

2013 North Carolina's Infrastructure Report Card



Cumulative GPA **C**

Aviation remains a crucial industry in the state of North Carolina adding an estimated \$26 Billion to the state economy per year. The NCDOT Division of Aviation estimates \$763 million needed to bring all airports in the system to a rating of good or better. Civilian aircraft are North Carolina's Top Export making up 3.7% annually. North Carolina Businesses rely on their ability to travel quickly where and when they need to by airplane, either across the state or across the country. At the present funding levels we are not meeting these needs.

D+

Aviation

Renowned for its 326 miles of ocean shoreline, barrier islands and 19 active inlet complexes, North Carolina beaches and inlets have tremendous economic value and serve as important habitat for fish and wildlife resources. However, maintenance plans are essential to have in place soon in the event of significant coastal storms. The presence of shoals and inlets essentially functioning at significantly less than authorized depths are impacting the State. Continued erosion of federal and state funding for beaches and inlets has a significant impact on our coastal gems as economic engines and natural habitats.

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Beaches & Inlets

Bridges provide a critical link in a heavily traveled and aging highway infrastructure. North Carolina is ranked fourteenth in the United States in bridge surface area to maintain. While the North Carolina Department of Transportation currently funds a \$200 million bridge improvement program, the quantity of aging structures simply outnumbers the funded bridges being repaired, rehabilitated and replaced. NCDOT continually adjusts priority projects in an effort to maximize dollars spent throughout the state. This effort has had a positive impact on the overall bridge condition; however this effort must continue in order to raise the health of state bridges to an acceptable level. This satisfactory bridge health level will require \$281 million more per year in order to make significant strides in raising the grade of North Carolina Bridges.

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Bridges

Ten percent of North Carolina's high hazard dams are deficient and only 34 percent have Emergency Action Plans. One-third of North Carolina's dams are greater than 50 years old. There is no consistent federal or state funding for non-federal publicly owned dam rehabilitation. The North Carolina Dam Safety Program state funding is less than the national average. The estimated cost to rehabilitate North Carolina's non-federal dams is \$1.9-billion

D

Dams

North Carolina has over 530 public water systems which serve approximately 7.3 million North Carolinians or 75 percent of the state's population. The majority of these systems are owned and operated by incorporated municipalities. There is a 20-year infrastructure need of \$10.06 billion for North Carolina. These funds are needed to replace aging facilities, comply with mandated Safe Drinking Water Act regulations and boost economic development.

C+

Drinking Water

The state's traditional reliance on the major fuel sources – coal, petroleum, natural gas, and nuclear – remains intact, but in recent years there has been a meaningful shift to energy efficiency and the use of renewable energy sources. North Carolina has affordable, diverse, and reliable energy resources. While there is still work to do in terms of energy efficiency, assuring a full range of energy diversity products to all regions of the state, and to remain on the leading edge of anticipated changes in the energy sector, North Carolina has a solid foundation of energy and energy infrastructure to meet its current and 20-year planning horizon needs.

B+

Energy

The condition of North Carolina's rail infrastructure has a direct impact on the state's economy, with more than 10.1 million tons of goods originated in, and more than 53.1 million tons of goods terminated in the state in 2010. Currently, only 30 percent of the state's short lines can accommodate the new, heavier rail cars being used, and it is estimated that freight rail investment needs over the next 25 years will total \$545 million. In addition to the state's freight rail needs, passenger rail modernization needs currently top \$2.9 billion over the next twenty-five years - 83 percent of the total passenger rail investment needed. In 2012, there were more than 938,000 Amtrak passenger boardings in the state. Despite being named one of five future high-speed rail corridors in 1992, many of the state's fastest growing areas have no passenger rail service. Consequently, rail travel is less competitive than the automobile, and therefore is currently a less viable alternative transportation mode.

C+

Rail

The scale of the state maintained highway network, the current economic circumstances, and the trend of reducing the state transportation agency's resources and personnel have been challenges to providing and maintaining a sustainable quality of service. Yet, North Carolina's highways function at a high level of efficiency and safety. The grade determined for the state's road was based upon the four aspects of Conditions of Assets, Mobility and Safety, Public Opinion, and Funding. A thorough review of research findings and quantitative data has provided a legitimate basis for grading North Carolina's highways.

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Roads

The physical condition of public school buildings is critical to the success of North Carolina's students. However, over 58 percent of North Carolina schools will require renovations in the next five years. Additionally, approximately 10 percent of students are in mobile classrooms. The projected cost to meet facility needs for the next five years is approximately \$8.2 billion

C

Public Schools

Polluted storm water carries with it sediment and debris, excess nutrients, and even bacteria and other pathogens. While awareness of storm water treatment and quality is increasing, large gaps still exist between what needs to be done and how to implement these changes. Most of North Carolina's population lives in communities that have no dedicated source of funding to improve storm water quality. Statewide sources of funding such as the N.C. Clean Water Management Trust Fund are being reduced and North Carolina's communities have fewer and fewer options when trying to address their storm water improvement needs. More stringent future storm water regulations, along with budget constraints, will make it even more difficult for many communities in North Carolina to make noticeable progress in this area.

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Storm Water

North Carolina has documented a need of over \$4 billion of additional wastewater infrastructure investment needs through the year 2030. These funds are needed to replace aging facilities, comply with mandated Clean Water Act regulations and keep pace with economic development. If continued funding needs are not met, the state risks reversing the improved public health and economic gains that have been realized over the past 30 years.

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Wastewater

