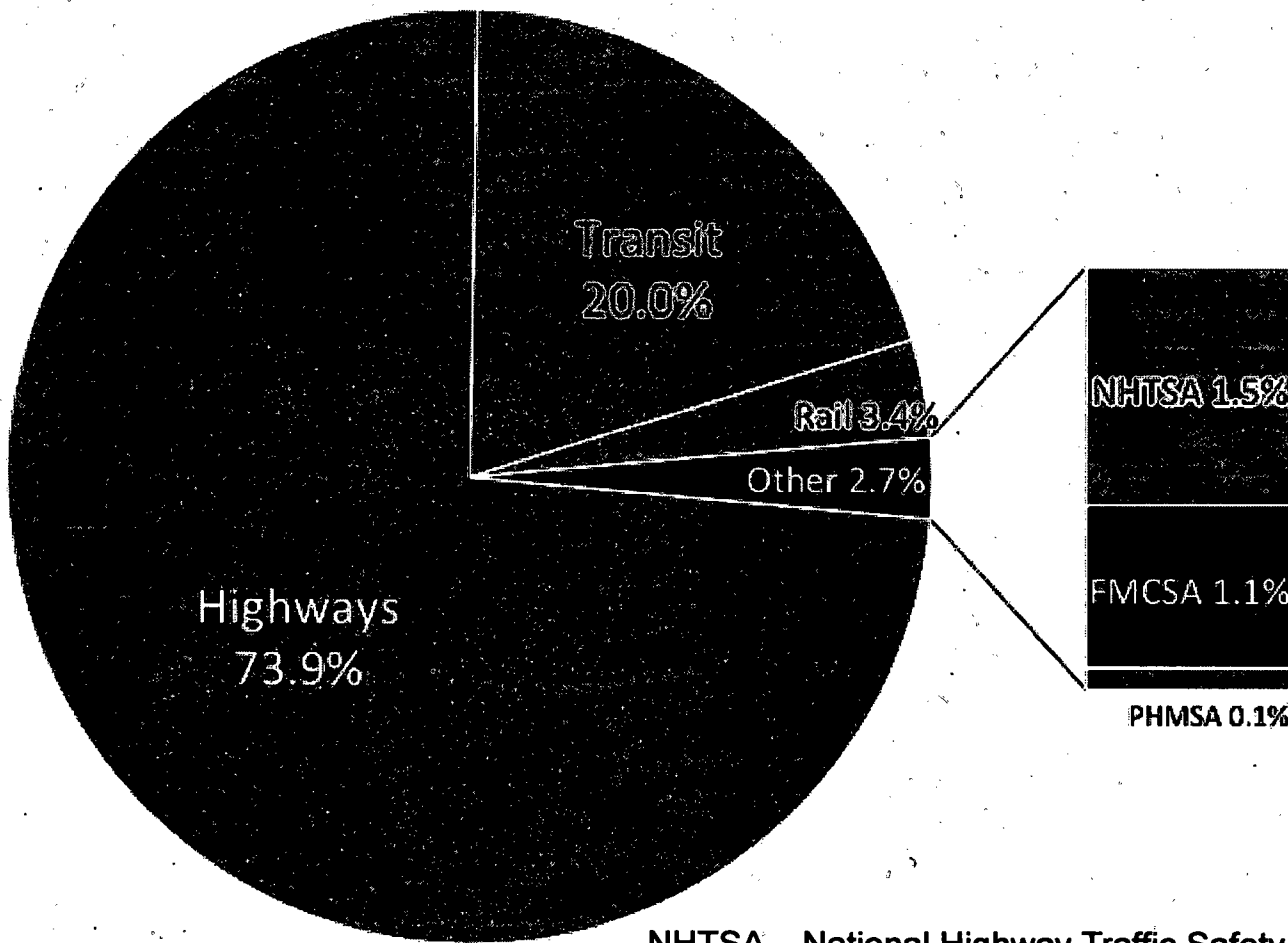
FAST– Financing Plan



Total 5 year \$305.5 B
Funding Offsets \$75.2 B

Since 2008 Transfer
Amount to \$143.6 B

FAST– Authorized Uses



NHTSA – National Highway Traffic Safety Administration
FMCSA – Federal Motor Carrier Safety Administration
PHMSA – Pipeline and Hazardous Materials Safety Adm.

FAST– Major Changes

Highways

- New Surface Transportation Block Grant Program (STBGP) formerly the Surface Transportation Program (STP)
- New STBGP Set-aside formerly Transportation Alternatives Program (TAP)
- Expanded National Highway Performance Program (NHPP) eligibility to allow funding of non-NHS bridges on a Federal-aid highway

Public Transportation

- Creates procurement and leasing mechanisms to pool resources
- Reduces New Start Federal match from 80% to 60% for projects with full funding grant agreements
- Increases Buy America requirement from current 60% to 70% by 2020

Rail Transportation

- First time authorization of Rail Program in a Surface Transportation Act
- Directs USDOT to apply expedited environmental review procedures used for highways

FAST– Major Changes (continued)

Freight

- **Creates a National Multimodal Freight Network (NMFN)**
- **New funding core formula program**
- **Requires States to complete a State Freight Program and update every 5 years**

Program and Project Delivery

- **Allow States to assume Federal project responsibility to the maximum extent practicable**
- **Improves process for carrying planning level decisions into NEPA process**
- **Requires USDOT response within 45 days of project initiation application**
- **Requires USDOT to establish an online “Permitting Dashboard”**

FAST– Major Changes (continued)

Revenue and Financing

- Rescinds nationally \$7.6 billion on July 1, 2020
- Modifies the Interstate System Reconstruction and Rehabilitation Pilot Program
- Ability to capitalize State Infrastructure Bank (SIB) with Federal-aid funding
- In case additional HTF revenues from other enacted legislation are deposited these would be automatically flow to the States
- Extends Highway related taxing authority to October 1, 2022
- Surface Transportation System Fund Alternatives Study

Planning, Performance Measures and Asset Management

- No significant changes to MAP-21 performance-based planning, programming policy requirements and performance management policy
- Encourages consideration of intermodal facilities that support intercity buses in the metropolitan and statewide planning process
- No change to state risk-based asset management plan requirement

FAST– NC Specific

- Increased Funding (over 2015)

Program	2016	2017	2018	2019	2020	Approximate 5 year (\$m)
Highway	5.1%	2.1%	2.2%	2.3%	2.4%	400
Transit	8.8%	4.1%	-	2.1%	2.1%	35
Ferry	14%	-	-	-	-	1
Freight						166

- Provides \$100m for Lynx Blue Line Extension and \$75m for Gold Line Streetcar project
- Increased discretionary funding for Bus and Bus Facilities
- One year to demonstrate sufficient progress on I-95 pilot tolling
- Adds High Priority Corridors on National Highway System
 - Raleigh to Norfolk (Rocky Mount, Williamston and Elizabeth City)
 - I-795 Extension (US 70 in Goldsboro to I-40 in Faison)
 - US 70 (I-40 in Garner to the Port at Morehead City)

Locally Focused – Globally Driven

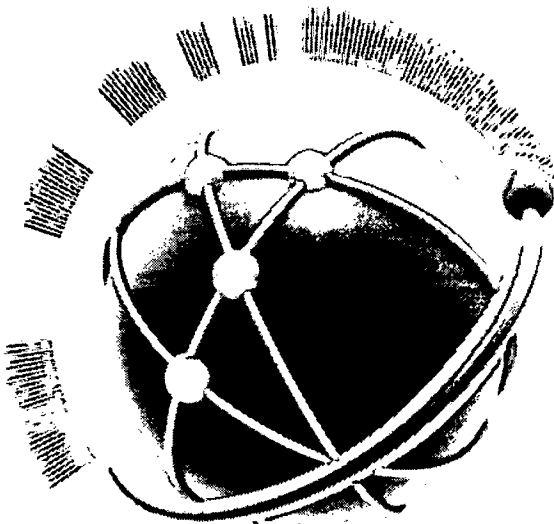
Supply Chain DEMANDS Strategic Transportation Planning

Presentation to: NC House Select Committee
on Strategic Transportation Planning and
Long Term Funding Solutions

4 January 2016

North Carolina / Center For
Global Logistics

Charles Edwards, Executive Director



Tel: 336.334.4822 x 57013 /

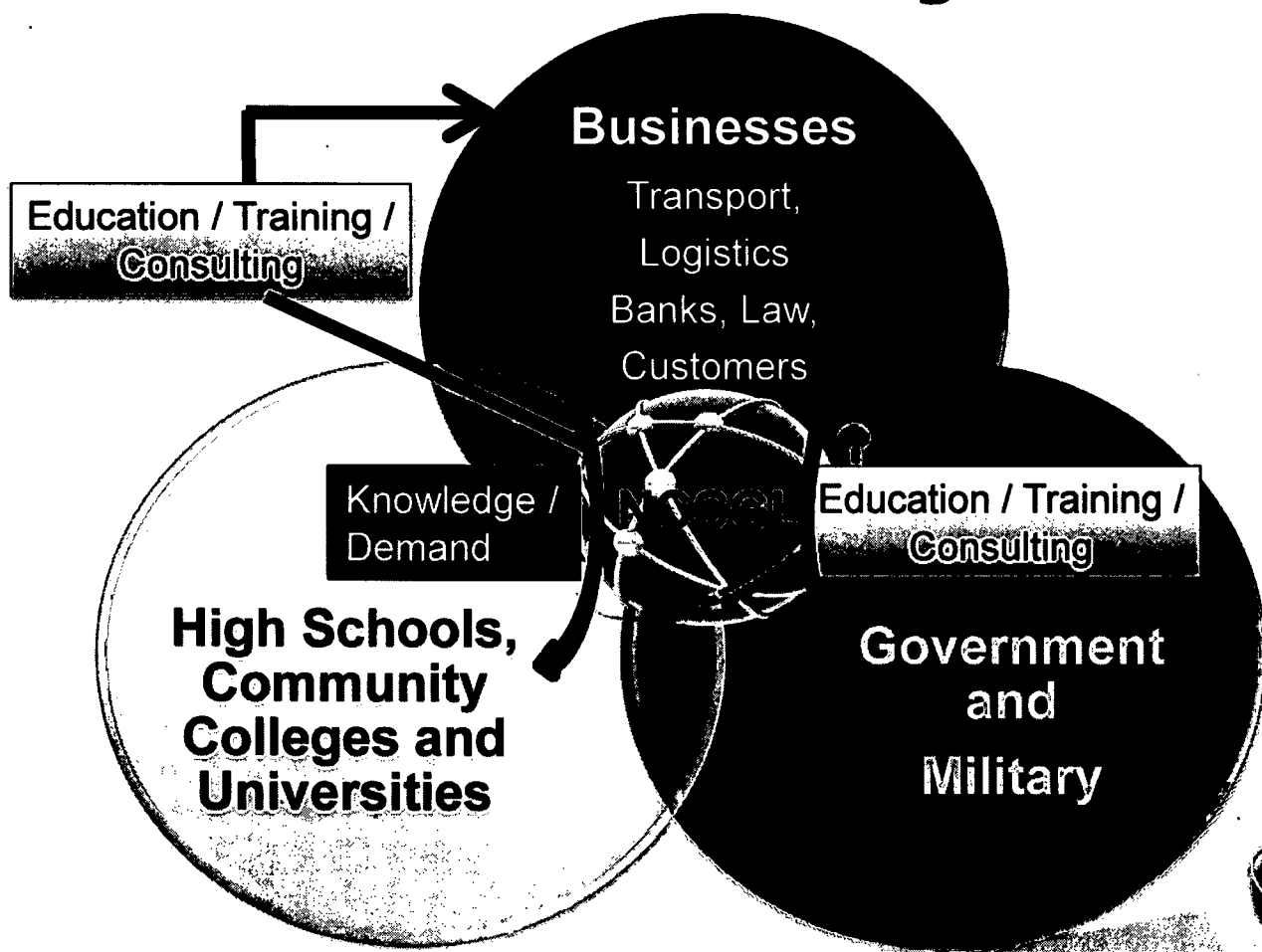
/ www.nccgl.com

Presentation Outline

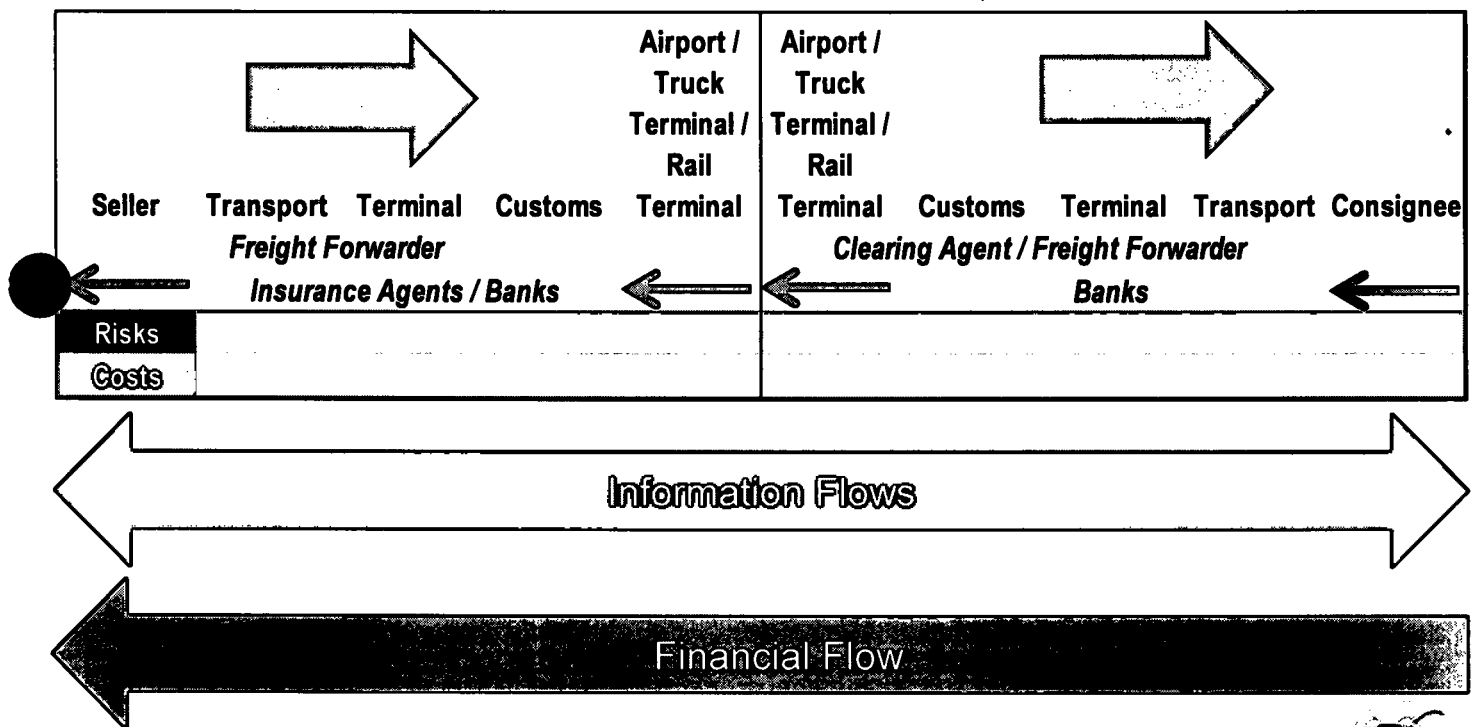
- **NC Center for Global Logistics**
- **What is Supply Chain?**
- **Impact of Crumbling / Insufficient Infrastructure**
- **Leverage FAST Act and National Freight Strategic Plan**



NC Center for Global Logistics Services and Functional Organization



Supply Chain Flows



Supply Chain Industry

10 – 12 million Americans
in supply chain occupations

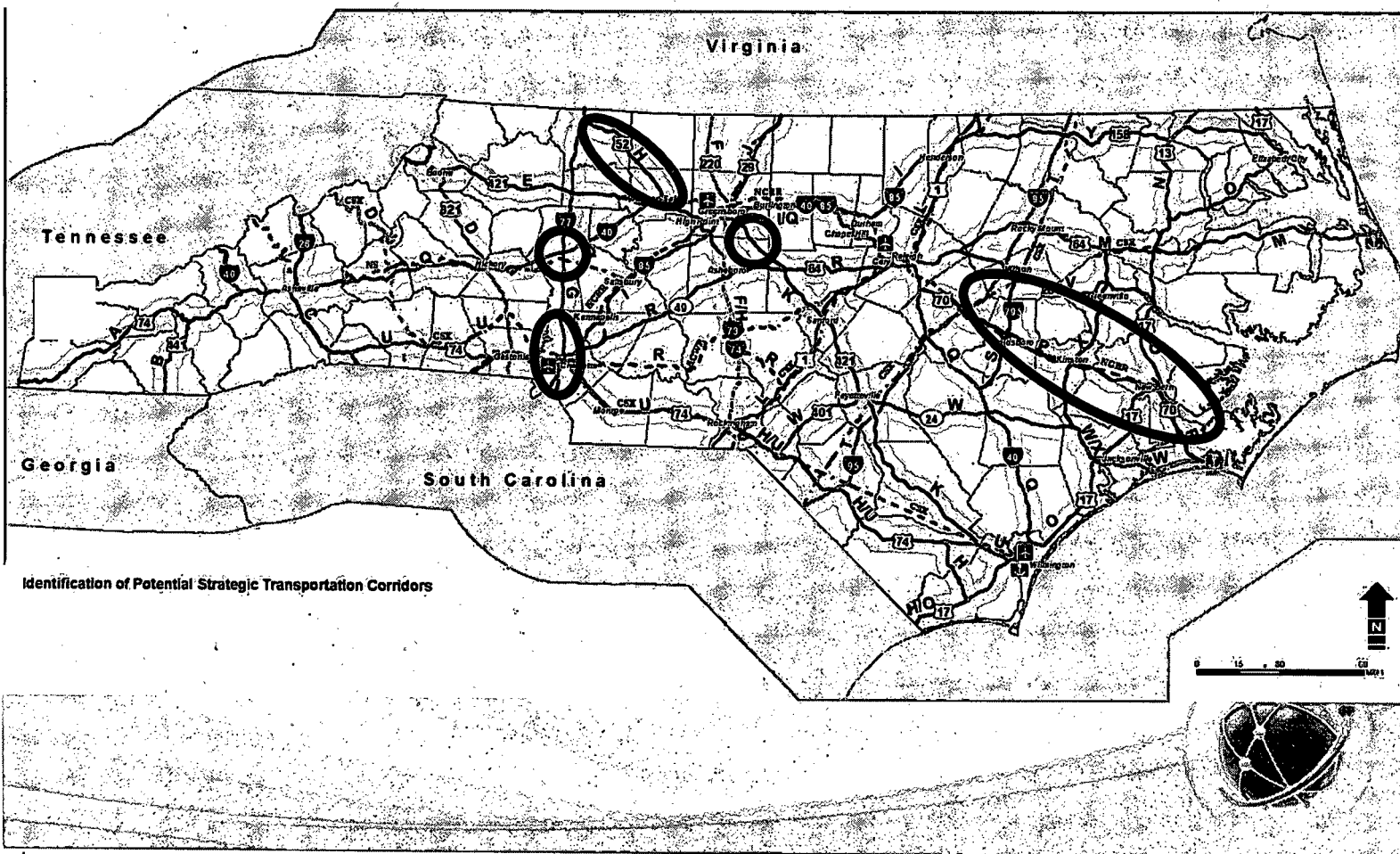
220,000 open positions
nationwide

270,000 North Carolinians
in supply chain occupations

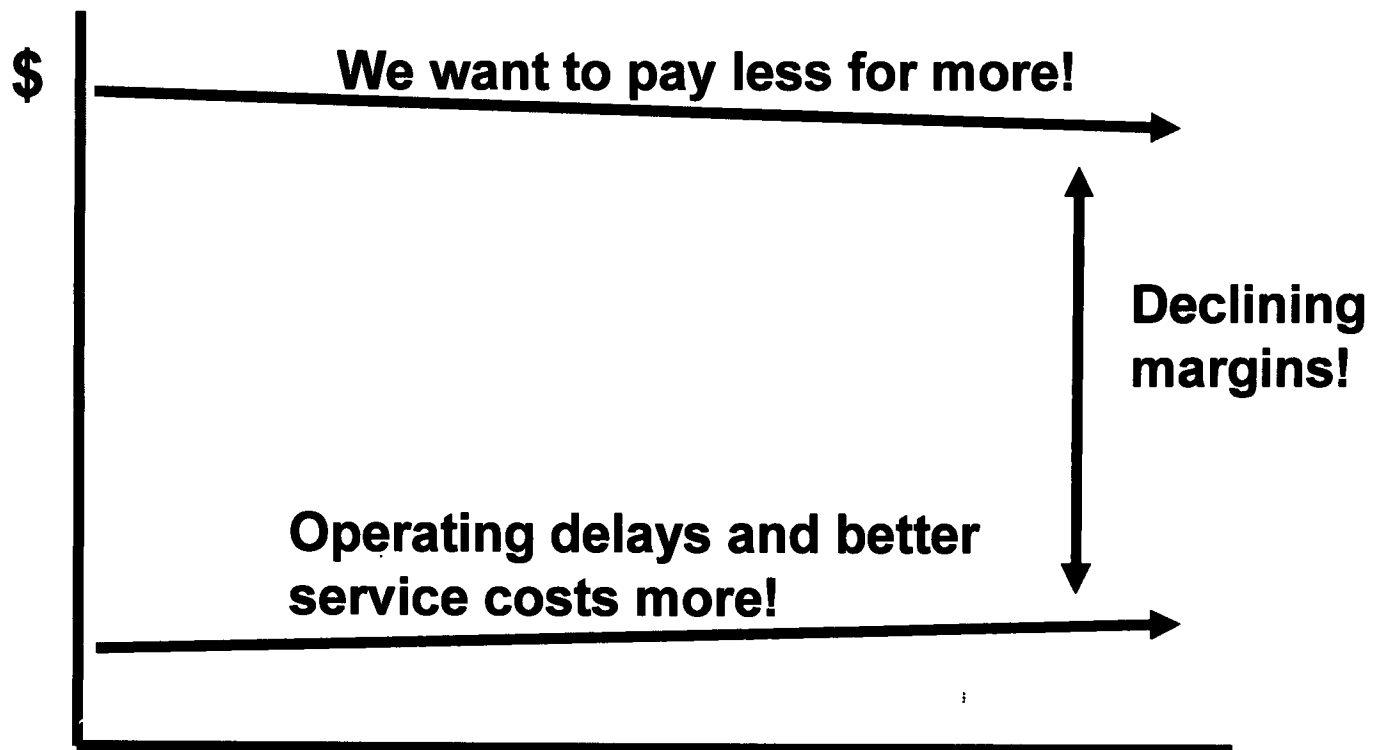
5,000 open positions
In North Carolina



Impact of Crumbling / Insufficient Physical Infrastructure



Economic Impact of Crumbling / Insufficient Infrastructure



Leverage FAST Act and National Freight Strategic Plan – Key Programs

- Coordinated and comprehensive program
 - Leadership of NC DOT
 - Utilize recent and current studies
- Supply chain knowledge
 - Value of supply chain sector
 - Educate NC DOT, RPO, MPO and other planners
- Infrastructure
 - Expand corridors (rural and urban) and intermodal facilities
 - Update STI
 - Highlight North Carolina
 - Employ PPP for nodes and links
 - Federal credit assistance



Locally Focused –
Globally Driven

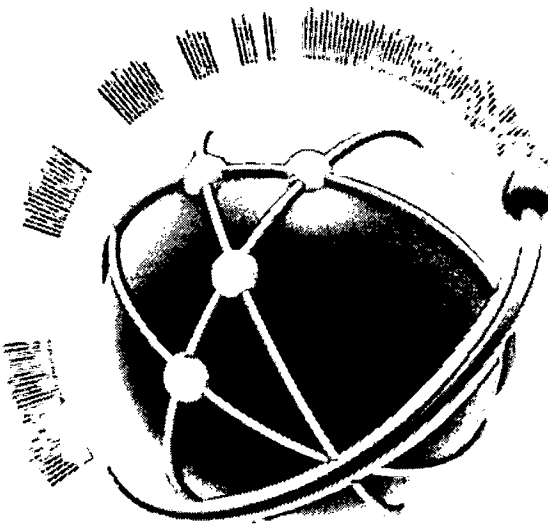
**Supply Chain DEMANDS
Strategic Transportation
Planning**

Presentation to: NC House Select Committee
on Strategic Transportation Planning and
Long Term Funding Solutions

4 January 2016

North Carolina / Center For
Global Logistics

Charles Edwards, Executive Director



Tel: 336.334.4822 x 57013 /

/ www.nccgl.com

**NORTH
CAROLINA
PORTS**

Investing in the Future: Update

Select Committee on Strategic Transportation Planning
and Long Term Funding Solutions

January 4, 2016

Paul J. Cozza, Executive Director

Alherd Kazura, CFO

Financial Overview

	FY 14 Actual	FY 15 Actual	FY 16 Budget
Volume			
Containers (thousands)	139.1	163.7	174.6
General Cargo Tons (millions)	3.87	3.63	3.85
(in millions)			
Revenues	\$ 39.5	\$ 43.8	\$ 44.8
Expenses	39.2	37.7	40.2
Operating Income	\$ 0.4	\$ 6.1	\$ 4.6
Non-Operating Items	\$ (13.6)	\$ (3.4)	\$ (2.9)
Net Income	\$ (13.2)	\$ 2.7	\$ 1.7

* Excludes positive effect of implementing GASB 68 for net pension liability reporting

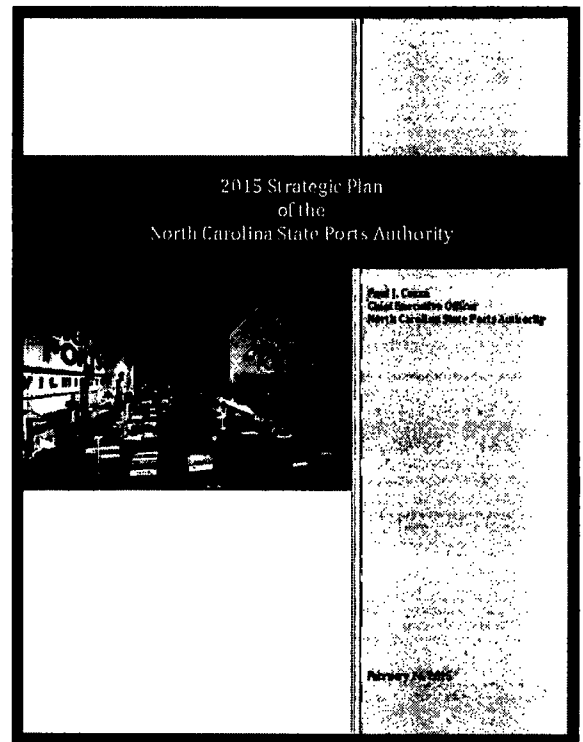
2016 Preliminary Forecast

- Containers at 98% of budget
- Bulk & Breakbulk above budget
- Expenses at/below budget
- On target to meet budgeted Net Income
- Excludes one-time gain on sale of marina and cost to dredge MHC inner harbor

**NORTH
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Guiding Principles Remain Unchanged

- Double container business to >500K TEUs
- Expand business of general terminals by 4M tons
- Execute an investment plan for terminal, road and rail infrastructure to support growth
- Channel enhancement in Wilmington and Morehead City
- Achieve long term financial stability to independently fund capital growth prospects



**NORTH
CAROLINA
PORTS**

Infrastructure Investment Plan - March 2015

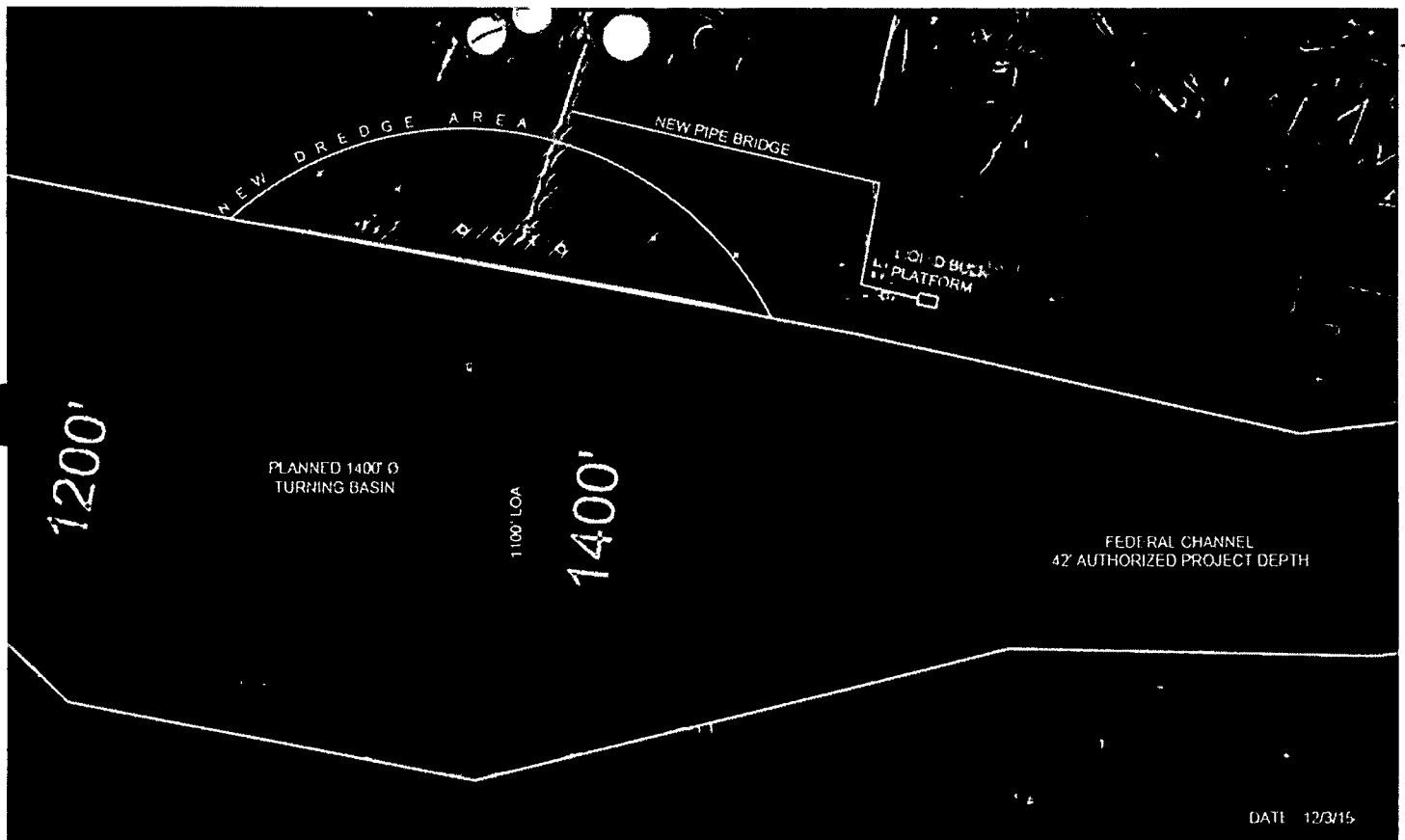
	FY 2015 - FY 2020	FY 2021 - FY 2025
Administration	5,000,000	2,000,000
Morehead City	16,000,000	42,000,000
Wilmington	93,000,000	90,000,000
\$ Total	114,000,000	134,000,000

Commercial needs and accelerated timing is driving modifications:

- Turning Basin Expansion
- Morehead City Dredging
- Scope of Berth 8 Replacement & Upgrades
- Section 203 Study for Harbor Deepening
- Scope for Crane Investments

Total project scope and cost is fluid and being revised.

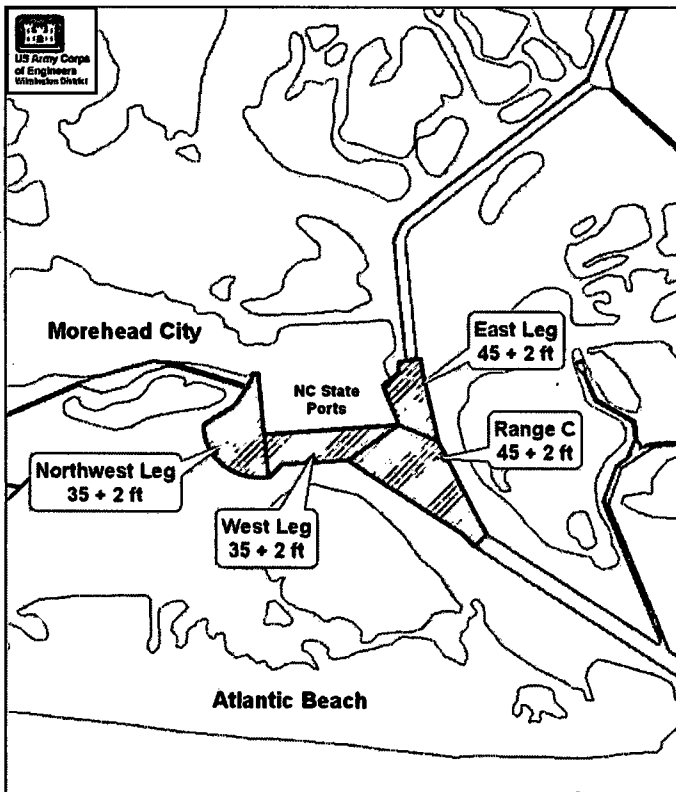
Turning Basin Expansion



Provides capability to turn vessels from 1,000 to 1,167 feet long



Morehead City Dredging



Current

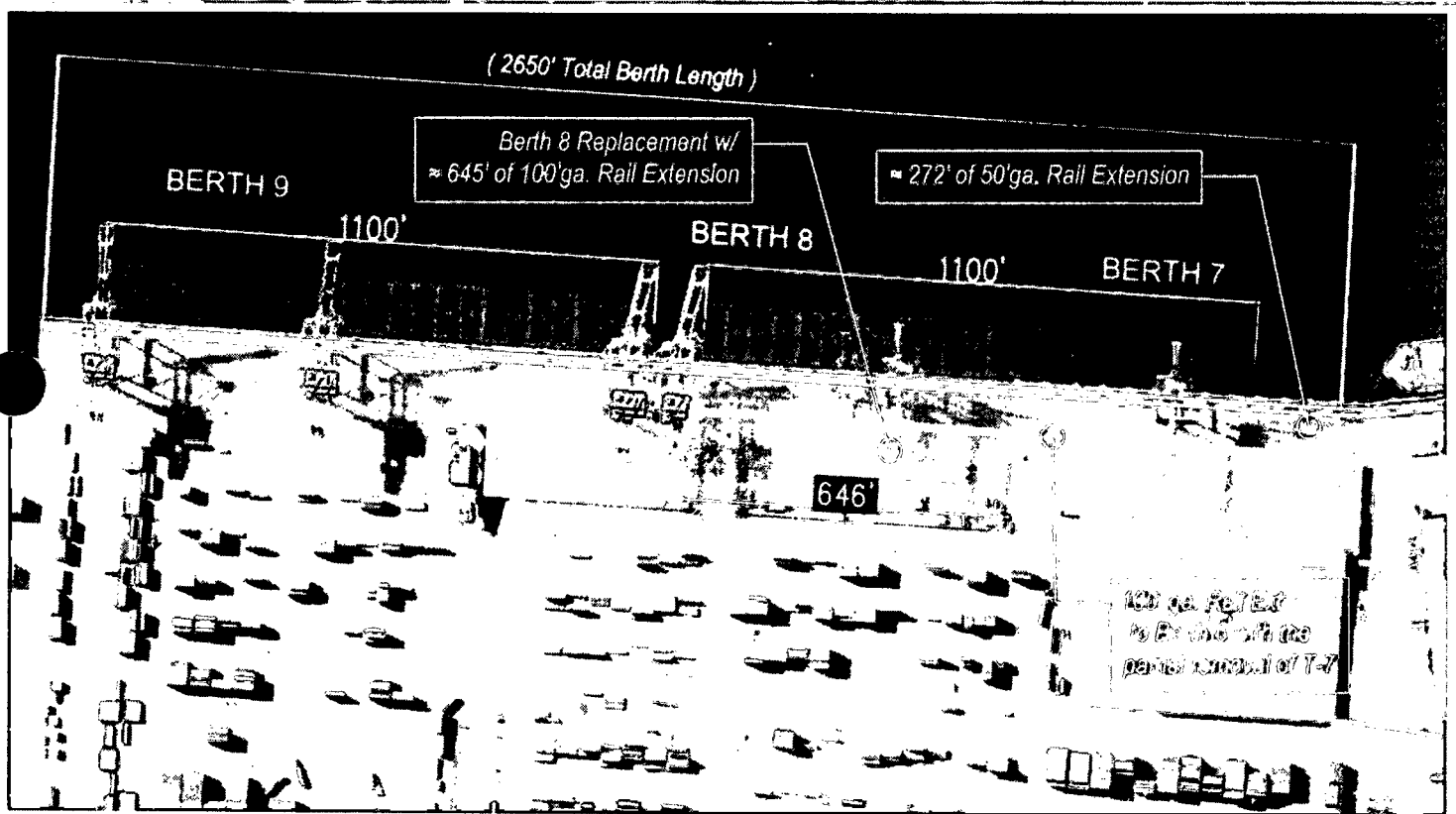
- Federal funding shortfall for required dredging
- NC Ports will fund inner harbor dredging (\$3.1-\$3.5 million)
- Enables COE to utilize federal funds for outer harbor dredging

Future

- COE forecasts shortfall based on current federal funding levels
- Longer term state involvement is necessary to cover shortfall

**NORTH
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PORTS**

Berth 8 Replacement & Related Upgrades



Meets market demand to work two 1,100 foot post-panamax vessels

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PORTS**

Summary

- Customer needs and demands change the scope and timing of infrastructure investments
- We must remain responsive and reactive to our customer demands
- Long-term planning in vital
- We continue to focus on business, industry and customer trends and appropriately react.

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For more information:

www.ncports.com





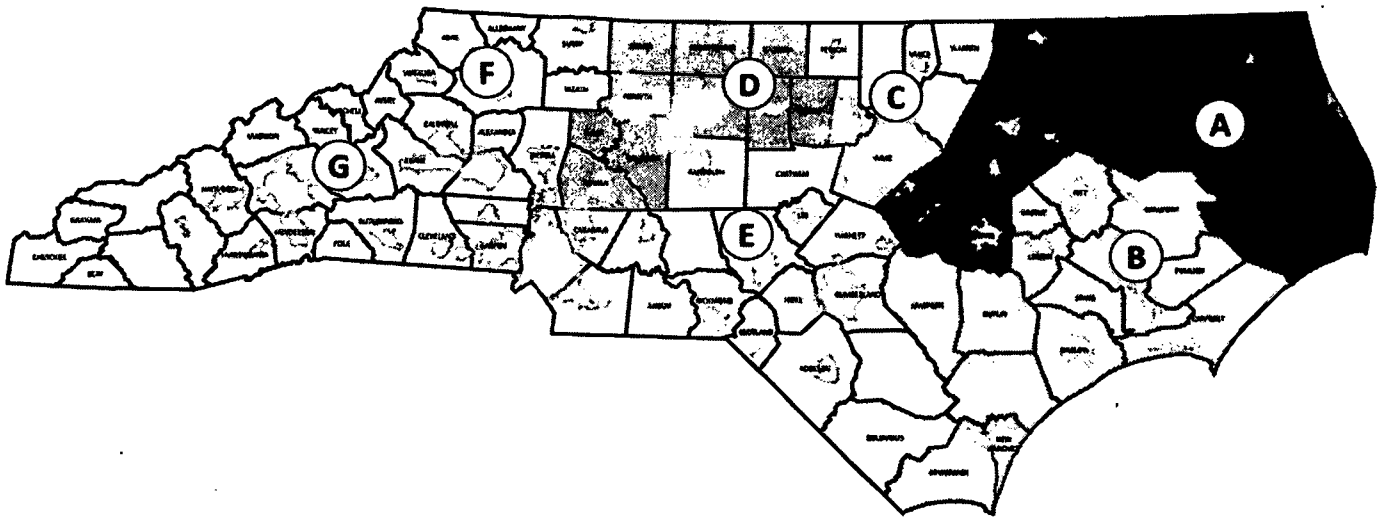
House Select Committee (January 4, 2016)

*Strategic Transportation
Investments (STI)*

Calvin Leggett



Strategic Transportation Investments



Statewide

40% of Total Funds
Distributed Statewide

Basis for Project Selection

100% Data Driven

Region

30% of Total Funds
Distributed by population to paired
Highway Divisions

Basis for Project Selection

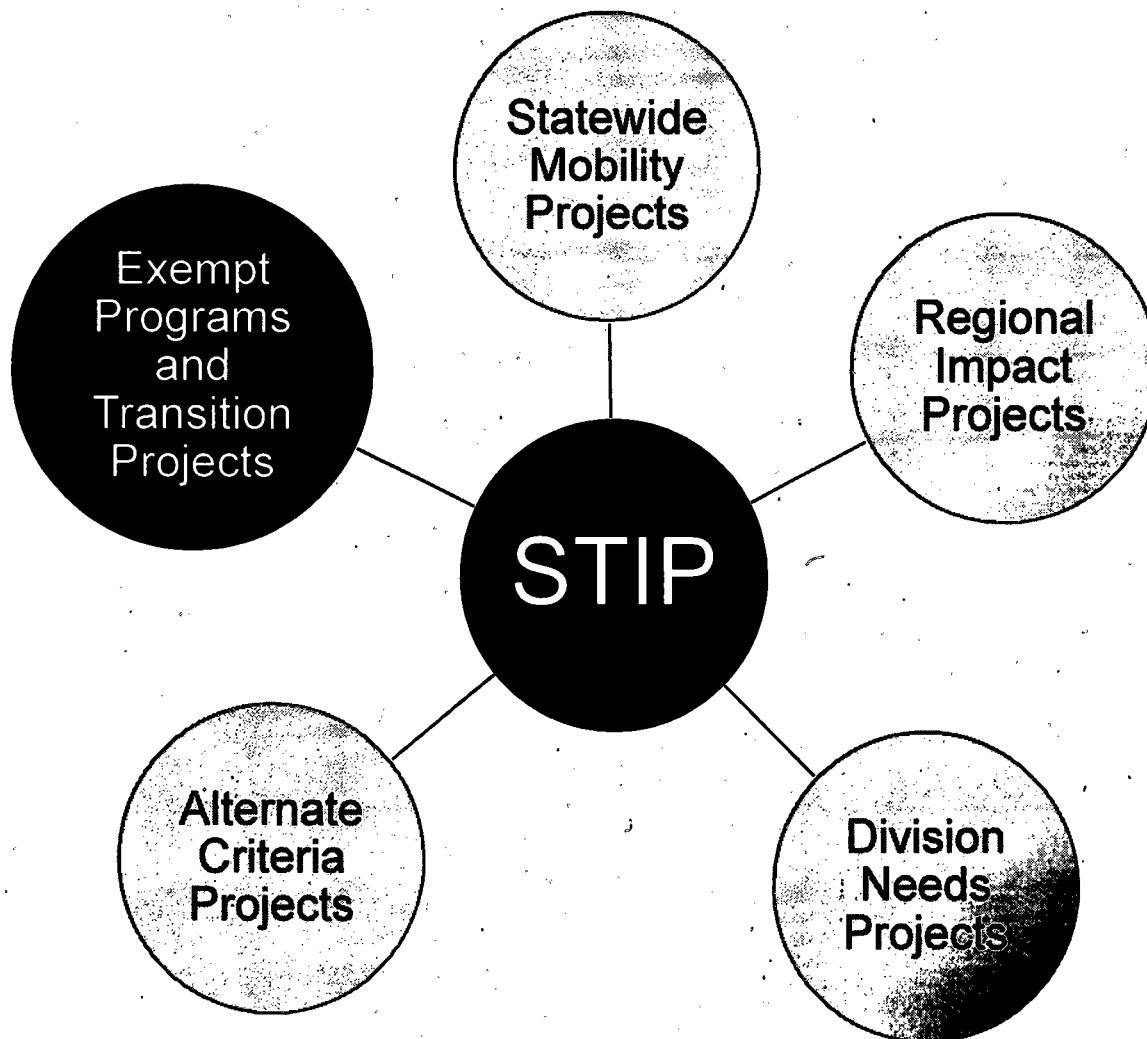
70% Data; 30% Local Input Driven

Division

30% of Total Funds
Distributed by equal share
to 14 Highway Divisions

Basis for Project Selection

50% Data; 50% Local Input Driven

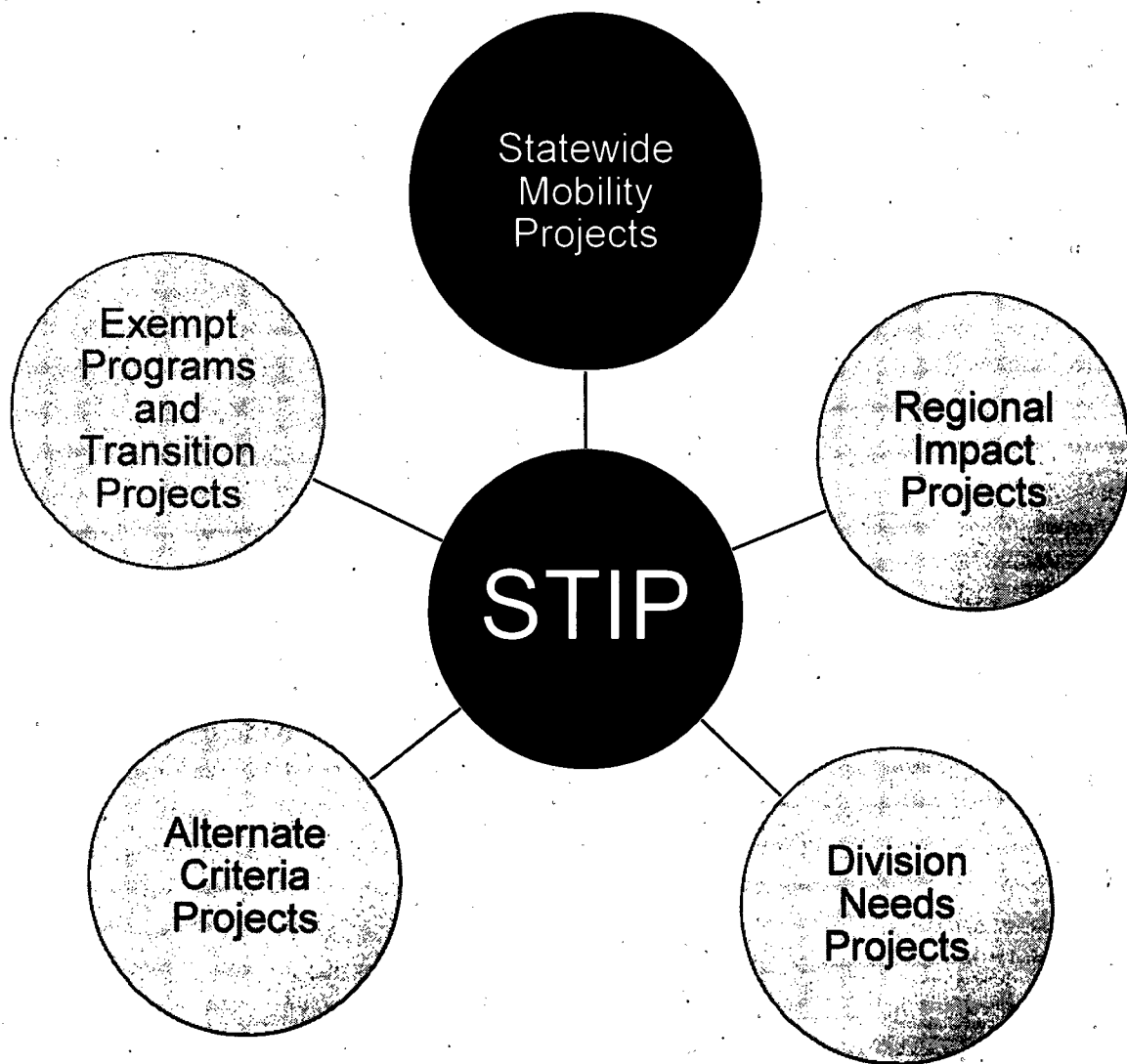


STI Legislation Created Various Categories of Projects

State Highway Trust Funds and Federal-aid Funds used to develop the STIP are generally subject to the Law. There are a few specific exceptions.

Exempt Programs - *projects that will be funded in the STIP but are not subject to the provisions of the STI law. Examples include:*

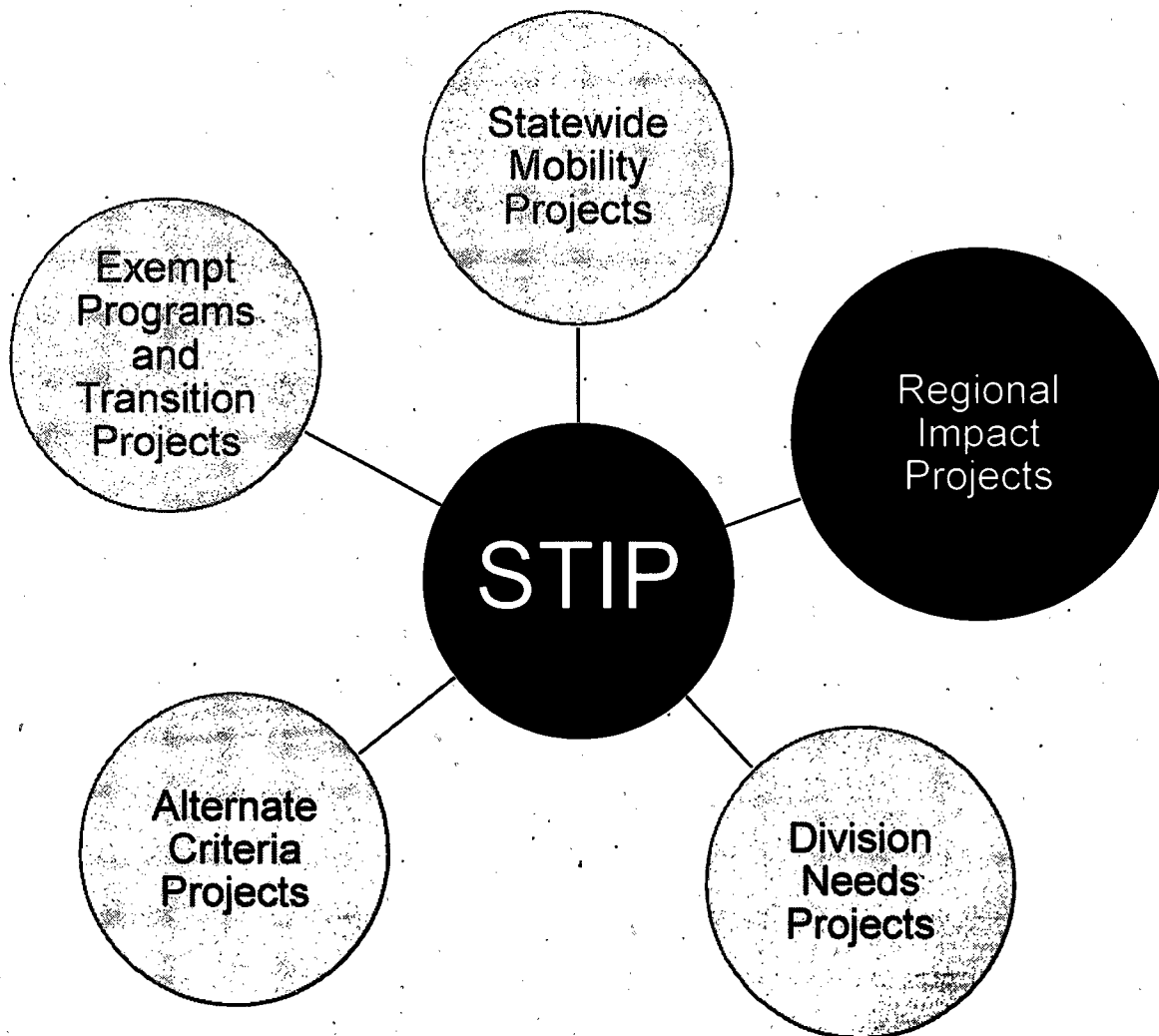
- Federal Congestion Mitigation and Air Quality projects (CMAQ) - funded at \$40 M annually
- Appalachian Development Highway funds – currently \$270 M available
- Federal competitive or discretionary grant funds
- Transition projects – those projects scheduled for letting by June, 2015 as of October, 2013



STI Legislation Created Various Categories of Projects

Statewide Strategic Mobility Projects

- Interstate routes adopted by USDOT – “I” numbered routes
- Other National Highway System Routes – most other US numbered routes
- Defense Strategic Highway Network Routes (STRAHNET)
- Approved toll roads
- The Appalachian Development Highway System
- Previously identified intrastate projects
- 4 commercial service airports - Charlotte, Greensboro, Raleigh & Wilmington
- Class 1 freight rail corridors

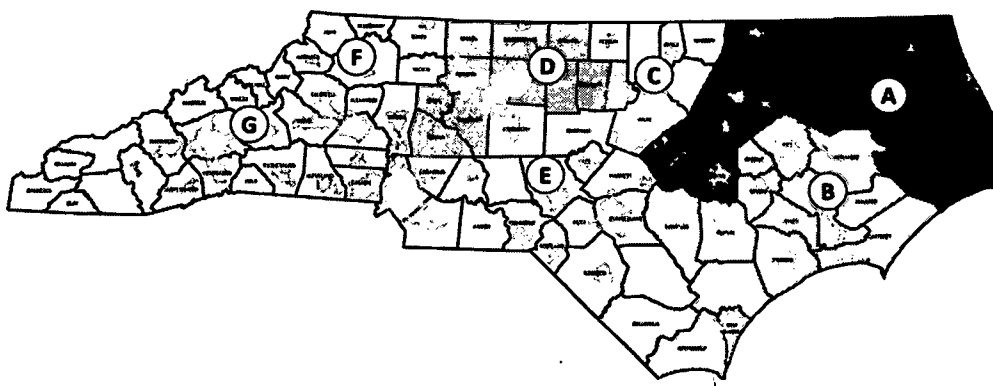


STI Legislation Created Various Categories of Projects

Regional Impact Projects

- Projects eligible for funding in the Statewide category
- Other US and NC Routes not eligible for funding in the Statewide category
- Other commercial service airports
- State owned Ferry System – *not including passenger vessel replacement*
- Rail lines that span 2 or more counties – *does not include short line railroads*
- Public transit service that spans 2 or more counties

Regional Funding Allocations

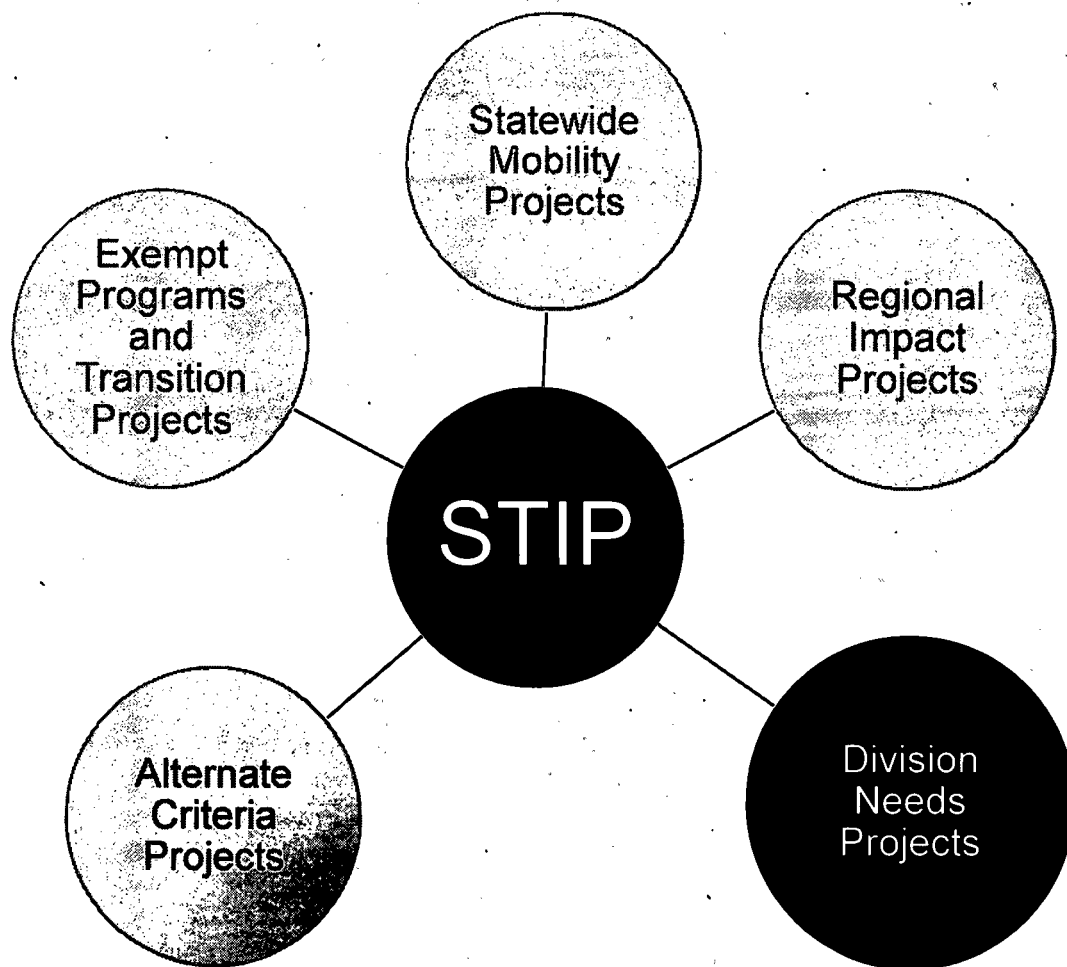


Distribution Regions	Population	% of State Population	Original 10-Year Allocation (In thousands)	Regional 10-Year Allocation* (in thousands)
A (Divs. 1&4)	850,821	8.63%	\$307,715	\$364,016
B (Divs. 2&3)	1,202,495	12.19%	\$434,905	\$514,477
C (Divs. 5&6)	2,158,804	21.89%	\$780,772	\$923,625
D (Divs. 7&9)	1,667,951	16.91%	\$603,246	\$713,618
E (Divs. 8&10)	1,998,959	20.27%	\$722,961	\$855,237
F (Divs. 11&12)	1,117,339	11.33%	\$404,107	\$478,044
G (Divs. 13&14)	865,583	8.78%	\$313,054	\$370,332
	9,861,952		\$3,566,760	\$4,219,350

* Due to HB 97



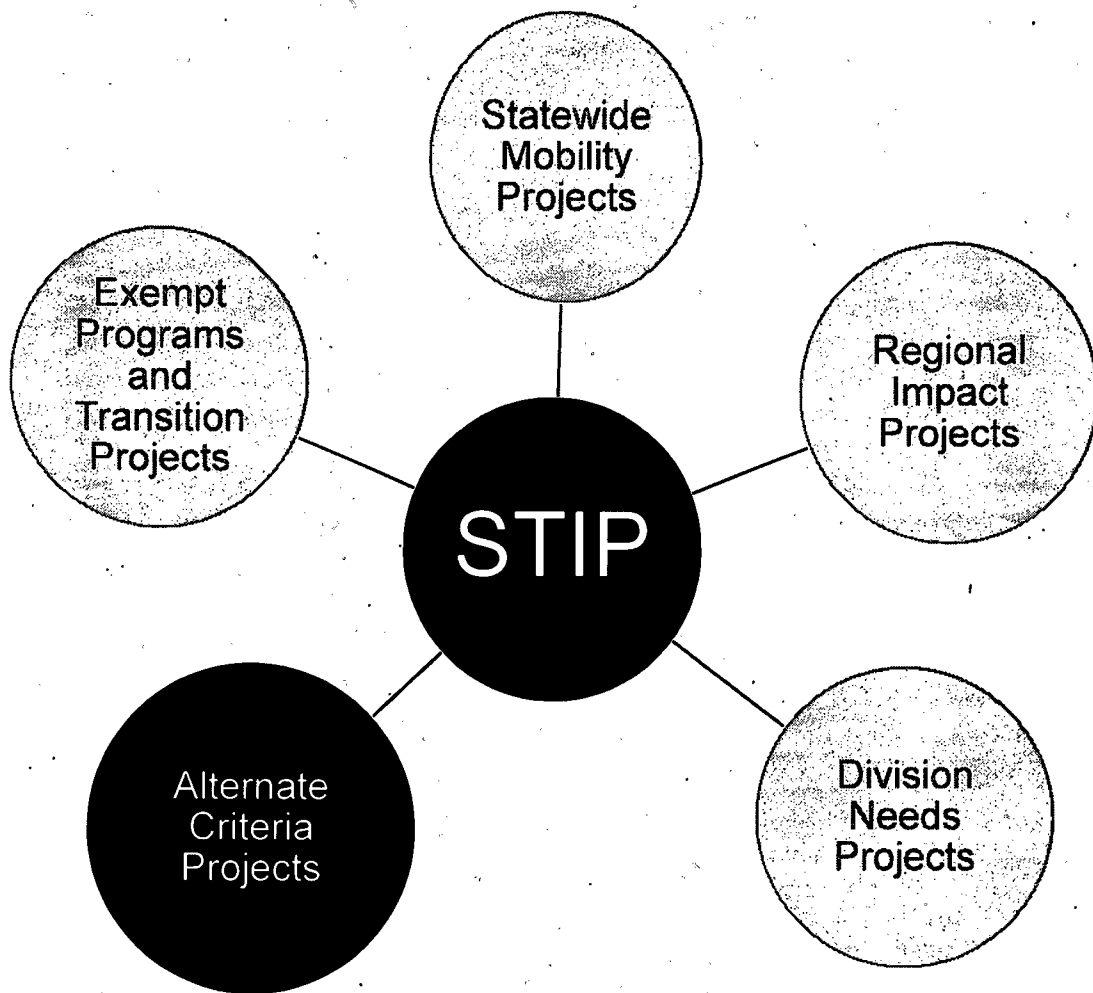
Transportation



STI Legislation Created Various Categories of Projects

Division Needs Projects

- Projects that are eligible for funding in the Statewide or Regional category
- Other state highway routes – SR routes
- Other public airports
- Other rail lines – *except short lines*
- Other public transit service
- Multimodal terminals or stations
- Federally funded independent bicycle and pedestrian facilities – *no state funds are eligible*
- Federal funds for municipal road projects
- Ferry vessel replacements



STI Legislation Created Various Categories of Projects

Alternate Criteria Projects

Programs with selection criteria different than what is cited in legislation. Examples include:

- Bridge replacements
- Interstate maintenance
- Highway safety improvements
- Emergency reconstruction
- Economic development
- Federal Surface Transportation Direct Attributable Funds (STP-DA)*
- Federal Transportation Alternative Program (TAP)*

**Titles of these programs are changing under FAST Act*

STI Legislation Created Various Funding Caps and Restrictions

Caps which Impact Programming:

- The Statewide Program Corridor Cap – *impacted projects on the I-26 corridor in Buncombe and Henderson Counties; I-77 corridor in Mecklenburg and Iredell Counties; and the Southern Wake Expressway and I-40 Corridors in Wake, Durham, Orange and Johnston Counties*
- Annual funding limits on airport projects in the Statewide, Regional, and Division categories
- Funding limits on Regional transit projects
- Funding limit on light rail projects
- Prohibition on using state funds to match federal-aid for independent bicycle and pedestrian projects

Other Program Considerations

- Normalization – *highway vs. non-highway budget allocations*
- Bonus Allocations for toll bond revenue and local participation
- Toll project cap
- Budget distribution tests
- Cascade effect

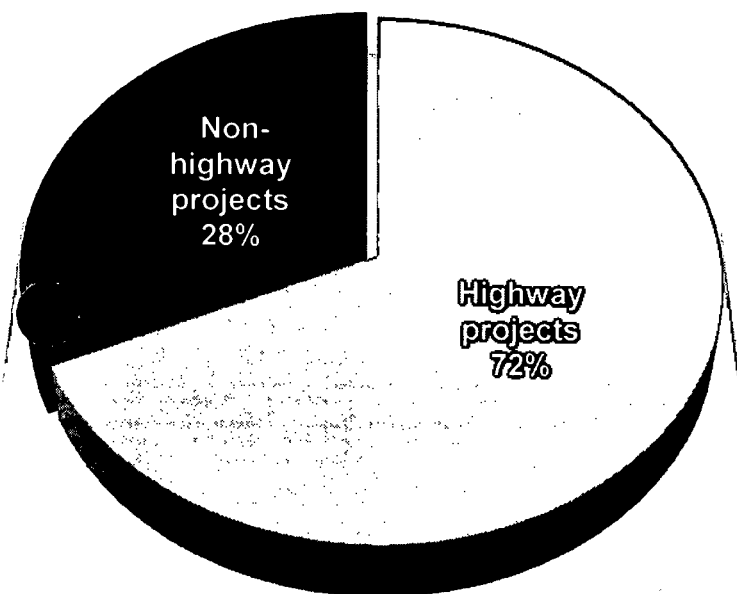
Normalization

For Prioritization 3.0 and 4.0

- **Statewide Mobility (only)** – No normalization, scores are stand-alone for comparison (highway, aviation, freight rail)
- **Regional Impact & Division Needs** – Allocate funds to highway and non-highway modes based on minimum floor or %

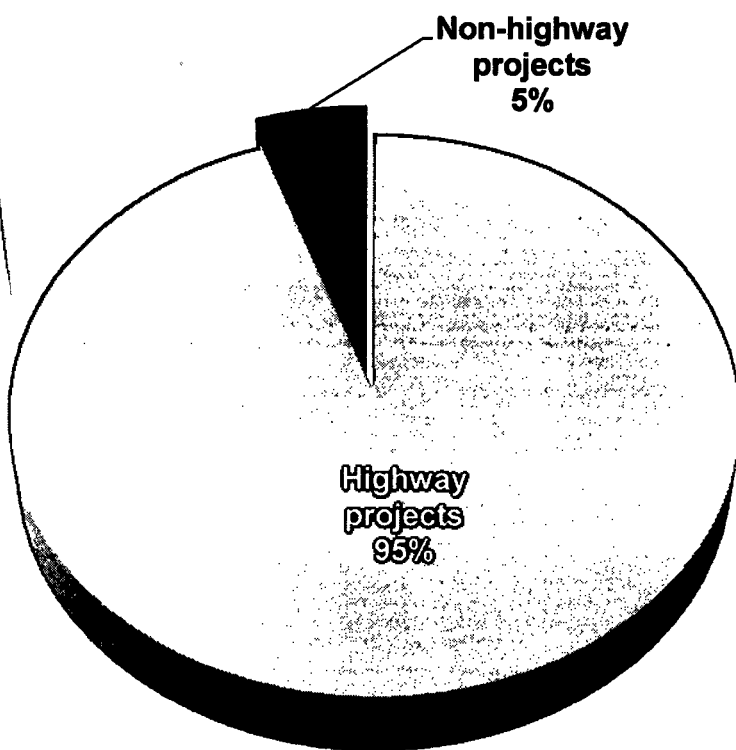
Mode	Workgroup Recommendation	Historical Budgeted	Historical Expenditures
Highway	90% (min.)	93%	96%
Non-Highway	4% (min.)	7%	4%

Regional and Division Normalization Results Highway vs Non-highway Projects



Number of projects

Dollars programmed



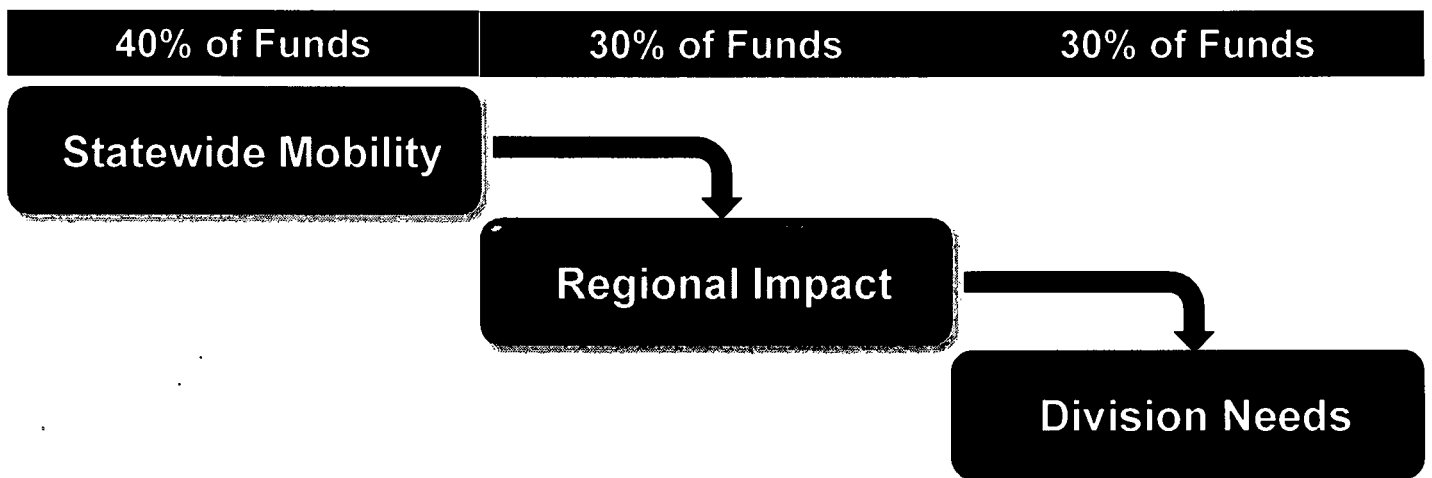
Bonus Allocation

- STI Law provides for Bonus Allocations to local jurisdictions for providing a portion of the construction cost of a project
- 50% of the direct participation amount, or 50% of the amount of toll revenue bonds (up to the caps) go back to the local jurisdictions for other highway projects

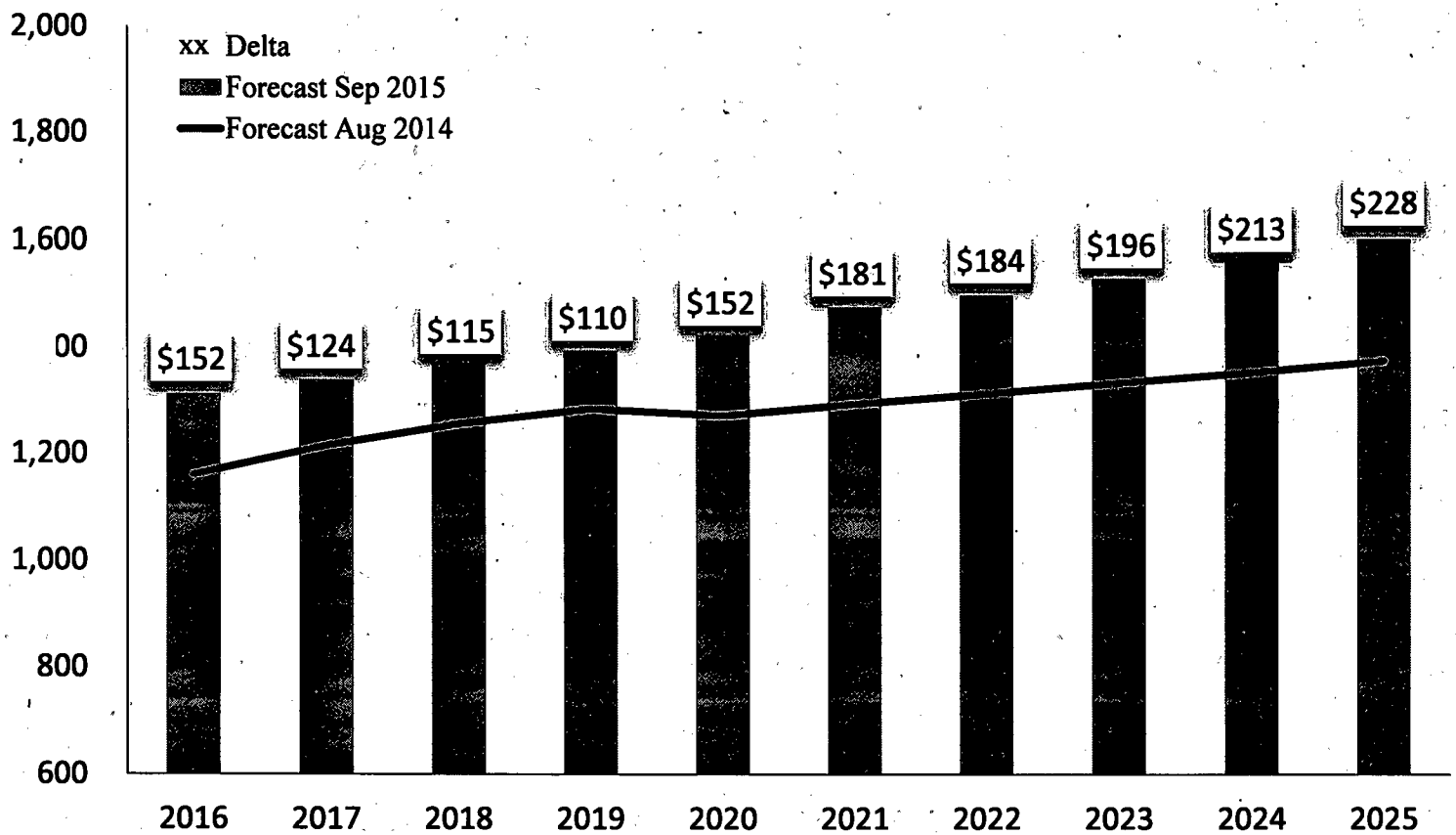
Toll Cap

- There is now no limit on how many projects the Turnpike Authority can study, but no more than 11 can be designed & constructed
- Based on the results of the SPOT 3.0 Prioritization process 11 Turnpike Projects were programmed – 5 existing projects and 6 new ones

Cascade Effect



State STIP Budget Availability Comparison (\$ in Millions)



Updated STIP – Impacts of HB 97

On January 7, the Board of Transportation is expected to approve the STIP project additions and accelerations due to House Bill 97. <http://www.ncdot.gov/about/board/bot/>

- **Highways – 90 accelerations & 92 additional projects**
- **Bridges – 33 accelerations/additional projects**
 - **37 Hwy Fund Bridges accelerated too**
- **Interstate Maintenance projects – 4 accelerations**
- **Non-highway projects – 17 accelerations & 49 additional**

Key Dates

- **November 20, 2015** – SPOT Online window for entering projects ended
-
- **End of March 2016** – Quantitative scores and draft list of programmed Statewide Mobility Projects released
 - **April 1, 2016** – Window opens for Regional Impact local input points; deadline for approval of local input point assignment methodologies
 - **End of July 2016** – Draft list of programmed Regional Impact Projects released
 - **August 1, 2016** – Window opens for Division Needs local input points
 - **October 2016** – Final P4.0 scores released
 - **December 2016** – 2017-2027 Draft STIP released

VISITOR REGISTRATION SHEET

House Select Committee On Strategic Transportation Planning And Long Term
Funding Solutions

1-4-2016

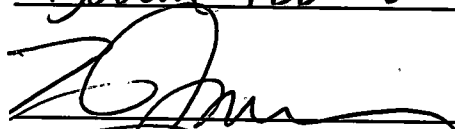

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

Jerry Morton	NCCATR
Canaan Shue	AVA
Dana Fenton	City of Charlotte
	Misc Charts
	NCDOT
Dick Corbin	LW Off/In of RMC
Jim Trogdon	PENC
Bobby Lewis	NCDOT
Berry Jenkins	CAGC
Larry Goode	NC60!
Erin Wynia	NCLM

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House Select Committee On Strategic Transportation Planning And Long Term
Funding Solutions

1-4-2016

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
MARK BOGGS	ATKINS
BOBBY WALSTON	NCDOT - AVIATION
Keith Weatherly	dc DOT
Wally Swanson	RANK
Dan Collins	SEAWC
Flint Benson	SEAWC
Tanya Horton	TSS
Grady McCallin	NCCN
May Madden Aplin	SELC
Brooks Rainey Barn	SELC
Kym Hurst et	SELC

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House Select Committee On Strategic Transportation Planning And Long Term Funding Solutions 1-4-2016

Name of Committee

1-4-2016

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME**FIRM OR AGENCY AND ADDRESS**

Matt Cullen

NGC

David Wasserman

NCDOT

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Funding Solutions

1-4-2016

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Date

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NAME

FIRM OR AGENCY AND ADDRESS

Ken Melton	K.M.A.
Mary Jennings	D.O.T.
Theresa Moore	FWM
Julie White	N.C.M.M.C.
Michelle Frazier	MF+S
Cameron Henry	MVA.
Crystal Collins	NC Trucking Assn
Jay Stem	NCAA
MIKE HOLDR	NCDOT
Ray J. Altus	Gov's Office
Fred Steen	Gov's Office
Calvin Leggett	NCDOT

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Funding Solutions

1-4-2016

Name of Committee

Date

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NAME

FIRM OR AGENCY AND ADDRESS

ALHERD KAZUHA	NC Ports
Laura Blair	NCSPA
PAUL COZZA	NCSPA
Andy Elle	NCRm
Elizabeth K. Robinson	NCRm
Lexi Arthur	NCRm
CHARLES EDWARDS	NC CENTER FOR GLOBAL LOGISTICS
Jake Cershon	NCC
Ruian Menwald	WRM
PAUL BLACK	CAPITAL AREA MPO

VISITOR REGISTRATION SHEET

House Select Committee On Strategic Transportation Planning And Long Term
Funding Solutions

1-4-2016

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

Chris McClure

BB

Elizabeth Brer

BB

Isabel Villo-Garcia

NCAIR

Walt Gray

NCdot

H. T. Africa

NCdot

**NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION**

You are hereby notified that the House Select Committee on Strategic Transportation Planning and Long Term Funding Solutions will meet as follows:

DAY & DATE: Monday, January 25, 2016

TIME: 9:00 AM

LOCATION: Mattamuskeet Outpost

COMMENTS: Committee Meeting will be Held in the Conference Room at the Mattamuskeet Outpost, 23145 Highway 264, Swan Quarter, NC 27885

Respectfully,

Representative John A. Torbett, Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 3:29 PM on Monday, January 11, 2016.

____ Principal Clerk
____ Reading Clerk – House Chamber

Viddia Torbett (Committee Assistant)

**House Select Committee on
Strategic Transportation Planning and Long Term Funding Solutions**

**January 25, 2016
9:00 a.m.**

**Mattamuskeet Outpost
23145 Hwy 264
Swan Quarter, NC**

Chair: Representative John Torbett

1. Call to Order
2. General Aviation Economics & Unmanned Aerial System (UAS) Program
 - Bobby Walston, Director, Division of Aviation
Department of Transportation
3. NGAT Program Update and Aviation Outlook
 - Kyle Snyder, Director, NextGen Air Transportation (NGAT) Center
North Carolina State University
4. Ferry Division Overview
 - Sterling Baker, Division Maintenance Engineer, Division 1
Department of Transportation
5. Committee Discussion and Public Comment

Public attendees seeking to address the Committee must register with the Committee Clerk (torbettla@ncleg.net) before the meeting convenes.

Break/Lunch (1 hr.)

Catered lunch is available for purchase through the Mattamuskeet Outpost. Interested parties must notify the Committee Clerk no later than 12:00 p.m. on January 21st. \$7.50 is payable in cash on the day of the meeting.

Site visits of the Swan Quarter Ferry Terminal and Hyde County Airport will begin promptly at 12:15 p.m., with transit services between meeting locations provided by Hyde County. Accommodation of public attendees in Committee transportation vehicles is subject to availability and prior request. Please notify the Committee Clerk no later than 12:00 p.m. on January 21st if transportation is desired.

Next Meeting: February 1, 9:00AM, Legislative Office Building, Rm. 544

**House Select Committee on Strategic Transportation Planning and Long Term Funding
Solutions**

**Monday, January 25, 2016 at 9:00 AM
Room Mattamuskeet Outpost**

MINUTES

The House Select Committee on Strategic Transportation Planning and Long Term Funding Solutions met at 9:00 AM on January 25, 2016 in Room Mattamuskeet Outpost. Representatives Boles, G. Graham, Hurley, Iler, McNeill, Presnell, Shepard, Tine, Torbett, and R. Turner attended.

Representative John A. Torbett, Chair, presided.

A presentation on General Aviation Economics & Unmanned Aerial System (UAS) Program was given by Bobby Walston, Director, Division of Aviation Department of Transportation (see attached)

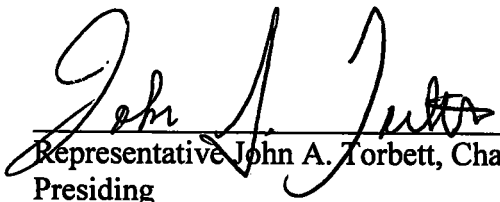
A presentation on NGAT Program Update and Aviation Outlook was given by Kyle Snyder, Director, NextGen Air Transportation (NGAT) Center North Carolina State University (see attached)

A Ferry Division Overview presentation was given by Sterling Baker, Division Maintenance Engineer, Division 1 Department of Transportation (see attached)

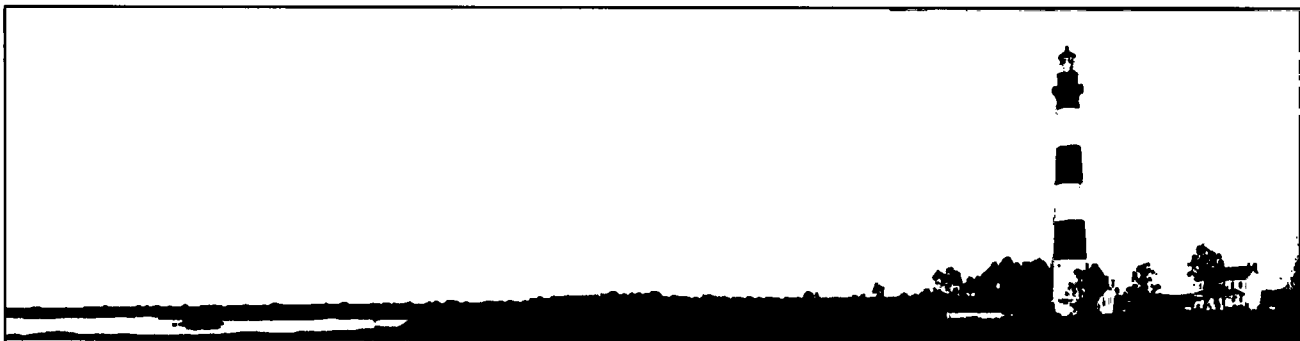
Public Comment included a presentation on the Ocracoke Island Ferry System Toll proposal by Connie Leinbach, a resident of Ocracoke (see attached) and public comment was also make by Danny Couch of Hatteras Tours and Thomas Whitaker of Hyde County Schools on the same subject.

The meeting adjourned at 11:00a.m.

After the meeting was adjourned and lunch, the committee had a site tour of the Swan Quarter Ferry Landing and the Hyde County Airport, which included a UAV demonstration by Global Hawk.


Representative John A. Torbett, Chair
Presiding

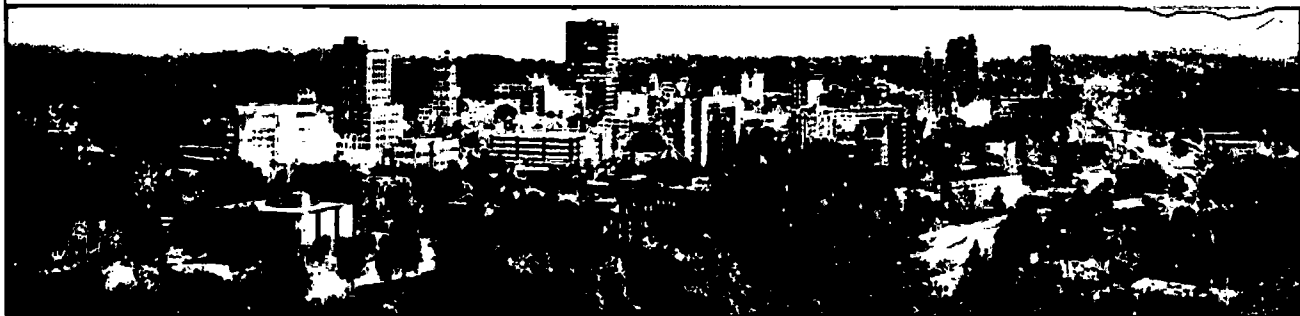

Viddia Torbett, Committee Clerk



January 25, 2016

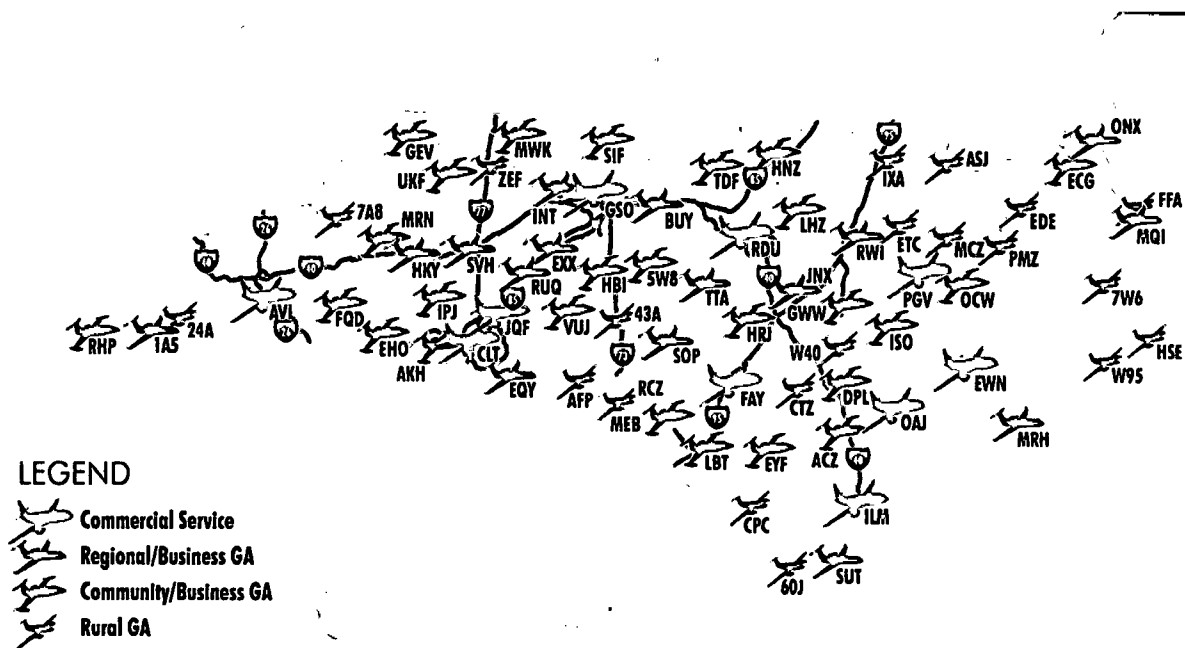
NCDOT - Division of Aviation

Bobby Walston, PE, Aviation Director



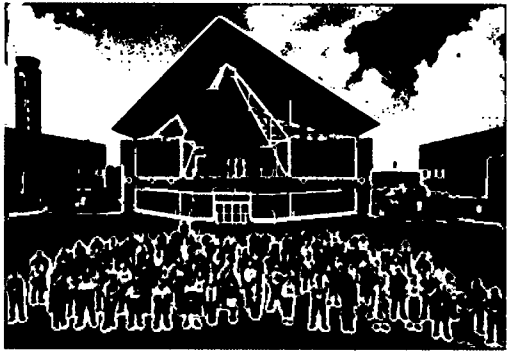
North Carolina's Aviation System

72 Publicly Owned Airports in North Carolina



Economic Contribution of NC Airports

- Commercial and General Aviation Airports provide more than **\$25.9 billion in economic impact** each year.
- Commercial and General Aviation Airports support over **108,000 jobs** throughout North Carolina.



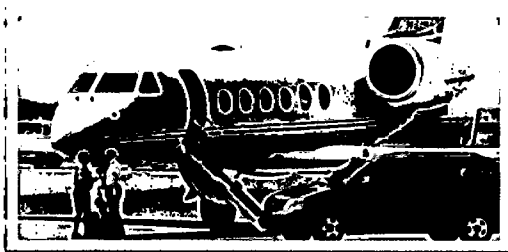
Source: NC State University, Institute for Transportation Research and Education, 2012



Transportation

Benefits of Aviation in NC

- State and local governments received more than **\$770 million** in sales, property, corporate, and personal taxes due to airport activity.
- Local property tax related to airport activities is about **\$277 million**.
- North Carolina airports support more than **\$4 billion** in personal income for aviation-related jobs.



Source: NC State University, Institute for Transportation Research and Education, 2012

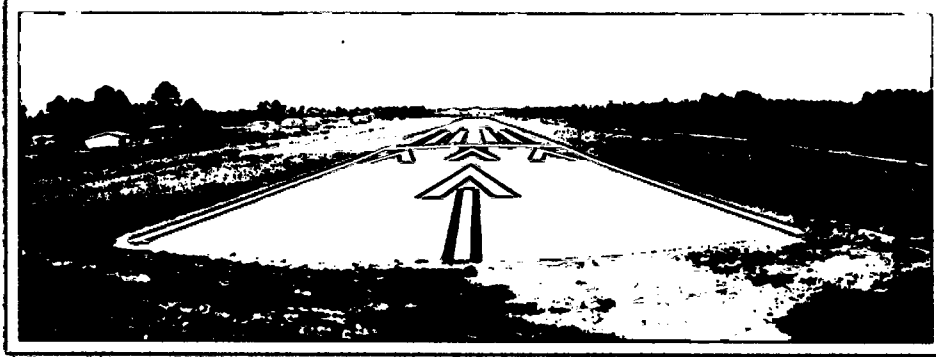


Transportation

Division of Aviation Core Functions

Provide:

- Aviation safety and education programs
- State and Federal Airport Project Grants
- Air transportation, operations, and support for state agencies
- Management of the state's Unmanned Aircraft System Program



FY 2016 State Funding

Total SFY2016 Aviation Budget
\$38,260,952

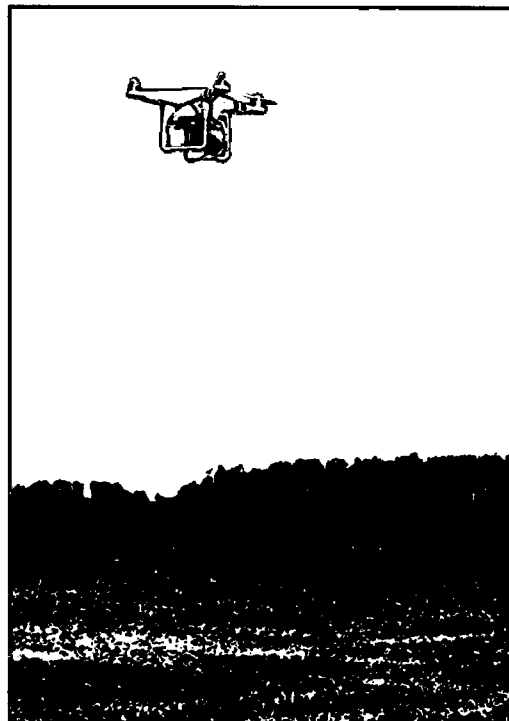
Legislative Directed Projects

\$3,500,000 for Airport Improvement at Cape Fear Regional Jetport

\$2,000,000 toward a new Air Traffic Control Tower at Albert J Ellis Airport

Legislative Directed Programs

\$2,500,000 in support of the NC Unmanned Aerial Systems (UAS) Program



Aviation Operations and Programs

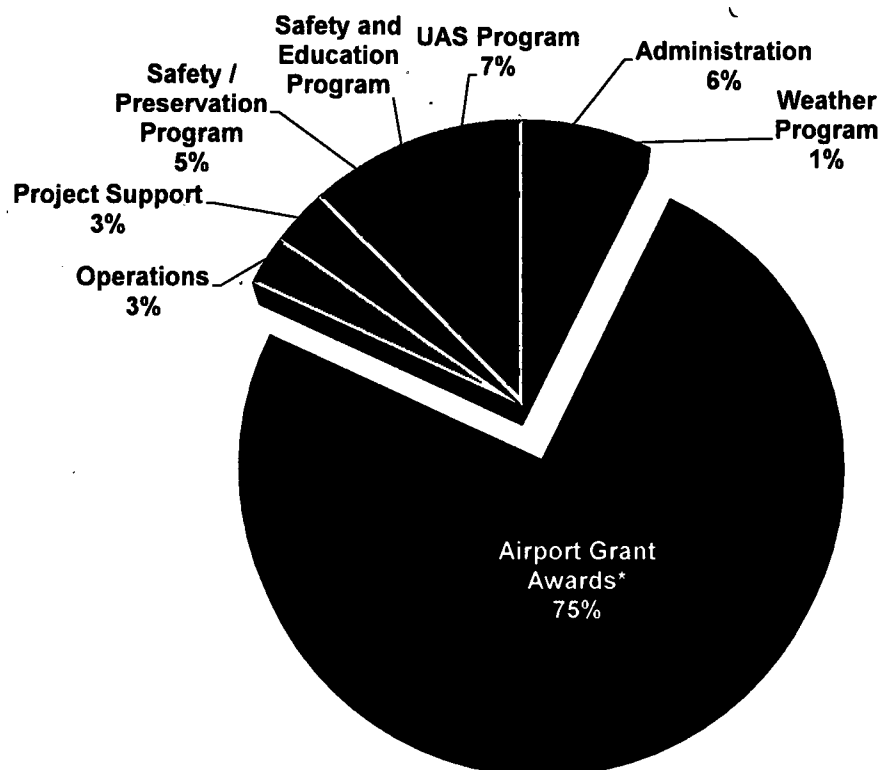
Administration	\$2,200,000
Operations	\$1,115,000
AWOS Program	\$550,000
Project Support	\$1,145,000
Safety / Preservation Program	\$2,000,000
UAS Program	\$2,500,000
Safety and Education Program	\$155,000
Airport Grant Awards	\$ 28,600,000

Source: NCDOT – Division of Aviation



Transportation

Division of Aviation Budget

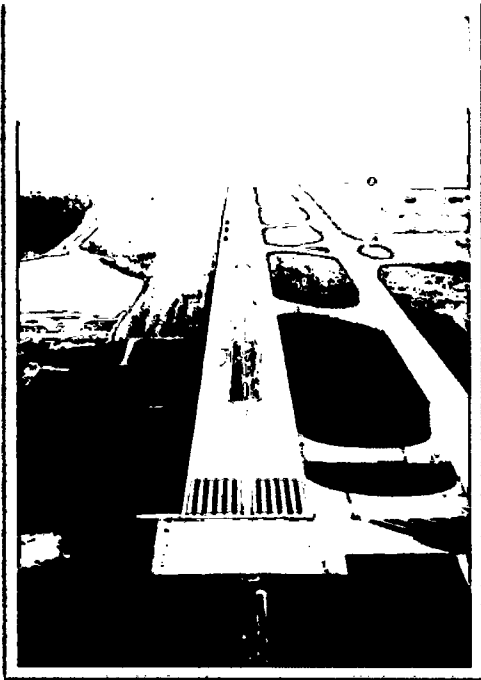


Source: NCDOT – Division of Aviation



Transportation

Airport Safety Preservation (Maintenance Program)



Transportation

State Funding

Aviation SFY 2016

\$38.2M

Aid to Airports

\$36.0M

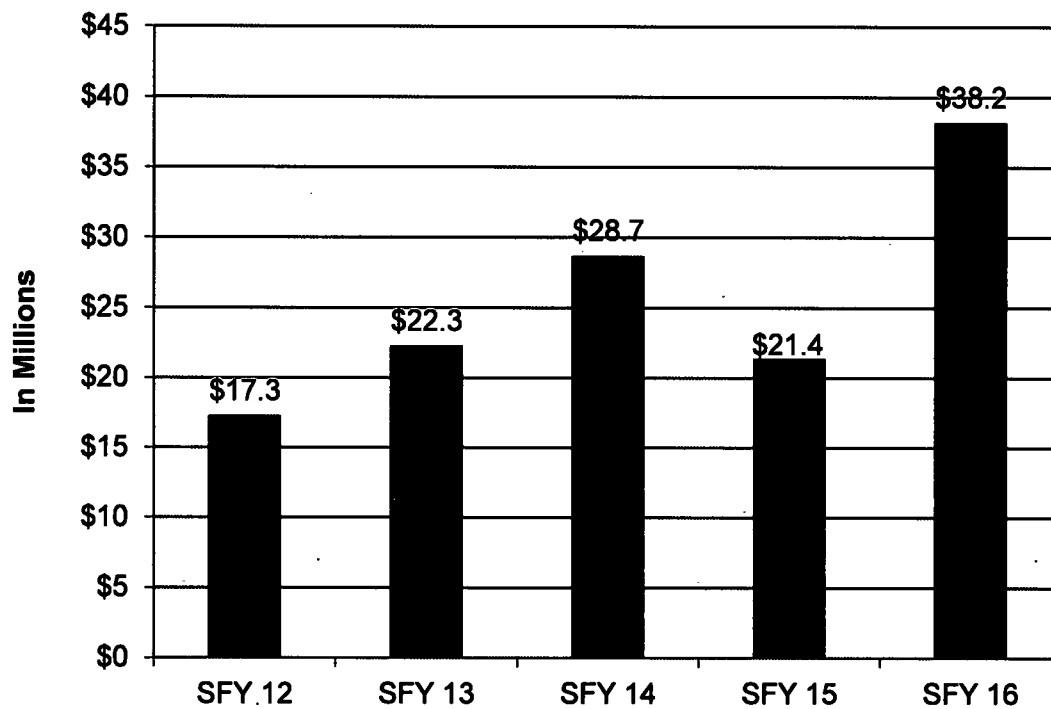
Administration

\$2.2M

- GA Airport Project Grants - **\$18.0M**
- CS Airport Project Grants - **\$10.5M**
- Unmanned Systems Program - **\$2.5M**
- Statewide Programs - **\$3.9M**
- Operations - **\$1.1M**



State Funding (in millions) SFY 2012-2016



STI Legislation

- All capital expenditures, regardless of mode, will be funded from Highway Trust Fund.
- All modes must compete for the same funds.
- Projects (regardless of mode) will be scored on a 0-100 point scale.
- Local Input will be part of the scoring criteria for all Regional Impact and Division Needs projects.
- Operations and Maintenance expenditures will be funded from the Highway Fund.



Eligibility Definitions – Highways

	Statewide	Regional	Division
Highway	<ul style="list-style-type: none"> • Interstates and Future Interstates • Routes on the NHS as of July 1, 2012 • Routes on Department of Defense Strategic Highway Network (STRAHNET) • Appalachian Development Highway System Routes • Uncompleted Intrastate projects • Designated Toll Facilities 	<ul style="list-style-type: none"> • Other US and NC Routes 	<ul style="list-style-type: none"> • All SR Routes



Transportation

Eligibility Definitions – Non Highways

	Statewide	Regional	Division
Aviation	Large Commercial Service Airports. Funding not to exceed \$500K per airport project per year	Other Commercial Service Airports not in Statewide. Funding not to exceed \$300K per airport project per year	All Airports without Commercial Service. Funding not to exceed \$18.5M for airports within this category
Bicycle-Pedestrian	N/A	N/A	All routes
Public Transportation	N/A	Service spanning two or more counties and serving more than one municipality. Funding amounts not to exceed 10% of regional allocation.	Service not included on Regional. Multimodal terminals and stations serving passenger transit systems
Ferry	N/A	State maintained routes, excluding replacement vessels	Replacement of vessels
Rail	Freight Capacity Service on Class I Railroad Corridors	Rail service spanning two or more counties not included on Statewide	Rail service not included on Statewide or Regional



Transportation

STI – Classification of Airports

Statewide Mobility– Commercial Service Airports

- International Service or 375,000 enplanements
- Federal Aviation Administration's National Plan of Integrated Airport Systems (NPIAS)
- \$500,000 per airport per project per year
- Charlotte Douglas International Airport, Raleigh Durham International Airport, Piedmont Triad International Airport, Wilmington International Airport

Regional Impacts – Commercial Service Airports

- NPIAS airports that are not included in subdivision (1) of this section
- \$300,000 per airport per project per year
- Asheville Regional Airport, Albert J. Ellis Airport, Coastal Carolina Airport, Concord Regional Airport, Pitt-Greenville Airport, Fayetteville Regional Airport

Division Needs – General Aviation Airports

- NPIAS airports that are not included in subdivision (1) or (2)
- General Aviation airports
- Statewide total funding not to exceed \$18,500,000



Transportation

Aviation STI Projects 2016-2020

Tier	Quantity	Cost
Statewide Mobility	9	\$4.5 M
Regional Impact	5	\$1.5 M
Division Needs	15	\$22.2 M
Total	29	\$28.2 M

Note: STI funds Capital Projects only



Transportation

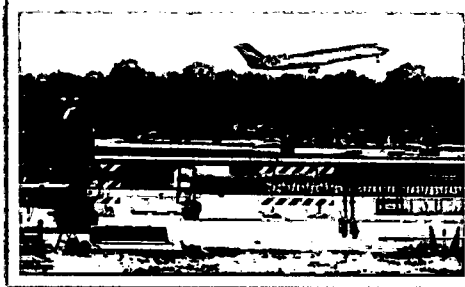
Federal Funding

FFY 2015 Funding

NC Block Grant Program
administered by the Division of
Aviation to 62 GA Airports:
\$18.3M

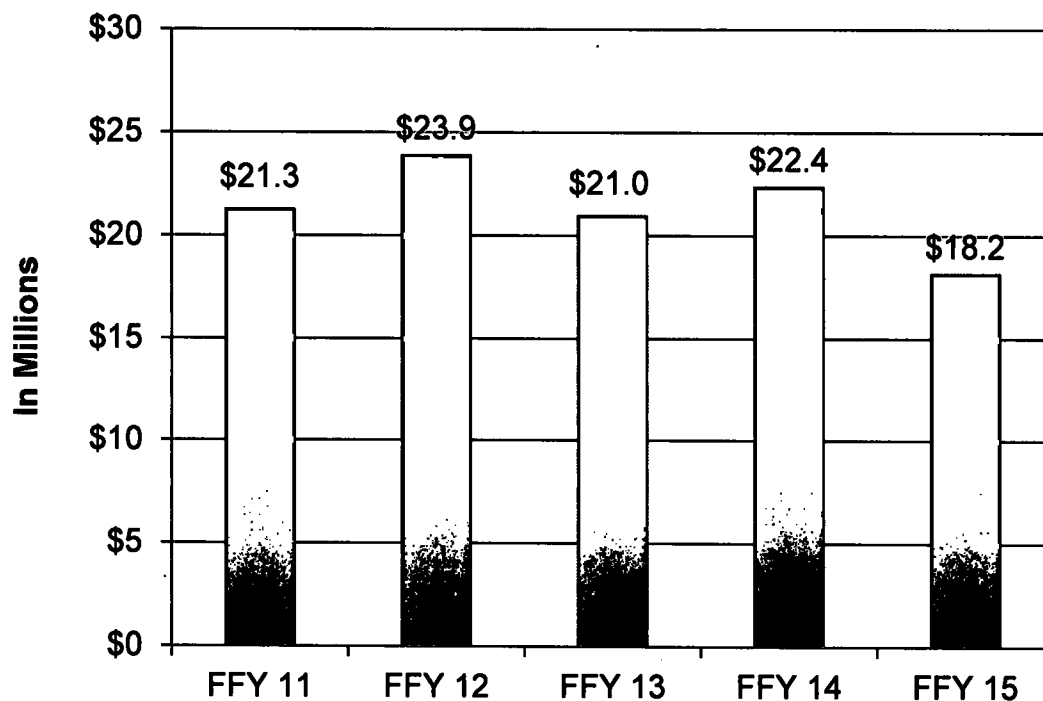
- Apportionment - **\$5.7M**
- Discretionary - **\$3.4M**
- Non-Primary Entitlement - **\$9.2M**

Airport Improvement Program
(AIP) administered by FAA to 10
Commercial Service Airports:
\$83.8M



Transportation

FAA State Block Grants FFY 2010-2015



Transportation

Airport Project Funds

Source	Highway Funds	Highway Trust Funds
Project Types	Operations and Maintenance	Capital
Project Purpose(s)	Maintain Safety, Regulatory, and Standards Requirements	Expand and Increase Capacity of Facility beyond System Objectives
Project Example	Approach Obstruction Removal - Includes planning, land, permitting, and clearing	Runway Expansion Project Includes planning, design, land, permitting, and construction
Projects Prioritized Using	Airport Development Plan	Strategic Transportation Investment (STI) Formula

Note: FAA State Block Grant Funds are expended on O&M type projects, unless directed by FAA or the airport.

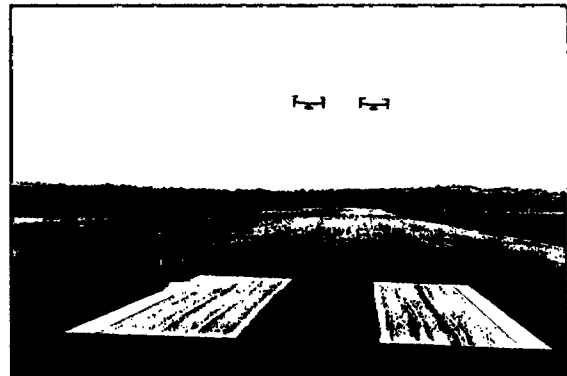


Project Selection Process

883 Project records in database

Filters

- Legislative Directed
- FAA Non-Primary Airport Entitlement Program Grants available for project costs estimated at or less than \$150,000
- Year Airport Sponsor desires project
Projects requested beyond 2020 not considered this cycle
- System Plan Objectives by airport category
STI: Projects exceeding system plan objectives will be scored in SPOT Online



291 Projects considered for FY2016 State funding



Current Project Requests

Projects entered into NC Partner Connect

- 890 projects totaling over \$1.6 billion

Projects being submitted for consideration in STI

- 176 projects totaling over \$597 million

Projects submitted for Operations & Maintenance consideration

- 300 projects totaling over \$680 million



NC Airports System Plan Study

- Top-down analysis of our airport system

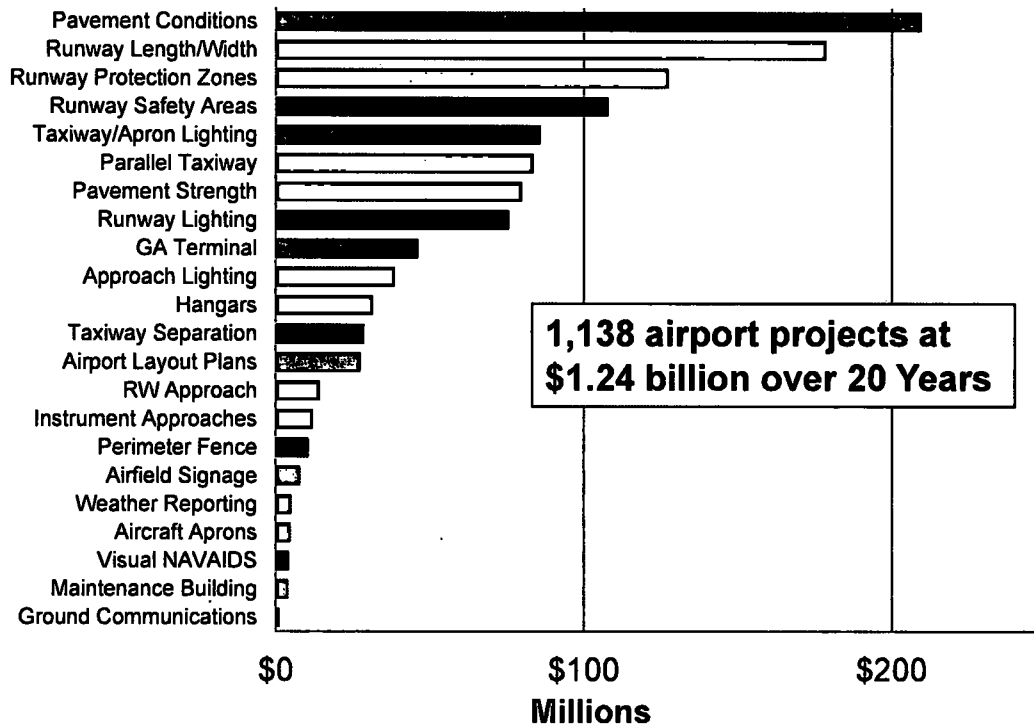
- Comprehensive inventory of each airport's assets in our state system

- 20-year forecast applied to all airports

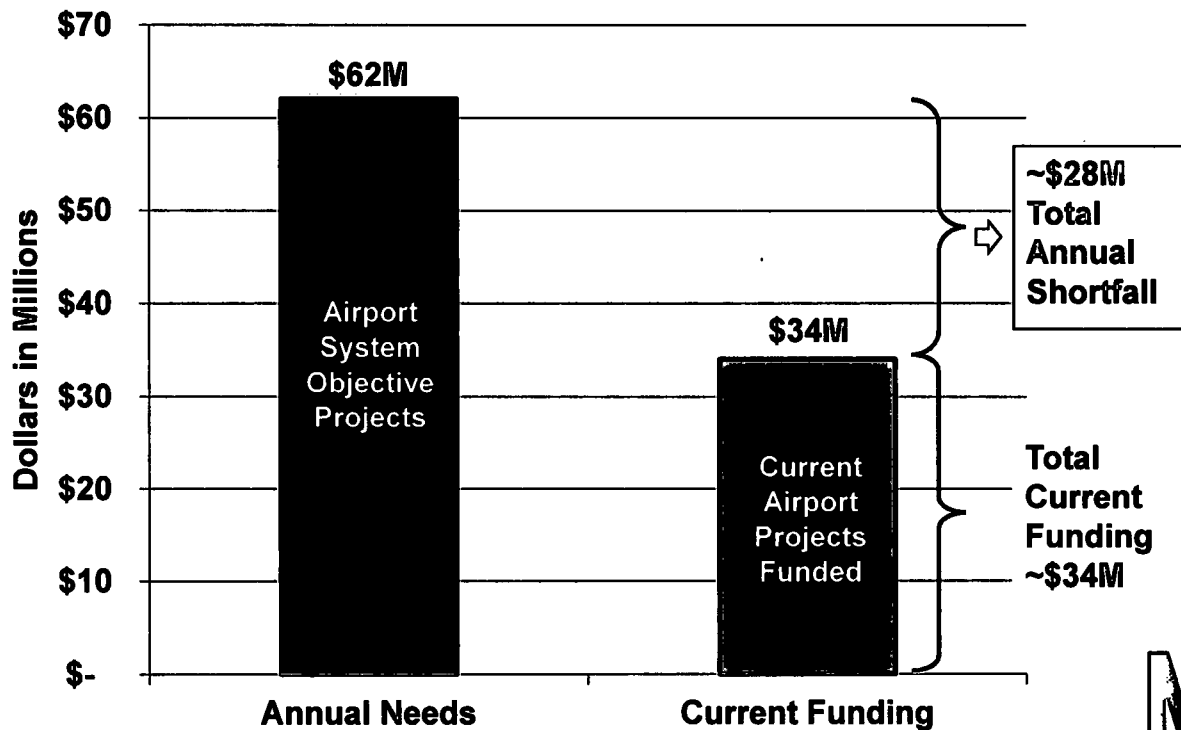
- Established Performance Measures and System Objectives for all eligible project categories



Airport System Objective Projects by Development Plan Category



NC Airports Annual Funding Gaps



Questions?

Bobby Walston, PE
Aviation Director

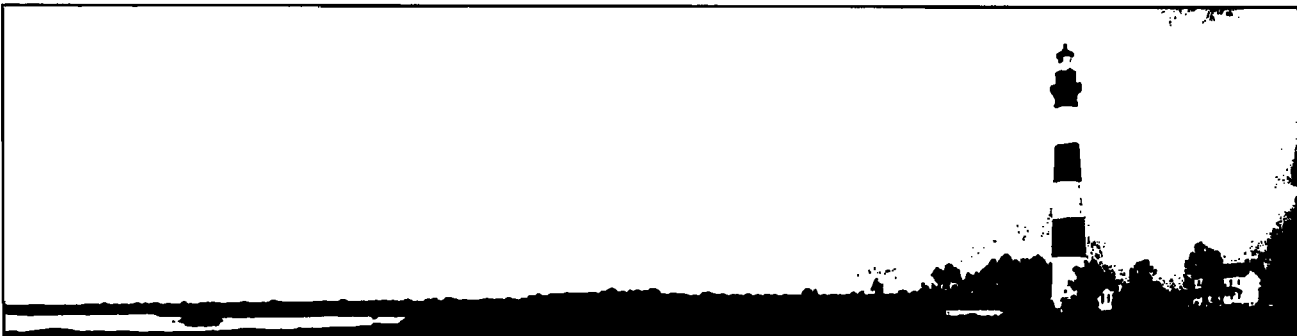
919-814-0550
bwalston@ncdot.gov



DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION



Transportation



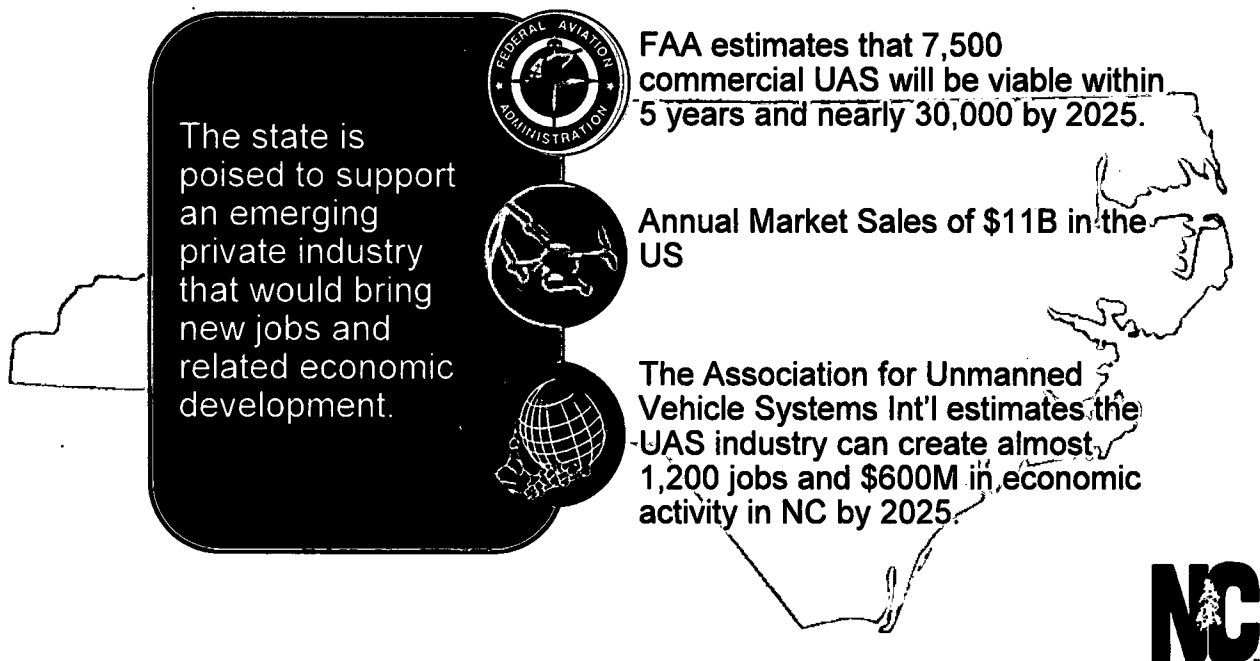
*NCDOT - Division of Aviation
UAS Program Office*

Chris Gibson

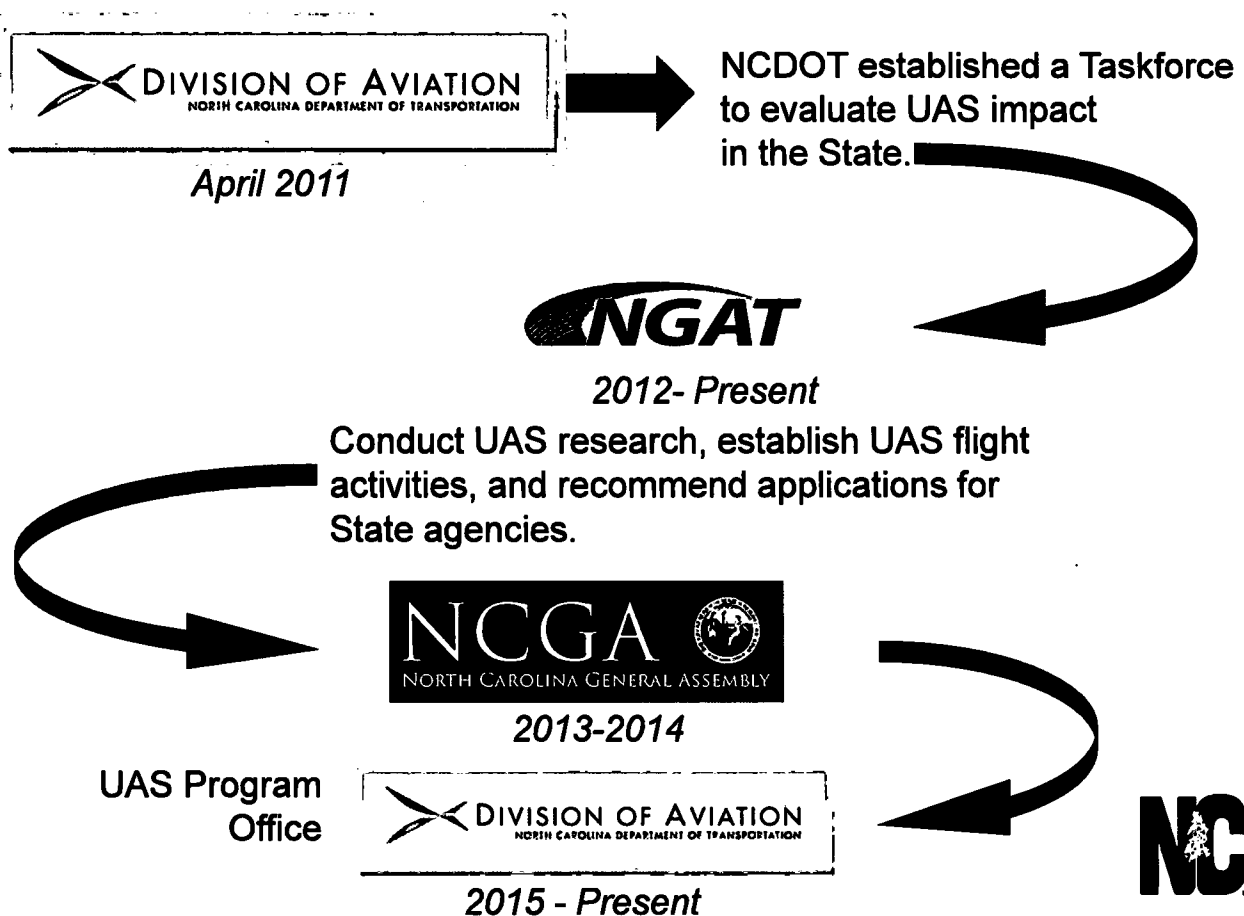


Unmanned Aircraft Systems (UAS) in NC

Economic Impact



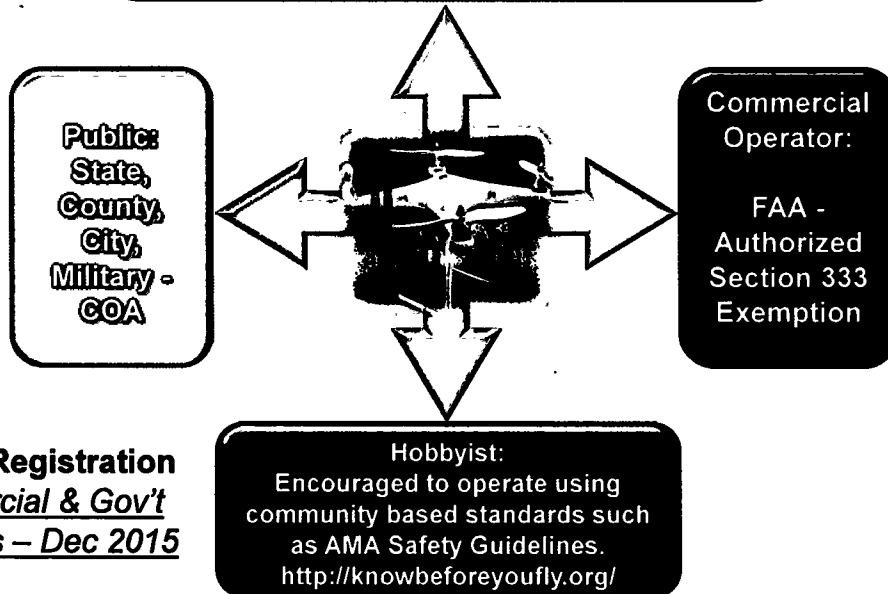
Transportation



FAA's Role - Regulate the Airspace

**Small UAS Rule
FAR Part 107
Anticipated 2016**

Notice of Proposed Rule Making
Operation and Certification of Small Unmanned
Aircraft Systems
14 CFR Parts 21, 43, 45, 47, 61, 91, 101, 107, and 183
February 15, 2015



Transportation



Summary of NC S.L. 2014-100 regarding UAS,

Updated by passage of NC S.L. 2015-232

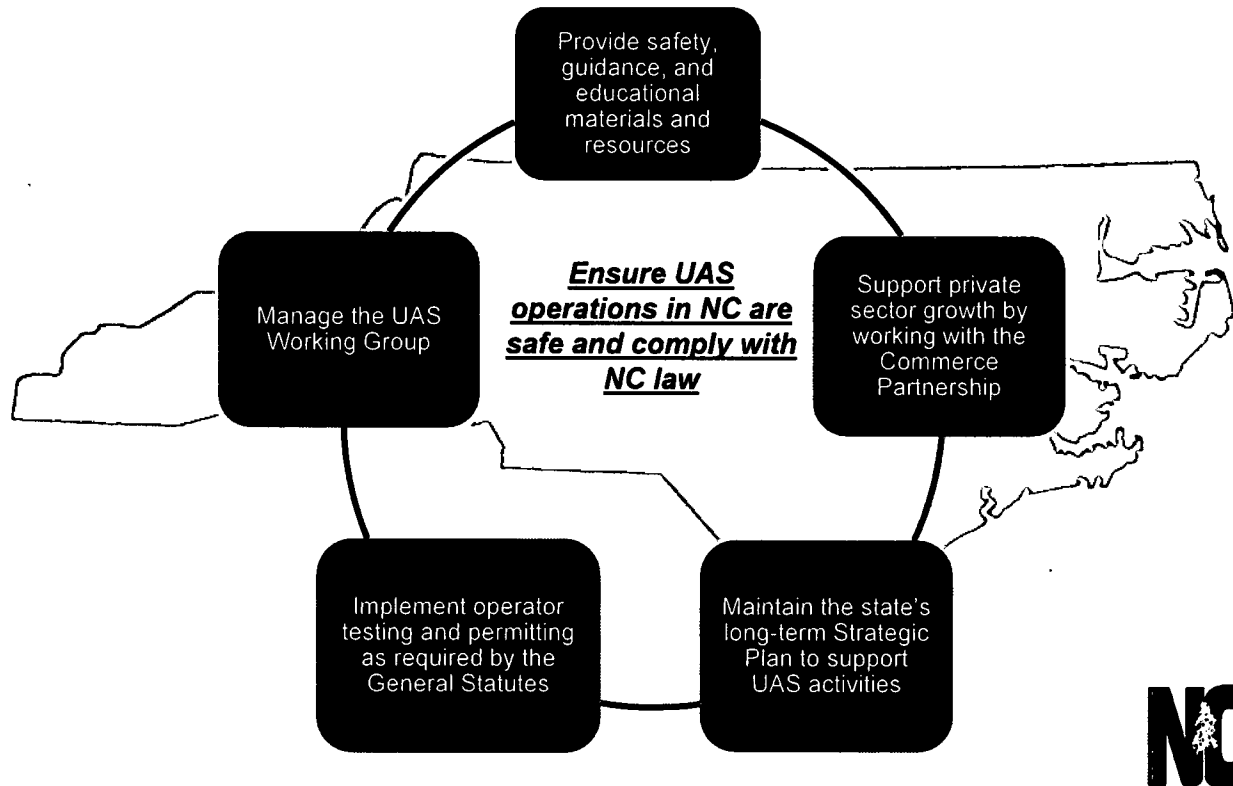
Changes or additions to the following:

- Chapter 14 – Criminal Law
 - §14-7.45 Crimes committed by use of UAS
 - §14.280.3 Interference with manned aircraft by UAS
 - §14.401.24 Unlawful possession and use of UAS (Weapon attached)
 - §14.401.25 Unlawful distribution of images
- Chapter 15A – Criminal Procedure
 - §15A-300.1 Restrictions on use of UAS
 - §15A-300.2 Regulation of launch and recovery sites
- Chapter 63 – Aeronautics
 - §63-95 Training required for operations of UAS (Knowledge Testing)
 - §63-96 Permit required for commercial operation of UAS
- Chapter 113 – Conservation and Development
 - §113-295 Unlawful harassment of persons taking wildlife resources



Transportation

NC UAS Program Office



Transportation

NC UAS Program Office

Unmanned Aircraft Systems in NORTH CAROLINA

Session Law 2014-100
Updated in Session Law 2015-222

While this is a summary of Session Law 2014-100 & 2015-222 relating to UAS operations, other General Statutes apply to UAS operations within North Carolina.

- Registration:** It is illegal to use UAS to take or distribute images of a person or their place without their consent. (G.S. 160C-101 & 160C-102)
- Operational Limitations:** UAS must be flown within the boundaries of the state, and must be flown within the boundaries of the county. (G.S. 160C-103 & 160C-104)
- Obstruction:** It is illegal to use UAS to obstruct or interfere with the operation of any aircraft. (G.S. 160C-105)
- Interference with Aircraft:** It is illegal to use UAS to interfere with the operation of any aircraft. (G.S. 160C-106)
- Liability:** The operator of a UAS is liable for any damage or injury caused by the UAS. (G.S. 160C-107)
- Insurance:** The operator of a UAS must have liability insurance. (G.S. 160C-108)
- Training:** The operator of a UAS must have received training. (G.S. 160C-109)
- Permitting:** The operator of a UAS must have a permit. (G.S. 160C-110)

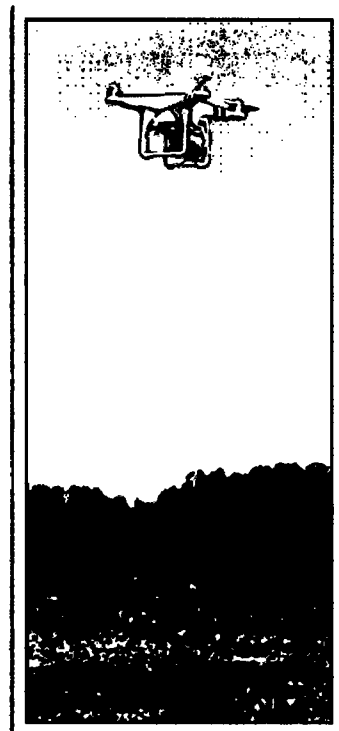
DIVISION OF AVIATION

Unmanned Aircraft Systems in NORTH CAROLINA

HOBBYIST GUIDELINES
Rules for flying hobbyist or recreational drones

- ☒ Must fly below 400 feet
- ☒ Must fly within your line of sight
- ☒ Do not fly within 5 miles of an airport, above stadiums, or above other public events
- ☒ Do not fly for compensation
- ☒ Aircraft must weigh less than 55 lbs
- ☒ Do take lessons before flying

DIVISION OF AVIATION

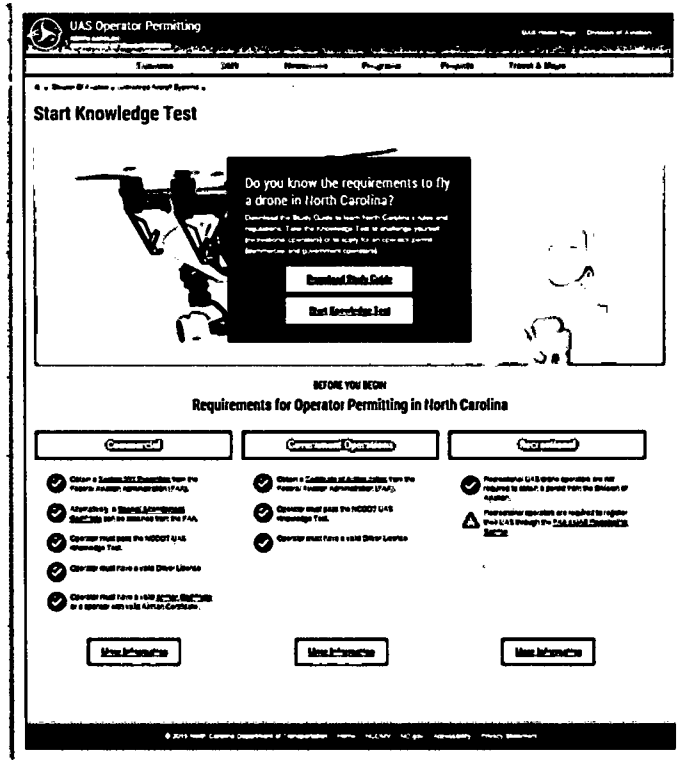


ncdot.gov/aviation/uas/

New NC UAS Website

- Online administration of NC UAS Operators Knowledge Test
- Commercial and Government UAS Operator's Permits can be acquired online
- UAS Safety Guide and NC Statutes
- Helpful Links

ncdot.gov/aviation/uas/



33

Transportation

New NC UAS Website – One Stop Shop

Take the Test

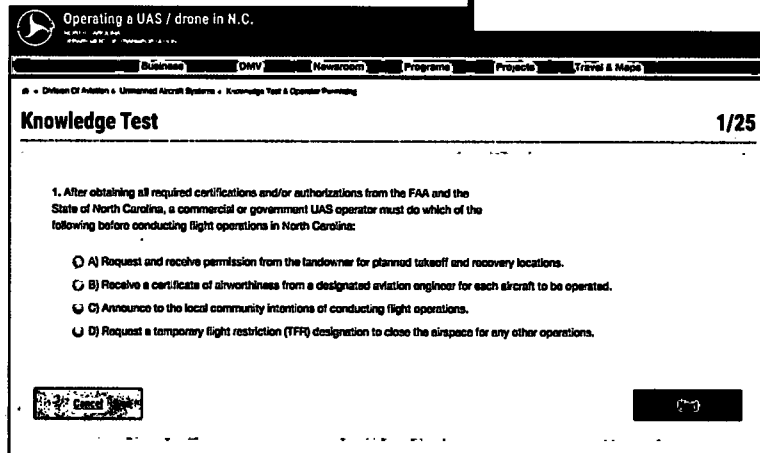
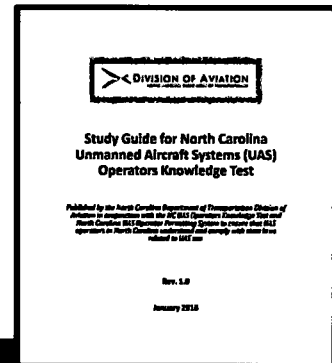
Get Permit

34

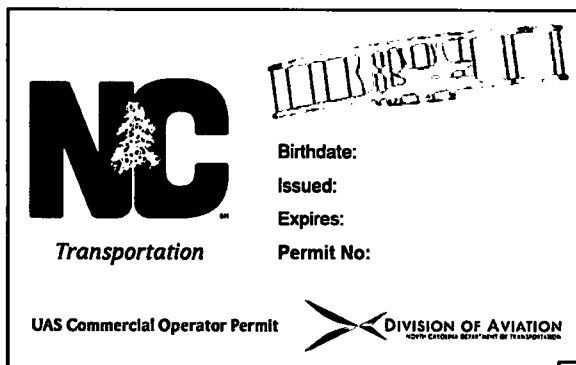
Transportation

NC UAS Operators Knowledge Test

- Ensures understanding of NC laws related to UAS Operations
- Download Study Guide, Take test and receive score immediately
- 25 questions, randomly selected from a 71 potential questions
- All UAS operators encouraged to take it
- Commercial and Government UAS Operators Required to Pass



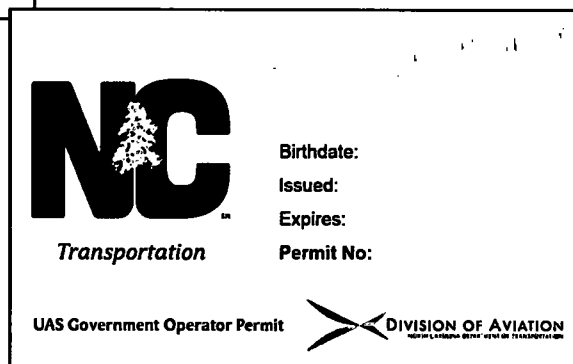
Operator Permits



Ts&Cs on Reverse

Initially 1-year Expiration

**Commercial and Government
Operator Permits/Credentials
Printed directly from website**



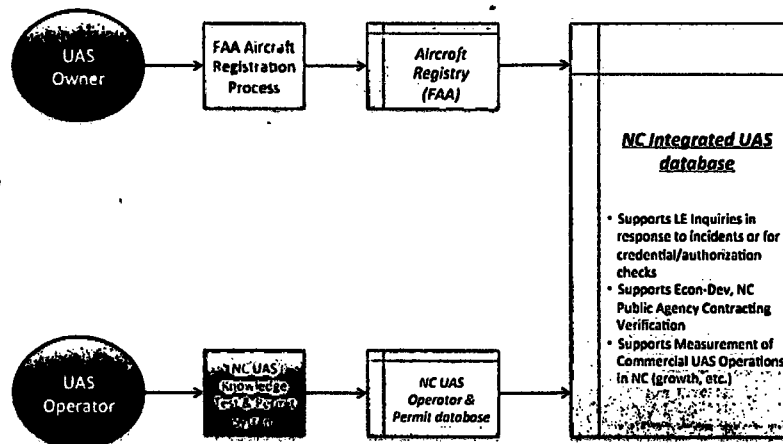
Ts&Cs on Reverse

Certificate for Recreational Operators



Next Steps & Ongoing

- Permitting System Version 2
 - Save, Manage & Update Profiles
 - Link with FAA Aircraft Registration, FAA Airman's Certificate and US Driver's License Databases
 - Searchable database for credentials verification – support Law Enforcement
 - Fee for Commercial Permits



Next Steps & Ongoing

- Education:
 - Publish set of Recommended Best Practices for NC Government Agencies and Commercial Operators
 - Public Outreach
- Support: NC Public Agencies manage and navigate through Federal and State regulatory requirements
 - COA Application Support
 - Program, Team Stand-up
- UAS Operations Research
 - Beyond Line of Sight Operations
 - Smart, Interconnected Traffic Management



NGAT Overview for NC House Select Committee on Strategic Transportation Planning Meeting



January 2016



NC STATE UNIVERSITY

The FAA's Center of Excellence for UAS Research
X ASSURE
Alliance for System Safety of UAS through Research Excellence



Presentation Overview

- NGAT History
- UAS Program Overview
 - UAS Activities To Date
 - Program Funding Review
 - Future Plans
- Aviation Planning
 - NextGen in NC
 - The NC "Aeroscape"
 - Opportunities



NGAT Program History

- Launched in 2012 under NCDOT Division of Aviation Leadership
 - **Primary Goal: Develop NC UAS Ecosystem**
 - **Long term Goal: Prepare NC for Modern Aviation!**
 - Home: Institute for Transportation Research and Education (ITRE)
- Began UAS flight operations March 2013 at Hyde County Airport, now weekly operations across the state
- Established as an NC State Consortium in 2015
 - NGAT Consortium at NC State University- *a consortium of academia, industry, and government agencies created to provide a research and application-oriented, technology transfer-focused organization for conducting aviation technology development, investigations, and field trials*
- Core member of ASSURE Alliance selected May 2015 for the FAA UAS Center of Excellence research program for 5 years.



"NextGen"

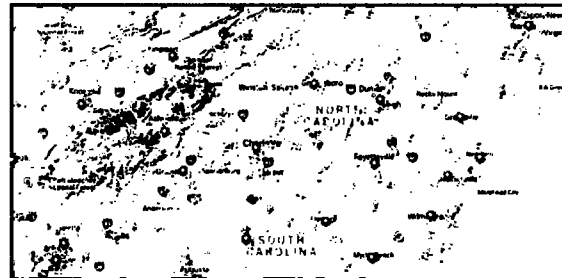
... in NC

- Satellite Based Navigation and Surveillance (not radar)
- Digital Data Exchange (not voice)
- Automation Assisted Air Traffic Management (not Air Traffic Control)
- Improved Weather Decision Tools
- Reduced Aircraft Environmental Footprint
- System Wide Information Management and Automation Modernization
- Increased Airspace Capacity
 - More airport utilization
 - Rise of personal aircraft
 - UAS integration

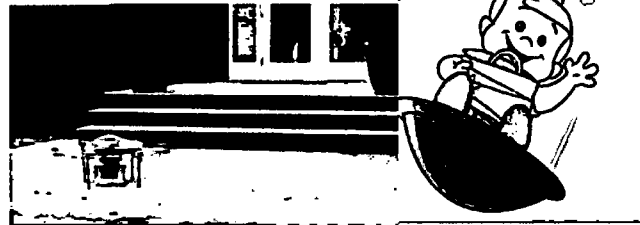
• Built here



• Needed here



• Will fly here



NextGen Program Timeline

Research began as AGATE and SATS Programs in late 1990s

Officially launched in 2007

ADS-B baseline complete in 2014

Foundational infrastructure in 2015

ADS-B equipage mandate in 2020

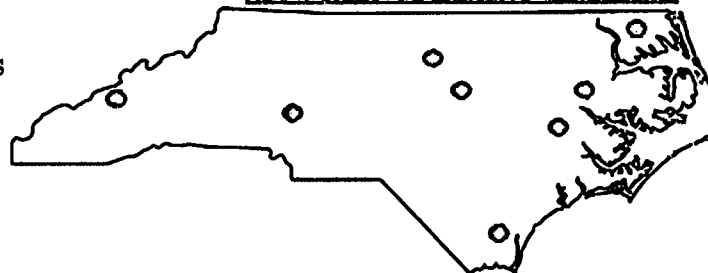
2025 Original Milestone Goal

NC STATE

NGAT

NGAT UAS Activities: To Date

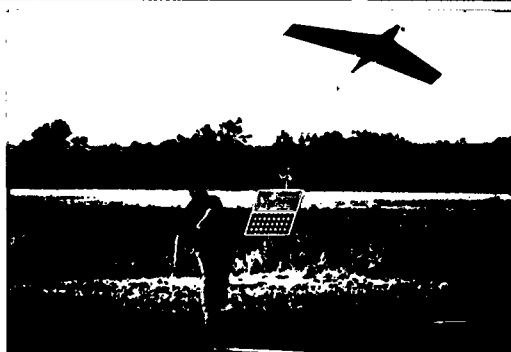
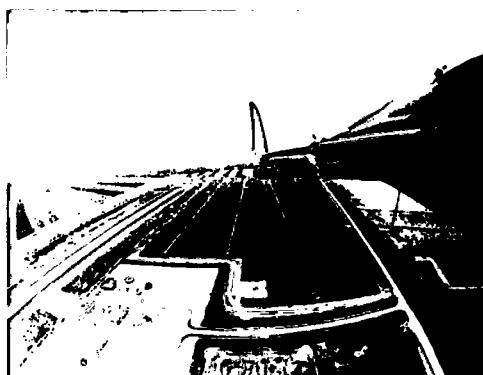
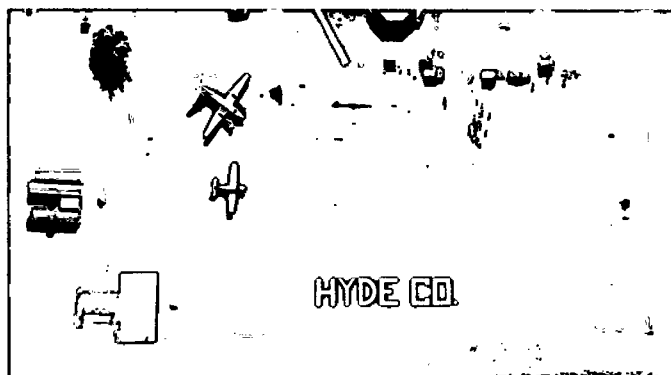
- Flight summary
 - Started 3/21/2013
 - 20 approved COAs (8 more pending)
 - At least one flight per week
 - 600+ flights
 - ~140 hours of flight time
- Research:
 - Control and Communications
 - Surveillance Criticality
 - Airspace Integration
 - Statewide Integration
 - Agriculture
 - Surveying
 - Airworthiness Analysis
- Data Management
 - Structure
 - Reporting



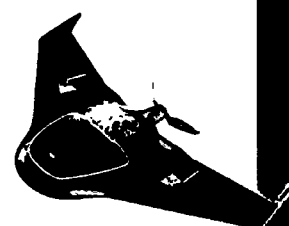
NC STATE

NGAT

NGAT Imagery from Hyde County

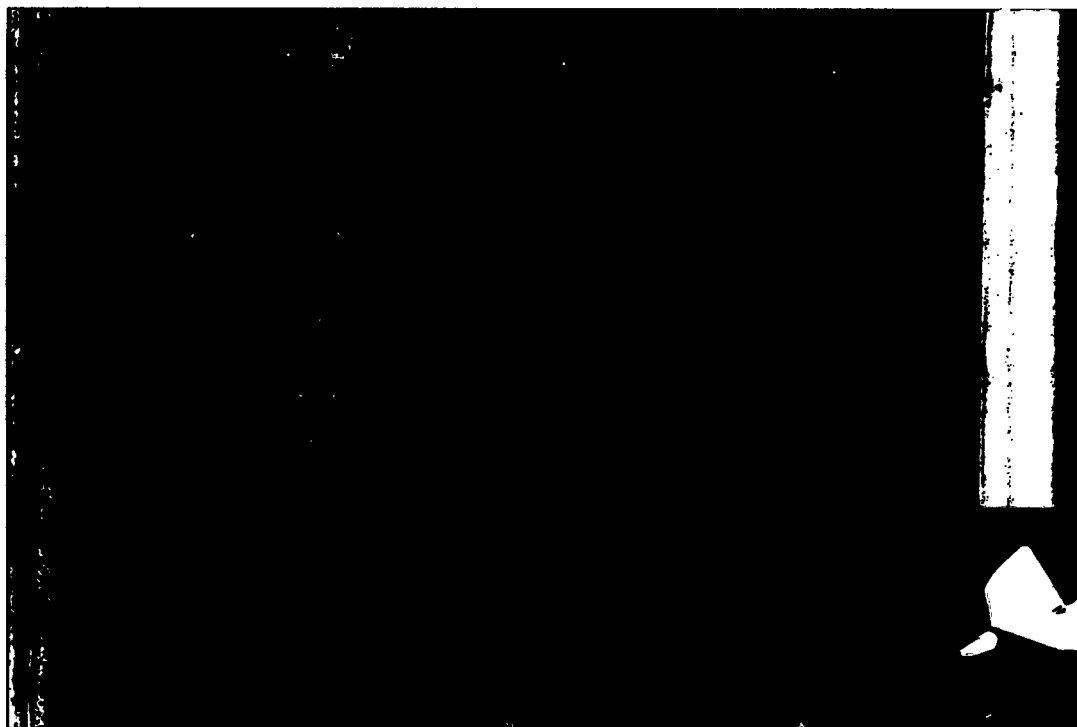


NGAT Imagery from Lake Wheeler Farm



NGAT Imagery from Vernon James N2 Research

NC STATE



NGAT Survey Imagery

NC STATE



UAS Data Assessment

NC STATE

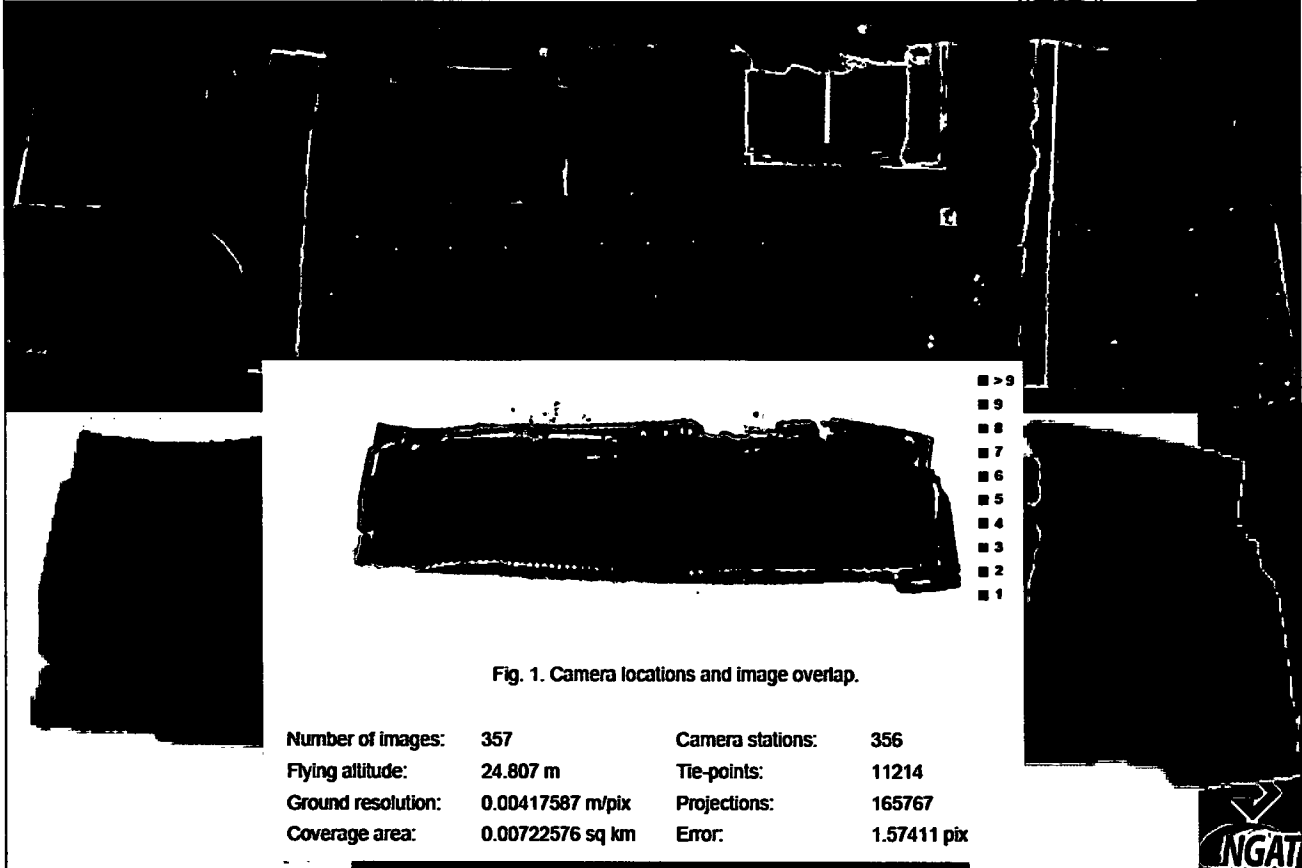


Fig. 1. Camera locations and image overlap.

NC STATE

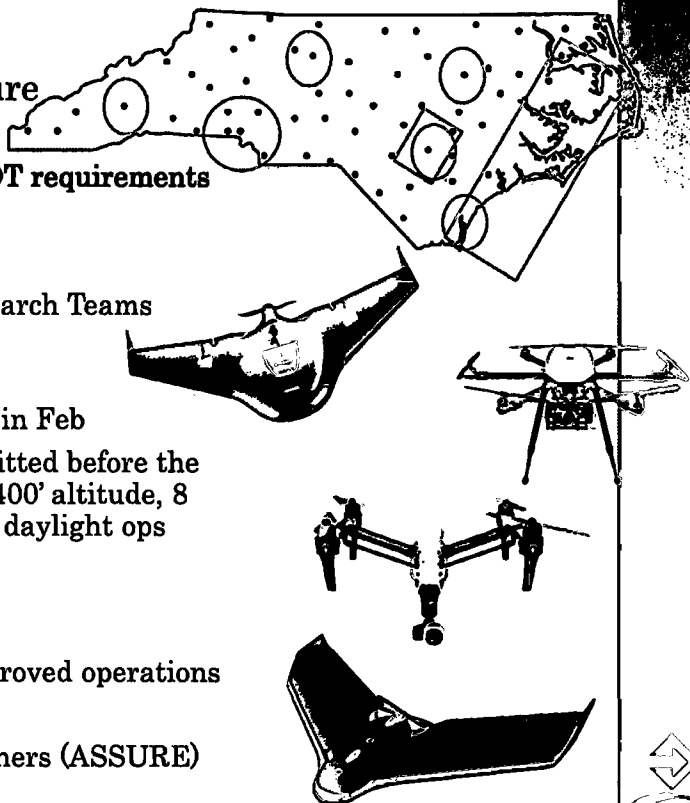
NGAT Funding History

- NCDOT Division of Aviation
 - \$400K- 2012-2013- Launch NGAT
 - \$1.5M- 2014-April 2016- UAS Test Facility Program Management
- ASSURE Center of Excellence (*requires \$1:1 matching*)
 - \$250K- Sept 2015-Nov 2016- Surveillance Criticality Project
- NCDOT Photogrammetry and Surveys
 - \$200K- Oct 2014-March 2016- UAS as an Inspection Tool Research
- Golden Leaf Foundation
 - \$200K- 2013- Establish UAS Flight Research for Agriculture
- NCSU
 - \$140K- 2014-2015- Director salary matching, statewide COA development support
- NGAT Consortium Membership
 - \$50K – 2015- 25 memberships (including industry, university, government agency)
 - \$15K – 2015- UAS services for consortium members-only
 - \$19K- 3 day MITRE Airworthiness Workshop with NCSU MAE Department
- ParsonsBrinckerhoff
 - \$13K- Sept 2015- Dec 2015- Washington State DOT UAS Plan
- TOTAL - \$2,787,000



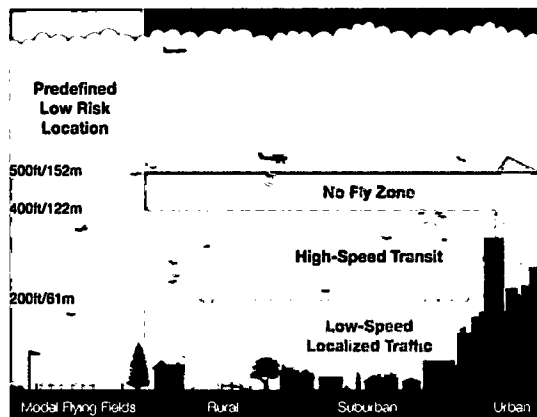
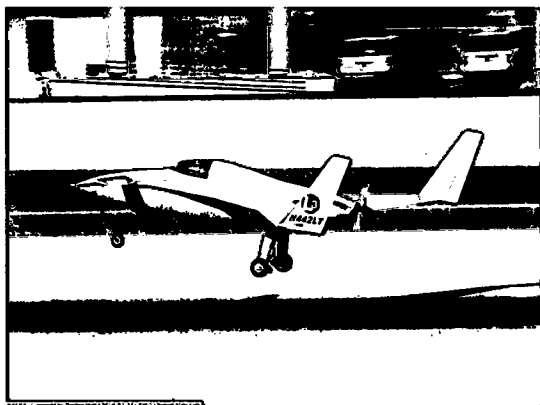
Statewide UAS Operations: Goal 2016

- NGAT/NCSU Provides structure
 - FAA mechanism/reporting
 - **Training to meet NCSU and NCDOT requirements**
 - SOPs/Best Practices
 - Data Management
 - SMARTeams = SSmall AAircraft RResearch TTeams
- FAA coordination
 - Section 333 Exemption is expected in Feb
 - Statewide COA request to be submitted before the end of January- Class G Airspace, 400' altitude, 8 aircraft types (all less than 20 lbs), daylight ops only
- Enables
 - Applied researchers to conduct approved operations
 - Safe airspace integration in NC
 - More performance data for researchers (ASSURE)



NGAT ASSURE Research

- Command and Control Research Leadership
 - UAS C2 Testbed
 - Including use of Optionally Pilot aircraft
 - ADS-B Sense and Avoid Performance Analysis
 - Spectrum Management Research
- Disaster Response Research
- Airworthiness Research
- Air Traffic Integration Research



NextGen in North Carolina

- 7/1/2010- Spirit Aerosystems announces opening of composites manufacturing facility in Kinston to produce Airbus A350 fuselage and wing components.
- 10/15/2014- GE Engines manufacturing plant in Asheville opened
- 12/8/2015- Honda aircraft receives final type certification for HondaJet
- 12/23/2015- Honda aircraft begins deliveries
- 1/9/2016- "Charlotte is really the first NextGen city, because every major NextGen initiative is coming or already is in Charlotte." FAA
 - DataComm
 - ERAM (En Route Automation Modernization)
- Olaeris is here for autonomous emergency response
- Big Data is something NC is very prepared for...
 - 'Big Data' From Aircraft? Great. But For What? (AvWeek, 12/11/2015)
 - Internet Of Aircraft Things: An Industry Set To Be Transformed (AvWeek, 1/18/16)



The NC "Aeroscape"

Aerospace Employment in NC*

- Air Transportation- 54.5%
- Support for Air Transportation- 23.1%
- Manufacturing- 22.5

Education

- Universities
- Community Colleges
- Private Flight Schools

DOD Installations

- Ft Bragg
- Cherry Point, New River
- Seymour Johnson
- Elizabeth City Coast Guard Air Station
- NC National Guard

Community

- NC AAIA
- NC Aerospace
- NC DBA
- ASA
- AUVSI
- NCAAA

Dozens of Companies

- Large
- Small
- Nontraditional Aerospace

72 Public Airports**

- 100,000+ jobs
- \$26B annual impact

*- Aerospace in the Southeast, SC Aerospace Conference, August 2015

**- Economic Contribution of Airports in North Carolina Report, ITRE, 2012

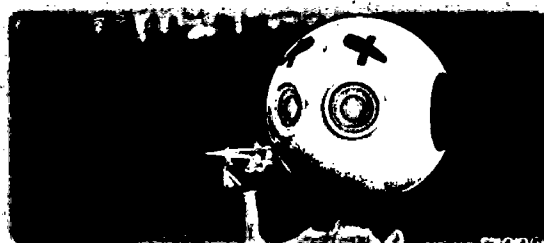


Aerospace/Aviation Opportunities

1. Need a Long Term Aviation Strategic Plan ASAP ("Wrights+125")
 2. Advanced Aviation Command and Control (A2C2) Test Area
 - MacKall AAF to Stanly County
 - Supports- DOD, ASSURE/FAA, NASA (UTM), Industry
 3. Statewide UAS Agency Common Practices
 - SOPs, training, reporting, management
 4. UAS Integration Exercises
 - Disaster response
 - Planned event response
 - Routine operations
 - Supports- NCEM, NCDOT, DHS, FEMA, NOAA, local communities, industry
 5. Autonomous Vehicle Integration
 - Leadership in adoption and integration of UAS, driverless cars with research, policy, and recruitment strategies
 6. Line between manned and unmanned aviation (especially GA) is going to get blurry fast. Build the infrastructure to connect the NC aviation network (airports, heliports, potential drone warehouses) ahead of the competition
- Risks
- National need for a Aerospace/Aviation Strategic Plans (Aviation Week, January 18, 2016)
 - Other neighbor states are committing resources to Aerospace industry- SC, VA



For More Information



Send me a note:

919-515-9351

ktsnyder@ncsu.edu

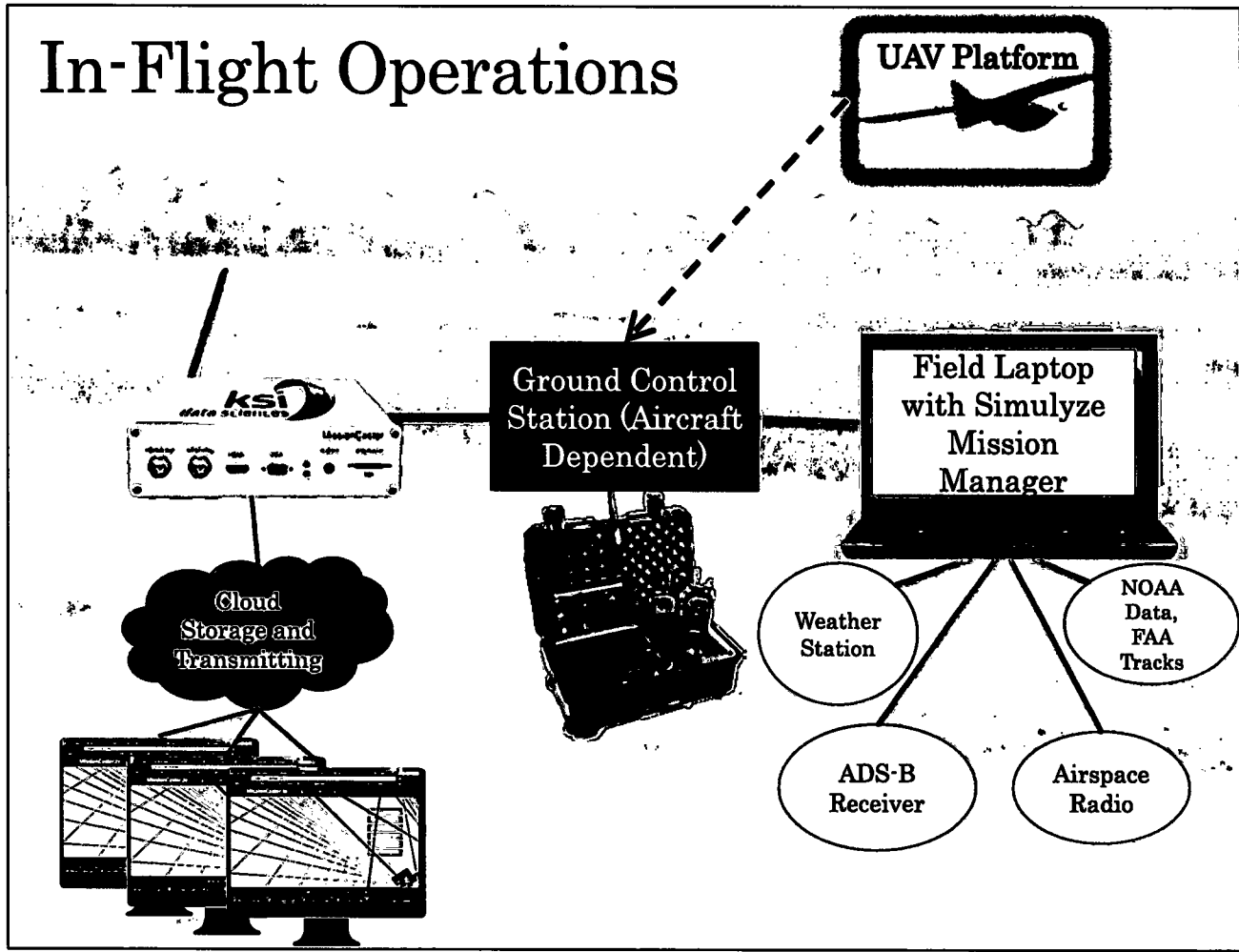
itwyatt@ncsu.edu

(Tanisha Wyatt)

It is not really necessary to look too far into the future; we see enough already to be certain it will be magnificent. Only let us hurry and open the roads.

- Wilbur Wright

In-Flight Operations

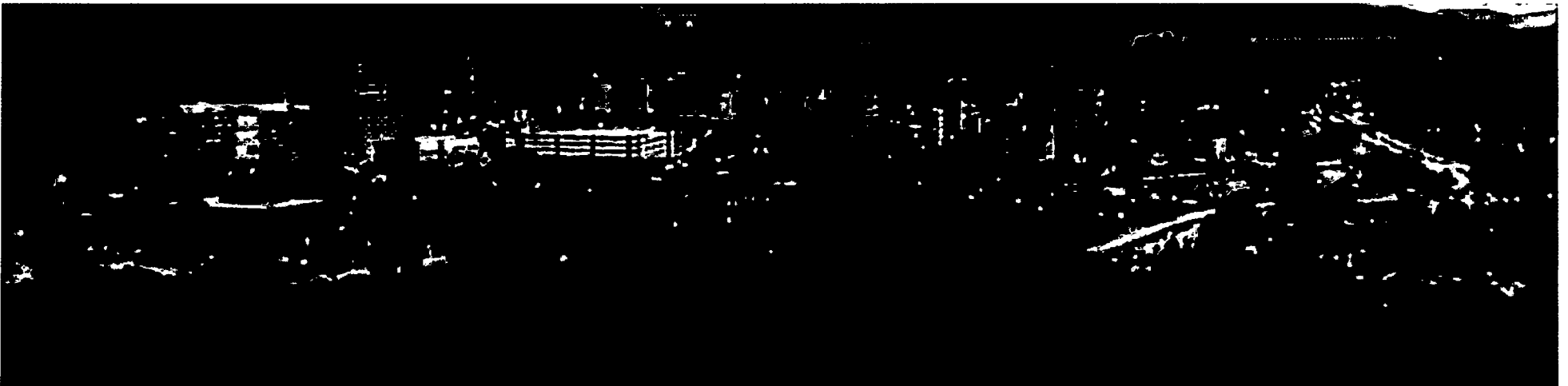




House Select Committee on Strategic Transportation
Planning and Long Term Funding Solutions

January 25, 2016

Sterling Baker, P.E.
Multimodal Special Projects Engineer



Key Items

- Ferry System Overview
 - System wide Summary
 - Individual Route Synopsis
 - Vessel Overview
- Overview of the Ferry Div. 20 year Asset Management Plan
- Passenger Ferry Study Update
- Recap of 2014 Ferry Tolling Methodology



**House Select Committee on
Strategic Transportation Planning and Long Term Funding Solutions**

**January 25, 2016
9:00 a.m.**

**Mattamuskeet Outpost
23145 Hwy 264
Swan Quarter, NC**

Chair: Representative John Torbett

1. Call to Order
2. General Aviation Economics & Unmanned Aerial System (UAS) Program
 - Bobby Walston, Director, Division of Aviation
Department of Transportation
3. NGAT Program Update and Aviation Outlook
 - Kyle Snyder, Director, NextGen Air Transportation (NGAT) Center
North Carolina State University
4. Ferry Division Overview
 - Sterling Baker, Division Maintenance Engineer, Division 1
Department of Transportation
5. Committee Discussion and Public Comment

Public attendees seeking to address the Committee must register with the Committee Clerk (torbettla@ncleg.net) before the meeting convenes.

Break/Lunch (1 hr.)

Catered lunch is available for purchase through the Mattamuskeet Outpost. Interested parties must notify the Committee Clerk no later than 12:00 p.m. on January 21st. \$7.50 is payable in cash on the day of the meeting.

Site visits of the Swan Quarter Ferry Terminal and Hyde County Airport will begin promptly at 12:15 p.m., with transit services between meeting locations provided by Hyde County. Accommodation of public attendees in Committee transportation vehicles is subject to availability and prior request. Please notify the Committee Clerk no later than 12:00 p.m. on January 21st if transportation is desired.

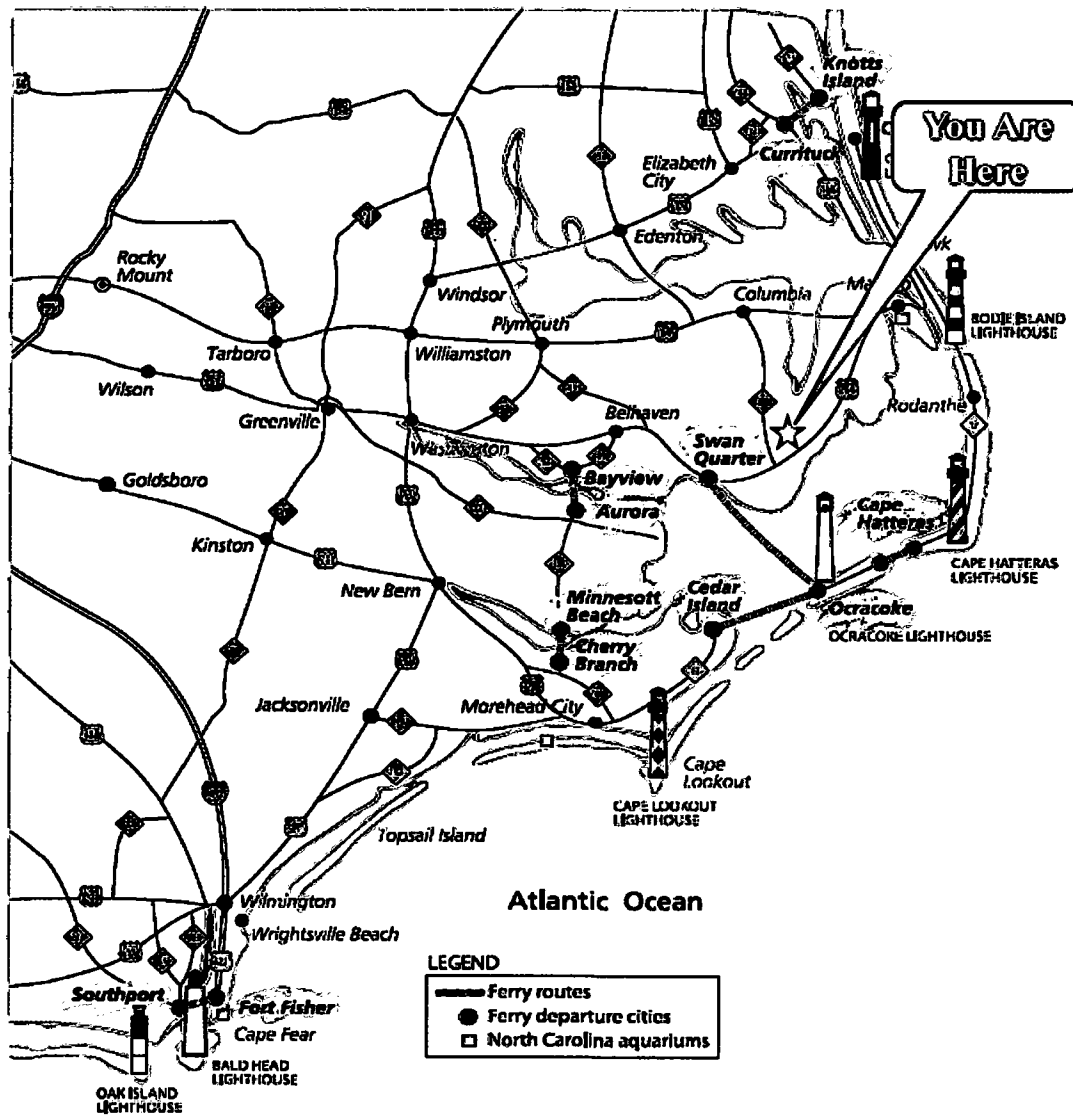
Next Meeting: February 1, 9:00AM, Legislative Office Building, Rm. 544

System wide Summary



Transportation

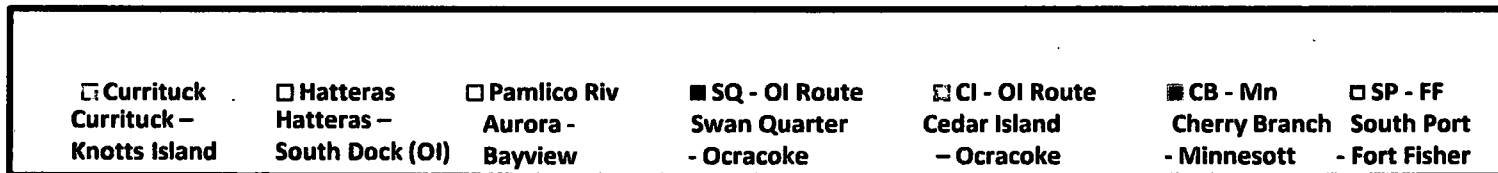
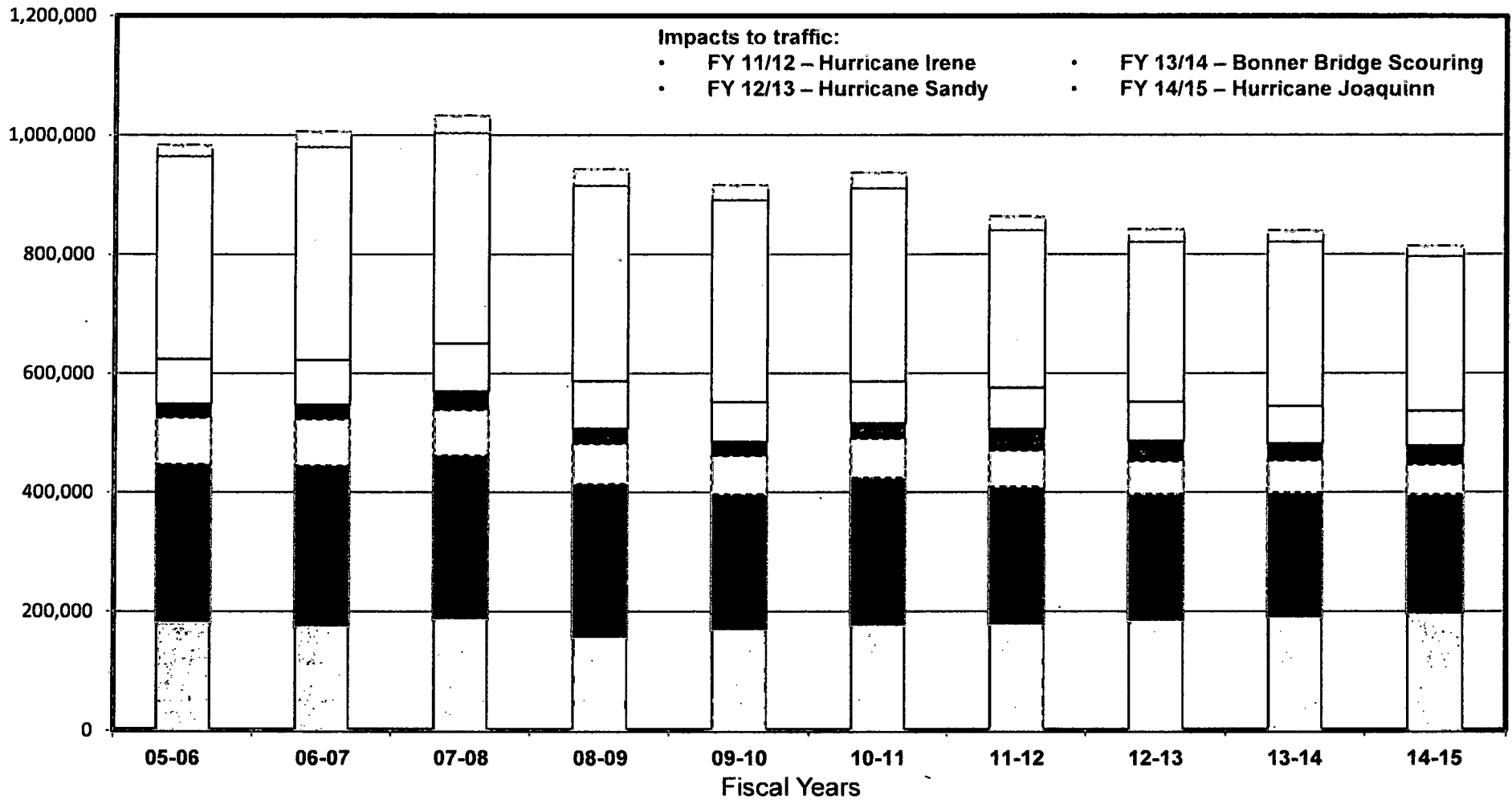
System wide Summary



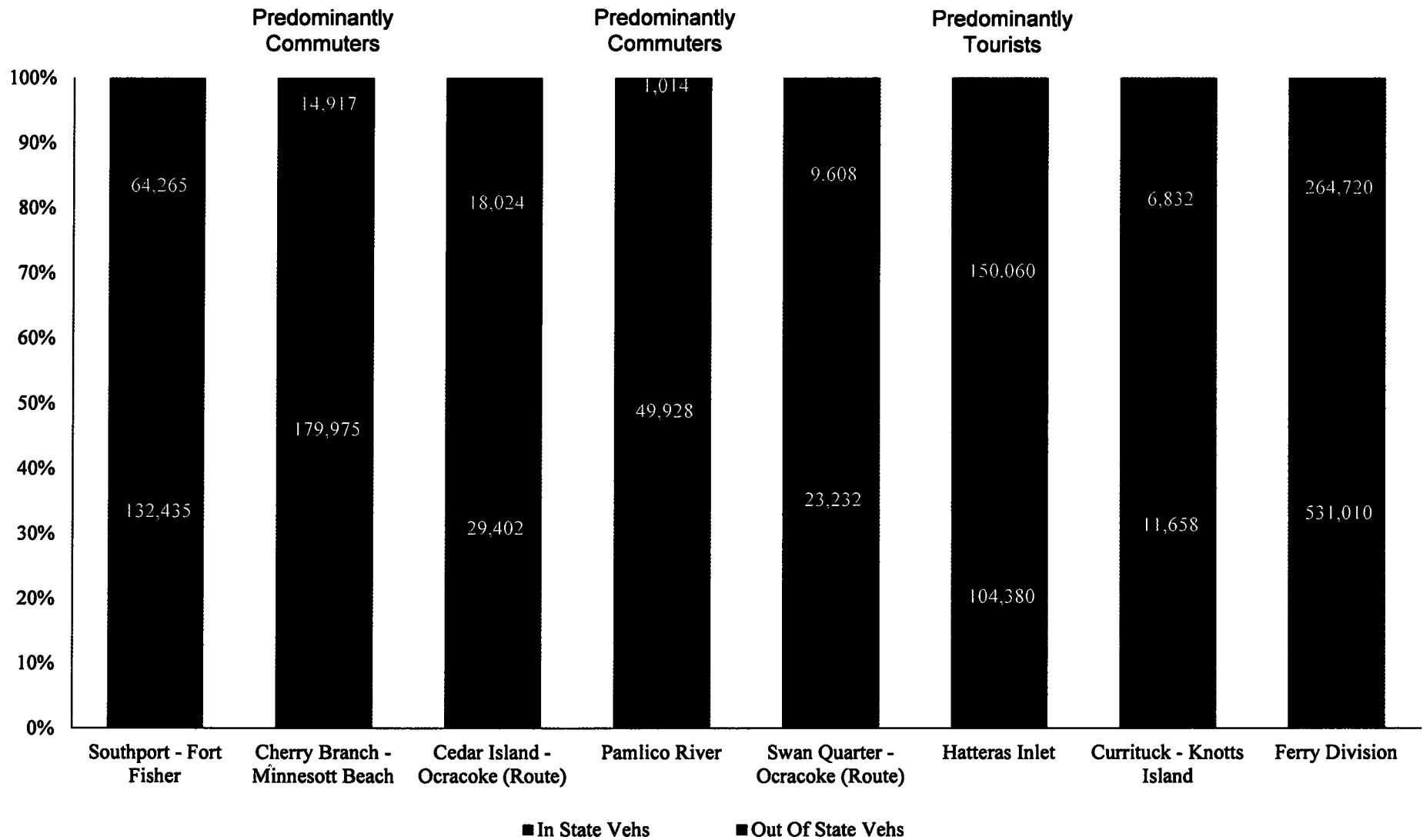
- 2nd largest state operated ferry system in the US
- 7 scheduled routes
- 1 emergency route
- 12 terminals
- State owned shipyard
- 4 field maintenance shops
- 21 ferries (5 sound class, 9 river class, & 7 hatteras class)
- Support Fleet (4 tugs, 3 barges, 1 crane barge, & 1 dredge)



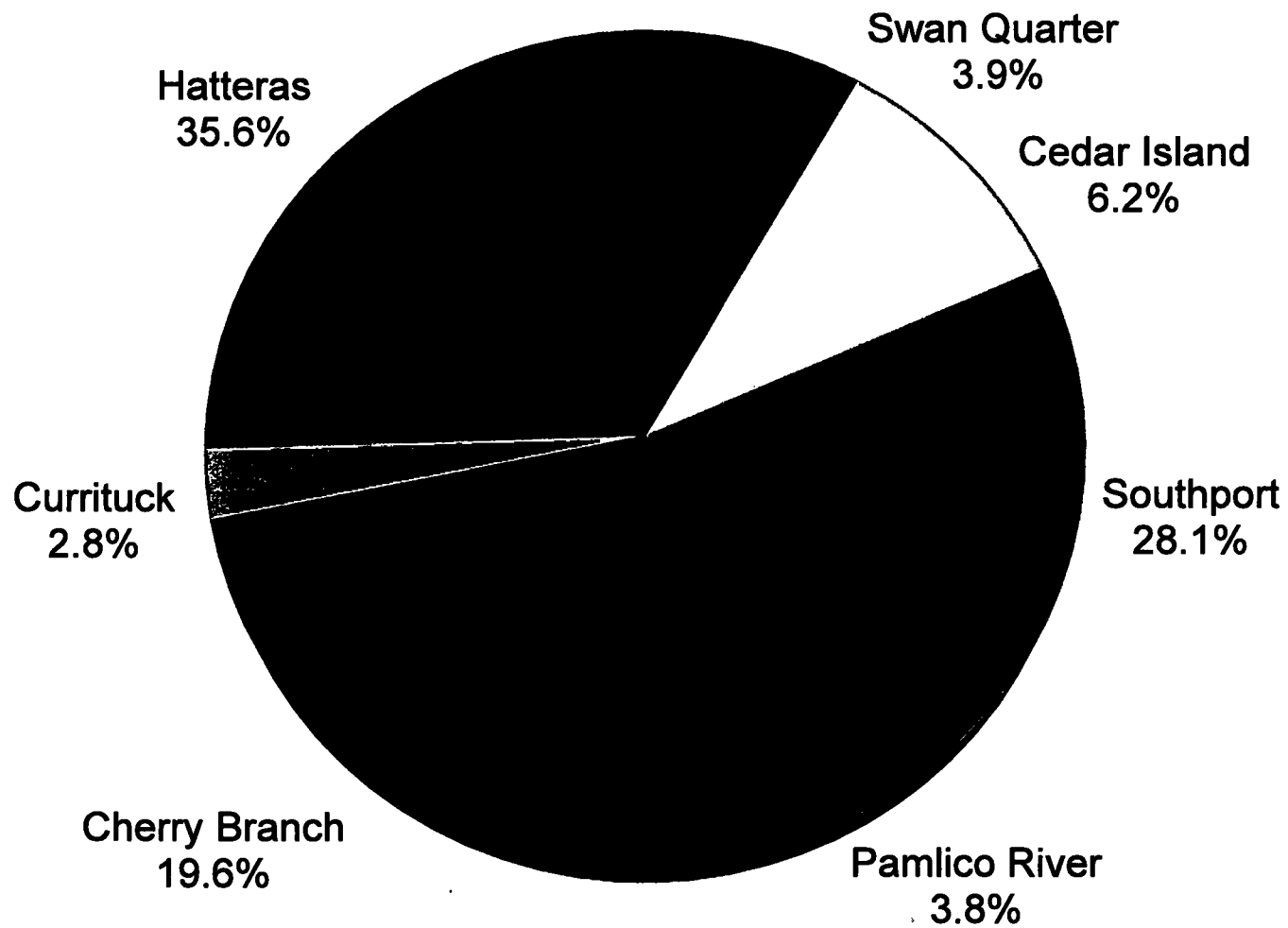
Vehicles Carried: Route Comparisons per FY



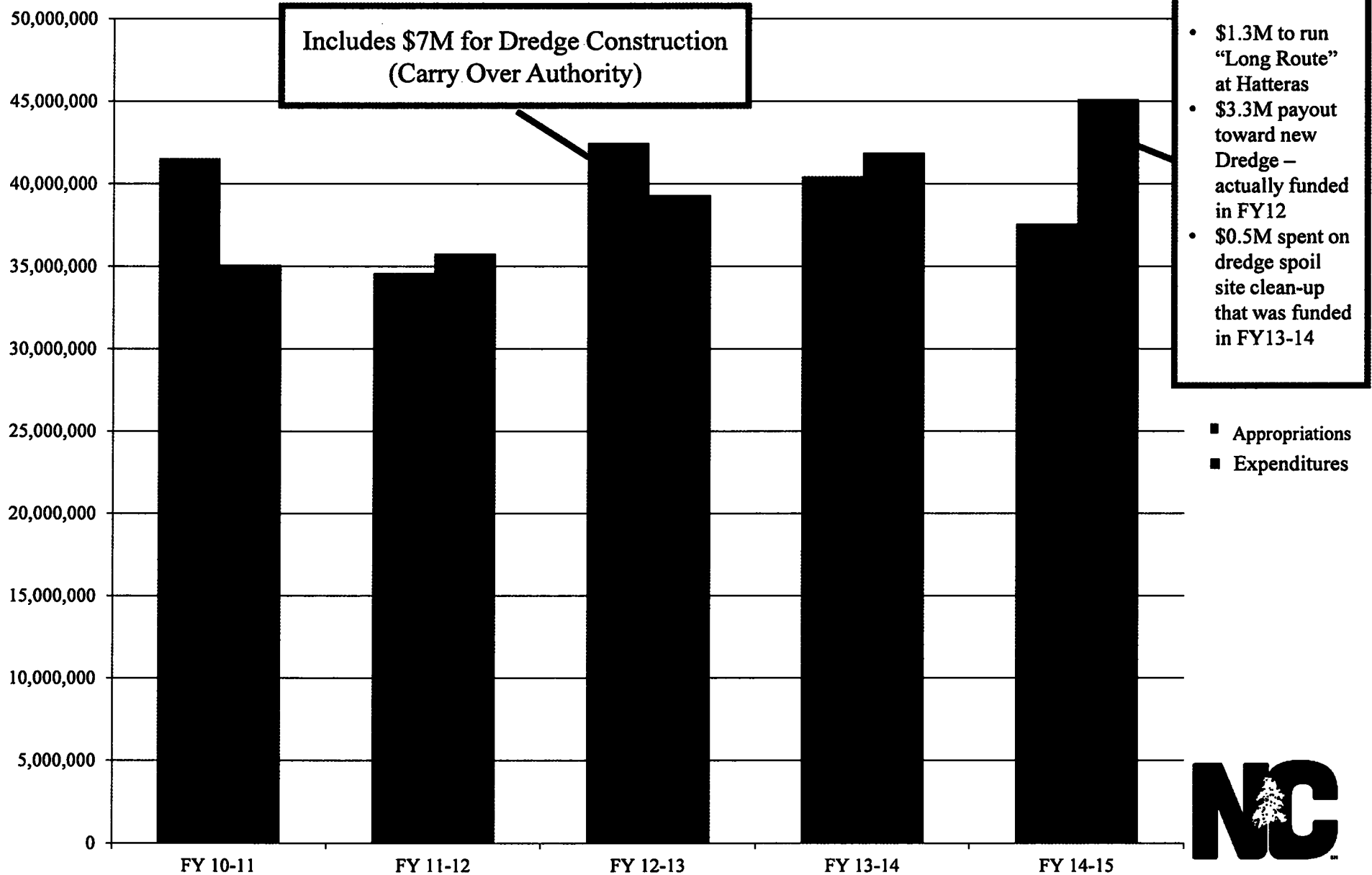
Vehicles Carried: In State Comparison to Out of State



*Percent of Vehicles Carried per Route
Comparison for CY15*



Appropriations vs Actual Expenditures



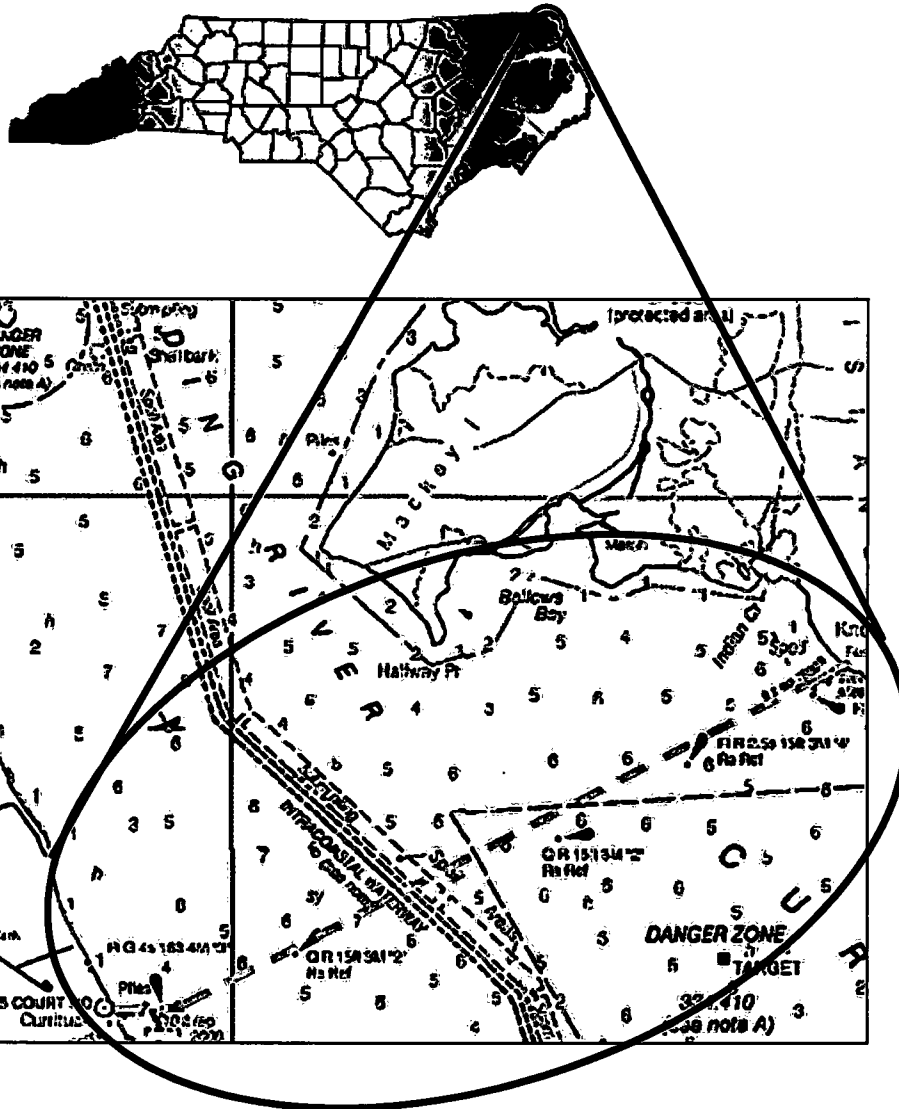
Ferry Division Individual Route Synopsis



Transportation

Currituck – Knotts Island

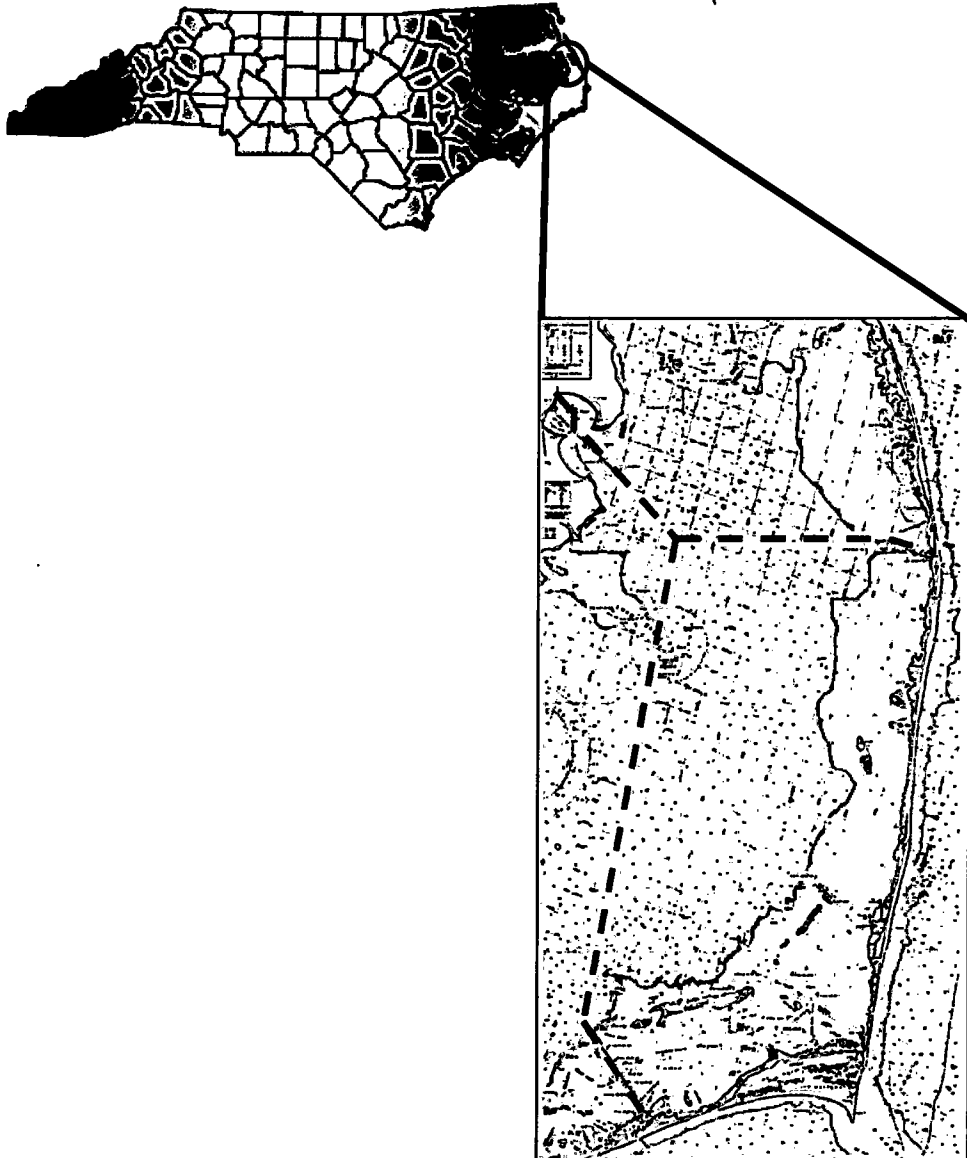
(located in Division 1)



- Route Carried: NC 615
- Crossing Time: 45 min
- CY15 Traffic Stats: In State 11,658 cars (63%) / Out of State 6,832 (37%)
- Dredging Cycle: 5 year cycle* (State)
- Type of Vessels Used: River Class
- Customized design to serve school-related traffic. Exclusively operated on this route.
- Facilities:
 - Currituck:
 - 1984 operations building (627 SF) - pending replacement
 - new Welcome Center to be completed CY2016 (\$2.49M) (3,406 SF)
 - Knotts Island:
 - Shelter: built in 1986

*As needed for emergency conditions

Emergency Route *(located in Division 1)*

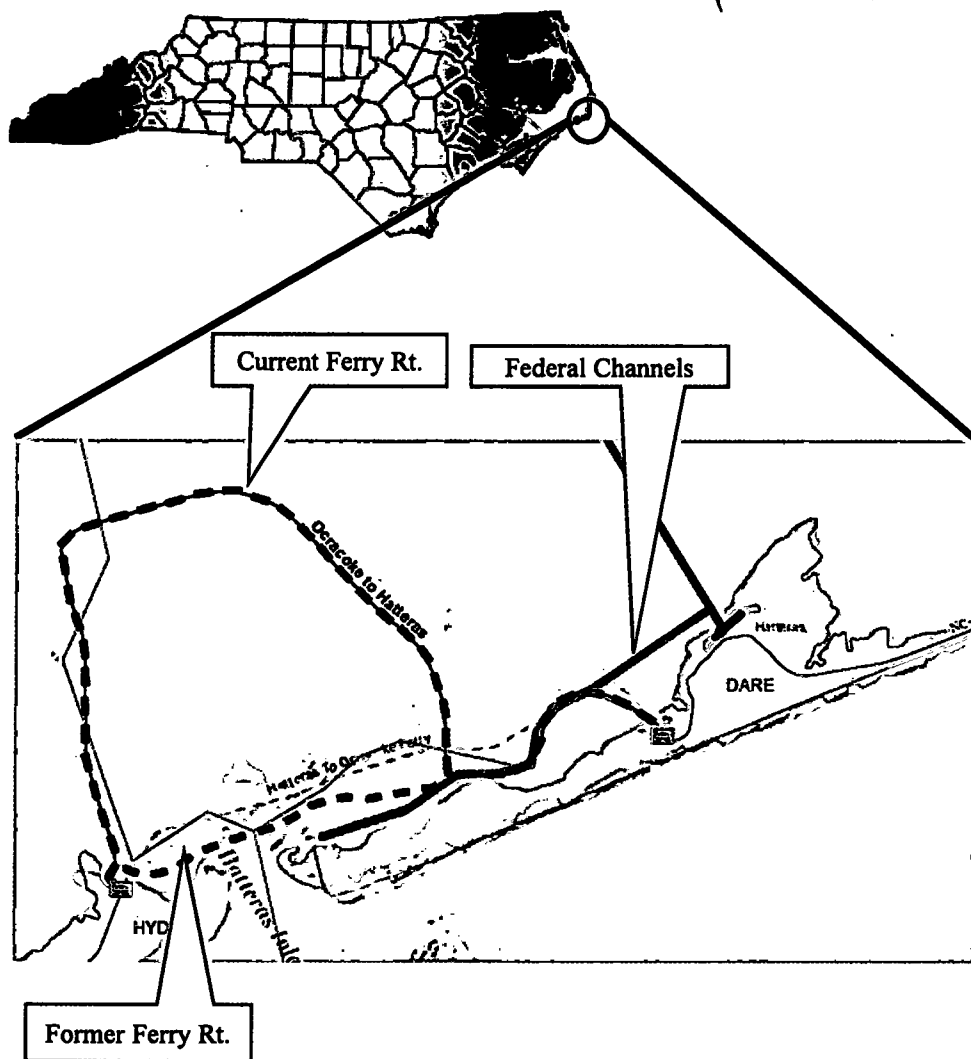


- Route Carried: Detour for NC 12
- Stumpy Point to Rodanthe Crossing: 2.5 hrs
- Stumpy Point to Hatteras Crossing: 3.5 hrs
- Dredging Cycle:
 - 2-3 years (State);
 - portions of this route are Federal Channels and therefore the responsibility of the Corps of Engineer. The Corps dredges based upon the availability of funds.
- Type of Vessel Used: River Class
(Note: When this route is activated the vessels that run here are redeployed to this route from other locations)
- Facilities:
 - None as this is an emergency route

*As needed for emergency conditions

Hatteras Inlet

(located in Division 1)

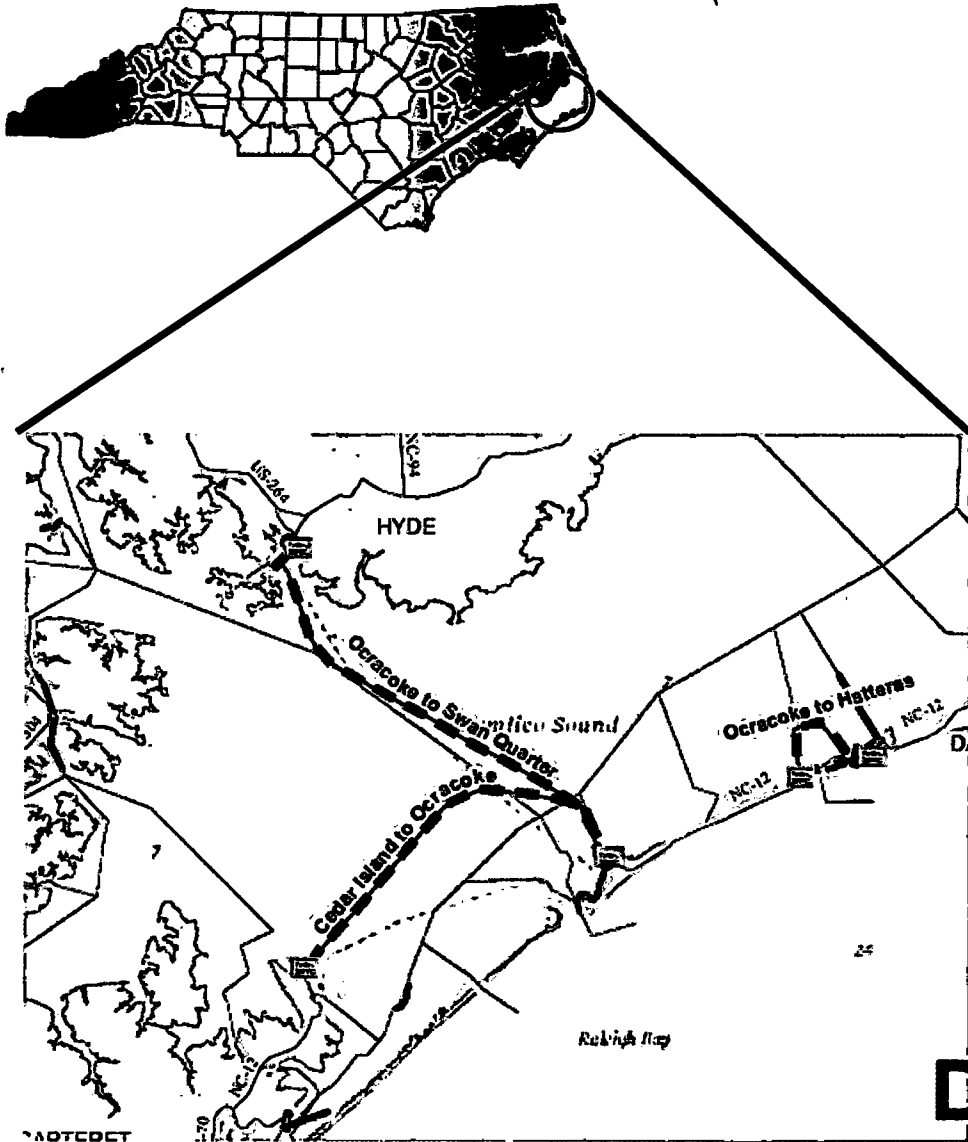


*As needed for emergency conditions

- Route Carried: NC 12
- Current Crossing Time: 1 hour
- Previous Crossing Time: 40 mins
- CY15 Traffic Stats: In State 104,380 cars (41%) / Out of State 150,060 (59%)
- Dredging Cycle:
 - Annually (State)*
 - Extensive portions of this route are Federal Channels and therefore the responsibility of the Corps of Engineer. The Corps dredges based upon the availability of funds.
- Type of Vessels Used: Hatteras or River Class
- Facilities:
 - Hatteras (North Dock):
 - Maintenance Building: built 1999 (8,770 SF)
 - Operations Building: built 2003 (6,403 SF)
 - Dorms 1/2: built 2005/2010 (7,182 SF EA)
 - Ocracoke Island (South Dock):
 - Operations Building: built 1989 (448 SF)
 - Welcome Center: built 1995 (322 SF)

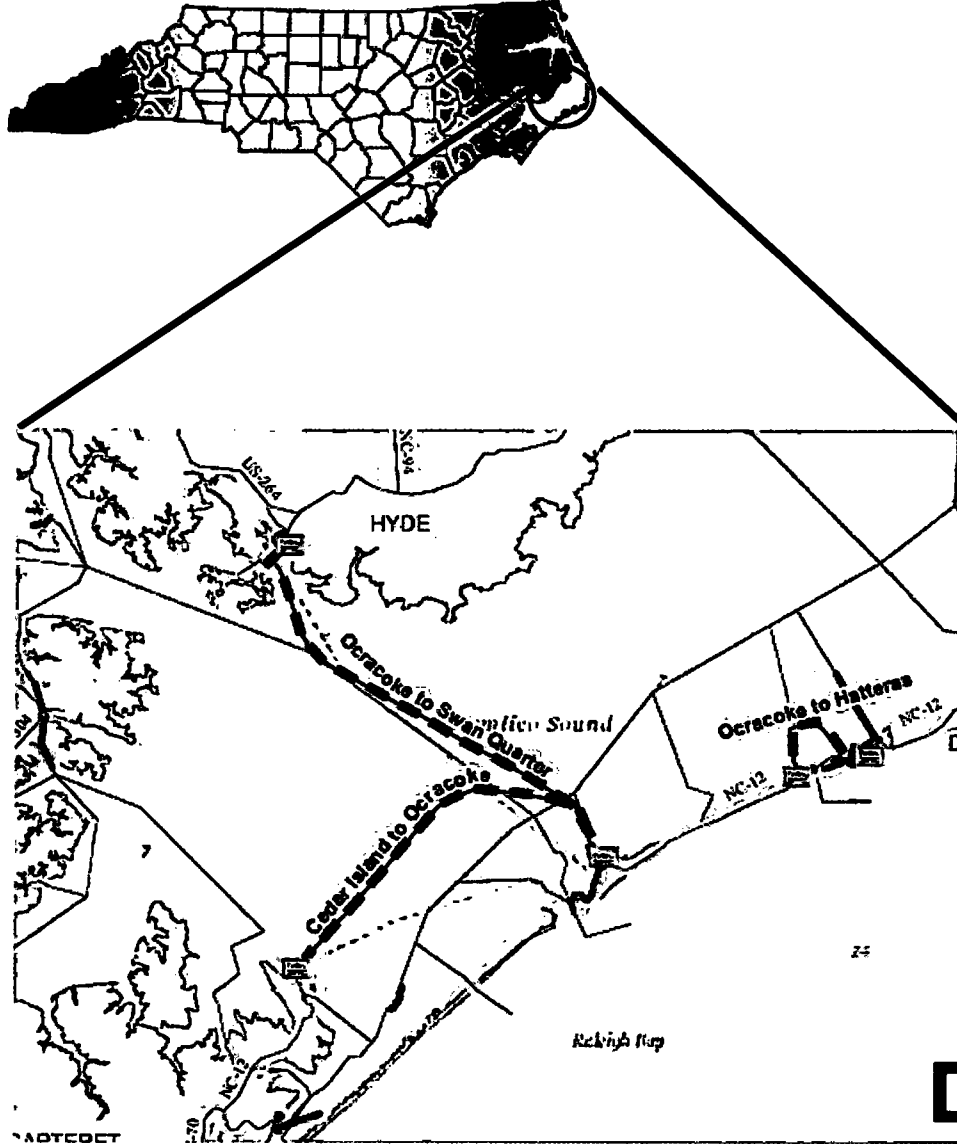
Swan Quarter to Ocracoke

(located in Division 1)



- Route Carried: NC 45
- Crossing Time: 2.75 hours
- CY15 Traffic Stats: In State 23,232 cars (70.7%) / Out of State 9,608 (29.3%)
- Dredging Cycle:
 - 15 years (State)*
 - Portions of this route are Federal Channels and therefore the responsibility of the Corps of Engineer. The Corps dredges based upon the availability of funds.
- Type of Vessel Used: Sound Class
- Facilities:
 - Swan Quarter:
 - Operations Building: built 1974 (2,032 SF) - pending replacement—
 - new Operations Building to be completed CY2016 (\$2.77M) (8,582 SF)
 - Ocracoke Island (Ocracoke Village):
 - Operations Building: built 2008 (3,380 SF)

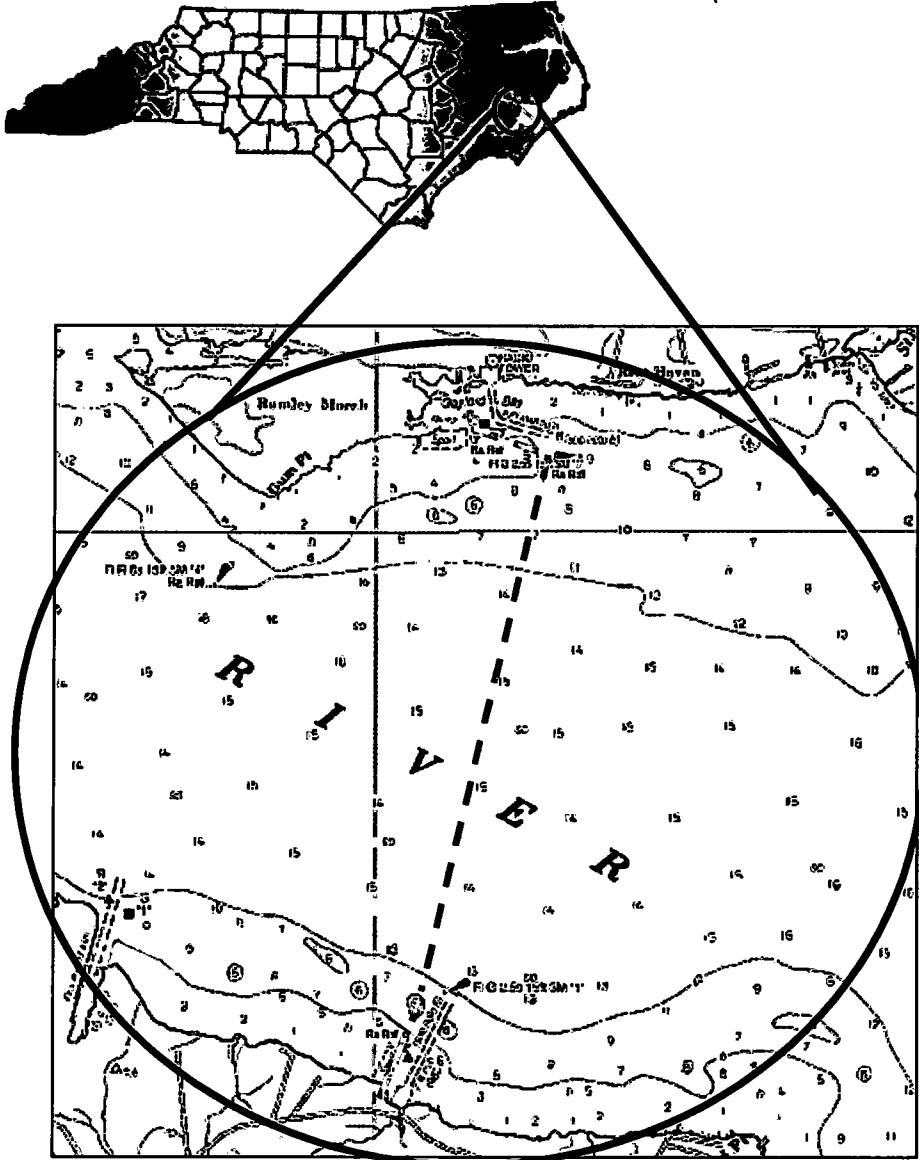
Cedar Island to Ocracoke Village (located in Division 1 & Division 2)



- Route Carried: NC 12
- Crossing Time: 2.25 hours
- CY15 Traffic Stats: In State 29,402 cars (68.6%) / Out of State 18,024 (31.4%)
- Dredging Cycle:
 - 10-12 years (State)*
 - Portions of this route are Federal Channels and therefore the responsibility of the Corps of Engineer. The Corps dredges based upon the availability of funds.
- Type of Vessel Used: Sound Class
- Facilities:
 - Cedar Island:
 - Operations Building: built 1990 (4,167 SF)
 - Maintenance Building: built 1987 (2,938 SF)
 - Ocracoke Island (Ocracoke Village):
 - Operations Building: built 2008 (3,380 SF)
 - Dorm: built 1988 (4,452 SF)

*As needed for emergency conditions

Pamlico River (Bayview to Aurora) *(located in Division 2)*

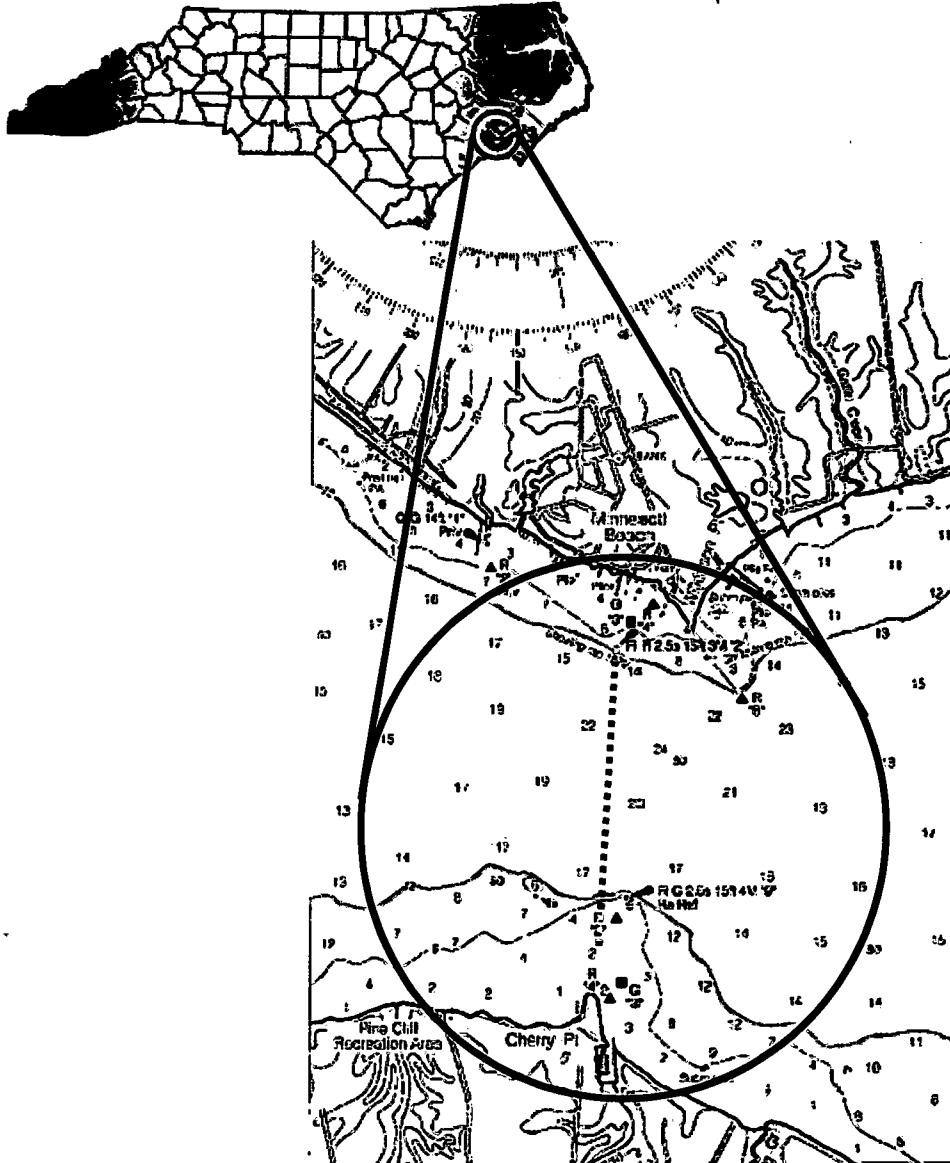


- Route Carried: NC 306
- Crossing Time: 30 min
- CY15 Traffic Stats: In State 49,928 cars (98%) / Out of State 1,014 (2%)
- Dredging Cycle:
 - 8-10 years (State)*
- Type of Vessel Used: Hatteras or River Class
- Facilities:
 - Bayview:
 - Operations Building: built 2001 (2,581 SF)
 - Aurora:
 - Comfort Station: built 2002 (560 SF)

*As needed for emergency conditions

Neuse River (Minnesott Beach to Cherry Branch)

(located in Division 2)

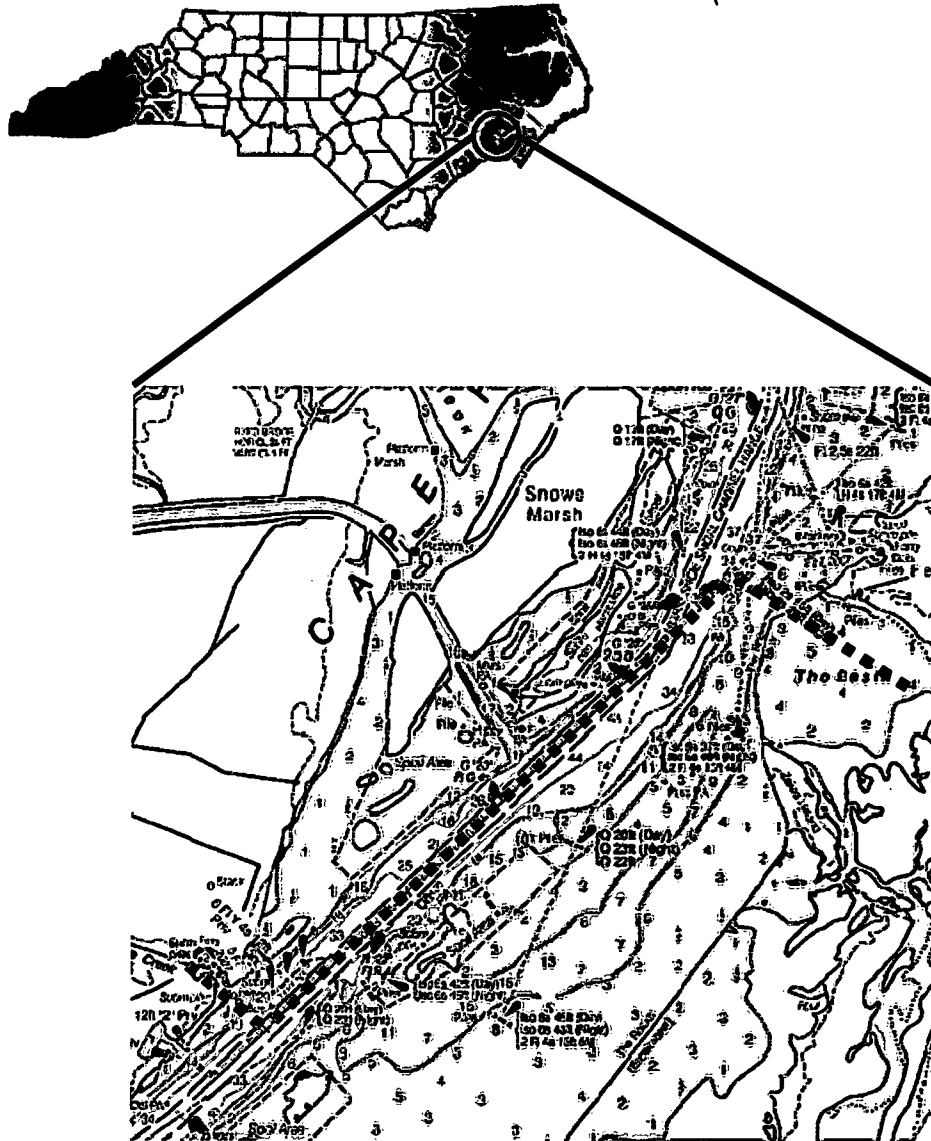


- Route Carried: NC 306
- Crossing Time: 20 min
- CY15 Traffic Stats: In State 179,975 cars (92.3%) / Out of State 14,917 (7.7%)
- Dredging Cycle:
 - 5-6 years (State)*
- Type of Vessel Used: Hatteras or River Class
- Facilities:
 - Minnesott Beach:
 - Comfort Station (1,220 SF)
 - Cherry Branch:
 - Operations: built 1971 (646 SF) – pending replacement
 - New Operations Building to be completed CY2016 (\$1.91M) (8,906SF)
 - Maintenance Building: Built 1990 (2,882 SF)

*As needed for emergency conditions

Cape Fear River (Fort Fisher to Southport)

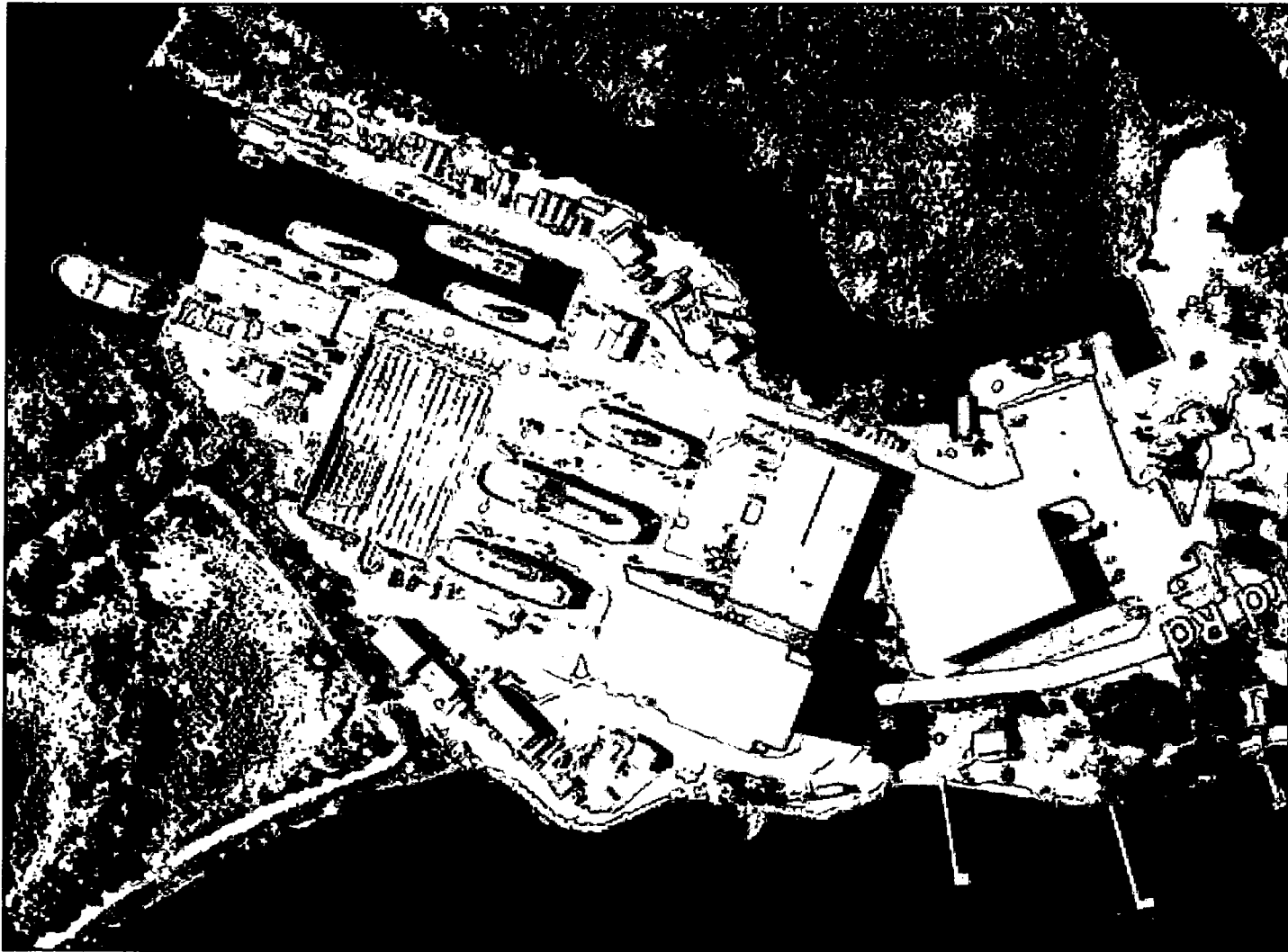
(located in Division 3)



- Route Carried: NC 211
- Crossing Time: 35 min
- CY15 Traffic Stats: In State 132,435 cars (67.3%) / Out of State 64,265 (32.7%)
- Dredging Cycle:
 - 4-5 years (State)*
- Type of Vessel Used: Hatteras or River Class
- Facilities:
 - Fort Fisher
 - Comfort Station: built 1987 (975 SF)
 - Southport:
 - Operations: built 2005 (3,380 SF)

*As needed for emergency conditions

NCDOT Ferry Division Shipyard



Manns Harbor, NC

Vessel Overview



Transportation

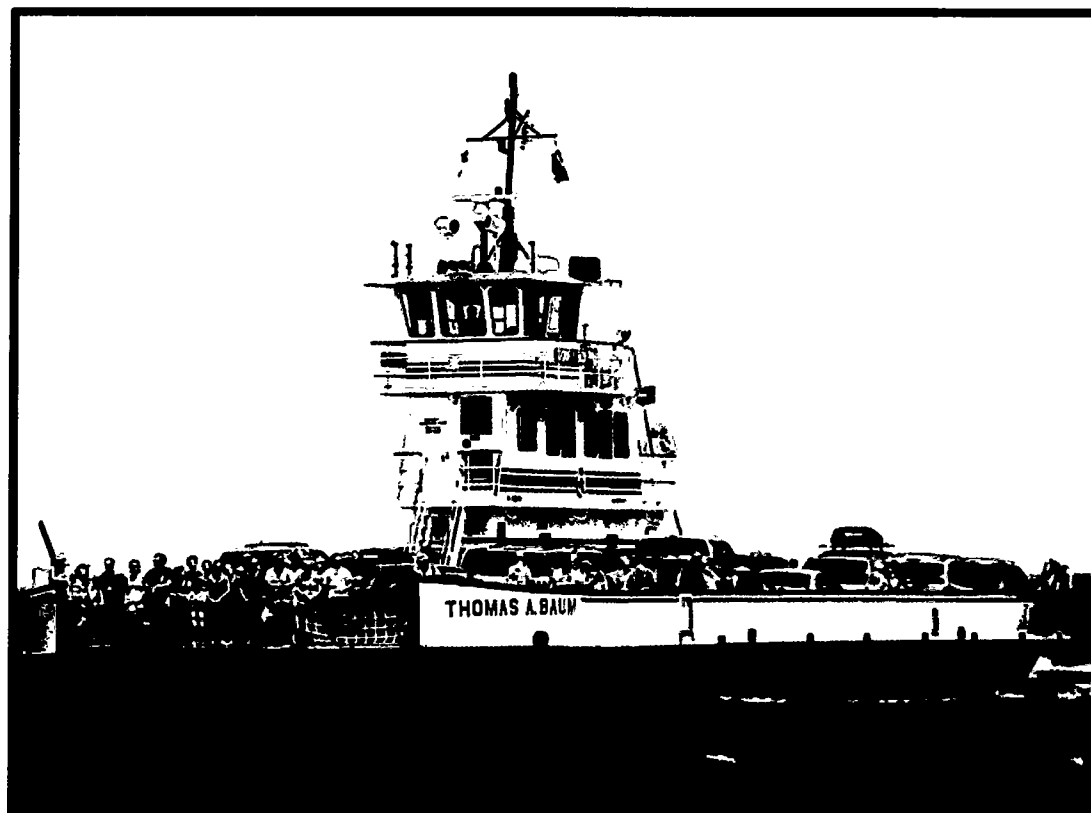
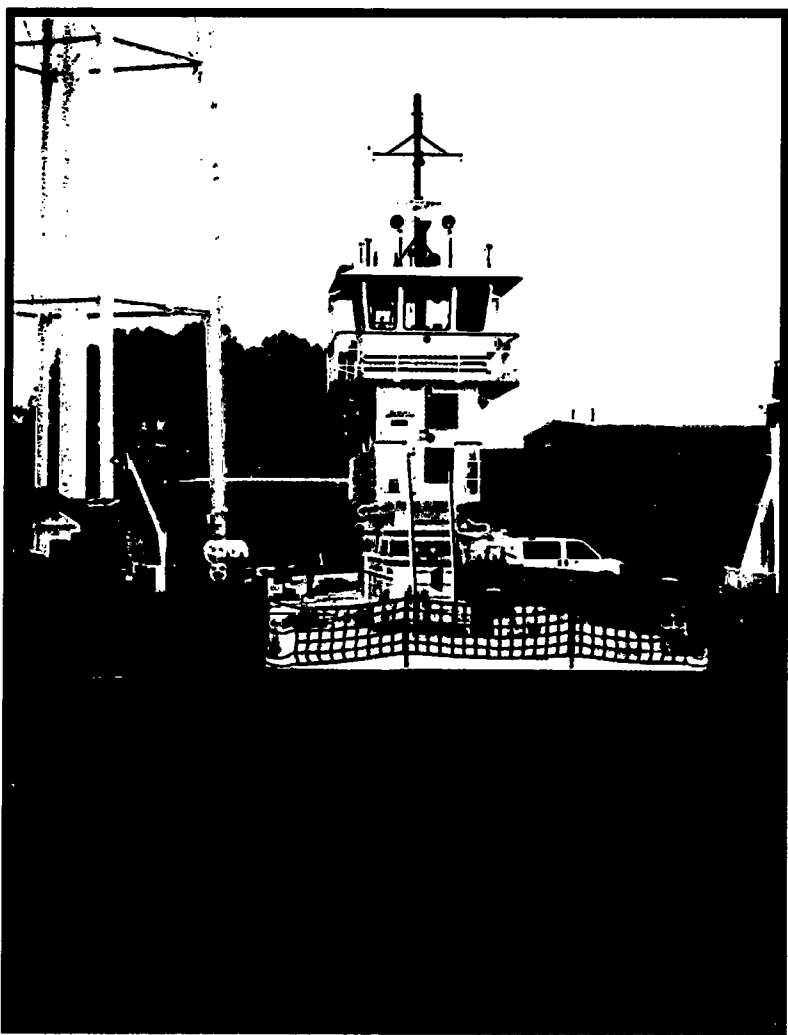
Vessel Overview

<u>Vessel Class</u>	<u>No. in Class</u>	<u>LOA</u>	<u>Breath</u>	<u>Depth</u>	<u>Draft</u>	<u>Carrying Capacity (Vehicles)</u>	<u>Carry Capacity (Passengers)</u>	<u>US Coast Guard Min. Crew Size Requirement</u>
Hatteras	7	149' - 9"	42' - 0"	8' - 6"	4' - 6"	26	149	6
River	9	159' - 3"	40	8' - 6"	4' - 3"	38	300	7
Sound	5	220' - 6"	50' - 0"	12' - 6"	5' - 6"	50	300	7
Dredge	1	80' - 0"	30' - 0"	8' - 6"	4' - 0"	N/A	N/A	N/A
Barges	3	39' - 0"	18' - 0"	4' - 0"	2' - 0"	N/A	N/A	N/A
Crane Barge	1	136' - 0"	40' - 0"	9' - 0"	4' - 0"	N/A	N/A	N/A
Tug (Small)	1	34' - 0"	12' - 0"	4' - 6"	4' - 0"	N/A	N/A	N/A
Tug (Medium)	2	40' - 0"	14' - 0"	6' - 0"	4' - 0"	N/A	N/A	N/A
Tug (Large)	1	56' - 0"	22' - 0"	9' - 6"	6' - 6"	N/A	N/A	N/A

General Dimensions as each vessel varies slightly

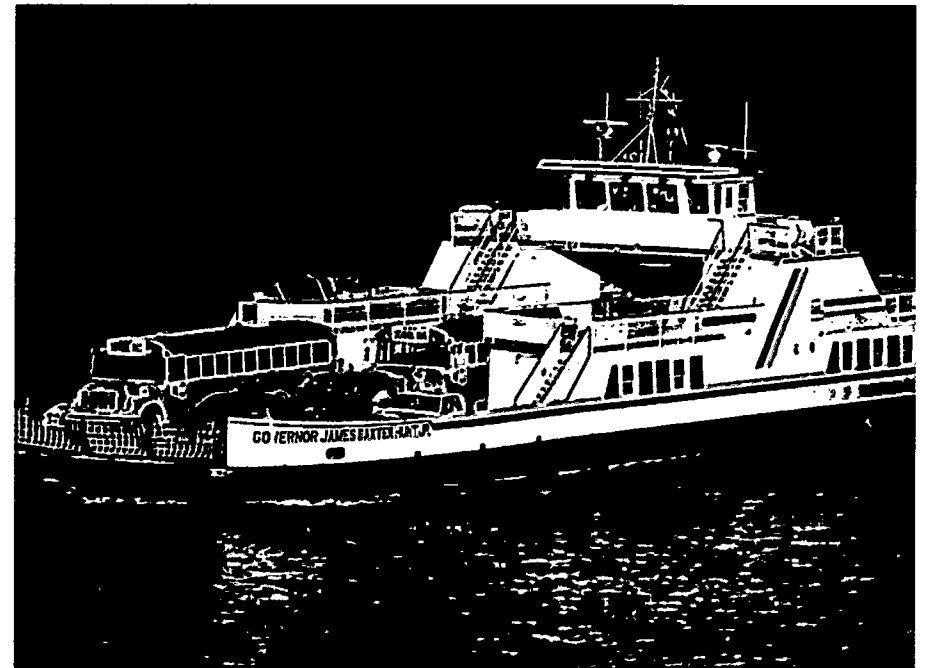


Hatteras Class Vessel

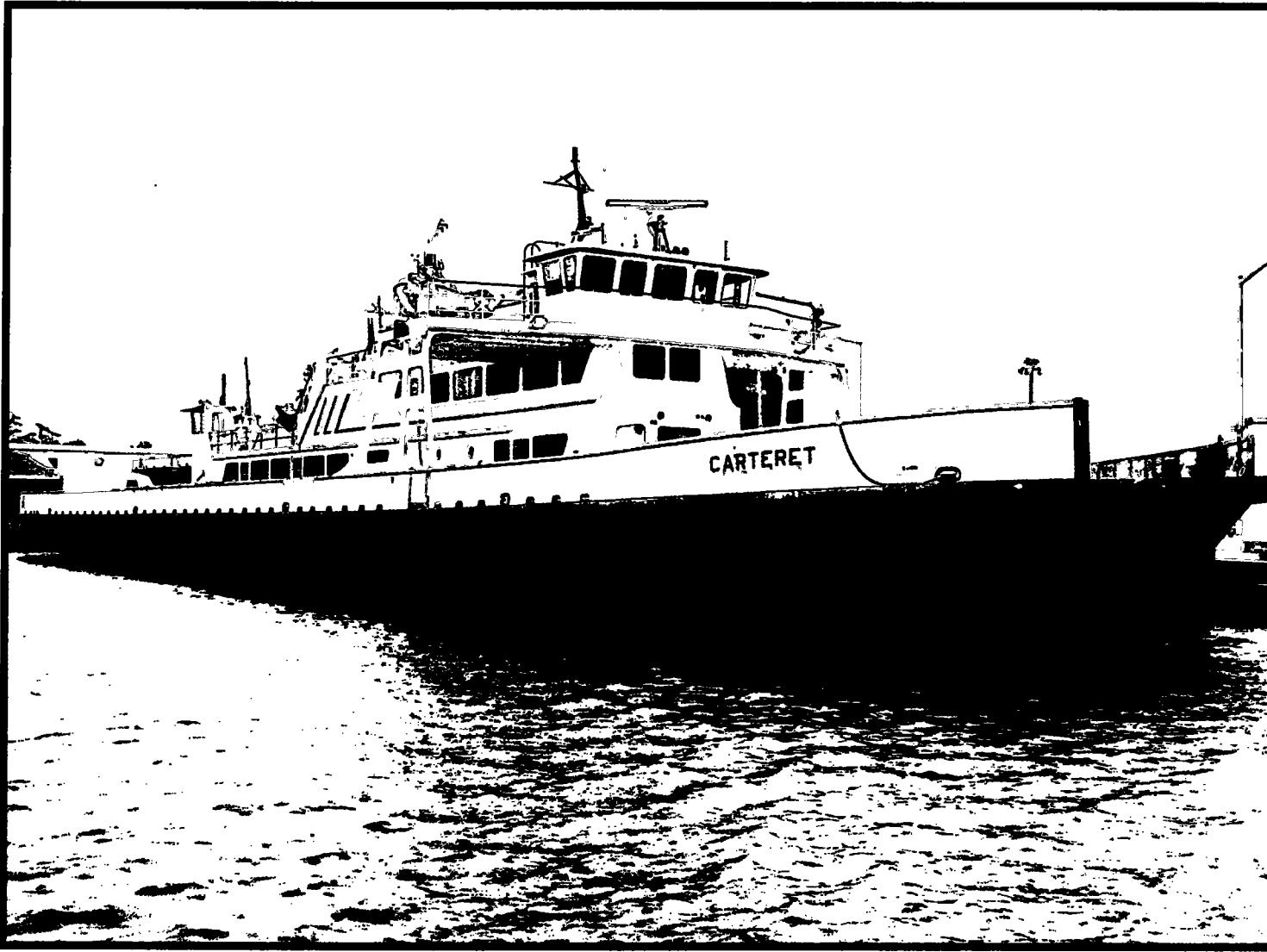


Transportation

River Class Vessel

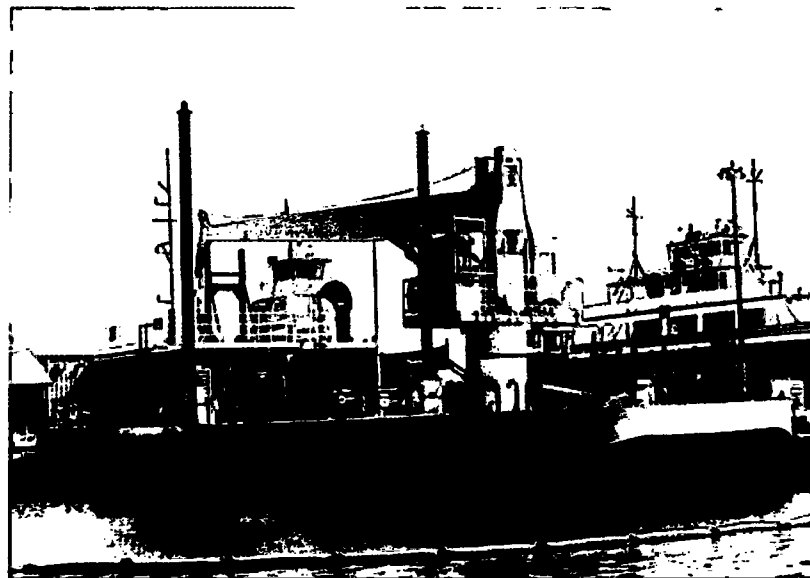
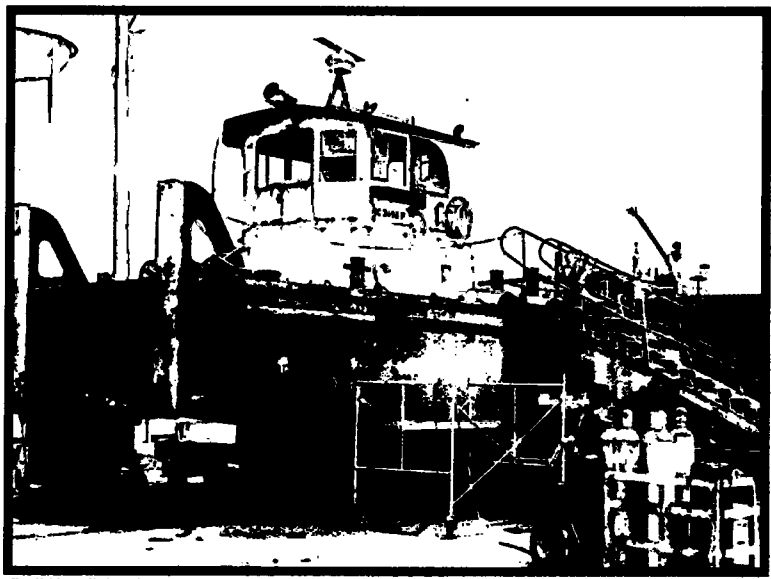
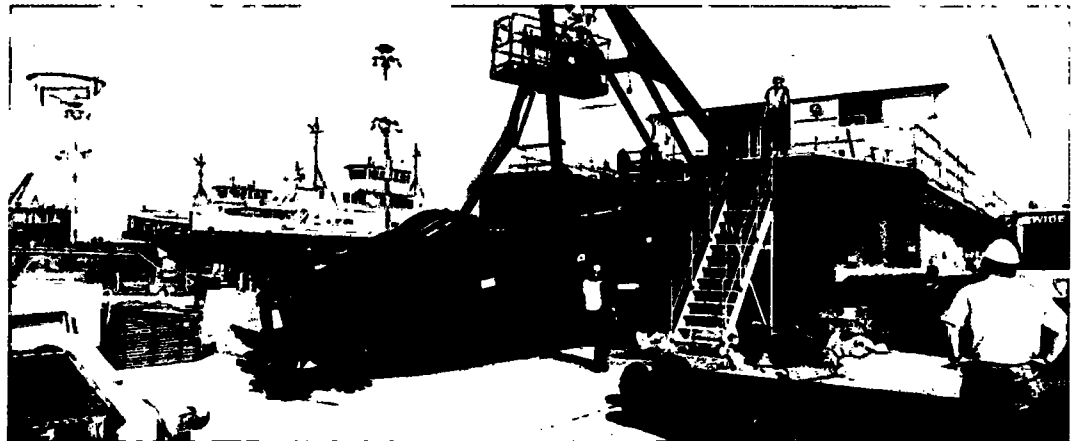


Sound Class Vessel



NC

Support Fleet Vessels



Overview of the Ferry Division 20 Year Asset Management Plan



Transportation

20 Year Boat Replacement Plan

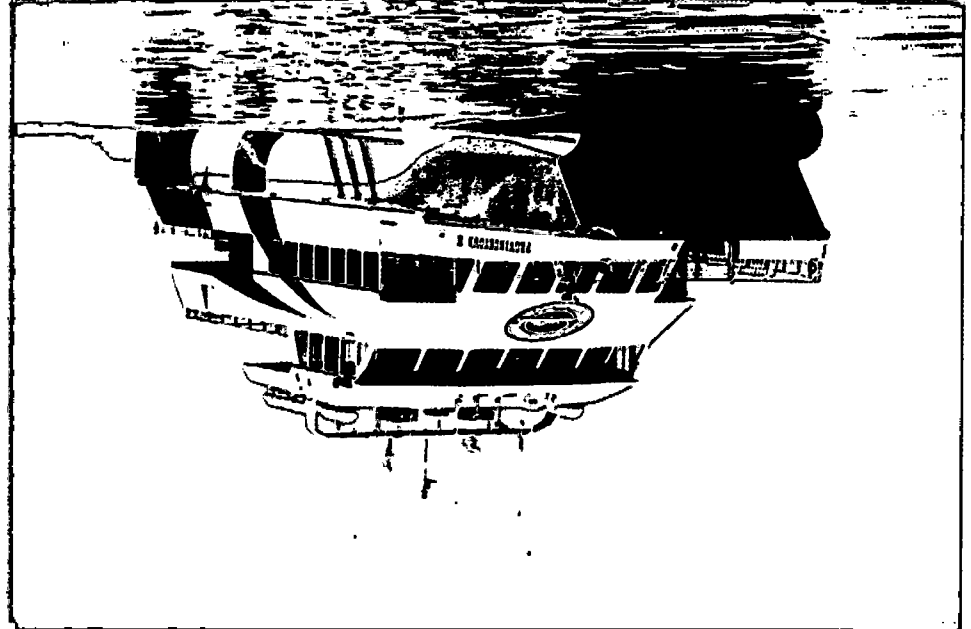
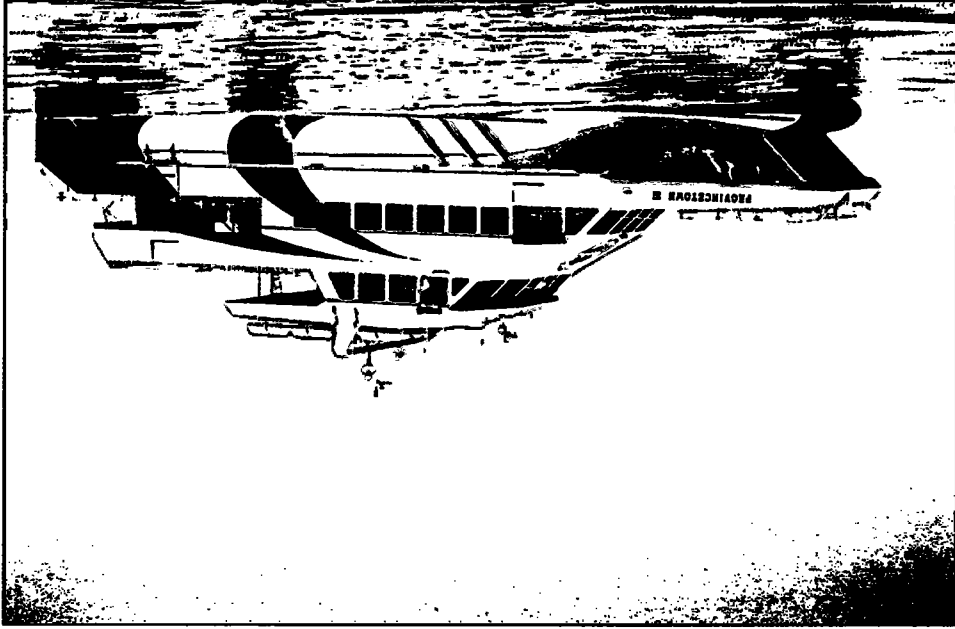
Vessel	New Boat Replacement
Tugs	3
Barges	3
Dredge	0
Syncro-Lift	0
Class Ferry	9
Number of Vessels	15
Estimated Total 20-year Cost	Approximately \$120M
Average Cost Per Year	Approximately \$6M per year



20 Year Operations & Maintenance Project Plan

Project Type	Number of Projects
Rehabilitation – Hatteras/ River Class Vessel	10
Rehabilitation – Sound Class Vessel	4
Ramp & Gantry Rehab	22
Synchro-Lift Rehab	1
Other Various Projects	5
Number of Projects	42
Estimated Total 20-year Cost	Approximately \$75.1M
Average Cost Per Year	Approximately \$3.8M per year





Passenger Ferry Study Update

- Commissioned Spring 2015 (Volkert Engineering)
- Assessing viability of passenger-only service between Hatteras terminal and Silver Lake Harbor (Ocracoke)
- A Steering Committee was put together to guide this study. The Steering Committee consisted of representatives from the following groups:

NCDOT Ferry Division

NCDOT Division One (DOH)

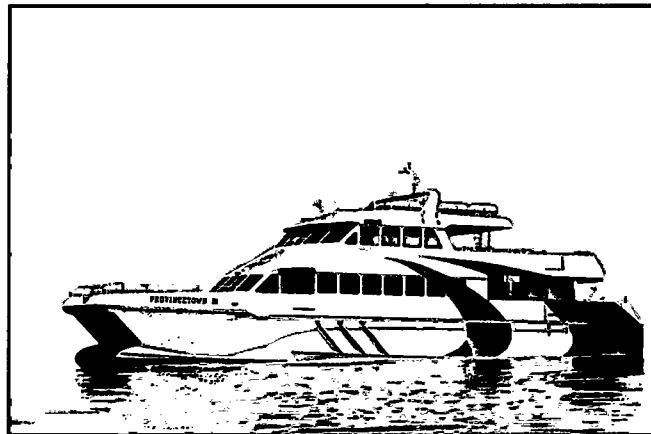
NCDOT Transit Branch

NCDOT Bicycle & Pedestrian Division

NCDOT Transportation Planning Branch

Hyde County Manager

- 95% Complete
- Internal Review complete mid-February
- Board review and approval anticipated April/May 2016



Recap of 2014 Ferry Tolling Methodology

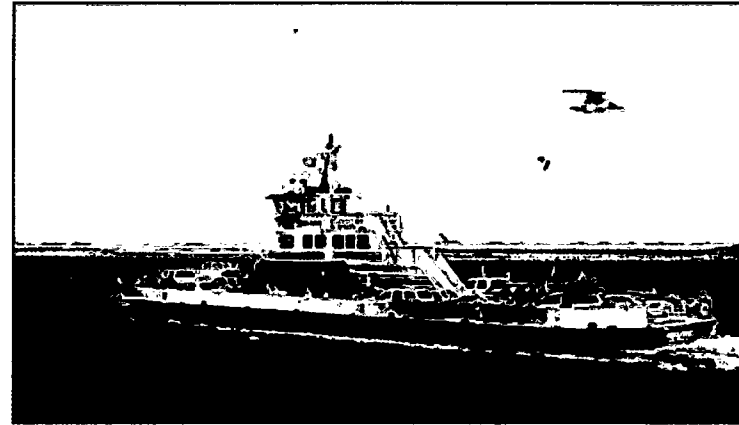


Transportation

State Legislative Changes

Receipt Generating Authority:

- Tolls
- Advertising
- Naming Rights
- Concessions



Receipts must be:

- Used for new ferry boat, dredge and tug boat replacement
- Deposited into dedicated accounts by route

Tolling Revenue can supplement Division Funds to replace ferry boats

- Funds deposited into dedicated DOT account by ferry route



State Legislative Changes

Roles and Responsibilities

UNTOLLED Routes

DOT must:

- Define tolling methodology
- Determine impact of tolling on other local transportation projects
- Define high and low tolling thresholds for BOT
- Conduct Public Hearings by March 1, 2014
- Implement any approved tolling within 180 days of BOT approval

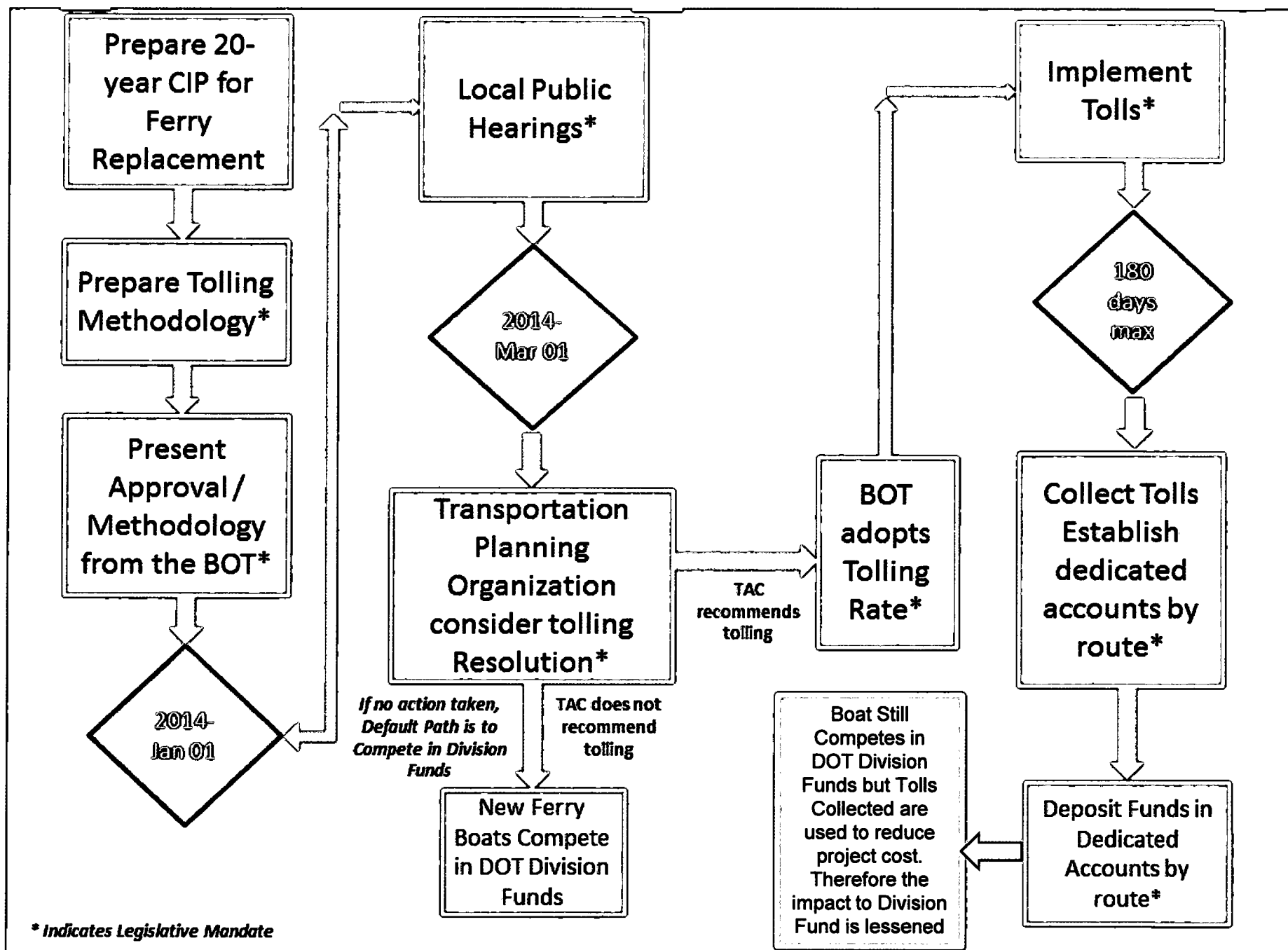
Board of Transportation (BOT) must:

- Approve DOT Tolling Methodology
- Approve tolling rate after Tolling Resolution from TPO

Transportation Planning Organization (TPO) must:

- Consider tolling
- Choose funding source – tolling or compete in Division Funds





Tolling Model - Individual

	Cherry Branch - Minnescott		Bayview - Aurora Currituck - Knots Island Ocracoke - Hatteras		Southport - Fort Fisher		Ocracoke - Swan Quarter Ocracoke - Cedar Island	
Class Fare	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current
Pedestrian	\$0.50	\$0	\$1	\$0	\$1	\$1	\$5	\$1
Bicycle	\$1	\$0	\$2	\$0	\$2	\$2	\$10	\$3
Motorcycle	\$1.50	\$0	\$3	\$0	\$3	\$3	\$15	\$10
Under 20 ft.	\$3	\$0	\$7	\$0	\$7	\$5	\$25	\$15
20 ft. - 40 ft.	\$6	\$0	\$14	\$0	\$14	\$10	\$50	\$30
Over 40 ft.	\$12	\$0	\$28	\$0	\$28	\$15	\$65	\$45



Tolling Model – Annual Pass by Route

	Cherry Branch - Minesott Beach	Bayview - Aurora	Currituck - Knots Island	Southport - Fort Fisher	Hatteras - Ocracoke	Ocracoke - Swan Quarter Ocracoke - Cedar Island Ocracoke South Dock - Hatteras 3 -in- 1 Go PASS
Class Fare	Proposed	Proposed	Proposed	Proposed	Proposed	Proposed
Pedestrian	\$20	\$40	\$40	\$40	\$40	\$75
Bicycle	\$40	\$75	\$75	\$75	\$75	\$100
Motorcycle	\$40	\$75	\$75	\$75	\$75	\$100
Under 20 ft.	\$75	\$150	\$150	\$150	\$150	\$200
20 ft. - 40 ft.	\$100	\$175	\$175	\$175	\$175	\$225
Over 40 ft.	\$125	\$225	\$225	\$225	\$225	\$300



Tolling Model – System Wide Annual Pass

System Wide	
Class Fare	Proposed
Pedestrian	\$75
Bicycle	\$150
Motorcycle	\$150
Under 20 feet	\$300
20 feet - 40 feet	\$350
Over 40 feet	\$400



Estimated Revenue by Route and Division

Route	Total Revenue	Transportation Planning Organization	Division
Currituck	\$85,000	Albemarle RPO	1
Hatteras	\$1,700,000	Albemarle RPO	1
Swan Quarter	\$600,000	Albemarle RPO	1
Cedar Island @28%	\$425,000	Albemarle RPO	1
Cedar Island @72%	\$1,000,000	Down East RPO	2
Cherry Branch	\$300,000	Down East RPO	2
Bayview	\$160,000	Mid-East RPO	2
Southport	\$870,000	Wilmington MPO/Cape Fear RPO	3

Division	Total Revenue
1	\$2.8M
2	\$1.46M
3	\$870K
Total	\$5.1M



Summary of MPO/RPO Actions to Date:

- Albemarle RPO:
 - 2014: RPO decided to take no action
 - 2015: RPO has discussed in detail but to date no official action has been taken
- Down East RPO
 - 2014: RPO decided to take no action
- Mid-East RPO
 - 2014: RPO decided to vote against tolling any routes
- Cape Fear RPO
 - 2014: RPO voted to raise the existing tolls for the South Port – Fort Fisher Route
- Wilmington MPO
 - 2014: RPO voted to raise the existing tolls for the South Port – Fort Fisher Route



Questions?



Transportation

Ocracoke Island



The pearl of the Outer Banks

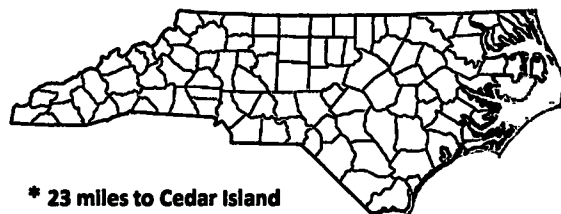
**Ocracoke is unlike any other shore point
on the East Coast**



**Can only be accessed by
ferry--from the north via
Hatteras; from the south
via Cedar Island
or Swan Quarter,
or private boat or plane**



**Ocracoke is 27 miles away
from mainland Hyde and the
county seat of Swan
Quarter.**



* 23 miles to Cedar Island

**Ocracoke's remoteness presents unique charms
and challenges:**



- It has retained much of its centuries-old, slower-paced charm
- All businesses are mom-and-pop-owned
- Much less civilization and therefore fewer services and amenities
- *But* an abundant natural setting.

Ocracoke Island



- The entire island is 9.6 square miles; national seashore takes up all but 750 acres.



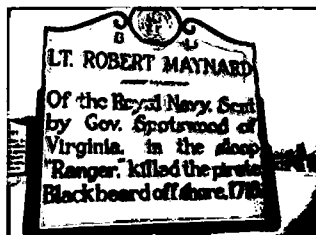
- The 15.4 miles of beach is an undeveloped national seashore

Festivals, such as the Ocrafolk Festival and Blackbeard's Pirate Jamboree, and other events bring thousands of visitors



The island accommodates with lodging 2,200 visitors at any one time, plus several thousand "day trippers" from Memorial Day to Labor Day who arrive mostly via the Hatteras Ferry.

Ocracoke Island

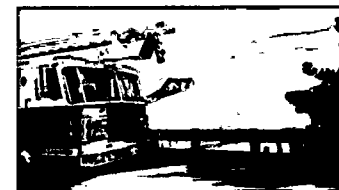


- Has authentic Blackbeard history.
- Its lighthouse is one of the oldest in continuous operation in the United States.



On Ocracoke, there is...

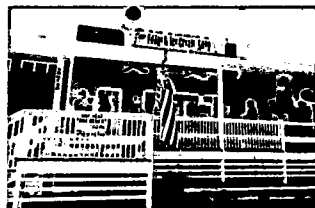
- One volunteer fire company with five trucks for close to 400 houses
- Four deputy sheriffs
- One auto repair shop
- Two small grocery stores
- One school, pre-K thru 12
- Two churches
- One bank
- One gas station
- More than 40 family-owned shops, galleries, restaurants; several service firms, such as realty and construction.
- 20+ lodging options



...yet we still support over 2 million visitors a year.

Ocracoke has a tourist economy

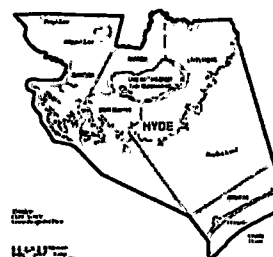
- Without day trippers our tourist model doesn't work.
- Ocracoke's shops and restaurants cannot survive without day trippers.
- Without healthy shops and restaurants Ocracoke is less viable as an overnight and weekly destination, impacting total taxes collected.
- Day trippers extend our shoulder seasons, extending jobs beyond the summer.
- Day trippers make the difference between struggling economy and robust economy.
- Any time the Ferry schedule is changed (or suspended due to weather), our businesses feel the impact
- Legislative focus needs to be on improved ferry service to get back the passengers/customers we've lost.



Ferry tolling is a Hyde County Issue:

Ocracoke supports Hyde County

Ocracoke citizens provide 48% of the property tax base for Hyde County, but also 60 to 70% total tax revenue, including SALES and occupancy tax.



- Of the total acreage of Hyde County *more than half* is water.
- Hyde is one the top three poorest counties in North Carolina
- The government owns 400,000 acres in Hyde County that are therefore not being taxed.

Hatteras Ferry ridership



- Ocracoke has lost 25 to 30 % day tripper business since 2010 and more since the Hatteras Ferry began the long route in 2013.
- The Ferry Division has spent about \$2 million MORE per year since then on fuel for this longer route.
- If that money could have been put into dredging the short route, how much money would have been saved?

Ferry tolling is an Ocracoke Issue:

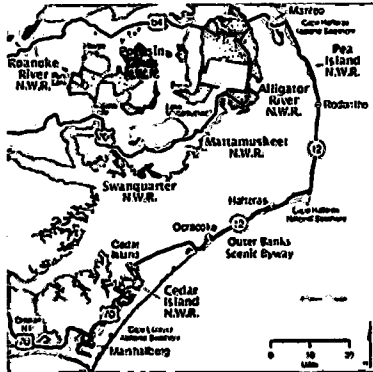
Enacting or raising tolls on the Ferry System would impact our island economy.



New or higher tolls would severely impact:

- Vendors & suppliers – ALL of our supplies come by ferry
- Emergency vehicles
- County services
- Residents on fixed incomes
- Residents visiting doctors
- Ocracoke School activities

The Outer Banks



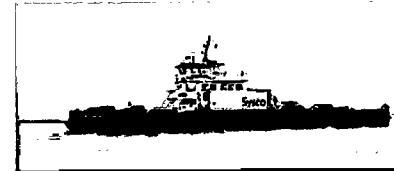
- Connected by Highway 12
- It is both a state and federal Scenic Byway.
- Tourist revenues are among the top amounts statewide
- Ocracoke is the southernmost island

This is an Eastern North Carolina Issue

If there is a toll on the Hatteras Ferry, Highway 12 will cease to be a viable North/South route for State visitors.

What Hwy 12 Brings to North Carolina:

- A scenic, alternate route to Interstate 95 that encourages visitors to stay rather than drive through the state
- Access to our parks, historical sites and lighthouses



- A vital artery to residents and visitors

It's our lifeline

Highway 12



A toll on the Bonner Bridge would adversely impact the lower Outer Banks and Ocracoke.

- Was always planned as a Major Tourist Corridor for the State--to rival Highway 1 in Florida
- The Bridge Plan was dropped in favor of the ferry system (1950s)
- The Ferry System cost and maintenance was always to be covered by Gas Tax Revenue

The discussion should not be about Tolling The Ferry System. It should be about treating the ferries the same as any other vital piece of infrastructure covered by Gas Tax Revenue.

> If a user fee is to be imposed (and/or increased) on our vital transportation infrastructure, then why isn't the same fee structure imposed on critical roads and bridges across the State?

> What road makes a profit in NC? If that is the criteria then we should stop funding pretty much all roads in NC.

Do the people of Eastern North Carolina want visitors bypassing our part of the state?

We ask you to remove ferry replacement funding from the local RPO

Some may have the wrong impression that Ocracoke is a wealthy enclave, but that is not reality.

North Carolina

- Population: 9.7 million
- Persons aged 65+: 13%
- Median Value of home: \$152,700
- Median household income: \$46,291
- Per capita income: \$25,256
- Persons below poverty: 16%
- Total # of non-farm firms: 218,104

Ocracoke/Hyde County

- Ocracoke: 948; Hyde County: 5,859
- Persons aged 65+: 15%
- Median value of home: \$93,600
- Median household (Hyde) income: \$35,000
- Per capita income: \$16,397
- Persons below poverty: 25%
- Total # of non-farm firms (Hyde): 158



Thank you for your visiting Hyde County and for your support.
Please continue to work to make North Carolina a state that welcomes visitors and treats all of its citizens fairly by providing toll-free access to our coastal communities.

In Summary

- Enacting a toll on the Hatteras Ferry would make Ocracoke the only town in North Carolina with only Fee-Based access
- Would severely impact ALL Residents
- Would severely impact EVERY Business
- Would severely impact ALL Hyde County revenue sources
- Would severely impact ALL Hyde County budgets
- Would decrease tax revenues to state coffers
- Would have a long-term impact for the Outer Banks and Eastern North Carolina as a whole by decreasing the value of Highway 12 as both a North/South artery and Scenic Byway

Jan. 22, 2016
Gentlemen,

While I shan't be able to attend the meetings next Monday, I do want to put in a plug for the main theme on Ocracoke—No Toll on Ferries. This in actuality refers specifically to the Hatteras Ferries—our lifeline.

There really is no more that can be said—logistics for the locals and tourism for our economic survival depend upon ready access to and from the north. As an important byproduct, the revenue that accrues to county and state is not to be overlooked.

Thanks for your concern and assistance in this and other matters.

Regards,

Fred Westervelt
Owner of the Cove B&B

VISITOR REGISTRATION SHEET

House Select Committee On Strategic Transportation Planning And Long Term
Funding Solutions 1-25-2016

Name of Committee**Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME**FIRM OR AGENCY AND ADDRESS**

Mam Jennings

NCDOT

Alex Holbrook

NC DOT

Steering Baker

NICDOT

Feresa O'Neal

Business owners on Ocracoke, NC

Marian Keech

Home Owner - Ocracoke

VISITOR REGISTRATION SHEET

House Select Committee On Strategic Transportation Planning And Long Term
Funding Solutions 1-25-2016

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

Tom PAHL	Ocracoke
GRAHAM SPENCER	FAIRFIELD
SHARON SPENCER	"
Wendie STJ	Ocracoke
ART / ALICE KEENEY	ENGELHARD
Earl Pugh Jr	Hyde Comm.
Rhett B. White	Town of Columbia
Ja McGees	McGees Consulting
S. Henri McGees	McGees Consulting
Brandy Pugh	Clerk of Court, Hyde County
Gene Colon	Shirley Hyde Co.

VISITOR REGISTRATION SHEET

House Select Committee On Strategic Transportation Planning And Long Term
Funding Solutions 1-25-2016

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME**FIRM OR AGENCY AND ADDRESS**[illegible]

VISITOR REGISTRATION SHEET

House Select Committee On Strategic Transportation Planning And Long Term
Funding Solutions 1-25-2016

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

Will Doerfer	Hyde County Swan Quarter, NC
JERRY JETHIN/1	NC DOT - DIV 1 113 HARPIS DR. - FARMER
LEROY SPIVEY	Tyrrell County
Angela Welsh	Albemarle Rural Planning Organization
DAVID GRIGGS	Currituck County -
DAN SCANLON	CURRITUCK COUNTY
Mike Hall	Currituck County
BUAEE AVOLETT	Currituck County
Keith Weatherly	NC DOT
Walt Gray	NC DOT
Chris Gibson	NC DOT

VISITOR REGISTRATION SHEET

House Select Committee On Strategic Transportation Planning And Long Term Funding Solutions 1-25-2016

Name of Committee

Date _____

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME**FIRM OR AGENCY AND ADDRESS**

Ryan Minto

Gov's Office

Danny Couch

Hatteras Tours

PO Box 1300
Buxton NC 27920

WARREN JUDGE

DARE CO. BOARD OF COMMISSIONERS

4016 ELY LAKE
KITHY HAWK NC 27949

Bruce Siewert

The News + Observer

Kyle Snyder

NCSU NGAT

909 Capability Dr
Raleigh NC 27605

Norman Sanderson

NC Senate

269 Bennett Rd 4
Aracunhae NC²⁸⁸⁵¹⁰

VISITOR REGISTRATION SHEET

House Select Committee On Strategic Transportation Planning And Long Term
Funding Solutions 1-25-2016

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Ed Goodwin	Director, NC Ferry
Jordan Hennessy	Officer at Sea, Bill Casper
Tim Hass	Communications Officer, NCDOT Ferry Div.
Jed Dixon	Deputy Director, NC Ferry
Kris Calhoun Noble	Hyde County Econ. Dev
Bill Rich	Hyde County Mgr.
Earl Pugh Jr.	Chair; Hyde Board Commissioners
Beverly Paul	Hyde Co. Transit
Tom Pahl	Ocracoke Citizen
ROSEMARIE DOSHIER	EAST LAKE NC DARE CO
Joel Henri; McClees	McClees Consulting

Danny Couch
Thomas Whitaker
Connie Leinbach

Hatteras Tours
Hyde County Schools
Ocracoke Resident

no

no

yes

Affiliation

**Written Copy of Comments ?
(Yes or No)**

Tom. PAHL

ΟΡΑΤΟΚΕ

2

✓ Darlene Styrud

Decorative

NO

✓ Sharon Spencer ✓

Hyde Co. Mainland

ND

- Earl Pugh

Hyde Co

NO

- Bill Riehl

Hypoc

20

- WANCE NYDIETT

Synthetic Co

no

- Thomas Whitaker

Hyde County Schools

- DANNY COUCH

LATTERS TOURS

**NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION**

You are hereby notified that the **House Select Committee on Strategic Transportation Planning and Long Term Funding Solutions** will meet as follows:

DAY & DATE: Monday, February 1, 2016

TIME: 2:00 PM

LOCATION: 544 LOB

COMMENTS: SUBCOMMITTEES WILL ALSO MEET IN 544 LOB AT THE FOLLOWING TIMES:

PRIMARY SYSTEM 9AM TO 10AM

SECONDARY SYSTEM 10AM TO 11AM

PUBLIC TRANSIT 11AM TO 12PM

PORTS/RAIL 12PM TO 1PM

Respectfully,

Representative John A. Torbett, Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 4:24 PM on Tuesday, January 26, 2016.

____ Principal Clerk
____ Reading Clerk – House Chamber

Viddia Torbett (Committee Assistant)

**House Select Committee on
Strategic Transportation Planning and Long Term Funding Solutions**

February 1, 2016

**Subcommittees Meet from 9 a.m. to 1 p.m.
Full Committee Meets at 2 p.m.
Room 544 LOB**

SUBCOMMITTEE AGENDAS

Primary System

Chair: Representative Frank Iler

Time/Place: 9 a.m. in Room 544 LOB

1. Overview of Metropolitan Planning Organizations (MPO)
 - Chris Lukasina, Executive Director
Capital Area MPO
2. From Inception to Completion: Steps to Completing a Highway Project
 - Mike Holder, Chief Engineer, Division of Highways
Department of Transportation

Secondary System

Chair: Representative Paul Tine

Time/Place: 10 a.m. in Room 544 LOB

1. Overview of Rural Transportation Planning Organizations (RPO)
 - Janet Robertson, President of NCARPO and Rural Transportation Planner
Lumber River RPO, Lumber River Council of Governments
2. Ferry Division Capital Needs
 - Sterling Baker, Division Maintenance Engineer, Highway Division 1
Department of Transportation

Public Transportation/ Aviation

Chair: Representative Charles Jeter

Time/Place: 11 a.m. in Room 544 LOB

1. Commercial Aviation Outlook
 - Michael Landguth, President and Chief Executive Officer
Raleigh-Durham International Airport
2. General Aviation Outlook
 - Dan Danieleley, Airport Manager
Burlington-Alamance Airport Authority

3. Governor's Aviation Task Force Update
 - John Lennon, Chairman, Governor's Aviation Task Force
North Carolina Board of Transportation

Ports/Rail

Chair: Representative Phil Shepard

Time/Place: 12 p.m. in Room 544 LOB

1. Economic Impact of North Carolina's Supply Chain
 - Dana Magliola, Supply Chain Scholar
North Carolina State University
 - Lindsay Schilleman, Supply Chain Scholar
North Carolina State University
2. Agricultural Export Trends & Opportunities
 - Rob Hosford, International Marketing Officer
Department of Agriculture and Consumer Services

FULL COMMITTEE AGENDA

Chair: Representative John Torbett

Time/Place: 2 p.m. in Room 544 LOB

1. Call to Order
2. State Transportation Funding Overview, Long Term Forecast compared to Funding Needs, and Funding Options Used by Other States
 - Burt Tasaico, State Program Analysis Engineer
Department of Transportation
 - Patrick Norman, Branch Manager, Transportation Planning Branch
Department of Transportation
3. Committee Discussion

Next Meeting: February 22

**House Select Committee on Strategic Transportation Planning and Long Term Funding
Solutions**

**Monday, February 1, 2016 at 2:00 PM
Room 544 of the Legislative Office Building**

MINUTES

The House Select Committee on Strategic Transportation Planning and Long Term Funding Solutions met at 2:00 PM on February 1, 2016 in Room 544 of the Legislative Office Building. Representatives Boles, Carney, Conrad, Faircloth, Fraley, Goodman, G. Graham, Hunter, Hurley, Iler, Jeter, S. Martin, McNeill, Presnell, Shepard, Tine, and Torbett attended.

Representative John A. Torbett, Chair, presided.

1. Primary System

A presentation on Overview of Metropolitan Planning Organizations (MPO) was given by Chris Lukasina, Executive Director Capital Area MPO (see attached)

A presentation on From Inception to Completion: Steps to Completing a Highway Project was given by Mike Holder, Chief Engineer, Division of Highways Department of Transportation (see attached)

2. Secondary System

A presentation on Overview of Rural Transportation Planning Organizations (RPO) was given by Janet Robertson, President of NCARPO and Rural Transportation Planner Lumber River RPO, Lumber River Council of Governments (see attached)

A presentation on Ferry Division Capital Needs was given by Sterling Baker, Division Maintenance Engineer, Highway Division 1 Department of Transportation (see attached)

3. Public Transportation/ Aviation

A presentation on Commercial Aviation Outlook was given by Michael Landguth, President and Chief Executive Officer Raleigh-Durham International Airport (see attached)

A presentation was given on General Aviation Outlook by Dan Danieleley, Airport Manager Burlington-Alamance Airport Authority (see attached)

A presentation on the Governor's Aviation Task Force Update was given by John Lennon, Chairman, Governor's Aviation Task Force, North Carolina Board of Transportation (see attached)

4. Ports/Rail

A presentation on Economic Impact of North Carolina's Supply Chain was given by Dana Magliola, Supply Chain Scholar, North Carolina State University and Lindsay Schilleman, Supply Chain Scholar, North Carolina State University (see attached)

A presentation on Agricultural Export Trends & Opportunities was given by Rob Hosford, International Marketing Officer Department of Agriculture and Consumer Services (see attached)

FULL COMMITTEE AGENDA

A presentation on State Transportation Funding Overview, Long Term Forecast compared to Funding Needs, and Funding Options Used by Other States was given by Burt Tasaico, State Program Analysis Engineer Department of Transportation and Patrick Norman, Branch Manager, Transportation Planning Branch Department of Transportation (see attached)

The meeting adjourned at 3:45p.m.


Representative John A. Torbett, Chair
Presiding


Viddia Torbett, Committee Clerk



Metropolitan Planning Organizations in North Carolina

Chris Lukasina
NCAMPO

February 1, 2016



Items to Discuss

- What is an MPO/RPO?
- Why were they established?
- How are they structured?
- What areas do they cover?
- What are their duties and responsibilities?



Definition of MPO

- Federal Law (23 U.S.C. § 134 & 49 USC § 1604). - Established Metropolitan Planning Organizations (MPOs), for all urbanized areas with populations in excess of 50,000, as a requirement for receiving federal funding.
- An MPO, as defined in NC General Statute 136-200, is: *"An agency that is designated or redesignated by a memorandum of understanding as a Metropolitan Planning Organization in accordance with 23 U.S.C. § 134."*



Laws Establishing MPOs

- **1962 – Federal Law - Section 134(a) of Title 23 United States Code (3-C Process)**
- **1991 - ISTEA (Intermodal Surface Transportation Efficiency Act)**
- **1998 - TEA-21 (Transportation Equity Act – 21 Century)**
- **2000 – NCGS 136-200.1 MPOs recognized in State Law**
- **2001 – NCGS 136-66.2(a) recognizes MPOs as regional planning entity for MPO area**
- **2005 - SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act – Legacy for Users)**
- **2012 – MAP-21 (Moving Ahead for Progress in the 21st Century)**
- **2015 – FAST (Fixing America's Surface Transportation)**



MAP-21 & FAST Act

- End of the “TEA” era
- Does not change MPO designation or structure
- Consolidates capital programs in both FHWA and FTA
- **New focus on performance-based planning**
 - MPOs need to be cognizant of the outcomes of their investments in terms of actual impact on transportation operations and community goals
 - The old model **Forecast-Plan-Program-Build [and don't look back]** is no longer appropriate
 - Development & monitoring of performance measures



What is an MPO?

- Federally mandated and funded*
 - Responsible for regional transportation planning/coordination and policy-making
 - Made up of representatives from local government and governmental transportation authorities
 - Tasked with carrying out the 3-C planning process* in cooperation with State DOT and transit operators
-

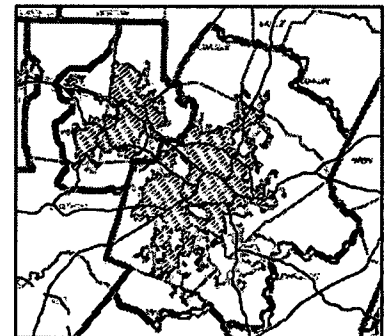
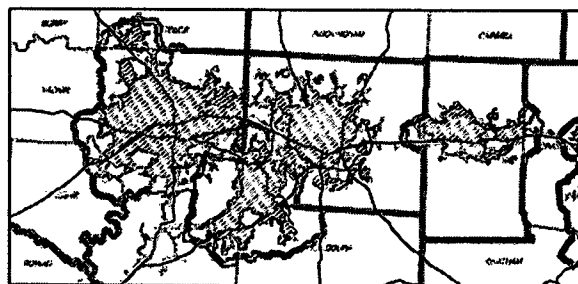
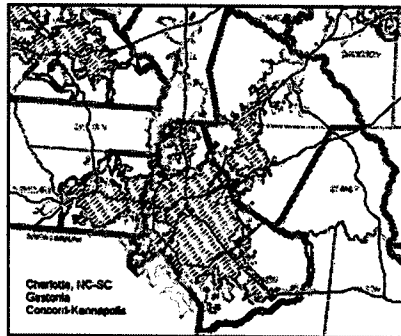
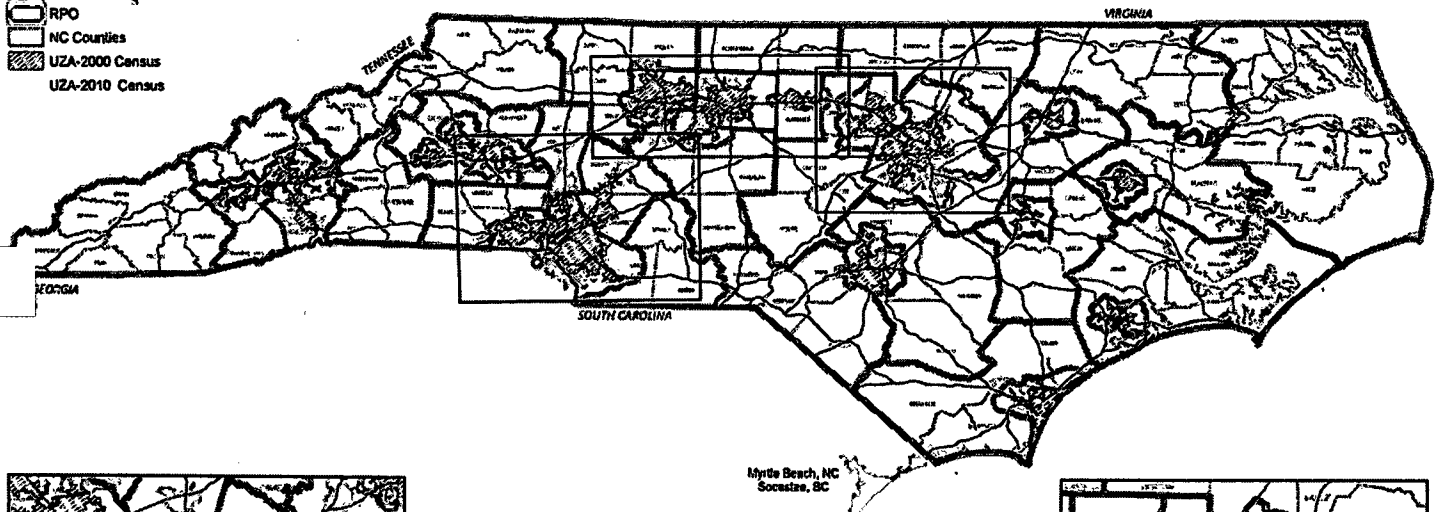
The Continuing, Cooperative and Comprehensive (3-C) process is carried out by the MPO through the collaborative efforts of its elected officials, other professional staff, and interested stakeholders on transportation issues of a regional nature.

- Legend**
- NHS
 - MPO
 - RPO
 - NC Counties
 - UZA-2000 Census
 - UZA-2010 Census

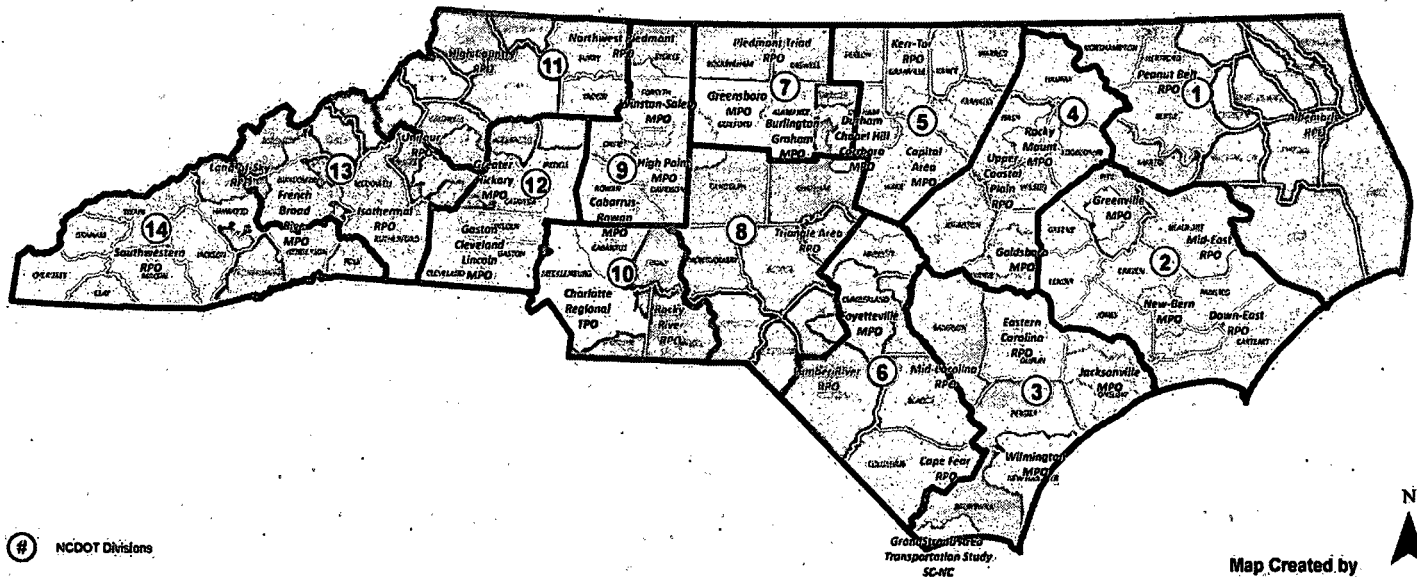


North Carolina Urbanized Area (UZA) Boundaries 2000 Census - 2010 Census

NC DOT TIPB
TRANSPORTATION PLANNING BOARD



North Carolina Metropolitan and Rural Planning Organizations with NCDOT Division Boundaries



Map Created by
North Carolina
Department of Transportation
Transportation Planning Branch
January 2014



Why an MPO?

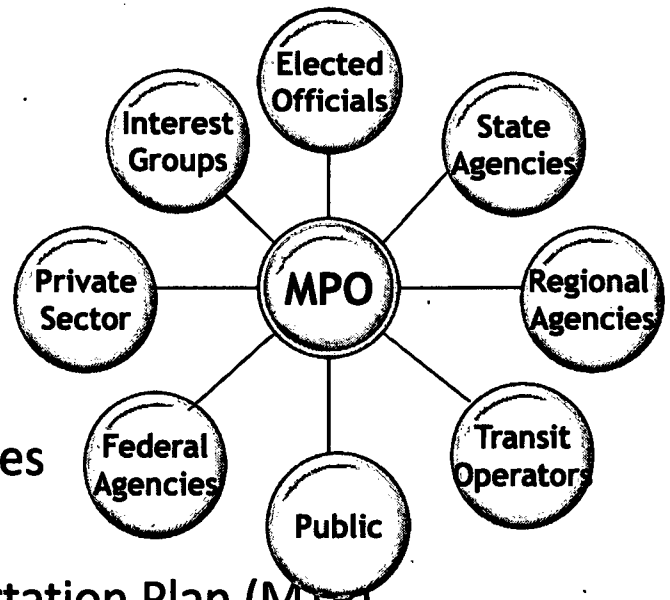
- Planning's job is to elicit the region's shared vision for the future
- Requires a comprehensive examination of future growth and investment alternatives
 - Technical and qualitative forecasts
- Transportation investment means allocating scarce transportation funding resources that achieve outcomes that move toward the vision
- MPO facilitates collaboration of governments, interested parties, and proactively involving the public



Five Core Characteristics:

1. Establish a fair & impartial setting
2. Evaluate transportation alternatives
3. Maintain a Metropolitan Transportation Plan (MTP)
4. Develop a Transportation Improvement Program (TIP)
5. Involve the public – Proactive Public Participation Process

MPO Functions





MPO Organizational Structure

- Policy/Executive Board (TAC) –
 - Policy/Executive board
 - Comprised mostly of member governments' elected officials, NCDOT board member(s), and other agency representatives
 - ***Makes the MPO's Decisions***

- Technical Coordinating Committee (TCC) –
 - Comprised of government and agency staff members including NCDOT Division Engineers, transit providers, FHWA staff
 - ***Advises the TAC***

- MPO Staff –
 - Professional, interdisciplinary staff to support the TAC and TCC and carry out planning processes (Planners, Engineers, Technicians)
 - ***Advises the TCC and TAC***



MPO Federally Required Products

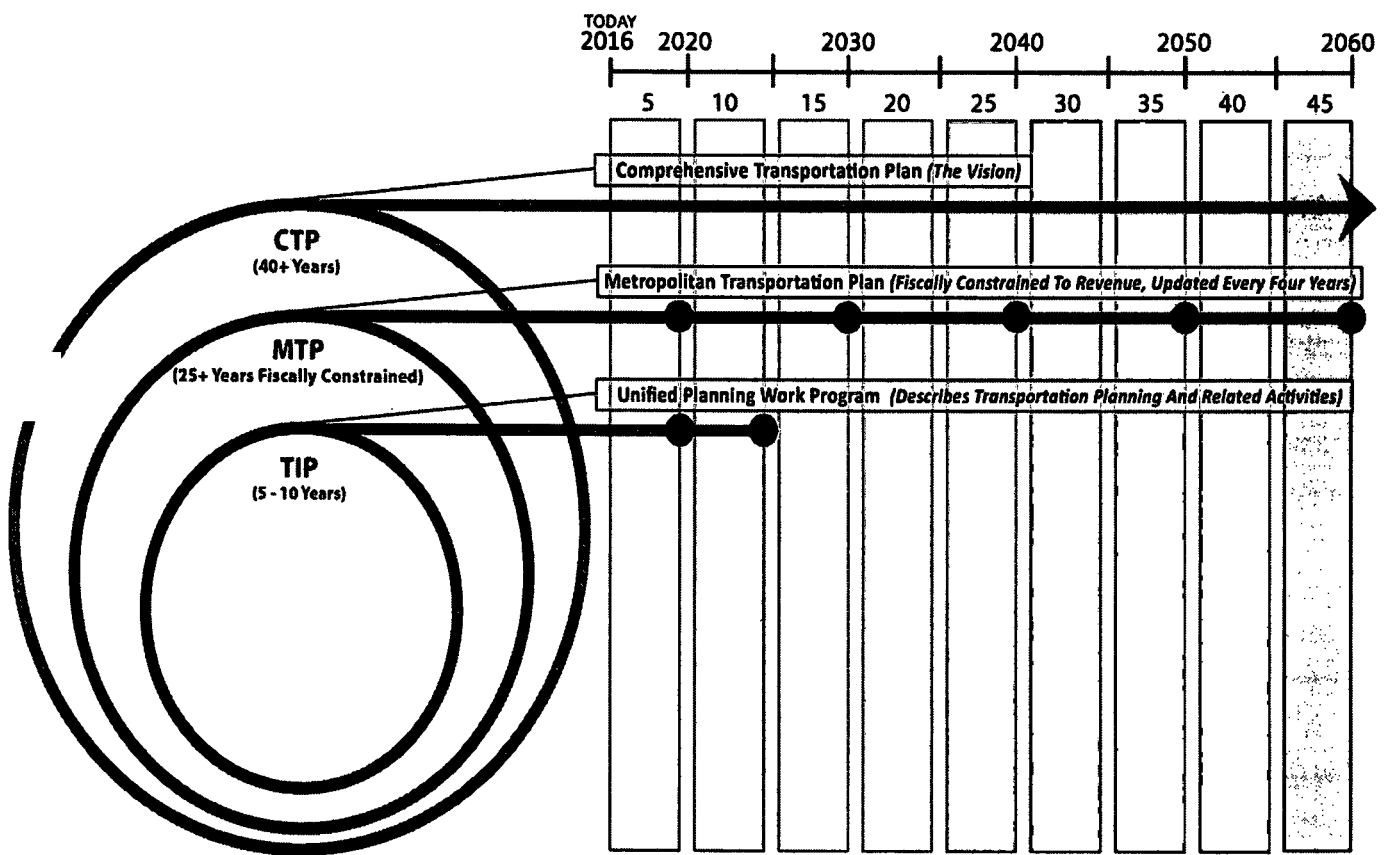
- **Metropolitan Transportation Plan (MTP)**
 - Primary document for long range planning
 - Goals, objectives, performance measures
- **Unified Planning Work Program (UPWP)**
 - Activities and tasks to accomplish planning activities for the upcoming year
- **Transportation Improvement Program (TIP)**
 - Projects to implement the MTP
- **Public Participation Plan**
 - Proactive and ongoing involvement and communication with the public(s) and key affected groups
 - Environmental Justice



MPO Federally Required Products

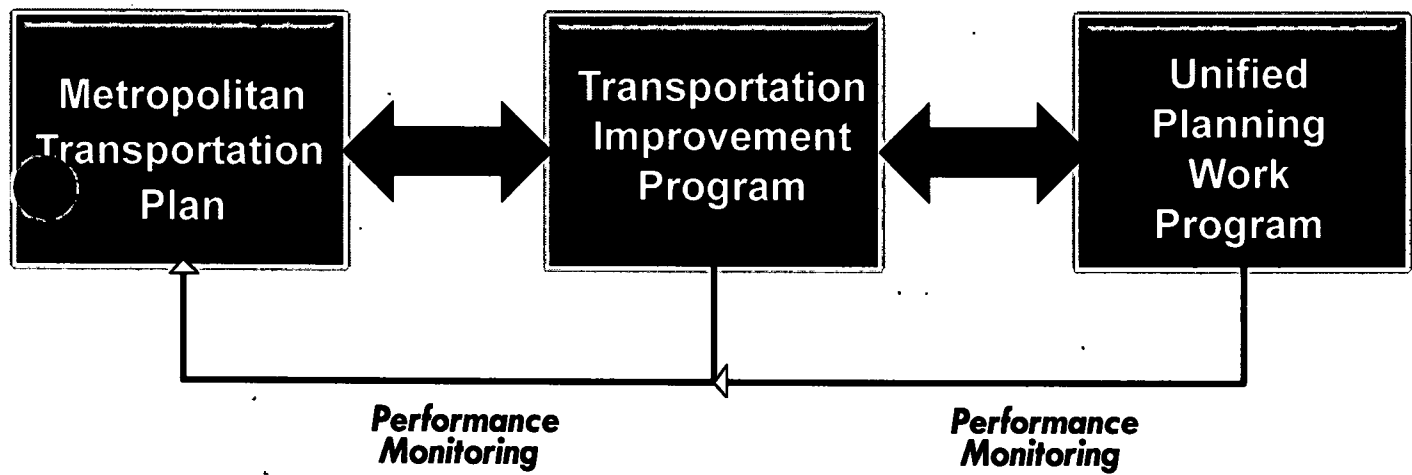
- **Coordinated Public Transit-Human Services Transportation Plan**
 - How to make best use of transit operations
- **Congestion Management Process (CMP)**
 - Required only in TMAs
 - Identifies congestion in all modes, and mitigation strategies
- **Air Quality planning in non-attainment areas**
 - The MTP and TIP are subject to conformity analysis

...TRANSPORTATION PLANNING PRODUCTS...





MPO Products





Metropolitan Transportation Plan (MTP)

- Federally Mandated
- Planning horizon of at least 20 years (25+ preferred)
- Plans for all modes of transportation
- Projects must be consistent with MTP if
 - Funded with federal funds
 - Regionally Significant
- Extensive and ongoing public involvement
- Prioritized listing of projects “Fiscally Constrained”
 - Not a wish list



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- Federally Mandated
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- Extensive and ongoing public involvement
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 - Not a wish list



Comprehensive Transportation Plan (CTP)

What is a Comprehensive Transportation Plan?

A Multi-modal long-range vision plan that defines an organization's philosophy towards decisions related to the integration of transportation and land use

- Includes a Highway Plan, Public Transit and Rail Plan, Bicycle Plan and a Pedestrian Plan**
- Depicts transportation infrastructure needed to handle the area's projected traffic for a minimum 30-40 year planning horizon**
- Financially Unconstrained**



Legal Basis for a CTP

N.C.G.S. § 136-66.2.

Development of a coordinated transportation system and provisions for streets and highways in and around municipalities.

Each MPO, with cooperation of the NCDOT, shall develop a comprehensive transportation plan in accordance with 23 USC § 134.

—In addition, an MPO may include projects in its transportation plan that are not included in a financially constrained plan or are anticipated to be needed beyond the horizon year as required by 23 USC § 134

For municipalities located within an MPO, the development of a comprehensive transportation plan will take place through the Metropolitan Planning Organization.

—For purposes of transportation planning and programming, the MPO shall represent the municipality's interests to the Department of Transportation.



Transportation Improvement Program (TIP)

- **Allocates limited resources to region's priorities**
 - Similar to a Capital Improvement Program (CIP)
- **Financially-constrained**
 - Includes most immediate MTP-based projects & strategies for implementation
- **Minimum 4 year document (many are 10 yrs. in NC)**
 - First 4 years considered "funded" years
 - Updated every 2 years
- **Year-by-year "line-item" list of projects approved for federal funding by the MPO's Executive Board**
 - Includes all major funding categories and programs
 - All Projects prioritized and funded through State Prioritization or directly by MPOs
- **TIP and Statewide TIP (STIP) must match**



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Ideas to Reality – SPOT Process

Statewide Strategic Prioritization (SPOT Process)

Quantitative, needs based approach to identifying statewide transportation needs.

First step towards developing a fiscally constrained State Transportation Improvement Program (STIP) and NCDOT's 5/10 year Work Programs.

Each MPO submits candidate projects for consideration in the Statewide Prioritization process.

- Extensive public involvement/participation

Projects are scored by NCDOT and each MPO is asked to assign priority points to projects in the region.

- Extensive public involvement/participation



Funding & the Future

- **STI & HB 97 state budget changes**
 - Thank you, Thank you, Thank you!
 - Transparent, needs based, data driven approach designed to identify the most cost-effective transportation investments in the state.
 - Continue to identify projects and programs where the needs are the greatest
- **Currently anticipated resources may not be enough to meet future needs**
 - Population and congestion growth are far outpacing currently available resources
- **All revenue options should be looked at to meet our needs**
 - Secure new dependable transportation funding that can be used flexibly by NCDOT and MPOs to support transportation needs throughout the state at all levels in the most cost-effective manner



How to Get Involved

- **MPOs are an important partner in the decision making process**
 - Provide an open forum for cooperative process
 - Contact and visit your local MPO
- **MPOs can be a resource for you**
 - Participate in MPO processes
 - Use MPO experience and resources



Resources

- Transportation Planning Capacity Building Program – https://www.planning.dot.gov/focus_metropolitan.asp
- Association of Metropolitan Planning Organizations (AMPO) www.ampo.org
- National Highway Institute www.nhi.fhwa.dot.gov
– *Metropolitan Transportation Planning, Course #152069*



Resources

- Federal Highway Administration (www.fhwa.dot.gov)
- FHWA Resource Centers (<http://www.fhwa.dot.gov/resourcecenter>)
- Federal Transit Administration (www.fta.dot.gov)



Metropolitan Planning Organizations in North Carolina

February 1, 2016

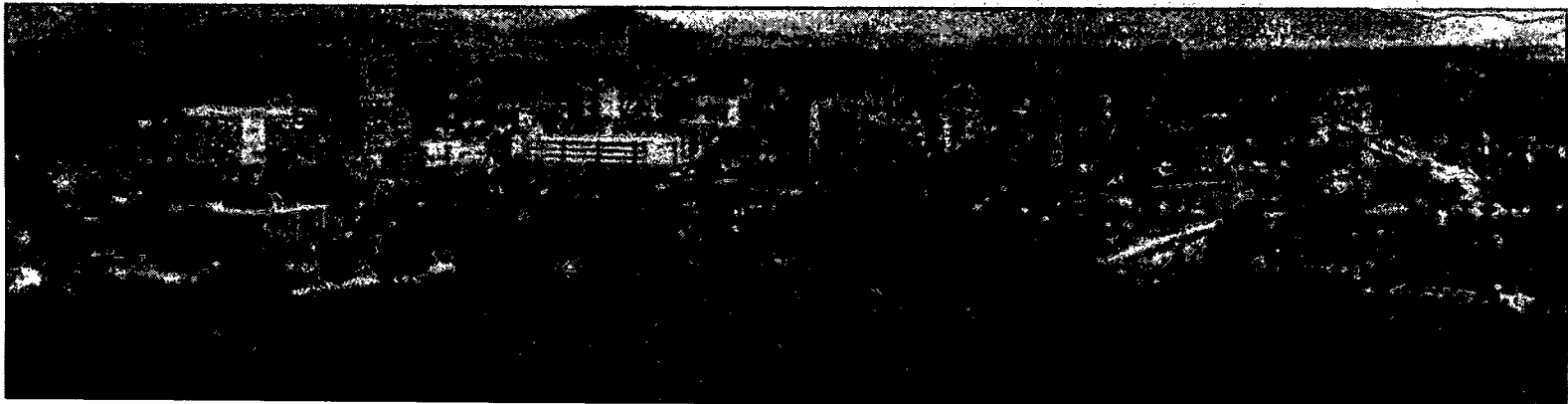


February 1, 2016



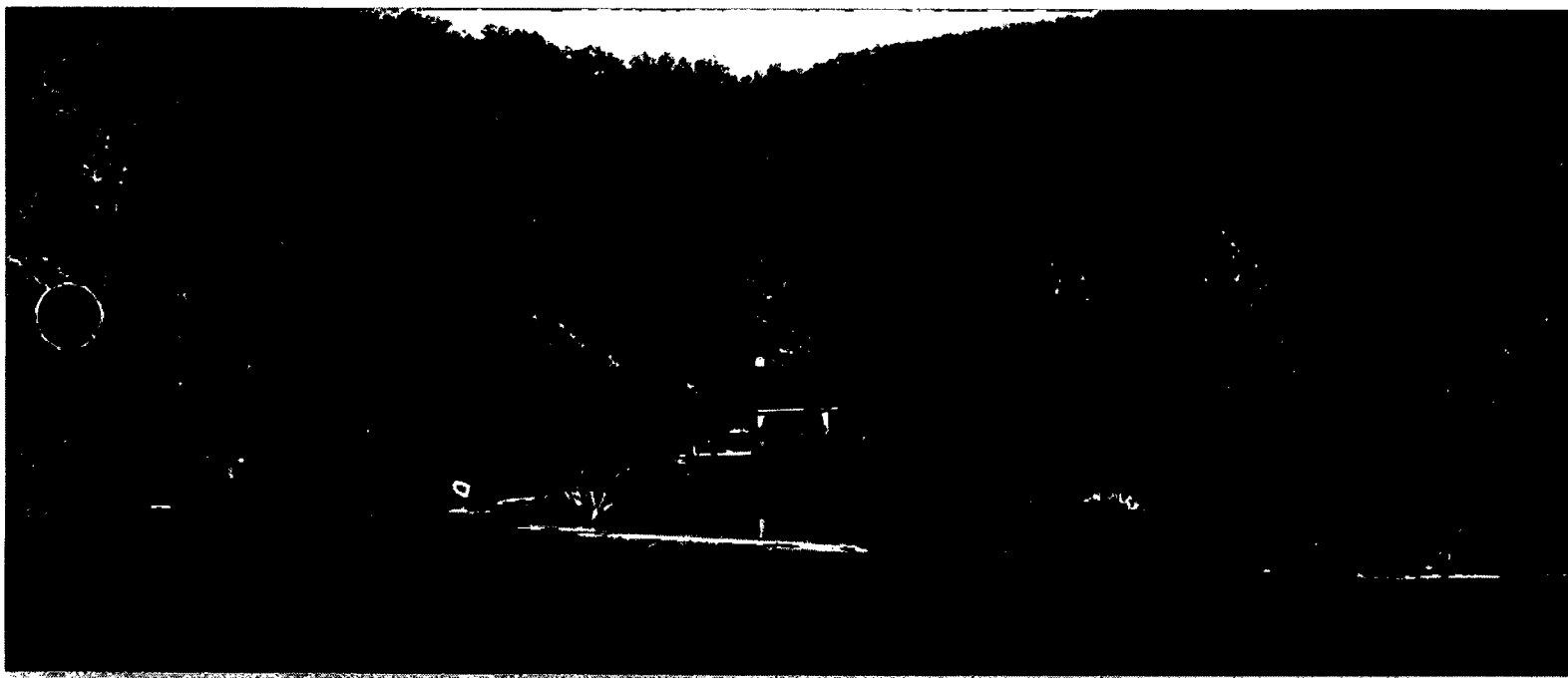
*House Select Committee on Strategic
Transportation Planning and Long Term Funding
Solutions, Primary System Subcommittee*

Mike Holder



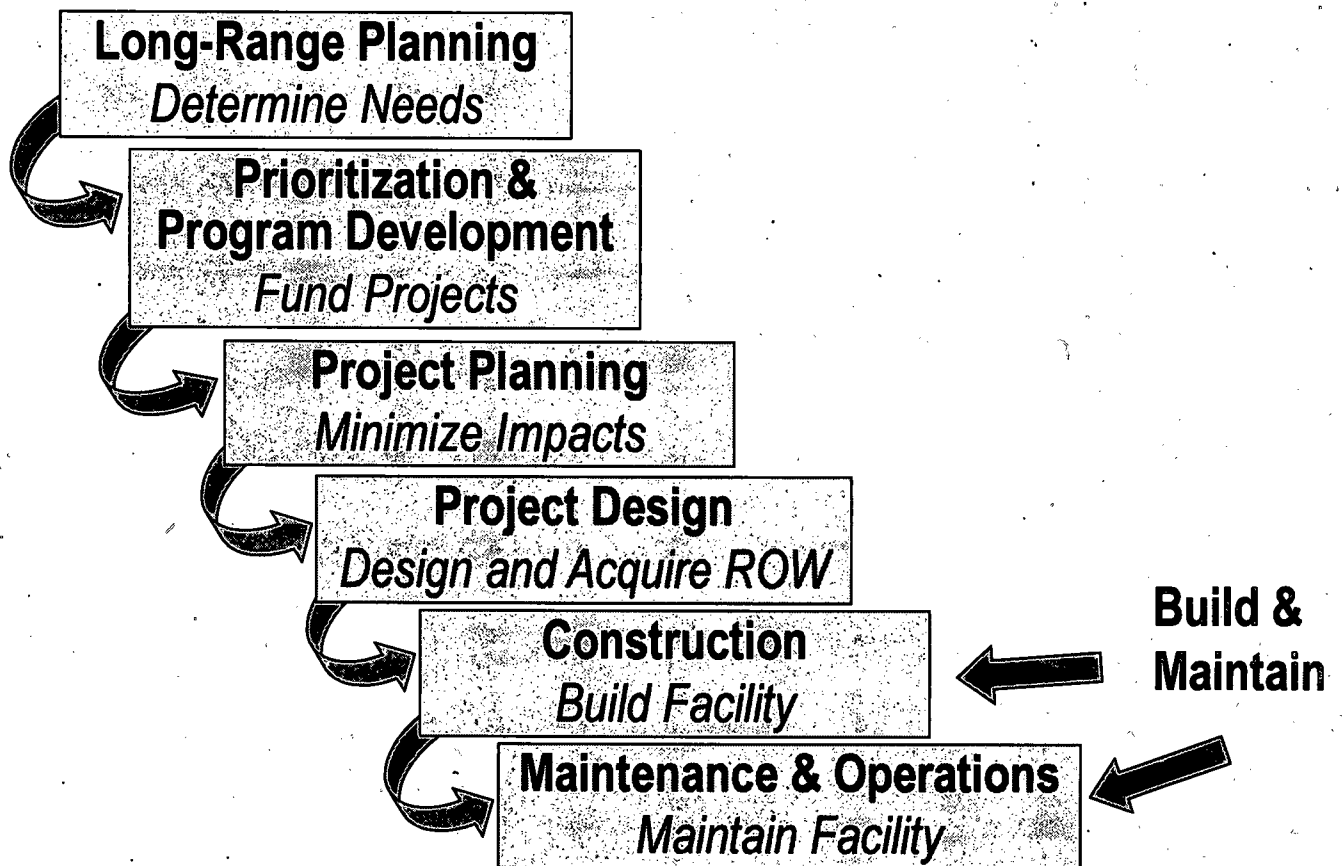
How to Build a Road

Mike Holder



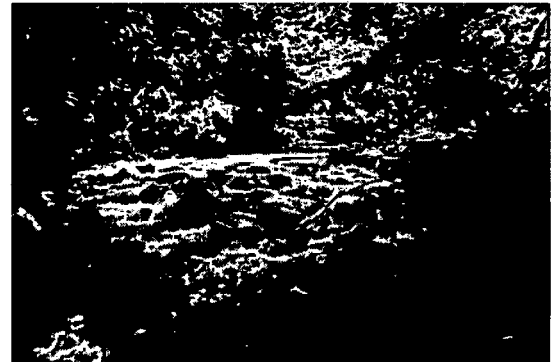
Transportation

Transportation Project Life Cycle

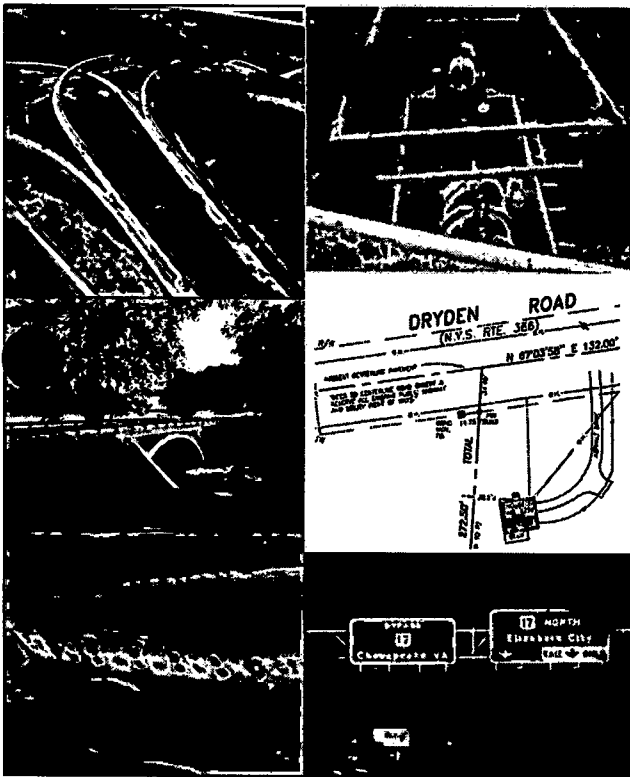


Project Planning Major Steps

- Develop preliminary highway designs within corridors
- Evaluate impacts
- Coordinate with project stakeholders (agencies & public)
- Select preferred alternate
- National Environmental Policy Act (NEPA)
& State Environmental Policy Act (SEPA)



Project Design Major Steps



- Location and Surveys provides survey information
- Highway design is finalized
- Construction limits are determined
- Right of Way obtained
- Project advertised for Let

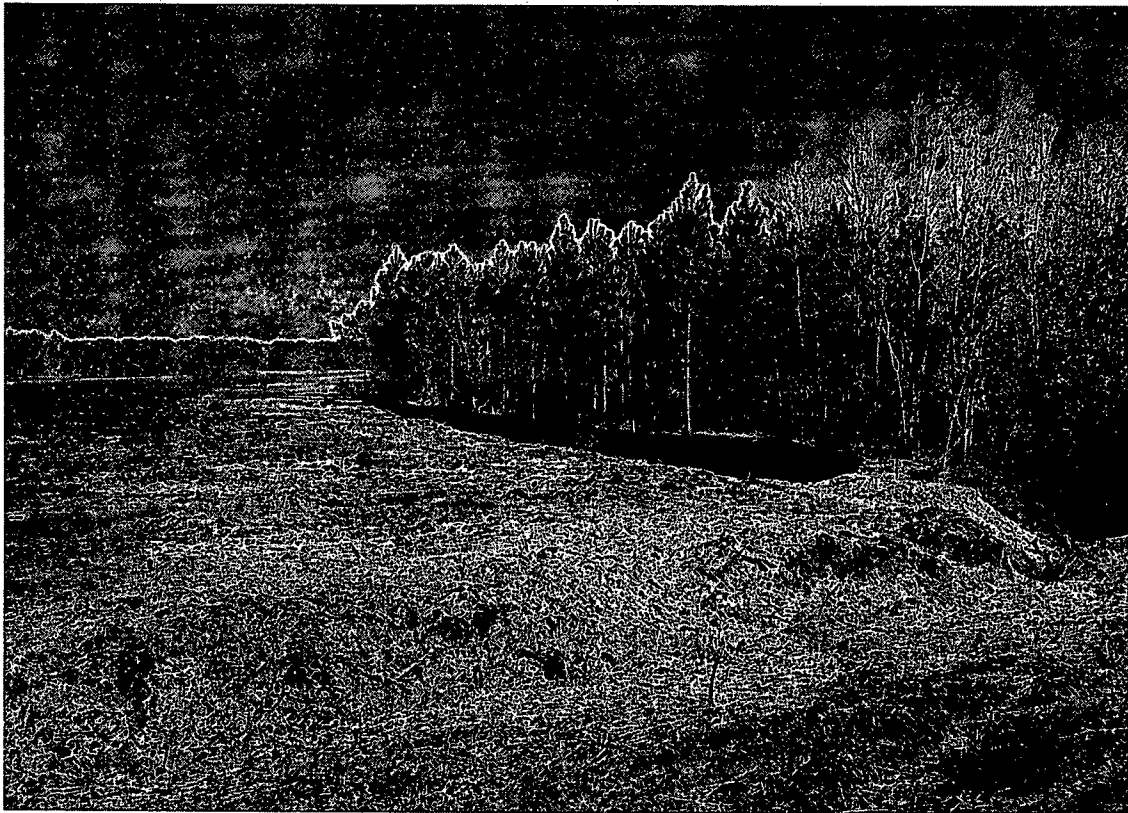
Construction Process – Typical Steps

- | | |
|-----------------------|------------------------------|
| 1) Surveying | 7) Top Drainage |
| 2) Clearing | 8) Bridge Beams and Deck |
| 3) Erosion Control | 9) Fine Grading |
| 4) Bottom Drainage | 10) Base and Pave |
| 5) Rough Grading | 11) Guardrail |
| 6) Bridge Foundations | 12) Markings, Signs, Signals |

Survey



Clearing



Erosion Control



Bottom Drain Pipe and Culverts



Rough Grading



Bridge Foundations



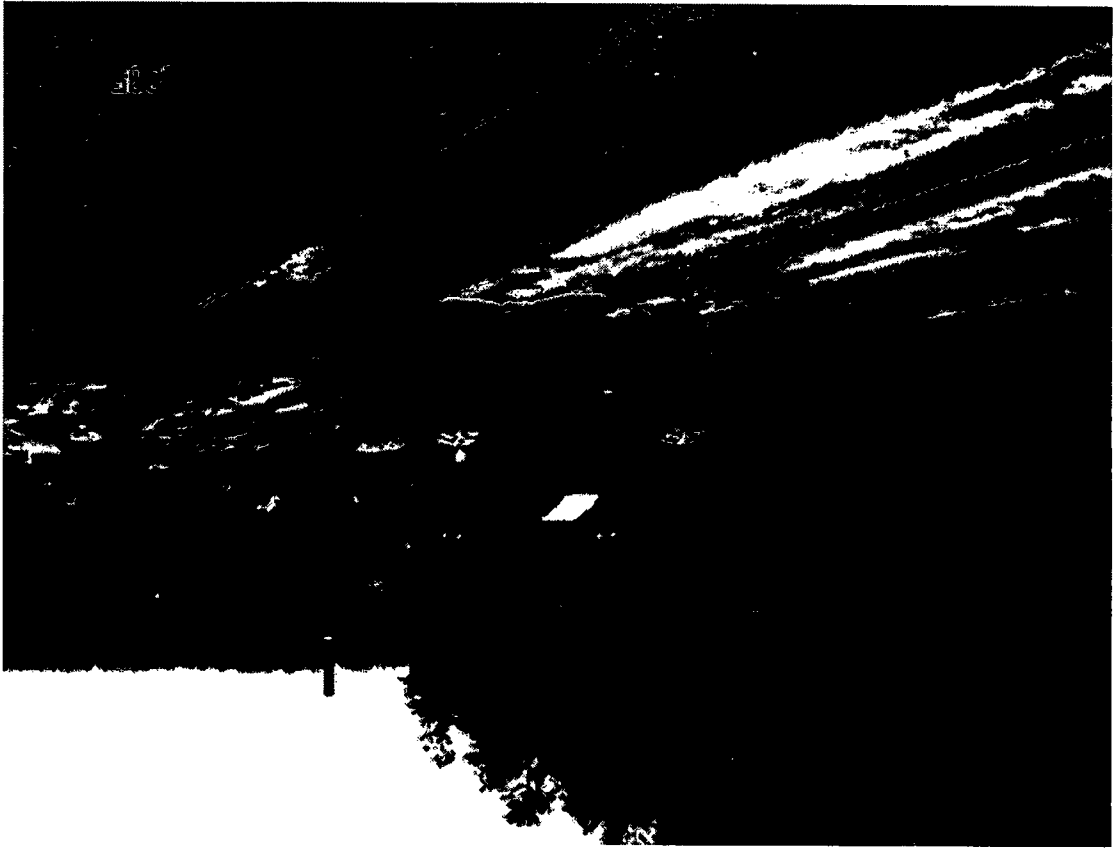
Top Drainage



Bridge Beams and Deck



Fine Grading



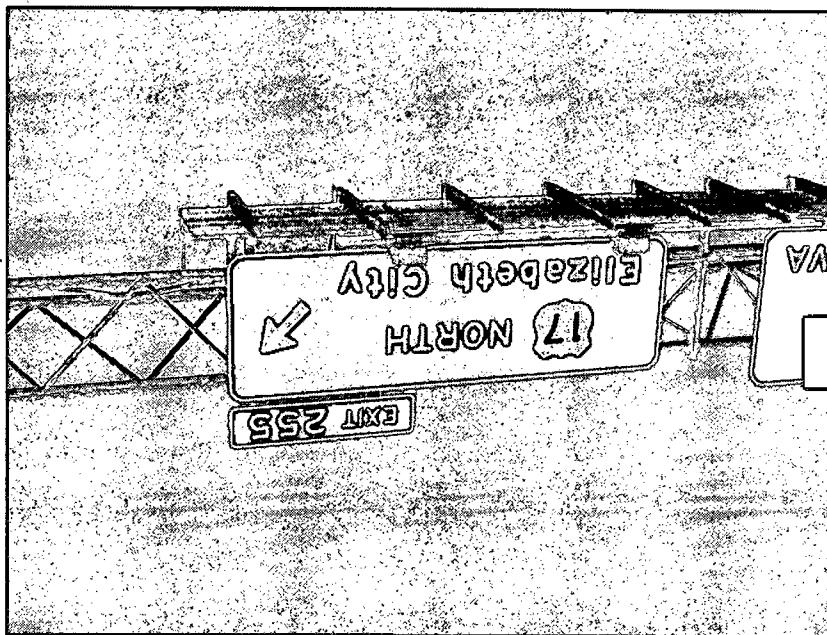
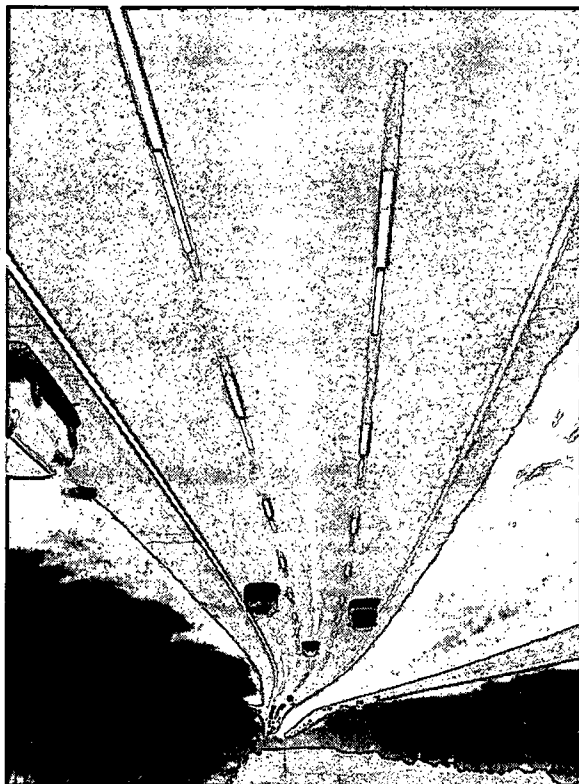
Base and Pave



Guardrail



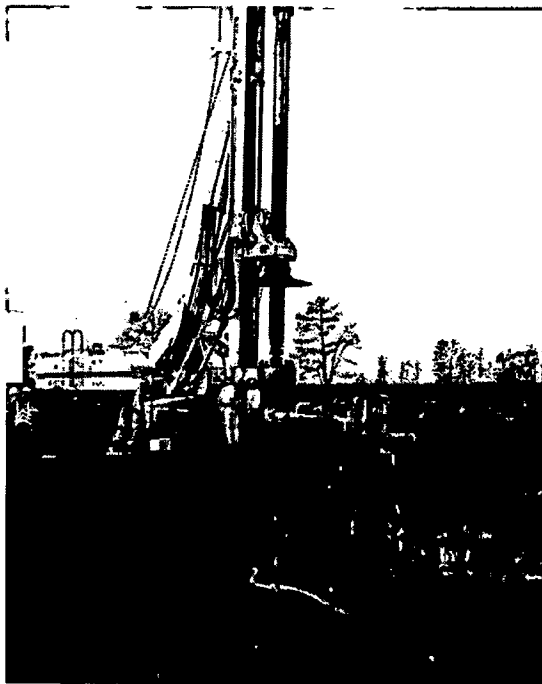
Pavement Markings, Signs, Signals



Typical Project Construction Durations

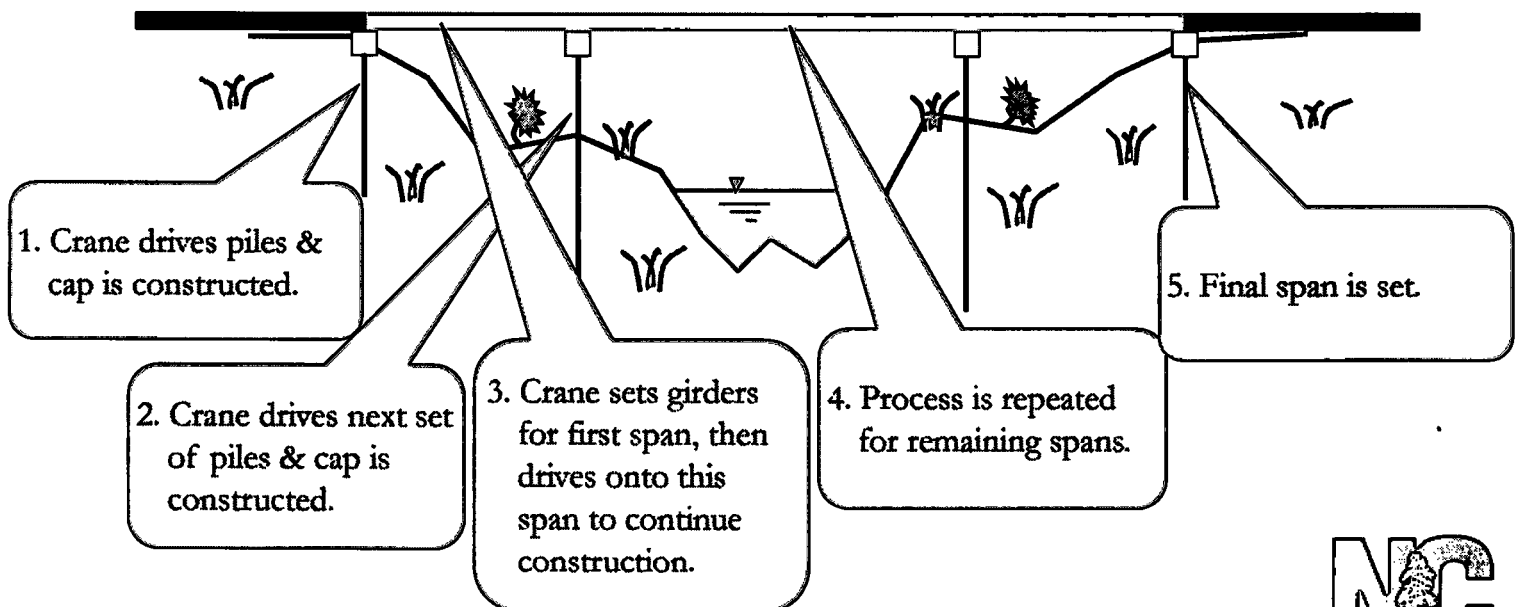
- New Location: 3 to 4 years
- Major Pavement Rehabilitation: 2 to 3 years
- Urban Widening: 2 to 3 years
- Major Bridge Projects: 2 to 4 years
- Bridge Replacement (low impact): 6 to 12 months

Construction Challenges - East



- Weak Soils
- Wetlands/ Environmental Impacts
- Bridge access requiring work bridges or barges
- Positive Drainage – Flat Landscape
- Top Down construction

Top-Down Construction



NC

Transportation

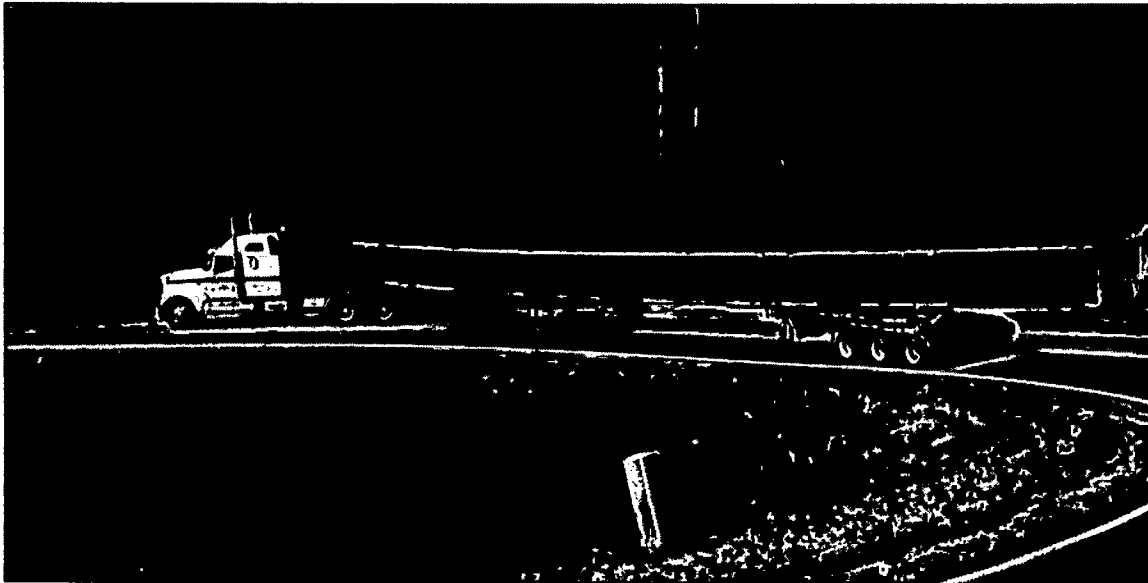
Construction Challenges - Piedmont

- Urban, Traffic Congested Areas
- Utility Conflicts
- Night Work
- Clay Soils
- Traffic Phasing
- Degradable Rock



Construction Challenges - Mountains

- Hard Rock
- Shorter Working Season
- Steep Terrain
- Tourist Seasonal Congestion
- Trout Streams
- Material Delivery on Curvy Roads



Maintenance

- Pavement Repair
- Resurfacing
- Drainage installation and improvements
- Mowing
- Snow and ice removal
- Vegetation management
- Litter and debris removal
- Sign installation and replacement
- Pavement markings
- Signal installation and repair
- Bridge repair and replacement



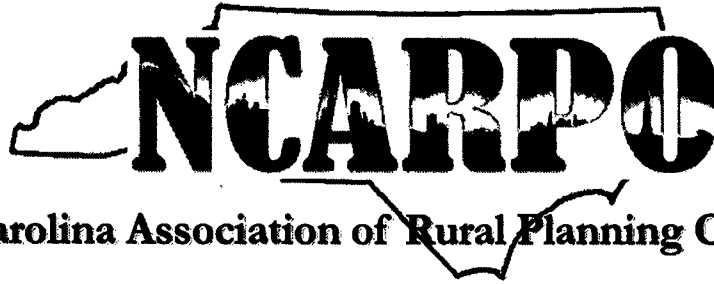
Questions?



RPOs IN NORTH CAROLINA

Secondary Systems Subcommittee
House Select Committee on Strategic Transportation Planning and
Long Term Funding Solutions

February 1, 2016



North Carolina Association of Rural Planning Organizations

Janet Robertson
NCARPO President
Lumber River RPO

Law Establishing RPOs

- 2000 - GS 136-210 through 213 directed NCDOT to study Rural Planning Organizations (RPO)
- 2001 – Based on results of the study, NCDOT began working with local elected officials to form RPOs
 - Between 2001 and 2003, 20 RPOs were established
 - All areas of NC are now represented by either an MPO or RPO



Definition of RPO

- An RPO, as defined in NC General Statute 136-210, is:
"A voluntary organization of local officials formed through a Memorandum of Understanding (MOU) to work cooperatively with the Department of Transportation to plan rural transportation systems and to advise the Department on rural transportation policy"
- The area represented by an RPO shall include 3 to 15 contiguous counties or a minimum population of 50,000
 - Noncontiguous counties that are adjacent to the same MPO may form an RPO
 - Not all municipalities in a proposed RPO must join the organization, however the county must be a member of the RPO.
 - **Metropolitan Planning Organization (MPO) areas shall not be included**

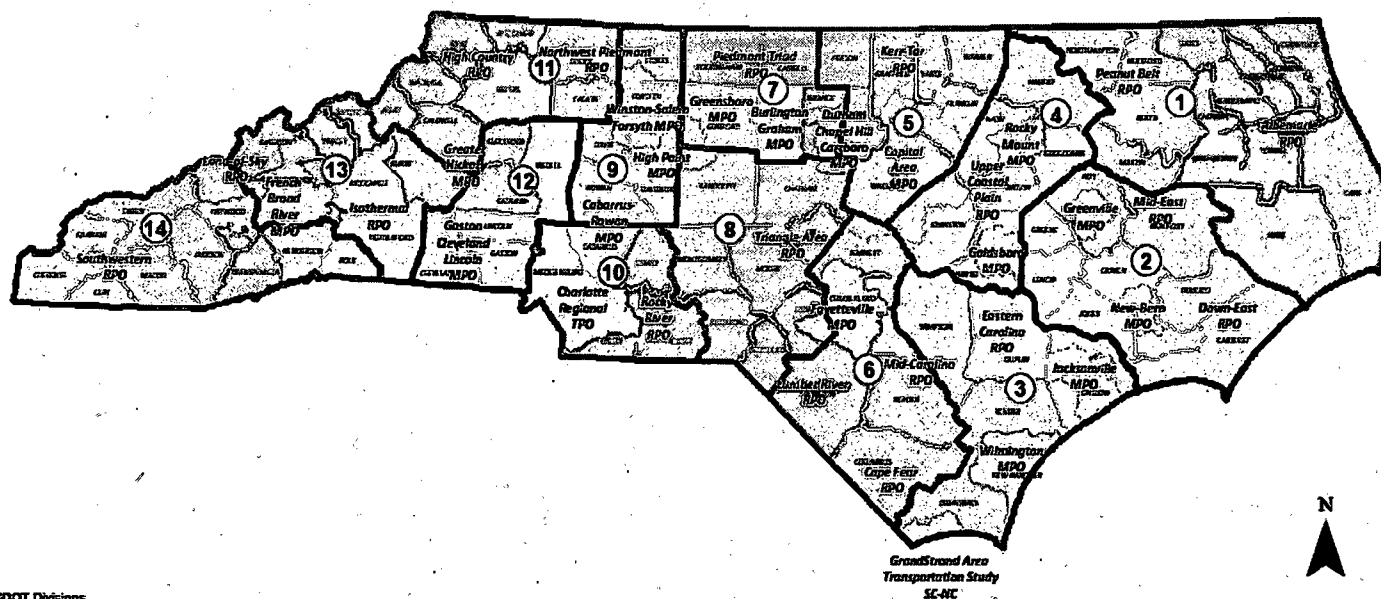


Comparison of RPOs to MPOs

	RPOs	MPOs
Number	18	19
How Formed	Area identified locally based on common transportation/land use concerns, with agreements by all counties; minimum of 3 counties required; cities may join and vote per MOU	Area identified by US Census, includes central city and other areas that meet density criteria; planning area may be expanded, but not contracted Federal legislation established MPOs starting in the 1960s
Designation	Chartered by NC Secretary of Transportation during 2001-2003	Designated by NC Secretary of Transportation on behalf of Governor based on population criteria by US Census and FHWA
Population	Minimum 3 counties or 50,000 population	Minimum 50,000 population; Special planning requirements for areas over 200,000



Metropolitan Planning Organizations, Rural Planning Organizations, and NCDOT Divisions



NCDOT Divisions

0 25 50 100 Miles



Map Created by
North Carolina
Department of Transportation
Transportation Planning Branch
November 2015

RPOs give rural areas a formal voice in the transportation planning process by providing “a place at the table” for local officials, staff, and citizens who know their areas best.



RPO Responsibilities

- Assist the NCDOT in developing Comprehensive Transportation Plans (CTP)
- Develop and prioritize projects the organization believes should be included in the STIP
- Provide a forum for public participation in the transportation planning and project development processes
- Provide transportation related information to local governments
- Other duties as determined



RPO Structure

- **Transportation Advisory Committee (TAC)** –governing policy board
 - Local Elected Officials
 - BOT Area Representative
 - Other members designated by the MOU (Memorandum of Understanding)
- **Technical Coordinating Committee (TCC)**
 - Member Government(s) Staff Representatives (e.g., managers, planners)
 - NCDOT (Division Engineer or Staff Designee)
 - Other Agencies and citizens with an interest in transportation planning
- **Lead Planning Agency (LPA)**
 - Designated Staff (Council of Governments, County, City)



RPO Funding

- **80% from Federal Funds** (combination from the National Highway Performance Program, Surface Transportation Program, Highway Safety Improvement Program, & Congestion Mitigation and Air Quality Improvement Program)

These Federal Funds are passed through to NCDOT. Placed in the State Planning and Research Fund; Transportation Planning Branch earmarks it for the RPOs in the annual work program.

- **20% from Local Match**



Who, What, and Where do NC's RPOs plan for?

36,832 Square Miles or

75.41%

of NC's Total Land Area

45,234 Road Miles or

56.91%

of NC's Total Road Miles
in 2015



3,020,628

Individuals in 2010

Infographic Prepared by Eastern Carolina Council

RPO Projects and Activities

- Corridor Studies
- Regional Locally Coordinated Human Services Public Transportation Plans
- Regional and Local Bicycle Plans
- Pedestrian Plans
- Sidewalk and Parking Inventories
- Provide GIS Mapping and Analysis to support transportation projects
- Create and maintain a transportation data warehouse for the region



Other Activities of RPO Staff

- Participate in the Merger Process (Project development and permitting processes)
- Serve on regional and statewide boards and committees
- Assist communities with grant writing and public involvement
- Coordinate with neighboring RPOs and MPOs
- Provide support for TAC and TCC





North Carolina Association of Rural Planning Organizations

Janet Robertson

NCARPO President

Rural Transportation Planner

Lumber River RPO

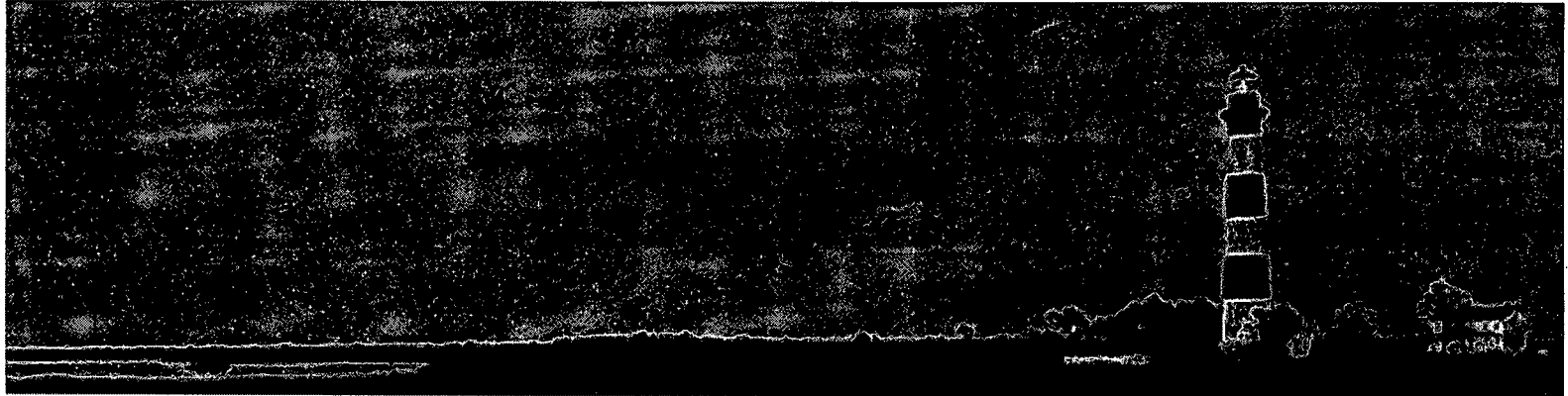
Lumber River Council of Governments

30 C.J. Walker Road, COMtech Park

Pembroke, NC 28372

910-775-9749

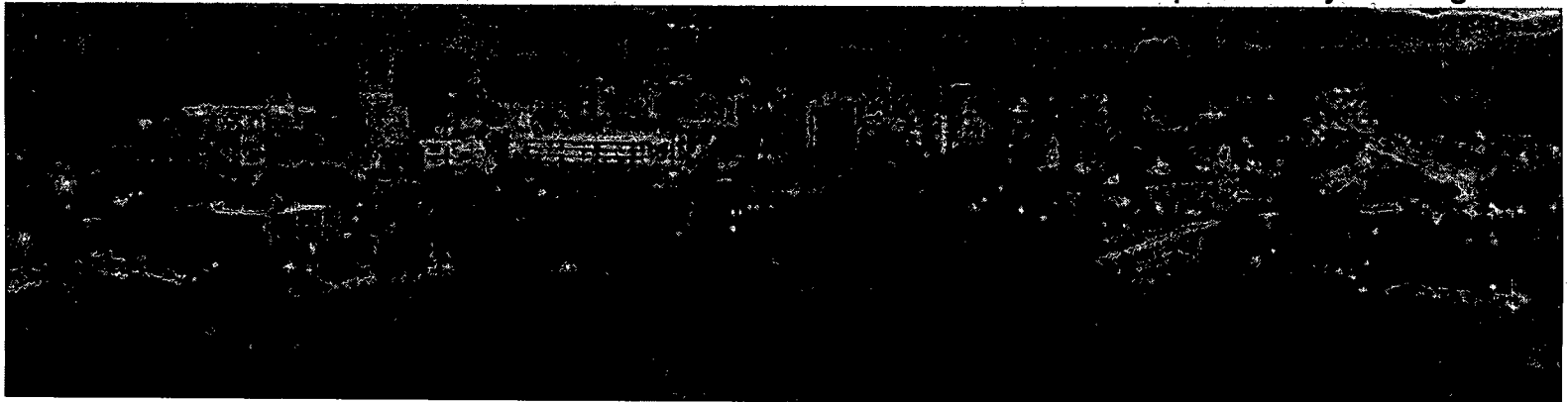
jfr@lumberrivercog.org



House Select Committee on Strategic Transportation
Planning and Long Term Funding Solutions

February 1, 2016

Sterling Baker, P.E.
Multimodal Special Projects Engineer



Key Items

- Ferry System Overview
 - System-wide Overview
 - Vessel Overview
- Overview of 2014 Ferry Div. Long Range Asset Management Plan
- SPOT3.0 Overview/Project Summary
- SPOT4.0 Update
- Update on 2016 Ferry Div. Long Range Asset Management Plan

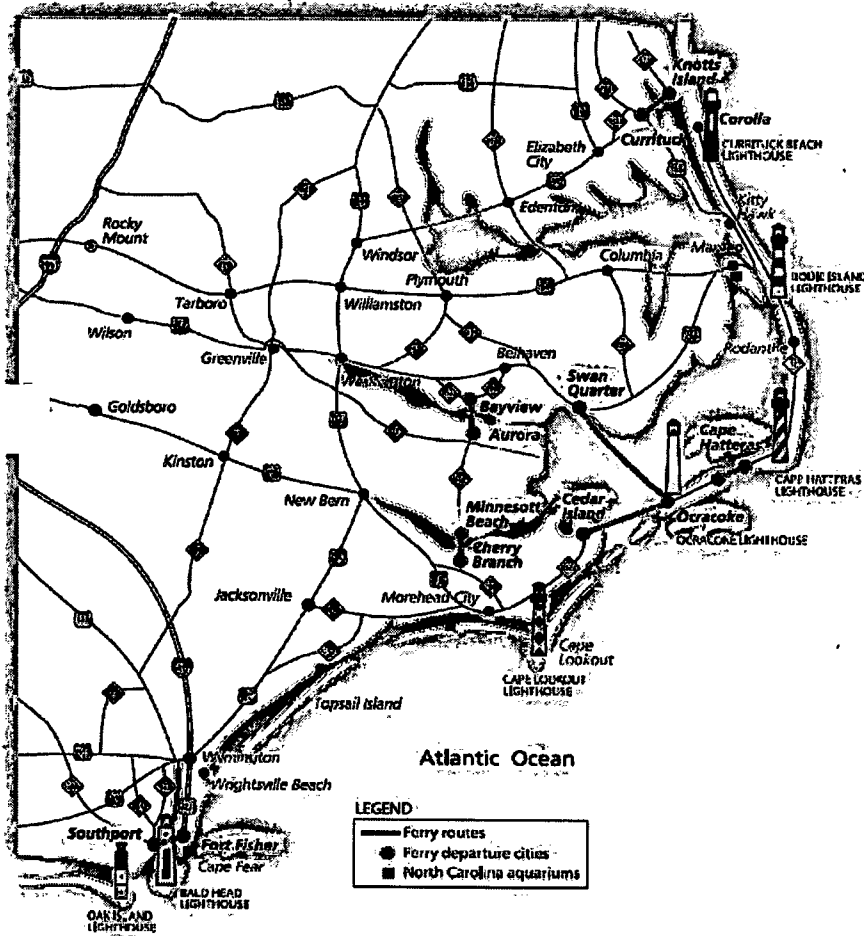


System-wide Overview



Transportation

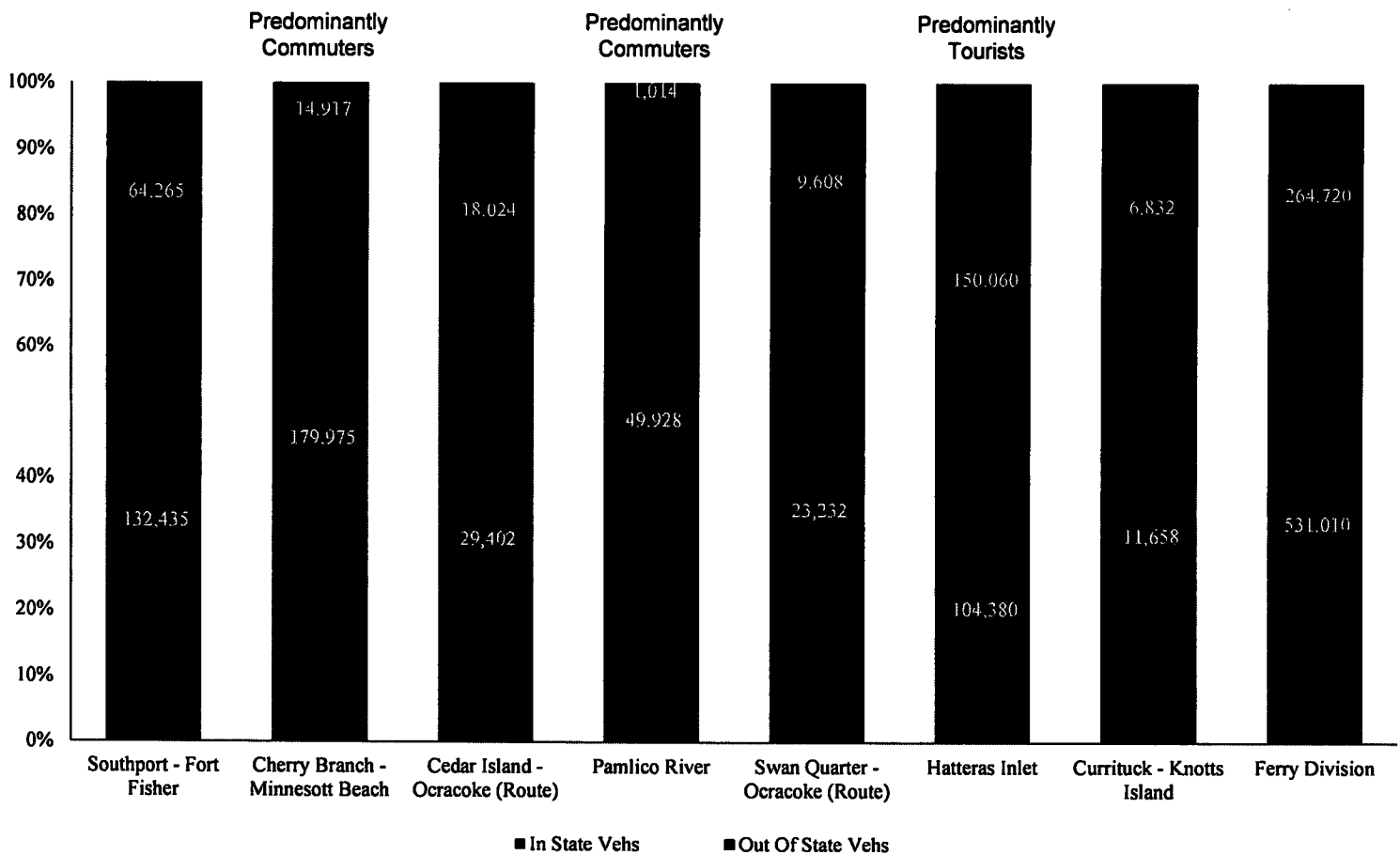
System-wide Overview



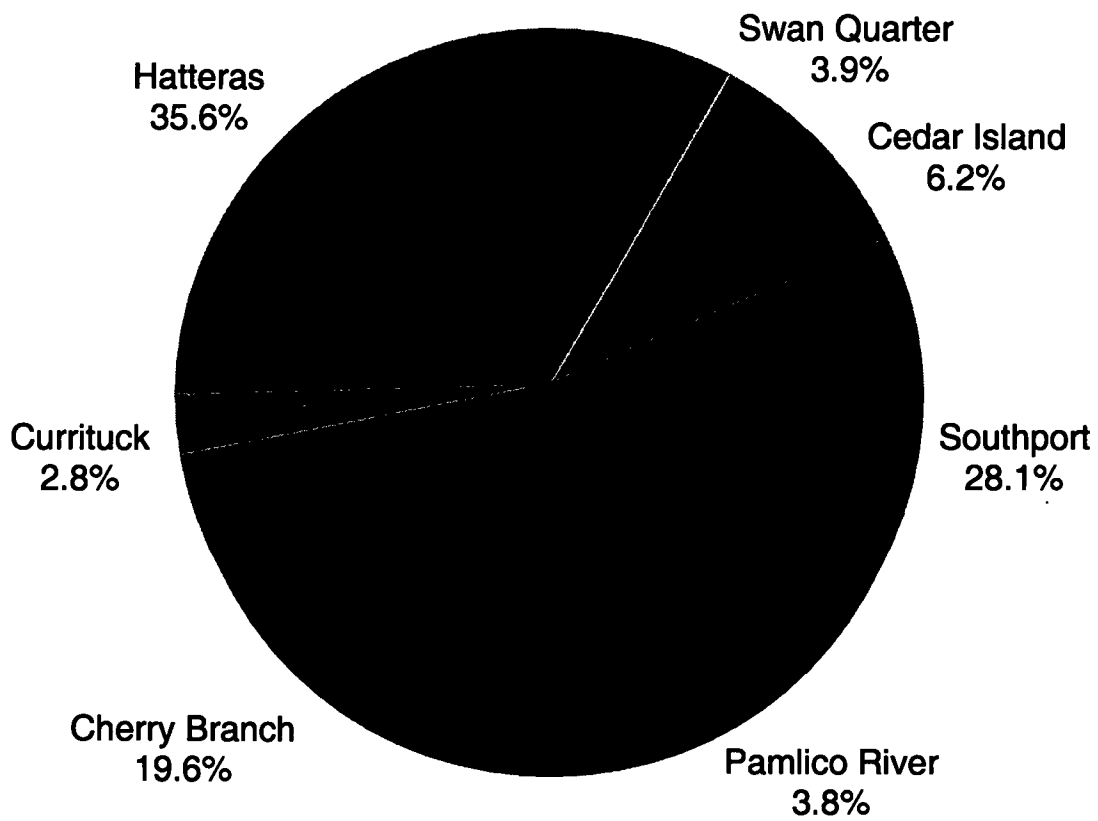
- 2nd largest state operated ferry system in the US
- 7 scheduled routes
- 1 emergency route
- 12 terminals
- State owned shipyard
- 4 field maintenance shops
- 21 ferries (5 sound class, 9 river class, & 7 hatteras class)
- Support Fleet (4 tugs, 3 barges, 1 crane barge, & 1 dredge)



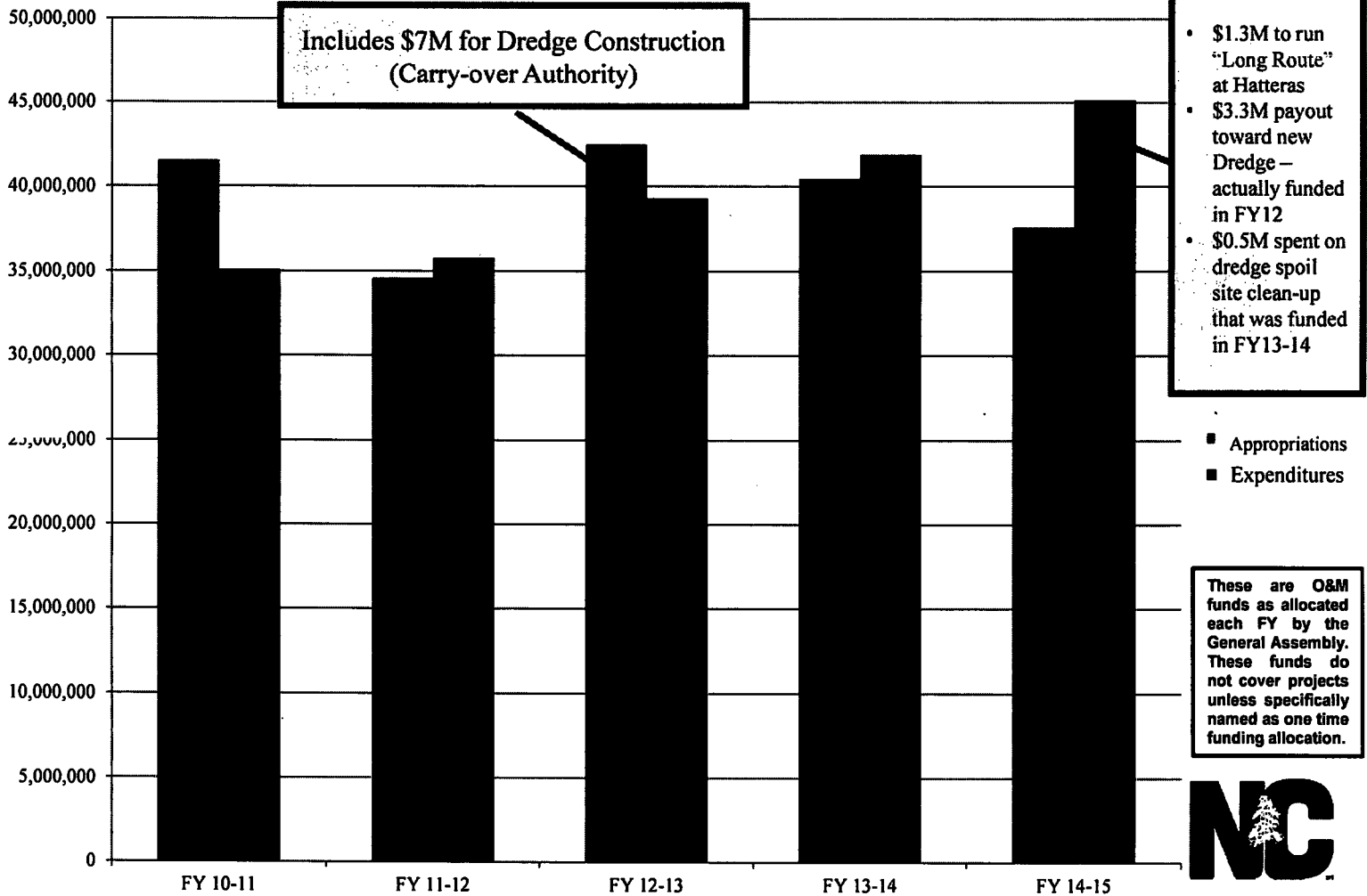
Vehicles Carried: In State Comparison to Out of State



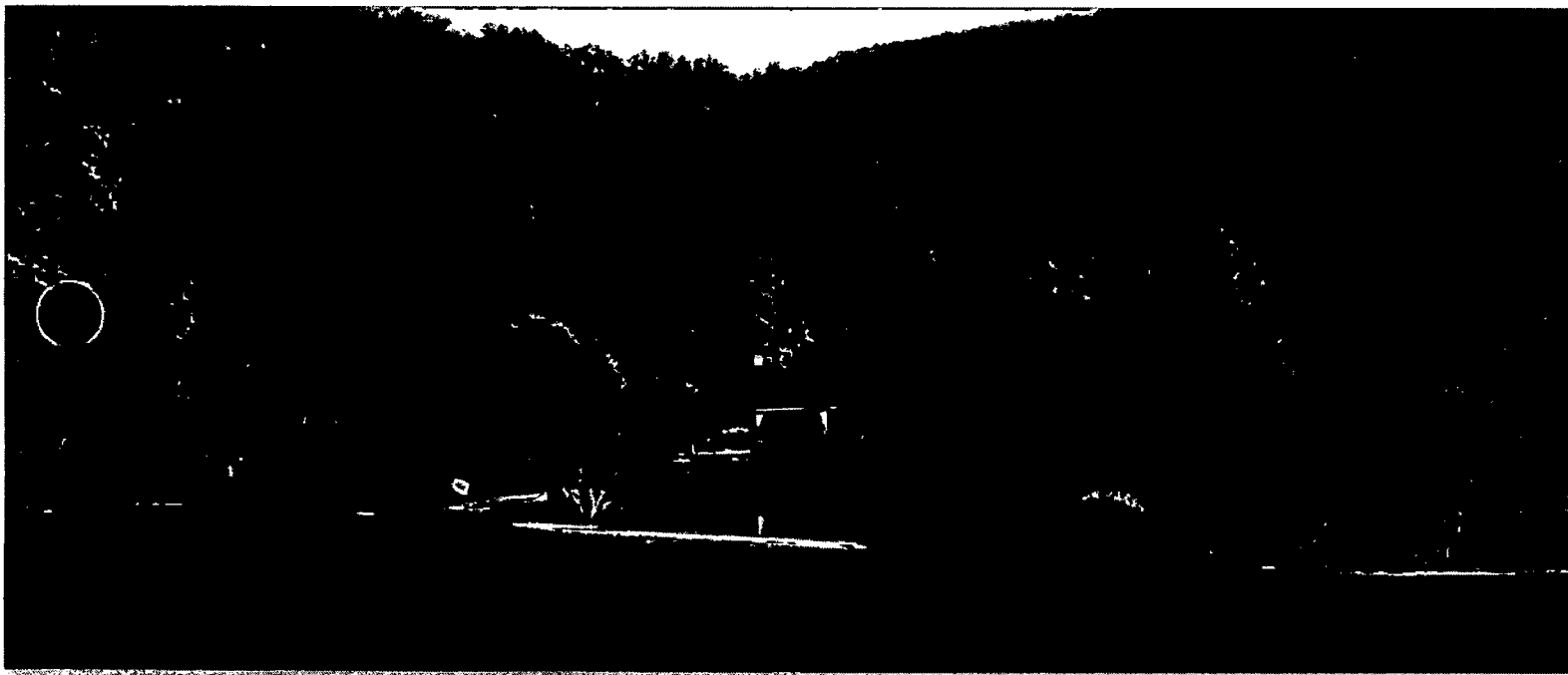
*Percent of Vehicles Carried per Route
Comparison for CY15*



Appropriations vs Actual Expenditures



Vessel Overview



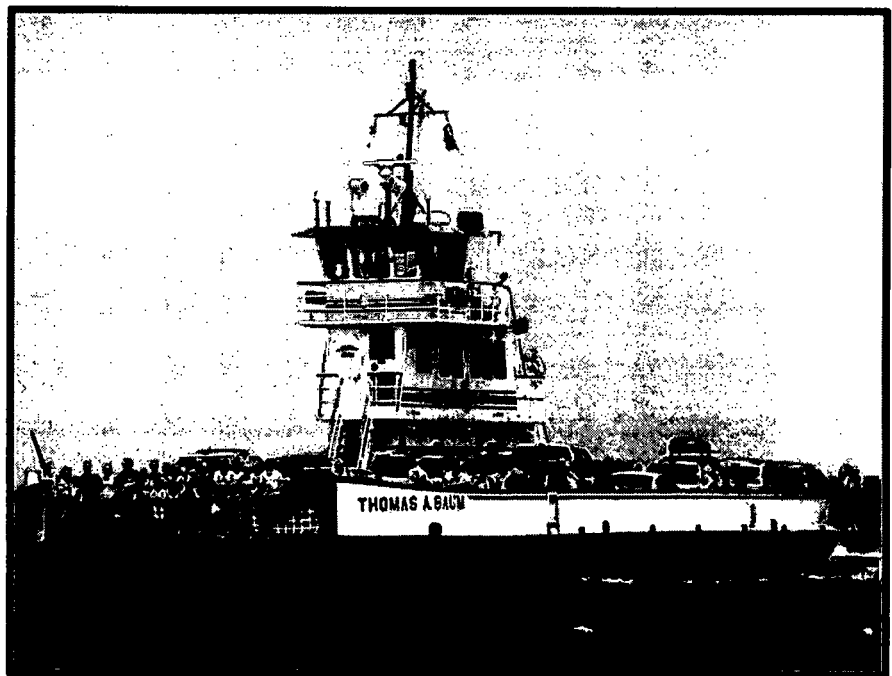
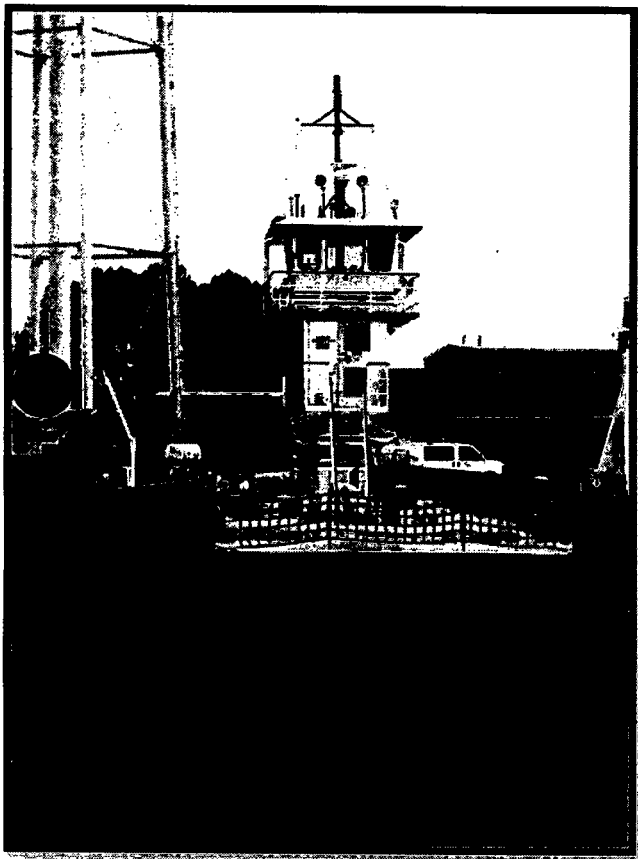
Vessel Overview

<u>Vessel Class</u>	<u>No. in Class</u>	<u>LOA</u>	<u>Breath</u>	<u>Draft</u>	<u>Carrying Capacity (Vehicles)</u>	<u>Carry Capacity (Passengers)</u>	<u>Average Vessel Age of Fleet in Each Class</u>
Hatteras	7	149' - 9"	42' - 0"	4' - 6"	26	149	25
River	8	180' - 0"	40"	4' - 3"	38	300	16
River (Hunt)	1	159' - 3"	40"	4' - 3"	22	150	32
Sound	5	220' - 6"	50' - 0"	5' - 6"	50	300	23
Dredge	1	80' - 0"	30' - 0"	4' - 0"	N/A	N/A	48
Barges	3	39' - 0"	18' - 0"	2' - 0"	N/A	N/A	49
Crane Barge	1	136' - 0"	40' - 0"	4' - 0"	N/A	N/A	8
Tug (Small)	1	34' - 0"	12' - 0"	4' - 0"	N/A	N/A	33
Tug (Medium)	2	40' - 0"	14' - 0"	4' - 0"	N/A	N/A	49
Tug (Large)	1	56' - 0"	22' - 0"	6' - 6"	N/A	N/A	39

General Dimensions as each vessel varies slightly



Hatteras Class Vessels



Average Age Of This Class	=	25 years
Oldest Vessel In This Class	=	27 years
Newest Vessel In This Class	=	21 years

Note: All 7 Hatteras Class Vessels in the Fleet were constructed between 1989 and 1995.



Transportation

River Class Vessels



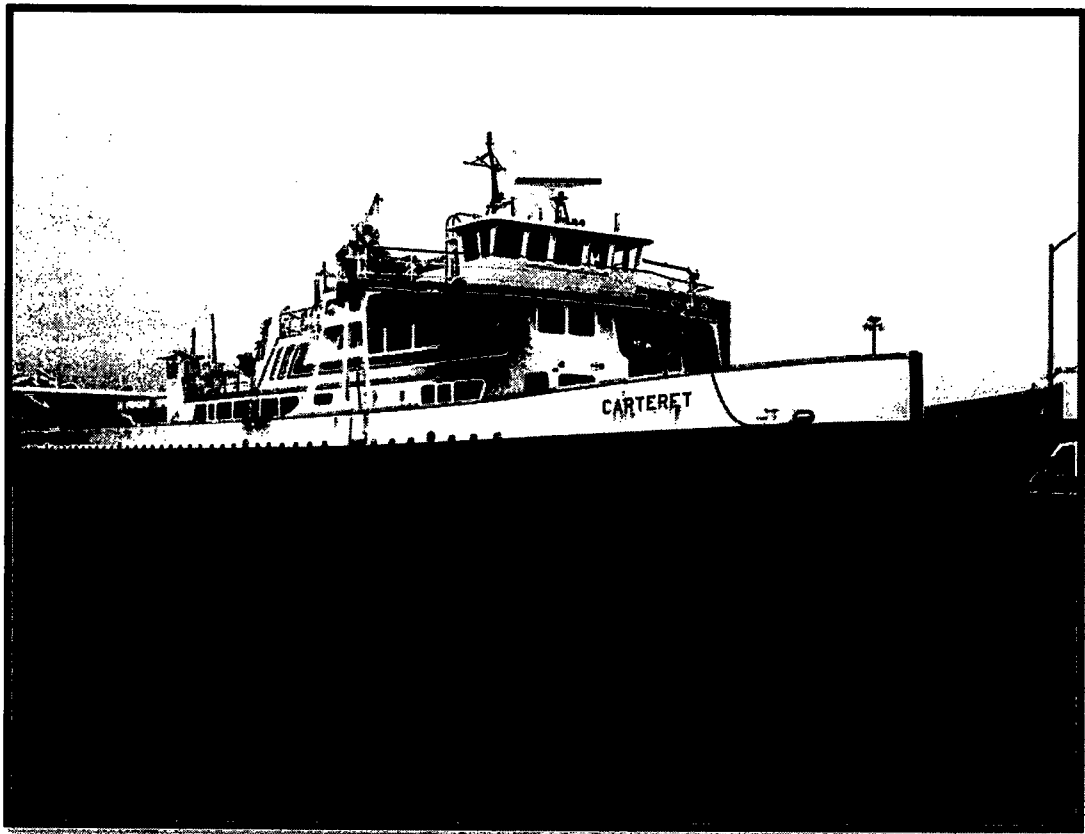
Average Age Of This Class	=	16 years
Oldest Vessel In This Class	=	23 years
Newest Vessel in This Class	=	10 years



The Gov. Hunt was built in 1984 (32 yr. old). This boat is unique to the entire fleet as it was designed to mainly service school children in Currituck County. It is not reflected in the numbers to the left.



Sound Class Vessel

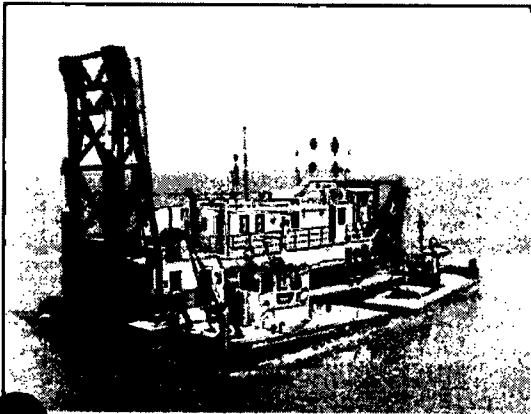


Average Age Of This Class	=	23 years
Oldest Vessel In This Class	=	51 years
Newest Vessel in This Class	=	5 years

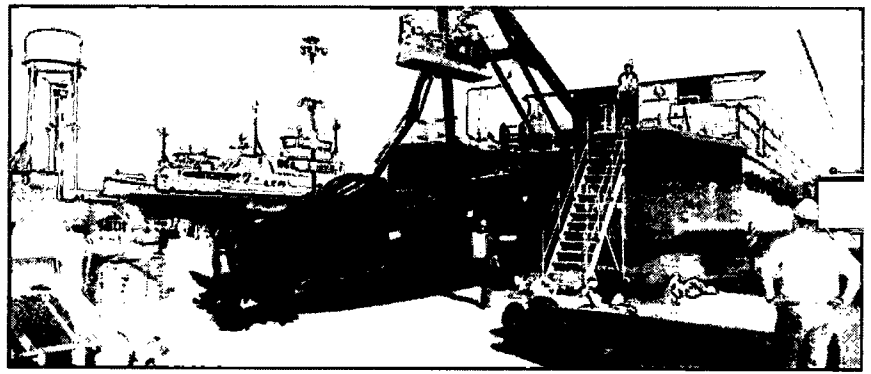


Transportation

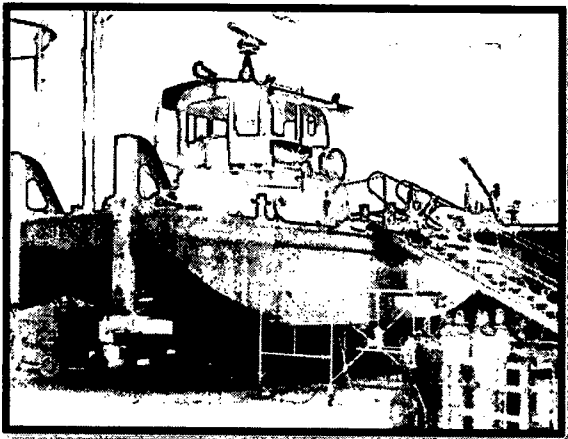
Support Fleet Vessels



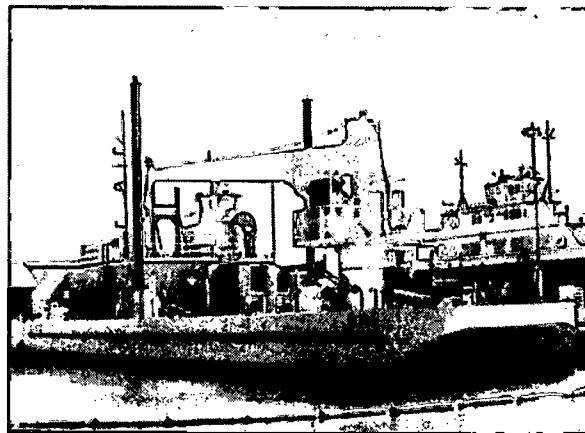
Dredge Carolina
Built: 1968



Dredge Manteo
Built: 2016



Tug Buxton, Jr.
Built: 1983



Crane Barge: Skyco
Built: 2008



Transportation

Overview of 2014 Ferry Div. Long Range Asset Management Plan



CY2014 Long Range Asset Management Plan

[illegible]

- Developed in CY2014 as a basis for SPOT3.0 projects
- Used to define a 20 year plan for managing the Ferry Division's assets
- Leaned heavily on vessel rehabilitation versus vessel replacement.
- Project needs are shown by route to make the spreadsheet easier to review.



CY2014 Long Range Asset Management Plan

Key Decision Factors in the Development of the Asset Management Plan:

1. Based on a life cycle and rehabilitation costs we are defining asset life of ferry vessels as 30 years.
2. Plan developed with heavy focus on vessel rehabilitation around the 20 year mark.
3. The Hatteras Class vessels are being phased out and replaced with River Class vessels in order to provide greater capacity and continuity of operations throughout the Ferry Division.
4. Replacement Costs:
 - Sound Class Vessel Replacement (New Construction) equals approximately \$ 15M
 - River Class Vessel Replacement (New Construction) equals approximately \$ 12M



CY2014 Long Range Asset Management Plan

Capital Improvement Projects:

- New Installation of Ramp & Gantry (Capacity Expansion)
- Bulkhead Expansion (Associated with Capacity Expansion)
- Additional Mooring Slips (Associated with Capacity Expansion)
- New Ferry Vessels
- Replacement of Ferry Vessels
- Replacement of Support Fleet Vessels

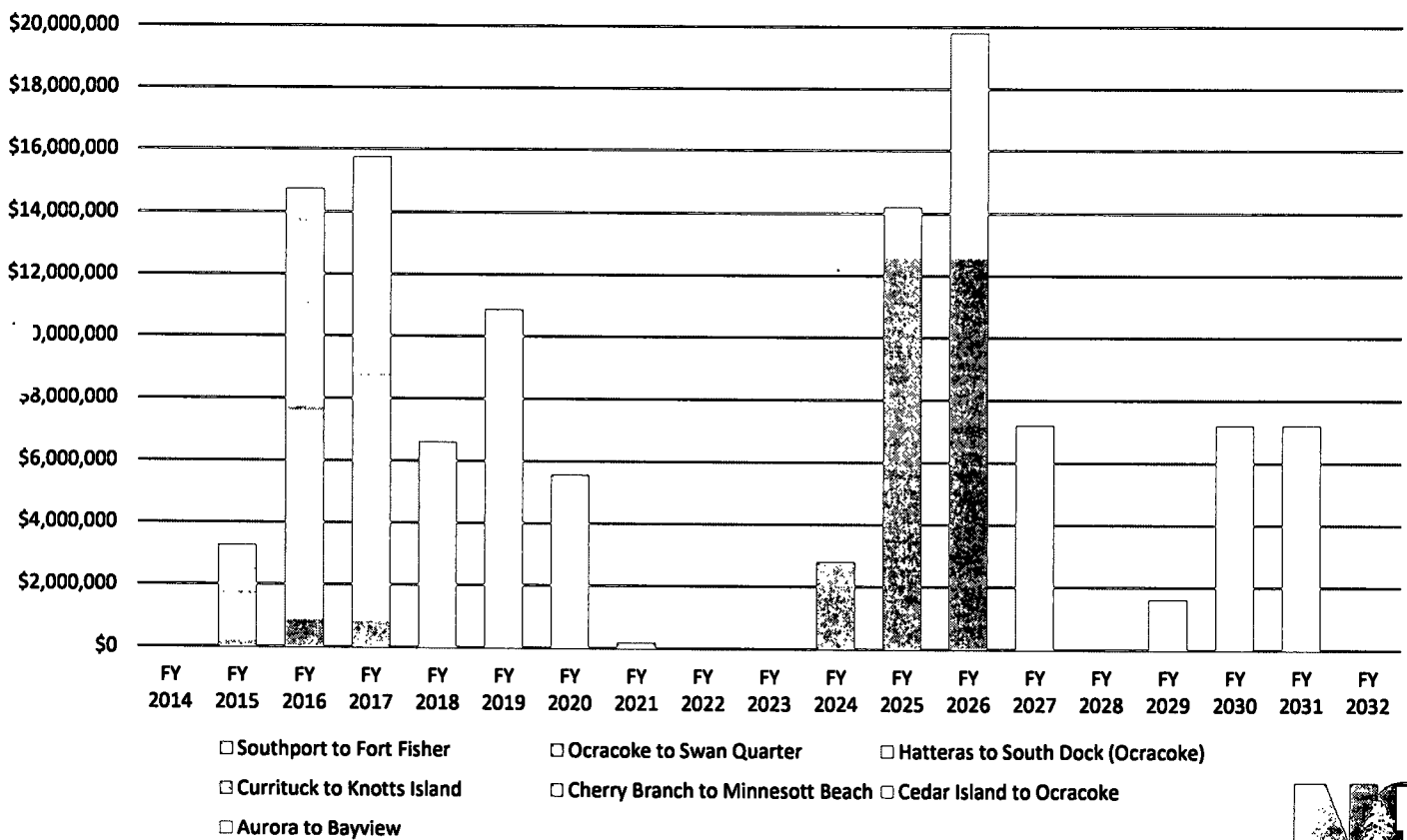
Operations & Maintenance Projects:

- Vessel & Fleet Maintenance
- Rehabilitation of Ferries and Support Vessels
- Ramp & Gantry Replacement or Rehabilitation
- Bulkhead Repair/Rehabilitation
- Dredging
- Rehabilitation or Replacement of High Value Assets at the Shipyard (i.e.: the Synchrolift, Water Tower, Platen railcars, etc.)
- Maintenance of Stormwater Retention Ponds
- Maintenance/Restoration of Dredge Spoil Sites



CY2014 Long Range Asset Management Plan

20 Year CIP Funding Needs For Ferry Division



CY2014 Long Range CIP Projects

FERRY DIVISION PRIORITY	BRIEF PROJECT DESCRIPTION	ESTIMATED COST	VESSEL BEING REPLACED	ROUTE CARRIED	DIV.	RPO / MPO
1	Replacement Tug	\$5,000,000	Albemarle	System-wide Support Vessel	1, 2 & 3	Albemarle, Mid East, Down East, Cape Fear RPOs & Wilmington MPO
2	Replacement Tug	\$1,725,000	Dare	System-wide Support Vessel	1, 2, & 3	Albemarle, Mid East, Down East, Cape Fear RPOs & Wilmington MPO
3	Replacement - River Class Vessel	\$12,000,000	Baum-H	Yes	1	Albemarle RPO
4	Replacement Tug	\$1,725,000	Buxton Jr	System-wide Support Vessel	1, 2, & 3	Albemarle, Mid East, Down East, Cape Fear RPOs & Wilmington MPO
	Replacement -Barge (Inspected) NC-2 Fuel Barge	\$200,000	NC-2 Fuel Barge	System-wide Support Vessel	1, 2, & 3	Albemarle, Mid East, Down East, Cape Fear RPOs & Wilmington MPO
	Replacement - River Class Vessel	\$12,000,000	Kinnakeet-H	Cherry Branch	2	Down East RPO
	Replacement - River Class Vessel	\$12,000,000	Chico-H	Hatteras	1	Albemarle RPO
8	Replacement - River Class Vessel	\$12,000,000	Frisco-H	Hatteras	1	Albemarle RPO
9	Replacement -Barge (Not-Inspected) NC-1 Pipeline Barge	\$185,000	NC-1 Pipeline Barge	System-wide Support Vessel	1, 2, & 3	Albemarle, Mid East, Down East, Cape Fear RPOs & Wilmington MPO
10	Replacement - Barge (Not-Inspected) NC-3 Equipment	\$185,000	NC-3 Equipment Barge	System-wide Support Vessel	1, 2, & 3	Albemarle, Mid East, Down East, Cape Fear RPOs & Wilmington MPO
11	Replacement - Sound Class Vessel	\$16,000,000	Pamlico	Swan Quarter	1	Albemarle RPO
12	Replacement - River Class Vessel	\$12,000,000	Hunt-R	Currituck	1	Albemarle RPO
13	Replacement - Sound Class Vessel	\$16,000,000	Silver Lake	Cedar Island	1 & 2	Albemarle RPO & Down East RPO
14	Replacement - Sound Class Vessel	\$16,000,000	Carteret	Cedar Island	1 & 2	Albemarle RPO & Down East RPO
15	Additional Mooring Facilities for additional boat to addressed increased capacity	\$1,500,000	N/A	Southport	3	Cape Fear RPO & Wilmington MPO
16	New River Class Vessel (to increase capacity)	\$12,000,000	Additional Boat @ SP-FF	Southport	3	Cape Fear RPO & Wilmington MPO

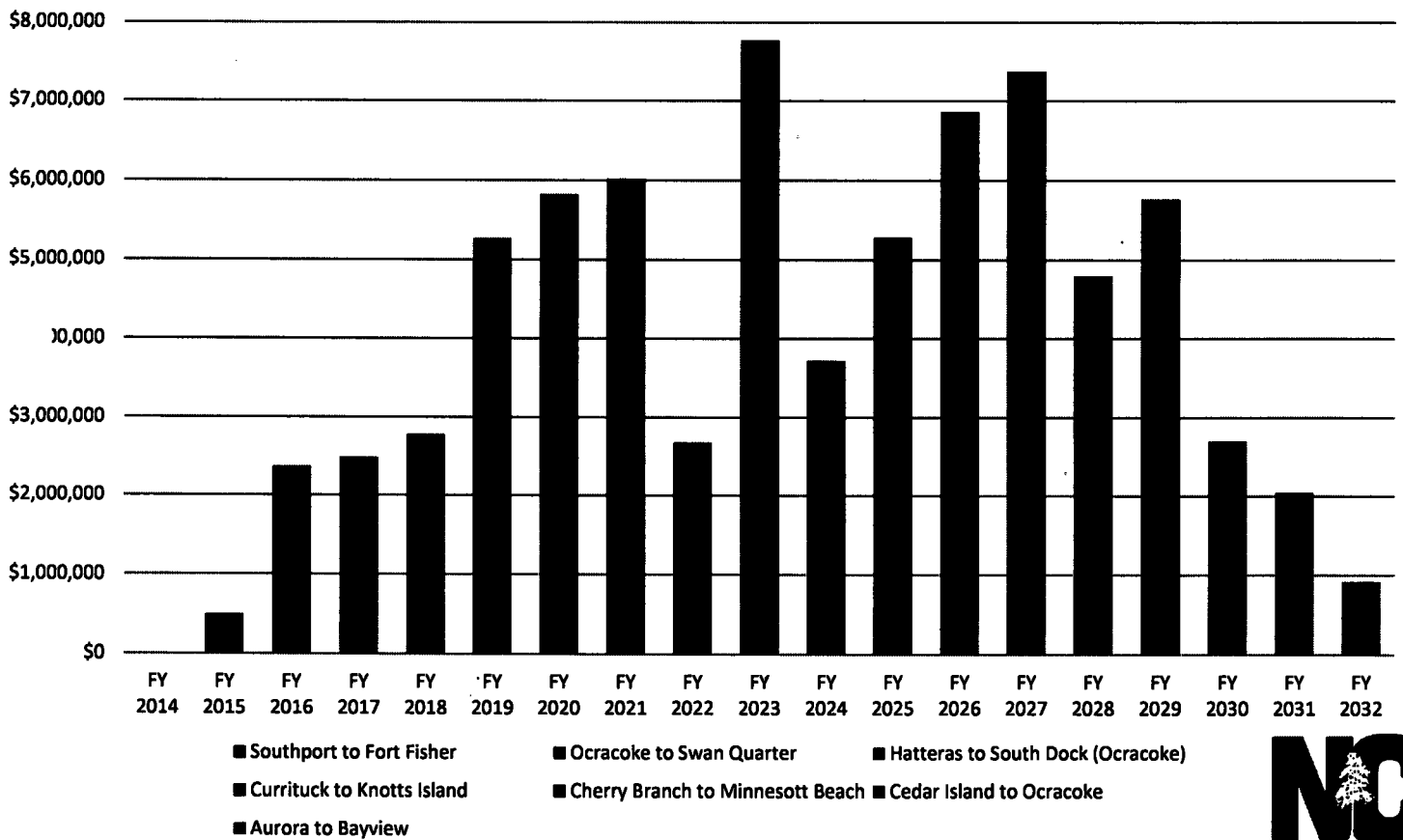
20 Year Boat Replacement Plan

Vessel	New Boat Replacement
Tugs	3
Barges	3
Dredge	0
Syncro-Lift	0
Class Ferry	9
Number of Vessels	15
Estimated Total 20-year Cost	Approximately \$120M
Average Cost Per Year	Approximately \$6M per year



CY2014 Long Range Operations & Maintenance Projects

20 Year O&M Project Funding Needs For Ferry Division



CY2014 Long Range O&M Project Listing (Partial Listing)

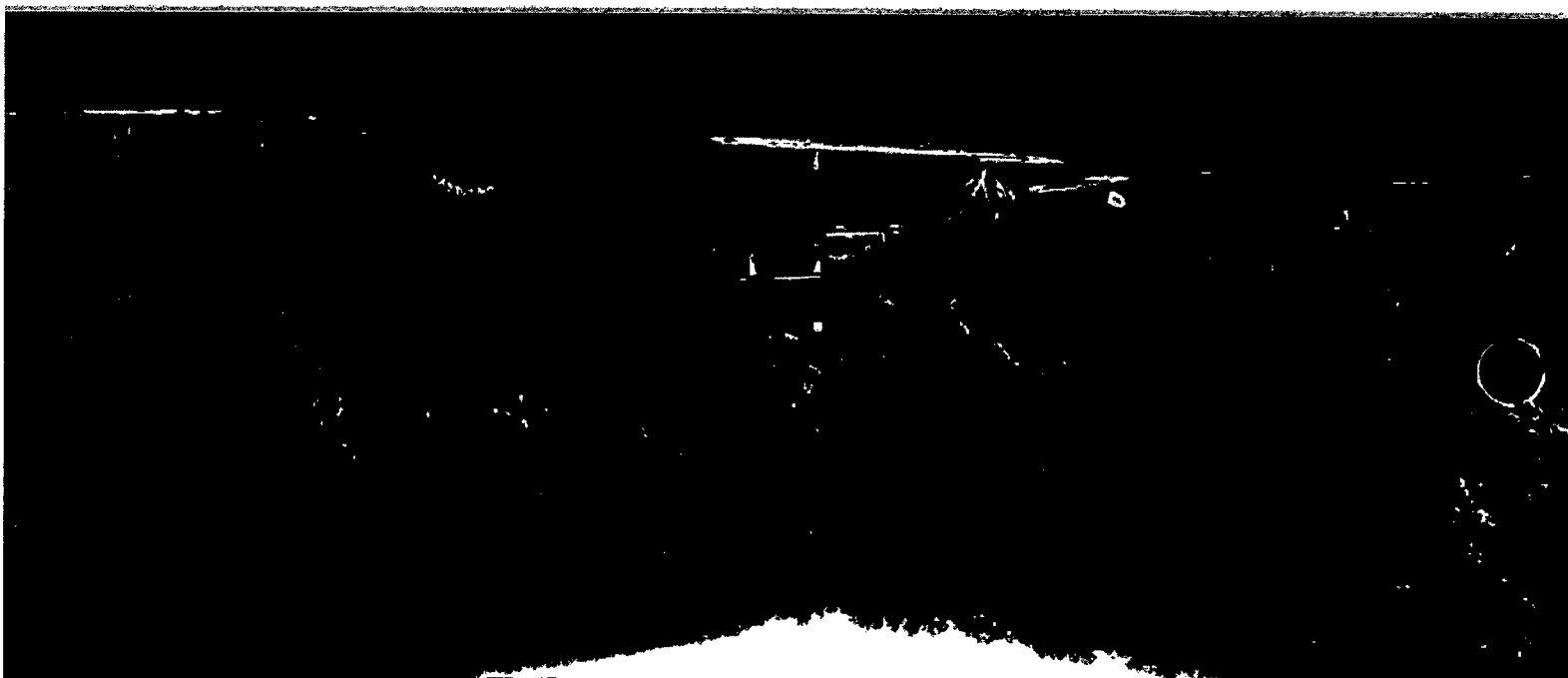
O&M-1	South Dock Bulkhead Replacement	\$5,000,000	N/A
O&M-2	Rehabilitation - River Class Vessel	\$2,400,000	Russell-R
O&M-3	Rehabilitation - River Class Vessel	\$2,400,000	Neuse-R
O&M-4	Cherry Branch Bulkhead Replacement	\$5,000,000	N/A
O&M-5	Rehabilitation - Hatteras Class Vessel	\$5,700,000	Cape Point-H
O&M-6	Aurora Ramp & Gantry (Structure #Beauf 321)	\$1,200,000	N/A
O&M-7	Bayview Ramp & Gantry (Structure #Beauf 322)	\$1,200,000	N/A
O&M-8	Hatteras Basin Modifications for New Vessels	\$5,000,000	N/A
O&M-9	Rehabilitation - Hatteras Class Vessel	\$2,400,000	Roanoke-H
O&M-10	Rehabilitation - Sound Class Vessel	\$5,700,000	Cedar Island
O&M-11	Rehabilitation - Hatteras Class Vessel	\$2,400,000	Ocracoke-H
O&M-12	Rehabilitation - River Class Vessel	\$2,400,000	Lupton-R
O&M-13	Rehabilitation - River Class Vessel	\$2,400,000	Stan White-R
O&M-14	Currituck Island Ramp & Gantry (Structure #Curr 32)	\$1,200,000	N/A
O&M-15	Knotts Island Ramp & Gantry (Structure #Curr 19)	\$1,200,000	N/A
O&M-16	Rehabilitation - River Class Vessel	\$2,400,000	Croatoan-R
O&M-17	Southport Ramp & Gantry (Structure #Brunsw 209)	\$1,200,000	N/A
O&M-18	Fort Fisher Ramp & Gantry (Structure #New Hanover 50)	\$1,200,000	N/A
O&M-19	Ocracoke (South Dock) Ramp & Gantry (Structure #Hyde 112)	\$1,200,000	N/A
O&M-20	Ocracoke (South Dock) Ramp & Gantry (Structure #Hyde 113)	\$1,200,000	N/A
O&M-21	Ocracoke (South Dock) Ramp & Gantry (Structure #Hyde 116)	\$1,200,000	N/A
O&M-22	Cedar Island Ramp & Gantry (Structure #Cart 99)	\$1,200,000	N/A
O&M-23	Cedar Island Ramp & Gantry (Structure #Cart 100)	\$1,200,000	N/A
O&M-24	Rehabilitation - River Class Vessel	\$2,400,000	Hatteras-R
O&M-25	Rehab of Synchro-Lift	\$1,500,000	N/A



20 Year Operations & Maintenance Project Plan

Project Type	Number of Projects
Rehabilitation – Hatteras/ River Class Vessel	10
Rehabilitation – Sound Class Vessel	4
Ramp & Gantry Rehab	22
Synchro-Lift Rehab	1
Other Various Projects	5
Number of Projects	42
Estimated Total 20-year Cost	Approximately \$75.1M
Average Cost Per Year	Approximately \$3.8M per year





SPOT3.0 Project Summary

SPOT3.0 Project Eligibility

Types of Ferry Division Eligible Projects evaluated in P3.0:

Statewide	Regional	Division
Not Eligible	<ul style="list-style-type: none">• New Installation of Ramp & Gantry (Capacity Expansion)• Bulkhead Expansion (associated with Capacity Expansion)• Additional Mooring Slips (to accommodate capacity expansion)	<ul style="list-style-type: none">• New (Capacity Expansion) Ferry (River or Sound Class)• Replacement of Ferry (River, Hatteras, or Sound Class)• Replacement of Support Vessels (tugs, barges, etc.)



SPOT3.0 Project Scoring Overview

	Statewide Mobility	Regional Impact	Division Needs
	N/A	State-maintained Routes	Replacement of Vessels
Eligible Projects:	N/A	Regional	Regional Division
Overall Weights:	N/A	<u>70%</u> Quantitative Data/ 30% Local Input	<u>50%</u> Quantitative Data/ 50% Local Input
Quantities Criteria:	N/A	<ul style="list-style-type: none"> • Safety –15% • Benefit/Cost – 15% • Accessibility/Connectivity – 10% • Asset Efficiency – 10% • Capacity/Congestion – 20% 	<ul style="list-style-type: none"> • Safety – 15% • Benefit/Cost – 15% • Accessibility/ Connectivity – 10% • Asset Efficiency – 10%



SPOT3.0 Project Listing

SPOT ID	First MPO/RPO	Route	Description	Cost to NCDOT
F130001	Albemarle RPO	Statewide: Support Vessel	Replacement Vessel (Support Fleet) for the Tug Albemarle	\$ 5,000,000
F130002	Albemarle RPO	Statewide: Support Vessel	Replacement Vessel (Support Fleet) for the Tug Dare	\$ 1,725,000
F130003	Albemarle RPO	Hatteras - South Dock (NC 12)	Replacement Vessel - River Class Ferry (for M/V Baum)	\$ 12,000,000
F130004	Albemarle RPO	Statewide: Support Vessel	Replacement Vessel (Support Fleet) for the Tug Buxton Jr.	\$ 1,725,000
F130005	Albemarle RPO	Statewide: Support Vessel	Replacement Vessel (Support Fleet) for the Fuel Barge (NC-2)	\$ 200,000
F130006	Down East RPO	Cherry Branch - Minnesott (NC 306)	Replacement Vessel - River Class Ferry (for M/V Kinnakeet)	\$ 12,000,000
0007	Albemarle RPO	Hatteras - South Dock (NC 12)	Replacement Vessel - River Class Ferry (for M/V Chico)	\$ 12,000,000
0008	Albemarle RPO	Hatteras - South Dock (NC 12)	Replacement Vessel - River Class Ferry (for M/V Frisco)	\$ 12,000,000
F130009	Albemarle RPO	Statewide: Support Vessel	Replacement Vessel (Support Fleet) for the Pipeline Barge (NC-1)	\$ 185,000
F130010	Albemarle RPO	Statewide: Support Vessel	Replacement Vessel (Support Fleet) for the Equipment Barge (NC-3)	\$ 185,000
F130011	Albemarle RPO	Swan Quarter - Ocracoke (NC 45)	Replacement Vessel - Sound Class Ferry (for M/V Pamlico)	\$ 16,000,000
F130012	Albemarle RPO	Currituck - Kotts Island (NC 615)	Replacement Vessel - River Class Ferry (for M/V Hunt)	\$ 12,000,000
F130013	Albemarle RPO	Cedar Island - Ocracoke (NC 12)	Replacement Vessel - Sound Class Ferry (for M/V Silver Lake)	\$ 16,000,000
F130014	Albemarle RPO	Cedar Island - Ocracoke (NC 12)	Replacement Vessel - Sound Class Ferry (for M/V Carteret)	\$ 16,000,000
F130015	Cape Fear RPO	Southport - Ft Fisher (NC 211)	Port Expansion: Additional Mooring Facilities to future additional boat	\$ 1,500,000
F130016	Cape Fear RPO	Southport - Ft Fisher (NC 211)	New River Class Vessel (to increase capacity)	\$ 12,000,000



SPOT3.0 Ferry Division Projects that are in 10 Year Plan

Capital Improvement Projects Currently Funded / Planned in the STI are as shown:

- FY2017- FY2018: F-5700: Construct River Class Ferry (replacement for the M/V Baum) = \$12,000,000
Construction = \$6M each respective FY
- FY2021: F-5701: Construct Tug (replacement for the Tug Dare) = \$1,750,000

Note: Only projects programmed through FY20 are considered funded. Projects shown after FY20 shall compete again in SPOT4.0. Therefore F-5701 will have to compete again in SPOT4.0.



SPOT4.0 Updates



SPOT4.0 Project Eligibility

Types of Ferry Division Eligible Projects evaluated in P4.0:

Statewide	Regional	Division
Not Eligible	<ul style="list-style-type: none">• New Installation of Ramp & Gantry (Capacity Expansion)• Bulkhead Expansion (associated with Capacity Expansion)• Additional Mooring Slips (to accommodate capacity expansion)	<ul style="list-style-type: none">• New (Capacity Expansion) Ferry (River or Sound Class)• Replacement of Ferry (River, Hatteras, or Sound Class)• Replacement of Support Vessels (tugs, barges, etc.)

Note: Project eligibility in SPOT4.0 is identical to SPOT3.0.



SPOT4.0 Project Scoring Updates

P4.0 Proposed Ferry Project Scoring Overview

	Statewide Mobility	Regional Impact	Division Needs
	N/A	State Maintained Routes	Replacement of Vessels
Eligible Projects:	N/A	Regional	Regional Division
Overall Weights:	N/A	<u>70%</u> Quantitative Data/ 30% Local Input	<u>50%</u> Quantitative Data/ 50% Local Input
Quantities Criteria:	N/A	<ul style="list-style-type: none"> • Asset Condition* –15% • Benefits* – 15%10% • Accessibility/Connectivity – 10% • Asset Efficiency – 10%15% • Capacity/Congestion – 20% 	<ul style="list-style-type: none"> • Asset Condition* – 15% • Benefits* – 15%10% • Accessibility/Connectivity – 10% • Asset Efficiency – 10%15%

**Methodology related to computing score is also proposed to be revised*



Projects that will compete in SPOT4.0

SpotID	Existing or Submittal	Project Category	Submitter	ProjectDescription	All MPOs/RPOs	All Divisions	Estimated Total Project Cost
F130001	Existing	Division Needs	Division 1	Replacement Vessel (Support Fleet) for Tugs & Barges - Tugs: Albemarle, Dare, & Buxton Jr. - Barges: Fuel Barge(NC-2), Pipeline Barge(NC-1), Equipment Barge(NC-3)	Albemarle RPO, Down East RPO, Cape Fear RPO, Wilmington MPO	Division 1, Division 2, Division 3	\$ 10,745,000
F130006	Existing	Division Needs	Division 2	Replacement Vessel - River Class Ferry (for M/V Kinnakeet)	Down East RPO	Division 2, ,	\$ 15,000,000
F130007	Submittal	Division Needs	Division 1	Replacement Vessel - River Class Ferry (for M/V Chico)	Albemarle RPO	Division 1, ,	\$ 15,000,000
18	Submittal	Division Needs	Division 1	Replacement Vessel - River Class Ferry (for M/V Frisco)	Albemarle RPO	Division 1, ,	\$ 15,000,000
F130012	Submittal	Division Needs	Division 1	Replacement Vessel - River Class Ferry (for M/V Hunt)	Albemarle RPO	Division 1, ,	\$ 15,000,000
F130013	Existing	Division Needs	Division 1	Replacement Vessel - Sound Class Ferry (for M/V Silver Lake)	Albemarle RPO, Down East RPO,	Division 1, Division 2,	\$ 15,000,000
F130014	Submittal	Division Needs	Division 1	Replacement Vessel - Sound Class Ferry (for M/V Carteret)	Albemarle RPO, Down East RPO,	Division 1, Division 2,	\$ 18,000,000
F150235	Submittal	Division Needs	Wilmington Urban Area MPO	Acquire new river class vessel for Southport to Ft. Fisher route.	Cape Fear RPO, Wilmington MPO	Division 3	\$ 15,000,000
F150236	Submittal	Regional Impact	Wilmington Urban Area MPO	Construct additional mooring facilities at Southport Terminal.	Cape Fear RPO, Wilmington MPO	Division 3	\$ 1,500,000



Update on 2016 Ferry Div. Long Range Asset Management Plan



CY2016 Long Range Asset Management Plan

[illegible]

- The 2016 Long Range Plan will be finalized February 2016
- Increased detail in regards to O&M and CIP



CY2016 Long Range Asset Management Plan

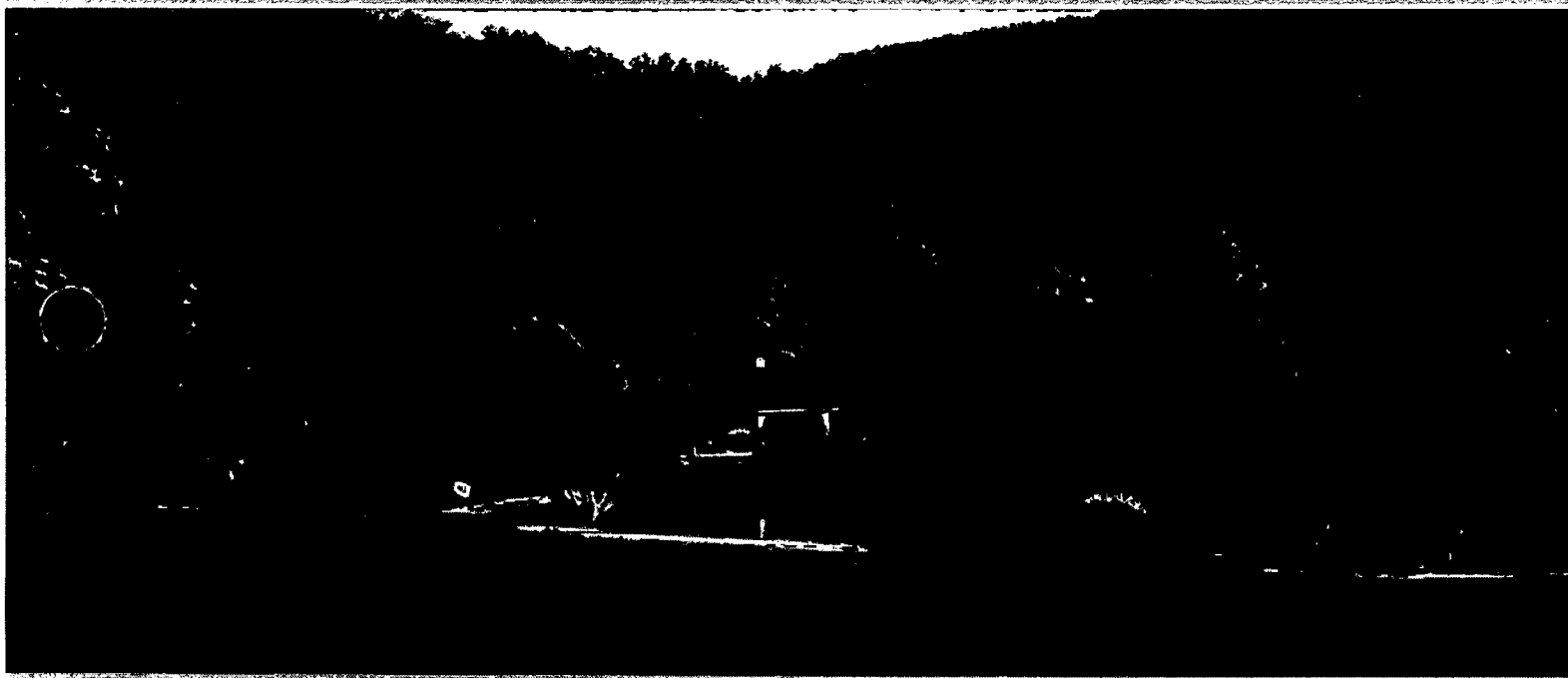
Key Decision Factors in the Development of the 2016 Asset Management Plan:

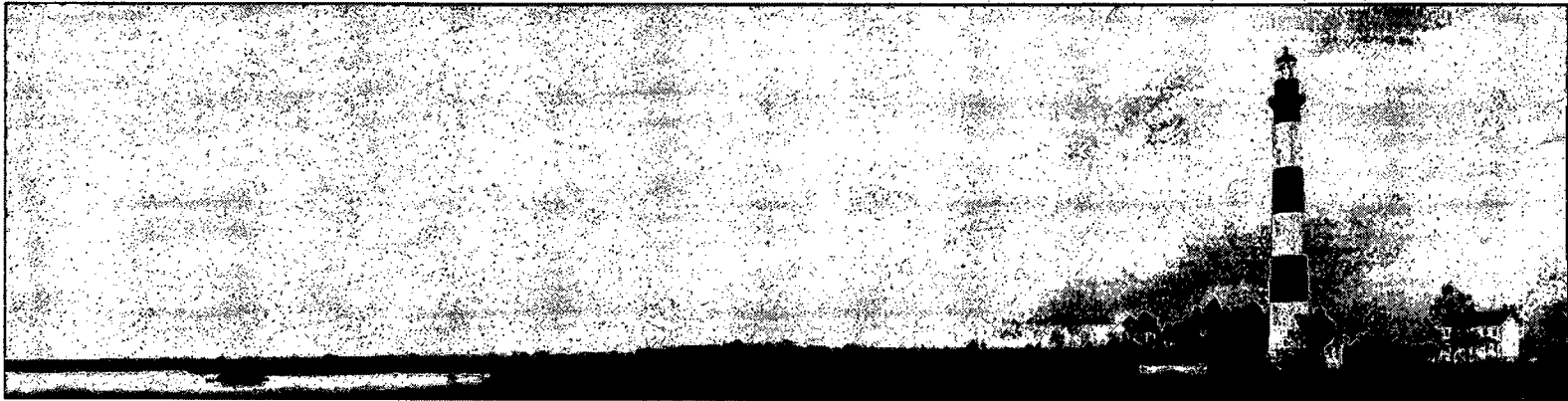
1. Based on a life cycle and rehabilitation costs we are defining asset life of ferry vessels as 30 years. Ferry Division is working with the Research Section to provide a scope of study for a North Carolina university to develop a data driven approach in defining the true asset life of vessels within the Ferry Division.
2. Vessel Rehabilitation (Extensive) was eliminated as a planned approach in this asset management plan because there is no existing funding source for this costly procedure.
3. The Hatteras Class vessels are being phased out and replaced with River Class vessels in order to provide greater capacity and continuity of operations throughout the Ferry Division.
4. Replacement Costs:
 - Sound Class Vessel Replacement (New Construction) equals approximately \$ 18M
 - River Class Vessel Replacement (New Construction) equals approximately \$ 15M
5. This plan is much more in depth and breaks O&M and CIP projects into smaller and better defined sub-sets
6. Facility CIP needs are added but not counted toward STI (eligible) needs

Items shown in RED indicate change from key factors used to develop FY2014 Plan

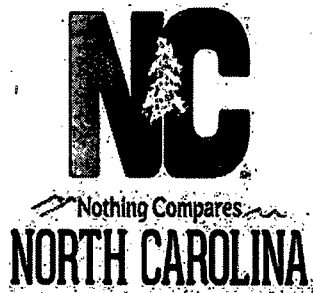


Questions?



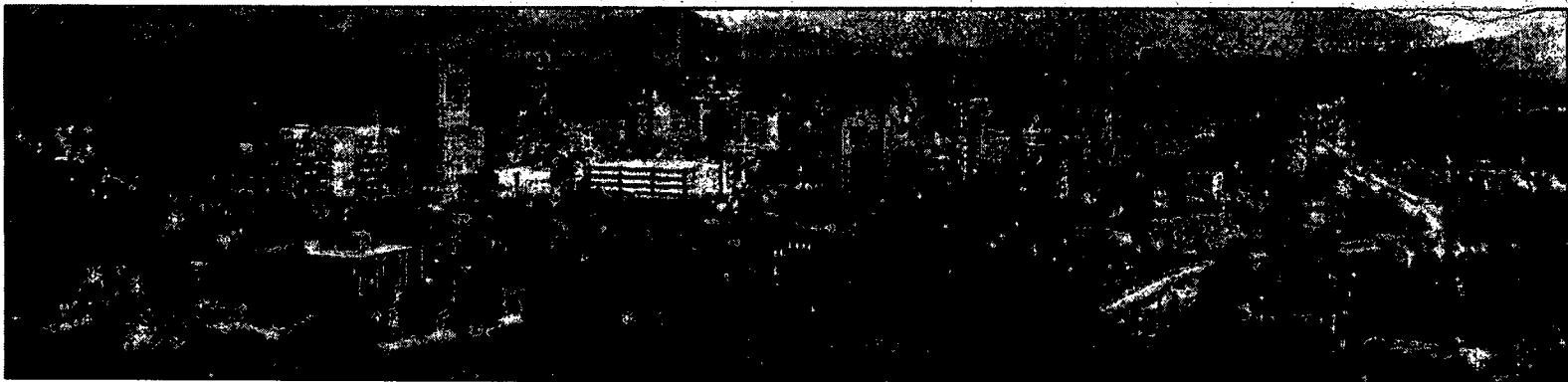


February 1, 2016



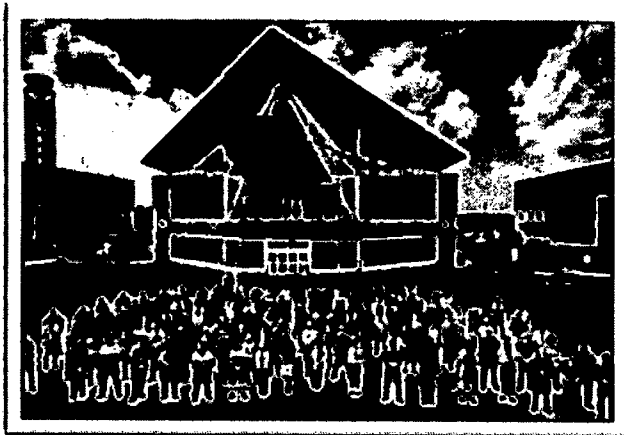
Division of Aviation

Bobby Walston, PE, Director



Economic Contribution of NC Airports

- Commercial and General Aviation Airports provide more than **\$31.1 billion in economic impact** each year.
- Commercial Service and General Aviation Airports support over **122,000 jobs** throughout North Carolina.

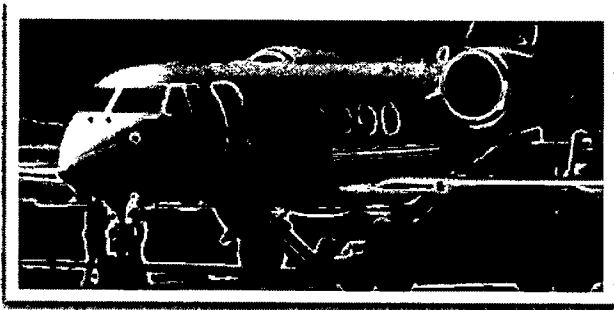


Source: NC State University, Institute for Transportation Research and Education, 2015



Additional Benefits of Airports in NC

- State and local governments received more than \$893 million in sales, property, corporate, and personal taxes due to airport activity.
- Local property tax related to airport activities is about \$329 million (plus an additional \$10.9 million directly from based aircraft).
- North Carolina airports support more than \$4.1 billion in personal income for aviation-related jobs.



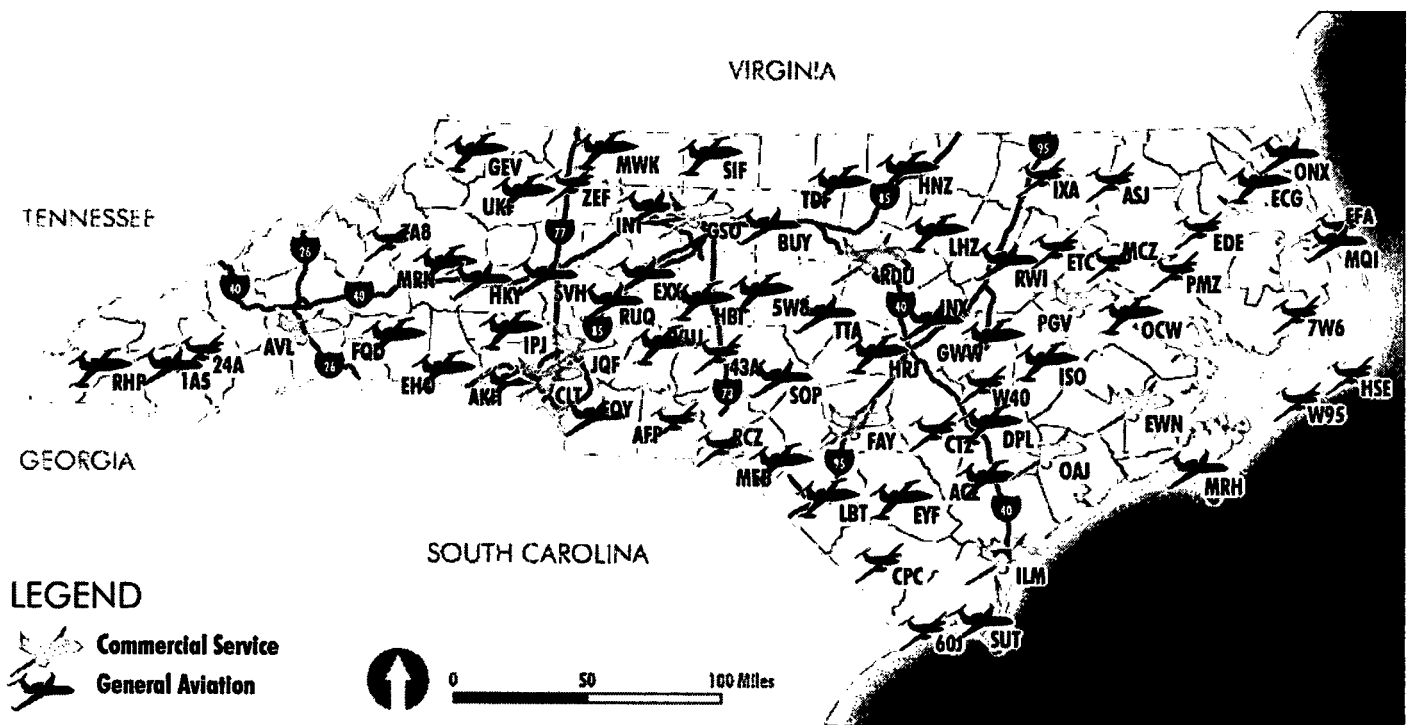
Source: NC State University, Institute for Transportation Research and Education, 2015



Transportation

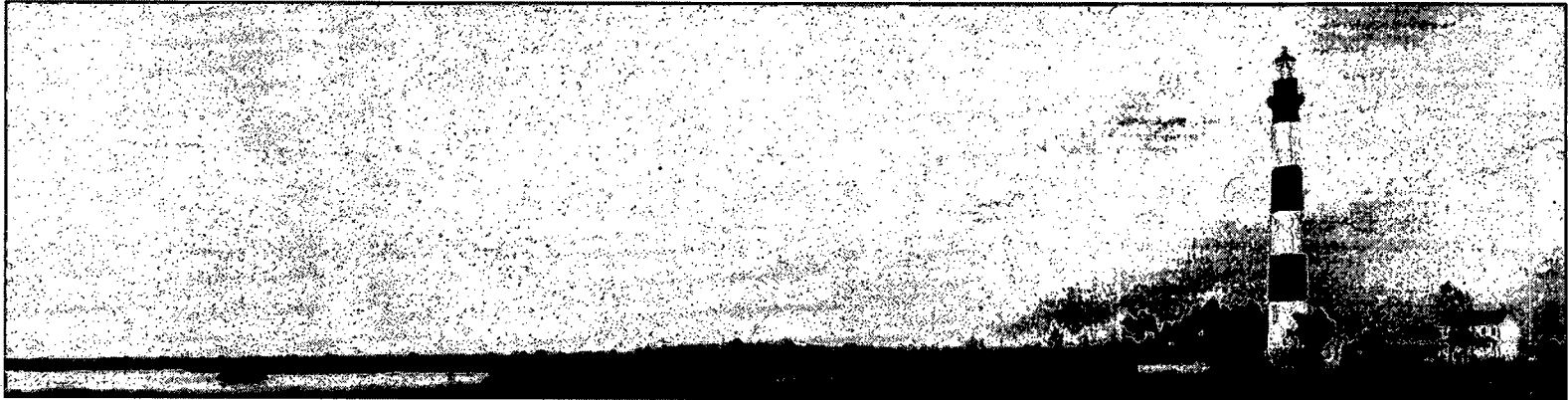
North Carolina's Aviation System

72 Publicly Owned Airports in North Carolina



Current 10-Year Project Requests

	SYSTEM OBJECTIVE PROJECTS	STI PROJECTS	ECONOMIC DEVELOPMENT PROJECTS
GA airports and ILM, AVL, FAY, EWN, OAJ, PGV, JQF	\$680 M	\$600 M	Infrastructure Development Opportunities
CLT, RDU, PTI	?	?	Infrastructure Development Opportunities

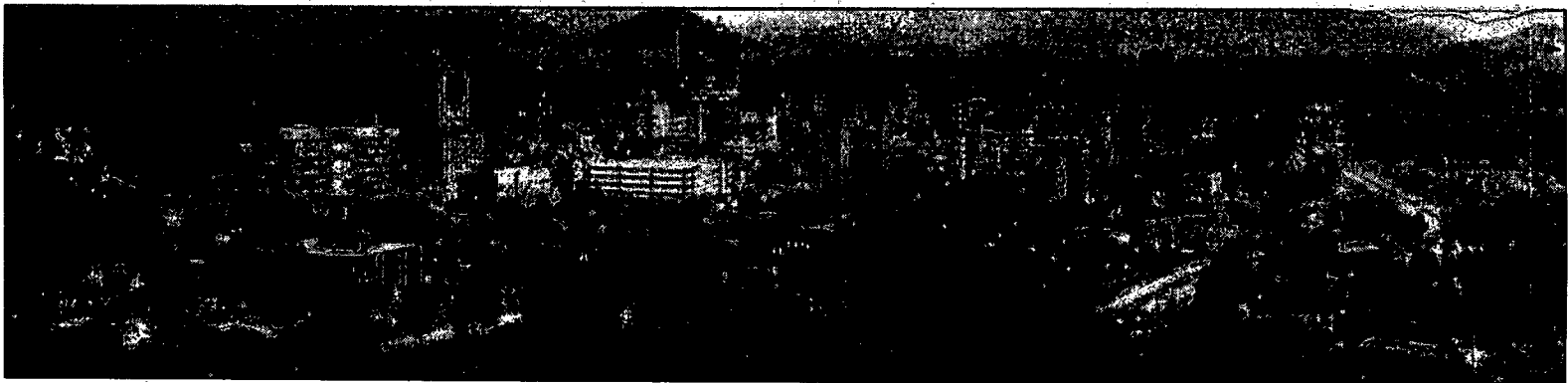


February 1, 2016

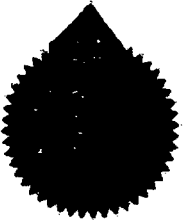


NC Aviation Development Task Force

John Lennon, Chairman







ATTEST:

Pat McCrory
Governor


Steve McCrory
Secretary of State

Section 5. Duties and Functions.

The Division of Aviation shall provide administrative and staff support services, including meeting space, as may be required. Members of the Task Force shall serve without compensation, but may receive reimbursement for actual and necessary expenses incurred while performing their duties. The Division of Aviation shall provide administrative and staff support services, including meeting space, as may be required. Members of the Task Force shall serve without compensation, but may receive reimbursement for actual and necessary expenses incurred while performing their duties.

Section 6. Administration.

The Division of Aviation shall provide administrative and staff support services, including meeting space, as may be required. Members of the Task Force shall serve without compensation, but may receive reimbursement for actual and necessary expenses incurred while performing their duties.



State of North Carolina

PAT MCCRORY
GOVERNOR

EXECUTIVE ORDER NO. 51
May 14, 2014

AVIATION DEVELOPMENT TASK FORCE

Section 1. Purpose.

The Task Force shall serve as a advisory to the Governor on all matters relating to the aviation industry, including but not limited to the following:

1. Review and study of the current program, including the following:
2. Review and study of the current program, including the following:
3. Review and study of the current program, including the following:
4. Review and study of the current program, including the following:
5. Review and study of the current program, including the following:
6. Review and study of the current program, including the following:
7. Review and study of the current program, including the following:
8. Review and study of the current program, including the following:
9. Review and study of the current program, including the following:
10. Review and study of the current program, including the following:

Section 2. Membership.

The Task Force shall consist of the following members:

- 1. Governor
- 2. Secretary of State
- 3. Secretary of Transportation
- 4. Secretary of Commerce
- 5. Secretary of Education
- 6. Secretary of Health and Human Services
- 7. Secretary of Labor
- 8. Secretary of Natural Resources
- 9. Secretary of Public Safety
- 10. Secretary of Veterans Affairs

Section 3. Meetings.

The Task Force shall meet at least once per month, or as often as may be necessary to carry out its duties.

Section 4. Reporting.

The Task Force shall submit a report to the Governor on or before the end of each year, or as often as may be necessary to carry out its duties.

NC Aviation Development Task Force

NC Aviation Development Task Force

Purpose

Produce a report and recommendations to the Secretary of Transportation for the enhancement of the state's aviation programs.

The report shall include:

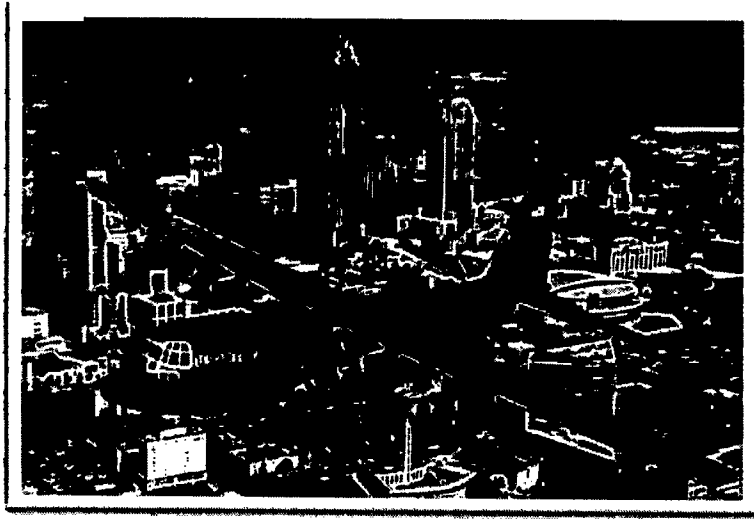
- Review of the Division of Aviation (DoA) for opportunities to improve programs and policies, streamline procedures, and tap new or alternative funding sources
- Strategies to maximize the economic impact of North Carolina's publicly owned airports
- Strategies to increase attraction of aerospace industries to North Carolina
- How to best promote aviation to active and retired military to support military aviation and to retain this experienced aerospace workforce



NC Aviation Development Task Force

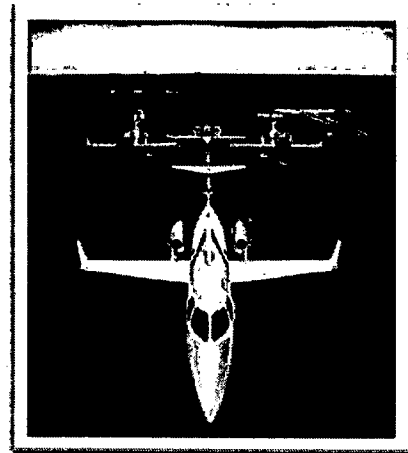
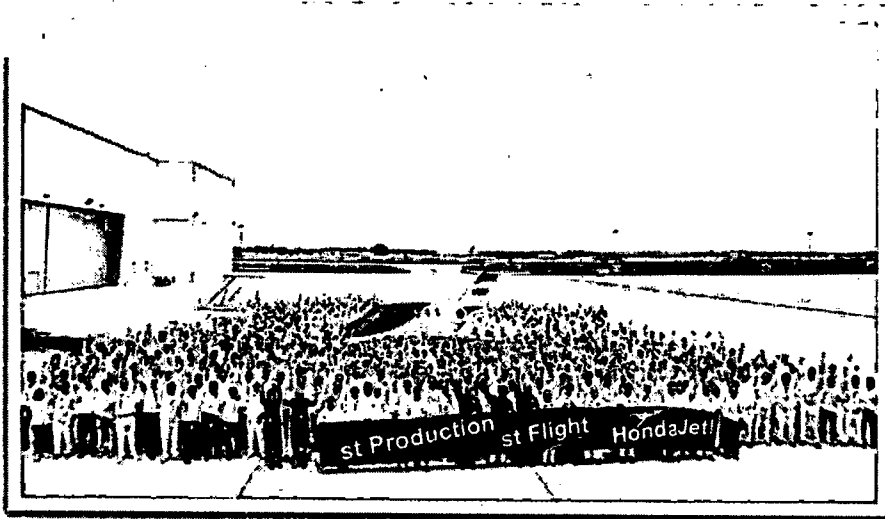
Four Focus Areas

- Economic Development
- Funding
- Military Opportunity
- DoA Processes



Task Force Findings

- Economic Impact: Return on Investment is tremendous - need advocacy group
- Funding: Funding is far less than needs; needs have evolved
- Military Opportunity: NC is doing a good job retaining and recruiting
- DoA Processes: Complicated state and federal requirements, inadequate staffing, communication limitations



Preliminary Recommendations

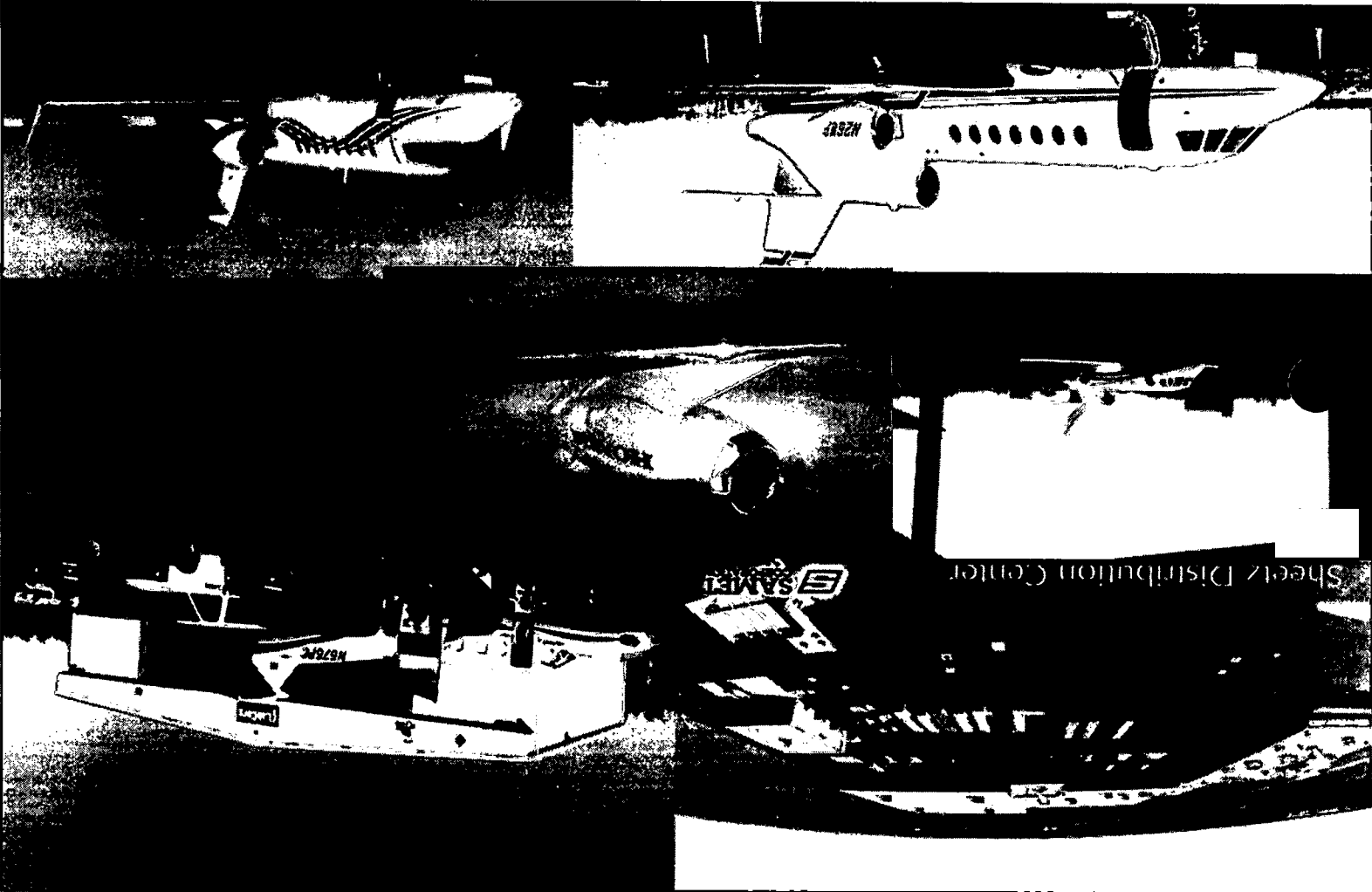
- **Economic Impact:** Enhance community college programs, EDPNC involvement, marketing and education
- **Funding:** Aviation tax recovery and reinvestment, a sustainable funding stream should be created
- **Military Opportunity:** Database of retired vets, additional tax exemptions on military income, maximize military use of existing airports
- **DoA Processes:** Creation of Aviation Commission, training for airports statewide, continuation of Working Group efforts



Make A Strategic Investment In Your Airports



Burlington
Alamance
AIRPORT AUTHORITY



Economic Impact

	2016	2012	2006	1996
Economic Impact	114.4M	\$71.8M	\$46.0M	\$5.0M



CURRENT TERMINAL

FUTURE TERMINAL
AIR OPS CENTER

HONDA AERO
ENGINE FACILITY



Honda Aero

Production Facility

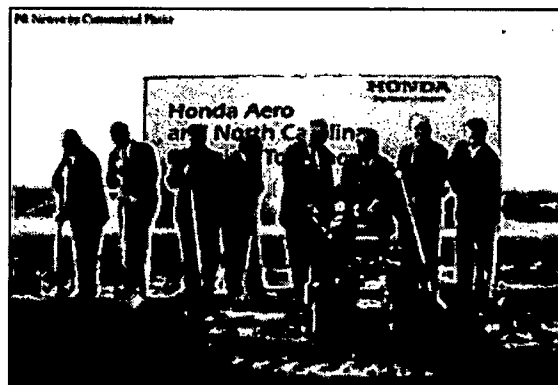
- 86K sq. ft. currently
- Breaking ground now on 48K sq. ft.

– **\$65M Investment**

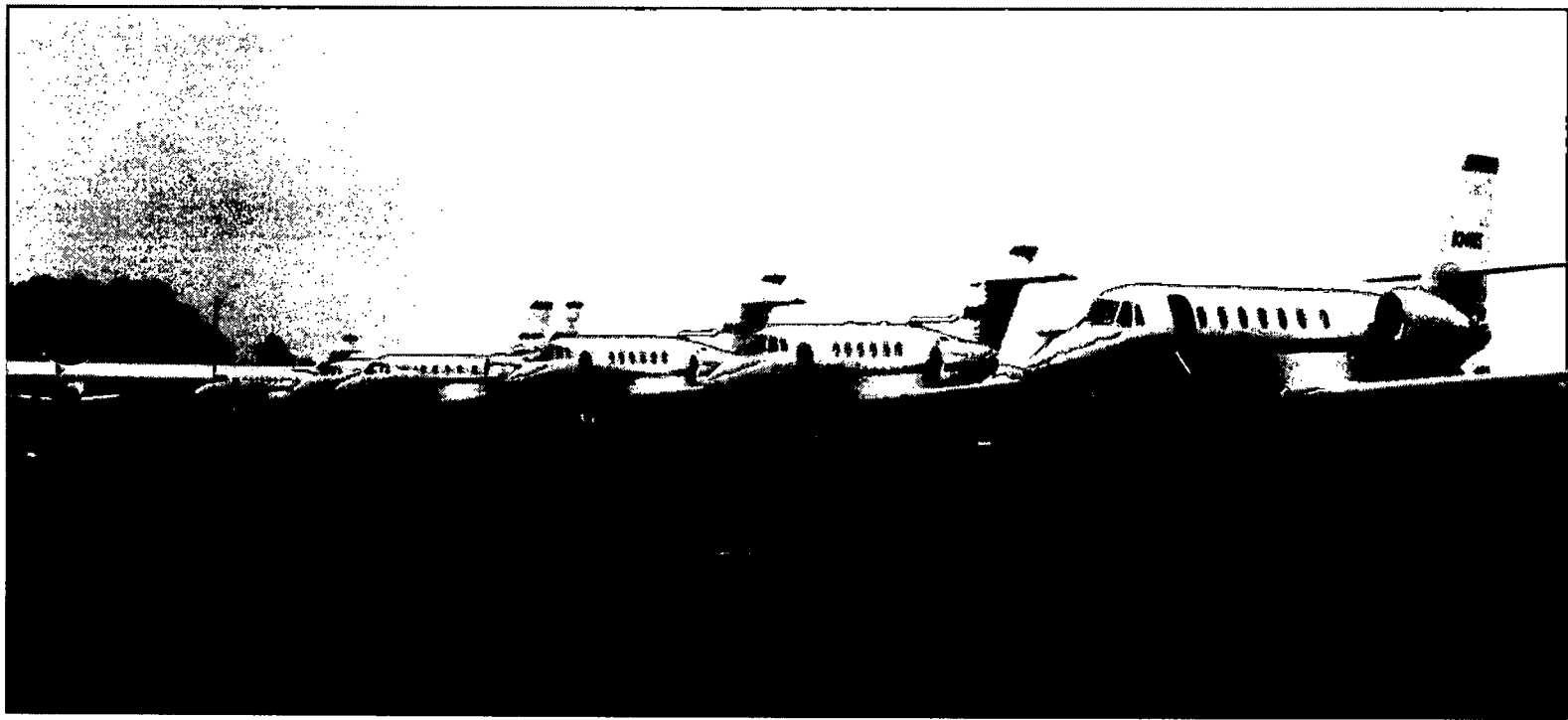
- @ \$0.58 tax rate =
- **\$377K** to City of Burlington
- **\$377K** to Alamance County

Jobs

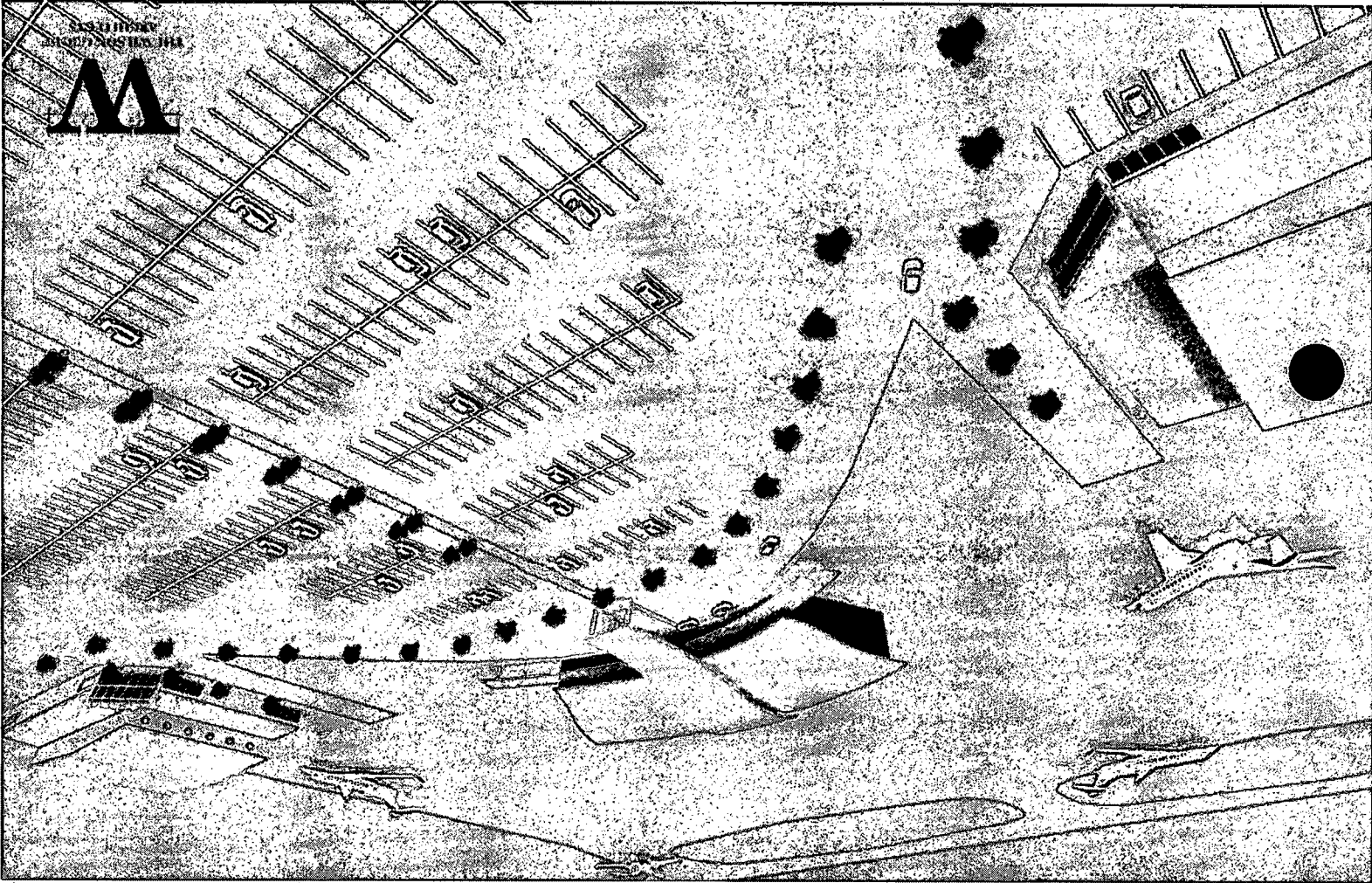
- 85 today and 283+ over a 5-year period
- Average salary - \$62K

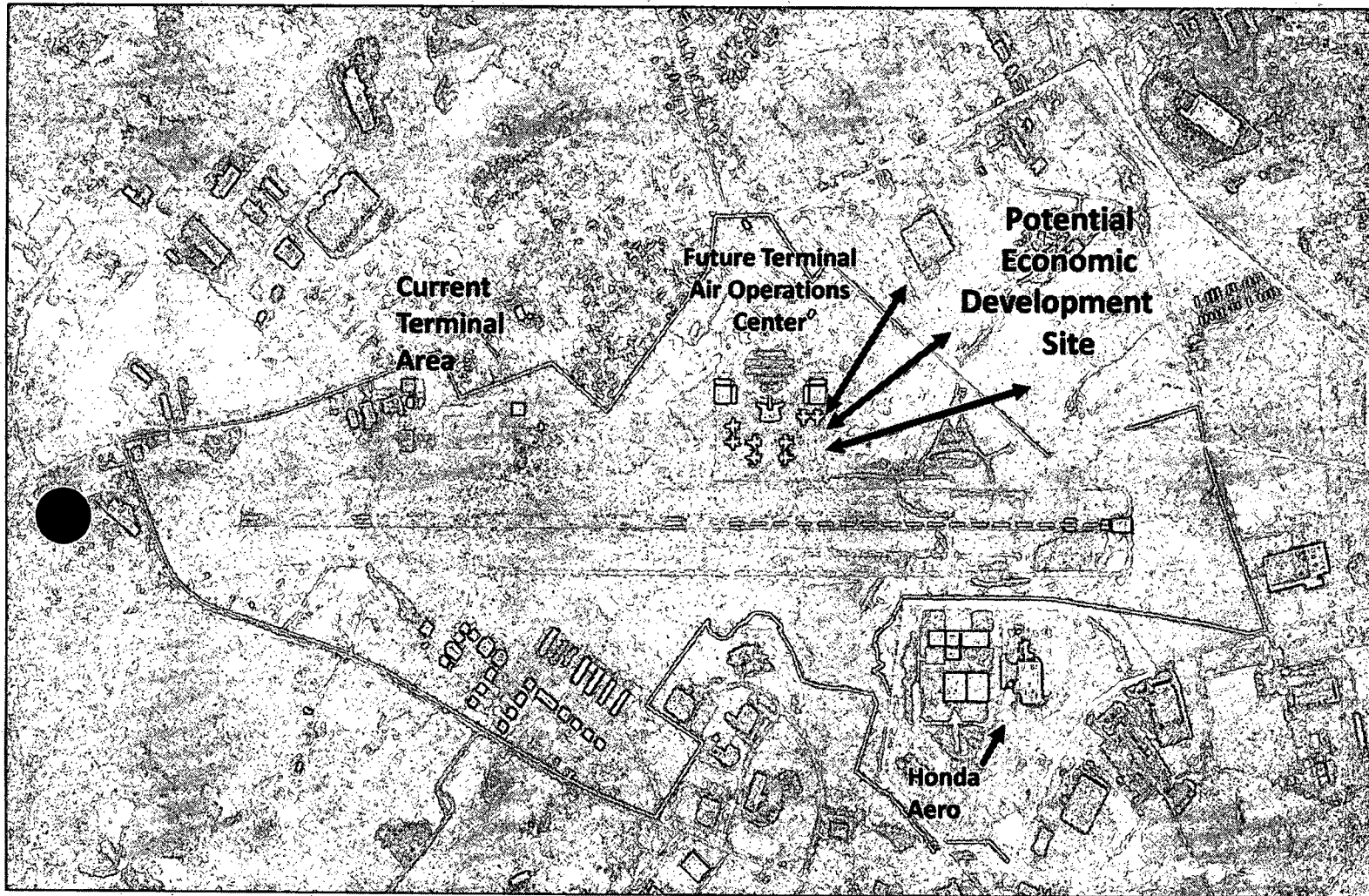


LabCorp Quarterly Board Meeting



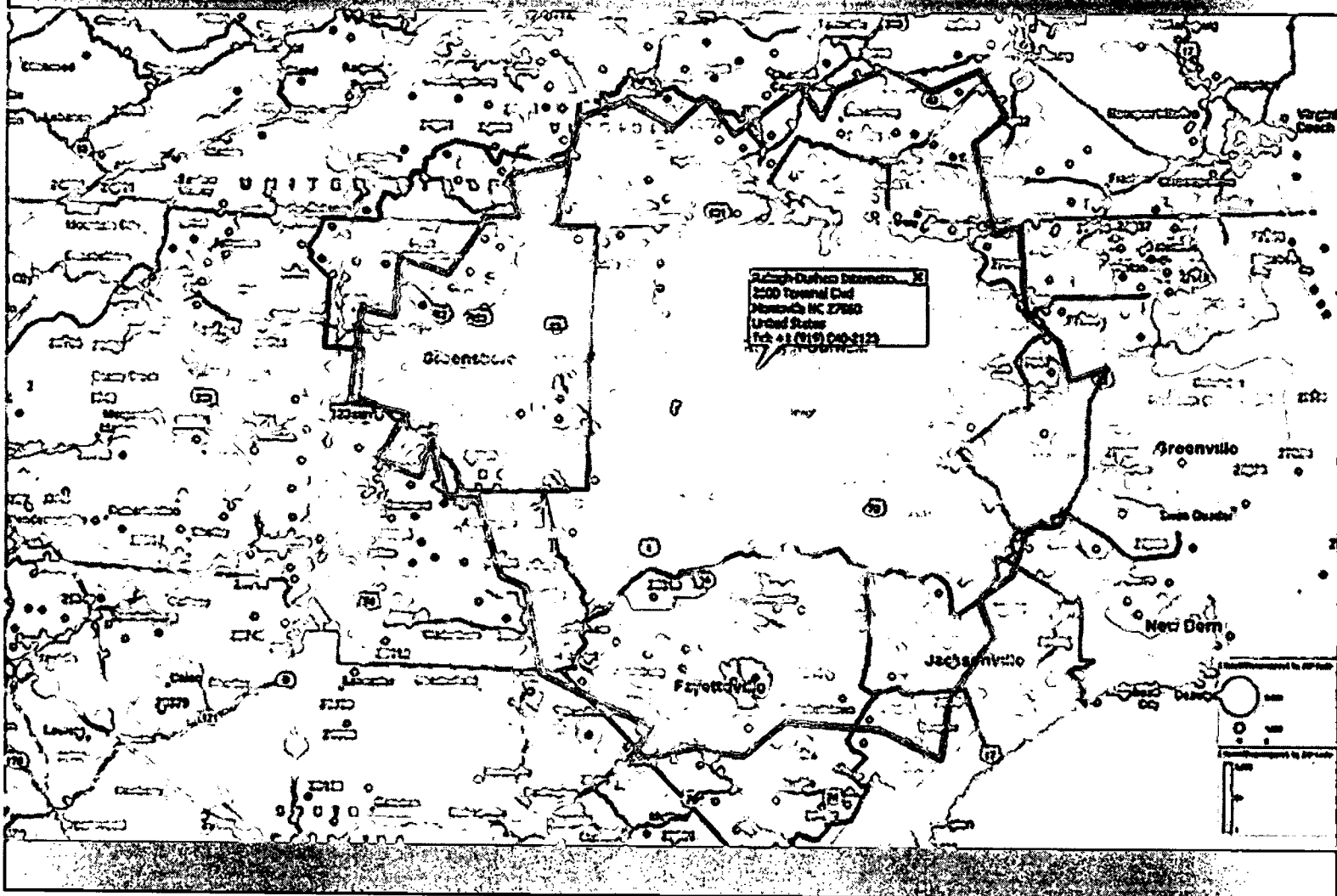
Burlington
Alamance
AIRPORT AUTHORITY





RDU Video

RDU Serves Central and Eastern NC



NC Airports

economic impact

**122,610 JOBS
& \$31 BILLION**



RDU

economic impact

**20,600 JOBS
& \$8 BILLION**

Air Service Development is Economic Development

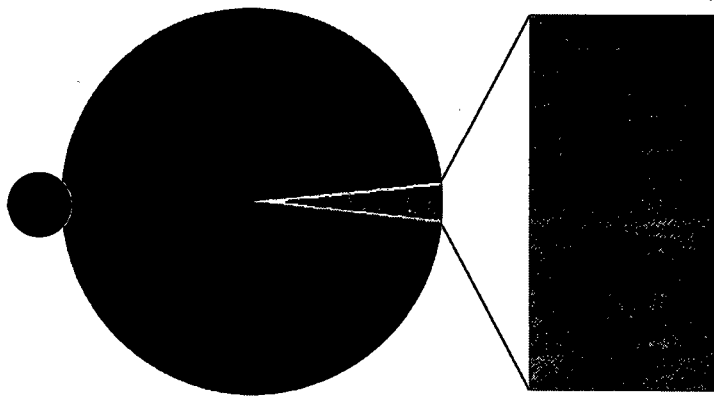
Over a 25-year period, one international flight:

- boosts business activity (GDP) by **\$1.4 billion**
- adds **14,000 jobs** and **\$272 million** to public revenues

-Economic Impact of International Service, Michael Walden, NC State, 2012



RDU's Annual Budget: \$135 Million



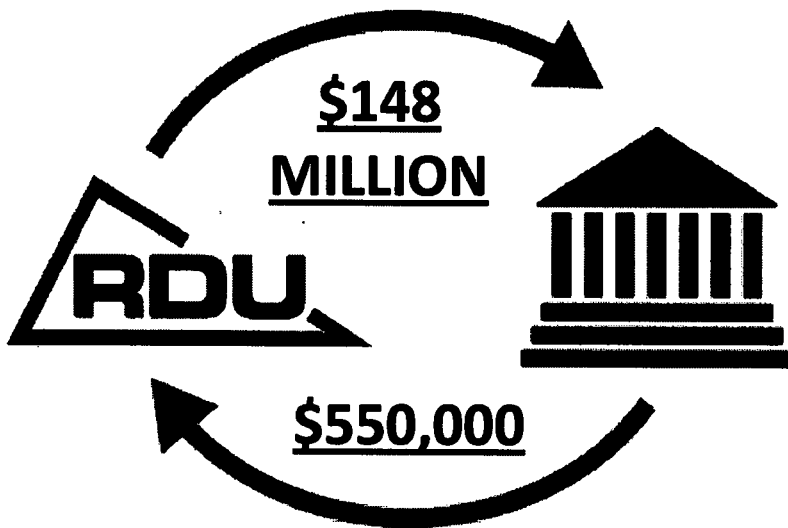
■ \$50,000 in Local Funding

■ \$500,000 in State Funding

■ \$550,000 Received



RDU Activity Generates \$148M in Tax Revenues



► RDU contributes:

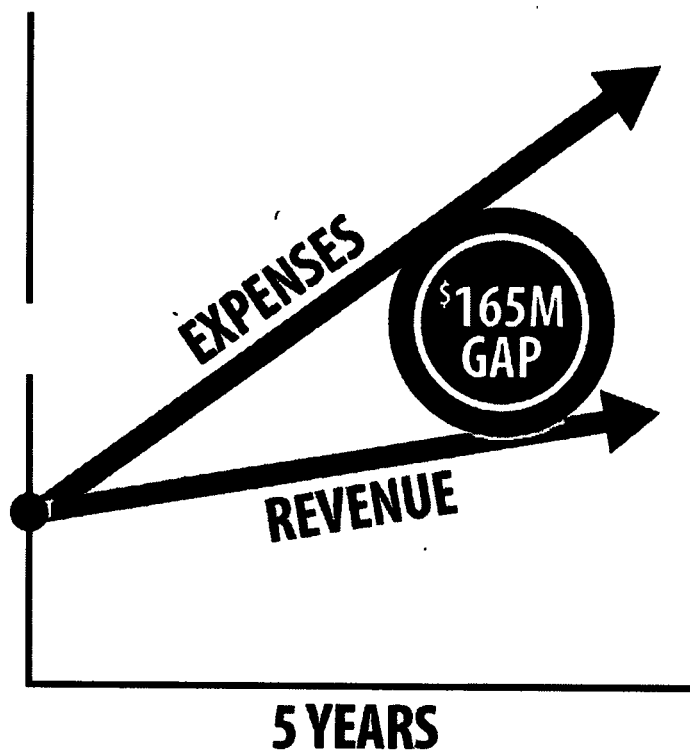
- \$148M annually to state and local tax base

► RDU receives:

- \$550,000 from state and local sources under current funding streams



Investment in Airport Infrastructure Needed



After

- ▶ Federal sources (AIP, PFCs)
- ▶ Existing state funding
- ▶ Self-generated revenue





Reinvest in Airports and Generate Revenue



Reinvest existing revenue streams in NC airports on a recurring basis

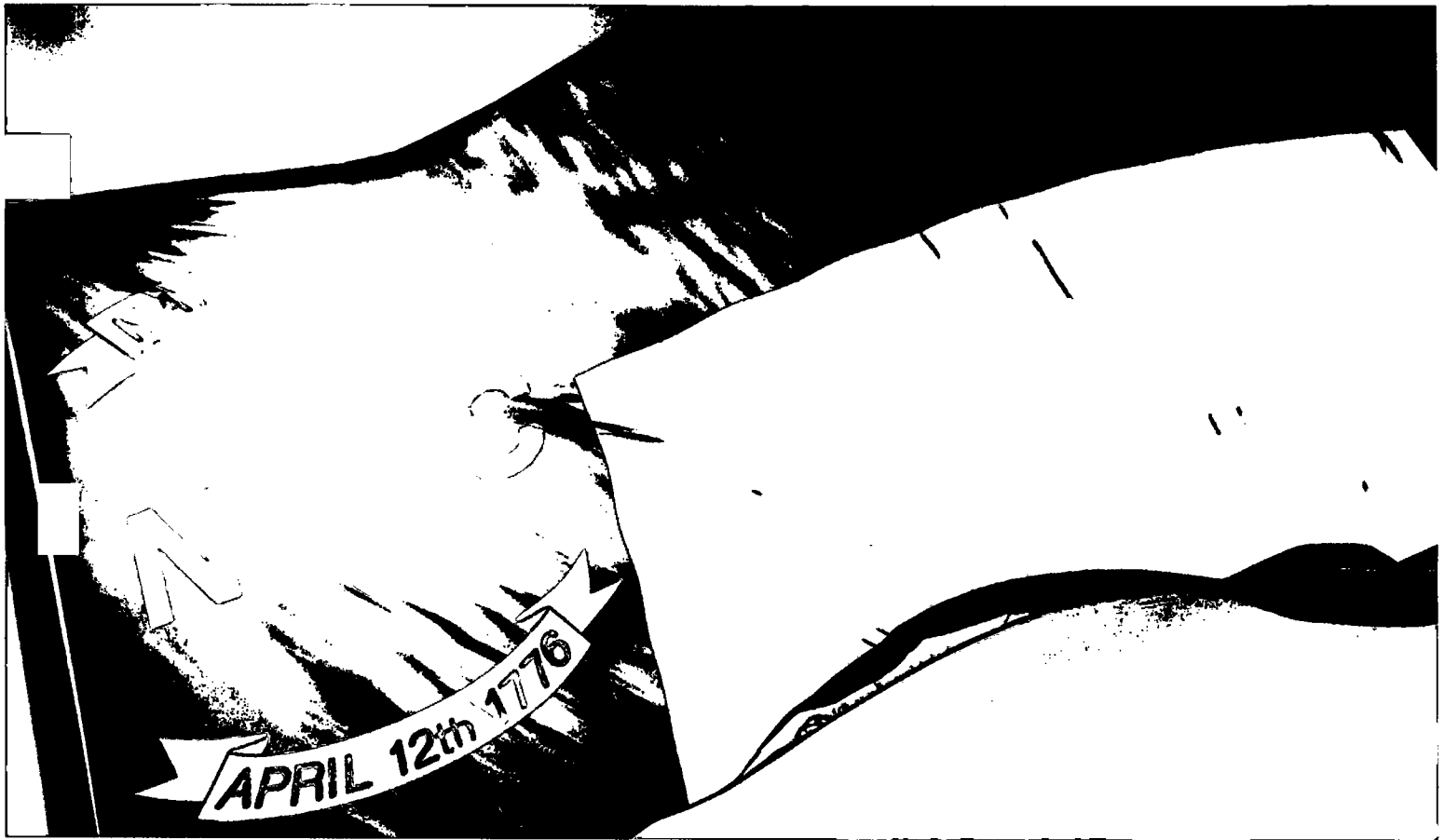


Options include rental car and sales tax revenues



Asking you to make a strategic investment in one of the key economic engines in the State of North Carolina. Your airports!





NORTH CAROLINA'S Supply Chain

CONDUIT FOR COMMERCE & ECONOMIC DEVELOPMENT

An Economic Impact Statement & Analysis





To better understand the dynamic industries of the supply chain in North Carolina is to better understand a significant driver for statewide economic health.



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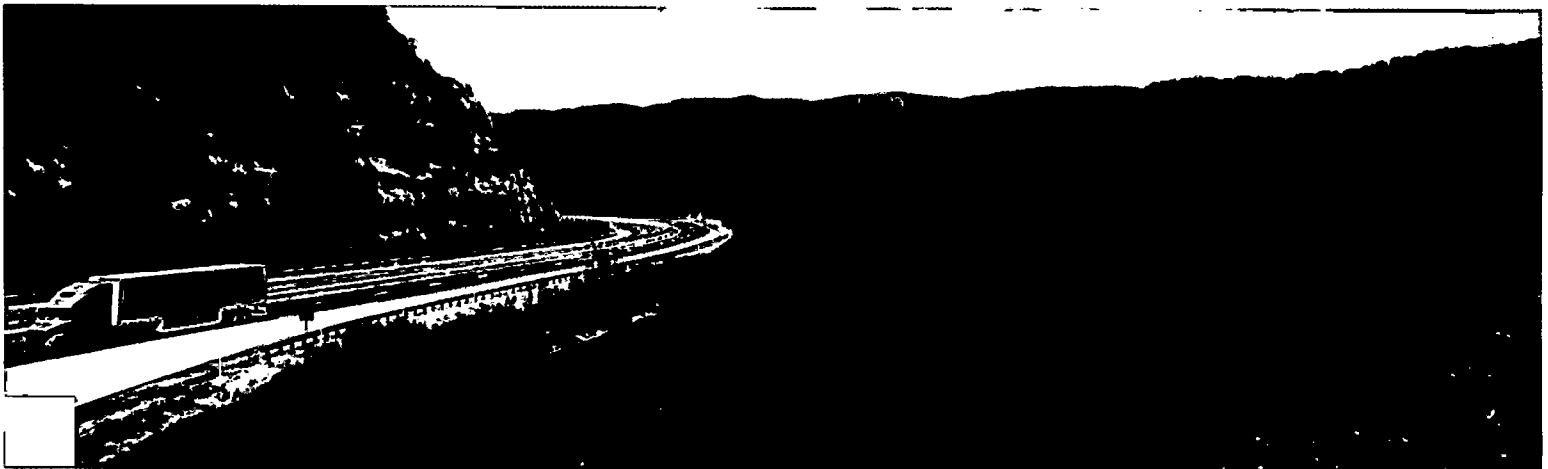
Executive Abstract

To better understand the dynamic industries of the supply chain in North Carolina is to better understand a significant driver for statewide economic health. The relationships and connectivity between these diverse industries help to deliver continued economic growth for North Carolina. This report investigates the impact of the 14 different key supply chain sectors in terms of direct, indirect, and induced employment, labor income, output and value added. It also draws attention to the significant local, state, and federal tax contributions of the supply chain. Once better understood, future plans, investments, and prudent policy decisions can further strengthen this vital conduit for prosperity in North Carolina.

Purpose & Report Context

Prior to the completion of this research and report, there have been limited investigations of the overall economic impact of the supply chain in North Carolina. Specific industries within the supply chain have been the subject of individual research and analysis, however no report has yet provided perspective and visibility across the entire supply chain. The scope of this report includes all industries relevant to a clearly articulated definition of the supply chain, and captures their full impact on state and local economies. It also provides context through a sector-by-sector investigation, highlighting pertinent data for the various relevant industries. Key trends for each sector are discussed, while broader themes that more holistically impact the supply chain are also examined.

Another key characteristic of this study was the creation of a systematic and consistent methodology to capture and analyze the economic impact of supply chain related activities and industries in North Carolina today and in the future. This methodology is also intended to provide a simple and easy-to-follow process for investigating the economic impact of the supply chain in other states, regions, and communities across the U.S. A benefit provided by this consistency in process is a better view and awareness of the importance of the supply chain on the domestic and global economy, as well.



Executive Abstract

Summary of Findings

Across North Carolina, supply chain industries employ nearly 12% of the state's workforce, or more than 479,800 employees. Supply chain average labor income of more than \$67,700 is 56% higher than the state's average non-farm wage. Indirect and induced impact on North Carolina's economy accounts for an additional 770,000 jobs across all industries. Together that represents more than 31% of North Carolina's entire labor force. Providing a total direct, indirect, and induced GDP contribution of more than \$150B, or 32% of state GDP for 2013. Supply chain tax contributions exceed \$32.1B to local, state, and federal governments, while total combined output exceeds \$337B across all industries.

TOTAL ECONOMIC IMPACT OF THE SUPPLY CHAIN

Employment	Labor Income	Value Added	Output	Taxes
479,800 Direct	\$32.5B Direct	\$85.8B Direct	\$218.3B Direct	\$13.4B State & Local
770,000 Indirect & Induced	\$37.9B Indirect & Induced	\$65.0B Indirect & Induced	\$118.9B Indirect & Induced	\$18.7B Federal
1,249,800	\$70.4B	\$150.8B	\$337.2B	\$32.1B

Leading sectors within the supply chain include Pharmaceutical, Biologics & Medical, first in the overall GDP contributions of value added with more than \$19.4B. This sector is also the largest contributor to federal coffers with \$2.9B in federal taxes paid. For overall output, the Industrial Machinery & Transportation Equipment manufacturing sector leads all supply chain sectors with direct output of nearly \$38.4B. For direct employment and labor income, the industries of Transportation, Distribution & Logistics are the most robust in North Carolina, the equivalent of nearly 24% of the state's manufacturing workforce, and almost \$5.7B in labor income.¹ Lastly, the legacy Tobacco & Foodstuffs sector provides the most profuse contribution to local and state government through more than \$5.1B paid in 2013. These leading sectors are only a few of the 14 sectors analyzed in the report, but reflect major industrial sectors in North Carolina.

Along with relevant data, context is provided for each industrial sector included in the report. Historical legacy and current industry dynamics are discussed to provide additional perspective and context for the sectors of the supply chain. Key trends across all sectors have also been identified and discussed at the global, national, and state level. These 8 trends are:

- 1. Strong residential construction and housing starts** increases output demand for many sectors in the supply chain. Non-residential and infrastructure projects are also growing. Yet, just as rising residential, commercial, and infrastructure investment drive demand, consumer and social trends also impact the sectors of the supply chain.
- 2. Environmental stewardship efforts** are being strengthened in every sector across North Carolina's supply chain. The proliferation of green, sustainable products and practices and the pursuit of efficiency are demonstrations of this focus on sustainability.

1. NC Chamber of Commerce. "Manufacturing." 2016.

Executive Abstract

3. Strong U.S. currency bolsters purchasing power for domestic consumers, and makes imported goods less expensive. Price pressures from foreign manufacturers producing goods at lower cost in less regulated business environments are also relevant across the supply chain. To offset this disadvantage, sectors within the supply chain look to expand their presence in export markets. In the international marketplace, a strong U.S. dollar can also limit export demand.

4. Corporate consolidations increase as U.S. firms seek to maximize economies of scale and control costs in their domestic manufacturing operations. For some, overall industry participation in many sectors is expected to decline. Foreign production of primary or intermediary goods, often called offshoring, has impacted manufacturing in North Carolina, but may be leveling off. Those sectors able to maintain production in North Carolina may enjoy benefits from local markets or favorable government incentives.

5. Foreign markets remain important. Rising wages signal an increase in purchasing power for the growing Asian middle class. U.S. sectors are able to capture demand through niche product development, or through favorable trade agreements. Increased export demand bolsters overall supply chain utilization.

6. Highly skilled labor is a key ingredient in nearly every supply chain sector. Supporting this through the educational infrastructure of the community college and university system in North Carolina is vital to sustaining workforce demands.

7. Research and development are important to supporting the continued growth of each sector in the supply chain, not just high-tech industries. Research parks and university development partnerships are key catalysts for innovation across the sectors of the supply chain.

8. The regulatory environment is a direct and significant influence on the activities of every supply chain sector. Staying up-to-date on relevant regulations requires constant attention. These sectors invest heavily in the infrastructure needed to maintain compliance, as well as leveraging highly skilled, experienced labor to innovate and more efficiently address regulations and environmental considerations.

Scope & Methodology

For this investigation, Impact Analysis for Planning, more commonly known as IMPLAN, was used to analyze and adjust data relevant to the supply chain in North Carolina. IMPLAN is a widely used, and generally accepted input-output analysis tool that quantifies the economic effects of a particular industry or change within an industry on a given region or economy.

This report recognizes a specific definition of the supply chain that includes:

Those activities, stakeholders, or organizations engaged from the sourcing of inputs, including raw materials, continuing through production, distribution, and delivery of goods and services to downstream or consumer markets.

A broader scope would include industries such as finance, customer service, real estate, wholesale, retail, food and beverage service, and most agricultural sectors. However, for the purposes of this analysis, they are considered supplementary to the supply chain. Regardless, these industries remain

Executive Abstract

relevant, and are discussed as beneficiaries to the significant indirect and induced economic impact of the supply chain.

The geographic focus of this report is the state of North Carolina. Data for this analysis were obtained from North Carolina databases for 2013 licensed through MIG, Inc. The analysis also utilized multipliers, and an Excel-based tool developed by Dr. Jesse Daystar of Duke University's Center for Sustainability & Commerce, and Dr. Eric McConnell of NC State University's Department of Forest Biomaterials. Further calculations were completed using spreadsheets and pivot tables. Outside of IMPLAN data, additional academic and industry research was completed to support this report, as well as to provide context at the global, U.S., and state level for each sector included. These sources include academic, government, and industry databases, publications and periodicals, as well as discussions and interviews with subject matter experts.

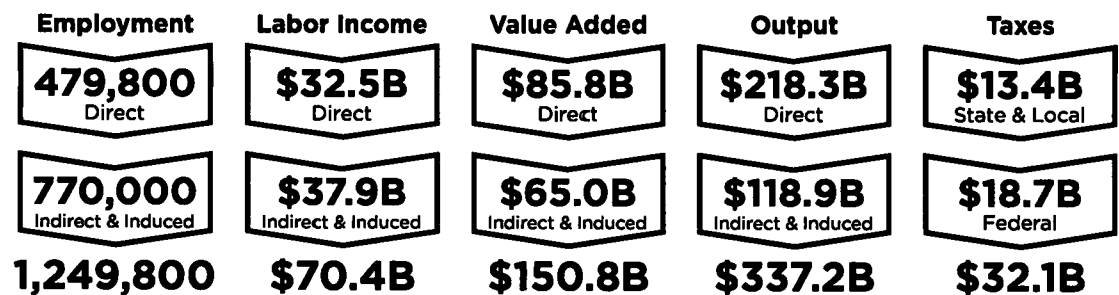
The overall report is structured to provide in-depth analysis for each of the 14 sectors compiled and considered as a part of the supply chain. Rankings and summary statistics for each sector and the supply chain as a whole are provided for further illustration. In developing this study, a concerted effort was made to consider report reproducibility in other regions. Throughout the process, the definitions, industry sector groupings, analysis methodology, and even the final report have all been structured in a way that is easy to understand and replicate with similar resources. The report itself is built to be consistent and formulaic in its composition, yet also provide a compelling narrative for the 14 industrial sectors considered in the analysis. Similar statistics were captured for each sector, compared in a regular format, and discussed consistently in the sector economic impact summaries. Yet, unique trends and dynamics specific to each sector, as well as broader trends across the supply chain, are captured in each sector summary.

A full listing of all industries considered by sector with associated IMPLAN numbers is available in the report Appendix starting on page 108, or online at MHLRoadmap.org.

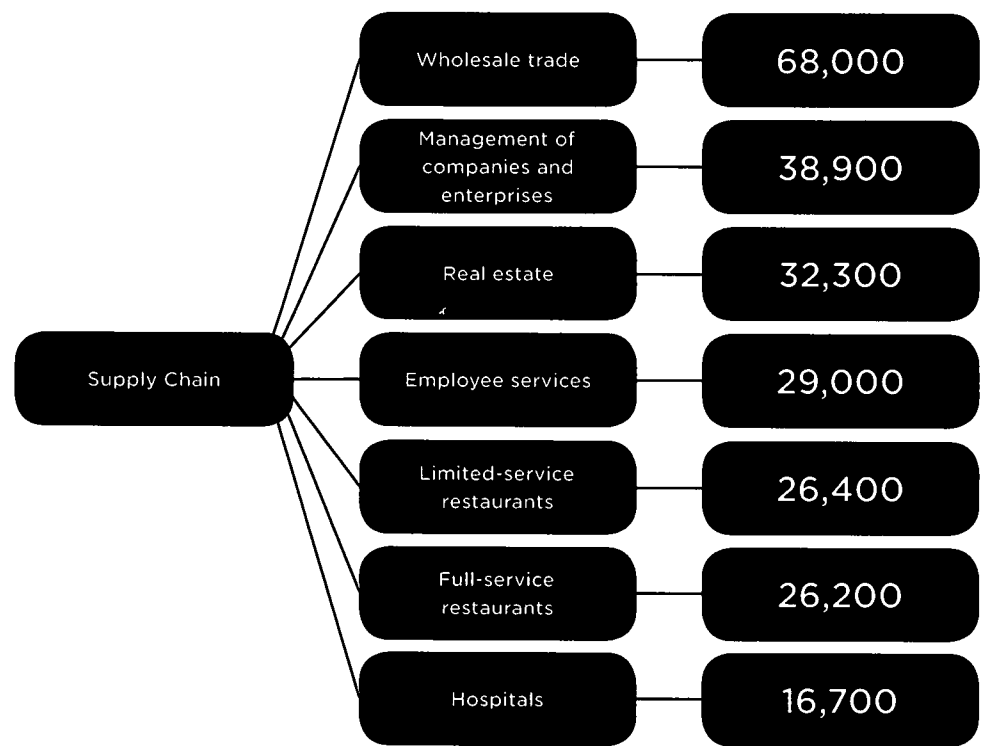


Ranking Lists & Summary Statistics

TOTAL ECONOMIC IMPACT OF THE SUPPLY CHAIN



JOBS CREATED IN NON-SUPPLY CHAIN INDUSTRIES



Ranking Lists & Summary Statistics

RANKINGS OF SUPPLY CHAIN SECTORS

Employment

1. Transportation, Distribution & Logistics
2. Industrial Machinery & Transportation Equipment
3. Textiles
4. Chemical Manufacturing
5. Household Goods & Furniture
6. Metal Products
7. Tobacco & Foodstuffs
8. Pharmaceutical, Biologics & Medical Products
9. Manufacturing N.E.S.
10. Electronics
11. Wood Products
12. Building Materials
13. Communications & Computer
14. Paper Products

Labor Income

1. Transportation, Distribution & Logistics
2. Industrial Machinery & Transportation Equipment
3. Pharmaceutical, Biologics & Medical Products
4. Chemical Manufacturing
5. Metal Products
6. Electronics
7. Communications & Computer
8. Textiles
9. Tobacco & Foodstuffs
10. Household Goods & Furniture
11. Manufacturing N.E.S.
12. Building Materials
13. Wood Products
14. Paper Products

Average Labor Income

1. Communications & Computer
2. Pharmaceutical, Biologics & Medical Products
3. Electronics
4. Industrial Machinery & Transportation Equipment
5. Chemical Manufacturing
6. Manufacturing N.E.S.
7. Paper Products
8. Metal Products
9. Tobacco & Foodstuffs
10. Building Materials
11. Transportation, Distribution & Logistics
12. Wood Products
13. Household Goods & Furniture
14. Textiles

Value-Added (GDP Contribution)

1. Pharmaceutical, Biologics & Medical Products
2. Chemical Manufacturing
3. Industrial Machinery & Transportation Equipment
4. Tobacco & Foodstuffs
5. Transportation, Distribution & Logistics
6. Metal Products
7. Electronics
8. Communications & Computer
9. Textiles
10. Household Goods & Furniture
11. Manufacturing N.E.S.
12. Building Materials
13. Paper Products
14. Wood Products

Output

1. Industrial Machinery & Transportation Equipment
2. Chemical Manufacturing
3. Pharmaceutical, Biologics & Medical Products
4. Tobacco & Foodstuffs
5. Transportation, Distribution & Logistics
6. Metal Products
7. Textiles
8. Electronics
9. Communications & Computer
10. Household Goods & Furniture
11. Manufacturing N.E.S.
12. Paper Products
13. Building Materials
14. Wood Products

Productivity (Output/Employees)

1. Pharmaceutical, Biologics & Medical Products
2. Tobacco & Foodstuffs
3. Chemical Manufacturing
4. Communications & Computer
5. Industrial Machinery & Transportation Equipment
6. Electronics
7. Paper Products
8. Metal Products
9. Building Materials
10. Manufacturing N.E.S.
11. Textiles
12. Wood Products
13. Household Goods & Furniture
14. Transportation, Distribution & Logistics

State Tax

1. Tobacco & Foodstuffs
2. Transportation, Distribution & Logistics
3. Industrial Machinery & Transportation Equipment
4. Pharmaceutical, Biologics & Medical Products
5. Chemical Manufacturing
6. Metal Products
7. Electronics
8. Textiles
9. Communications & Computer
10. Household Goods & Furniture
11. Manufacturing N.E.S.
12. Paper Products
13. Wood Products
14. Building Materials

Federal Tax

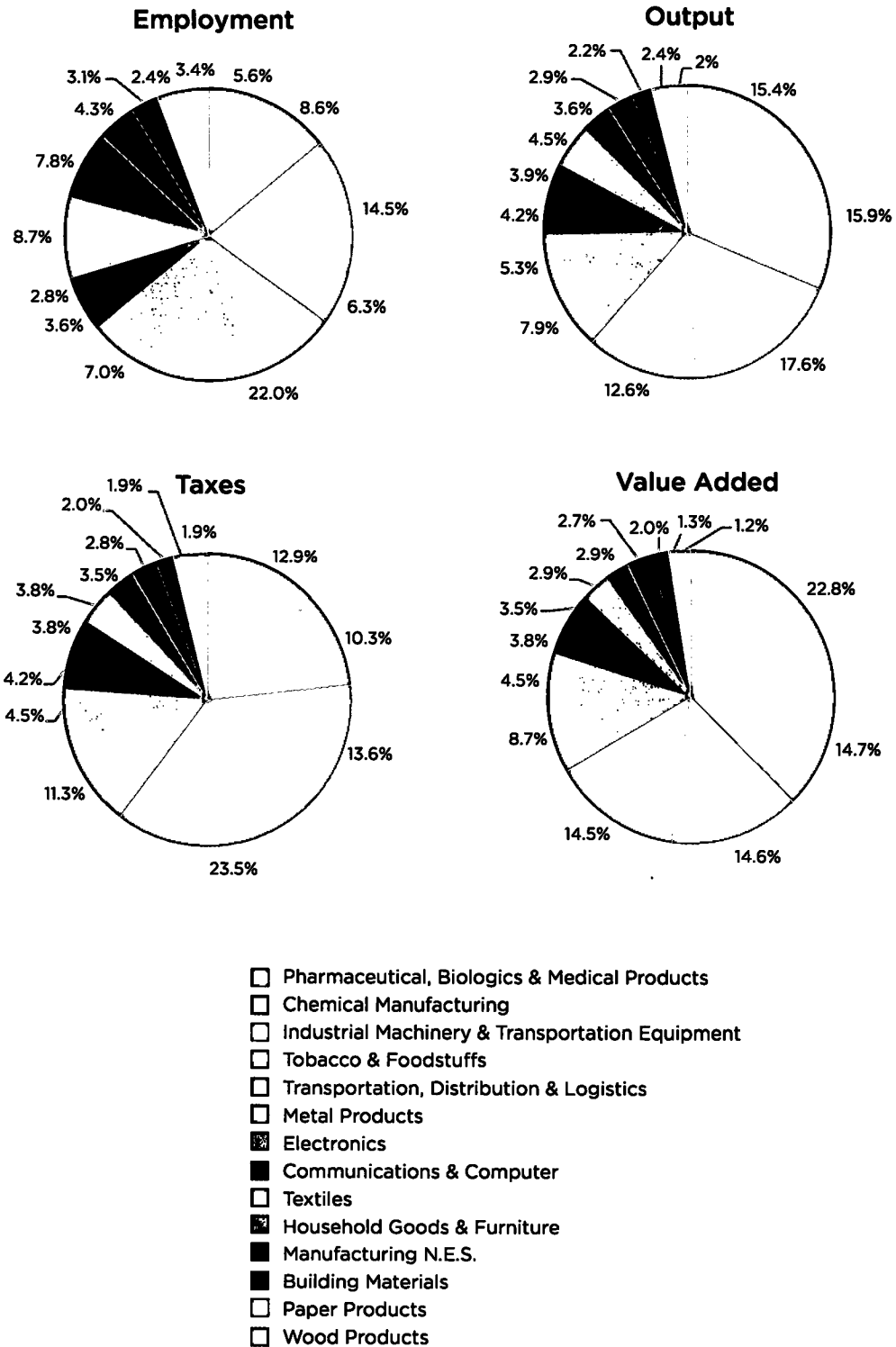
1. Pharmaceutical, Biologics & Medical Products
2. Industrial Machinery & Transportation Equipment
3. Tobacco & Foodstuffs
4. Chemical Manufacturing
5. Transportation, Distribution & Logistics
6. Metal Products
7. Electronics
8. Communications & Computer
9. Textiles
10. Household Goods & Furniture
11. Manufacturing N.E.S.
12. Building Materials
13. Wood Products
14. Paper Products

Total Tax

1. Tobacco & Foodstuffs
2. Industrial Machinery & Transportation Equipment
3. Pharmaceutical, Biologics & Medical Products
4. Transportation, Distribution & Logistics
5. Chemical Manufacturing
6. Metal Products
7. Electronics
8. Textiles
9. Communications & Computer
10. Household Goods & Furniture
11. Manufacturing N.E.S.
12. Building Materials
13. Wood Products
14. Paper Products

Ranking Lists & Summary Statistics

COMPARISON OF SUPPLY CHAIN SECTORS



Presentation to the House Select Committee on Strategic Transportation Planning and Long Term Funding Solutions

**Robert Hosford
North Carolina Department of Agriculture and Consumer Services**

February 1, 2016

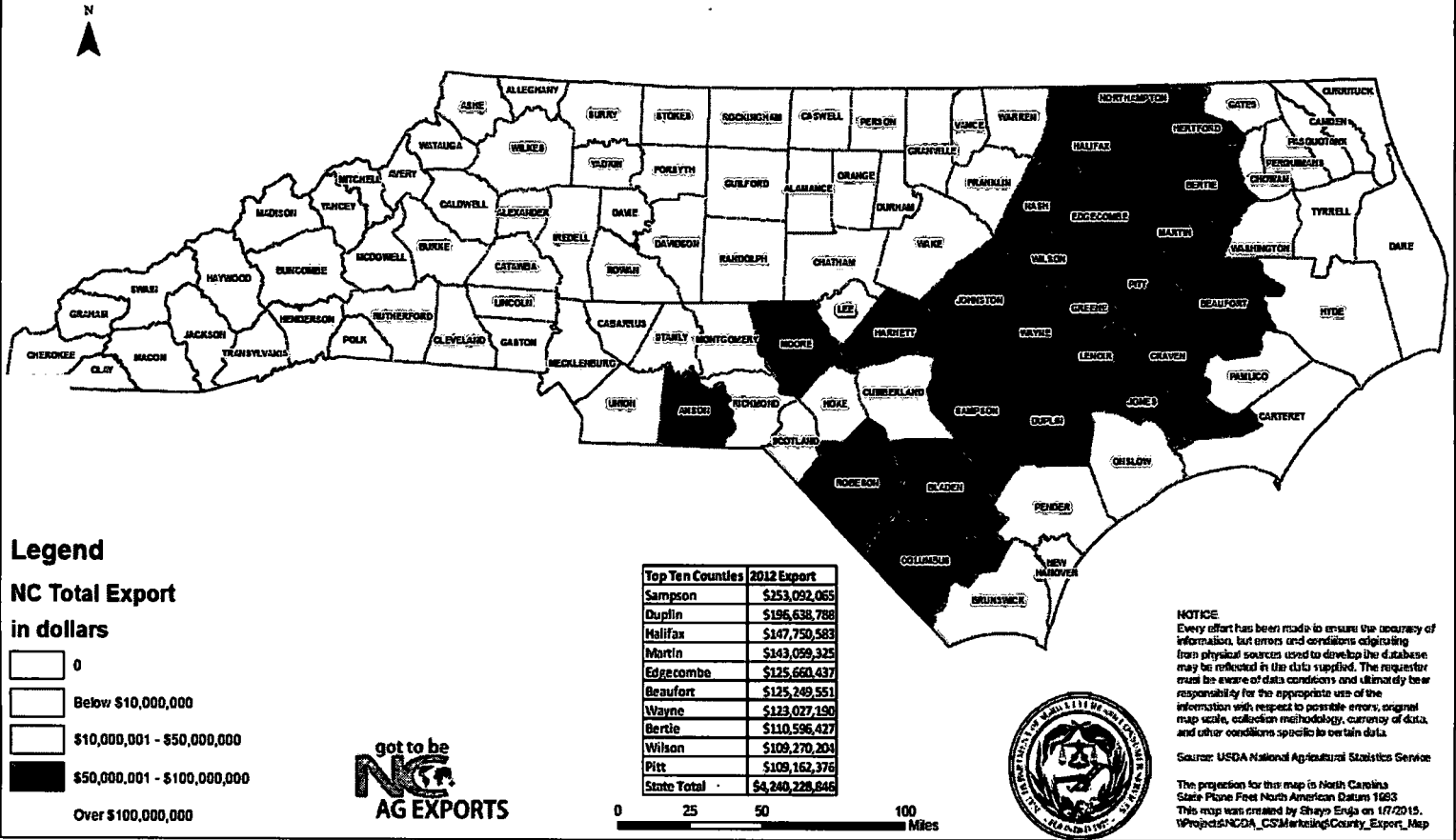
got to be  AG EXPORTS

NCDA International Marketing

- Agriculture is the largest industry in North Carolina: \$76-billion industry.
- Commissioner Troxler has a target to grow the NC Ag industry to \$100-billion by 2020.
- 95 percent of the global market is outside the U.S..
- NC ag exports increase about 10 percent a year on average.

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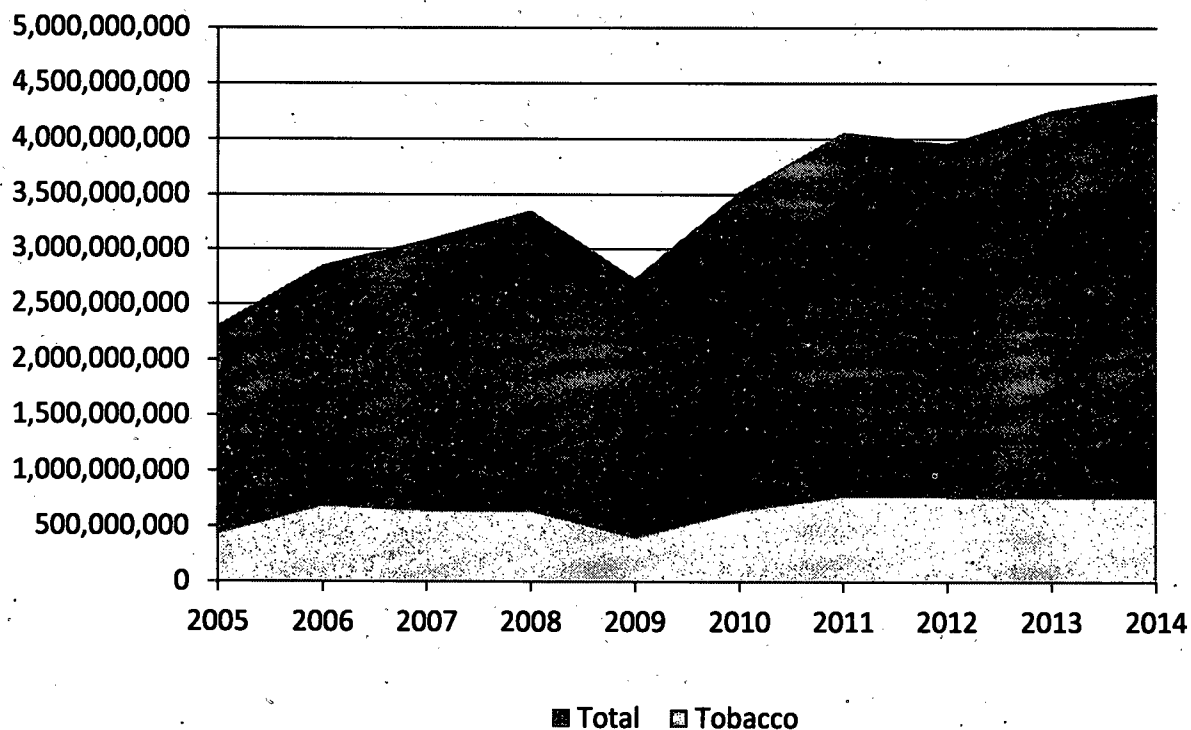
2012 NC Total Ag Exports (In Dollars)



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Total NC Ag Exports

Exports double since 2005 – Expect continued growth



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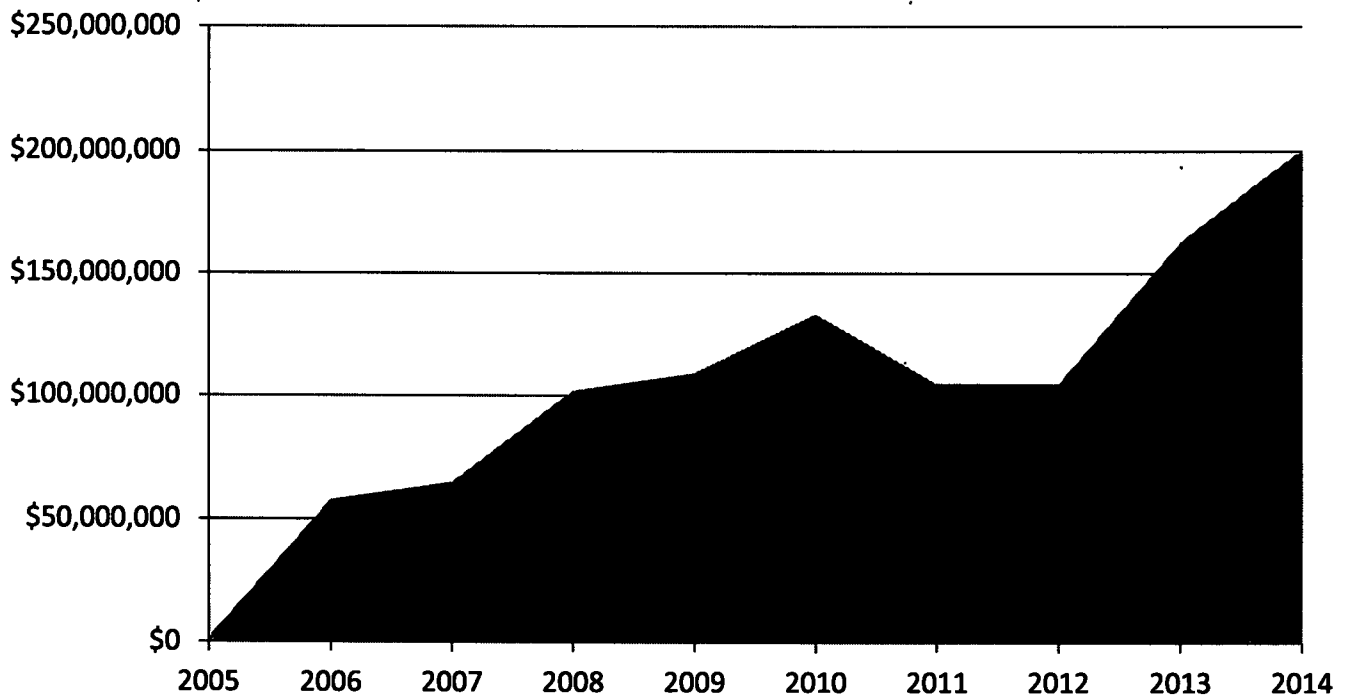
Tobacco Leaf Exports to China

China counters worldwide smoking trends

Currently China imports about 20% of total crop

With CTI office in Raleigh, expect exports to double again

Tobacco gets no USDA support, only NCDA



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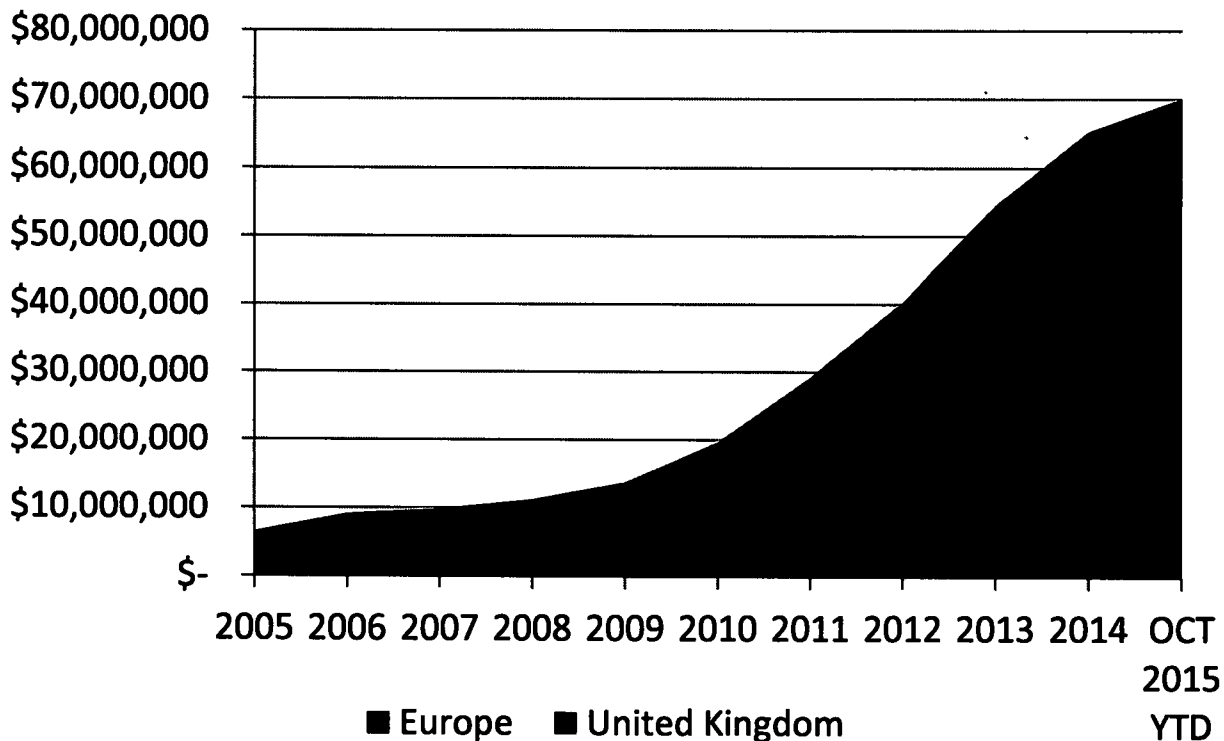
NC Sweet Potato Exports to EU

About 20% of Production - Expect to double in 3-5 years

Prices and production at all time highs

Industry counting on exports to address issue of oversupply

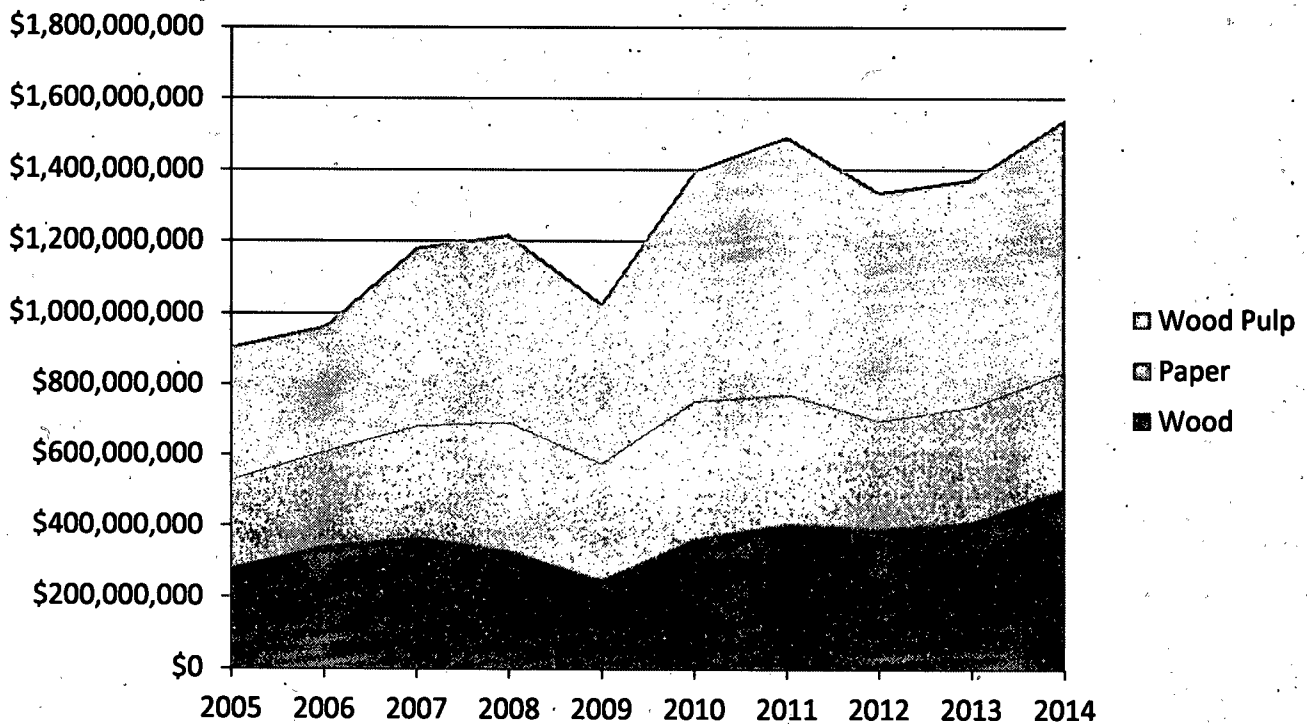
Because of success, expecting USDA Sweet Potato Programs to start



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NC Wood Exports

*\$1.5 billion industry focused on rural NC - Doubled in past decade
Current focus on EU renewable energy sector to counter decreased domestic demand for paper*



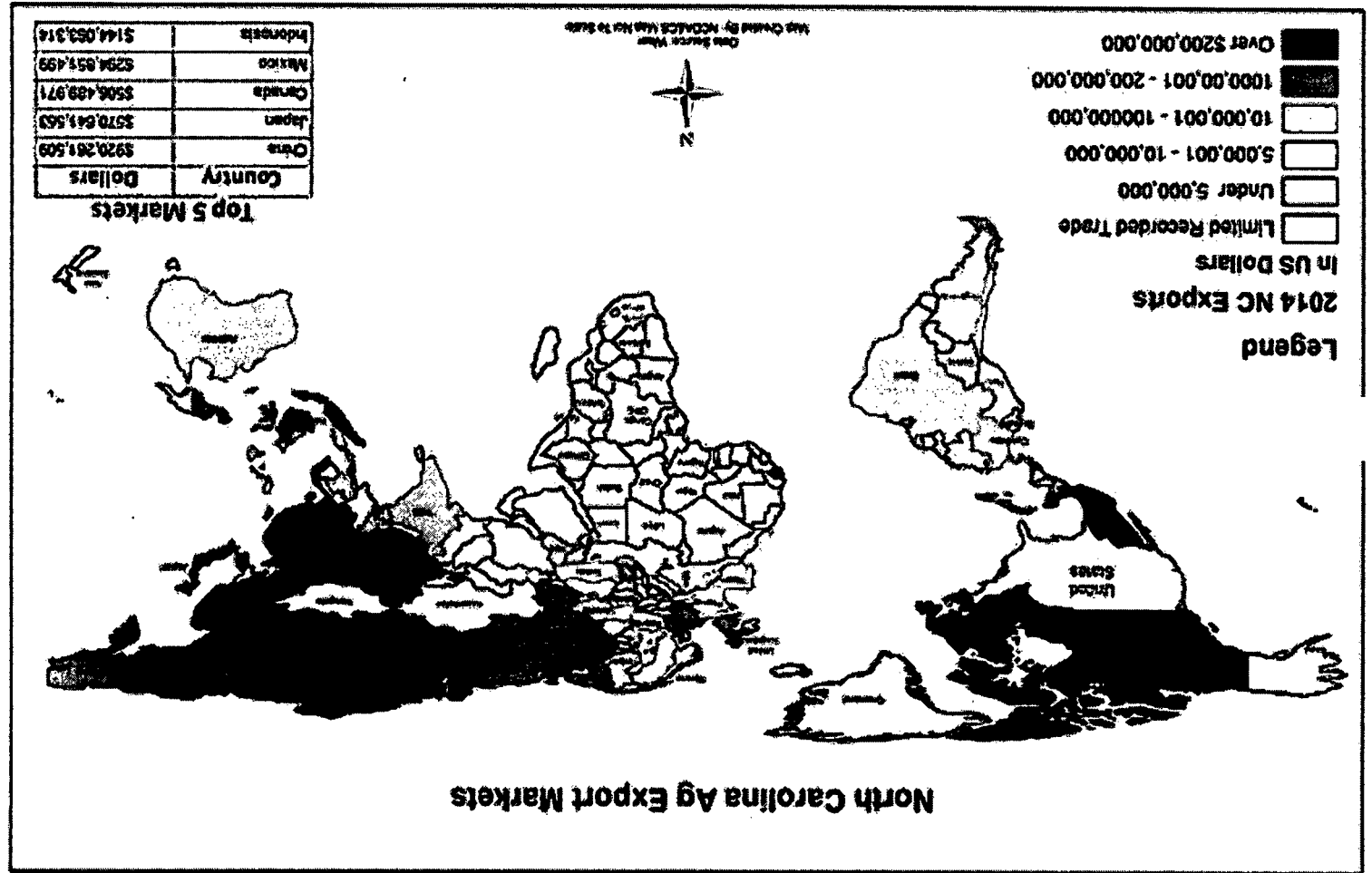
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North Carolina Agriculture Trade and Jobs

According to USDA's export statistics and trade multiplier, NC agricultural exports help boost farm prices and income, while supporting jobs both on the farm and off the farm in food processing, storage, and transportation

	NC Ag Exports	Jobs Supported	Total Jobs
	(in Billion \$)	(per Billion \$ Exported)	Supported
Other plant products	0.554	51,988	28,792
Poultry products	0.699	28,887	20,190
Tobacco	0.562	32,971	18,517
Pork	0.739	13,301	9,829
Soybeans	0.39	12,455	4,861
Wheat	0.24	11,430	2,748
Cotton	0.328	8,138	2,666
Fruits and nuts, processed	0.051	33,149	1,677
Grain products, processed	0.055	26,664	1,469
Dairy products	0.033	37,421	1,240
Other animal products	0.152	6,792	1,033
Vegetables, processed	0.093	6,759	631
Feeds and fodder	0.081	7,226	588
Corn	0.059	8,824	522
Vegetables, fresh	0.052	7,386	383
Beef and veal	0.029	9,018	260
Vegetable oils	0.046	1,365	63
Fruits, fresh	0.021	2,301	49
Forest Products	1.5	1,636	2,454
Total jobs supported			97,972

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Morehead City/Radio Island

- The inner and outer loop at Morehead City need to be properly dredged.
 - \$3.1M MOU has been signed. NCSPA is awaiting approval from the USACE to begin the project.
- Begin the process of permitting Radio Island for future development.
- Traffic modeling for future traffic onto and off of Radio Island.

Port of Wilmington

- The Cold Storage P3 project represents a major opportunity for the protein industry.
- The Wood Pellet domes will increase wood volumes for export.
- Dredging and widening of the “Turning Basin” is needed according the NCSPA and carriers.
- Dredging of the Cape Fear River basin is also a need.

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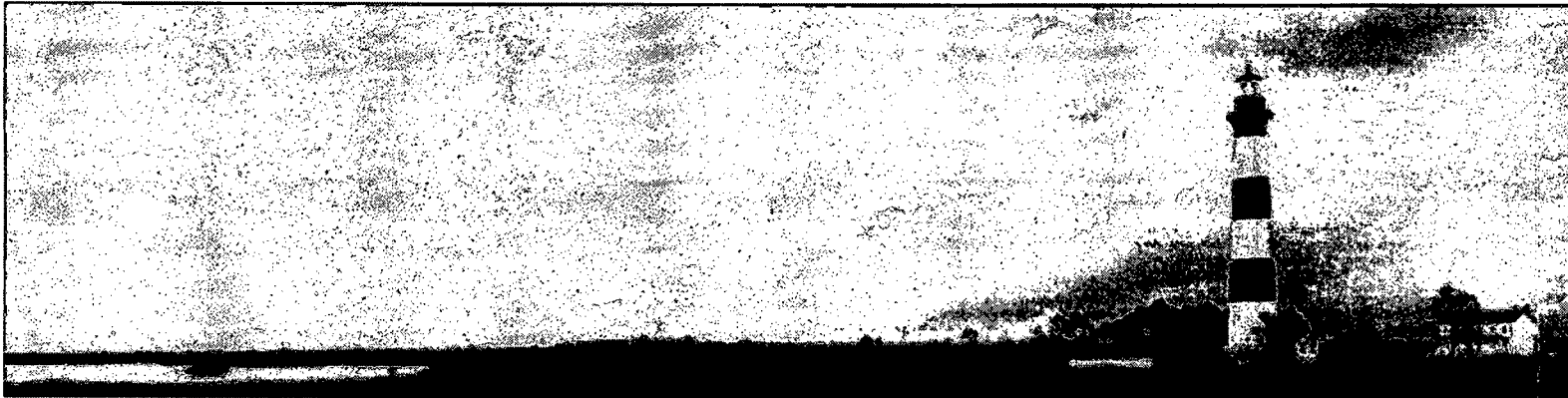
Intermodal Access Projects

- The proposed transportation hub is a major step for North Carolina.
- Private property rights should not be infringed upon utilizing “Eminent Domain” takings.

Thank you for the opportunity to
address this Committee

- Robert Hosford:
 - Robert.Hosford@ncagr.gov
 - (919) 707-3122 office

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Nothing Compares
NORTH CAROLINA

**House Select Committee on
Strategic Transportation Planning and Long Term
Funding Solutions**

Transportation Revenues, 2040 Plan

H. Tasaico, Patrick Norman
February 1, 2016



Transportation Funding and Needs Presentations Outline

Revenue Forecasting (Tasaico)

- Infrastructure Funding
- Vehicle Ownership Cost
- State & Federal (historical and projected)
- Benchmarking

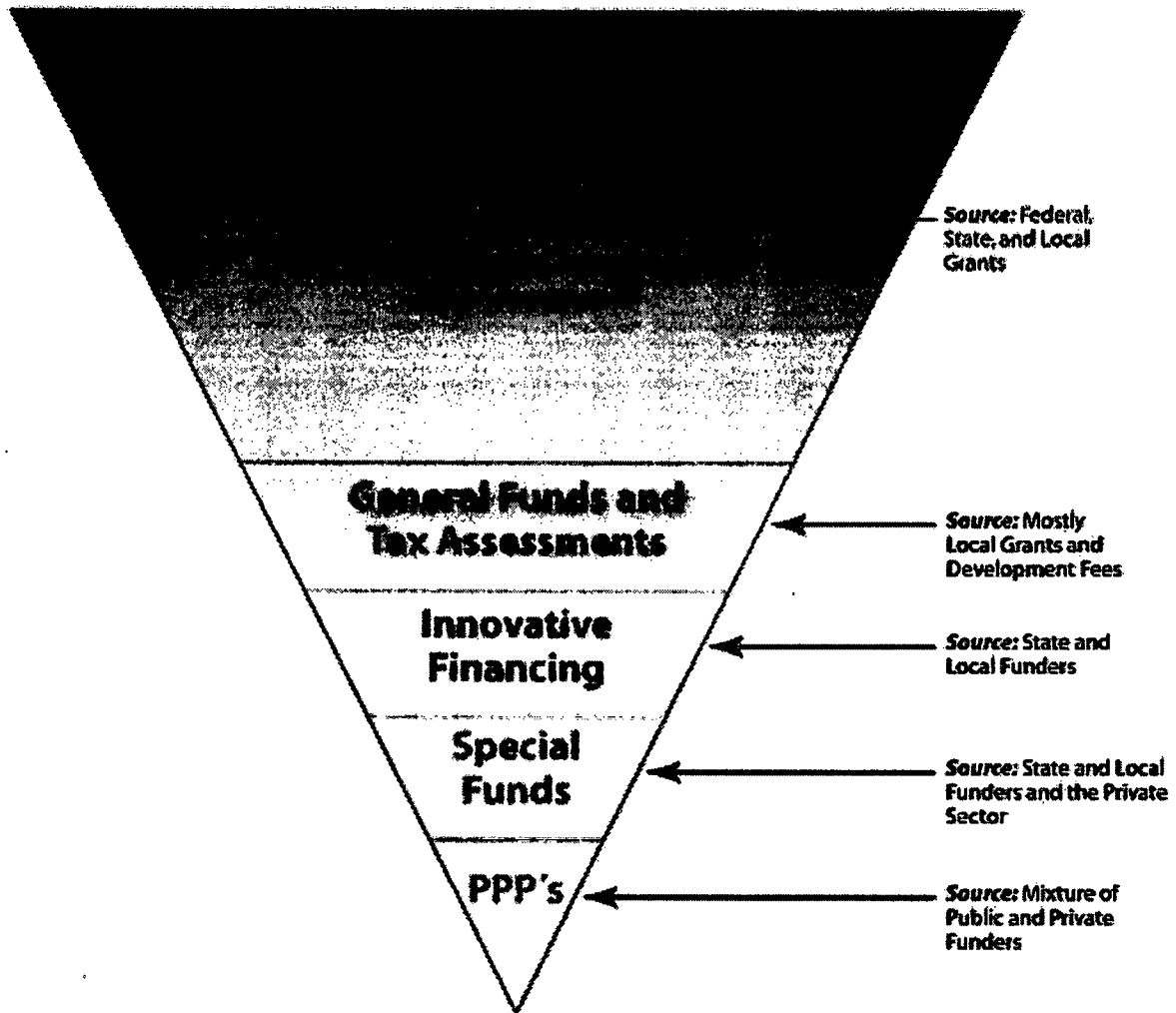
Transportation Needs (Norman)

- 2040 Plan

Transportation Funding (Tasaico)

- Other States
- Studies (national and NC)
- 2015 Enacted Changes
- Transportation Revenue not used in NC

Funding for Infrastructure Projects

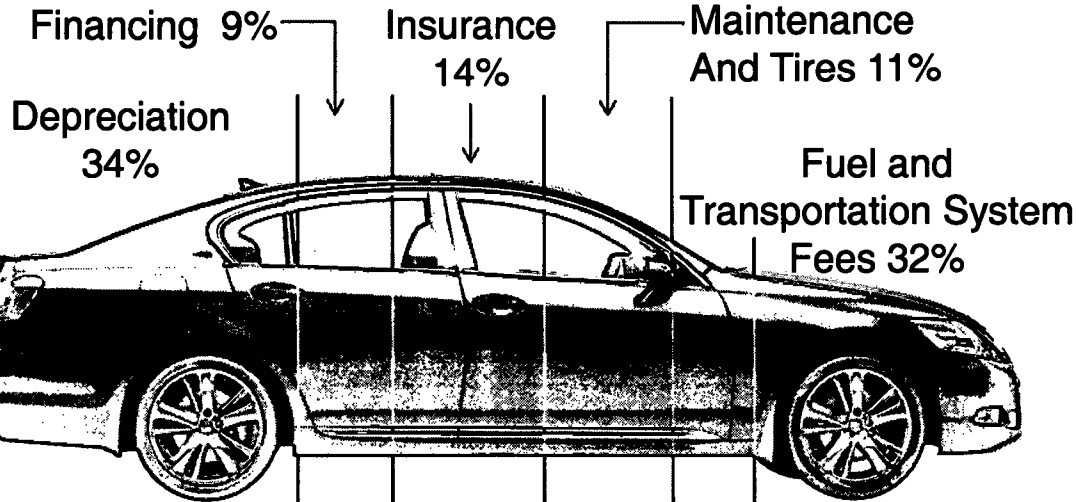
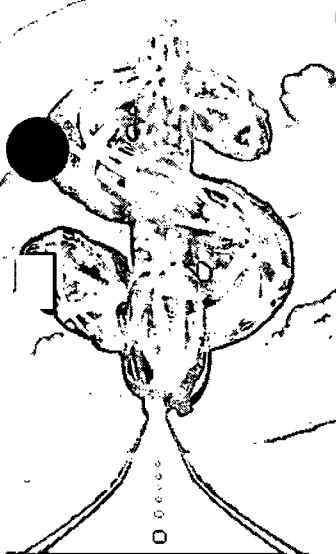


Vehicle Ownership - \$7,100/year

2014 Edition

YOUR DRIVING COSTS

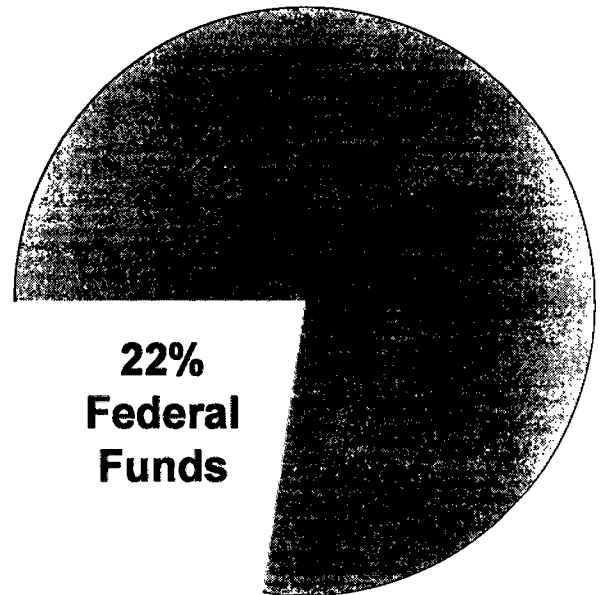
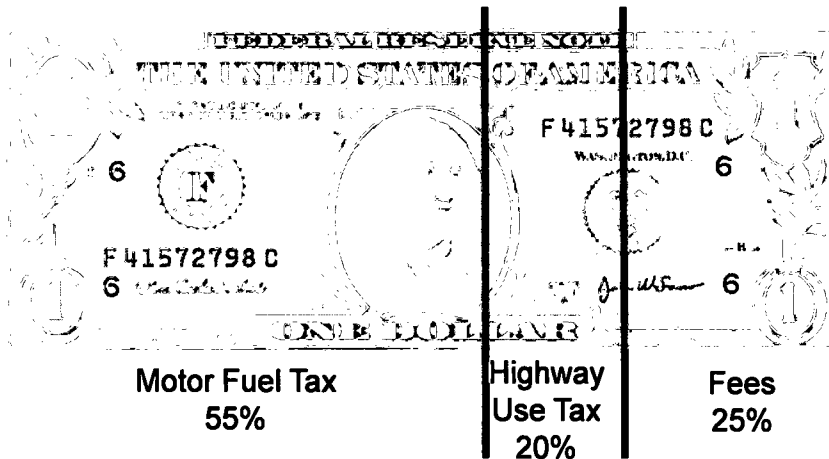
How much are you really paying to drive?



Transportation System Fees (9%)	%	Annual
Fuel Taxes	66	\$422
DMV Fees	15	\$96
Civil Penalties	1	\$6
Highway Use Tax	13	\$83
Other	5	\$32
Total		\$640

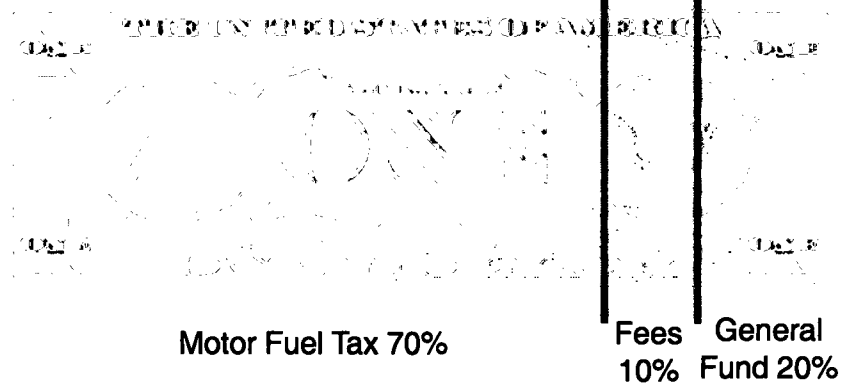
Present Funding

State Funding

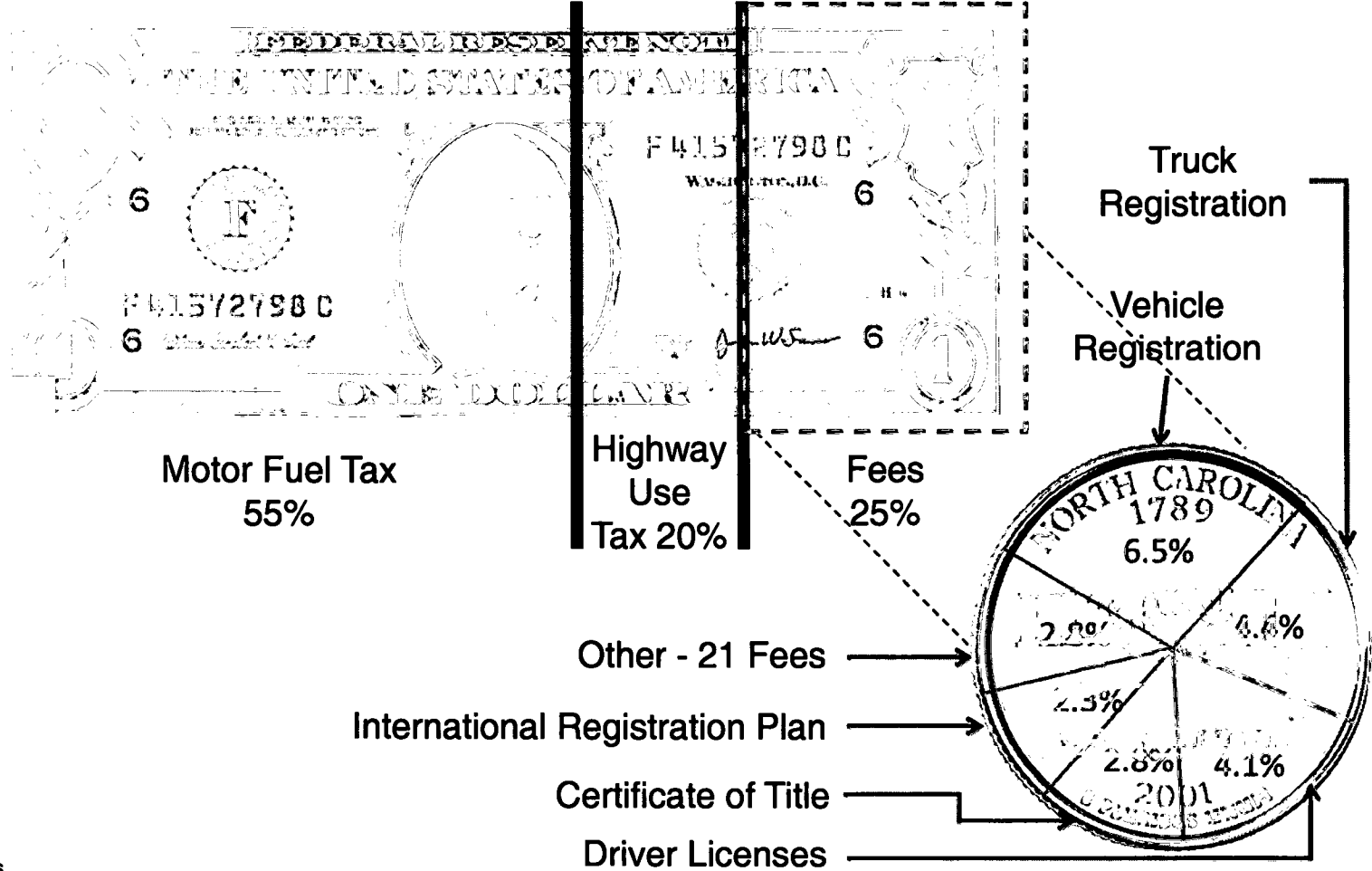


Federal Funding (since 2008)

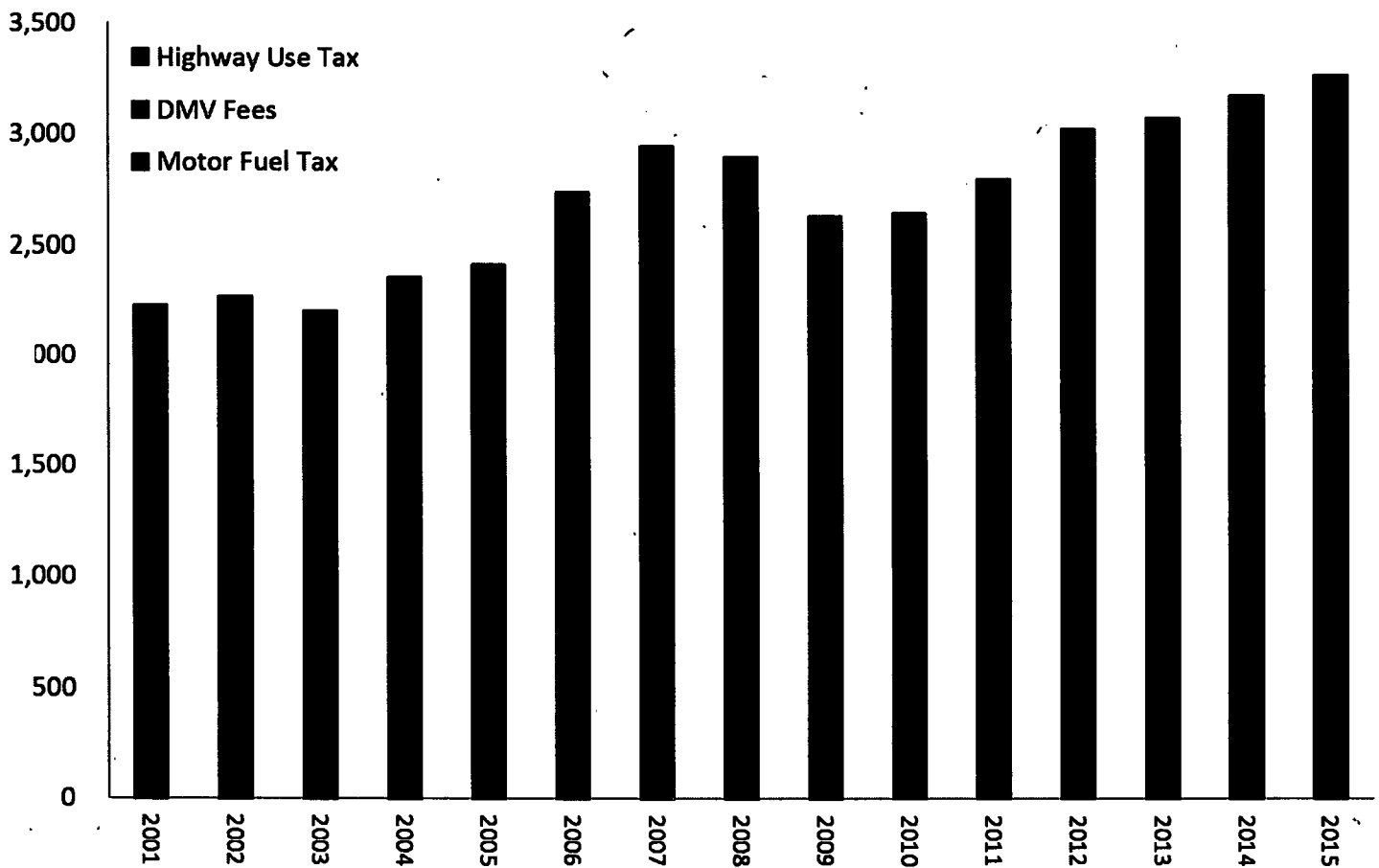
- No Political Appetite for National Solutions
- Up to States to Fix



State Revenue Sources



Transportation Revenue Sources (2001 – 2015)



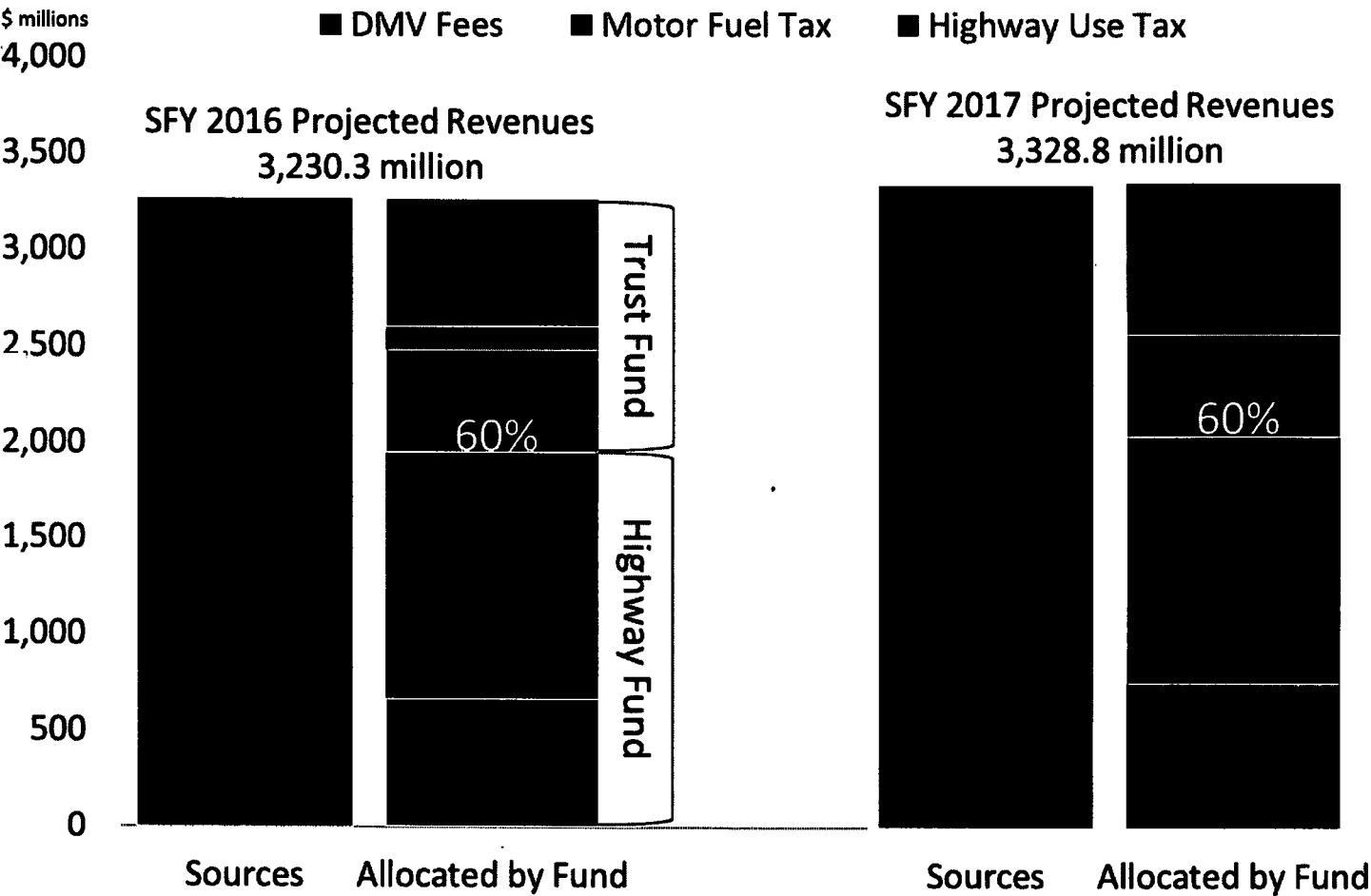
Legislative Session 2015 – Funding

- Session Law 2015-2 (SB 20)
 - Changed variable motor fuel tax rate formula to be based weighted change rate of Population (75%) and CPI-Energy (25%) starting January/2018 on a 34.0 cpg base
- Session Law 2015-241 (HB 97)
 - \$273 M in new revenues
 - Increases most DMV fees by 30%
 - Adjust DMV fees every 4 years based on CPI
 - Increased some Highway Use Tax Caps
 - Reduces motor fuel tax deductions
 - \$435 M in increased budget availability (not revenues) by stopping General Fund Transfer
- Changes Motor Fuel Tax Revenue Distribution
 - From 75% to Highway Fund* and 25% to Highway Trust Fund**
 - To 71% Highway Fund and 29% to Highway Trust Fund
- Increases State Transportation Revenues used for Transportation
 - From 85% in 2008
 - To 99.5+% in 2016 forward

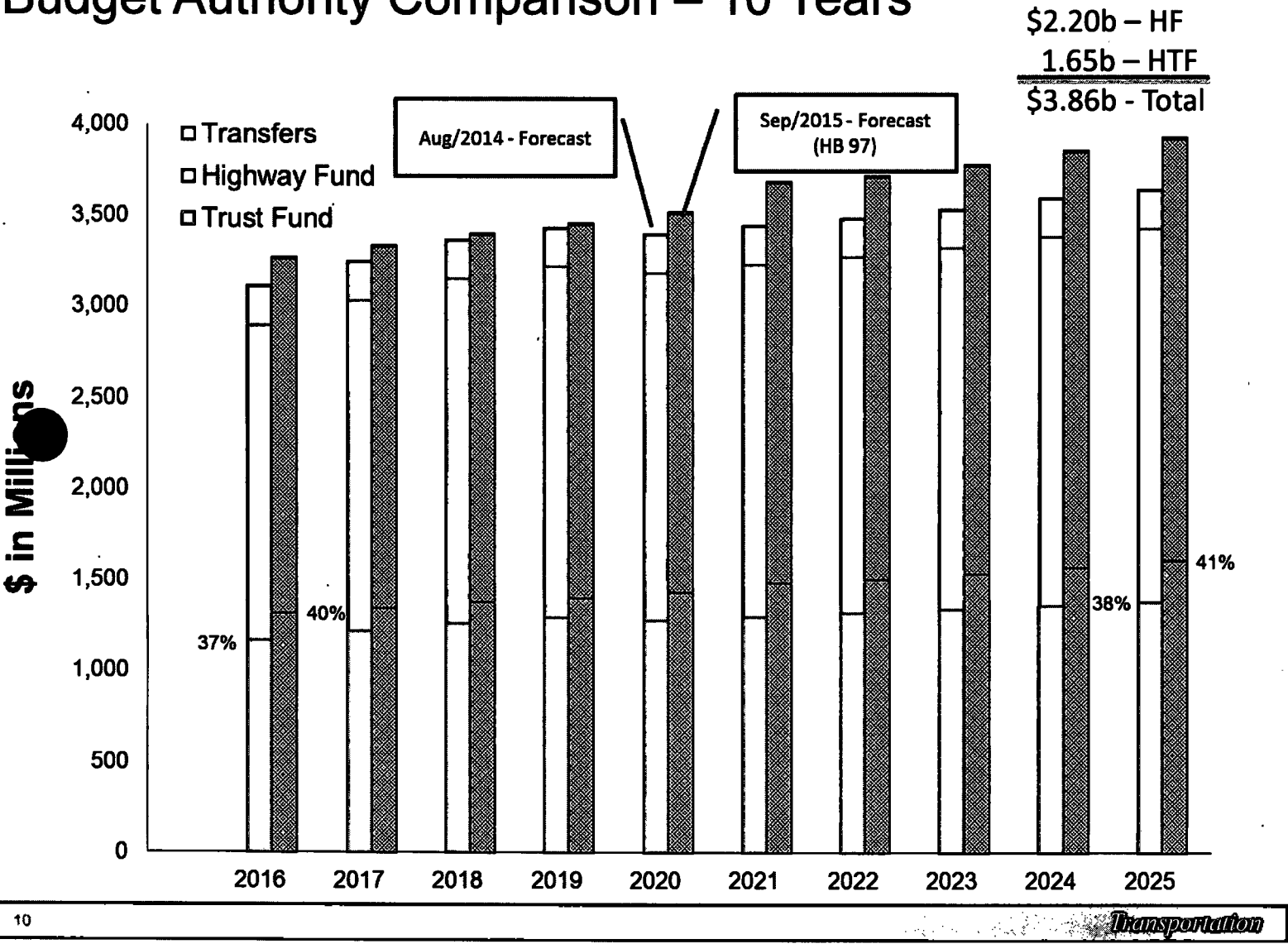
* Highway Fund is for Maintenance and Operations activities

** Highway Trust Fund is for Capital Projects

Biennium Budget - Forecast



Budget Authority Comparison – 10 Years



Revenue Variable and Data Sources

Source	Variables	Data Sources
Motor Fuel Tax	Rate	<ul style="list-style-type: none"> • US – EIA • Global Insight • Legislative
	Fuel Consumption	<ul style="list-style-type: none"> • In-House Model
DMV Fees	Rate	<ul style="list-style-type: none"> • General Statute
	Transactions	<ul style="list-style-type: none"> • Regression Analysis • Historical • NC Population Growth
Highway Use Tax	Rate	<ul style="list-style-type: none"> • General Statute
	Transactions	<ul style="list-style-type: none"> • Historical • NC Population Growth
	Vehicle Pricing	<ul style="list-style-type: none"> • Global Insight
Federal	Revenue	<ul style="list-style-type: none"> • Congressional Budget Office

Revenue Variable Projections

Source	Variables	1 to 10 Years	11 to 30 Years
Motor Fuel Tax	Rate	↔ Stable ↔	↔ Stable ↔
	Fuel Consumption	↘ Decline ↘	↘ Decline ↘
DMV Fees	Rate	↗ Increase ↗	↗ Increase ↗
	Transactions	↗ Increase ↗	↗ Increase ↗
Highway Use Tax	Rate	↔ No Change ↔	↗ Increase ↗ 20??
	Transactions	↗ Increase ↗	↗ Increase ↗
	Vehicle Pricing	↗ Increase ↗	↗ Increase ↗
Federal	Revenue	↘ Decline ↘	↘ Decline ↘

Transportation Needs, 2040 Plan



North Carolina's Statewide Transportation Plan The 2040 Plan

Adopted in 2012, the 2040 Plan is:

- A federally required plan (23 USC 135) that provides for the development and implementation of the intermodal transportation system of the State
 - High level document used to help guide NCDOT decisions
 - NCDOT's overarching guide for transportation planning and programming.
 - A broad direction for where NCDOT should concentrate efforts in the future
 - Recommendations for needed process improvements for NCDOT to pursue

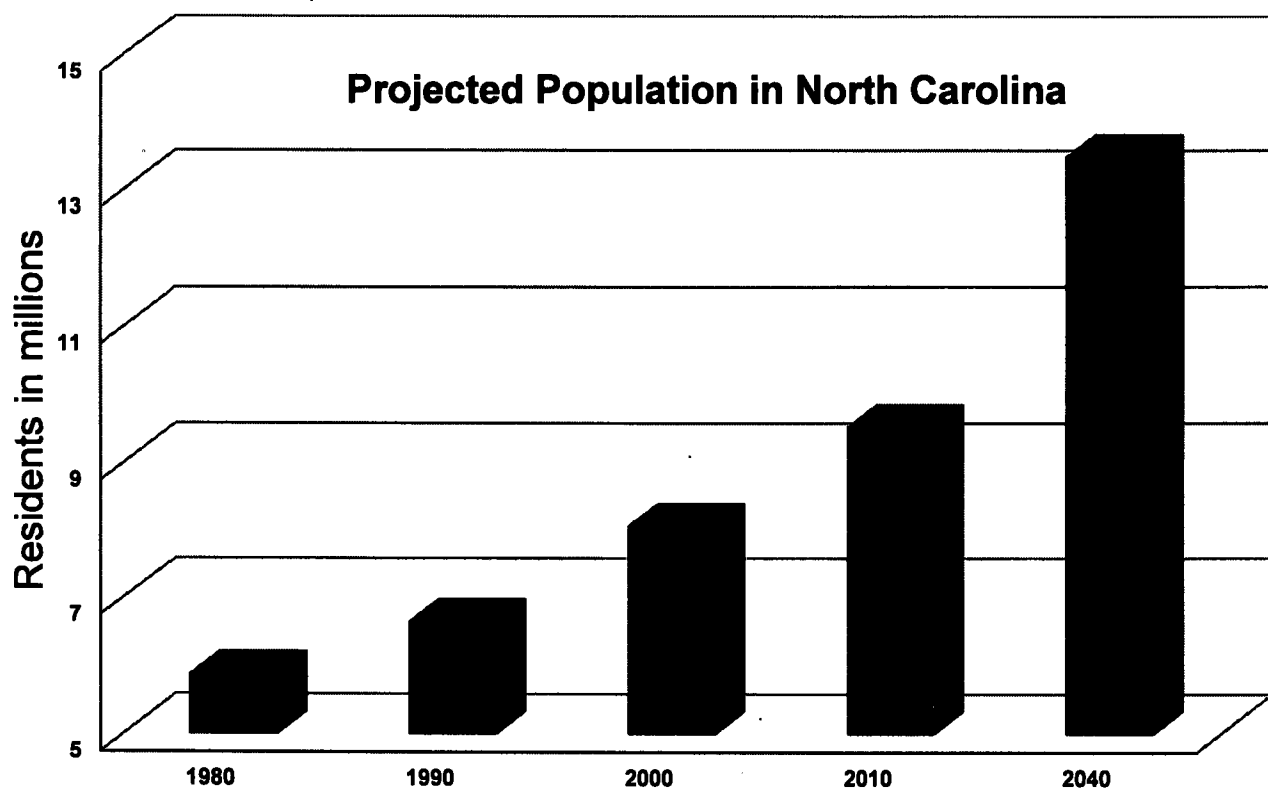


North Carolina's Statewide Transportation Plan The 2040 Plan

The 2040 Plan is NOT:

- A list of specific project recommendations
- A schedule for project implementation
- A recommended future funding strategy

2040 Population Growth



Level of Service Definitions

LEVEL OF SERVICE	General Condition	Highways	Public Transportation	Aviation	Bicycle/Pedestrian	Ferries	Passenger Rail	Ports*
A EXCELLENT	High quality conditions, very convenient service, widely available	Very smooth roads, minimal congestion	Frequent service and good geographic coverage	No safety issues	Many and varied bike and pedestrian routes	No ferry delays	Good cross-state rail service	No safety issues
B ABOVE AVERAGE	Good quality conditions, convenient service, good availability	Generally smooth roads, some congestion	Good bus service	Some safety issues	Some bike routes	Periodic ferry delays	Decent state rail service	Some safety issues
C AVERAGE	Minimally acceptable conditions, minimally convenient service, moderate availability	More rough roads, potholes & deficient bridges, common congestion	Infrequent service and limited geographic coverage	Many safety issues	Scattered bike routes	Frequent ferry delays	Limited state rail service	Many safety issues
D BELOW AVERAGE	Poor facility conditions, very minimal service, limited availability	Many rough roads, broad congestion	Barebones service	Many safety issues	Few bike routes	Frequent ferry delays	Poor state rail service	Many safety issues
F FAILING	Deteriorated facility conditions, spotty and irregular services, very limited availability	Widespread rough roads, potholes & deficient bridges, widespread congestion	Very restricted service	Widespread safety issues	No bike routes	Regular and long ferry delays	No state rail service	Widespread safety issues

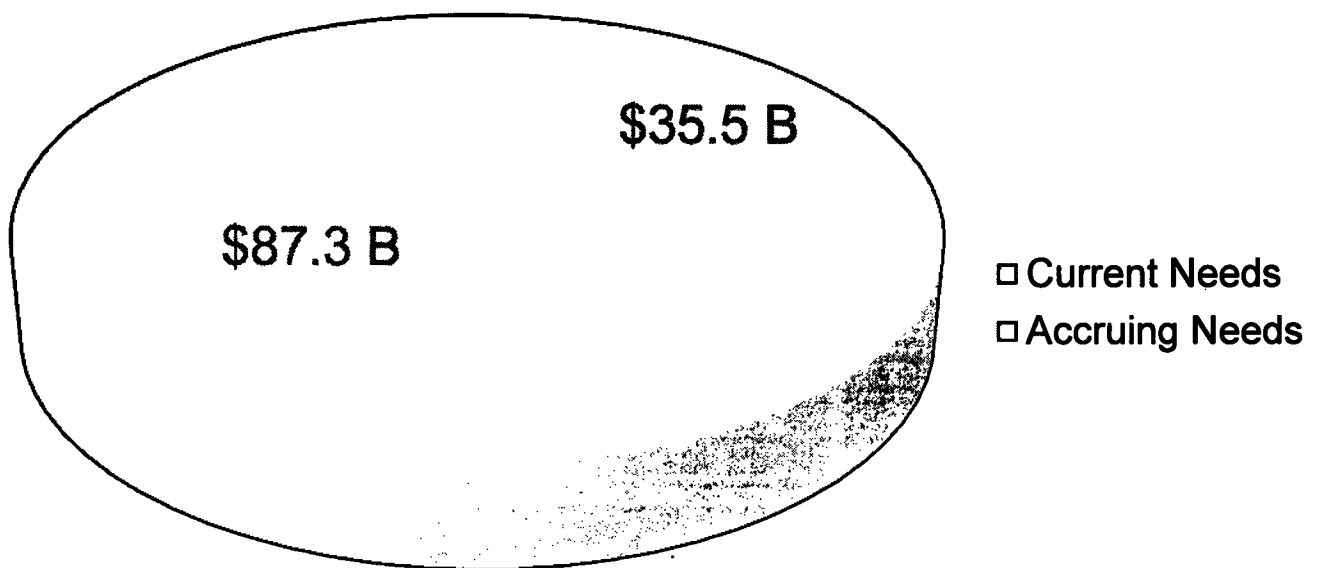
Shaded cells denote current overall modal level of service, as determined by NCDOT as part of its 10-Year Project Prioritization process, based on degree to which modal systems meet defined performance standards.

Shaded cells denote desired overall modal level of service ("Target LOS"), as determined by NCDOT as part of its 10-Year Project Prioritization process, based on degree to which modal systems meet defined performance standards.

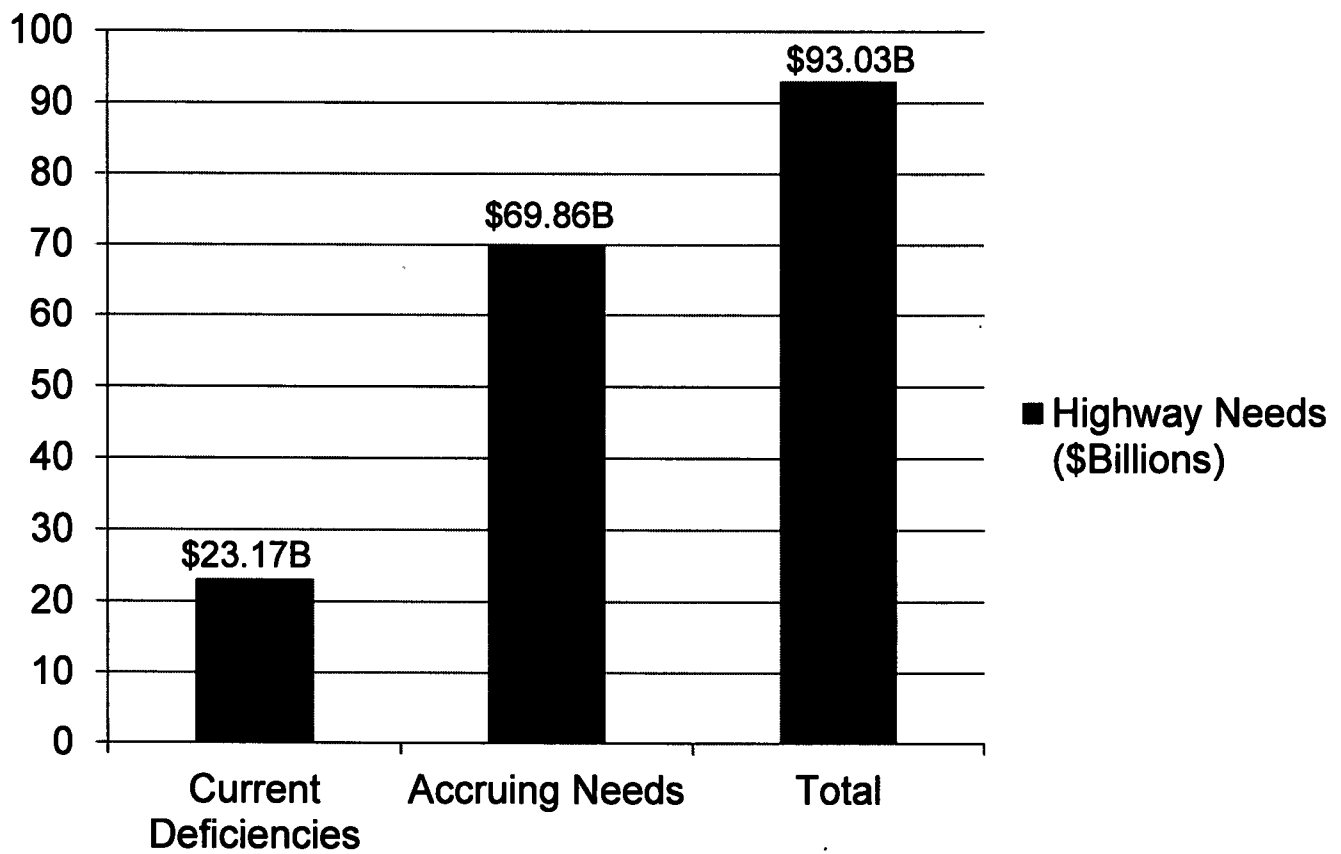
*Ports came under NCDOT management in 2012, and LOS has not yet been rated.

2040 Total Investment Needs

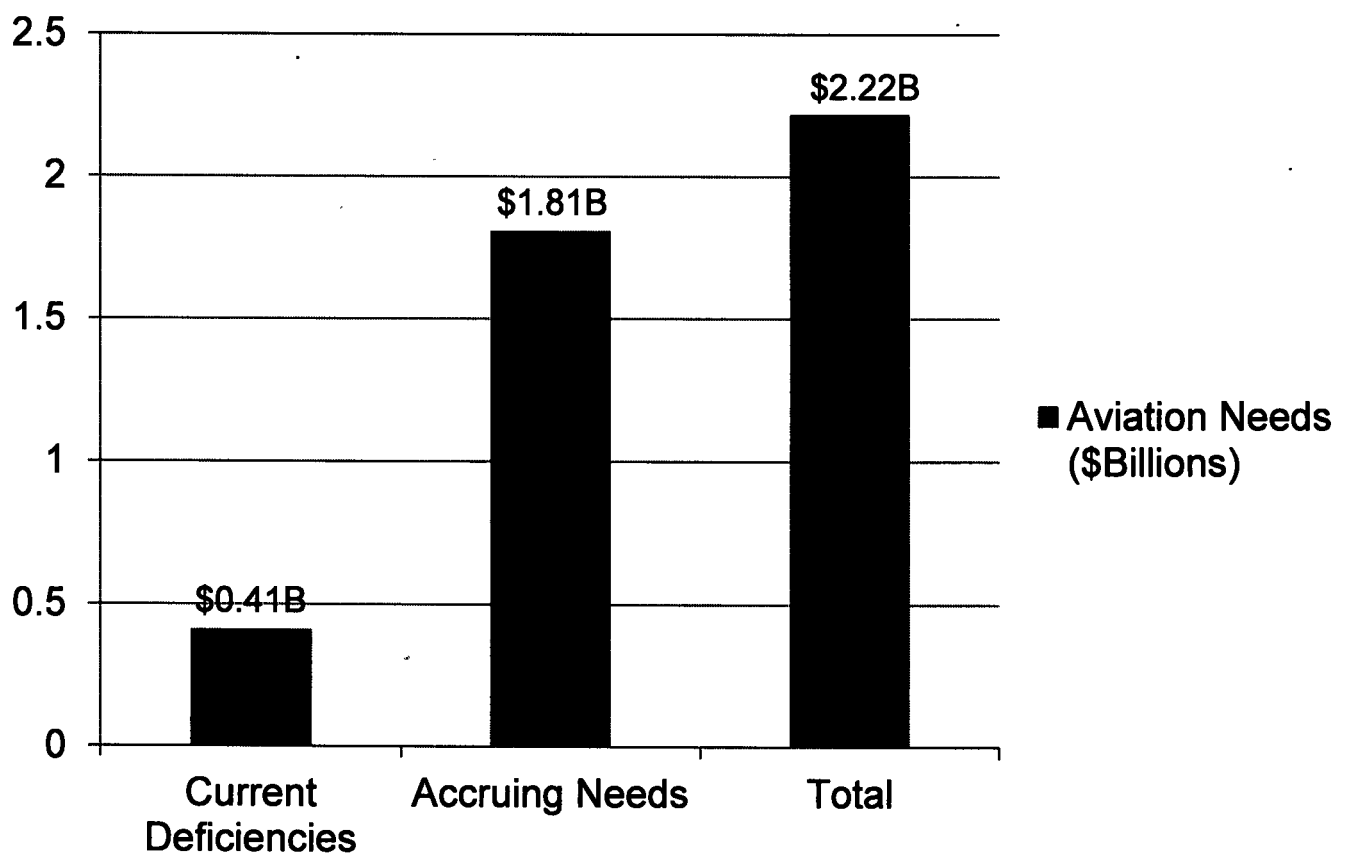
**System Wide Estimated Needs to meet Target:
\$122.83 B (All Modes)**



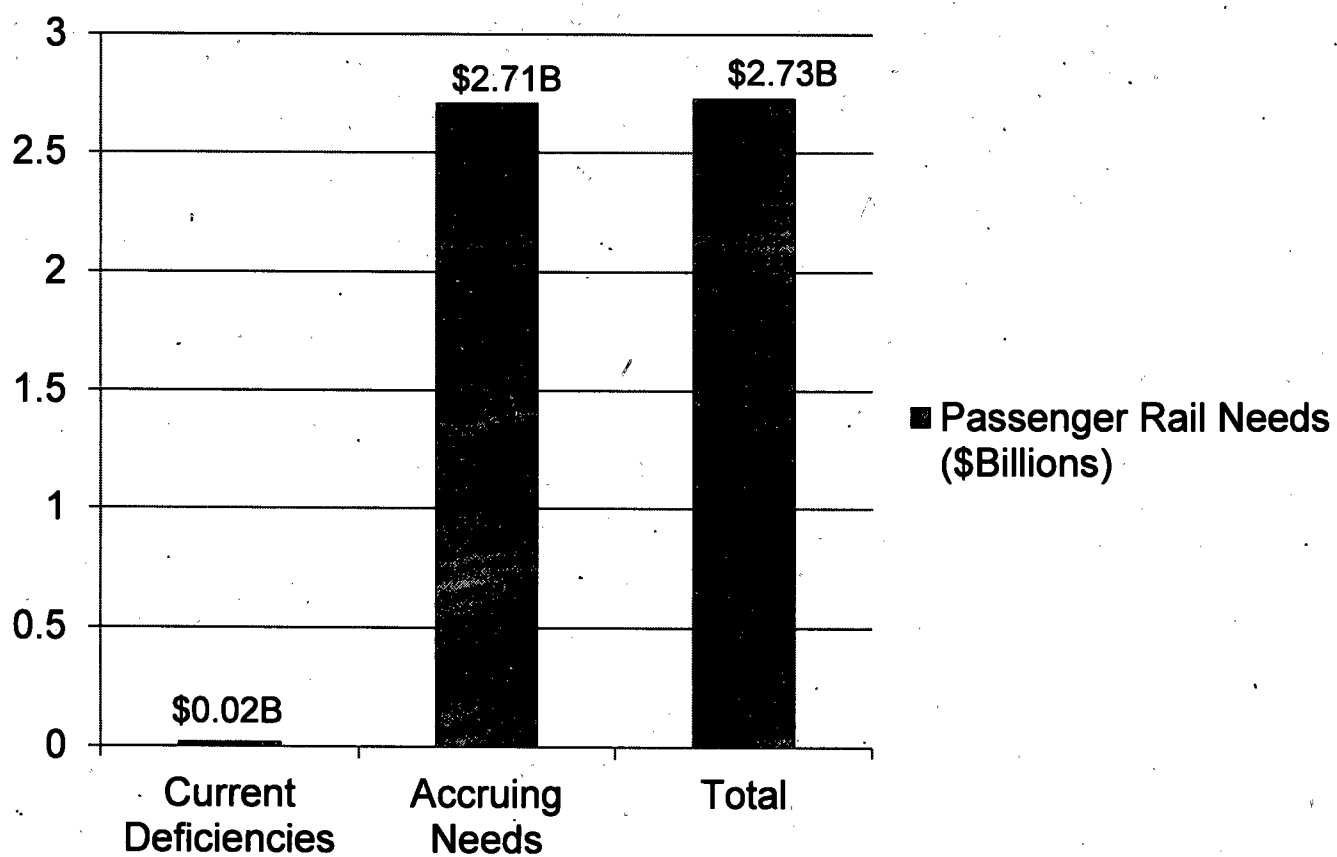
2040 Multi-Modal Needs: Highways



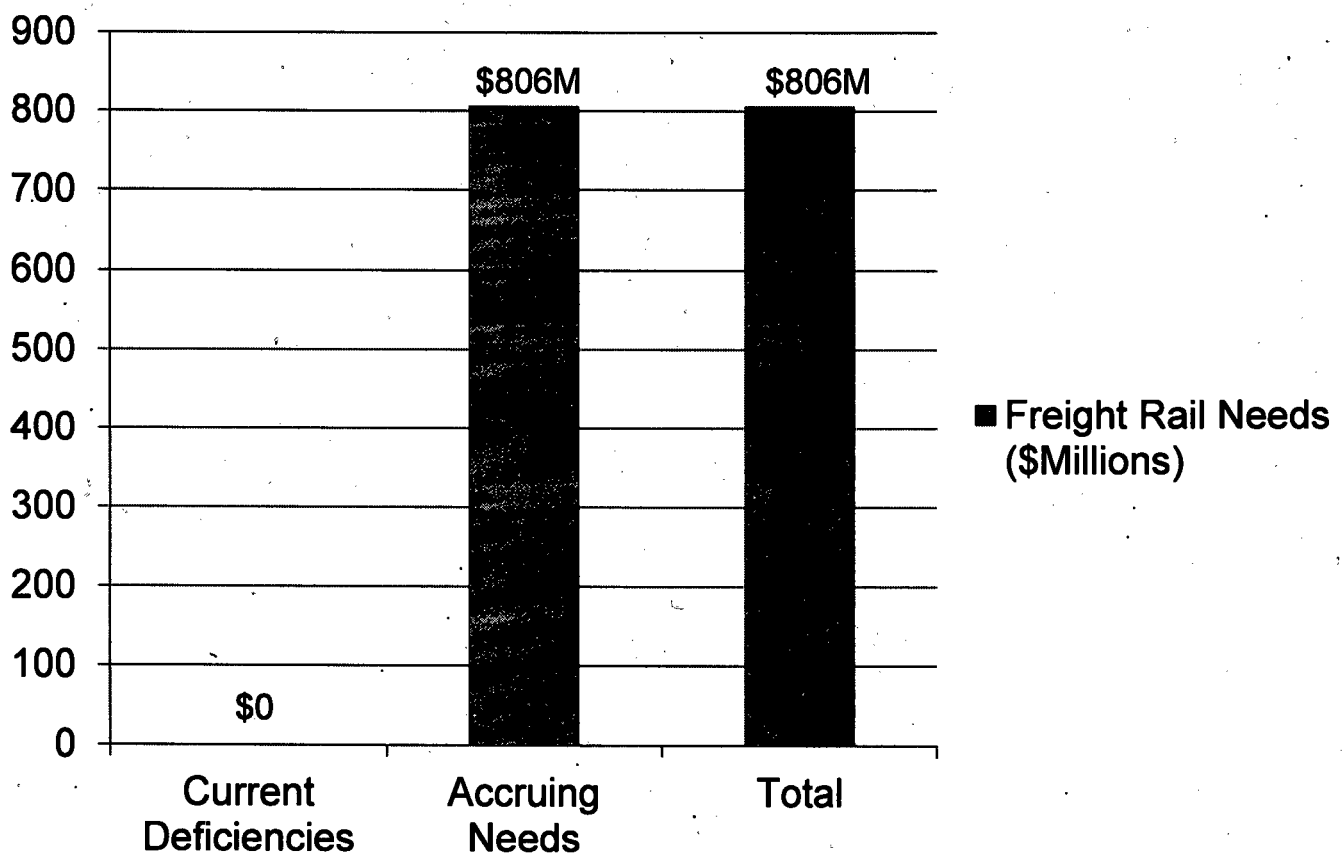
2040 Multi-Modal Needs: Aviation



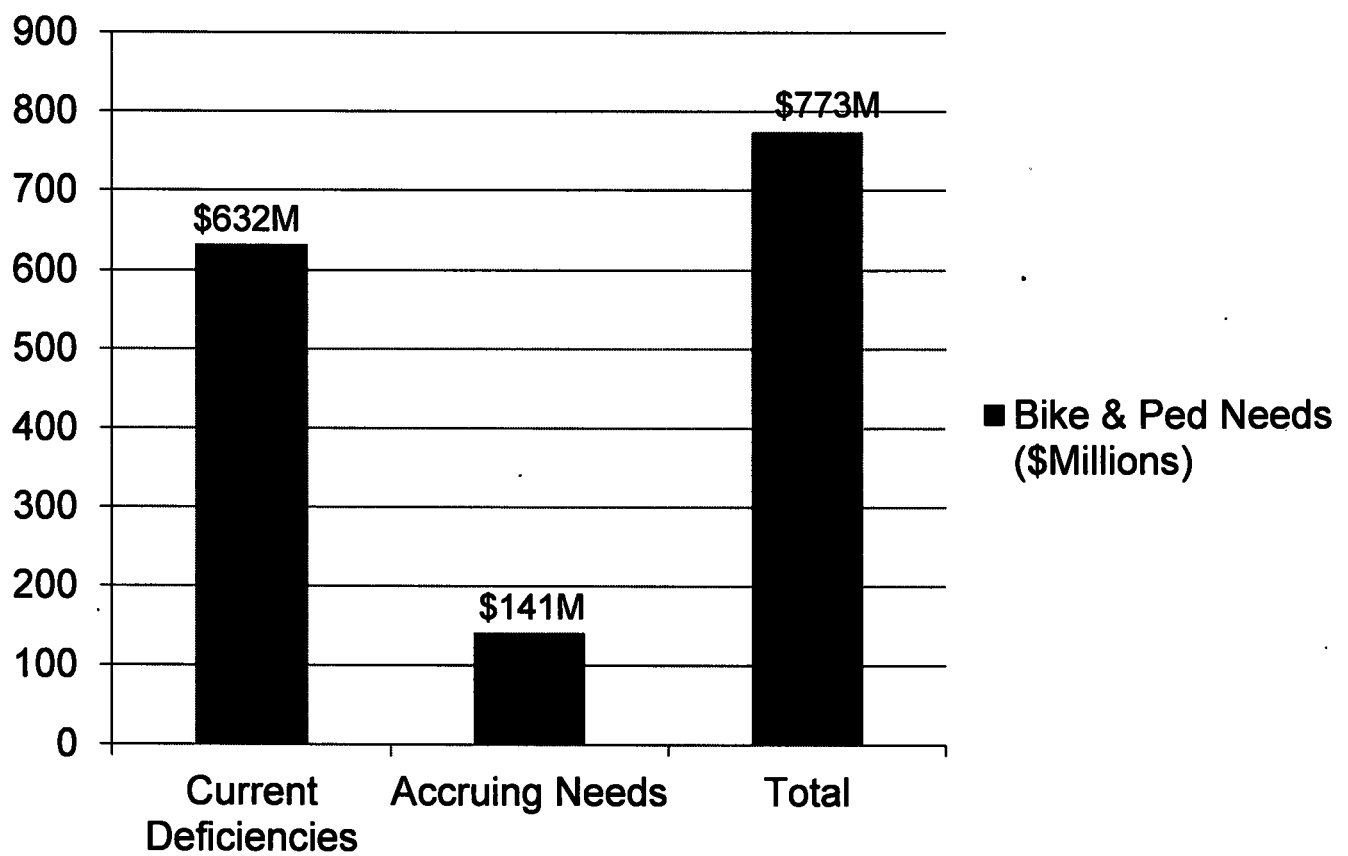
2040 Multi-Modal Needs: Passenger Rail



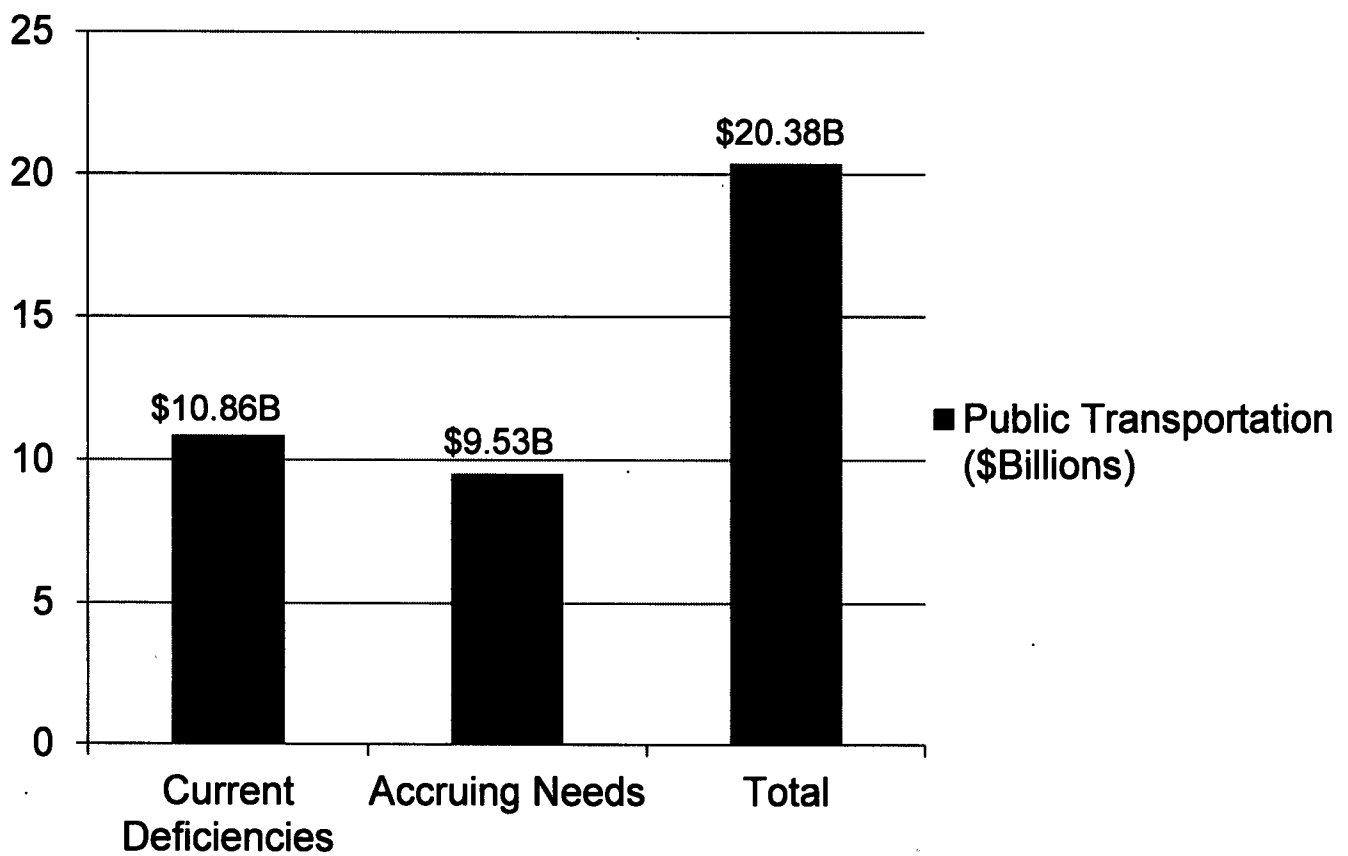
2040 Multi-Modal Needs: Freight Rail



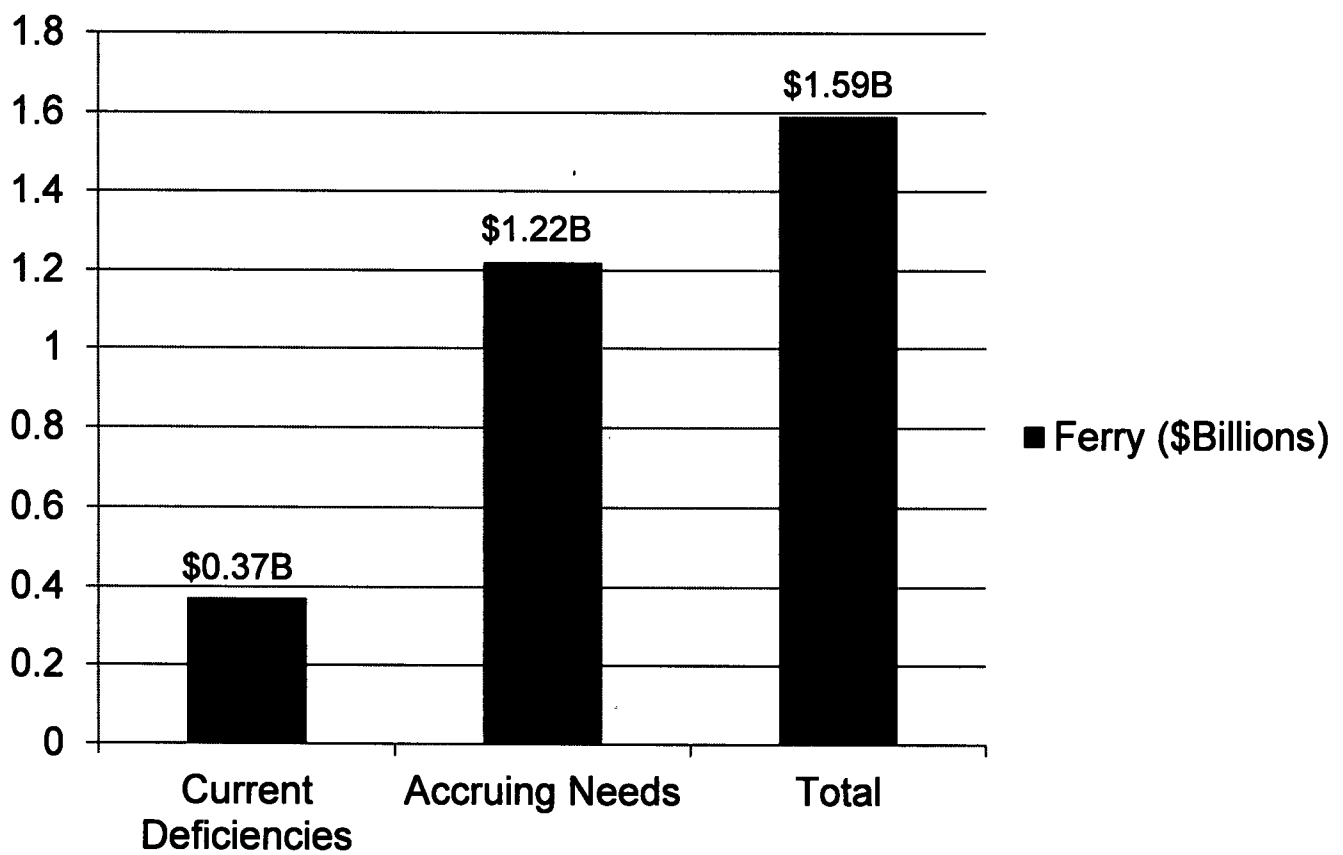
2040 Multi-Modal Needs: Bike & Ped



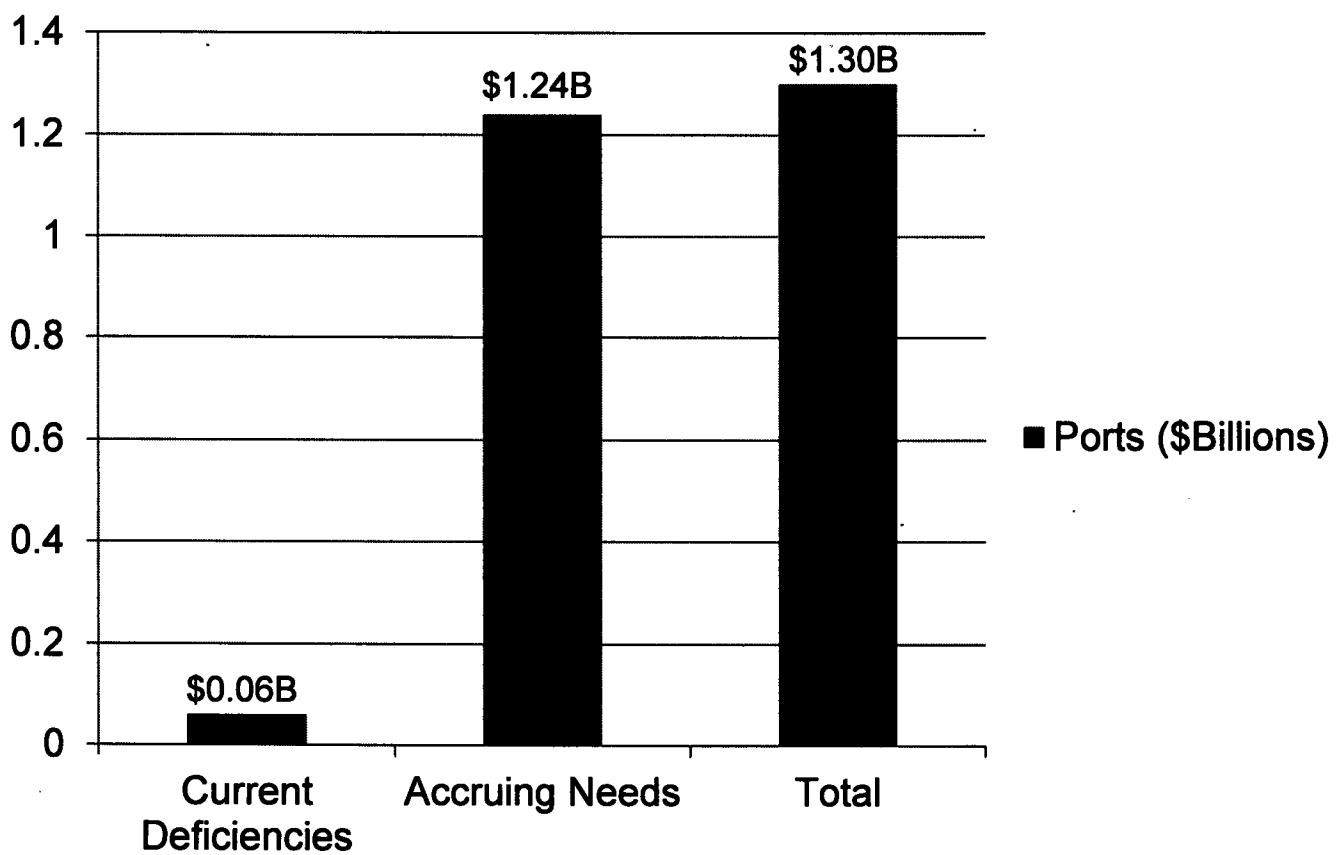
2040 Multi-Modal Needs: Public Transportation



2040 Multi-Modal Needs: Ferry



2040 Multi-Modal Needs: Ports



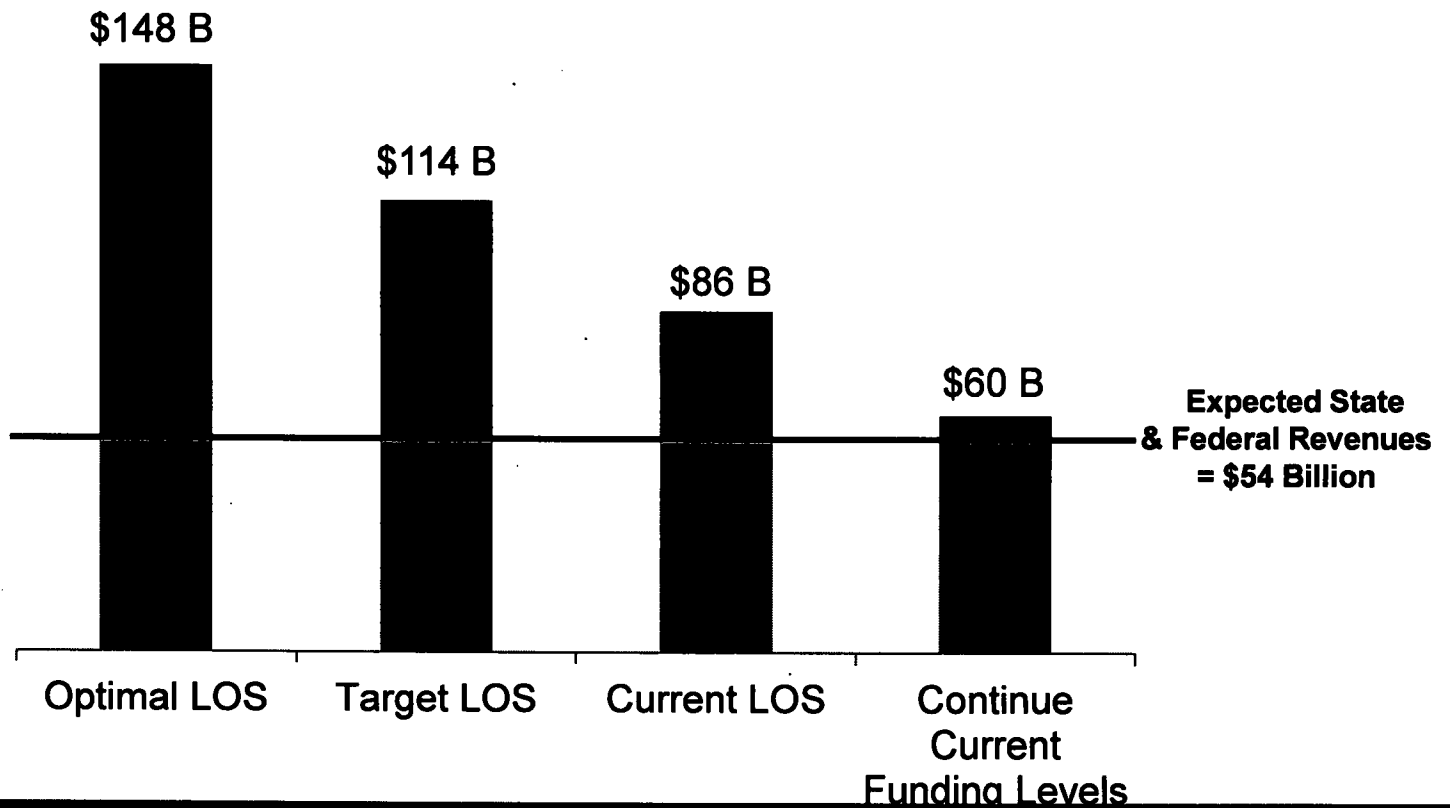
North Carolina's Statewide Transportation Plan The 2040 Plan

NCDOT's 30-Year Needs and Funding Gap:

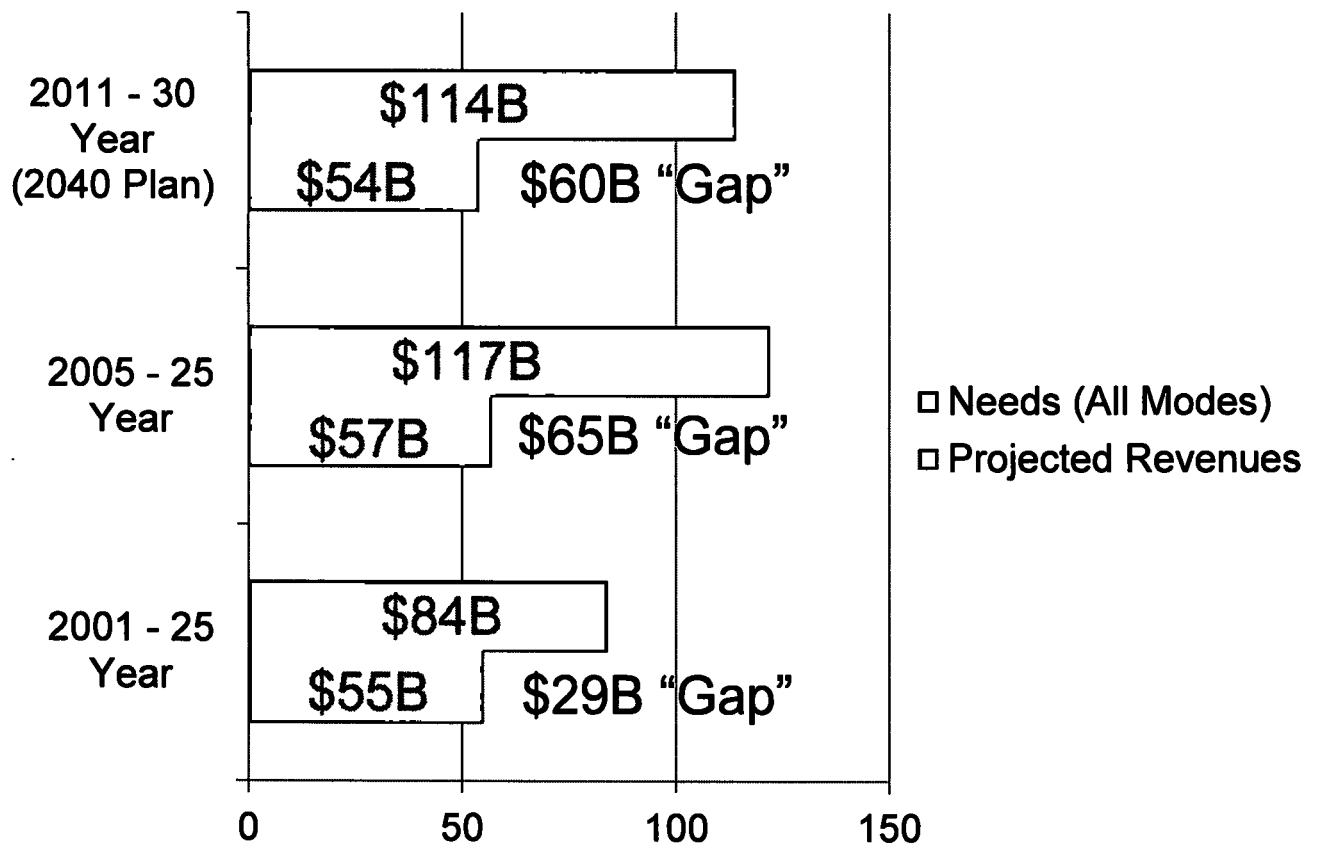
30-Year Investment Needs by Quality of Service and Mode (In 2011 \$ billions)			
Mode	Target LOS	Current LOS	Continue Current Funding Levels
Aviation	2.22	2.08	1.46
Rail	3.54	3.03	1.66
Bicycle/Pedestrian	0.77	0.77	0.34
Public Transportation	20.38	17.34	14.74
Ferries	1.59	1.42	0.71
Ports	1.30	0.97	0.65
Highways	93.03	68.52	46.62
Total Needs	122.83	94.13	66.17
NCDOT Share of Needs	114.11	86.30	59.70
Total Baseline Revenues		54.03	
Funding Gap	60.08	32.27	5.67

North Carolina's Statewide Transportation Plan The 2040 Plan

NCDOT's 30-Year Needs and Funding Gap:



Funding Gap



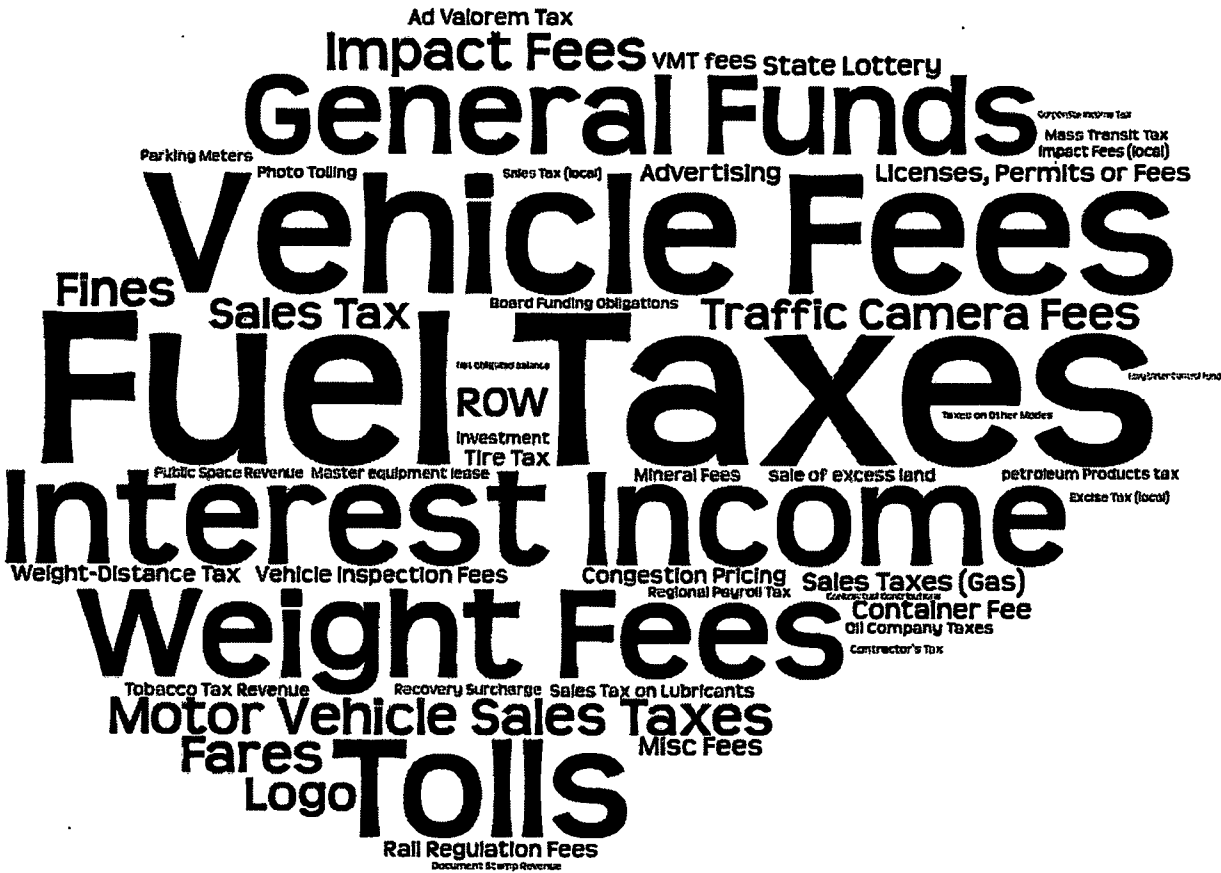
Next Steps

- Statewide Freight Plan Development
- Updated Revenue Projections
- Statewide Plan Update (Including Freight Plan)
- Update Cycle

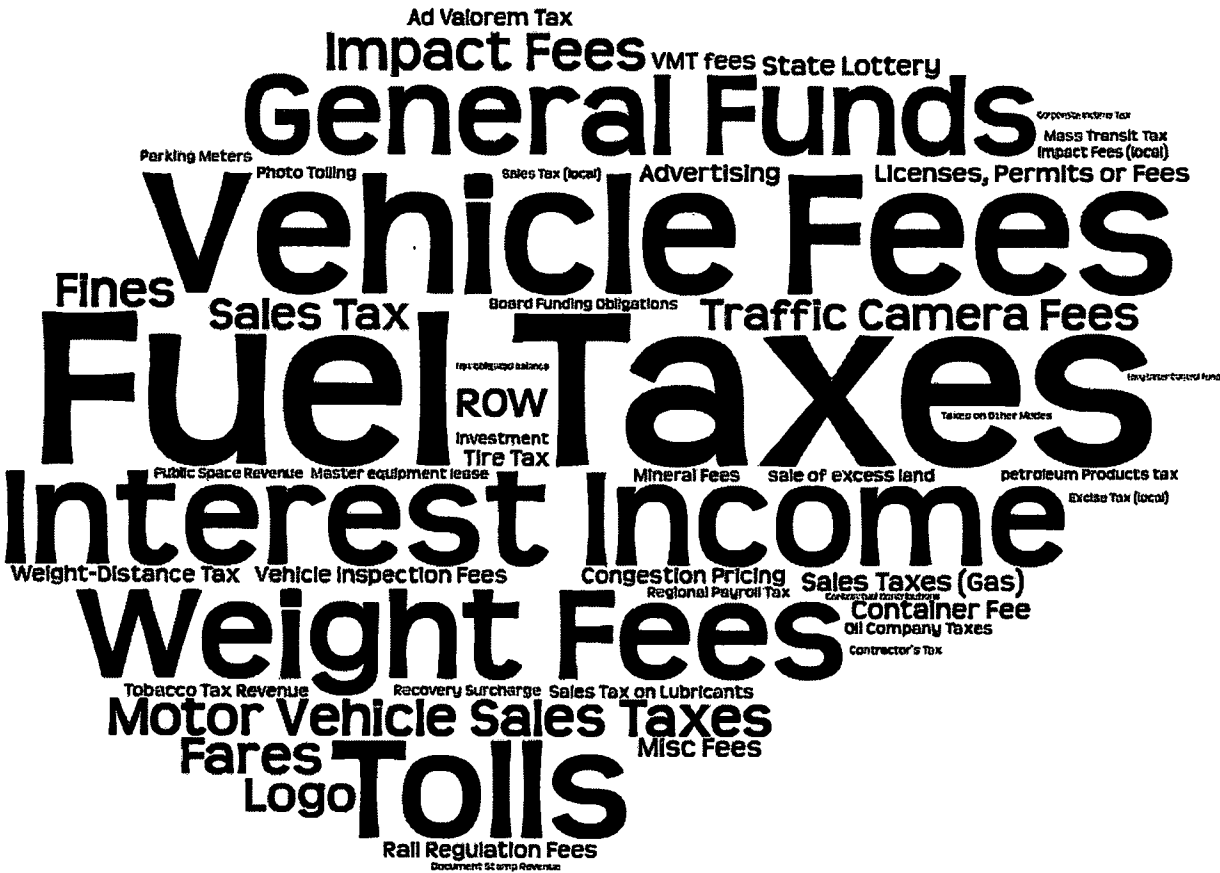
State Revenue Traditional Sources

General Funds
Vehicle Fees
Fuel Taxes
Interest Income
Weight Fees
Tolls
Sales Taxes (Gas)
Motor Vehicle Sales Taxes

State Revenue All Sources



State Revenue Sources

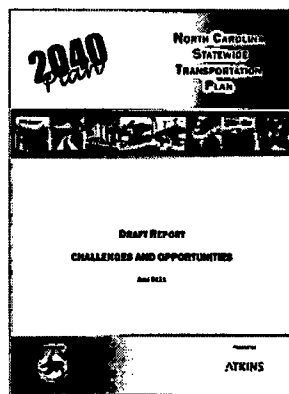
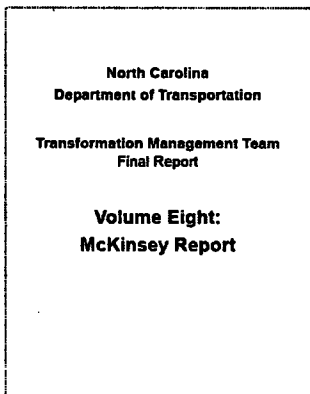
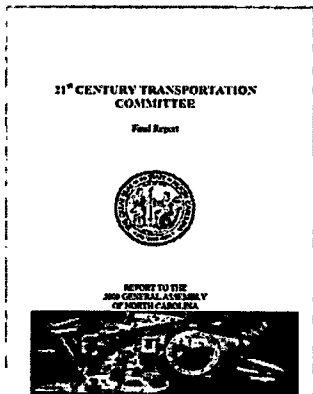


Sources North Carolina participates in
are indicated in red

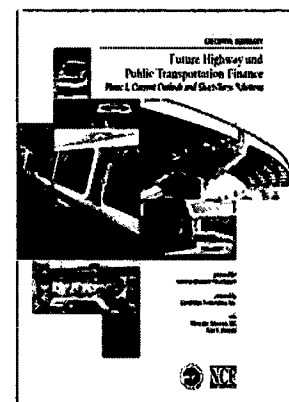
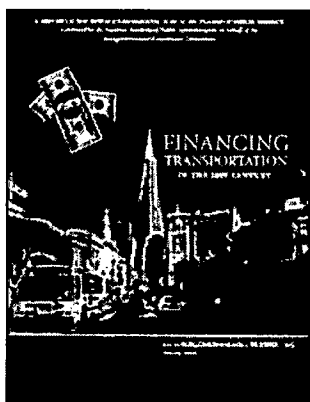
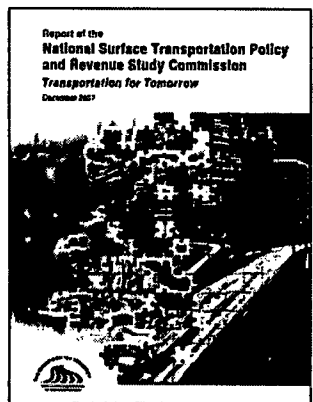
States are Seeking Transportation - Funding and Finance

Traditional Funding Options	Less Traditional Options
<ul style="list-style-type: none">• Gas taxes• Other taxes on motor fuels• Motor vehicle fees• Tolls	<ul style="list-style-type: none">• Distance-based fee• Taxes on alternative fuels
Finance Solutions that borrow against or otherwise leverage revenues	
<ul style="list-style-type: none">• Bonds• Federal credit assistance	<ul style="list-style-type: none">• State infrastructure banks• Public-private partnerships

Previous Revenue Studies



State



National

AASHTO – Revenue Options

Matrix of Illustrative Surface Transportation Revenue Options

Matrix of Illustrative Surface Transportation Revenue Options

Existing Highway Trust Fund Revenue Mechanisms	Restrictive Rate of Percentage Increase	Definition of Mechanism/Increase	Assumptions	Total Forecast 2015-2029
Motor Fuel Tax—Diesel	15.0%	Equal increase in current rate (approx. 10% increase in total rate)	\$5.54	\$41.79
Motor Fuel Tax—Gas	10.0%	Equal increase in current rate (approx. 10% increase in total rate)	\$13.21	\$78.42
Heavy Vehicle Use Tax	50%	Increase in current revenues, structure not defined	\$0.55	\$3.42
Sales Tax—Trucks and Trailers	10%	Increase in current revenues, structure not defined	\$0.33	\$2.49
Tire Tax—Trucks	10%	Increase in current revenues, structure not defined	\$0.04	\$8.25
Existing Highway Trust Fund Revenue Mechanisms	Restrictive Rate of Percentage Increase	Definition of Mechanism/Increase	Assumptions	Total Forecast 2015-2029
Container Tax	\$15.00	Dollar per TEU	\$0.66	\$4.26
Customs Revenues	5.0%	Increase in total collection of current revenues, structure not defined	\$1.80	\$11.66
Drivers License Surcharge	\$5.00	Dollar annually	\$1.08	\$6.96
Freight Bill—Truck Only	0.8%	Percent of gross freight revenues (primary shipments only)	\$3.97	\$19.89
Freight Bill—All Modes	0.5%	Percent of gross freight revenues (primary shipments only)	\$2.50	\$34.69
Freight Charge—Ton (Truck Only)	10.0%	\$/ton of domestic shipments	\$1.17	\$7.44
Freight Charge—Ton (All Modes)	10.0%	\$/ton of domestic shipments	\$1.44	\$9.20
Freight Charge—Ton-Mile (Truck Only)	0.10%	\$/ton-mile of domestic shipments	\$1.41	\$9.15
Freight Charge—Ton-Mile (All Modes)	0.10%	\$/ton-mile of domestic shipments	\$3.48	\$22.52
Harbor Maintenance Tax	25.0%	Increase in total collection of current revenues, structure not defined	\$0.43	\$2.76
Imported Oil Tax	\$2.50	Dollar per barrel	\$5.76	\$37.28
Income Tax—Business	1.0%	Increase in total collection of current revenues, structure not defined	\$2.79	\$18.46
Income Tax—Personal	0.5%	Increase in total collection of current revenues, structure not defined	\$6.70	\$43.56
Motor Fuel Tax Indexing to CPI—Diesel	--	Equal excise tax	--	\$5.22
Motor Fuel Tax Indexing to CPI—Gas	--	Equal excise tax	--	\$10.97
Oil, Gas, and Minerals Receipts	25.0%	Increase in total collection of current revenues, structure not defined	\$2.28	\$14.76
Registration Fee—Electric LDVs	\$108.00	Dollar annually	\$0.01	\$8.06
Registration Fee—Hybrid LDVs	\$48.00	Dollar annually	\$0.17	\$1.42
Registration Fee—Light Duty Vehicles	\$15.00	Dollar annually	\$3.57	\$23.11
Registration Fee—Trucks	\$100.00	Dollar annually	\$1.63	\$10.54
Registration Fee—All vehicles	\$20.00	Dollar annually	\$4.88	\$32.21
Sales Tax—Auto-related Parts & Services	1.0%	Percent of sales	\$2.32	\$15.84
Sales Tax—Bicycles	1.0%	Percent of sales	\$0.06	\$0.38
Sales Tax—Diesel	7.5%	Percent of sales (incl. excise taxes)	\$9.65	\$62.58
Sales Tax—Gas	6.5%	Percent of sales (incl. excise taxes)	\$24.05	\$156.55
Sales Tax—New Light Duty Vehicles	1.0%	Percent of sales	\$2.41	\$16.51
Sales Tax—New and Used Light Duty Vehicles	1.0%	Percent of sales	\$3.46	\$22.48
Tire Tax—Bicycles	\$2.00	Dollar per bicycle tire	\$0.08	\$0.83
Tire Tax—Light Duty Vehicles	1.0%	\$/tire of LDV tires	\$0.33	\$2.12
Transit Passenger Miles Traveled Fee	1.2%	\$/passenger mile traveled on all transit modes	\$0.84	\$5.43
Vehicle Miles Traveled Fee—Light Duty Vehicles	1.0%	\$/LDV vehicle mile traveled on all roads	\$27.12	\$175.09
Vehicle Miles Traveled Fee—Trucks	4.0%	\$/truck vehicle mile traveled on all roads	\$10.00	\$78.75
Vehicle Miles Traveled Fee—All Vehicles	--	\$/vehicle mile traveled on all roads	\$38.05	\$246.39

* Base annual year established using CIP-11

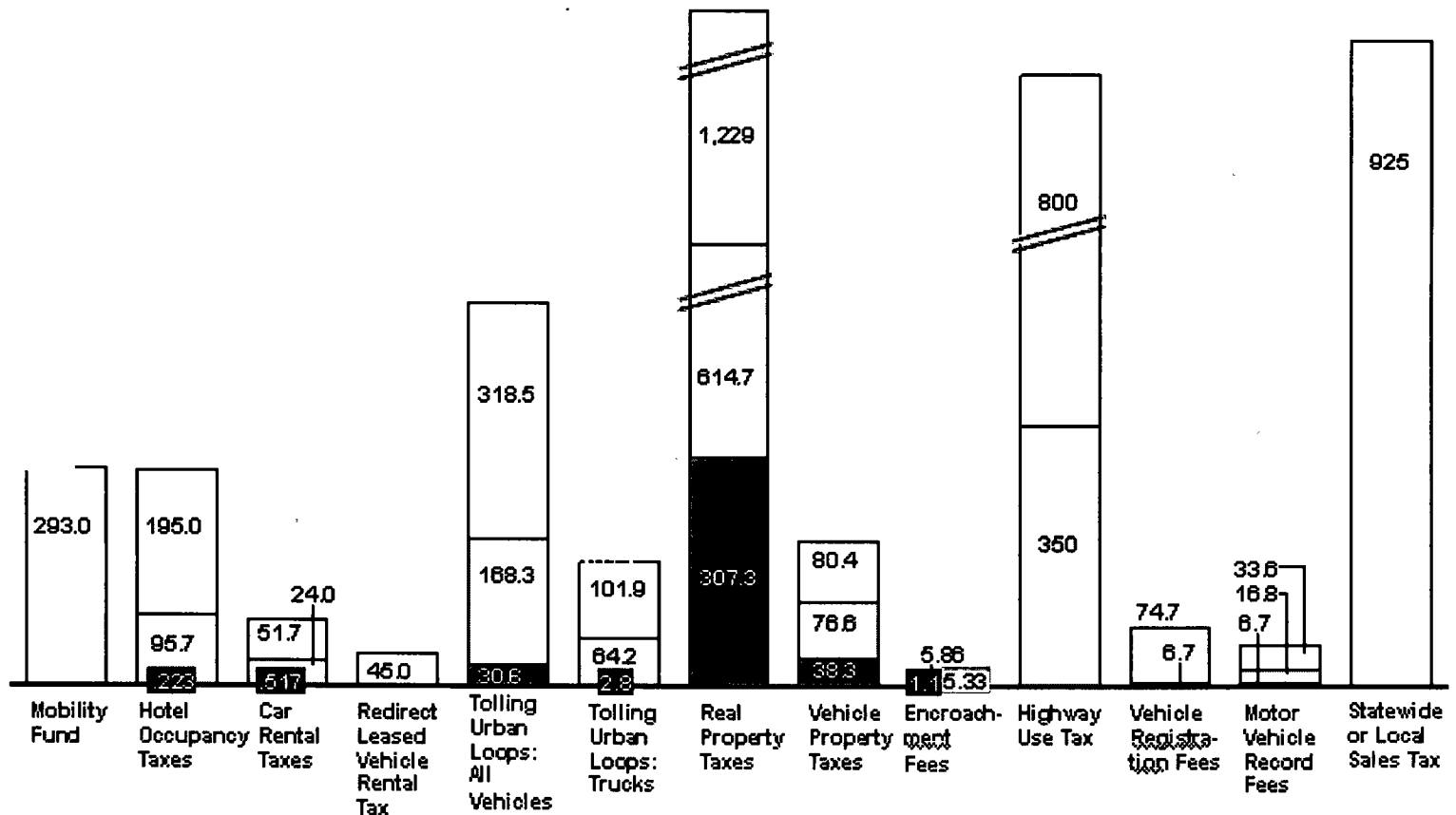
Page 2 – © 2014 American Association of State Highway and Transportation Officials (AASHTO)

21st Century Transportation Committee - Recommendations

Goal: \$1 billion per year for the next 10 years

- Eliminate Transfers (HF and HTF)
- Implement VMT (Statewide and Local Option)
- Increase Highway Use Tax Rate and Class A & B caps
- Increase Passenger Vehicle Registration Fees
- Increase Stagger Registration Fees
- Consider Weight based Vehicle Registration Fees
- Consider Bond Referendum
- Allow Local Option Tax
- Implement Indexing DMV Fee Rates Structure
- Implement Statewide Interstate Tolling
- Implement Differential Fuel Tax Rates

McKinsey Report – Revenue Options



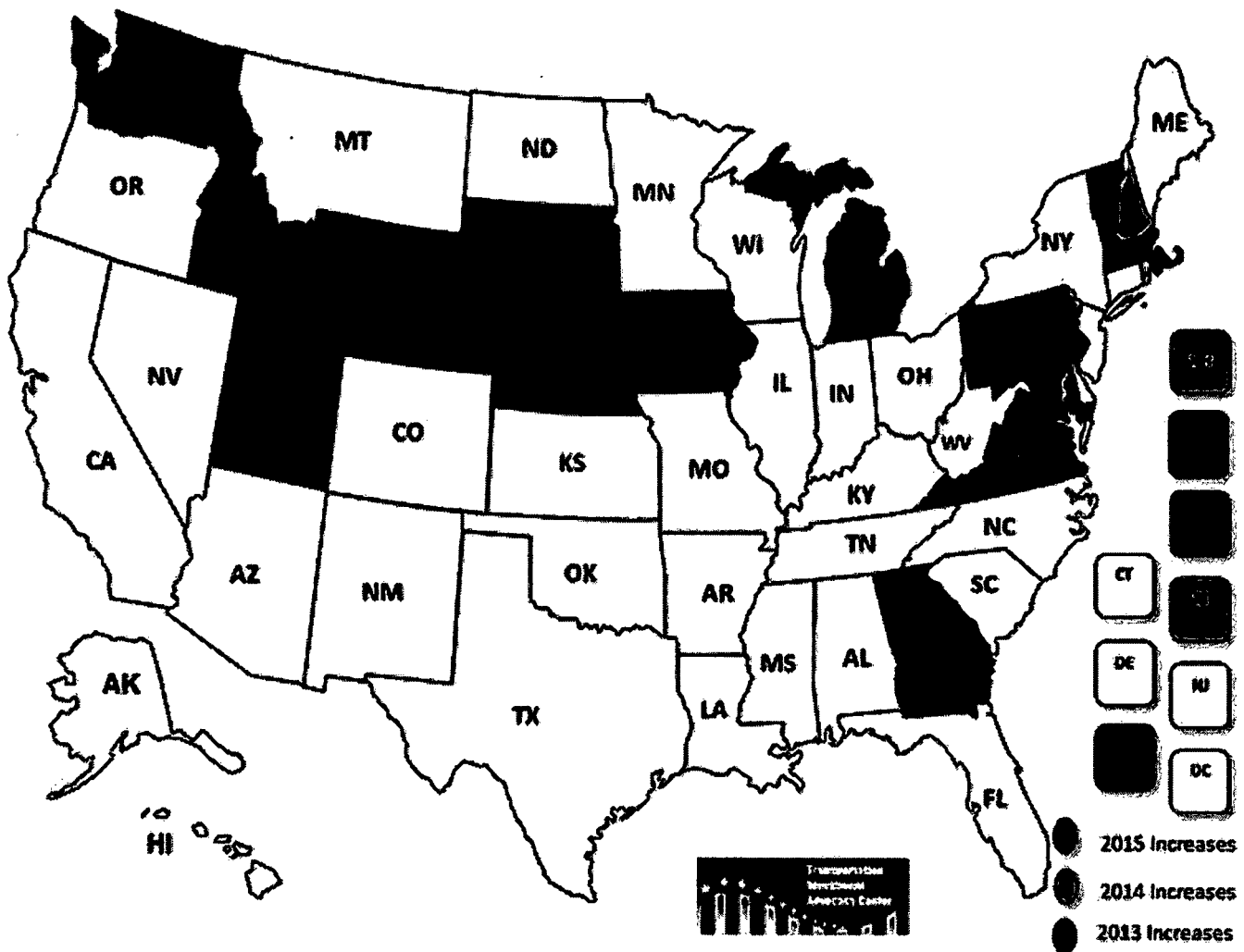
Legend = New Sources of Funding/Current Sources of Funding

* Except Leveraging Debt, which measures additional revenues every other year over an 8-year period; and General Fund transfers, which measures average annual return over an 8-year period.

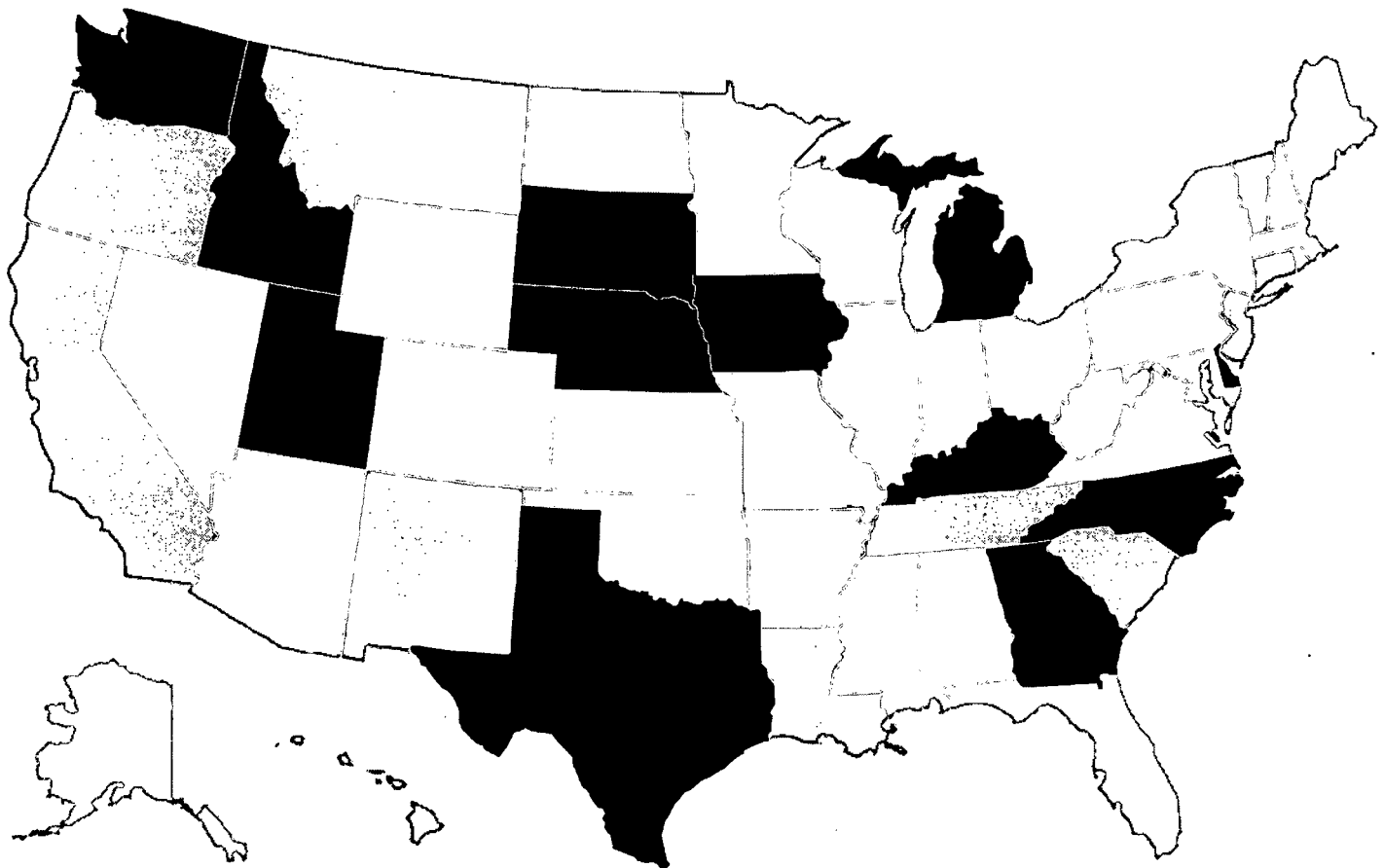
2040 Plan - Revenue Enhancement Options

Continue motor fuel tax indexing	\$19 Billion
Increase registration/license fees	\$6 Billion
Eliminate Highway Fund transfers	\$4 Billion
Redirect vehicle lease fee to NCDOT	\$1 Billion
Increase Highway Use Tax	\$3 Billion
Local vehicle property tax	\$1 Billion
Auto insurance surcharge	\$12 Billion
Wholesale motor fuels tax	\$12 Billion
Interstate tolling	\$42 Billion
VMT Fee	\$27 Billion

State Motor Fuel Tax Increases: 2013-2015



2015 state legislation to raise additional transportation revenue



Transportation Revenues not Collected in NC

- **General Fund** (Alabama, Alaska, Arizona, Arkansas, Colorado, Connecticut, Delaware, Georgia, Illinois, Kansas, Kentucky, Louisiana, Massachusetts, Minnesota, Missouri, Nebraska, Nevada, New Hampshire, New Jersey, New York, North Dakota, Ohio, Oklahoma, Oregon, Rhode Island, South Carolina, South Dakota, Texas, Utah, Vermont, Virginia, West Virginia, Wisconsin, Wyoming, DC)
- **Impact fees** (Alabama, Arizona, Arkansas, Colorado, Florida, Georgia, Hawaii, Illinois, Indiana, Maine, Montana, New Mexico, Pennsylvania, Rhode Island, Texas)
- **State Lottery/Gaming** (Arizona, New Jersey, Oregon, Pennsylvania)
- **Ad Valorem tax** (Arkansas, Nevada)
- **State sales tax** (Colorado, Indiana, Kansas, Maryland, Massachusetts, New Jersey, Pennsylvania, Texas, Utah, Virginia)
- **Documentary Revenue Stamp** (Florida)
- **Casino taxes** (Iowa)
- **Weight-distance tax** (Kentucky, New Mexico, New York, Oregon)
- **Auto-related sales tax** (Michigan)
- **Fines** (Minnesota, Maine)
- **Regional payroll tax** (New York)

Source: National Conference of State Legislatures
Transportation Governance and Finance Report

Transportation Revenues not Collected in NC (Continued)

- **Tobacco revenue tax** (Oregon)
- **Vehicle-miles travelled tax (pilot)** (Oregon)
- **Tire tax** (Pennsylvania)
- **State-distributed mineral royalties and mineral tax** (Wyoming)
- **Container tax** (Oregon, Wyoming)
- **Oil/Petroleum tax** (Connecticut, New Jersey, New York, Texas, Puerto Rico)
- **Locomotive fuel tax** (Mississippi, Wyoming)

Source: National Conference of State Legislatures
Transportation Governance and Finance Report

VISITOR REGISTRATION SHEET

House Select Committee On Strategic Transportation Planning And Long Term
Funding Solutions

2-1-2016

Name of Committee

Date

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Crystal Collins

NC Trucking Assn

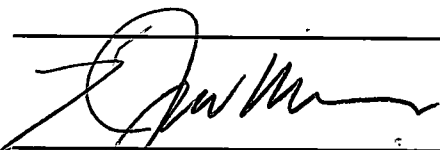

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Mary Made Ashby	SELC
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Henri McClees	McClees Consulting
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