



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

July 26, 2012

MEMORANDUM TO: AGC-DOT Joint Cooperative Committee Members
FROM: Victor Barbour, PE
SUBJECT: July 26, 2012 Minutes for the Joint Cooperative Committee Meeting

The Joint Cooperative Committee of the AGC-DOT met at 10:00 a.m. on July 26, 2012 in the Chief Engineer's Conference Room at the NCDOT Equipment and Maintenance Facility on Beryl Road in Raleigh with the following in attendance:

Philip Bickham	Berry Jenkins	Mike Manning	Burt Tasaico
Kevin Burns	Drew Johnson	Jeff Mullins	Trent Sherrill
Terry Canales	Don Lee	Ellis Powell	Lamar Sylvester
Ken Cates	Bob Lofling	Mike Robinson	Ricky Vick
Randy Garris	Bryan Long	Natalie Roskam	Paul Worley
Ricky Greene	Mike Long	Rodger Rochelle	Sam Young
Ron Hancock			

AGENDA AND DISCUSSION ITEMS

Financial Update

Mark Foster/Burt Tasaico

Mr. Tasaico presented the state's revenue based on transportation related taxes and fees. He highlighted that the motor fuel tax rate contributes 62% of the revenue, which missed by 2%. This was down due to fuel consumption reduction. Also, the highway use tax contributes 17-18% of revenue, and was up 6%. DMV fees missed, and Mr. Tasaico said he will be working on predicting a more reasonable forecast for these fees. Revenue was forecasted at \$3,065,000,000, but actual revenue was \$3,016,000,000, for a miss of 1.6%. FY2013 expenditures are based on a forecasted revenue of \$3,050,000,000 (includes capping of gas tax at 37.5 cents/gallon). The handout shows how each element of revenue has hit or missed revenue forecasts for the past 4 years (2009 has a third bar chart, which represents a forecast revision due to the extreme downturn in the economy).

Letting Projections

Victor Barbour/Randy Garris

Mr. Garris provided a handout for the 12 month let list. The cover sheet shows 16 major projects that include design builds and conventionally let projects. He highlighted the addition of NC-24 projects (June 2013) R-2303B, C, D, offered as a cluster. These 16 major projects amount to

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almost \$1 billion. Major highway bridge projects are also shown on the handout. There are 73 TIP bridge replacement projects between August and July, 12 bridge preservation projects and one express design build with six bridge replacements. The bar chart on the opposite side of the handout shows a summation by month of the different types of projects, and the total value per month, totaling up to the \$1.76 billion budget.

A contractor asked about an update for R-3307, and it was stated that there were some issues with US Coast Guard issuing necessary permits. There were issues with ship mast heights being able to clear bridge decks. Coast Guard's preliminary thoughts were that the bridge would need to be 77 feet high, whereas the DOT planned for 65 feet of clearance.

Legislative and Congressional Update

Susan Coward/Beau Memory

Mr. Tasaico issued a handout about the MAP-21 Bill. The finance plan of Map 21 has a projected forecast of \$4 billion by September 30, 2014 for the highway account, while the Transit Account is \$1 billion. This money is for the use of all 50 states. Once the states' spending exceeds this amount, communication is necessary between the states on how the money will be reimbursed to the states by the US DOT Highway Trust Funds. 92% of all federal revenues come from the federal gas tax, which is currently capped. Because consumption of fuel is flat or declining, no new money is coming into these trust funds.

Map 21 is a 27 month bill, but most provisions don't kick in until October 1, 2012 (next fiscal year), so it is really a 24 month bill. Map 21 offers provisions for streamlining projects, and measuring performance (National Highway Performance Program). A provision states that each state must develop a performance measure/standard or not be reimbursed through the National Highway Performance Program. Roughness of asphalt, condition of bridges, etc. can be considered in performance measures.

Most programs have about the same amount of funding as the previous bill. The funding that received the most benefit from the new Map 21 program was the Highway Safety Program. The North Carolina ferry allocation will not be done discretionarily, but by a program with a formula that prescribes funding. North Carolina operates the 2nd largest ferry operation in the country.

Mr. Memory announced that the General Assembly passed over the veto on the budget. He also said they capped the gas tax at 37.5 cents/gallon. Revenue was adjusted according to this cap, but was done by moving money from unexpended contingency funds into the bridge project and resurfacing project programs, so that the original budget from last year would not run out prematurely. The Mobility Fund was created 2 years ago to address projects of statewide and regional significance. Last year the General Assembly kept this fund alive, but took all the money out of it and placed it in reserves in order to develop plans and priorities for the money. That prioritization took place in the interim, and once the Assembly returned they approved the plans and put the money back into the fund, and has it funded on a recurring basis. The money in the fund now, the top 20 priorities will be completed in the next 10 years.

Better protection of contract documents in the bid process was a key change in the session as well. The Assembly changed the P3 legislative authority for the I-77 project. The Assembly codified some executive orders, to include removing the board from the project decision making process, the prioritization language, and the board ethics policy. Finally, Mr. Memory touched

on the fact that the House side of legislation will have a 30-40% turnover rate next year, which means 2/3 of the members of the House will be in their first or second term, and it will be a “very different place”.

Rail Program Implementation

Paul Worley

Mr. Worley mentioned there will be a contractor workshop on August 3, 2012 to present project information. A map was presented showing all projects and work that will be contracted. A spreadsheet was presented, which has been modified with added columns for “potential construction indirect and direct jobs created”, “programmatic direct and indirect jobs created”, and “anticipated percentage of budget going to private industry”. Included were most up to date advertisement and let dates for these projects.

Davis-Bacon Wage Rate Survey

Ron Hancock

Results from the survey were sent to DOL on 20 June, and a response was requested by 31 July. The results were sent to the Atlanta regional office as well as Washington D.C. The Atlanta regional office is making the initial review. As of 20 July, only minor questions were asked by the regional office, but they said they were still developing questions regarding the survey. Mr. Hancock is hopeful to have these new wage rates published as early as September contract production.

Prequalification/Requalification Discussion

Ricky Vick

A subcommittee was developed to discuss this issue, which met on Tuesday, 24 July. The main point from this meeting was to try to find a way to provide NCDOT information it needs in a simpler and faster methodology. Mr. Vick made the point that they get prequalified in Virginia, South Carolina, Florida, and North Carolina, with 99% of the workload in NC, however it takes longer to get prequalified for NC than the other three states combined. This is due to the number of work codes in NC being greater than the number of the “other three states combined.” Mr. Vick is hopeful that a new process will be developed by the next time the AGC Joint Committee meets.

Pipe Removal Pay Item

Michael Manning

Mr. Manning said the Roadway Subcommittee chaired by Randy Garris is the better forum to discuss this topic, which was discussed on Tuesday, July 24.

New NC DOT Project Letting Website

Randy Garris

On August 17, 2012, the project letting site will look somewhat different. All existing information will be relocated to the “Connect NCDOT” site. The old page will be re-routed to the new page automatically, so the new page can be accessed by old bookmarks. Contractor resources and some information from the left hand side of the old webpage may be under some new tabs, but the current letting and advertisement will still be centered on the screen. There will be links on the page to provide feedback to the web team, such as suggestions for improvement. A comprehensive database of every project available statewide will be on the new website. This prevents contractors from needing to understand and dig through the DOT organizational chart to

find what projects they are interested in. There will also be a new search feature, which should be much more efficient. The new website address will be: connect.ncdot.gov.

Update for 3 Year FHWA DBE Goal

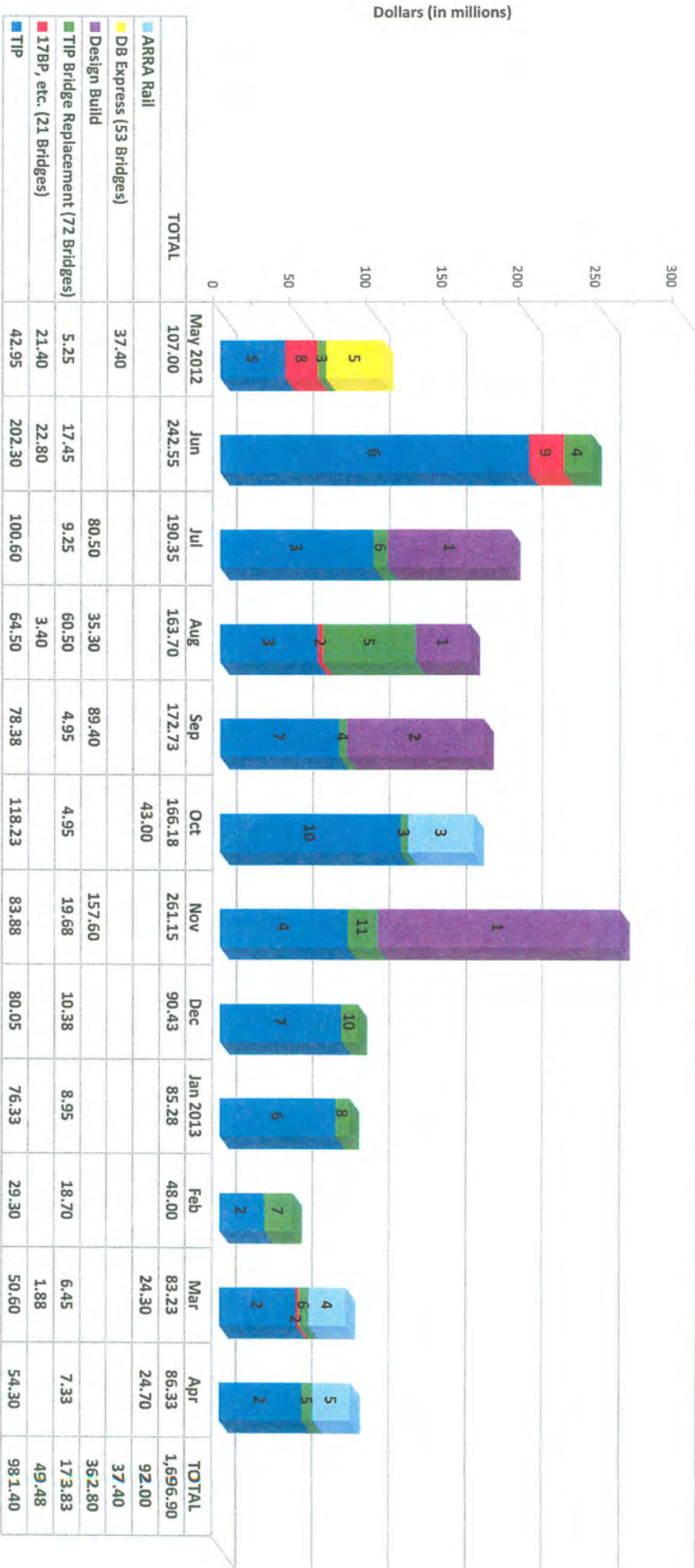
Victor Barbour

Most recent and final meeting was on Tuesday, 24 July, and the three year DBE goal is currently at 14.6%, with 11.6% being race-conscious and 3% being race-neutral.

Next Meeting Date

The next meeting is scheduled for September 20, 2012 at 10:00 a.m. in the Chief Engineer's Conference Room at the NCDOT Equipment and Maintenance Facility on Beryl Road in Raleigh.

12 Month Let List Totals in Millions



*The number on the bar chart represents the number of projects included in each let category. The number of bridges affected appears in the legend.

MAJOR PROJECTS > \$30 MILLION (MAY 2012- APRIL 2013)

6/19/2012	I-3819A	34192.2.1.GV3	IMS-040-2(145)152	IREDELL	12	STATESVILLE - I-40/I-77 INTERCHANGE INCLUDING I-40 FROM WEST OF SR 2003 (RADIO RD.) TO WEST OF SR-2158 (OLD MOCKSVILLE RD.) AND I-77 FROM SOUTH OF I-40 TO SOUTH OF SR-2171 (JANE SOWER RD.)	\$ 90,100,000
6/19/2012	R-2554A	34461.3.4	State Funded	WAYNE	4	US 70 (GOLDSBORO BYPASS) FROM WEST OF NC 581 TO SR 1390 (SALEM CHURCH RD.)	\$ 70,500,000
7/17/2012	R-4902	39929.3.1	IMNH-F-486(6)	MECKLENBURG	10	I-485 FROM US 527(JOHNSTON ROAD) TO I-77 SOUTH OF CHARLOTTE	\$ 80,500,000
7/17/2012	R-3307	34528.3.1	STPNHF-0070(132)	CARTERET	2	US 70 FROM THE EXISTING FOUR LANES AT RADIO ISLAND TO US 70 NORTH OF SR-1429 (OLGA RD.)	\$ 74,000,000
8/21/2012	U-2412B U-2524AE	34802.3.4 34820.3.23	STPDA-4121(7)	GULLFORD	7	SR-4228 (WICKERY CHAPEL RD) TO SR-1424 (HILLTOP RD); GREENSBORO- WESTERN LOOP INTERCHANGE AT HIGH POINT RD.	\$ 59,500,000
8/21/2012	U-2800	34858.3.3	STP-2601(1)	FORSYTH	9	KERNERSVILLE-SR 2601 (MACY GROVE ROAD) FROM INDUSTRIAL PARK DRIVE TO SR 1005 (OLD US 42//OLD GREENSBORO RD.)	\$ 35,300,000
9/18/2012	U-3810	35801.3.1	STP-1406(7)	ONSLow	3	JACKSONVILLE - SR 1406 (PINEY GREEN ROAD) FROM US 17 TO NC 2 IN JACKSONVILLE	\$ 45,600,000
9/18/2012	U-2925	34892.2.3	STP-0918(16)	FORSYTH	9	WINSTON-SALEM- SALEM CREEK CONNECTOR FROM SR-4326 (RAMS DRIVE) TO SR-4325 (MARTIN LUTHER KING DRIVE)	\$ 81,000,000
10/16/2012	U-4444AB U-4444B	36492.3.4 36492.3.2	STP-0210(23)	CUMBERLAND	6	FAYETTEVILLE - NC 210 (MURCHISON ROAD) FROM SR 1613 (HONEYCUTT RD.) TO BUTNER RD.; NC 210 FROM BUTNER RD. TO NORTH OF NC 24-87-210 (BRAGG BLVD) IN SPRING LAKE	\$ 34,400,000
10/16/2012	R-2303A	34416.3.3	State Funded	CUMBERLAND	6	NC24 FROM WEST OF SR 1009 (MAXWELL RD./CLINTON RD.) IN CUMBERLAND CO. TO SR 1853 (JOHN NUNNERY RD.)	\$ 34,400,000
11/20/2012	I-5311 I-5338	46265.3.1	IMS-0440(13)	WAKE	5	I-440/US 64 FROM I-40 (EXIT 301) TO NORTH OF US 64-264 (KNIGHTDALE BYPASS); FROM SR 1319 (JONES-FRANKLAND ROAD) TO EAST OF I-440/US 64 (EXIT 301)	\$ 157,600,000
11/20/2012	R-3421C	34542.3.5	HPPNH-S-0220(65)	RICHMOND	8	US220 BYPASS FROM SOUTHWEST OF SR 1304 (HARRINGTON RD.) TO FUTURE US220 BUSINESS/US220 BYPASS INTERCHANGE SOUTH OF ELLERBE	\$ 59,700,000
12/18/2012	R-2707AB	34497.3.4	NHF-0074(142)	CLEVELAND	12	US 74 (SHELBY BYPASS) FROM WEST OF SR 1161 (PLEASANT RIDGE RD.) TO WEST OF SR 1314 (HOYLE RD.)	\$ 30,600,000
1/15/2013	U-0209B	34749.3.GV3	NHFSTP-0074(137)	MECKLENBURG	10	CHARLOTTE - US 74 (INDEPENDENCE BOULEVARD), FROM NC 24-27 (ALBEMARLE RD.) TO EAST OF (WALLACE LANE)	\$ 54,800,000
3/19/2013	R-2303B	34416.3.4	State Funded	SAMPSON	3	NC 24 FROM SR 1853 (JOHN NUNNERY ROAD) IN CUMBERLAND COUNTY TO SR 1404 (DOWDY ROAD) IN SAMPSON COUNTY	\$ 48,800,000
4/16/2013	R-2246B	34408.3.5	State Funded	CABARRUS	10	GEORGE LILES PARKWAY - FROM SR 1304 (ROBERTA ROAD) TO SR 1431 (WEDDINGTON ROAD)	\$ 44,500,000

TOTAL COST ESTIMATE PROJECTS EXCEED \$30 MILL \$1,001,300,000

LARGE BRIDGE PROJECTS > \$10 MILLION

6/19/2012	B-4599	33791.3.1	BRSTP-17(41)	PASQUOTANK	1	BRIDGES 1 & 2 OVER KNOBBS CREEK ON US17/158	\$ 11,200,000
8/21/2012	B-4028	33995.2.2	BRSTP-0011(9)	BLADEN	6	Bridges 12, 18, & 42 OVER CAPE FEAR RIVER & OVERFLOW ON NC11	\$ 14,200,000
8/21/2012	B-4091 B-4949	33449.2.2 40107.3.1	BRSTP-301(12) BRNHS-095-2(103)40	CUMBERLAND	6	I-95 BUSINESS LOOP & US301 - BRIDGE 85 OVER CAPE FEAR RIVER SR 1738 & SR 1741 IN FAYETTEVILLE AND BRIDGE 61 OVER CROSS CREEK ON I-95 BUS/US301	\$ 21,000,000
8/21/2012	B-5178	42549.3.1	BRIMS-026-1(80)1	BUNCOMBE	13	BRIDGES 235 & 238 OVER SR 3421 (POND RD.) AND HOMINY CREEK ON I-26	\$ 14,200,000
2/29/2013	B-4712	37912.3.1	BRZ-1316(18)	BLADEN	6	BRIDGE 188 AND 189 OVER THE CAPE FEAR RIVER ON SR 1316	\$ 12,900,000

TOTAL COST ESTIMATE LARGE BRIDGE PROJECTS > 10 MILL \$ 73,500,000

STIP BRIDGE REPLACEMENT PROJECTS BETWEEN MAY 2012 AND APRIL 2013
STIP BRIDGE PRESERVATION PROJECTS
BRIDGES, etc. affected by 17 DIVISION EXPRESS DB PROJECTS

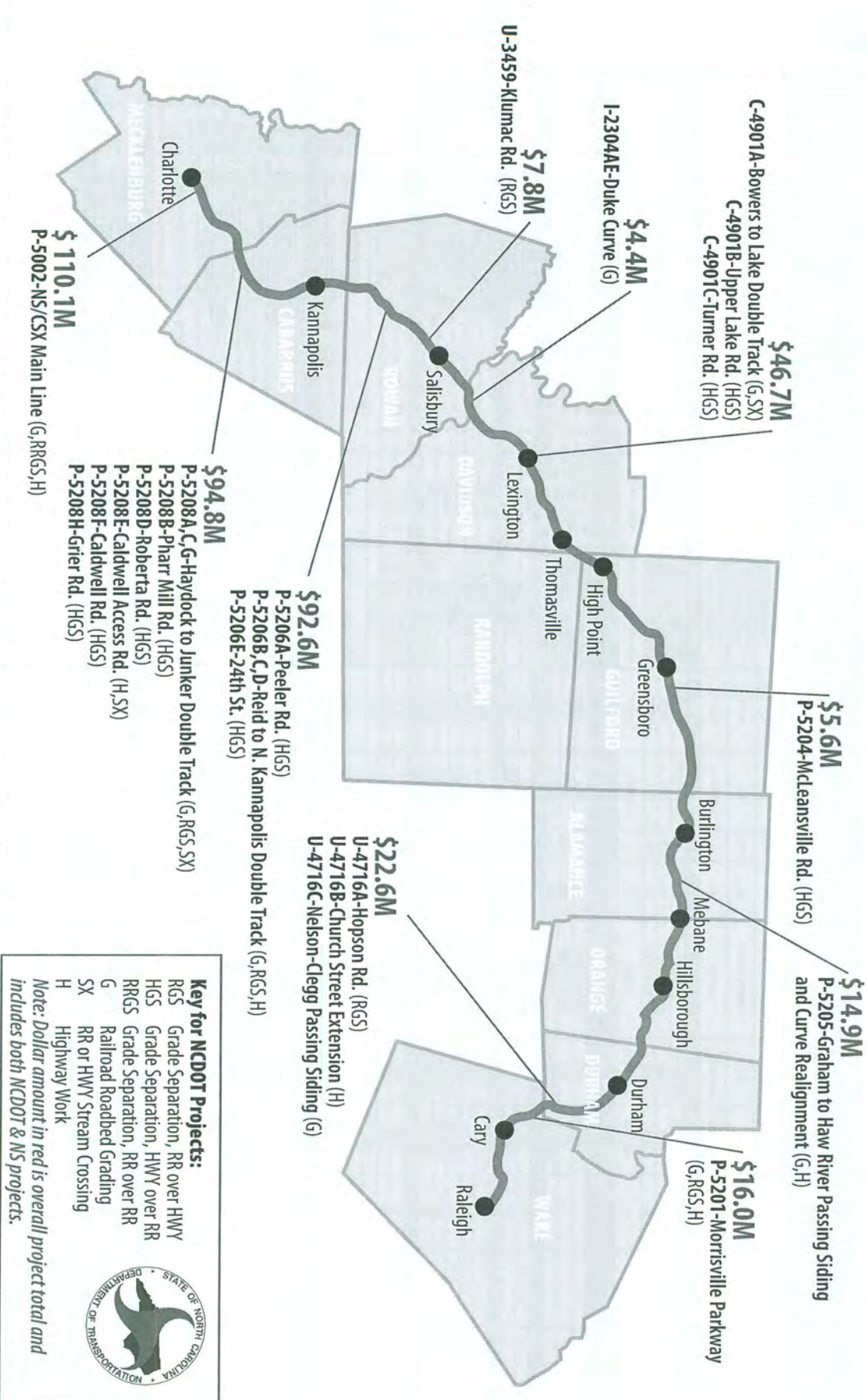
TOTAL 12MILL MAY 2012 - APRIL 2013 = \$1,696,900,000

NCDOT's Piedmont Improvement Program - Anticipated Construction Projects

Last Update: 7/2/2012

Piedmont Improvement Program Component	ID No.	TRIP #	Project Description	Division	County	Railroad Milepost	Approximate Value	Target Advertisement Date	Mandatory Pre-Bid	Target Pre-Bid Meeting Date	Contract Manager	Target Let Date	Target Construction Complete & Accepted	Potential Construction Direct and Indirect Jobs Created (Full-time 1.0)	Potential Programmatic Direct and Indirect Jobs Created (Full-time 1.0)	Anticipated Programmatic Budget to Private Industry	
	1	P-5205	Double Track from Gaham to Haw River	7	Albemarle	NCRH H 23.5 - NCRH H25.5	\$5.1M	18-Feb-2013	Y	TBD	NCDOT	18-Mar-2013	July, 2014	35	86	101	84%
	1	P-5205	Graham to Haw River Road and Highway	7	Albemarle	NCRH H 23.5 - NCRH H25.5	\$5.5M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	36	36		
			Railroad Trackwork (Norfolk Southern)	7	Albemarle	NCRH H 23.5 - NCRH H25.5	\$1.7M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	12	12	552	99%
	10a	P-5208	Double Track from CP Heydock to CP Juniper	10	Cabarrus, Mecklenburg	NCCR 360.0 - NCCR 372.2	\$25.7M	21-May-2013	Y	TBD	NCDOT	18-Jul-2013	Dec, 2016	178	178		
	10a-1	P-5208A	Railroad roadbed from CP Heydock - CP Juniper	10	Cabarrus, Mecklenburg	NCCR 360.0 - NCCR 372.2	\$6.5M	18-Mar-2013	N	N/A	NCDOT	18-Apr-2013	Jan, 2015	45	45		
	10a-2	P-5208B	Phifer Mill Road grade separation	10	Cabarrus	NCCR 361.5	\$5.8M	18-Mar-2013	N	N/A	NCDOT	18-Apr-2013	May, 2015	40	40		
	10a-3	P-5208C	Robert Road Extension grade separation	10	Cabarrus	NCCR 363.7	\$4.7M	18-Mar-2013	N	N/A	NCDOT	18-Apr-2013	Nov, 2015	33	33		
	10a-4	P-5208D	PCSB-Caldwell Park Drive (H2J)	10	Cabarrus	N/A	\$3.8M	18-Mar-2013	N	N/A	NCDOT	18-Apr-2013	Nov, 2014	25	25		
	21-a(1)	P-5208E	PCSB-Caldwell Park Drive (H2J)	10	Cabarrus	NCCR 365.2	\$3.8M	18-Mar-2013	N	N/A	NCDOT	18-Apr-2013	Nov, 2014	42	42		
	21-a(2)	P-5208F	PCSB-Caldwell Park Drive (H2J)	10	Mecklenburg	NCCR 371.5	\$5.0M	18-Mar-2013	N	N/A	NCDOT	18-Apr-2013	Nov, 2014	177	177		
	10a-5	P-5208G	Grifer Road grade separation	10	Cabarrus	NCCR 360.0 - NCCR 372.2	\$25.4M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	49	49		
	10a-6	P-5208H	Railroad Trackwork (Norfolk Southern)	10	Cabarrus	NCCR 360.0 - NCCR 372.2	\$7.1M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	49	49	539	99%
	10a-7	P-5208I	Railroad Trackwork (Norfolk Southern)	10	Cabarrus	NCCR 360.0 - NCCR 372.2	\$7.1M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	49	49		
	10a-8	P-5208J	Railroad Trackwork (Norfolk Southern)	10	Cabarrus	NCCR 360.0 - NCCR 372.2	\$7.1M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	49	49		
	10b	P-5206	Double Track from CP Reid to CP North Kannapolis	9	Rowan	NCCR 338.2	\$8.3M	18-Feb-2013	N	N/A	NCDOT	18-Mar-2013	Nov, 2014	58	58		
	10b-1	P-5206A	Fedder Road grade separation and service roads	9	Rowan	NCCR 337.1 - NCCR 347.6	\$19.3M	21-May-2013	Y	TBD	NCDOT	18-Jul-2013	Dec, 2016	134	134		
	10b-2	P-5206B	Railroad roadbed from Reid to North Kannapolis	9	Rowan	NCCR 337.1 - NCCR 347.6	\$8.5M	18-Feb-2013	N	N/A	NCDOT	18-Mar-2013	Nov, 2016	45	45		
	10b-3	P-5206C	Kinnell Road Highway Work	9	Rowan	NCCR 347.1	\$22.1M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	154	154		
	10b-4	P-5206D	24th street grade separation	9	Rowan	NCCR 347.1 - NCCR 347.6	\$7.1M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	49	49		
	10b-5	P-5206E	Railroad Trackwork (Norfolk Southern)	9	Rowan	NCCR 347.1 - NCCR 347.6	\$7.1M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	49	49		
	10b-6	P-5206F	Railroad Trackwork (Norfolk Southern)	9	Rowan	NCCR 347.1 - NCCR 347.6	\$7.1M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	49	49		
	10b-7	P-5206G	Railroad Trackwork (Norfolk Southern)	9	Rowan	NCCR 347.1 - NCCR 347.6	\$7.1M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	49	49		
	10c	C-8001	Double Track from CP Bowers to CP Lake	9	Davidson	NCRS 309.8 - NCRS 314.0	\$15.8M	22-May-2013	Y	TBD	NCDOT	18-Jun-2013	Oct, 2016	110	110		
	10c-1	C-8001A	Railroad roadbed from Bowers to Lake	9	Davidson	NCRS 311.1	\$4.8M	18-Feb-2013	N	N/A	NCDOT	18-Mar-2013	Nov, 2014	31	31		
	10c-2	C-8001B	Upper Lake Road grade separation	9	Davidson	NCRS 313.1	\$4.8M	18-Feb-2013	N	N/A	NCDOT	18-Mar-2013	Oct, 2014	33	33		
	10c-3	C-8001C	Turner Road grade separation	9	Davidson	NCRS 309.8 - NCRS 314.0	\$10.3M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	72	72		
	10c-4	C-8001D	Railroad Trackwork (Norfolk Southern)	9	Davidson	NCRS 309.8 - NCRS 314.0	\$2.3M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	16	16		
	10c-5	C-8001E	Railroad Trackwork (Norfolk Southern)	9	Davidson	NCRS 309.8 - NCRS 314.0	\$2.3M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	16	16		
	12	U-3459	Klumsic Road Grade Separation	9	Rowan	NCCR 335.3	\$5.4M	18-Sep-2012	N	N/A	NCDOT	16-Oct-2012	Mar, 2015	45	45		
	12	U-3459	Klumsic Road Grade Separation	9	Rowan	NCCR 335.3	\$2.2M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	15	15		
	13	L2304A	Main Line Curve realignment at Duke	9	Davidson, Rowan	NCCR 327.3 - NCCR 327.9	\$0.9M	22-Aug-2013	Y	TBD	NCDOT	18-Feb-2013	Mar, 2014	6	6		
	13	L2304A	Main Line Curve realignment at Duke Roadbed	9	Davidson, Rowan	NCCR 327.3 - NCCR 327.9	\$2.1M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	20	20		
	13	L2304A	Main Line Curve realignment at Duke Track (NS)	9	Davidson, Rowan	NCCR 327.3 - NCCR 327.9	\$0.4M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	3	3		
	13	L2304A	Main Line Curve realignment at Duke Signals (NS)	9	Davidson, Rowan	NCCR 327.3 - NCCR 327.9	\$0.4M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	3	3		
	14a	P-5224	McLennanville Rd	7	Gulford	NCCR H8.0	\$4.8M	20-May-2014	N	N/A	NCDOT	17-Jun-2014	01-Mar-2016	139	139	150	84%
	17/18	U-4716A/C	Sliding from CP Cleig to CP Nelson & Hopson Road	5	Durham, Wake	NCCR H 63.2 - NCCR 69.0	\$7.6M	18-Sep-2012	Y	TBD	NCDOT	18-Oct-2012	Aug, 2014	53	53		
	17/18	U-4716A	Grade Separation	5	Durham, Wake	NCCR H 63.2 - NCCR 69.0	\$8.0M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	56	56		
	17/18	4716C	Railroad Trackwork (Norfolk Southern)	5	Durham, Wake	NCCR H 63.2 - NCCR 69.0	\$2.8M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	20	20		
	18	U-4718B	Railroad signal (Norfolk Southern)	5	Durham	NCCR H64.7 - NCCR H65.2	\$1.5M	18-Sep-2012	Y	TBD	NCDOT	16-Oct-2012	Aug, 2014	10	10		
	18	U-4718B	Church Street Extension	5	Durham	NCCR H64.7 - NCCR H65.2	\$1.5M	18-Sep-2012	Y	TBD	NCDOT	16-Oct-2012	Aug, 2014	10	10		
	19	P-5201	Morrisville Parkway	5	Wake	GS = NCCR H89.6 NCCR H89.0 - H70.6	\$11.0M	17-Sep-2013	N	N/A	NCDOT	15-Oct-2013	Sep, 2016	77	77		
	19	P-5201	Morrisville Parkway Grade Separation Railroad Roadbed and Highway Work	5	Wake	GS = NCCR H89.6 NCCR H89.0 - H70.6	\$2.6M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	18	18		
	19	P-5201	Railroad Trackwork (Norfolk Southern)	5	Wake	GS = NCCR H89.6 NCCR H89.0 - H70.6	\$0.1M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	1	1		
	19	P-5201	Railroad signals (Norfolk Southern)	5	Wake	GS = NCCR H89.6 NCCR H89.0 - H70.6	\$3.8M	TBD	TBD	TBD	Norfolk Southern	TBD	TBD	26	26	107	77%
MLGSPCS	21	P-4405	Private Crossing Safety Initiative (P-CSSI)	5/7.9.10	Wake	Various	\$3.8M	TBD	N	N/A	NCDOT Division POC	TBD	TBD	618	618	578	64%
	9	P-5002	CRISP - NS/CSX Main Line Grade Separation	10	Mecklenburg	376.6 - NS 377.6	\$88.8M	17-Sep-2013	Y	TBD	NCDOT	19-Nov-2013	01-Apr-2017	618	618	578	64%
	Total													2374	2780		

Piedmont Improvement Program – Active Projects



Key for NCDOT Projects:

- RGS Grade Separation, RR over HWY
- HGS Grade Separation, HWY over RR
- RRGS Grade Separation, RR over RR
- G Railroad Roadbed Grading
- SX RR or HWY Stream Crossing
- H Highway Work

Note: Dollar amount in red is overall project total and includes both NCDOT & NS projects.

Private Crossing Safety Initiative (PSSI) Projects totaling \$1.3M will be constructed in Alamance, Cabarrus, Guilford, Orange, Rowan & Wake Counties.

Projects subject to change based on the availability of funds and approval of essential environmental documents.

Piedmont Improvement Program Contractor Workshop

Friday, August 3, 2012

The McKimmon Conference and Training Center | Raleigh, NC
1101 Gorman Street, Raleigh, NC 27606

AGENDA

TIME	EVENT TITLE
7:00a-8:00a	Registration / Breakfast
8:00a-8:20a	Conference Welcome Anthony L. Fuller, NCDOT Rail Division Director Paul F. Morris, FASLA, NCDOT Deputy Secretary for Transit
8:20a-9:45a	Presentation of Projects & Opportunities
9:45a-10:15a	Small Business Inclusion NCDOT Contractual Services / NCDOT Business Opportunity and Workforce Development
10:15a-10:45a	Morning Break & Networking
10:45a-11:30a	Introduction to the Railroad Construction Environment
11:30a-12:00p	Presentation of Projects (continued)
12:00p-1:30p	Lunch & Networking <i>Lunch Sponsored by CarolinasAGC</i> Anthony L. Fuller, NCDOT Rail Division Director Speaker: Eugene A. Conti, PhD, NCDOT Secretary of Transportation
1:30p-3:00p	Requirements & Safety Initiatives / Prequalification and Procurement Processes
3:00p-4:00p	Q&A



Save the Date!

Piedmont Improvement Program Contractor Workshop

WHAT?

Piedmont Improvement Program Contractor Workshop

WHY?

- Communicate project-level ARRA details and business opportunities.
- Share NCDOT plans to implement its program of projects.
- Facilitate interaction among large and small firms.
- Provide technical assistance for companies that want to work in the railroad environment.

WHEN & WHERE?

Friday, August 3, 2012

8:00am to 3:00pm

McKimmon Conference & Training Center

NC State University

1101 Gorman Street

Raleigh, NC 27606

Phone: 919-515-2277

As part of the American Recovery and Reinvestment Act (ARRA), North Carolina has been awarded \$545M under the Passenger Rail Investment and Improvement Act. These funds have been allocated for the design and construction of elements of the State's Southeast High Speed Rail (SEHSR) project.



As the recipient of these funds, the North Carolina Department of Transportation (NCDOT) is presenting the Piedmont Improvement Program Contractor Workshop on August 3, 2012. This event is dedicated to educating the business community about the ARRA program and associated projects in the NC rail industry.



For more information, please contact Angela Ray at 919-852-0533 or by email at conference@piedmontrail.biz.

TRANSPORTATION

- Delays implementation of collection of ferry tolls on new routes until July 1, 2013. The ferry division budget will be supplemented by \$2 million in Highway Trust Fund funding formerly appropriated to the Turnpike Authority for project studies related to the Mid-Currituck Bridge project and \$500,000 from the Highway Fund General Maintenance Reserve. (HB 874)
- Codifies the prioritization process developed by the Department for Mobility Fund projects. (HB 950)
- Caps the motor fuel excise tax rate at 37.5 cents through July 1, 2013. (HB 950)
- Transfers \$22 million in unexpended contingency fund appropriations to the Highway Fund. (HB 950)
- Eliminates the “New Starts” program and earmarks the remaining balance of \$25 million for light rail in Charlotte. (HB 950)
- Allows Highway Trust Funds, subject to equity distribution, to be used for fixed guideway projects, including match fund for federal grants, beginning July 1, 2013. (HB 950)

Other key transportation related legislation enacted includes:

- Changes to the Department’s public private partnership law that will help facilitate the procurement of the I-77 HOT lanes project. (HB 1077)
- Authorization of reciprocity agreements for toll payments between the Turnpike Authority and other toll agencies. (SB 749)
- Changes the position title of “State Highway Administrator” to “Chief Engineer” in keeping with recent reductions in management layers within the Highway Division (SB 895)
- Vehicle registration renewal may be blocked for unpaid open road tolls. (SB 895)
- Changes in the motor vehicles that receive permanent registration plates. (HB 989)
- Changes in the definition of an area that can be represented by a Rural Planning Organization (RPO). (SB 889)
- Codified previous Executive Orders aimed to remove politics from transportation decision-making by transferring from the Board of Transportation to the Secretary of Transportation the authority to:
 1. Approve all highway construction projects and construction plans;
 2. Award all highway construction contracts;
 3. Promulgate rules, regulations, and ordinances concerning all transportation functions assigned to NCDOT;

- Codified Executive Order to make the Board of Transportation subject to the state ethics policy. (SB 890)
- Codified Executive Order requiring the Department to develop and utilize a strategic prioritization process for selection of transportation projects. (SB 890)
- Modified vehicle weight limits and restrictions on the movement of farm equipment to allow for greater movement of goods and services. (SB 749)

TRANSPORTATION

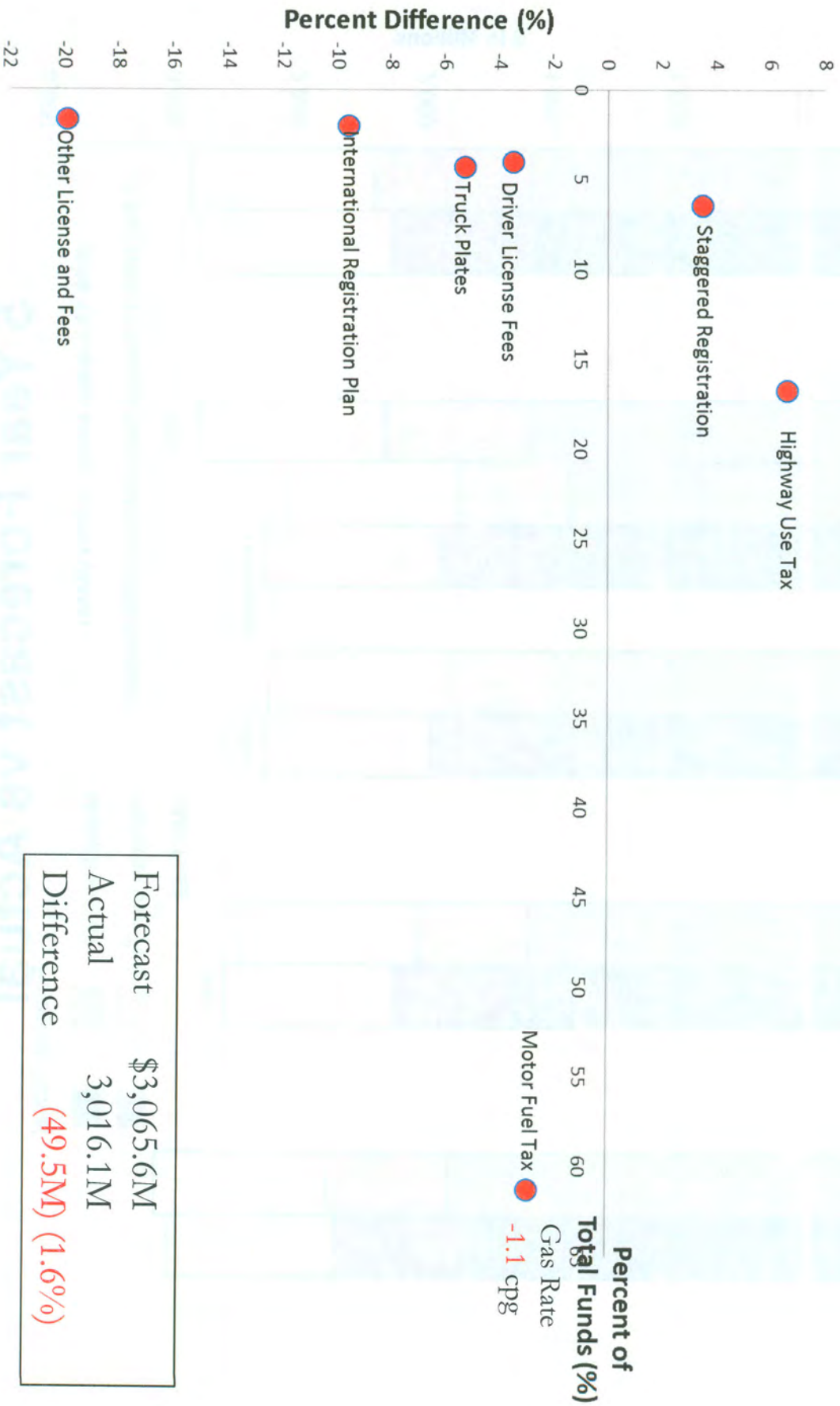
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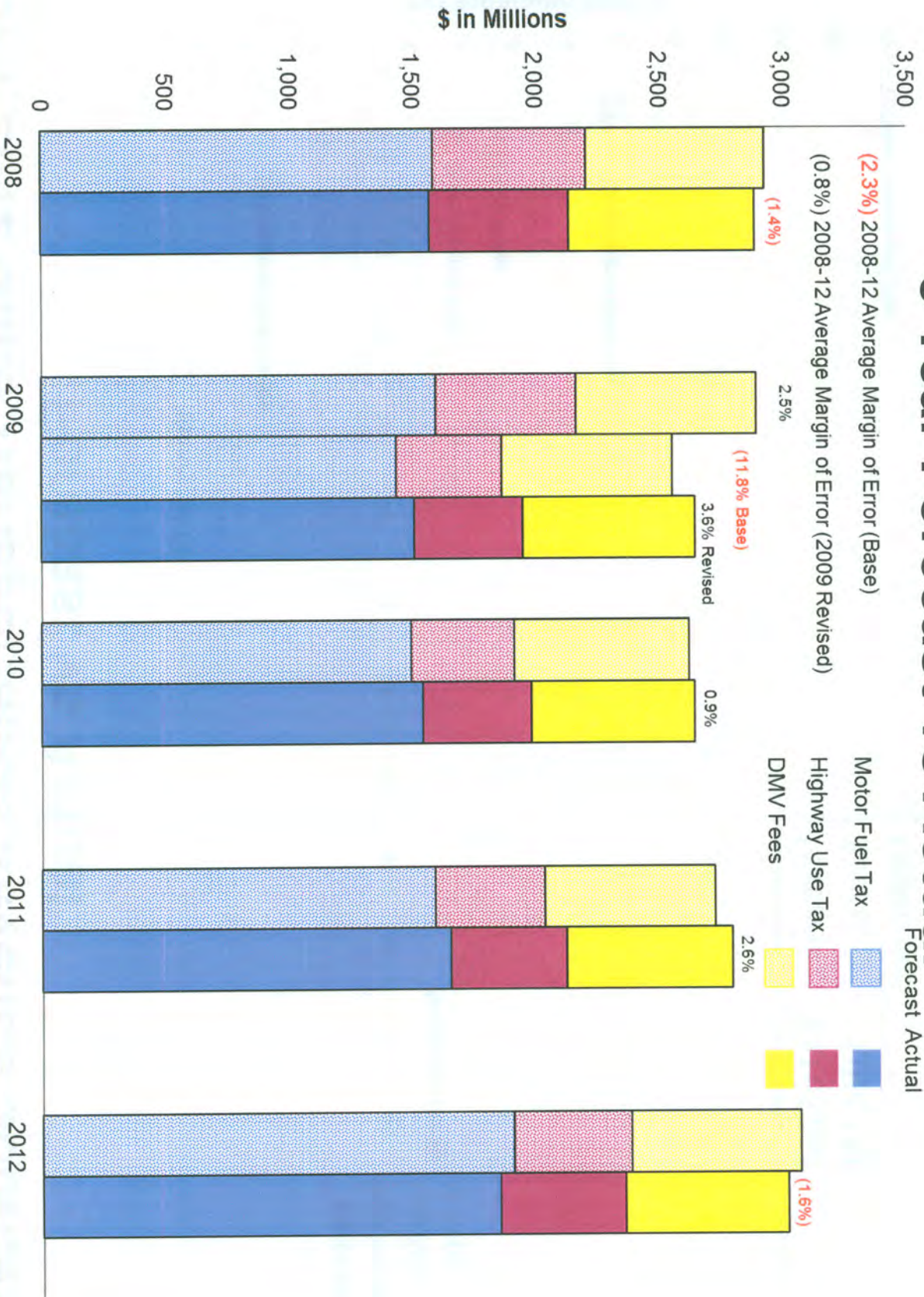
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SFY 2012 State Transportation Revenue Sources Forecast vs Actual



Forecast	\$3,065.6M
Actual	3,016.1M
Difference	(49.5M) (1.6%)

Comparison State Transportation Revenues 5 Year Forecast vs Actual



at least a 95% rate of return on its Highway Account tax payments. Here is a breakdown of North Carolina's estimated apportionment under the conference agreement:

	FY 2011 Actual	FY 2012 MAP-21	FY 2013 MAP-21	FY 2014 MAP-21
North Carolina	\$1,080,286,189	\$1,006,490,585	\$1,006,490,585	\$1,015,116,316

Program Restructuring

The conference agreement largely mirrors the program consolidation proposals put forth by the House (in their abandoned bill, H.R. 7) and Senate (in their passed bill, S. 1813). The highway program is structured around four core formula programs: National Highway Performance Program, Surface Transportation Program, Highway Safety Improvement Program, and Congestion Mitigation and Air Quality Program.

Ferry Boats and Terminals Program

The conference agreement provides \$67 million annually for Ferry Boats and Terminals as contract authority from the Highway Trust Fund. All the funding will be distributed by formula based on number of passengers (20%), number of vehicles carried (45%), and route miles (35%).

Innovative Financing

The conference agreement increases TIFIA funding to \$750 million in FY 2013 and \$1 billion in FY 2014. The maximum share of project costs is raised from 33% to 49%. The agreement also includes a 10% annual set-aside for infrastructure projects in rural areas (defined as those located in areas with populations less than 250,000).

Tolling and PPPs

The conference agreement expands the ability of states to place tolls on federal-aid facilities for new capacity, but clarifies that the number of new toll lanes on non-Interstate federal roads cannot exceed the number of free lanes. The conference agreement does not include the provision from S. 1813 (known as the Bingaman amendment) that reduced highway formula funding for states that sell or lease toll facilities to private companies.

Transit

The conference agreement authorizes \$10.584 billion for FY 2013 and \$10.701 billion for FY 2014 for transit programs.

Rail

The rail title included in S. 1813 was dropped from the final conference agreement.

**Analysis of Surface Transportation Reauthorization Conference Report, the Moving Ahead for Progress
in the 21st Century Act (MAP-21)
July 2012**

On June 29, 2012 the House and Senate approved a surface transportation reauthorization conference agreement. The agreement is based on a two-year reauthorization bill passed by the Senate in March 2012 (S. 1813) and an extension bill of SAFETEA-LU passed by the House in April 2012 (H.R. 4348) as a vehicle to go to a House-Senate conference with the Senate's bill. The House was unable to pass their five-year reauthorization bill (H.R. 7) earlier this year. President Obama signed the bill into law on July 6, 2012.

House and Senate conferees on the surface transportation reauthorization bill were named in late April and since that time members have been negotiating a conference agreement. As the expiration date of the current extension (June 30) approached, the leadership of the conference committee renewed efforts to reach an agreement.

Outlined below is an initial overview of the highlights of the agreement.

Funding Levels and Duration

The conference agreement authorizes federal highway, transit, highway safety and motor carrier safety programs through September 30, 2014. This is one year longer than the duration of the Senate-passed bill. The House had advocated for a five-year bill but was unable to identify additional revenue sources to fund a bill of that length.

The conference agreement would provide total funding from the Highway Trust Fund of \$109.2 billion over the two-year period of fiscal years 2013 and 2014 for surface transportation programs.

The report recommends an obligation authority on the federal-aid highway program of \$39.699 billion in FY 2013 and \$40.256 billion in FY 2014. This compares to a total of \$39.144 billion enacted for FY 2012.

For contract authority from the Highway Trust Fund, the conference agreement provides a total of \$40.439 billion for the Federal Highway Administration in FY 2013 and \$40.995 billion in FY 2014. This compares to a total of \$41.024 billion enacted for FY 2012.

For formula apportionments to the states, the report provides \$37.544 billion in contract authority in FY 2013 and \$37.865 billion in FY 2014.

The bill extends all current Highway Trust Fund taxes through September 30, 2016.

Distribution of Formula Funding

The conference agreement mirrors the Senate's approach by doing away with the traditional federal-aid highway formulas used to apportion funds and instead distributing funds to states based on each state's share of total highway funds distributed in FY 2012. These amounts would include both apportioned formula and allocated amounts. In FY 2014, there is an adjustment made to ensure that each state gets

MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT

(MAP-21)

ANTICIPATED FEDERAL-AID HIGHWAY PROGRAM APPORTIONMENTS FOR FFY13

National Highway Performance Program (NHPP) - \$ 591.7 M

NHPP is to support the condition and performance of the National Highway System (NHS routes). Replaces NHS (\$161.4M), IM (\$137.5M), and the on-system Bridge Programs (\$92.9M). Adding in Equity Bonus (\$208.2M) dollars gives a 2012 comparison amount of **\$600.0M**.

Surface Transportation Program (STP) - \$ 272.2 M

STP is to preserve or improve conditions and performance on any federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects and public bus terminals and facilities. Replaces STP (\$166.6M), Appalachian Development Highway System (ADHS) (\$30.7M), and off-system Bridge Programs (\$16.4M). Adding in Equity Bonus (\$87.2M) gives a 2012 comparison amount of **\$300.9M**.

Highway Safety Improvement Program (HSIP) - \$ 65.0 M

HSIP is to continue the SAFETEA-LU Highway Safety and Rail-Highway Crossing Programs. Replaces HSIP, Railway-Highway Grade Crossing, and High Risk Rural Roads Programs. 2012 comparison amount was **\$34.8M**.

Congestion Mitigation and Air Quality Program (CMAQ) - \$ 49.0 M

CMAQ is to continue to provide a flexible funding source to State & local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Continues CMAQ Program. 2012 comparison amount was **\$39.3M**.

Transportation Alternatives (TA) - \$23.0 M

TA is to provide for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. Replaces STP-Enhancement (\$17.7M), Recreational Trails (\$1.5M), and Safe Routes to Schools Programs (\$4.7M). There are a few additional new eligibilities including constructing roadways within the right of way of former Interstate or other divided highways. 2012 comparison amount was **\$23.9M**.

Metropolitan Planning - \$ 5.5 M

Pass through planning funds for MPOs. Continues current program with new performance based requirements. 2012 comparison amount was **\$5.3M**.