

GENERAL ASSEMBLY OF NORTH CAROLINA



Session 2007

Legislative Fiscal Note

BILL NUMBER: House Bill 1576 (Second Edition)

SHORT TITLE: Coordinated Traffic Signals/Reduce Energy Use.

SPONSOR(S): Representative Allred

FISCAL IMPACT				
	Yes ( )	No ( )	No Estimate Available (X)	
	<u>FY 2007-08</u>	<u>FY 2008-09</u>	<u>FY 2009-10</u>	<u>FY 2010-11</u> <u>FY 2011-12</u>
<b>REVENUES</b>				
<b>EXPENDITURES</b>				
<b>POSITIONS (cumulative):</b>				
<b>PRINCIPAL DEPARTMENT(S) &amp; PROGRAM(S) AFFECTED:</b> Municipalities, Department of Transportation				
<b>EFFECTIVE DATE:</b> When the bill becomes law.				

**BILL SUMMARY:**

April 17, 2007

H 1576. COORDINATED TRAFFIC SIGNALS/REDUCE ENERGY USE. Filed 4/17/07. TO REQUIRE MUNICIPALITIES AND THE DEPARTMENT OF TRANSPORTATION TO COORDINATE TRAFFIC SIGNAL PATTERNS TO REDUCE THE CONSUMPTION OF ENERGY.

Enacts new GS 136-66.2A, requiring the Department of Transportation, municipalities, and metropolitan planning organizations to develop and implement a comprehensive traffic control plan that coordinates traffic signals, with a focus on eliminating vehicle idle time and improving efficient flow of traffic through municipalities in order to decrease consumption of fossil fuels.

May 22, 2007

H 1576. COORDINATED TRAFFIC SIGNALS/REDUCE ENERGY USE. Filed 4/17/07. House committee substitute makes the following changes to 1st edition. Modifies GS 136-66.2A to provide that the Department of Transportation, a municipality, or a metropolitan planning organization as recognized in GS 136-200.1 may (was, shall) develop and implement a comprehensive traffic control plan to coordinate traffic control signal devices

Source: Bill Digest H.B. 1576 (04/17/0200).

**ASSUMPTIONS AND METHODOLOGY:** The extent to which municipalities and the Department of Transportation will use the authority granted by this bill, and the thus the cost, is not known.

**SOURCES OF DATA:**

**TECHNICAL CONSIDERATIONS:** None

**FISCAL RESEARCH DIVISION:** (919) 733-4910

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**APPROVED BY:** Lynn Muchmore, Director  
Fiscal Research Division

**DATE:** May 24, 2007



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