



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

ANTHONY J. TATA  
SECRETARY

June 12, 2013

MEMORANDUM TO: AGC-DOT Joint Cooperative Committee Members  
FROM: Victor Barbour, PE  
SUBJECT: May 23, 2013 Minutes

The Joint Cooperative Committee of the AGC-DOT met at 10:00 a.m. on May 23, 2013 in the Chief Engineer's Conference Room at the NCDOT Equipment and Maintenance Facility on Beryl Road in Raleigh with the following in attendance:

Debbie Barbour	Ron Hancock	Bryan Long	Ron Shaw
Victor Barbour	Mike Hinat	Mike Long	Jule Smith
Kevin Burns	Berry Jenkins	Marty McKee	Lamar Sylvester
Alan Cahill	Mark Johnnie	Cynthia Mills	Burt Tasaico
Terry Canales	Drew Johnson	Jon Nance	Richard Vick
Ivan Clayton	Daniel Keel	Donnie Oldham	Don Voelker
Terry Gibson	Don Lee	Jason Orthner	Sam Young
Ricky Greene	Bob Lofling	Natalie Roskam	

*AGENDA AND DISCUSSION ITEMS*

Mr. Jenkins introduced Ms. Cynthia Mills, the President and CEO of Carolinas AGC headquartered in Charlotte.

**Revenue Update and Federal Funding Issues**

**Burt Tasaico**

Mr. Tasaico recently returned from Washington D.C. working as an AASHTO Fellow under Mr. Jack Basso, Director of the AASHTO Center for Excellence in Project Finance. The forecast of \$3 billion is on target with an excess of \$20 million in revenue. Fuel consumption is below forecast by 1% or about \$20 million annually. Every penny on the gas tax equates to approximately \$50 million in revenue annually. North Carolina is experiencing an increase in car sales which is higher than anticipated

For state fiscal year 2013, the General Assembly capped the motor fuel tax at 37.5 cents per gallon. If the tax had not been capped, the motor fuels tax would be at approximately 37.7 cents per gallon. The July 1, 2013 gas tax reset should be approximately 37.6 cents per gallon. Fuel price at the pump are anticipated to be steady or decreasing; therefore, the cap expiration should not provide a noticeable change at the pump.

The revenue for fiscal year 2014 is expected to hold at \$3.05 billion. For fiscal year 2015, the Department forecasts a reduction of about \$50 million attributed to reduced fuel consumption. In North Carolina, by the year 2019, the motor fuels tax, which is currently 60% of the Department's revenue, will no longer be a sustainable source of revenue due to fuel consumption reduction.

On July 1, the State will begin collecting a fee from hybrid and electric vehicle owners for their "equitable share" of wear and tear on highways. The fee does not recuperate the lost revenue contribution seen from a typical gas-powered vehicle; however, when Oregon originally implemented this fee, it was capped at \$100, and other states have followed suit.

Mr. Tasaico reported that there are 132 days until the federal fiscal year ends. The state is seeking reimbursement for fiscal year 2013, and the reimbursement will be less than last year as expected. The Department continues to monitor the Federal Highway Trust Fund balance because the federal government, since 2008, is spending more than it is collecting. MAP-21 injected \$8.5 billion dollars into the Highway Trust Fund from the general fund. The federal gas tax generates 92% of the revenue for the Highway Trust Fund and has not increased since 1993.

#### **Letting Projections**

**Victor Barbour**

Mr. Barbour noted that the shifting in projects discussed at the last meeting is reflected in the letting projection chart. One project not included is the Piedmont Triad International Airport which is expected to advertise in June and is estimated at approximately \$200 - 250 million. The total letting over the next 12 months is just over \$2.2 billion. The September highway letting contains 5 large projects which total about half the letting.

Bridge program continues on target and is expected to be extended with a possible reduction in funding. The bridge system preservation program is expected to shift to 80% replacement and 20% rehabilitation/preservation. The North Carolina Flood Plain Mapping will now be controlled by NCDOT and will expedite bridge to pipe conversions.

The resurfacing program will be reduced from this year's approximately \$407 million to approximately \$351 million next year.

#### **2013 Projected Legislative Issues Impacting DOT**

**Victor Barbour**

Mr. Barbour noted that the Senate budget finishes today, and the House will begin in two weeks. One impact of the Senate budget is the elimination of the Small Urban Construction which helped small towns with signals and left turn lanes. Another impact is that the Department will now be responsible for lawyer fees for condemnation cases which is expected to total approximately \$18 million per year. Purchase order contract limits are proposed to rise from \$1.2 to \$2.5 million. Other bills which the Department is monitoring are mitigation of farm land and access on curvy roads.

The committee expressed concern with the POC limit increase of \$2.5 million and consistency regarding the bonding requirements for division let projects. Mr. Garris was cited as a technical resource to help develop consistency in the division letting program. The Department is working towards providing electronic bidding for division-let projects.

Mr. Vick noted that in one month, his company had to send 7 sets of minority solicitation letters because of the deviations from the published division-let advertisement schedule. Mr. Barbour noted the Department is working towards a tentative 12-month let list which includes all projects.

**Davis-Bacon Wage Rate Survey**

**Ron Hancock**

Mr. Hancock reported that the Department of Labor (DOL) has yet to respond regarding survey data sent a year ago. There was a conference call in early April in which DOL verbally indicated the Department's survey results have been rejected. In the call, three reasons were cited: too much industry involvement, inadequate advertising, and issues regarding the calculations. The advertisement plan was given to DOL prior to the survey and comments were solicited but not provided. A formal response is still requested.

**Rail Program Implementation**

**Jason Orthner**

Mr. Orthner reported on the status of the Piedmont Rail Improvement program. The program is entering the midpoint of the letting process. To date, 11 projects have been let in Raleigh highway letting and others let through the State Construction Office. The budget statement includes all contracts.

The first large double track project, C-4901A (Bowers to Lake double track), advertised this week. The biggest double track project, P-5208A (Haydock to Junker double track), will be advertised in June for July let. The P-5206B (Ried to N. Kannapolis double track) and P-5205 (Graham to Haw River) and P-5201 (Morrisville Parkway) will be advertised in July and let in August. CSX will advertise a project in June for roadbed and bridge through Fayetteville to serve the military which will be advertised in the News and Observer and on the CSX website. Project information can be found at [www.piedmontrail.biz](http://www.piedmontrail.biz).

**SASHTO 2013 Grove Park Inn, Asheville 8/25-8/28**

**Victor Barbour**

Mr. Barbour supplied the SASHTO tentative meeting agenda. Grove Park Inn is sold out on Saturday; however, there are still rooms for sponsors. The overflow hotels, the Loft or Renaissance Inn, still have space available in downtown Asheville. Visiting states have registered between 15 and 20 representatives. The themes of the agenda include 21<sup>st</sup> Century Transportation, Project Financing, and Fast Implementation of Processes and Projects. Early registration ends on June 1.

**2013 DBE/MBE/WBE Disparity Study**

**Terry Canales**

Ms. Canales acknowledged the efforts of the contractors to meet the aspirational DBE goals in the rail projects.

Consultants are reviewing procedures, goal development processes, laws, and court rulings regarding the DBE program. There have been two public meetings regarding the disparity study with 60 firms, prime contractors, and DBEs attending. Twelve business owner sessions were conducted in May with 170 people attending. These meetings provide the antidotal evidence required to substantiate the statistical findings of the study.

The consultant interviewed Department employees to ensure that the work processes do not create barriers for getting certified or participation. The Department supplied data to the consultant regarding payments for NCDOT contracts, but the consultant is trying to gather data for payments made to non-DBE subcontractors. The study goal is to account for 80% of all contracting dollars in the study which consists of \$4.336 billion spent across Federal highway, Federal transit, Federal rail, professional services and goods.

The next step for the study is the estimated DBE availability using the custom census method. The study will review the estimated availability of the DBEs in the geographic market. After this data gathering is complete, the analysis will be presented to the legislature in the spring of the short session.

#### **I-95 Tolling Study Update**

**Victor Barbour**

Mr. Barbour provided the draft final report given out at the I-95 public hearing and available on the website [driving95.com](http://driving95.com). The study covered five basic scenarios: no action, build without funding specified, build with tolls, build with mitigated tolls (50% less for locals), and build with alternative funding (raising state and local taxes). Business as usual, or no action, would cost the State about 16,000 jobs annually. All funding options led to a net increase in statewide economic benefits over the no build option. The option to build with mitigated tolls yielded the greatest economic benefits both locally and statewide.

#### **Strategic Prioritization Funding Plan for Transportation Investments**

**Don Voelker**

Mr. Voelker reviewed the proposed statewide transportation investments and strategic mobility formula for \$15 billion over state fiscal years 2016-2025. The formula has three components: statewide mobility, regional impact, and division needs.

Statewide mobility projects serve the major routes, intrastate, and interstate traffic and are eligible for 40% funding (or \$6 billion over 15 years). Selection for statewide mobility funding is prioritized using 100% data and programmed prior to local input ranking.

Regional impact projects serve improved connectivity between regions and are eligible for 30% funding (or \$6 billion over 15 years). Selection for regional impact funding is prioritized using 70% data and 30% local input. Funding will be based on population within the region.

Division needs projects address local needs and are eligible for 30% of the funding (or \$3 billion over 15 years). Selection for division needs funding is prioritized using 50% data and 50% local input. Funding will be based on equal shares for each Division.

This revised strategy combines equity-eligible funds, urban loop funds, mobility funds, Powell Bill funds, and secondary roads paving and will begin with projects scheduled for construction by July 1, 2015. All capital expenditures, regardless of mode, will be funded from the Highway Trust Fund. All projects will be scored on a 0-100 point scale. There will be an incentive for local funding for highway projects with 50% of non-State/Federal funds, i.e., local commitment, returned to the local area for other high scoring projects.

Exclusions to this prioritization strategy include the Congestion Mitigation and Air Quality (CMAQ) projects, Competitive/Discretionary grants, and Appalachian Development Highway System projects. Bridge replacement, interstate management and highway safety improvements will not be subject to the prioritization criteria. Divisions will fund STP-DA, transportation alternatives and rail-highway crossings, but these will have separate prioritization processes.

The proposed highway project scoring overview includes the following criteria: benefit-cost, congestion, economic competitiveness, safety, freight, multimodal, pavement condition, lane width, and shoulder width. Regional impact projects had one additional scoring category, accessibility and connectivity.

This strategy will be presented to the Board of Transportation in July and to the Joint Legislative Transportation Oversight Committee in August.

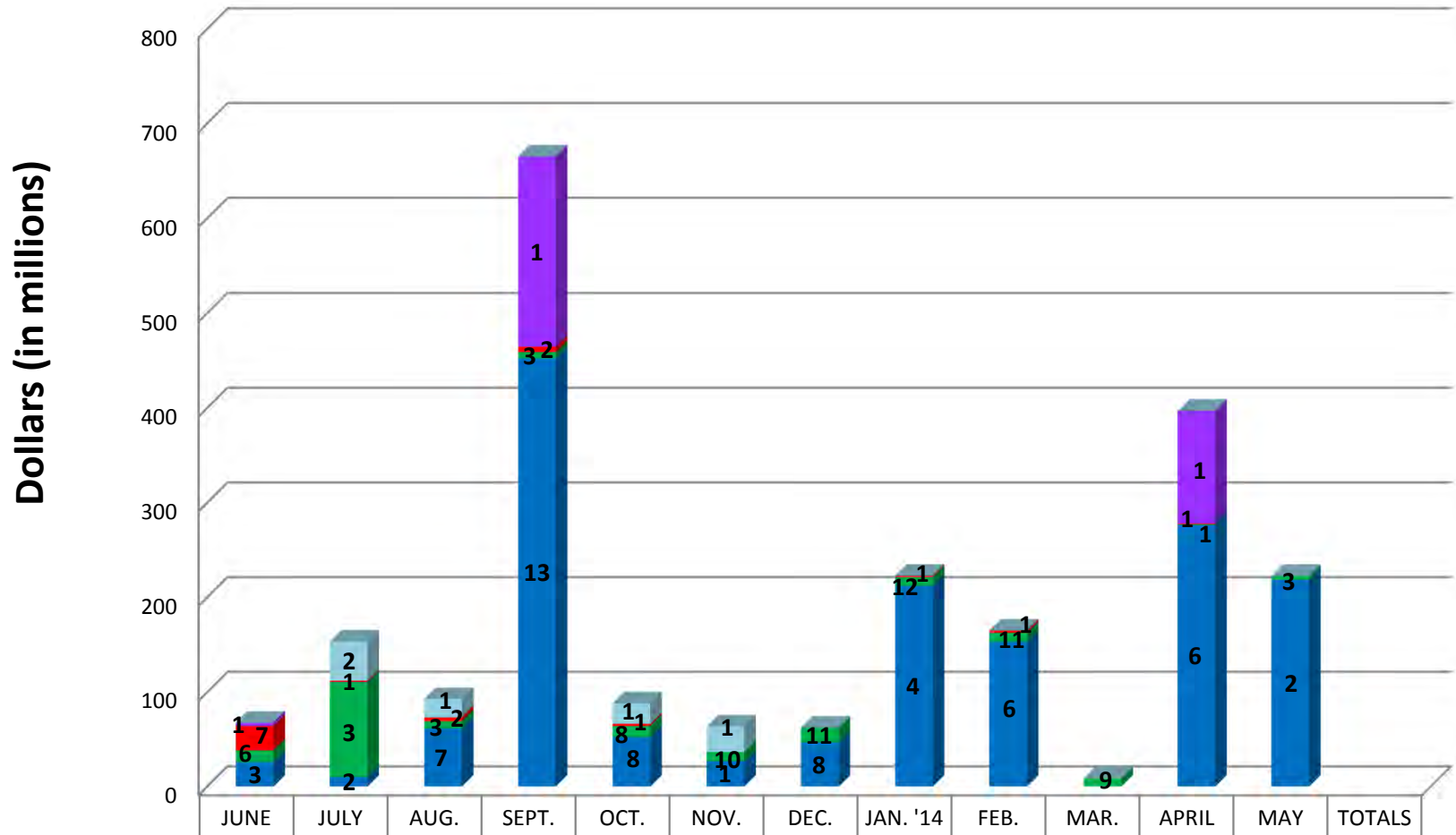
**State Retirement System Ruling on Retiring DOT Employees Working in the Private Sector**      **Berry Jenkins**

In 2004, a Division surveyor retired from NCDOT and went to work for a private company. The State Retirement System ruled that because this retiree was working for an entity that derived money from the State, he had to take a reduced retirement payout and return monies to the State for the excess payouts already received. A lawsuit was filed on behalf of this employee challenging the State's interpretation of the law. AGC is monitoring this issue because many contractors hire ex-NCDOT employees.

**Next Meeting Date**

The next meeting is scheduled for September 19, 2013 at 10:00 a.m. in the Chief Engineer's Conference Room at the NCDOT Equipment and Maintenance Facility on Beryl Road in Raleigh.

# NCDOT 12 Month Let List Totals in Millions



	JUNE '13	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN. '14	FEB.	MAR.	APRIL	MAY	TOTALS
TOTAL	\$67.4	\$153.3	\$92.5	\$665.3	\$88.1	\$63.6	\$62.1	\$222.9	\$165.0	\$8.5	\$396.9	\$222.4	\$2,208.0
ARRA Rail	0.0	41.3	19.4	0.0	22.0	26.8	0.0	0.0	0.0	0.0	0.0	0.0	\$109.4
DB Express (0 Bridges)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	\$-
Design Build	3.6	0.0	0.0	201.0	0.0	0.0	0.0	0.0	0.0	0.0	119.0	0.0	\$323.6
17BP, etc. (97 Bridges)	25.7	1.4	3.9	5.7	2.1	0.0	0.0	1.5	2.4	0.0	0.6	0.0	\$43.2
TIP Bridge Replacement (86 Bridges)	12.5	100.6	7.9	6.3	11.4	10.4	15.8	9.2	9.5	8.5	1.0	4.1	\$197.0
TIP	25.7	10.0	61.4	452.4	52.6	26.5	46.4	212.2	153.1	0.0	276.4	218.3	\$1,534.8

NOTE: The number on the bar chart represents the number of projects included in each category. The number of bridges affected appears in the legend. 5/21/2013

May 23, 2013 **MAJOR PROJECTS > \$20 MILLION SCHEDULED FOR JUNE 2013 - MAY 2014**

LET DATE	TIP#	WBS#	FA#	COUNTY	DIV.	DESCRIPTION	LATEST PRELIMINARY ESTIMATE
7/16/2013	P-5208A P-5208C P-5208D	50000.3.ST R01T4A	FRA-FR-HSR- 0006-10-01-00	CABARRUS, MECKLENBURG	10	NCRR/NS MAINLINE HAYDOCK TO JUNKER RAILROAD ROADBED (MP 360.0 TO MP 372.2)	\$ 29,700,000
8/20/2013	R-2707B	34497.3.5	NHF- 0074(107)	CLEVELAND	12	US 74 (SHELBY BYPASS) FROM EAST OF SR 1315 (PLATO LEE ROAD) TO EAST OF NC 226	\$ 32,600,000
9/17/2013	I-3802A I-3802A	36780.3.1	NHMF-85- 2(77)55	CABARRUS	10	I-85 FROM NC 73 (EXIT 55) TO LANE STREET (EXIT 63)	\$ 201,000,000
9/17/2013	R-2303C	34416.3.5	#	SAMPSON	3	NC 24 FROM SR 1404 (DOWDY RD) TO SR 1303 (MITCHELL LOOP RD)	\$ 46,700,000
9/17/2013	R-2303D	34416.3.6	#	SAMPSON	3	NC 24 FROM SR 1303 (MITCHELL LOOP RD) TO US 421-701/SR 1296 (SUNSET AVENUE)	\$ 52,900,000
9/17/2013	U-2524C	34820.3.27	NHF-0708(62)	GUILFORD	7	GREENSBORO - WESTERN LOOP FROM BRYAN BOULEVARD TO SR 2340 (OLD BATTLEGROUND ROAD)	\$ 136,500,000
9/17/2013	R-2633BB	34491.3.21	NHS- 0017(125)	BRUNSWICK, NEW HANOVER	3	US 17 (WILMINGTON BYPASS) FROM SR 1430 (CEDAR HILL ROAD) TO US 421 NORTH OF WILMINGTON	\$ 142,000,000
10/15/2013	P-5201	52100.3.ST R01T4	#	WAKE	5	MORRISVILLE PARKWAY (SR 3060) - GRADE SEPARATION UNDER NS/NCRR RAILROAD FROM WEST OF CRABTREE CROSSINGS PARKWAY TO EAST OF BRISTOL CREEK DRIVE	\$ 22,000,000
10/15/2013	U-3615B	34962.3.2	STP-1820(5)	GUILFORD	7	HIGH POINT - SR 1820 (SKEET CLUB ROAD) FROM WEST OF SR 1818 (JOHNSON STREET) TO WEST OF NC 86 (EASTCHESTER DRIVE)	\$ 31,800,000
11/19/2013	P-5002C	51800.3.ST R04	#	MECKLENBURG	10	CSXT DETOUR ROADBED, RETAINING WALLS, BRIDGES, FINAL ROADBED, TRACKWORK, INCLUDING REMOVAL OF TRYON YARD	\$ 26,750,000
11/19/2013	U-2507A	34811.3.5	STPDA- 5238(5)	MECKLENBURG	10	CHARLOTTE - SR 2467 (MALLARD CREEK RD) FROM GRAHAM ST EXT TO SR 2665 (HARRIS BLVD)	\$ 26,500,000
1/21/2014	R-2633BA	34491.3.20	NHS- 0017(124)	BRUNSWICK, NEW HANOVER	3	US 17 FROM US 74-76 EAST OF MALMO IN BRUNSWICK COUNTY TO US 421 NORTH OF WILMINGTON IN NEW HANOVER COUNTY	\$ 74,100,000
1/21/2014	R-3307	34528.3.1	STPNHF- 0070(132)	CARTERET	2	US 70 FROM EXISTING FOUR LANES AT RADIO ISLAND TO US 70 NORTH OF SR 1429 (OLGA ROAD)	\$ 73,400,000
1/21/2014	R-3421C	34542.3.5	HPPNHS- 0220(65)	RICHMOND	8	I-73/74 FROM 0.2 MILES SOUTHWEST OF SR 1304 (HARRINGTON ROAD) TO I-73/74 INTERCHANGE SOUTH OF ELLERBE	\$ 59,700,000
2/18/2014	I-4928	41188.3.1	IMS-85- 1(106)3	CLEVELAND	12	CONSTRUCT NEW WEIGH STATION - CLEVELAND COUNTY	\$ 21,600,000
2/18/2014	R-2519B	35609.3.2	#	MITCHELL, YANCEY	13	US 19 EAST FROM NC 80 IN YANCEY COUNTY TO MULTI-LANE SECTION WEST OF SPRUCE PINES	\$ 58,500,000
2/18/2014	R-3601	38868.3.2	NHS-0017(68)	BRUNSWICK	3	US 17-74-76 FROM NC 133-SR 1472 (FLETCHER ROAD/VILLAGE ROAD) INTERCHANGE TO CAPE FEAR MEMORIAL	\$ 36,300,000
2/18/2014	X-0002CC	35196.3.22	NHF-0100(23)	CUMBERLAND	6	FAYETTEVILLE OUTER LOOP - FROM EAST OF NC 210 (MURCHISON ROAD) TO US 401	\$ 24,100,000
4/15/2014	R-2413A	34429.3.8	#	GUILFORD	7	FUTURE I-73 - FROM FOUR LANES AT SR 2011 (EDGEFIELD ROAD) TO SR 2127 (BROOK BANK ROAD)	\$ 73,700,000
4/15/2014	R-2413B	34429.3.4	#	GUILFORD	7	NC 68 CONNECTOR - US 220 FROM SR 2127 (BROOK BANK ROAD) TO HAW RIVER	\$ 41,500,000
4/15/2014	U-0071	34745.3.2	#	DURHAM	5	DURHAM - EAST END CONNECTOR FROM NC 147 (BUCK DEAN FREEWAY) TO NORTH OF NC 98	\$ 140,700,000
5/20/2014	U-2519CB	34817.3.8	#	CUMBERLAND	6	FAYETTEVILLE OUTER LOOP (FOL) FROM SOUTH OF SR 1400 (CLIFFDALE ROAD) TO EAST OF SR 1415 (YADKIN ROAD)	\$ 104,200,000
5/20/2014	U-2525B	34821.3.6	#	GUILFORD	7	GREENSBORO EASTERN LOOP FROM NORTH OF US 70 TO US 29 NORTH OF GREENSBORO	\$ 114,100,000

**DB**

**TOTAL COST ESTIMATE PROJECTS > \$20 MIL \$ 1,352,050,000**

LARGE BRIDGE PROJECTS > \$10 MILLION							
7/16/2013	B-2500A	32635.3.6	BRNHF- 0012(55)	DARE	1	PEA ISLAND ON NC 12 LONG-TERM IMPROVEMENTS (PHASE II)	\$ 98,000,000
4/15/2014	B-2500B	32635.3.7	BRNHF- 0012(56)	DARE	1	RODANTHE ON NC 12 LONG-TERM IMPROVEMENTS (PHASE II)	\$ 119,000,000

**DB**

**TOTAL COST ESTIMATE LARGE BRIDGE PROJECTS > 10 MIL \$ 217,000,000**

**86 - BRIDGES AFFECTED BY 80 TIP BRIDGE PROJECTS**

**97 - BRIDGES AFFECTED BY 16 (17BP, BK, BP) BRIDGE PRESERVATION PROJECTS**

**12 MONTH TOTAL FOR JUNE 2013 - MAY 2014 = \$ 2,208,004,480**

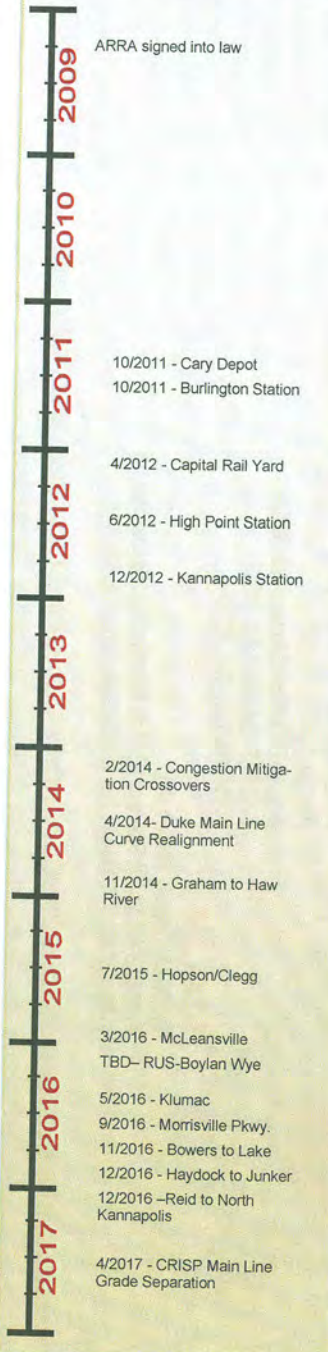
# NCDOT Piedmont Projects Program (FR-HSR-0006-10-01-00)

2013 - April



## Program Status Report

### Major Schedule Items



### Current Month Update

203

Job-Years To Date

#### April 2013 Summary

- The equivalent of 80 jobs were provided by the program this month.
- Total ARRA expenditures - \$4,623,817
- ARRA payments to vendors - \$4,259,809
- New contracts this month - 21, worth \$30,178,383

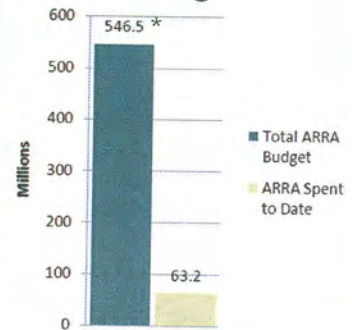


P17 & P18-Hopson/Clegg: This project is located between MP H-63.6 and H-67.0 on the NCR/NS H-line near Morrisville, North Carolina, and is to be completed in conjunction with Project P17: Clegg to Nelson Passing Siding.



This project involves engineering, environmental review, construction of a new RR bridge over Hopson Road and 0.75 miles of new mainline track on new alignment, and construction of an extension of Church Street to Hopson Road allowing for the closure of the existing crossing.

#### Budget



\*Congestion Mitigation has been added.

### Cumulative Update

#### ARRA information (through the end of April 2013)

- Two Hundred Three - (203) job-years have been funded by the program to date.
- Total ARRA expenditures - \$63,238,295
- Total ARRA Funds Reimbursed - \$52,968,124
- Two Hundred Forty Three (243) open purchase orders worth \$67,907,794
- Total Payments to Vendors - \$59,525,828

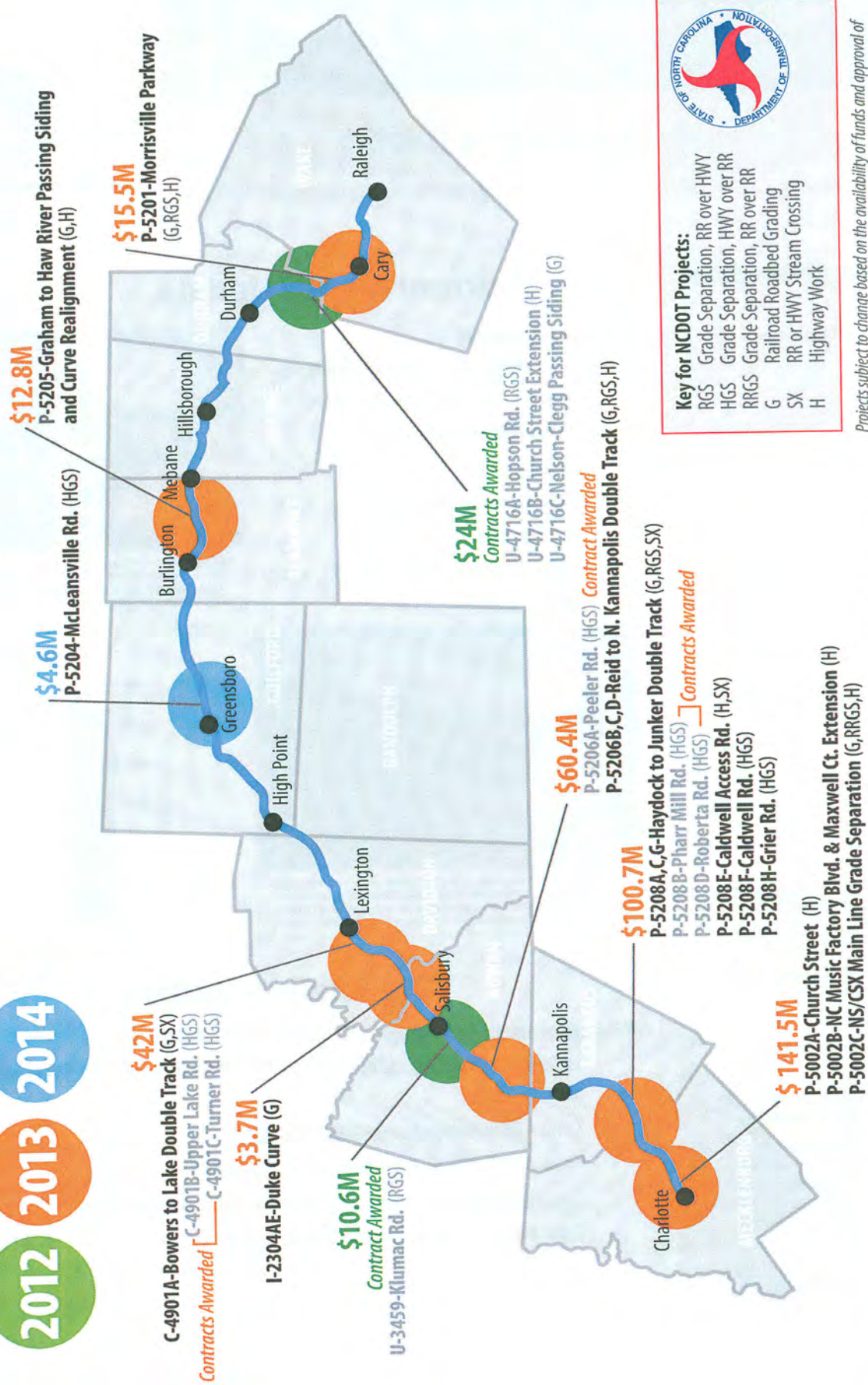


# Project Lets



## Piedmont Improvement Program

Current Estimated Construction Costs



**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

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

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

**Note:** Dollar amounts for 2013 & 2014 are overall project totals and include both NCDOT and NS/CSXT projects.

NCDOT's Piedmont Improvement Program - Anticipated Construction Projects

Last Update: 5/23/2013

Piedmont Improvement Program Component	ID No.	TIP #	Project Description	Division	County	Railroad Milepost	Target Advertisement Date	Mandatory Pre-Bid	Target Mandatory Pre-Bid Meeting Date	Contract Manager	Target Let Date	Target Construction Complete & Accepted	Awarded To
Track and Structures	1	P-5205	Double Track from Graham to Haw River	7									
	1	P-5205	Graham to Haw River Roadbed and Highway	7	Alamance	NCRR H 23.5 - NCRR H25.5	23-Jul-2013	Y	TBD	NCDOT	20-Aug-2013	Nov. 2015	
			Railroad Trackwork (Norfolk Southern)	7	Alamance	NCRR H 23.5 - NCRR H25.5	TBD	TBD	TBD	Norfolk Southern	TBD	May. 2015	
			Railroad signals (Norfolk Southern)	7	Alamance	NCRR H 23.5 - NCRR H25.5	TBD	TBD	TBD	Norfolk Southern	TBD	May. 2015	
	10a	P-5208	Double Track from CP Haydock to CP Junker	10									
	10a-1	P-5208A	Railroad roadbed from CP Haydock CP Junker.	10	Cabarrus, Mecklenburg	NCRR 360.0 - NCRR 372.2	18-Jun-2013	Y	7/2/2013	NCDOT	16-Jul-2013	Nov. 2016	
	10a-3	P-5208C											
	10a-5	P-5208G											
	10a-2	P-5208B	Phair Mill Road grade separation	10	Cabarrus	NCRR 361.5	19-Mar-2013	N	N/A	NCDOT	16-Apr-2013	Nov. 2014	Blythe Dev. Co.
	10a-4	P-5208D	Roberta Road Extension grade separation	10	Cabarrus	NCRR 363.7	19-Mar-2013	Y	3/28/2013	NCDOT	16-Apr-2013	May. 2015	Blythe Dev. Co.
	21-a(1)	P-5208E	PCSI-Caldwell Park Drive (H2J)	10	Cabarrus, Mecklenburg	N/A	23-Apr-2013	N	N/A	NCDOT	21-May-2013	Nov. 2014	pending
	21-a(2)	P-5208F	PCSI-Caldwell Road grade separation (H2J)	10	Cabarrus	NCRR 365.2	23-Apr-2013	N	N/A	NCDOT	21-May-2013	Nov. 2014	pending
	10a-6	P-5208H	Grier Road grade separation	10	Mecklenburg	NCRR 371.5	23-Apr-2013	Y	5/8/2013	NCDOT	21-May-2013	Jun. 2015	pending
	10a-7	P-5208I	Railroad Trackwork (Norfolk Southern)	10	Cabarrus, Mecklenburg	NCRR 360.0 - NCRR 372.2	31-Jul-2013	Y	8/13/2013	Norfolk Southern	28-Aug-2013	Nov. 2016	
	10a-8	P-5208J	Railroad signals (Norfolk Southern)	10	Cabarrus, Mecklenburg	NCRR 360.0 - NCRR 372.2	TBD	TBD	TBD	Norfolk Southern	TBD	Nov. 2016	
	10b	P-5206	Double Track from CP Reid to CP North Kannapolis	9									
	10b-1	P-5206A	Peeler Road grade separation and service roads.	9	Rowan	NCRR 338.2	19-Feb-2013	N	N/A	NCDOT	19-Mar-2013	Jul. 2015	Triangle Grading
	10b-2	P-5206B	Railroad roadbed from Reid to North Kannapolis Kimball Road Highway Work	9	Rowan	NCRR 337.1 - NCRR 347.6	23-Jul-2013	Y	TBD	NCDOT	20-Aug-2013	Nov. 2016	
	10b-3	P-5206C											
	10b-4	P-5206D											
	10b-6	P-5206F	Railroad Trackwork (Norfolk Southern)	9	Rowan	NCRR 337.1 - NCRR 347.6	TBD	TBD	TBD	Norfolk Southern	TBD	Nov. 2016	
	10b-7	P-5206G	Railroad signals (Norfolk Southern)	9	Rowan	NCRR 337.1 - NCRR 347.6	TBD	TBD	TBD	Norfolk Southern	TBD	Nov. 2016	
	10c	C-4901	Double Track from CP Bowers to CP Lake	9									
	10c-1	C-4901A	Railroad roadbed from Bowers to Lake	9	Davidson	NCRR 309.8 - NCRR 314.0	21-May-2013	Y	TBD	NCDOT	18-Jun-2013	May. 2016	
	10c-2	C-4901B	Upper Lake Road grade separation	9	Davidson	NCRR 311.1	19-Feb-2013	N	N/A	NCDOT	19-Mar-2013	May. 2015	D.H. Griffin
	10c-3	C-4901C	Turner Road grade separation	9	Davidson	NCRR 313.1	19-Feb-2013	N	N/A	NCDOT	19-Mar-2013	May. 2015	Blythe Dev. Co.
	10c-4	C-4901D	Railroad Trackwork (Norfolk Southern)	9	Davidson	NCRR 309.8 - NCRR 314.0	TBD	TBD	TBD	Norfolk Southern	TBD	May. 2016	
	10c-5	C-4901E	Railroad signals (Norfolk Southern)	9	Davidson	NCRR 309.8 - NCRR 314.0	TBD	TBD	TBD	Norfolk Southern	TBD	May. 2016	
	12	U-3459	Klumac Road Grade Separation	9	Rowan	NCRR 335.3	20-Nov-2012	N	N/A	NCDOT	18-Dec-2012	May. 2016	Blythe Construction
			Klumac - Railroad signals (Norfolk Southern)	9	Rowan	NCRR 335.3	21-May-2013	Y	6/4/2013	Norfolk Southern	14-Jun-2013	Sep. 2015	
	13	I-2304AE	Main Line Curve realignment at Duke	9	Davidson, Rowan	NCRR 327.3 - NCRR 327.9	23-Apr-2013	Y	5/7/2013	NCDOT	21-May-2013	May. 2014	pending
			Main Line Curve realignment at Duke Track (NS)	9	Davidson, Rowan	NCRR 327.3 - NCRR 327.9	31-Jul-2013	Y	8/14/2013	Norfolk Southern	23-Aug-2013	Mar. 2014	
			Main Line Curve realignment at Duke Signals (NS)	9	Davidson, Rowan	NCRR 327.3 - NCRR 327.9	TBD	TBD	TBD	Norfolk Southern	TBD	Feb. 2014	
	15a	P-5204	McLeansville Rd Grade Separation	7	Guilford	NCRR H8.0	20-May-2014	N	N/A	NCDOT	17-Jun-2014	Mar. 2016	
	17/18	U-4716A/C	Clegg to Nelson & Hopson Road										
			Siding from CP Clegg to CP Nelson & Hopson Road Grade Separation & Church Street Extension	5	Durham, Wake	NCRR H 63.2 - NCRR 69.0	23-Oct-2012	Y	11/6/2012	NCDOT	20-Nov-2012	Jul. 2015	Fred Smith Co.
	17/18	U-4716B	Railroad Trackwork (Norfolk Southern)	5	Durham, Wake	NCRR H 63.2 - NCRR 69.0	27-Jun-2013	Y	7/11/2013	Norfolk Southern	25-Jul-2013	Jul. 2015	
		U-4716C											
			Railroad signals (Norfolk Southern)	5	Durham, Wake	NCRR H 63.2 - NCRR 69.0	TBD	TBD	TBD	Norfolk Southern	TBD	Jul. 2015	
	19	P-5201	Morrisville Parkway Grade Separation										
		Morrisville Parkway Grade Separation Railroad Roadbed and Highway work	5	Wake	GS = NCRR H69.6 NCRR H69.0 - H70.6	17-Sep-2013	N	N/A	NCDOT	15-Oct-2013	Sep. 2016		
		Railroad Trackwork (Norfolk Southern)	5	Wake	GS = NCRR H69.6 NCRR H69.0 - H70.6	TBD	TBD	TBD	Norfolk Southern	TBD	Sep. 2016		
		Railroad signals (Norfolk Southern)	5	Wake	GS = NCRR H69.6 NCRR H69.0 - H70.6	TBD	TBD	TBD	Norfolk Southern	TBD	Sep. 2016		
30	U-8008	Sugar Creek Grade Separation	10	Mecklenburg	NCRR 374.2	TBD	Y	TBD	NCDOT	01-Feb-2015	May. 2018		
		Congestion Mitigation (Crossovers)											
80A	P-5005C	#20 Universal Crossover at South Weldon	1	Halifax	CSX A-86.4	TBD	TBD	TBD	CSX	01-Nov-2013	Feb. 2014		
60B	P-5005A	#20 Universal Crossover at Enfield	4	Halifax	CSX A-101.5	TBD	TBD	TBD	CSX	01-Dec-2013	Mar. 2014		
60C	P-5005B	#20 Universal Crossover at Armstrong	4	Edgecombe	CSX A-115.4	TBD	TBD	TBD	CSX	01-Jan-2014	Apr. 2014		
MLGS	9	P-5002	CRISP - NS/CSXT Main Line Grade Separation										
	9	P-5002A	North Church St. Crossing Closure	10	Mecklenburg		TBD	N	N/A	Charlotte	TBD	TBD	
		P-5002B	NC Music Factory Blvd & Maxwell CL Extension	10	Mecklenburg			PY	N	N/A	PY	PY	
		P-5002C	CSX Detour, Roadbed, Trough, Hwy. Bridges and Final Roadbed and Trackwork	10	Mecklenburg	Crossing NS 377.1 NS 376.6 - NS 377.6 CSXT SF329.5-SF331.0	17-Sep-2013	Y	TBD	NCDOT	19-Nov-2013	Apr. 2017	
		P-5002D	RR Bridges, Track and Signals (NS)	10	Mecklenburg	Crossing NS 377.1 NS 376.6 - NS 377.6 CSXT SF329.5-SF331.0	TBD	TBD	TBD	Norfolk Southern	TBD	Apr. 2017	
	P-5002E	Signals (CSXT)	10	Mecklenburg	Crossing NS 377.1 NS 376.6 - NS 377.6 CSXT SF329.5-SF331.0	TBD	TBD	TBD	CSX	TBD	Apr. 2017		
Station & Facilities	7	P-2918	Train Station Security Management System. Backup generators for 2 stations.	7,9	Alamance, Rowan	N/A	Feb-13	N	N/A	NCDOT	01-Mar-2013	Jan. 2014	
	11	P-5207	Kannapolis Station canopy	10	Cabarrus	NCRR 349.0	Nov-12	N	N/A	NCDOT	01-Dec-2012	Sep. 2013	Morlande Constr.
	24	P-2918	Public Information Display Systems	5,7,9,10	Varies	N/A	Jun-13	N	N/A	NCDOT	01-Jul-2013	TBD	

For more information please visit [www.piedmontrailbiz.com](http://www.piedmontrailbiz.com)

MONDAY: 1:30 til 3:00

*Session Heritage A*

## **Design Process Improvements**

*Session Heritage B*

## **Multi-Modal Approaches to Development Opportunities**

*Session Heritage C*

## **Developing the 21<sup>st</sup> Century DOT**

*Laurel*

## **Managing our Roadside Assets**

MONDAY: 3:15 til 4:45

*Session Heritage A*

## **Faster Implementation of Processes & Projects**

*Session Heritage B*

## **Transportation & Economic Links**

*Session Heritage C*

## **Improving Our Communication**

*Laurel*

## **Using Management Systems for Better Decisions**

TUESDAY: 8:30 til 10:00

*Session Heritage A*

## **Project Selection Processes**

*Session Heritage B*

## **Project Finance Tools & Analysis**

*Session Heritage C*

## **Beyond Traditional Design Build**

*Laurel*

## **Data Driven Traffic Operations & Safety Evaluations**

TUESDAY: 10:30 til 12:00

*Session Heritage A*

**NEPA/Project Development Process  
Improvements**

*Session Heritage B*

**Public/Private Partnerships**

*Session Heritage C*

**Innovative Delivery Options**

*Laurel*

**Freeway Optimization Strategies**

TUESDAY: 1:30 til 3:00

*Session Heritage A*

## **Context Sensitive Project Design**

*Session Heritage B*

## **States Driving Revenue Reform**

*Session Heritage C*

## **Using Technology for Process Improvement**

*Laurel*

## **Rebuilding Aging Interstates – Options & Opportunities**

TUESDAY: 3:30 til 4:30

*Session Heritage A & Session Heritage B*

CLOSING SESSION AND AWARDS

**Future of the US Highway Trust Fund**





# North Carolina I-95 Economic Assessment Study

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## *Public Meeting Materials*



May 2013



*1000 copies of this handout were printed at a cost of \$4.27 each.*



## I-95 Economic Assessment Public Meeting Materials



### STUDY PURPOSE

In 2012, the General Assembly directed that an economic assessment be conducted in response to community concerns about NCDOT's proposed plan to improve I-95. The study provides information to address the following questions:

- **Should we improve I-95 or not?**  
What are the positive and negative impacts on the economy in either case?
- **If we do make substantial improvements to I-95, how will we pay for it?**  
What are our alternatives?
- **In all cases, what are the positive and negative impacts?**  
What are the trade-offs of each choice?

### KEY IMPACTS TO BE STUDIED

The study examines both the positive and negative impacts of the proposed improvements to I-95 and the impacts of the different ways of paying for those improvements. These impacts include, but are not limited to the:

- Increased or decreased cost of doing business for current businesses along the highway;
- Increased or decreased cost to residents that use the highway on a regular basis;
- Increased or decreased cost of travel for tourists;
- Impact on future economic development opportunities; and
- Traffic impacts from vehicles that may decide to use other roads.

### STUDY SCHEDULE

The economic assessment kicked off on October 1, 2012. It will be completed in May 2013.

## WE WANT TO HEAR FROM YOU!

Getting input from residents and businesses who live and work along I-95 is a very important part of the study.

The study team will gather input through interviews, surveys, and meetings with:

- An Advisory Council, with representatives from:
  - » NC Travel and Tourism Coalition
  - » NC Chamber
  - » NC Trucking Association
  - » NC Retail Merchants Association
  - » NC Travel Industry Association
  - » NC Farm Bureau, North Carolina State University
  - » No Tolls I-95 Coalition
- Citizens
- Elected Officials
- Local Governments
- Business Owners and Managers along the Corridor
- Employees
- Economic Development Professionals
- Land Developers
- Trucking Industry
- Shippers
- Agriculture Industry
- Warehousing/ Distribution Facilities
- Manufacturing Firms
- Tourism and Travel Businesses
- Ports
- Construction Industry

## ADDITIONAL INFORMATION

Details about this study and the proposed improvements to I-95 are available at:

<http://www.driving95.com>

All study materials will be available on the web site.

## CONTACT US

You can contact NCDOT and the study team using the following methods:

E-mail comments can be sent to:

[comments@driving95.com](mailto:comments@driving95.com)

Verbal comments can be left at:

**Driving95 Toll-Free Hotline**  
**1-(877)-I95-VIEW**

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**Derrick Lewis, P.E.**

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# I-95 Economic Assessment Involving the Public and Stakeholders



## HOW WERE THE PUBLIC AND STAKEHOLDERS INVOLVED IN THE I-95 ECONOMIC ASSESSMENT?

The I-95 Economic Assessment was conceived in response to citizens' questions and concerns about the potential economic impact of tolling I-95 in North Carolina. In order to fully understand and address these concerns, extensive public and stakeholder outreach, utilizing numerous different methods, was conducted throughout the study.

### Overview of Public and Stakeholder Outreach Activities

Advisory Council	Surveys	Interviews	Website	Meetings	Focus Groups
<ul style="list-style-type: none"> <li>• Interviews</li> <li>• Meetings</li> <li>• Electronic Updates</li> </ul>	<ul style="list-style-type: none"> <li>• Trucking Industry</li> <li>• General Public</li> </ul>	<ul style="list-style-type: none"> <li>• Shippers</li> <li>• Agriculture</li> <li>• Trucking Industry</li> <li>• Economic Developers</li> <li>• Site Selection Consultants</li> <li>• County Engineers</li> <li>• Tourism Officials</li> <li>• NCDOT Management</li> </ul>	<ul style="list-style-type: none"> <li>• Study Updates</li> <li>• Fact Sheets</li> <li>• Meeting Notices</li> <li>• Comments</li> <li>• Public Survey Link</li> </ul>	<ul style="list-style-type: none"> <li>• No Tolls I-95 Board</li> <li>• Advisory Council</li> <li>• NCDOT Management</li> <li>• County Commission Briefings</li> <li>• Public Meetings</li> </ul>	<ul style="list-style-type: none"> <li>• Shippers</li> <li>• Trucking Industry</li> <li>• Economic Developers</li> <li>• Tourism Stakeholders</li> <li>• General Public</li> <li>• Agricultural Businesses</li> <li>• Roadway Contractors</li> </ul>

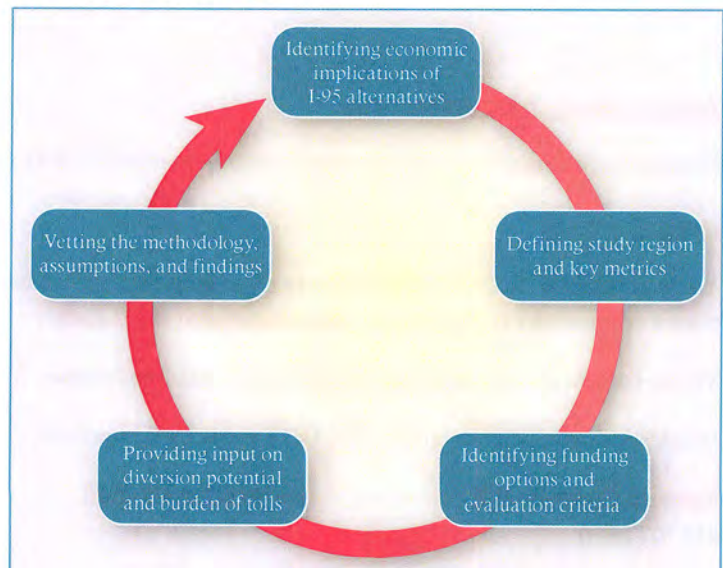
## WHO SERVED ON THE ADVISORY COUNCIL AND WHAT WAS THEIR ROLE?

The first step in getting the study underway was the appointment of an Advisory Council. The Advisory Council membership included representatives from key stakeholder groups that voiced concerns over the potential tolling of I-95 in order to fund I-95 improvements.

Members represented:

- North Carolina Retail Merchants Association;
- North Carolina Travel Industry Association;
- North Carolina Chamber of Commerce;
- North Carolina State University (Agriculture and Resource Economics);
- North Carolina Trucking Association;
- North Carolina Farm Bureau; and
- North Carolina Travel and Tourism Coalition;
- No Tolls I-95 Coalition.

### The Role of the Advisory Council



## WHAT DID THE STAKEHOLDERS HAVE TO SAY?

While there are many mixed feelings about the proposed I-95 project and ways of funding it, there are some common viewpoints across all the stakeholder groups:

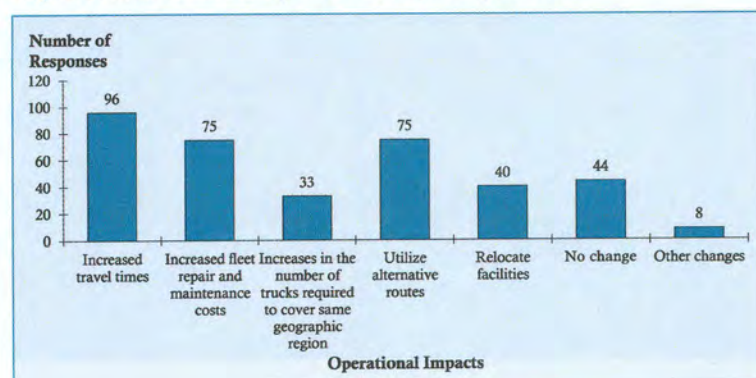
- Good roads are vital to economic well-being and the future of both the region and the state.
- Transportation funding needs to be addressed at the federal and state levels, not just at the corridor level.
- The first priority should be to end all transfers from Highway Fund and Highway Trust Fund.
- I-95 needs improving in the future and the emphasis should be on outdated interchanges, medians, shoulders, and bridges.
- While traffic growth is expected, stakeholders feel most of that growth will be generated outside of the state.
- If tolls are implemented on I-95, there needs to be a way for local businesses and residents to pay reduced rates or no tolls at all.
- With exception of motor carriers, user fees (such as tolls) are viewed by many people as a good way to fund transportation as long as they are applied equitably.
- No one wants to pay more, but I-95 is important, so necessary improvements must be made.

## How important will it be to add lanes to I-95 in the future?

	Response Percent	Response Count
Very Important	44.1	881
Somewhat Important	29.6	592
Neutral	12.5	249
Not Important	11.9	237
Don't Know	1.9	38

Source: I-95 Economic Assessment Public Survey, April 2013.

## If improvements are not undertaken on I-95 in North Carolina in the next 20 years, what are the likely impacts on your operations?



Source: I-95 Economic Assessment Trucking Industry Survey, Fall 2012, American Transportation Research Institute.

## ADDITIONAL INFORMATION

Details about this study and the proposed improvements to I-95 are available at <http://www.driving95.com>.

## CONTACT US

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## I-95 Economic Assessment

# Transportation Funding in North Carolina

### HOW ARE ROADS FUNDED IN NORTH CAROLINA?

Roads in North Carolina are primarily funded from three sources:

- Federal funds;
- North Carolina Highway Fund; and
- North Carolina Highway Trust Fund.

#### Legislated Restrictions on Use of State Funds

The Highway Fund is used to:

- Maintain the road network;
- Fund administrative operations of NCDOT; and
- Support multimodal programs.

The Highway Trust Fund is used to:

- Support construction and maintenance of 3,600 miles of highways within the State; and
- Construction of Urban Loop Highways.

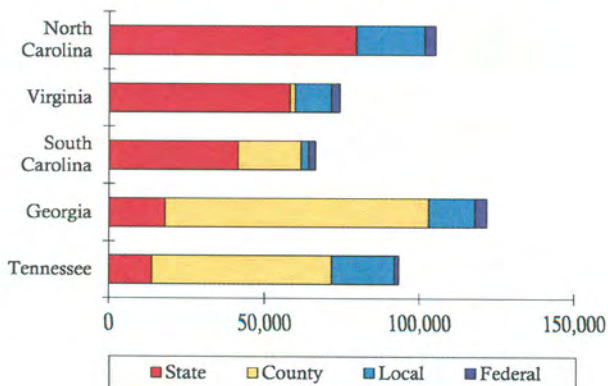
### State-Level Transportation Funding Sources in North Carolina

	Highway Fund	Highway Trust Fund
Motor Fuels Excise Tax	•	•
Highway Use Tax		•
Title and Registration Fees	•	•
Lien Recording Fees		•
Driver's License Fees	•	
Dealer and Manufacturer License Fees	•	
Financial Security Restoration Fees	•	
International Registration Tax	•	
Oversize/Overweight Permits	•	
Penalties	•	
Safety Equipment Process Fees	•	
Vehicle Registration Fees	•	
Truck License Plate Fees	•	
Interest Earned on Cash Balances	•	•

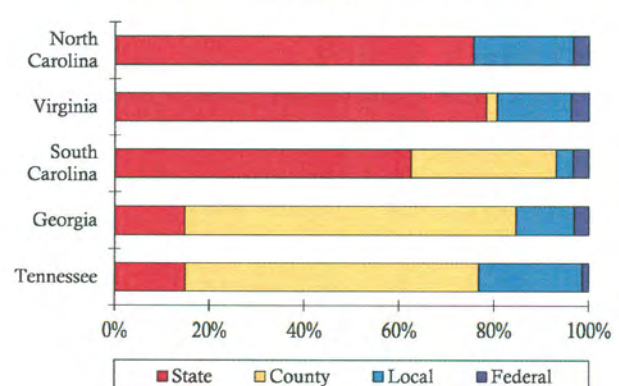
### HOW DOES NORTH CAROLINA COMPARE TO SURROUNDING STATES?

North Carolina differs in both the way it pays for roadways and in the ownership and responsibility for constructing, maintaining, and operating the road system. In North Carolina, the State is responsible for funding and maintaining a significantly larger share of the State's total road network than any surrounding state. In fact, North Carolina is second only to Texas in terms of the number of state-maintained lane-miles.

#### Miles of Public Roads by Ownership



#### Share of Funding for Public Roads



### Benchmarking Common Transportation Revenue Sources

	North Carolina	Virginia <sup>a</sup>	Georgia	South Carolina	Tennessee
Gas Tax (cents per gallon)	37.5	17.5	16.6	16	20
Excise Tax on Vehicle Sales	3%	3%	4% <sup>b</sup>	6% <sup>b</sup>	7% <sup>b</sup>
Noncommercial Driver's License Fee (dollars per year)	\$4.00	\$4.00	\$4.00	\$2.50	\$3.50
Vehicle Registration Fee (passenger car)	\$28.00	\$40.75	\$20.00 <sup>b</sup>	\$12.00	\$26.00

<sup>a</sup> Virginia recently passed transportation funding reform that will take effect July 1, 2013.

<sup>b</sup> Taxes not specifically dedicated to transportation.

While North Carolina has a relatively high state gas tax, it is in line with surrounding states with regards to other state fees and taxes for transportation. In addition, there is no county road system in North Carolina, which means there are no county taxes to fund roadways. Despite the State's higher than average gas tax, North Carolina ranks 49<sup>th</sup> in the U.S. in terms of dollars expended per mile on its roadway system. Only South Carolina spends less on its roadways per mile.

North Carolina, like most other states, faces a significant funding gap between anticipated transportation needs and anticipated revenue. NCDOT estimates that existing funding sources are anticipated to cover only 47 percent of the State's needs through 2040.<sup>1</sup>

**Cost to Maintain Road Network  
(Cost per Mile)**



<sup>1</sup> NCDOT 2040 Plan.

### ADDITIONAL INFORMATION

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## I-95 Economic Assessment

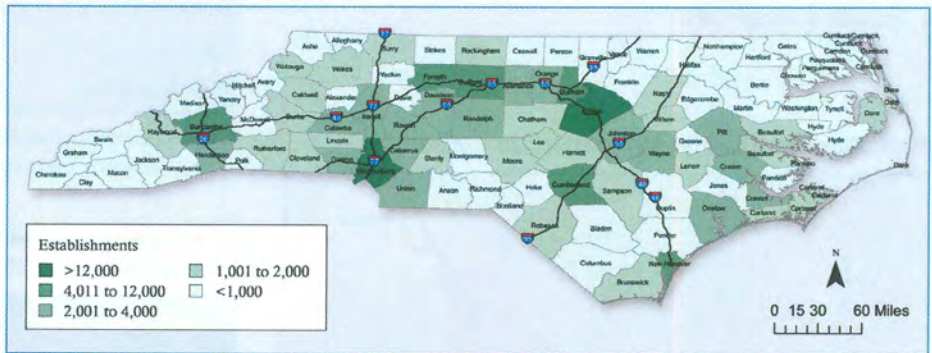
# Economic Development in the I-95 Corridor

### HOW IMPORTANT IS I-95 TO ECONOMIC DEVELOPMENT?

There are over 15,000 business establishments located in the I-95 Corridor providing jobs for nearly 500,000 people.

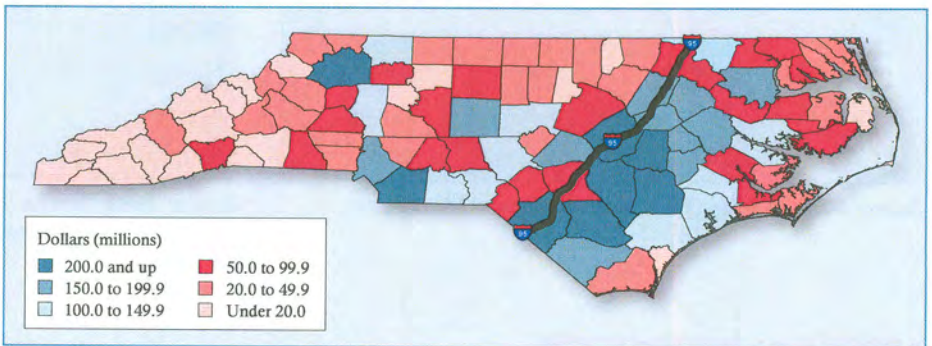
- Cumberland and Johnston Counties have the largest number of businesses, with over 5,100 and 2,700 establishments, respectively.
- Fort Bragg in Cumberland County ranks among the top 10 largest military bases in the country.
- The I-95 Corridor is home to over 500 manufacturers, including global leaders in pharmaceuticals, diesel engines, and tires.
- At \$77 billion a year and employing close to one of every five North Carolinians, agribusiness is the state's biggest industry. Animal agriculture (swine, poultry, cattle, and dairy) comprises 6 of North Carolina's top 12 commodity groups.
- Four of the top five North Carolina counties for crop production are located along the I-95 Corridor.
- Other top industries dependent on I-95 include manufacturing, warehousing and distribution, healthcare, and tourism industries, including eating and drinking establishments and accommodations.

### Business Establishments in North Carolina



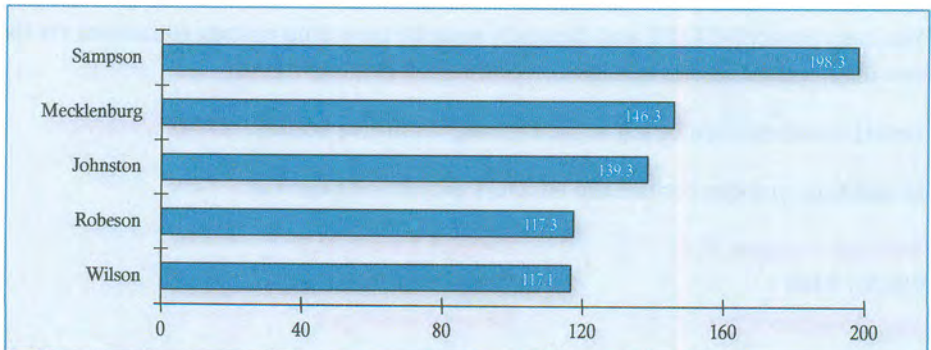
Source: North Carolina Department of Commerce, Labor, and Economic Analysis Division.

### County Cash Receipts from Farm Activity, 2011 Includes Crops, Livestock, and Government Payments



Source: North Carolina Annual Agriculture Statistics, 2012, North Carolina Department of Agriculture.

### Leading Counties for Crop Revenue Million Dollars



Source: North Carolina Annual Agriculture Statistics, 2012, North Carolina Department of Agriculture.

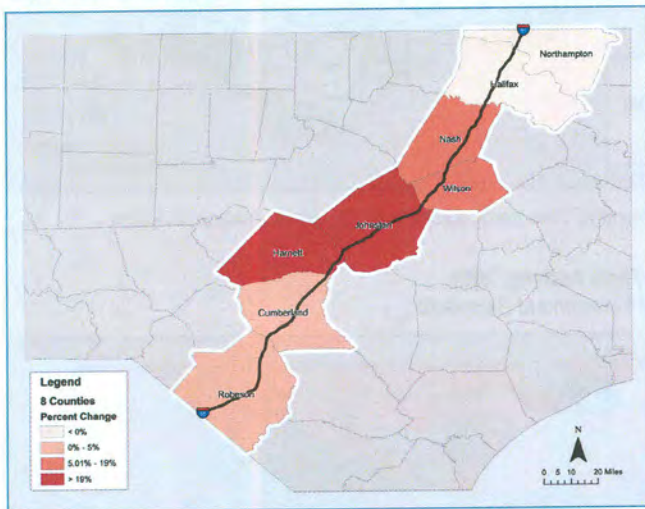


## HOW WILL THE REGION GROW IN THE FUTURE?

The I-95 Corridor accounts for over 10 percent of North Carolina's population and is expected to add over 150,000 people in the next 20 years.

- Johnston and Harnett Counties are leading the growth.
- North Carolina and the Southeastern states linked by I-95 are among the fastest growing in the country, comprising over 25 percent of all U.S. population growth through 2030.

### Population Growth on the I-95 Corridor, 2010-2030



Source: North Carolina Office of State Budget and Management.

### 2011 Manufacturing Establishments and Employment in the I-95 Counties

Area Name	Establishments	Average Employment
Johnston	121	6,207
Cumberland	117	7,095
Nash	99	7,006
Wilson	94	8,139
Harnett	65	1,137
Robeson	61	5,837
Halifax	33	1,843
Northampton	12	359

Source: North Carolina Department of Commerce, Division of Employment Security, Quarterly Census of Employment and Wages (QCEW).

### 2011 Warehousing and Distribution Establishments and Employment in the I-95 Counties

County	Establishments	Average Employment
Cumberland	14	1,253
Robeson	8	62
Johnston	7	305
Wilson	7	35
Nash	5	92
Halifax	4	48
Harnett	N/A	N/A

Source: North Carolina Department of Commerce, Division of Employment Security, Quarterly Census of Employment and Wages (QCEW).

## ADDITIONAL INFORMATION

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## CONTACT US

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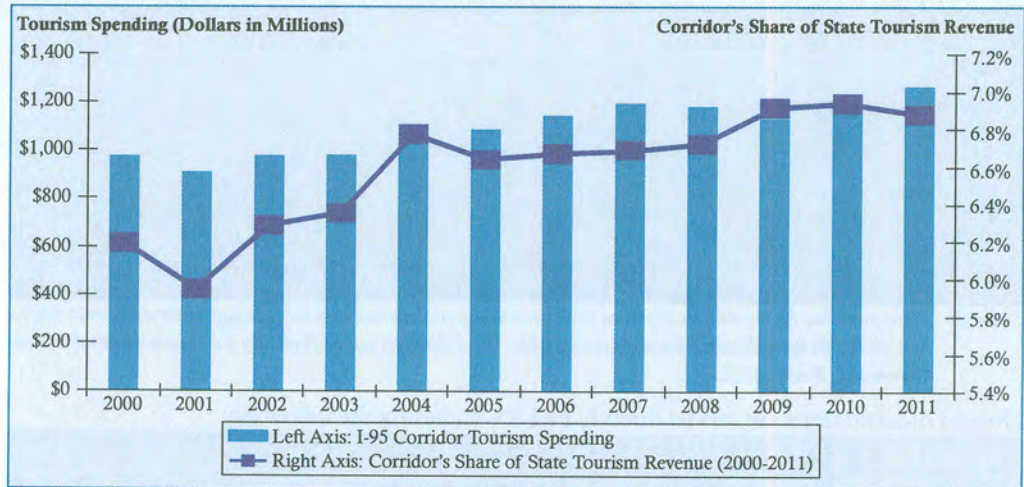
## I-95 Economic Assessment Tourism on the I-95 Corridor

### HOW IMPORTANT IS I-95 TO TOURISM?

The I-95 Corridor brings in thousands of visitors on an annual basis to the many diverse attractions in the area. It also serves as a jumping off point for the North Carolina Coast and it is a popular overnight stop for people driving from the Northeast to Florida.

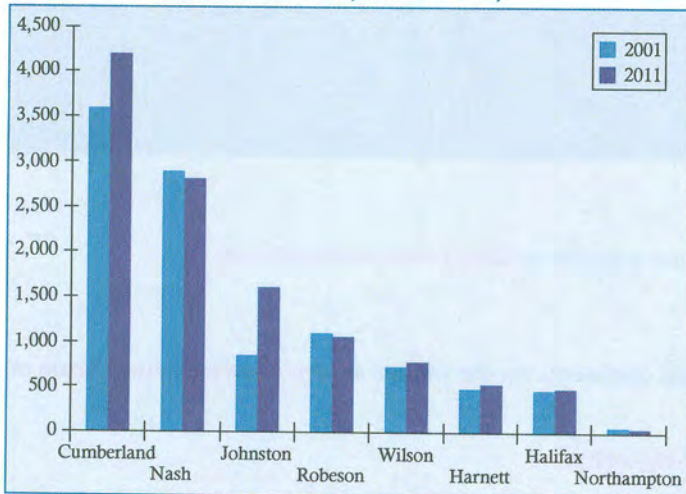
- In 2011, visitors to the I-95 Corridor spent \$1.3 billion, and the region accounted for about 7 percent of total visitor spending in the state.
- The tourism industry directly employed over 11,500 people in the I-95 Corridor region in 2011.
- Travel expenditures in the I-95 Corridor have been growing and the region's share of total North Carolina tourism spending is increasing.

Tourism Spending in the I-95 Corridor and Corridor's Share of State Tourism Revenue (2000 to 2011)



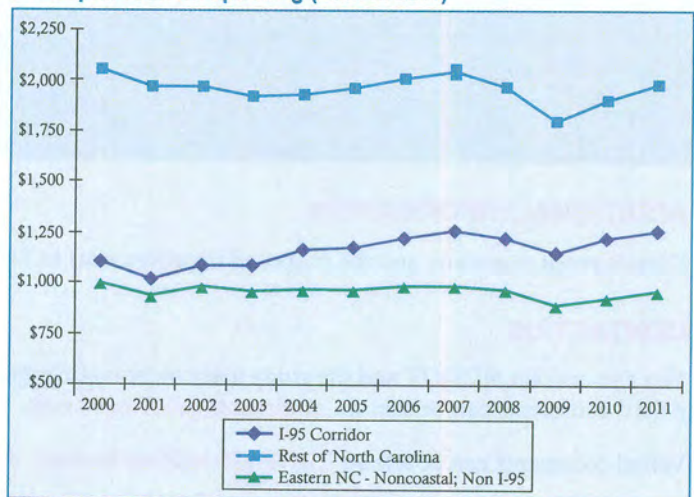
Source: North Carolina Department of Commerce and calculated by Cambridge Systematics; annual spending figures adjusted to 2011 dollars.

Tourism Jobs in the I-95 Corridor (2001 and 2011)



Source: North Carolina Department of Commerce, analysis conducted by Cambridge Systematics, Inc.

Per Capita Tourism Spending (2000 to 2011)



Source: North Carolina Department of Commerce, calculated by Cambridge Systematics, Inc.; per capita tourism spending is in 2011 dollars. The "non coastal, non-I-95 counties" in this tabulation include Hertford, Gates, Bertie, Martin, Pitt, Greene, Wayne, Lenoir, Duplin, Sampson, Bladen, and Columbus counties.

## HOW DO THE REGION'S HOTELS AND MOTELS DEPEND ON I-95?

- In total, there are over 14,000 hotel rooms in the eight counties located along the Corridor.
- Average occupancy generally ranges from 60 to 70 percent, for a corridor-wide average of approximately 64 percent.
- Based on occupancies and average rates, the Corridor's hotels generate an estimated \$227 million in revenue per year (these data correspond to late 2011 through late 2012) from 3.3 million annual room nights.

### Hotel Room Inventory, Rates, and Occupancy on I-95

County	Rooms	Occupancy	Occupied Rooms Per Night	Annual Room Nights	Nightly Rate	Annual Revenue	Pass-through Share of Guests	Pass-through Lodging Revenue
Northampton	100	N/A	60	21,900	\$51.00	\$1,116,900	N/A	N/A
Halifax	1,040	57%	593	216,372	\$64.00	\$13,847,808	N/A	N/A
Nash	2,600	N/A	1,560	569,400	N/A	\$39,858,000	80%	\$31,886,400
Wilson	1,400	71%	994	362,810	\$70.00	\$25,396,700	80%	\$20,317,360
Johnston	1,700	N/A	1,020	372,300	\$60.00	\$22,338,000	66%	\$14,743,080
Harnett	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Cumberland	5,900	66%	3,894	1,421,310	\$73.00	\$103,755,630	30%	\$30,815,422
Robeson	1,450	65%	943	344,013	\$60.00	\$20,640,750	90%	\$18,576,675
<b>Total</b>	<b>14,190</b>	<b>64%</b>	<b>9,063</b>	<b>3,308,105</b>	<b>\$68.60</b>	<b>\$226,953,788</b>	<b>69%</b>	<b>\$116,338,937</b>

Sources: Data provided by tourism authorities and convention and visitors bureaus through interviews and other documentation, December 3-6, 2012. Not all CVBs have detailed hotel data available. Pass-through guests typically stay one night on their way elsewhere. Calculations are by Cambridge Systematics.

Dozens of attractions are served directly by I-95, including the following:

Attraction	City	County	Annual Visitors
Airborne and Special Operations Museum	Fayetteville	Cumberland	144,289
Medoc Mountain State Park	Brinkleyville	Halifax	102,580
Rocky Mount Sports Complex	Rocky Mount	Nash	74,332
Clemmons Educational State Forest	Clayton	Johnston	50,000
Historic Halifax	Halifax	Halifax	32,074
Vollis Simpson Windmill Farm	Lucama	Wilson	27,500
Sylan Heights Bird Park	Scotland Neck	Halifax	23,000
North Carolina Coastal Plains Museum	Wilson	Wilson	20,000
Nestus Freeman Roundhouse Museum	Wilson	Wilson	20,000
Imagination Station Science Museum	Wilson	Wilson	20,000
North Carolina Baseball Museum	Wilson	Wilson	12,000
Ava Gardner Museum	Smithfield	Johnston	12,000
Tobacco Farm Life Museum	Kenly	Johnston	10,000

## ADDITIONAL INFORMATION

Details about this study and the proposed improvements to I-95 are available at <http://www.driving95.com>.

## CONTACT US

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I-95 Economic Assessment

# Traffic Modeling and Forecasts for I-95

A key component of the North Carolina I-95 Economic Assessment was to understand existing passenger and truck travel patterns within the I-95 corridor, future traffic growth, and sensitivity of travelers to tolls.

### HOW MUCH TRAFFIC IS ON I-95?

- Currently, traffic levels are generally acceptable on I-95 and congestion is primarily related to holiday traffic and traffic incidents.
- On average, traffic incidents on I-95 in North Carolina give rise to nearly 200,000 hours of delay for automobiles and 42,000 hours of delay for trucks annually.

#### Average Daily Traffic, 2011

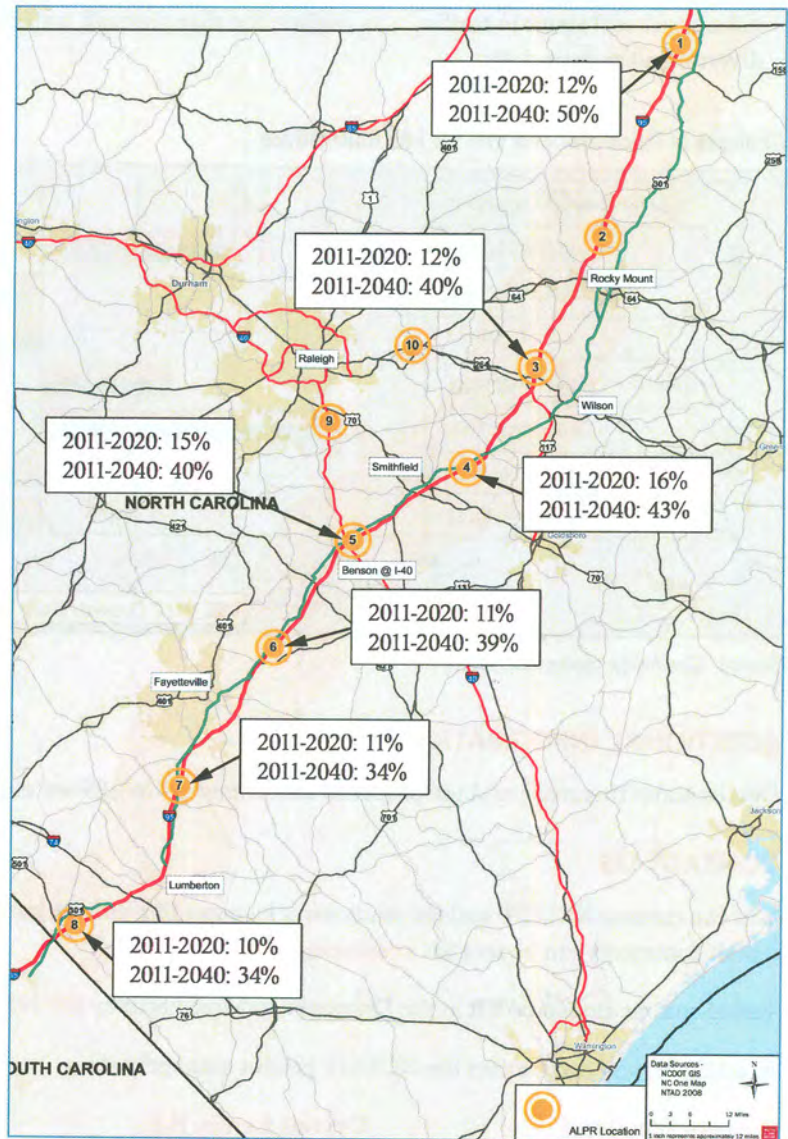
	Autos	Trucks
I-95	14,288	2,842
U.S. 301	2,656	184
Other Freeways	16,510	1,333
Major Roads, Within Corridor	2,170	140
Major Roads, Outside Corridor	2,143	181

Source: Cambridge Systematics, Inc. analysis of NCDOT data.

### HOW MUCH WILL TRAFFIC ON I-95 GROW?

- Growth in traffic on I-95 in North Carolina is projected to range between 12 to 16 percent from 2011 to 2020.
- Growth in traffic on I-95 in North Carolina is projected to range between 34 and 50 percent from 2011 to 2040.
- In 2040, this means there will be an additional 3.5 to 5 vehicles for every 10 vehicles on the road today.

### Projected Traffic Growth on I-95



Source: I-95 Corridor Planning and Finance Study, September 2011.

## HOW DOES TOLLING IMPACT THE TRAFFIC FORECASTS?

The travel demand model generated forecasts of traffic levels in terms of total Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT). Results indicate:

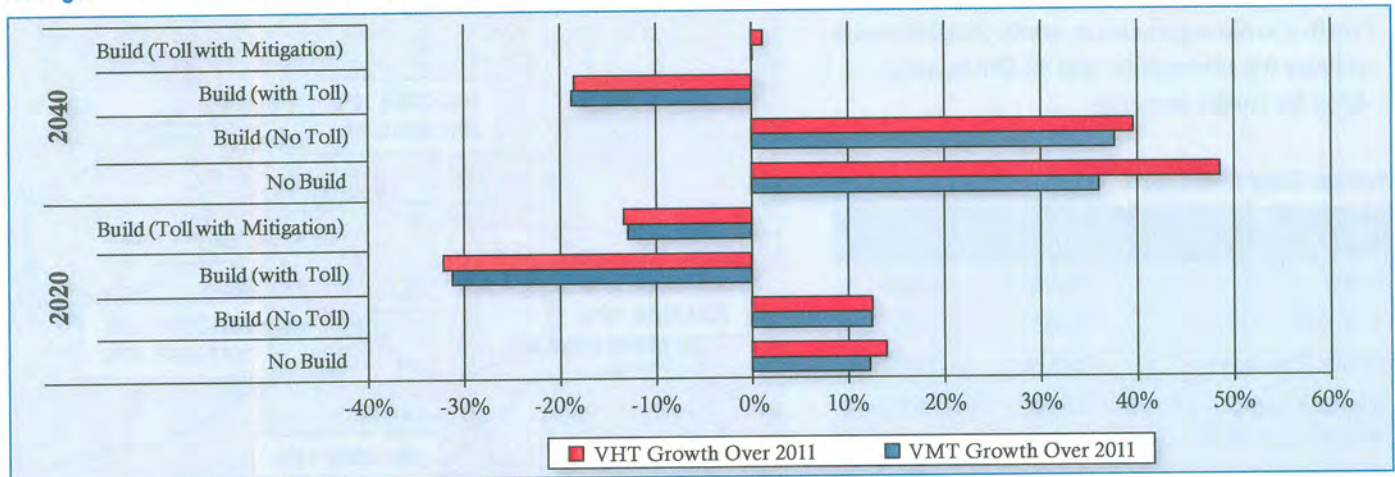
- Failure to expand I-95 leads to higher growth in VHT than VMT, indicating increased congestion;
- Adding tolls results in a decline in VMT and VHT on I-95, indicating traffic will divert;
- Both failure to improve I-95 and tolling I-95 will result in traffic diverting away from I-95;
- Diversion from I-95 due to tolls is higher in the earlier years than in later years;
- Offering lower tolls to locals through mitigation strategies reduces diversion from I-95; and
- Local traffic diverts at a much higher rate than through traffic.

## Percentage of Traffic Projected to Divert Off of I-95 Due to Tolls (includes reduced rate for local travelers)



Source: Cambridge Systematics, Inc.

## Changes in Truck VMT and VHT for I-95 Alternatives



Source: Cambridge Systematics, Inc.

## ADDITIONAL INFORMATION

Details about this study and the proposed improvements to I-95 are available at <http://www.driving95.com>.

## CONTACT US

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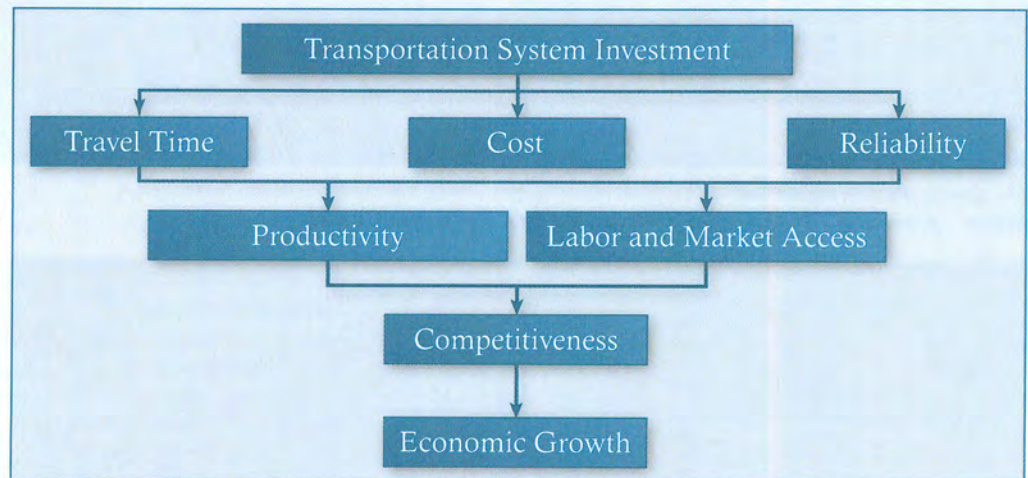


# I-95 Economic Assessment Economic Impact of I-95 Alternatives

## HOW DOES I-95 AFFECT THE ECONOMY?

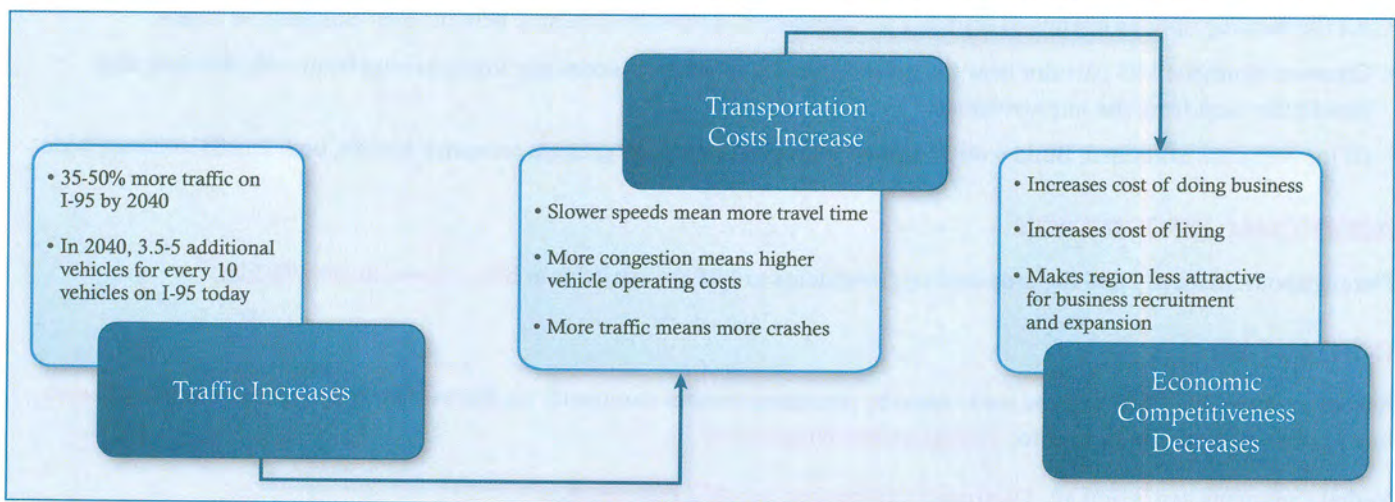
Investing in I-95 is vital to the economy because the quality of transportation impacts the cost of doing business. These factors directly impact:

- Productivity;
- Access to markets and labor;
- The region's and state's economic competitiveness; and
- Overall growth of our economy.



## WHAT HAPPENS IF I-95 IS NOT IMPROVED?

The analysis indicates that failure to improve and expand I-95 in North Carolina will lead to increased traffic levels and worsening congestion, which will result in a loss of economic opportunities for the I-95 Corridor region and the state as a whole.



## WHAT ARE THE TRADE-OFFS OF THE ALTERNATIVES?

The key metrics used to evaluate the economic tradeoffs of the I-95 alternatives are:

- Changes in transportation costs;
- Changes in Gross Regional Product or the overall size of the economy;
- Changes in personal income;
- Changes in the number of jobs; and
- Toll costs for North Carolina residents and businesses.

Total Impact (2014-2050)	Business As Usual	Build, No Funding Specified	Build, Tolls	Build, Mitigated Tolls
Business Transportation Costs (\$ Billions)	\$66.9	(\$67.3)	(\$62.4)	(\$62.3)
Toll Cost (\$ Billions)	–	–	\$9.6	\$5.1
Gross Regional Product (\$ Billions)	(\$78.4)	\$85.0	\$77.8	\$82.6
Personal Income (\$ Billions)	(\$72.6)	\$79.1	\$67.6	\$77.6
Jobs (Average Annual Full-Time)	(16,352)	19,105	16,872	16,925

(-) – denotes negative impact/loss.

Source: Cambridge Systematics, Inc. analysis using the REMI economic model.

Metric	10-Year Dedicated Sales Tax	Revenue Package (Sales Tax, Highway Use Tax, Vehicle Registration Fee)	Personal Income Tax	Motor Fuels Tax
Gross Regional Product (\$ Billions)	\$66.3	\$74.7	\$76.4	\$77.7
Personal Income (\$ Billions)	\$46.4	\$58.2	\$61.4	\$64.2
Jobs (Average Annual Full-Time)	12,673	16,072	16,616	16,845

## WHAT ARE THE KEY FINDINGS OF THE ECONOMIC ASSESSMENT?

- Transportation costs increase significantly under Business As Usual.
- Business As Usual on I-95 will cost the state an average of over 16,000 jobs annually.
- All the funding options examined lead to a net increase in statewide economic benefits over Business As Usual.
- Counties along the I-95 corridor bear the greatest burden in terms of economic losses arising from tolls, but they also benefit the most from the improvements.
- Of the scenarios examined, Build with Mitigated Tolls gives rise to the greatest economic benefit, both locally and statewide.

## ADDITIONAL INFORMATION

Details about this study and the proposed improvements to I-95 are available at <http://www.driving95.com>.

## CONTACT US

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## What Do You Think?

We want to know what you think about the I-95 Economic Assessment. Here is a comment form for you to complete. You can leave it with a Study Team member tonight, mail it later, or go to [www.driving95.com](http://www.driving95.com) to comment online. Thank you for being part of this process. Your view matters!



Please use this comment sheet to provide comments on the I-95 Economic Assessment for North Carolina. Tell us about yourself! Please note that providing your contact information will allow us to respond to any questions or concerns you raise and keep you informed about future plans for I-95 in North Carolina. In order to make sure your comment is legible, please print.

First Name: \_\_\_\_\_ Last Name: \_\_\_\_\_

Company/Organization: \_\_\_\_\_

Street Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Email Address: \_\_\_\_\_

What are your general impressions about the economic assessment?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Based on the study findings, how do you think NCDOT should proceed?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

What alternative funding options are best suited for I-95 improvements? Why?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Other comments?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### Join Us Online

Visit our website at [driving95.com](http://driving95.com) for updated information, details about the study, and to comment electronically. Find out about local public meetings and sign up for updates on the progress of the study.

We would also love to hear from you through our social media communities on Facebook, Twitter, and YouTube.





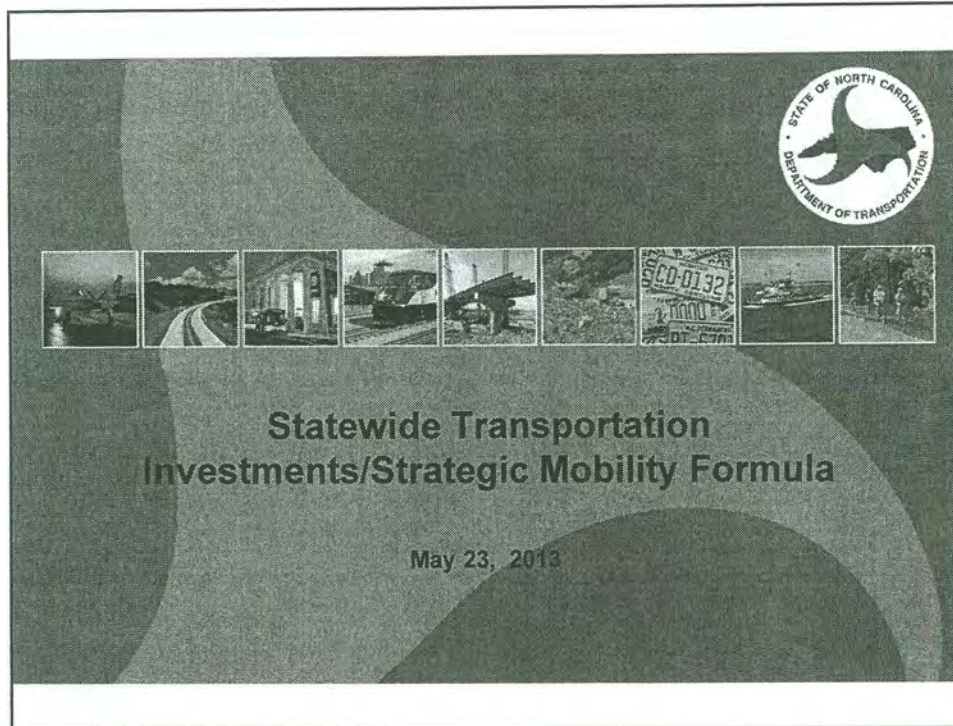
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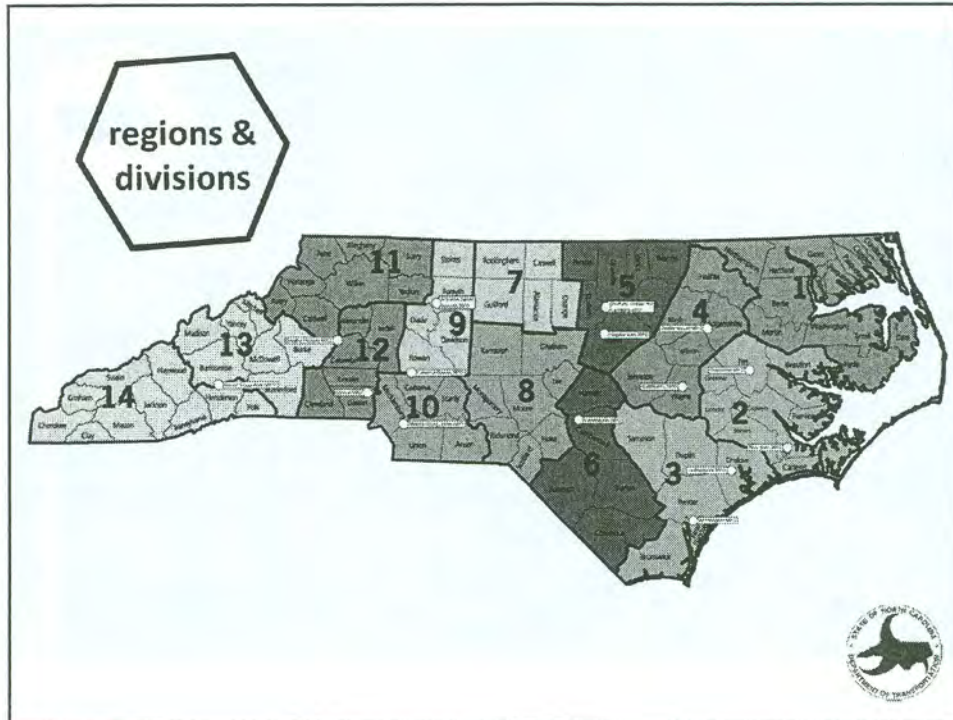
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Derrick Lewis, P.E.  
NCDOT Feasibility Studies Unit  
1534 Mail Service Center  
Raleigh, NC 27699-1534







**Proposed Requirements – Strategic Mobility Formula**

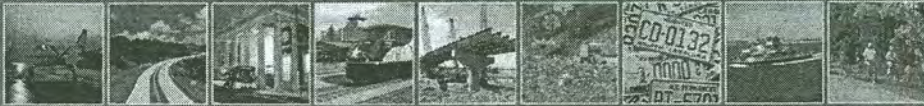
**Combines traditional Equity-eligible funds, Urban Loop funds, Mobility Funds, Powell Bill, and Secondary Roads paving**

**Funds obligated for projects scheduled for construction by July 1, 2015 are not subject to formula**

**All capital expenditures, regardless of mode, will be funded from Highway Trust Fund. All modes must compete for the same funds**

**Local Input will be part of the scoring criteria for all Regional Impact and Division Needs projects**

4



### Proposed Requirements – Strategic Mobility Formula


**Projects (regardless of mode) will be scored on a 0-100 point scale**

**Incentive For Local funding (highway projects only)**

- 50% of local commitment of non-State/Federal funds will be returned to local area for other high scoring projects in that area

**Operations and Maintenance expenditures will be funded from Highway Fund**

5



### Proposed Requirements – Strategic Mobility Formula

**Projects funded from these categories will be excluded and will be evaluated through separate prioritization processes**

- Congestion Mitigation and Air Quality (CMAQ)
- Competitive/Discretionary grants
- Appalachian Development Highway System projects


**Funds included in the applicable category (Statewide, Regional, Division) but not subject to prioritization criteria:**

- Bridge Replacement
- Interstate Maintenance
- Highway Safety Improvements

**Funds included in the computation of Division equal share but will be evaluated through separate prioritization processes:**

- STP-DA
- Transportation Alternatives
- Rail-highway crossing program


6



### Proposed Eligibility Definitions - Highways


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

7



### Proposed Highway Project Scoring Overview

	Statewide Mobility	Regional Impact	Division Needs
Eligible Projects:	<ul style="list-style-type: none"> <li>• Statewide</li> </ul>	<ul style="list-style-type: none"> <li>• Statewide</li> <li>• Regional</li> </ul>	<ul style="list-style-type: none"> <li>• Statewide</li> <li>• Regional</li> <li>• Division</li> </ul>
Overall Weights:	100% Quantitative Data	70% Quantitative Data / 30% Local Input	50% Quantitative Data / 50% Local Input
Quant. Criteria	<ul style="list-style-type: none"> <li>• Benefit-Cost</li> <li>• Congestion</li> <li>• Economic Comp.</li> <li>• Safety</li> <li>• Freight</li> <li>• Multimodal</li> <li>• Pavement Condition</li> <li>• Lane Width</li> <li>• Shoulder Width</li> </ul>	<ul style="list-style-type: none"> <li>• Benefit-cost</li> <li>• Congestion</li> <li>• Economic Comp.</li> <li>• Safety</li> <li>• Freight</li> <li>• Multimodal</li> <li>• Pavement Condition</li> <li>• Lane Width</li> <li>• Shoulder Width</li> <li>• Accessibility/Connectivity</li> </ul>	<ul style="list-style-type: none"> <li>• Benefit-cost</li> <li>• Congestion</li> <li>• Economic Comp.</li> <li>• Safety</li> <li>• Freight</li> <li>• Multimodal</li> <li>• Pavement Condition</li> <li>• Lane Width</li> <li>• Shoulder Width</li> </ul>
Notes:	Projects Selected Prior to Local Input	Quant. Criteria can be different for each Region	Quant. Criteria can be different for each Division



### Investment Strategy Formula

**Statewide Strategic Mobility Projects**


Projects will be scored on 100% data driven process

Single investment strategy statewide

Projects that address cost effective statewide needs and promote economic and employment growth.

Project Cap – No more than 10% of Statewide Mobility funds over 5 years (~\$300M) may be assigned to a single project or contiguous projects in the same corridor in a single Division or adjoining Divisions.


9



### HIGHWAY – Statewide Mobility Recommended Criteria

Criteria	Weight (House)	Weight (Senate)
Benefit/Cost	30%	35%
Congestion	30%	35%
Economic Competitiveness	10%	--
Safety	10%	10%
Multimodal (& Freight + Military)	20%	20%
Pavement Condition		
Lane Width		
Shoulder Width		

10



### Regional Impact Category

*Options for Investment Strategies across the State*


**P3.0 Workgroup is assisting the Department in determining Regional Impact “default” strategy across the State (same for each paired funding region)**

**OR**

**Paired Funding Regions develop their own investment strategy**

**Requirement: ALL parties in the Region (MPOs/RPOs/Division Engineer) must agree on quantitative criteria prior to July 1, 2013**

11



### HIGHWAY – Regional Impact Recommended Criteria

Criteria	Weight (House)	Weight (Senate)
Benefit/Cost	30%	30%
Congestion	30%	30%
Economic Competitiveness		--
Safety	10%	10%
Multimodal [& Freight + Military]		
Pavement Condition		
Lane Width		
Shoulder Width		
Accessibility/Connectivity		

12



### Division Needs Category

#### *Options for Investment Strategies across the State*

**P3.0 Workgroup is assisting the Department in determining Division Needs “default” strategy across the State (same for each Division)**

**OR**

**Parties in each Division develop their own investment strategy**


**Requirement: ALL parties in the Division (MPOs/RPOs/Division Engineer) must agree on quantitative criteria prior to July 1, 2013**



### HIGHWAY – Division Needs Recommended Criteria

Criteria	Weight (House)	Weight (Senate)
Benefit/Cost	20%	20%
Congestion	20%	20%
Economic Competitiveness		--
Safety	10%	10%
Multimodal [& Freight + Military]		
Pavement Condition		
Lane Width		
Shoulder Width		
Accessibility/Connectivity		






### Prioritization 3.0 Work Group

**Work Group members provide input & act as liaisons to respective organizations**

**Representation:**

- **Local Partners** - MPOs, RPOs
- **Advocacy Groups** – Metro Mayors Coalition, Assoc. of County Commissioners, NC League of Municipalities, NC Regional Councils of Gov't
- **Internal NCDOT Staff** – TPB, Program Development, 5 Non-Hwy Modes, Ports Authority, 3 Division Engineers.
- **FHWA (advisory)**

15



### Key Dates

**July 10<sup>th</sup> – Present Workgroup Recommendations to BOT for review**

**August 7<sup>th</sup> – BOT approves recommendations to submit to JLTOC**

**By August 15<sup>th</sup> – DOT presents recommendations to JLTOC (30 day review period)**

**October 1 – If JLTOC wishes for additional changes, DOT provides requested changes**

16