

**Intergovernmental Relations Committee
North Carolina Board of Transportation
Wednesday, January 5, 2011**

Minutes

The scheduled meeting of the Intergovernmental Relations Committee of the North Carolina Board of Transportation was held on Wednesday, January 5, 2011, in the Board Room, Transportation Building.

Call to Order

Chairman Hugh Overholt called the meeting to order at 9:45 am with the following members present: Chairman Hugh Overholt, Gary Ciccone, Leigh McNairy, Mike Alford, Stan White and Mark Tyler, support staff to the Committee.

Chairman Overholt accepted a motion from Stan White, seconded by Gary Ciccone, to accept the meeting minutes from the December meeting. The minutes were approved as presented.

Chairman Overholt introduced Major General Carl Jensen, Commanding General, Marine Corps Installations East. MCIEAST controls seven of the nine Marine Corps installations on the East Coast, and is headquartered at Camp Lejeune. He commands more than 75,000 active-duty and civilian personnel. He stated that the military is the second largest industry in North Carolina (in FY09 military had an economic impact of more than \$5 billion), and affirmed that there is a convergence of interests.

Maj. General Jensen thanked Chairman Overholt for the invitation to address the Committee and led a discussion of military transportation interests.

- **MCB Camp Lejeune**
 - New gate is in progress; Phase 2 in 2012 includes NC 24 improvements.
 - Main Gate (In progress) a four-lane bridge near the gate would alleviate congestion outside the base.
 - Piney Green Gate (in progress)
 - Sneads Ferry Gate is a FY11 project to add inbound lanes and improve traffic flow from Sneads Ferry. Sneads Ferry Bridge is an NCDOT asset. Future expansion to this bridge would further improve traffic flow.
 - Stone Bay Gate leads to MC Special Operations Command. Proposed improvements to Stone Bay and rifle range road will facilitate the flow of traffic. NC 210/172 intersection is a congestion point and safety concern.
- **Global TransPark** is a viable secondary Aerial Port of Embarkation (APOE) (as required for surge operations)
- **NC Port at Morehead City**
 - Resolution of tug fee structure (ongoing). Tug fees have increased 30-40%. The Navy pays the bill, but they have no immediate benefit for these services. Wand

to continue to use the facility at Morehead City, as it would cost more time and money to ship supplies to and from Norfolk.

- Radio Island DoD LCU Ramp and vehicle staging area congestion (future need). There is now considerable civilian development. The military owns the road and impedes civilian traffic while embarking and debarking. Want to partner with the State to establish a parking staging area to lessen interference to civilians.
- **MCAS Cherry Point**
 - Slocum Gate (future project for safety and traffic flow). No funds applied to this project yet; would require both military and NCDOT funding.
- **Major corridors of concern** (improvements and signage)
 - US 17 Jacksonville to New Bern
 - NC 258 to Kinston / I-95
 - Improved access to the federal highway system (quality of life and safety issue). Maj. General Jensen says he would be in favor of the interstate running to the base. This would positively impact the mobility of service-members by avoiding stoplights and towns along this corridor. These improvements would increase the safety of the road network to I-95. However, it would be very expensive.
- **Airspace**
 - Military training airspace is decreasing (down 85% since 1958) and is under constant pressure. Were able to relinquish airspace because they could; are down to what they really need.
 - Commercial aviation will continue to grow. Have concerns. Need military training routes up and down the East coast to train in the future.
 - Population growth projections in 2030 show the “march to the sea” will happen. Must collaborate to ensure it is accomplished smartly and done in a compatible way to still accomplish military’s mission.

Maj. General Jensen listed his key interests as:

- Encroachment Management
- Preservation of Working Lands
- Mandates for Renewable Energy
- Prevention of Sprawl/Enhance Quality of Life
- Protection of the Environment
- Diverse Economic Development
- Biofuels Agenda

Good transportation brings:

- Mission Capacity
- Safety (Air and Ground)
- Mobility/Logistics
- Natural Disasters/Evacuations
- Quality of Life

In conclusion,

- Eastern North Carolina is experiencing rapid growth
- Unimpeded growth and development will lead to unsustainable encroachment
- Utilization of regional partnerships with critical stakeholders will help mitigate future transportation issues and concerns
- A Regional Planning Partnership is in place to implement sound and coordinated development including an enhanced transportation network while enabling us to sustain and enhance our training mission
- Well positioned to achieve mutually beneficial objectives that further economic development, environmental stewardship and a strong national defense

Maj. General Jensen asserted that North Carolina is the most military-friendly state in the Union. –We are grateful for the partnerships that we have.”

Chairman Overholt introduced other key attendees including Marc Finlayson from the US 17 Highway Corridor Association and Durwood Stephenson from the US 70 Corridor Coalition.

NCDOT Chief Operating Officer, Jim Trogdon reported that NCDOT is assisting with a study of unmanned aerial vehicles (UAV) and recognizes FAA restrictions. He asked if there are ideas on how we can work together to ensure appropriate airspace management?

Maj. General Jensen responded while there is considerable testing, especially in the development phase, these are legitimate FAA concerns, as UAVs pose a potential hazard to navigation. However, the future is unmanned aircraft systems.

Jim Trogdon also offered that NCDOT and the military can work closely with NCDENR and EEP to better protect buffers around military facilities.

Maj. General Jensen responded that there are military training routes along the East coast, and we need to work with NCDENR to get easements under these military training routes – they could be –ecological corridors” to preserve longleaf pine habitat, forest and farmland and protect species such as the red cockaded woodpecker. He added that areas around highways could be potential –ecological corridors.”

Maj. General Jensen mentioned –SERPPAS” or Southeast Regional Partner for Planning and Sustainability. In 2005, state environmental and resource officials in the southeast partnered with the DoD and other federal agencies to promote better collaboration in making resource-use decisions. He noted that it is hugely compelling, when proposing projects, to note partnership with these organizations; it carries a lot of weight with federal officials.

Chairman Overholt responded that the Department has had some success with encroachment issues and are working with Coastal Management to get Clean Water Management Trust Fund matching funds.

Maj. General Jensen is pushing –Feed and Fuel for the Forces” – an effort to identify what the military can do for North Carolina, such as influencing commissaries to buy food locally. He asserted he is ready to support an emerging North Carolina biofuels industry – the military needs

a reliable source. ~~“If~~ you make it, DLA East will buy it and we will use it.” He noted that it would probably be cheaper because of reduced transportation costs.

Chairman Overholt stated that the Department has had many starts and stops, and some things are out of our control, but noted we should have a plan to change laws.

Chairman Overholt maintained the Department is ready to work with the Navy to get leases for the additional staging area on Radio Island. One problem is the Radio Island Bridge— the railroad trusses are in terrible shape. He asked about the military usage of the bridge. Maj. General Jensen said the military may use railroad cars for hauling coal, but they are trying to stop that. The Chairman asked the Maj. General to provide an estimate of how much land is needed to support the military on Radio Island.

Committee member Stan White stated that he is glad to hear Maj. General Jensen is working to support North Carolina, and asked about the possibility of building contractors doing military construction. Maj. General Jensen responded that in FY11 between Cherry Point and Camp Lejeune the military will spend \$2.5M a day in vertical construction. Most large contracting firms are out of state; and currently there are not a lot of large North Carolina firms that can take on that responsibility. He offered that Joe Rozier is his contact to do small business development.

Committee member Leigh McNairy mentioned that former NCDENR Secretary Bill Ross was instrumental in forming SERPPAS during the last Base Closure and Realignment, and thus is a knowledgeable and easily accessible resource for the Department specific to these environmental issues. She mentioned Seymour Johnson AFB has a large civilian force and asked about easements in that area. Maj. General Jensen says the problem has been landowners had to grant easements in ~~“perpetuity”~~ – we need to grant 50, 30, 20, even 15-year protective compatible use easements.

Committee member Mike Alford asked about the future of the Marine Corps and how to position ourselves to protect military assets in North Carolina. Maj. General Jensen asserted North Carolina is in a perfect position with the largest congregation of Marines. The Commandant has emphasized the Marine Corps needs to get back to its amphibious roots as land battles diminish. They have three installations in North Carolina to take advantage of the Commandant’s vision.

Gary Ciccone said the Committee is more ~~“military relations”~~ than ~~“intergovernmental relations”~~ and welcomes suggestions on how to maintain ongoing communications with the military – we recognize the convergence of interests. Chairman Overholt added we need a point of contact at each of the bases. Maj. General Jensen offered that for one-stop shopping contact Col. Frank Bottorff or himself.

Maj. General Jensen also mentioned there is a North Carolina Commanders Council where all military commanders meet. NCDOT is welcome to attend those meetings (no more than 1-2 representatives). The Commanders Council is intended to serve as an open forum to express concerns.

Chairman Overholt noted we need to make an action list of issues and review and analyze – that’s what this Committee is set up to do.

Chairman Overholt introduced Durwood Stephenson Chair of the US 70 Corridor Coalition. He says they are trying to put together a freeway from the Highway to the Port. We recognized the implications of the military in Eastern North Carolina. We have been able to establish a rapport with the Ports. They have planning documents they are ready to release in the next 60 days. Maj. General Jensen asked to let Col. Frank Bottorff know when the meetings are scheduled.

Chairman Overholt introduced Marc Finlayson, counterpart, on the US 17 Highway Corridor Association. He cited an accident that occurred in the past that involved Marines and asserted improvements to that stretch of highway (in Jones County) is their organization’s top transportation priority. He asked there be a focus on non-transportation money (e.g., from DoD, Homeland Security).

Chairman Overholt made additional introductions of attendees, many of whom were NCDOT Division Engineers from across the state.

Chairman Overholt thanked Maj. General Jensen for his presentation and asked for him to let us know how NCDOT can help and noted that the Department will be back in contact with him or his designated representative.

The meeting was adjourned at 11:10 am.

Intergovernmental Relations Committee Minutes North Carolina Department of Transportation

Wednesday, February 02, 2011

The scheduled meeting of the Intergovernmental Relations committee of the North Carolina Board of Transportation was held on Wednesday, February 02, 2011, in the EIC, Transportation Building.

Call to Order

Chairman Hugh Overholt called the meeting to order at 10:00 am with the following members present: Chairman Hugh Overholt, Vice Chairman Andrew Perkins, Leigh McNairy, Gary Ciccone, Mike Alford, and Mark Tyler, support staff to the Committee.

Chairman Overholt accepted a motion from Andrew Perkins, seconded by Mike Alford, to accept the January 2011 meeting minutes. The minutes were approved as presented.

Chairman Overholt noted that the presentations from the military installations have been going well and recommends that the Committee develop an action plan, which Mark Tyler, Governance Office Director, will work on. Chairman Overholt recommended that the Committee receive a review and analysis on the status of projects/recommendations.

Chairman Overholt also noted that a representative from the Coast Guard is the last military installation to present their transportation needs.

DMV Customer Satisfaction

Chairman Overholt noted that he has received several calls from citizens regarding customer satisfaction at DMV Driver License offices. He noted that the current level of satisfaction among citizens is at 75 percent. He recommended that DMV Commissioner Mike Robertson attend the next meeting so that the Committee may discuss several customer service issues. The Chairman recommended an action plan for DMV in which a target of 90 percent satisfaction rate is achieved.

Vice Chairman Andy Perkins noted that there are isolated areas of DMV where customer service should be addressed.

Committee member Mike Alford noted that we must work to maintain an acceptable level of service. He noted that there are reciprocity issues with some service men and women when

leaving the military and their credentials in the military do not qualify as the same for Commercial Driver Licenses.

Chairman Overholt asked Mark Tyler to add DMV to the list of action items and for discussion at the next Committee meeting. He also noted that the customer satisfaction issue is not a reflection of Commissioner Robertson, but is an institutional problem that must be addressed.

Committee member Gary Ciccone noted that the Committee must know that their goal is to help citizens and discussed a Mobile Unit issue within Division 6.

Chairman Overholt asked what entity determines the quality control rating for DMV. Technical Services Director Victor Barbour noted that quality control is determined through customer surveys. Victor reported that it may be important to work toward a good customer survey so the Department knows how to take action.

Chairman Overholt stated that he would like an update at the next meeting concerning how the Department gauges customer satisfaction – and that he would like to see the survey form.

Chief of Staff Ellis Powell noted that there is a process in place through the Governance office in which Business Unit targets are evaluated to determine if the unit is successfully meeting its targets. If they are not, then there is a process to address that as well.

Vice Chairman Andy Perkins noted that there are a few areas within any organization that need improvements, but that overall DMV is doing a great job.

Radio Island

Jed McMillan, DOT/Commerce Advisor, noted that he has talked with representatives from the State Ports Authority concerning any monetary partnering concerning the bridge. He reported that the Ports are not able to provide any funding.

Mr. McMillan noted that he and Chief Operating Officer Jim Trogdon recently met with Commerce Secretary Keith Crisco and Tom Eagers from the State Ports Authority. He noted that from their meeting that the Ports have asked the Department not to take the bridge out of service as there is a potential development opportunity in the area in which the bridge will be needed. Mr. McMillan noted that he will meet with the developer and will talk again with the State Ports Board in Charlotte next week.

Mr. McMillan noted that through the Governor's Logistics Task Force, a Maritime Study also is underway to develop a long-term plan for the Ports.

Committee member Leigh McNairy noted that she is interested to hear the Coast Guard's expectations concerning the bridge as well.

State Highway Administrator Terry Gibson noted that if the bridge span is replaced, then the Department will need to widen the channel.

Chairman Overholt noted that there has been much dialogue concerning Radio Island, but the problem is that no entity has come forward to partner with NCDOT concerning funding. He noted that if the Department agrees to maintain the bridge, that it would be unacceptable to do a short-term fix.

He and Committee Member McNairy asked if the Department removed the bridge, would there be a backup of rail cars.

The Secretary's Strategic Initiatives Coordinator Roberto Canales answered yes. He and Jed McMillan noted that Norfolk Southern's business has increased from 493 cars to more than 1,000 this year – more than doubled their business in a year.

Mr. Canales noted that the Department could institute a bank loan (SIB) to give the Ports Authority four years to pay the Department back if their industry continues to grow.

Vice Chairman Perkins asked if the bridge goes out, how many jobs will this affect. The committee should know the economic impact to the state and should strive for a joint sharing of responsibility among all parties. He noted that if the channel must be widened, that there must be a coalition in place who work together on getting the job done.

Mr. McMillan noted that there are two potential customers that might materialize. Mr. Canales noted that the Governor charged the Logistics Task Force in developing the Maritime Study, but that the Department doesn't need to invest a lot of time and money in the bridge, only to have to tear it down in 3-5 years.

Chairman Overholt noted that having the Department of Commerce engaged in the process is key. He also noted that the Committee needs to solve the problem – either fix the bridge in a reasonable period of time or close it for safety reasons.

Mr. McMillan noted that he will speak to the State Ports Board and possibly bring some members to the next Committee meeting.

Committee member Leigh McNairy noted that it is important to notify them that the Committee was originally planning to recommend closing the bridge.

Mr. Canales noted that the Ports are dependent on NCDOT for their future and that is why the Maritime Study is so crucial.

State Highway Administrator Terry Gibson noted that the Department owns and maintains an asset that is not part of our mission – it's the mission of the Ports. He also noted that the Department does not have a dedicated funding source for this either.

Chairman Overholt noted that the Committee will take up the discussion again next month.

Seymour Johnson Presentation

Chairman Overholt and Committee Member McNairy introduced Colonel Anne Winkler, Commander of the Fourth Mission Support Group, and Stuart Cox, Deputy Commander of the Fourth Mission Support Group from Seymour Johnson.

Col. Winkler provided an overview of Seymour Johnson, which is listed below.

Their focus is supporting the mission, not only of the 4 FW, but also of partners in the 916 ARW and the 567 RHS.

“Follow Us...Fourth but First” – their vision is more than a slogan. It means if someone is in doubt as what to do or where to go, simply “follow us”. If America calls, we will be prepared to go first and lead the way for others to follow.

Develop, Train and Retain our Airmen in the Air Force's Finest Workplace

This is what we do for a living. It involves every organization, function and person. Our mission centers around two keystones – taking care of our people and being prepared to deploy and fight when tasked.

Air Power on Target, on Time for America

Our airmen provide a blanket of steel for our combatant commanders around the globe. Our Strike Eagles are providing combat air patrols over Afghanistan today as we speak -- answering our marines and soldiers 911 calls with a lethal and precise response.

- At any given time, SJAFB is supporting approximately 11,000 people through employment, training, and support services.
- Seymour Johnson's main base has approximately 400 facilities with a capital asset value over \$2 billion.
- Aircraft stationed at Seymour Johnson include 95 F-15E fighters and 16 KC-135 tankers. Total weapon system value is over \$4 billion.

- Seymour Johnson is proud of the role it plays in national and global defense as well as the economic and social impact on the State and local communities. Our 2009 Economic Impact was estimated at nearly \$600 million.

Seymour Johnson AFB is located in Wayne County. Also have two Geographically Separated Units (GSUs) for which are responsible.

- Dare County Bomb Range and
- Fort Fisher Recreation Area, in New Hanover County along the coast.
 - This area was originally an old coastal radar site. Is currently used as a recreation site for DoD personnel and their families. Provides a nice beach rental opportunity for all airmen, but is especially nice for young airmen who may not otherwise be able to afford a vacation.

Our goal is to use opportunities such as this to promote collaborative planning from an installation, local, and statewide level.

- Number one focus from a comprehensive planning perspective is mission enhancement and sustainment by mitigating encroachment issues.
- Are fortunate to exist in a State who supports the North Carolina military installations as well as they do.
- Are also fortunate that we have strong relations with Wayne County, Goldsboro, and the surrounding towns who support our mission requirements.

Preparing an Expeditionary Air Force, to include its equipment and Airmen, is what we do.

- We have four Fighter Squadrons: 2 training squadrons and 2 operational (deploying) squadrons.
- Play a vital role in national defense as the only F-15E transition training base in the world.
- With the global nature of the current conflicts we are engaged in, logistics are critical. The 916th ARW, flying the KC-135R, plays a critical role in support of the War Fighter by providing air-to-air refueling capabilities, both in training scenarios and real-world combat.
- From crew-chiefs to pilots, SJ is home for training new airmen in the F-15E weapon system to be successful in their High Ops responsibilities downrange.

The Dare County Bomb Range is located in NE portion of NC and has two impact areas; an USAF side and a US Navy side.

- At some 46,000 acres, it is the largest range on the east coast and is heavily used by aircraft from SJ, Langley, Navy Oceana, and MCAS Cherry Point.

- Perfectly situated in the Alligator River National Wildlife Refuge which provides federally protected buffer around the range.
- If there were no Dare County Bomb Range, there would be no Seymour Johnson AFB.

Aircraft on low-level training routes typically fly between 500 and 2000 feet, in excess of 500 mph, day and night.

- Most significant encroachment issue associated with DCBR currently is various proposals for wind farms in the area.
- USAF is very dedicated to green renewable energy development and actually has some of the largest wind farms in the country. However, location of such tall structures is a concern for us when it comes to low level routes. Finding the balance between national security and national energy security is vital.
- With-in those routes are a number of obstacles on the ground that require our air crews to adjust the way they fly or their altitude in the low level air space. These obstacles are noise sensitive areas and flight avoidance areas. These obstacles include schools, horse training facilities, wildlife preserves, and Congressional Noise Sensitive areas (i.e. – a congressman has asked that we avoid an area on behalf of a constituent), etc.
- Altered flight operations do not create the best training environment.

Aircraft traffic patterns are slightly different than the traditional DOT traffic pattern, however the basic principles are shared – that is getting aircraft from one place to another as efficient as possible while avoiding known problematic areas.

- We do have avoidance areas in place around the base and DCBR such as hospitals, downtown areas, and high population developments. Obviously, the fewer places we have to avoid, the greater flexibility to the mission.
- Again, comprehensive planning is focused on finding that balance between mission requirements and the supporting community around the installation.
- Have published a document to the local community that outlines our aircraft traffic patterns and associated noise impact. This document is called the Air Installation Compatible Use Zone Study. Our local community leaders have adopted the recommendations from that study into their zoning ordinances.

Specific transportation items of interests for our three properties:

- We have long term plans implement new enhanced security measures at all three of our gates. All work is to be on base proper and not affecting state maintained roads approaching the base.
- Working with local planners and DOT, a STRAHNET (Strategic Highway Network System) connector was established for SJAFB. Route connects existing STRAHNET US Hwy 117 to Slocumb Street gate as the primary gate for our commercial traffic.

- Another issue is the congestion along Berkeley Blvd (from our main gate) out to New Hope Road.
- We enjoy a close relationship with local planning departments and transportation committees to help mitigate any such issues. The base has members assigned to each of the boards
- In regards to rail transportation, we own a rail spur connecting the installation to the CSX line in Goldsboro
- This spur is not currently used for day-to-day operations but is a vital asset to maintain logistic flexibility for the base.
- All aviation fuel for the installation is received by rail to the local area and then a short pipeline provides it to the base for bulk storage.
- We support the initiative to bring commuter rail to Goldsboro. Passenger rail will provide an alternative means of transportation for our Airmen and their families to the Raleigh area for pleasure and for business.

Maintaining our Air space is our number one concern. The air space around the installation is well managed through our partnership with the local planning boards

- Our main concerns are outside of our local control in the low level routes where our aircrew train.

Dare County Range -- have no ground transportation concerns. Few roads equate to little development.

- To further mitigate potential encroachment, we are partnering with US Fish And Wildlife Service and The Nature Conservancy on identifying properties near the range with common interests.
- By consolidating funds on common interest properties, it's a win-win for all parties.
- We are currently working a conservation easement purchase agreement for 4200 acres south of the range.
- This will result in protected lands completely surrounding the range, thus mitigating future encroachment.

Our final property is the Fort Fisher Recreation Area in Kure Beach.

- It is a typical beach town with the expected traffic congestion in-season.
- To combat the congestion on US 421, widening and extension of Dow Road is being considered by DOT.
- One proposal was to route the new road across our property separating our lodging facilities from our support and recreation facilities. This move would cripple our operations and as a result was not supported by the base.

In closing, bottom line SJAFB is a critical asset to the Dept of Defense and a good neighbor in eastern NC.

- We will continue to do what we do best and that's train our Airmen for mission success.
- In doing so, maintaining that balance between our mission requirements and the developing eastern NC will ensure we will remain good neighbors for decades to come.

Chairman Overholt thanked Col. Winkler and Stuart Cox for their presentations and opened the meeting to questions.

Committee Member McNairy asked Col. Winkler if they are satisfied that they are penetrating government entities. Mr. Cox noted that the Logistics Task Force will help and support from federal and state agencies is great, but everyone must be sure that all are working together to make growth compatible to the military's agenda.

Committee Member McNairy noted that there is a great need to educate landowners of their facility as to prevent another Oceana.

Roberto Canales noted that through the Logistics Task Force, there is a great focus on jobs and the military – military is the second largest employer in the state.

Chairman Overholt thanked Col. Winkler and Stuart Cox for presenting their transportation needs and noted that staff will be back in contact with them.

The meeting was adjourned at 11:15 am.

Intergovernmental Relations Committee Minutes North Carolina Department of Transportation

Wednesday, March 2, 2011

The scheduled meeting of the Intergovernmental Relations Committee of the North Carolina Board of Transportation was held on Wednesday, February 2, 2011, in the Board Room, Transportation Building.

Call to Order

Chairman Hugh Overholt called the meeting to order at 10:00 am with the following members present: Chairman Hugh Overholt, Vice Chairman Andrew Perkins, Gary Ciccone, Mike Alford, and Mark Tyler, support staff to the Committee. Also attending were Board members: Bob Collier, Sam Halsey, Mike Fox, Conrad Burrell and Gus Tulloss.

Chairman Overholt accepted a motion from Andrew Perkins, seconded by Gary Ciccone, to accept the February 2011 meeting minutes. The minutes were approved as presented.

Chairman Overholt introduced guests who were attending the meeting: Secretary of Commerce Keith Crisco; State Ports Authority Member Simon Rich; State Economic Development Board Member Peter Reichard; and from the State Ports Authority CEO Tom Eager and Laura Blair.

Chairman Overholt noted that Secretary Crisco has a prior engagement so the agenda will change and the Radio Island discussion will be held first.

Radio Island

Roberto Canales, Secretary's Coordinator of Strategic Initiatives, gave a presentation concerning the Radio Island Bridge.

History

- Built in 1950
- Access to Radio Island
- General Assembly put under NCDOT's control in 1995
- Approach Trestle Spans Replaced in 1999 for \$8.5 million

Rail Equipment

- Port Locomotives 240,000 lbs.
- Port Railcars 260,000 lbs.

- Industry Locomotives 410,000 lbs.
- Industry Cars 286,000 lbs.

Bridge Condition

- 3/16" Section Loss on Steel -- East from NW
- 50% Section Loss on Nuts
- Section Loss over 5' Floorbeam 3
- 1/4" Section Loss over 3'
- West Top Flange of Floorbeam 5
- 90-100% Section Loss in South Machinery Support Channel
- 50-100% Section Loss on Base and Nuts at South Bull Gear
- 1/2" Section Loss over 3'
- East Top Flange of Floorbeam 7
- 6"x8" Area with 100% Section Loss
- Gusset Plate at East Lateral Bracing
- Typical Vertical Support has 1/8" Section Loss and Scaling

Bridge Option 1

- Repair all areas of span and span supports to keep bridge in service at the existing loading of E 40
- Cost: \$1.2 - \$1.5 Million
- Estimated life of bascule span: 10 -15 years
- Still vulnerable to mechanical failures
- Someone will still have to cross tracks to close span during severe weather
- Does not improve freight capacity

Bridge Option 2

- Rehabilitate span by adding plates to the main girders, changing floorbeams and track stringers, and repairing support towers and bearings to raise level of service to E 60
- Cost: \$3.0 - \$3.5 Million
- Estimated life of bascule span: 25 years
- Does not improve freight capacity to E 80 (industry standard)

Bridge Option 3 (Recommended)

- Replace entire bascule span to raise level of service to E 80
- Cost: \$11.0 - \$16.7 Million
- Estimated life of bascule span: 50 years

Bridge Option 4

- Close bridge to rail traffic and remove bascule span.
- Cost: \$400,000

Mr. Canales then reported that he attended the State Ports Authority meeting and presented the options. He noted that he also presented a cost sharing opportunity using a State Infrastructure Bank Loan. This would involve asking the Office of State Budget and Management to shift funds to the State Infrastructure Bank. NCDOT would loan the State Ports Authority the money and would oversee construction of the bridge. He noted that the Department could shift funds temporarily and still meet the state's transportation priorities. He also noted that if this process goes through the State Infrastructure Bank, then the Division would not have to go through the equity formula and cause another project to be delayed.

Mr. Canales noted that the State Ports Authority did not take action on the bridge.

State Ports Authority CEO Tom Eager noted that the Ports recognizes the time constraints with the bridge's safety concerns and noted that there is a possible developer interested in Radio Island, but the Ports questions the length of time for the environmental permitting process.

Vice Chairman Andy Perkins stated that the Department should not spend funds for an environmental process when there is not a development project secured.

Mr. Eager noted that it may be 3-4 years sometimes before a project is secured, but there is a commitment from the Port at Morehead City and that discussions have been held with Weyerhaeuser for a wood chip operation there.

Chairman Overholt noted that there are several items for discussion:

- 1) What to do immediately because of safety concerns of Radio Island Bridge – and the approaching hurricane season.
- 2) What financing is needed.

Secretary Crisco noted that he is in favor of Option 2 and understands the need to move quickly.

Mr. Canales noted that this is the reason the Department wanted to engage the State Ports Authority in this process of sharing in the cost.

Mr. Eager noted that the State Ports Authority currently is in financial straits and that was compounded recently. He noted that there are three projects that are mission critical and the Ports are unable to fund them.

Mr. Canales noted that the loan could be stretched to 4-5 years to minimize the payment. He noted that the Department can perform work early and provide upfront funding for the project. This might present the opportunity for deferring repayment for a couple of years.

Secretary Crisco noted that he would like a minimum of a four-year term to start at a later date with a maximum of 10 years and the Ports could participate at 35%.

Mr. Canales noted that the Department could not do a 10-year loan.

Chairman Overholt agreed to Option 2 and asked for concurrence from the Board members.

Andy Perkins asked if engineering costs are included in the 3-5 years. Mr. Canales reported that they are 12% of the cost.

Secretary Crisco agreed to 35% participation from the State Ports Authority. Mr. Eager noted that he would need approval from the State Ports Authority Board. Chairman Overholt asked that this be finalized before the April meeting.

Mr. Canales noted that he would return in April with a resolution.

Chairman Overholt then introduced Captain Anthony Popiel of the US Coast Guard.

US Coast Guard Presentation

Captain Popiel provided an overview of the US Coast Guard's services in the state – the number of stations, units, patrol boats and cutters. His presentation included details on:

- Regulatory oversight of NC Ferry Division, State Port Authority activities
- Relocating Sector Command from Fort Macon to Wilmington – May 2011
- Support Center Elizabeth City being renamed “Base Elizabeth City”

He discussed the Coast Guard's role at Oak Island; Hatteras; the Ferry Division; Dredging/Shoaling safety issues and potential tourism impacts; Bridges; and work with the State Ports.

Vice Chairman Andy Perkins asked if there are any obstructions or hazards to navigations. Captain Popiel noted that the US Army Corps of Engineers is responsible for removing obstructions – such as the case at the Bogue Inlet.

Mr. Perkins asked who has the authority to perform any dredging work that is needed. Captain Popiel responded that local communities will have projects and the US Army Corps of Engineers has a list of federal projects. He noted that the Corps of Engineers works with the counties to develop overall plans.

Mr. Eager praised the Coast Guard's work – especially their planning and coordination during hurricane season. He noted that their work with the communities is a great asset – specifically their work with the Morehead City Seafood Festival's power boat operation. He noted that if the Coast Guard was not involved that the economic impact would be diminished.

Mr. Eager noted the impacts that some states can have on the deep water ports. He noted that an estimated \$1.7 billion is needed through private investments and the costs for permitting are about \$20 million.

Mr. Perkins suggested that Mark Sutherland should give a presentation to the Board. Mr. Canales noted that Secretary Conti has met with Mr. Sutherland concerning the GTP, railroad and port at Morehead City.

Committee Member Gary Ciccone also noted the US Coast Guard's services to the state and encouraged Captain Popiel to use this committee to help keep any communication lines open.

Chairman Overholt thanked Captain Popiel and Tom Eager for attending the meeting and suggested that Laura Blair with the Ports attend regularly.

Chairman Overholt then called on NCDOT Chief of Staff Ellis Powell to provide a Tug Update.

Tug Update

Mr. Powell reported that Major General Jensen had reported on tug fees that were too high as compared to those in Norfolk and Charleston. He reported that he met with Tom Eager from the Ports and learned that Morehead has one tug vendor. The military has a contract with the vendor for three tugs. One tug must sit at the port until the Navy vessel comes into the Port. This requires unlimited liability on the vendor and increases the cost.

Mr. Powell noted that the next steps will be to facilitate a meeting with the Ports, vendor and Navy and identify some options to lower fees.

Chairman Overholt thanked Mr. Powell for his work and asked that he report back in April.

Chairman Overholt called on DMV Commissioner Mike Robertson to discuss DMV customer satisfaction.

DMV Customer Satisfaction Discussion

Commissioner Robertson noted that there have been some issues at some offices. He noted that DMV on Mondays, the DMV Driver License offices sometimes have a 24-minute wait. He noted this is would be higher on Fridays. The Commissioner also noted that the goal is 15 minutes or less.

Commissioner Robertson reported that DMV tries to “triage” customers according to their needs. He noted that there is good work being done in the Jacksonville License Plate Agency. He asked Committee members to please call him personally if they know of individual issues.

Commissioner Robertson noted that staffing levels have been reduced and that offices cannot be left unattended. He reported that in some areas, the office must close while staff performs driving tests.

Conrad Burrell praised DMV because he noted he does not hear of concerns in Division 14. Gary Ciccone and Gus Tulloss both cited instances where DMV has been most helpful and praised their work.

The Commissioner noted that being able to measure customer service is key. He noted that in October all Driver License offices will be equipped with a new driver’s credential system. There will be real tracking numbers on wait times.

Gus Tulloss and Chairman Overholt recommended that Commissioner Robertson attend the meetings every other month and provide updates.

Status Update

Governance Office Director and the Intergovernmental Relations Committee staff member Mark Tyler noted that there is an ongoing list of projects that has been prepared for the Committee’s review. He asked Assistant State Highway Administrator Shannon Lasater to provide the documents to the Committee members.

Mr. Lasater provided copies of the spreadsheets to Committee members for their review. The documents indicate action items and priorities. He noted that the US Coast Guard’s items will be added to the list for review in April.

The meeting was adjourned at 11:25 am.

Intergovernmental Relations Committee Minutes North Carolina Department of Transportation

Wednesday, April 6, 2011

The scheduled meeting of the Intergovernmental Relations Committee of the North Carolina Board of Transportation was held on Wednesday, April 6 2011, in the EIC, Transportation Building.

Call to Order

Chairman Hugh Overholt called the meeting to order at 10:00 am with the following members present: Chairman Hugh Overholt, Vice Chairman Andrew Perkins, Gary Ciccone, Mike Alford, Leigh McNairy and Mark Tyler, support staff to the Committee.

Chairman Overholt accepted a motion from Andrew Perkins, seconded by Gary Ciccone, to accept the March 2011 meeting minutes. The minutes were approved as presented.

Slocum Gate

Chairman Overholt discussed the Slocum Gate at Cherry Point. He noted that there is a Feasibility Study that calls for building a flyover. He also noted that the US Marine Corps may make Slocum Gate their main entrance.

Chairman Overholt reported that he would like \$350,000 in funds to conduct an Environmental Assessment. He noted that a meeting was held with the US 70 Corridor Association last month where Commerce Secretary Keith Crisco agreed to help fund the study. Chairman Overholt tasked State Highway Administrator Terry Gibson is finding a way to share the costs with the Department of Commerce.

Chairman Overholt noted that Tyler Harris at Cherry Point is the appropriate contact to work with.

Land Trust Acquisition

Chairman Overholt noted that the Appropriations Committee at the General Assembly currently is considering allocating \$1 million this fiscal year and \$1.5 million next fiscal year to protect and preserve land through the Coastal Land Trust. He reminded Committee members that all military base commanders who have met with the Committee have discussed the need to protect encroachments.

Chairman Overholt noted that he would like representatives from the Coastal Land Trust to attend a meeting in June and notify Committee members of their priorities.

Vice Chairman Andy Perkins asked if \$1 million would be enough for this endeavor. Chairman Overholt noted that it will be a lot and that it is important to get the additional \$1.5 million for the next fiscal year.

Radio Island

NCDOT/Commerce Advisor Jed McMillan provided an update regarding the Radio Island Bridge. He noted that an agreement has been sent to the State Ports Authority – 10-year agreement at a 4 percent interest rate. He noted that the State Ports Authority Board will meet on April 27-28 to review the agreement. The agreement notes that the State Ports will pay 35 percent of the total cost and that payments will begin one year after the contract is awarded.

Chairman Overholt asked Terry Gibson if there is an issue with the timeframe as hurricane season is approaching. Mr. Gibson noted that the Department will move as quickly as possible.

Tug Update

NCDOT Chief of Staff Ellis Powell provided an update regarding Tugboat activity at the State Ports Authority. He noted that there has been some interaction with the Navy, but needs a new contact and asked Committee members for any assistance they may have with a contact.

Chairman Overholt asked Committee member Mike Alford to let Mr. Powell know of a good contact so discussions can continue.

Mr. Powell noted that the tug boat vendor, Moran Towing, is interested in meeting with the Department and beginning a dialogue.

Committee member Leigh McNairy noted that if an agreement can be worked out regarding this issue that it would be a major step forward for North Carolina.

Status Update

Assistant State Highway Administrator Shannon Lasater provided Committee members with a revised list of projects. Committee members agreed upon the format, but asked that it reflect Slocum Gate with a higher priority and to include the Wind Turbines.

Committee member Leigh McNairy asked Mr. Lasater to review any projects affecting military bases started since the last BRAC in 2005. Mr. Lasater noted that he would discuss with each Division Engineer.

Committee members asked that the last page remain in the document and some verbiage to be amended.

Chairman Overholt also asked Committee members to prioritize projects on the list for the May meeting.

Other Business

Chairman Overholt noted that he would like a representative from the Department of Environment and Natural Resources (DENR) to regularly attend the meetings. Terry Gibson noted that he would contact the Department's liaison with DENR and ask her to attend.

Committee member Gary Ciccone noted that Fort Bragg has taken action to upgrade rail on post; however, there are issues regarding the CSX line from Fort Bragg into downtown. Mr. Ciccone noted that he has discussed this with NCDOT Rail Division Director Pat Simmons who will review. Mr. Ciccone asked Mr. Lasater to add this to the ongoing list of projects.

Committee member Mike Alford suggested bringing in Mark Sutherland, Director of the Military Growth Task Force, to attend the May meeting and provide a transportation briefing he has prepared.

Chairman Overholt noted that he would like for DMV Commissioner Mike Robertson to attend every other meeting with a status update – next meeting for the Commissioner to attend is in June.

Committee member Gary Ciccone noted that he and Commissioner Robertson have been working on a Driver License Office on post at Fort Bragg, but that the Commander would also like a License Plate Agency on post as well. He noted that there would be a need to change the current General Statute to allow other “one stop shops” – outside of Raleigh and Charlotte. Chairman Overholt noted that the statute should be changed. He also noted that Camp Lejeune and Seymour Johnson should be given the same opportunity if they also desire these opportunities on post.

Chairman Overholt also asked if there are any other entities in state government that should come before the committee. Jed McMillan noted that a representative from Agriculture Commissioner Steve Troxler's office may be interested. Chairman Overholt suggested that he attend the June meeting.

The meeting was adjourned at 10:56 am.

Intergovernmental Relations Committee Minutes North Carolina Department of Transportation

Wednesday, May 4, 2011

The scheduled meeting of the Intergovernmental Relations Committee of the North Carolina Board of Transportation was held on Wednesday, May 4 2011, in the Board Room of the Transportation Building.

Call to Order

Vice Chairman Andrew Perkins called the meeting to order at 10:00 am with the following members present: Vice Chairman Andrew Perkins, Gary Ciccone, Mike Alford, Leigh McNairy and Mark Tyler, support staff to the Committee.

Also joining the Committee were Board of Transportation Chairman Robert Collier and Board Members Sam Halsey and Wanda Profit.

Vice Chairman Perkins accepted a motion from Gary Ciccone, seconded by Mike Alford, to accept the April 2011 meeting minutes. The minutes were approved as presented.

Military Equipment Presentation

Vice Chairman Perkins called on Mark Sutherland, Director of the Military Growth Task Force, to give a presentation on economic opportunities to the state for post combat maintenance of military equipment being returned to North Carolina bases.

Mr. Sutherland noted that the Military Growth Task Force's work covers eight and soon to be nine counties of the state. He reported that 56 percent of the military's eastern operational ground troops reside in that region. The military's impact on the economy in North Carolina is second only to agriculture in the state. The military has grown by more than 20 percent in the last five years in North Carolina.

Mr. Sutherland provided a confluence of compelling issues for the Committee:

- Shifting attitudes in Congress (national debt)
- 25 percent reduction in Department of Defense budget
- Trend in consolidation
- Trend from fixed location to flexible / mobile logistics
- Trend in joint maintenance (F-35 example)
- Trend toward privatization
 - Away from "organic" depots
 - 50/50 mandates (organic / contractor)

- 40 percent excess organic workforce capacity identified in the late 1990's
- Quest for Public - Private Ventures & Partnerships
- NC will likely continue to be a BRAC receiver state

Mr. Sutherland reported on the United States Department of Defense Maintenance Depots – Major Department Level Activities by Category

- Shipyard – Navy 4
- Vehicle and Armament – Army 2, Marine Corps 2
- Aviation – Army 1, Navy 3, Air Force 3
- Missile – Army 1
- Communications and Electronics – Army 1

Mr. Sutherland noted that there has been a movement of war fighters to the coast in the last 20 years. North Carolina is home to almost half of the war fighters

- Fort Bragg and Camp Lejeune – North Carolina has 40 percent of personnel totaling 118,083
- Fort Stewart – Georgia has 28 percent of personnel totaling 69,888
- Fort Campbell – Kentucky has 16 percent of personnel totaling 38,696
- Fort Drum – New York has 9 percent of personnel totaling 22,805

He noted that the Eastern Ground Systems Maintenance Depots show how equipment is transported from different maintenance points and then ultimately sent to Fort Bragg and Camp Lejeune. If the Ports of Wilmington and Morehead City were used, could save up to 90 percent of costs and military could be deployed as much as a day earlier.

Why Use North Carolina's Ports

- Centrally located (mid-Atlantic)
- Center of Gravity of Eastern Ground Operational Bases
- Concentration of end users (47% in a 70 mile radius)
- Strategic Mobility
 - Existing airfield, rail, highway & port capacity
 - Interstate and US Highways; CSX; NC RR
 - Existing Certified Aerial Ports of Embarkation (APOE)
 - Pope Field; Cherry Point; Seymour Johnson AFB; GTP
- Existing Ports with excess capacity (SPOE)
- Proximity to Hampton Roads, Charleston
- Workforce (exiting military)
- Large tracts of flat land, away from corrosive effect of sea

Points to Consider

- Market State's Existing Capacity for Military Logistics Mission
 - It doesn't take a BRAC – need to market what we have
- Develop a Game Plan AND Play Book for NC's leaders
 - Explain Department of Defense's challenges and how NC can help solve them
 - "Package" existing AND potential transportation capacity
 - Define the magnitude and value of exiting military on workforce
 - Quantify NC's Concentration of "End-Users"
 - Develop Logical PPV Solutions
- Understand Benefits to Military in Expanded Capacity (BRAC-Proofing)
 - Increased Military Utility of Installations / Enhanced Strategic Mobility
 - Inland Terminal = Flexible Marshaling Areas
 - Improved Rail Connectivity = Faster Deployments
- Consider effects of transportation improvements on existing industry and communities
 - Preservation of agricultural industry
 - Compatibility with military mission
 - Fiscal sustainability of counties
- Exploit opportunities in a logistically agile NC military region
 - Incorporate into the state's overall strategy for BRAC
 - Dedicate a portion of the state's BRAC dollar to OFFENSE

Mr. Sutherland noted that there are many opportunities to capitalize on with bringing troops home from Afghanistan, but there is a need to prepare now. He noted that with the existing capacity, that there is a need to think more globally. The current process does not work with today's war fighting approach.

Offshore Wind Turbine Presentation

Vice Chairman Andrew Perkins welcomed Jennifer Bumgarner, Assistant Secretary for Energy for the Department of Commerce, for a presentation on Offshore Wind Turbines.

Ms. Bumgarner noted that North Carolina is working toward having wind turbines that would be placed in federal waters and that with the state's wind potential, North Carolina is ahead of all other eastern coast states.

She discussed a University of North Carolina wind study that was conducted that identifies peak areas for desirable wind resources and also shows potential conflicts such as military issues and those involving marine life, cultural resources, etc.

She provided an overview regarding the Bureau of Ocean Energy Management (BOEM) Ocean Renewable Energy Task Force:

- Required for states that want to pursue offshore wind development in federal waters
- Facilitate state, federal and local government involvement in offshore wind leases
- Provides structure for developing potential lease areas (“CFI”) and identifying conflicts and uses
- First NC meeting: Jan. 2011

She noted the Department of Defense’s role:

- Single Point of Contact at Office of the Secretary
- Full analysis of entire NC offshore area complete
- Communication with installations and key officials in the state remains key
- Land-based versus offshore wind facilities
- Coast Guard’s data is not included as they are not a division of the Department of Defense, but of Homeland Security

Ms. Bumgarner reported on details of typical Turbine Details and Cutaways:

- Siemens 3.6 MW Turbine
 - Rotor – 107 meters (350 feet); 95 tons
 - Hub height – 80 meters (260 feet)
 - Max power at 13 m/s
 - 3 second max wind – 157 mph
 - Nacelle – 125 tons; bus size
 - Total Height: 435 feet (40 stories); 60-100 feet into sea floor for foundation

She noted transportation and logistical issues:

- Conflicts with transportation and shipping routes
- Movement of turbine parts
- Ports Infrastructure

Committee member Leigh McNairy asked Ms. Bumgarner to clarify with the Department of Defense if there are any plans to study conflicts with inland wind turbine farm locations, such as the airspace near the Dare County Bomb Range. Ms. Bumgarner noted that she will contact NCDOT Governance Office Director Mark Tyler prior to the June meeting with the information.

Ms. Bumgarner noted that for every 15 wind turbines, this creates one permanent maintenance job. She also noted that in some areas there could be as many as 400 wind turbines, thus creating many economic development opportunities for the state.

Radio Island Bridge Update

Vice Chairman Perkins then called on Jed McMillan, NCDOT/Commerce Advisor, for an update. Mr. McMillan noted that the State Ports Authority Board met in April and unanimously voted to approve the cost sharing plan proposed by the Department. Currently, the Department is waiting on all signed agreements between the two agencies.

Tug Update

NCDOT Chief of Staff Ellis Powell noted that the Department has discussed the tug rate issue with a Navy representative, Ms. Sandra Hawkinson. She requested a formal letter be written requesting a meeting to discuss this further.

Slocum Gate Update

Division Engineer Neil Lassiter noted that funding has been secured for the environmental study. The Department will continue working on the delivery of this project.

New Business

Vice Chairman Andrew Perkins noted the need for a summary prepared for all Committee members to review prior to the June meeting. The summary would highlight the Committee's actions and work to date – and will outline a plan for future work of the Committee. The briefing should also include an updated list of projects and other initiatives. Mr. Perkins noted the need for Chairman Hugh Overholt to present this to the full board on June 2 during Board Chairman Robert Collier's remarks. Committee member Leigh McNairy noted the need for Committee Chairman Overholt to update the full board every six months concerning the Committee's action items and deliverables.

Committee member Mike Alford asked that staff prepare a letter of endorsement for Mark Sutherland's efforts with the Military Growth Task Force. He noted that this should be given to Commerce Secretary Keith Crisco. Jed McMillan noted that Mr. Sutherland needs \$750,000 to conduct a study to further the proposal.

Jed McMillan recognized Robert Hosford, International Trade Specialist for Industrial Commodities, with the Department of Agriculture. Mr. Hosford will join the Committee each month.

Vice Chairman Perkins cited the list of proposed speakers for the next few Committee meetings. June – Agriculture Commissioner Steve Troxler has been invited as well as State Ports Authority Board Chair Carl Stewart

July – Lt. Governor Walter Dalton has been invited as well as Dr. George List from ITRE. The meeting was adjourned at 11:01 am.

Intergovernmental Relations Committee Minutes North Carolina Department of Transportation

Wednesday, June 1, 2011

The scheduled meeting of the Intergovernmental Relations Committee of the North Carolina Board of Transportation was held on Wednesday, June 1, 2011, in the EIC of the Transportation Building.

Call to Order

Chairman Hugh Overholt called the meeting to order at 3:09 pm with the following members present: Vice Chairman Andrew Perkins, Mike Alford, Gary Ciccone, Leigh McNairy and Mark Tyler, support staff to the Committee.

Also joining the Committee were Board of Transportation Chairman Robert Collier and Board Members Wanda Proffitt and Ralph Womble.

Chairman Overholt accepted a motion from Mike Alford, seconded by Gary Ciccone, to accept the May 2011 meeting minutes. The minutes were approved as presented.

Radio Island Bridge and Slocum Gate Updates

Chairman Overholt called on Division Engineer Neil Lassiter to provide updates on the Radio Island Bridge agreement and Slocum Gate.

Mr. Lassiter reported that the Radio Island Bridge agreement has been executed. He noted that the design should be finished by the end of 2011, should go out for bids in Spring 2012 with construction completed by the end of October 2013.

Mr. Lassiter also reported that funding has been secured for the Slocum Gate environmental study. He noted that once the study is let to contract that it will take nearly two and a half years to complete. Chairman Overholt asked that a member of the Department's Project Development and Environmental Analysis staff attend the July meeting to further discuss the project schedule.

Tug Update

Committee member Mike Alford reported that the tug issue was resolved internally with the Navy and the Department's assistance is no longer needed. Committee member Leigh McNairy noted that this project should remain on the project priority list provided each month by the State Highway Administrator's office.

Wind Turbine Update

Governance Office Director Mark Tyler reported that he followed up with Jennifer Bumgarner, Assistant Secretary for Energy at the Department of Commerce, concerning the inland wind turbine issue. He noted that Ms. Bumgarner has assured the Department that all potential conflicts were vetted through the Department of Defense – including the Dare County Bomb Range. He also noted that Ms. Bumgarner has said that inland wind turbines are outside of the scope of what the Department of Commerce is doing. She has discussed the issue with Commerce Secretary Keith Crisco and a group may possibly be established to discuss the issue, but nothing currently is in place.

Pembroke Connector

NCDOT Rail Division Director Pat Simmons provided an overview of the Pembroke Connector.

- 45 trains per day through Pembroke
- South/north to east trains must now switch and go through town twice
- Northern Bypass Rail Connecting Track Proposed
- Pembroke Connecting Track
 - Assist freight and future passenger movements - Raleigh, Fayetteville to Wilmington
 - Improved rail access to proposed NC international port
 - Military interest - direct connection Ft. Bragg to MOTSU
- Pembroke Northern Bypass Track
 - Facilitate north to south shipments to turn east.
 - Preliminary cost estimate - \$20M:
 - PE - \$1.5M
 - R/W - \$1.5M
 - Construction - \$17M
 - Based on 25% Plans
 - Grade separation at Union Chapel Road and relocation of Jones Road
- Pembroke – Next Steps
 - Complete Environmental Assessment – Summer 2011
 - Final Public Hearing – Fall 2011
 - Complete Final Design – Fall 2012
 - Begin ROW Acquisition – Summer 2012
 - Begin Construction - Summer 2013
 - Construction Complete – Spring 2015
 - All is subject to availability of funding, CSX agreements, etc.

Chairman Overholt expressed the need to review the project schedule to accelerate the project – especially since the next BRAC will be in 2015.

Mr. Simmons also noted now that Fort Bragg is a terminal; the DOD is making investments at the dock. They are working to more efficiently rearrange the way rail cars are moved.

Chairman Overholt asked Committee member Gary Ciccone to talk with Fort Bragg officials about what will be shipped out of the base.

New Business

Agriculture

Chairman Overholt noted that Agriculture Commissioner Steve Troxler's presentation to the full Board of Transportation today is crucial to the Committee's charter. The Commissioner noted that agriculture and the military are the two largest pieces of the state's economy. Chairman Overholt noted that there is a real interest in North Carolina's transportation network that supports the military and agriculture. He noted the need to work with the Department of Agriculture to ensure alignment of transportation plans with that of the Department of Agriculture.

North Carolina Railroad

Chairman Overholt also noted that he recently met with Scott Saylor, President of the North Carolina Railroad (NCR). He noted that NCR has made improvements to road beds in the eastern part of the state. He asked that the dimensions of Spirit AeroSystems box dimensions be sent to him and Roberto Canales, Secretary's Initiatives Coordinator, agreed to send those to Mr. Overholt.

Mr. Canales noted that a lot of work has been performed on the rail spur at GTP to accommodate the Spirit Aerosystems freight boxes.

Strategic Planning

Committee member Mike Alford reported that some MPOs and RPOs have requested additional points be awarded for military projects when being prioritized under the Strategic Prioritization Process. Chairman Overholt noted that this should be added as an item on the Intergovernmental Priorities Spreadsheet.

Chairman Overholt asked that Don Voelker, Director of the NCDOT Strategic Planning Office, give a presentation on Prioritization 2.0 – specifically a military connection. The Chairman wants at least eight points added for military projects. Division Engineer Bobby Lewis, who serves on the Prioritization 2.0 Committee, will follow up with Mark Tyler prior to the July meeting. Mr. Tyler noted that the Board will receive the prioritization scores this fall for approval.

Intergovernmental Priority List

Committee member Leigh McNairy requested that those projects with high priority on the Priority Project Spreadsheet be presented with updates each month. Those with medium priority should be presented quarterly and those with low priority be presented at the Committee's discretion. She asked that the State Highway Administrator's office provide these updates.

Chairman Overholt asked Roberto Canales and NCDOT/Commerce Advisor Jed McMillan to provide updates at the July 2011 meeting concerning the Governor's Logistics Task Force and the Maritime Study.

Mark Tyler presented his overview of the Committee that will be presented at tomorrow's Board meeting. It included:

- Committee Purpose and Charter. Gary Ciccone asked that the charter be expanded to include more than the military – to include other state and federal partners in North Carolina.
- Committee Objectives
 - Serve as the primary command and control structure between NCDOT and the Department of Defense (DOD) for transportation related decision making
 - Develop recommendations to establish a NCDOT/DOD liaison in Washington DC
 - Establish coordination with the military representative on the Governor's Logistics Task Force
 - Establish coordination with Governor's Commission on Military Affairs
- Transportation Coordination
 - Marine Corps: Major General Carl Jensen, Commanding General Marine Corps East
 - Army: Colonel Stephen Sicinski, Garrison Commander, Fort Bragg
 - Air Force: Colonel Anne Winkler, Fourth Mission Support Group, Seymour Johnson
 - Coast Guard: Captain Anthony Popiel, Elizabeth City
- Transportation Interests Identified: Military Operations / Deployment Capability
 - Highway: Bragg Boulevard to All-American Freeway connection and STRAHNET Connector
 - Rail: Port of Wilmington Access (Pembroke Rail Project) and CSX rail lines from Fort Bragg to Fayetteville
 - Aviation: GTP as a secondary APOE and direct Air Link to Washington DC
 - Ports: Port of Morehead City (Tug Fees) and Radio Island Vehicle staging area
- Transportation Interests Identified:
 - Encroachment Management (Land and Air)
 - Aircraft traffic patterns being altered due to proposed wind farms in
 - Eastern NC (Dare County Bomb Range)
 - Land Use and transportation plans around military bases need to align in a way that does not prohibit military training
 - Regulatory
 - Oregon Inlet (dredging needs)
 - Ferry Operations oversight
- NCDOT Work Performed Since Last BRAC (2005)
- Related Coordination Activities:
 - Department of Commerce
 - US Navy
 - Military Growth Task Force
 - State Economic Development Board
 - Department of Agriculture
 - NC Department of Environment and Natural Resources
- Future Objectives
 - Develop recommendations to establish a NCDOT/DOD coordination in Washington DC

- Continue coordination with the military representative on the Governor’s Logistics Task Force
- Establish coordination with Governor’s Commission on Military Affairs
- Improve coordination with other Federal and State Transportation Partners
- Establish coordination with Coastal Land Trust
- Establish coordination with NC National Guard
- Good Transportation brings:
 - Mission Capacity
 - Safety (Air and Ground)
 - Mobility/Logistics
 - Evacuations during Natural Disasters
 - Quality of Life
- Quote: “We appreciate our maturing partnership with NC – and when coupled with a coordinated regional planning effort – the impact will be dramatic...” Major General Carl Jensen
- Presentation available online – <http://www.ncdot.gov/about/board/default.html>

Air Link to Washington, DC

Chairman Overholt noted the need for NCDOT Aviation Director Richard Walls to provide an update on any daily commercial air opportunities from Fort Bragg to Washington, DC.

Military Response

Committee member Leigh McNairy noted the need to provide status updates back to all the military installations that have presented to the Committee every six months. Chairman Overholt noted that this should be in letter form from Secretary Conti, Chief Operating Officer Jim Trogdon or Board Chair Robert Collier. Mr. Overholt asked Mark Tyler to prepare the letters.

Ports Strategy

Vice Chairman Andrew Perkins noted the need to discuss what priority will be given to the Ports at Wilmington and Morehead City given the presentation made by Commissioner Troxler. He noted the need to tie economic development, the maritime study and military needs into a joint strategy to support plans for the Ports Authority. He noted that this type of strategy is what the US Army Corps of Engineers needs to support long-term dredging plans for each Port.

Roberto Canales noted that he has been working with the State Ports Authority (SPA) Board to build a more strategic plan. The SPA needs to create a plan that links themselves to the Department, Agriculture, military, etc.

Jed McMillan noted that the US Army Corps of Engineers is requesting \$29 million for maintenance dredging, but probably only will receive \$10-12 million. He also invited all Committee members to the State Ports Authority meeting on June 16 in Morehead City.

The meeting was adjourned at 4:03 pm.

Intergovernmental Relations Committee Minutes North Carolina Department of Transportation

Wednesday, July 6, 2011

The scheduled meeting of the Intergovernmental Relations Committee of the North Carolina Board of Transportation was held on Wednesday, July 6, 2011, in the EIC of the Transportation Building.

Call to Order

Chairman Hugh Overholt called the meeting to order at 10:04 am with the following members present: Vice Chairman Andrew Perkins, Mike Alford, Gary Ciccone, and Mark Tyler, support staff to the Committee.

Also joining the Committee were Board of Transportation Chairman Robert Collier and Board Member Gus Tulloss.

Chairman Overholt accepted a motion from Andrew Perkins, seconded by Mike Alford, to accept the June 2011 meeting minutes. The minutes were approved as presented.

Base Sustainability Committee Presentation

Chairman Overholt called on Jamie Norment from the Governor's Advisory Commission for Military Affairs for a presentation on the Base Sustainability Committee and the significance of transportation in decisions concerning base realignment.

Mr. Norment noted that the military's budget will be the most important factor in the future of the Department of Defense.

The Governor's Advisory Commission for Military Affairs:

- Advises the Governor and the Secretary of Commerce on protecting the existing military infrastructure in the state and to promote new military missions and economic opportunities for the state and its citizens.
- Will develop a strategic plan to provide initiatives to support the long-term viability and prosperity.
- Promotes improvements in quality of life for military personnel and their families

Commission's Recommendations:

- Support efforts to avoid encroachment
- Emphasize importance of all modes of transportation to the military bases for both personnel and logistics

- Increased emphasis on shipping by rail and sea

Commission's Concerns:

- Access to transportation arteries
- Need to educate public on importance of military and transportation
- Need to coordinate and advise leaders in key positions of State government
- Encroachment

Next Steps:

- Reauthorization of the Commission
- Integration of DOT and BOT
- Economic development
- Consistent communication
- Always doing what we can to increase the quality of life for our military personnel and their families

Prioritization 2.0 Presentation

Chairman Overholt called on Don Voelker, Director of the Strategic Planning Office, to brief the Committee on the Strategic Prioritization Process (SPOT 2.0).

Mr. Voelker informed the Committee that over the past nine months the Prioritization Workgroup agreed to add additional points for projects that connect to military bases. He recommended that he take this topic back to the Workgroup if the Committee wanted additional consideration/points be given to projects that connect to military bases.

Committee member Mike Alford noted that the Board respects the process that is data driven. He noted the need to get prepared now for the next BRAC and to maximize the Ports as part of our strategy. Committee Chairman Hugh Overholt asked Mr. Voelker to again review the process to include additional points for projects that connect to military bases and report back to the Committee in the future.

Governor's Logistics Task Force and Maritime Study Update

Chairman Overholt then called on Roberto Canales, the Secretary's Strategic Initiatives Coordinator, to update the Committee on the Logistics Task Force and Maritime Study.

Mr. Canales reported that the General Assembly passed legislation moving the State Ports Authority and Global TransPark under the Department of Transportation as a Type Two transfer -- each will report to the Secretary of Transportation, but maintain their own authority Boards and their own debts.

Mr. Canales reported that NCDOT staff is leading the transition and working to set milestones and will reach out to local entities to encourage more interaction. He noted the desire to expand the Ports focus

beyond Wilmington. He is working with the State Ports Authority staff to include military needs and better utilization of assets in Morehead City as they begin a strategic planning process. He also noted the need to shift operations to make the Ports more efficient and is looking for means to save money. Mr. Canales reported that the Task Force is studying container trade as well.

He noted that Lt. Governor Walter Dalton will give a presentation to the full Board of Transportation on Thursday, July 7.

Mr. Canales noted that the Logistics Task Force's work should be finalized in early 2012. He also noted that the Maritime Study's work with AECOM should be finished in early 2012 as well.

Defense Appropriations

Chairman Overholt then reported on a potential opportunity that he learned of for transportation projects that support military hospitals. A \$300 million earmark was to support a hospital in Virginia and Bethesda, Maryland Naval Hospital. He noted that he will look into this opportunity for North Carolina.

Project Updates

Chairman Overholt then called on NCDOT staff members to give project updates.

1. **Slocum Gate (Cherry Point)** – Rob Hanson, Program Development and Environmental Analysis Unit, noted that the project will be put into the TIP tomorrow and that the Department has started the consultant procurement process. He reported that the schedule has now been reduced by two years.
2. **Radio Island Bridge** – Governance Office Director Mark Tyler reported that design should be completed in December 2011 and a letting in early 2012.
3. **Sneads Ferry Gate and Stone Bay Gate** – Derrick Lewis, Feasibility Studies Unit, reported that scoping meeting was held this month and the Department will have the concept design next year. He noted that staff hopes to have this completed by fall 2012.
4. **I-295 Loop** – Greg Burns, Division Engineer, noted that from Ramsey Street to the All-American Freeway -- bids received in June were 10.5% above the engineer's estimate and will be rebid in August. The B project is 70% complete.
5. **Murchison Road** – Greg Burns, noted that the AA section is 55% complete. AB and B sections currently are in the right of way acquisition phase, pending \$35 million in Department of Defense funding. Currently have \$17 million now. Project will be let to contract in 2012.

The meeting was adjourned at 11:04 am.

Intergovernmental Relations Committee Minutes North Carolina Department of Transportation

Wednesday, September 7, 2011

The scheduled meeting of the Intergovernmental Relations Committee of the North Carolina Board of Transportation was held on Wednesday, September 7, 2011, in the EIC of the Transportation Building.

Call to Order

Chairman Hugh Overholt called the meeting to order at 11:04 am. Chairman Overholt accepted a motion from Andrew Perkins, seconded by Mike Alford, to accept the July 2011 meeting minutes. The minutes were approved as presented.

F 35 Stationing

Chairman Overholt provided an update regarding F35 stationing.

- Is a critical issue to North Carolina and NCDOT
- Department of Defense has already agreed to a \$300 billion budget cut, another \$300 billion is possible
- Will impact number of F35s and location of squadrons
- Cherry Point is an immediate concern in North Carolina
 - Pentagon study on J35 engine repairs is underway
 - Study concludes September 30, 2011
 - Department of Defense will reduce number of depots from seven to four due to budget cuts

Chairman Overholt then called on the Secretary's Coordinator for Strategic Initiatives Roberto Canales and DOT/Commerce Advisor Jed McMillan for an update on the Governor's Logistics Task Force and the Maritime Study currently underway.

Logistics Task Force and Maritime Study Update

- Governor's Logistics Task Force study comes to an end in December 2011 with final report in February 2012
- The study was modified due to Executive Order 99, focus study at the community level throughout North Carolina
- Community level study should
 - Look at North Carolina not by DOH Divisions, but rather by four regions of state
 - Consider Ports as assets of entire state
 - Stress interconnectivity of ports importance throughout entire state
- Maritime Study will come to an end in February 2012
- Seven Portals Study – focuses on industrial centers statewide. Study ends December 2012

Chairman Overholt called on Laura Blair with the State Ports Authority to provide an update regarding the State Ports and Hurricane Irene.

Hurricane Irene Update

Ms. Blair noted that there was minimal damage at the State Ports facility in Morehead City. She gave a presentation on how the Ports have comprehensive preparations and response activities to prepare for the storm.

Chairman Overholt then provided an update regarding the Cherry Branch Ferry.

Cherry Branch Ferry Update

- Speaker Tillis recently visited Eastern North Carolina and rode the Cherry Branch Ferry with Harold Thomas
- He saw the importance of the ferries such that funding would be restored
- Majority of Cherry Branch customers use the ferry to travel to and from work
- Costs to these customers will be \$70 per week to ride ferry, not realistic
- NCDOT to propose \$140 “annual pass” for locals

Chairman Overholt then called on Department of Transportation staff members to provide updates to several projects.

1. **Fayetteville to DC Air Link** -- Division of Aviation Director Richard Walls noted that the study is complete and was presented to various airlines. Enough travel anticipated to run one 50 passenger airplane from Fayetteville to DC five days a week for the entire year. One airline interested, but due to recent merger, decision on hold. Fayetteville airport wants grant to keep consultant in place while airline is sought. Presentation of study to be scheduled for Garrison Commander at Fort Bragg.
2. **Slocum Gate (Cherry Point)** – It was noted that the project is in the planning stages with the consultant. Expected to be reduced by two years.
3. **Pembroke Connector** – Committee members want a full presentation at next meeting from Rail Division Director Pat Simmons.
4. **Linden Oaks Pedestrian Project** – Division Engineer Greg Burns reported that the project currently is under construction.
5. **Bonner Bridge** – Technical Services Director Victor Barbour reported on the NEPA process and a lawsuit. He reported that staff is moving forward until told otherwise.

The meeting was adjourned at 11:05 am.

Intergovernmental Relations Committee Minutes North Carolina Department of Transportation

Wednesday, November 30, 2011

The scheduled meeting of the Intergovernmental Relations Committee of the North Carolina Board of Transportation was held on Wednesday, November 30, 2011, in the EIC of the Transportation Building.

Call to Order

Chairman Hugh Overholt called the meeting to order at 3:31 pm with the following members present: Vice Chairman Andrew Perkins, Mike Alford, Tripp Sloane, and Ed Grannis. Board member Ralph Womble also attended the meeting. Chairman Overholt accepted a motion from Ralph Womble, seconded by Andrew Perkins, to accept the September 2011 meeting minutes. The minutes were approved as presented.

Chairman Overholt recognized John Nichols, Governor's Military Assistant, to the meeting. He called on Roberto Canales, the Secretary's Coordinator of Strategic Initiatives, to provide an update regarding the Logistics Task Force and Maritime Study and bringing the State Ports Authority and Global TransPark (GTP) under the North Carolina Department of Transportation (NCDOT).

Logistics Task Force and Maritime Study Updates

Mr. Canales reported:

- Both studies are going well.
- Maritime Public Outreach meetings will be held on December 13, 14 and 15. Board members will be notified this week when there is a meeting in your area.
- Meetings will update public on economic study and identify geographically locations for best possible port activities.
- Will have a draft report from consultants in December or January. Will list economic development options and opportunities for the state of North Carolina.
- Will have a second series of public meetings in January or February – and then in early March the state will have choices for the best investment.

State Ports Authority and Global TransPark

- As part of these agencies coming under NCDOT, about 28 work groups have been formed with the State Ports Authority to look for efficiencies so funds can be re-invested into infrastructure.
- As part of the transition, the Department was mandated to:
 - Bring both the State Ports Authority and GTP under one financial system. The Department currently is working to bring them into our SAP program. Target for completion is January 2012.

- Bring both agencies under one HR system. The Department currently is working to bring them into the BEACON program.

Chairman Overholt then called on Jim McCleskey, Governor's Washington Office Director, to provide a Congressional update.

Congressional Update

Mr. McCleskey provided an update on the pending Surface Transportation Act and how this may impact the military.

- Goal for a transportation bill is to consolidate categories and give state DOTs more flexibility.
- Senate version is a two-year authorization that keeps funding at current levels.
- House version funds transportation at levels consistent with revenue coming in (lower than current appropriations).
- Neither are adequately funded for nation's needs.
- Includes a freight piece that could help access to our ports.
- There are no specific state allocation amounts at this time.
- Provided an update on Department of Defense reductions projected over the next 10 years – a reduction of nearly half a trillion dollars. Takes 90 programs down to 30 programs.

Chairman Overholt then called on Department of Transportation staff members to provide updates to several projects.

High Priority Project Updates

1. **Pembroke Connector** – Rail Division Director Pat Simmons reported that the environmental assessment is complete and is currently under review by FRA. The project is in the queue behind other 100 percent funded projects. Will take approximately one year for design once funding is identified and approved.
2. **Slocum Gate (Cherry Point)** – Director of Preconstruction Debbie Barbour reported that the Department will finalize the contract in December and will have formal scoping early next year. She also noted there is a two-year timeline for the planning document.

The meeting was adjourned at 4:45 pm.