

GENERAL ASSEMBLY OF NORTH CAROLINA
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Short Title: Strategic Transportation Investments.

(Public)

Sponsors:

Referred to:

April 11, 2013

1 A BILL TO BE ENTITLED
2 AN ACT TO STRENGTHEN THE ECONOMY THROUGH STRATEGIC
3 TRANSPORTATION INVESTMENTS.

4 The General Assembly of North Carolina enacts:

5
6 **STRATEGIC TRANSPORTATION INVESTMENTS**

7 **SECTION 1.1.(a)** Chapter 136 of the General Statutes is amended by adding a new
8 Article to read:

9 "Article 14B.

10 "Strategic Prioritization Funding Plan for Transportation Investments.

11 "**§ 136-189.10. Definitions.**

12 The following definitions apply in this Article:

- 13 (1) Statewide strategic mobility projects. – Includes only the following:
14 a. Interstate highways and future interstate highways approved by the
15 federal government.
16 b. Routes on the National Highway System as of July 1, 2012,
17 excluding intermodal connectors.
18 c. Highway routes on the United States Department of Defense
19 Strategic Highway Network (STRAHNET).
20 d. Interstate highway toll routes designated by the Department of
21 Transportation, pursuant to its authority under State law, or
22 extensions of highway toll projects in existence on, or for which
23 funds have been obligated, by July 1, 2013.
24 e. Highway projects listed in G.S. 136-179, as it existed on July 1,
25 2012, that are not authorized for construction as of July 1, 2015.
26 f. Appalachian Development Highway System.
27 g. Commercial service airports included in the Federal Aviation
28 Administration's National Plan of Integrated Airport Systems
29 (NPIAS) that provide international passenger service or 375,000 or
30 more enplanements annually, provided that the State's annual
31 financial participation in any single airport project included in this



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- 1 subdivision may not exceed five hundred thousand dollars
2 (\$500,000).
- 3 h. Freight capacity and safety improvements to Class I freight rail
4 corridors.
- 5 (2) Regional impact projects. – Includes only the following:
- 6 a. Projects listed in subdivision (1) of this section, subject to the
7 limitations noted in that subdivision.
- 8 b. U.S. highway routes not included in subdivision (1) of this section.
- 9 c. N.C. highway routes not included in subdivision (1) of this section.
- 10 d. Highway toll routes not included in subdivision (1) of this section.
- 11 e. Commercial service airports included in the NPIAS that are not
12 included in subdivision (1) of this section, provided that the State's
13 annual financial participation in any single airport project included in
14 this subdivision may not exceed three hundred thousand dollars
15 (\$300,000).
- 16 f. The State-maintained ferry system, excluding passenger vessel
17 replacement.
- 18 g. Freight capacity and safety improvements to rail corridors spanning
19 two or more counties and not included in subdivision (1) of this
20 section.
- 21 (3) Division needs projects. – Includes only the following:
- 22 a. Projects listed in subdivision (1) or (2) of this section, subject to the
23 limitations noted in those subsections.
- 24 b. State highway routes not included in subdivision (1) or (2) of this
25 section.
- 26 c. Airports included in the NPIAS that are not included in subdivision
27 (1) or (2) of this section, provided that the State's total annual
28 financial participation under this sub-subdivision shall not exceed
29 eighteen million five hundred thousand dollars (\$18,500,000).
- 30 d. Freight capacity and safety improvements to rail corridors not
31 included in subdivision (1) or (2) of this section.
- 32 e. Public transportation service improvements, facilities, and
33 equipment, including intercity rail, commuter rail, light rail,
34 multimodal terminals and stations used for passenger transit.
- 35 f. Federally funded bicycle and pedestrian improvements.
- 36 g. Replacement of State-maintained ferry vessels.
- 37 h. Federally funded municipal road projects.
- 38 (4) Distribution Regions. – The following Distribution Regions apply to this
39 Article:
- 40 a. Distribution Region A consists of the following counties: Bertie,
41 Camden, Chowan, Currituck, Dare, Edgecombe, Gates, Halifax,
42 Hertford, Hyde, Johnston, Martin, Nash, Northampton, Pasquotank,
43 Perquimans, Tyrrell, Washington, Wayne, and Wilson.
- 44 b. Distribution Region B consists of the following counties: Beaufort,
45 Brunswick, Carteret, Craven, Duplin, Greene, Jones, Lenoir, New
46 Hanover, Onslow, Pamlico, Pender, Pitt, and Sampson.
- 47 c. Distribution Region C consists of the following counties: Bladen,
48 Columbus, Cumberland, Durham, Franklin, Granville, Harnett,
49 Person, Robeson, Vance, Wake, and Warren.

- 1 d. Distribution Region D consists of the following counties: Alamance,
2 Caswell, Davidson, Davie, Forsyth, Guilford, Orange, Rockingham,
3 Rowan, and Stokes.
- 4 e. Distribution Region E consists of the following counties: Anson,
5 Cabarrus, Chatham, Hoke, Lee, Mecklenburg, Montgomery, Moore,
6 Randolph, Richmond, Scotland, Stanly, and Union.
- 7 f. Distribution Region F consists of the following counties: Alexander,
8 Alleghany, Ashe, Avery, Caldwell, Catawba, Cleveland, Gaston,
9 Iredell, Lincoln, Surry, Watauga, Wilkes, and Yadkin.
- 10 g. Distribution Region G consists of the following counties: Buncombe,
11 Burke, Cherokee, Clay, Graham, Haywood, Henderson, Jackson,
12 Macon, Madison, McDowell, Mitchell, Polk, Rutherford, Swain,
13 Transylvania, and Yancey.

14 **"§ 136-189.11. Transportation Investment Strategy Formula.**

15 (a) Funds Subject to Formula. – The following sources of funds are subject to this
16 section:

- 17 (1) Highway Trust Fund funds, in accordance with G.S. 136-176.
18 (2) Federal aid funds.

19 (b) Funds Excluded From Formula. – The following funds are not subject to this
20 section:

- 21 (1) Federal congestion mitigation and air quality improvement program funds
22 appropriated to the State by the United States pursuant to 23 U.S.C. §
23 104(b)(2) and 23 U.S.C. § 149.
- 24 (2) Funds received through competitive awards or discretionary grants through
25 federal appropriations either for local governments, transportation
26 authorities, transit authorities, or the Department.
- 27 (3) Funds received from the federal government that under federal law may only
28 be used for Appalachian Development Highway System projects.
- 29 (4) Funds used in repayment of "GARVEE" bonds related to Phase I of the
30 Yadkin River Veterans Memorial Bridge project.
- 31 (5) Funds committed to gap funding for toll roads funded with bonds issued
32 pursuant to G.S. 136-176.
- 33 (6) Funds obligated for projects in the State Transportation Improvement
34 Program that are scheduled for construction as of April 1, 2013, in State
35 fiscal year 2012-2013, 2013-2014, or 2014-2015.
- 36 (7) Toll collections from a turnpike project under Article 6H of this Chapter and
37 other revenue from the sale of the Authority's bonds or notes or project
38 loans, in accordance with G.S. 136-89.192.
- 39 (8) Toll collections from the State-maintained ferry system collected under the
40 authority of G.S. 136-82.

41 (b1) Funds Excluded From Regional Impact Project Category. – Federal Surface
42 Transportation Program-Direct Attributable funds expended on eligible projects in the Regional
43 Impact Project category are excluded from that category.

44 (c) Funds With Alternate Criteria. – The following federal program activities shall be
45 included in the applicable category of the Transportation Investment Strategy Formula set forth
46 in subsection (d) of this section but shall not be subject to the prioritization criteria set forth in
47 that subsection:

- 48 (1) Bridge replacement.
49 (2) Interstate maintenance.
50 (3) Highway safety improvement.

- 1 (d) Transportation Investment Strategy Formula. – Funds subject to the Formula shall
2 be distributed as follows:
- 3 (1) Statewide Strategic Mobility Projects. – Forty percent (40%) of the funds
4 subject to this section shall be used for Statewide Strategic Mobility
5 Projects.
- 6 a. Criteria. – Transportation-related quantitative criteria shall be used
7 by the Department to rank highway projects that address
8 cost-effective Statewide Strategic Mobility needs and promote
9 economic and employment growth. The criteria for selection of
10 Statewide Strategic Mobility Projects shall utilize a numeric scale of
11 100 points, based on consideration of the following quantitative
12 criteria:
- 13 1. Benefit cost.
14 2. Congestion.
15 3. Safety.
16 4. Economic competitiveness.
17 5. Freight.
18 6. Multimodal.
19 7. Pavement condition.
20 8. Lane width.
21 9. Shoulder width.
- 22 b. Project cap. – No more than ten percent (10%) of the funds projected
23 to be allocated to the Statewide Strategic Mobility category over any
24 five-year period may be assigned to any contiguous project or group
25 of projects in the same corridor within a Highway Division or within
26 adjoining Highway Divisions.
- 27 (2) Regional Impact Projects. – Thirty percent (30%) of the funds subject to this
28 section shall be used for Regional Impact Projects and allocated by
29 population of Distribution Regions based on the most recent estimates
30 certified by the Office of State Budget and Management.
- 31 a. Criteria. – A combination of transportation-related quantitative
32 criteria, qualitative criteria, and local input shall be used to rank
33 Regional Impact Projects involving highways that address
34 cost-effective needs from a region-wide perspective and promote
35 economic growth. Local input is defined as the rankings identified by
36 the Department's Transportation Division Engineers, Metropolitan
37 Planning Organizations, and Rural Transportation Planning
38 Organizations. The criteria utilized for selection of Regional Impact
39 Projects shall be based thirty percent (30%) on local input and
40 seventy percent (70%) on consideration of a numeric scale of 100
41 points based on the following quantitative criteria:
- 42 1. Benefit cost.
43 2. Congestion.
44 3. Safety.
45 4. Freight.
46 5. Multimodal.
47 6. Pavement condition.
48 7. Lane width.
49 8. Shoulder width.
50 9. Accessibility and connectivity to employment centers, tourist
51 destinations, or military installations.

1 (3) Division Need Projects. – Thirty percent (30%) of the funds subject to this
2 section shall be allocated in equal share to each of the Department divisions,
3 as defined in G.S. 136-14.1, and used for Division Need Projects.

4 a. Criteria. – A combination of transportation-related quantitative
5 criteria, qualitative criteria, and local input shall be used to rank
6 Division Need Projects involving highways that address
7 cost-effective needs from a Division-wide perspective, provide
8 access, and address safety-related needs of local communities. Local
9 input is defined as the rankings identified by the Department's
10 Transportation Division Engineers, Metropolitan Planning
11 Organizations, and Rural Transportation Planning Organizations. The
12 criteria utilized for selection of Division Need Projects shall be based
13 fifty percent (50%) on local input and fifty percent (50%) on
14 consideration of a numeric scale of 100 points based on the following
15 quantitative criteria, except as provided in sub-subdivision b. of this
16 subdivision:

17 1. Benefit cost.

18 2. Congestion.

19 3. Safety.

20 4. Freight.

21 5. Multimodal.

22 6. Pavement condition.

23 7. Lane width.

24 8. Shoulder width.

25 9. Accessibility and connectivity to employment centers, tourist
26 destinations, or military installations.

27 b. Alternate criteria. – Funding from the following programs shall be
28 included in the computation of each of the Department division equal
29 shares but shall be subject to alternate quantitative criteria:

30 1. Federal Surface Transportation Program-Direct Attributable
31 funds expended on eligible projects in the Division Need
32 Projects category.

33 2. Federal Transportation Alternatives funds appropriated to the
34 State.

35 3. Federal Railway-Highway Crossings Program funds
36 appropriated to the State.

37 4. Projects requested from the Department in support of a
38 time-critical job creation opportunity, when the opportunity
39 would be classified as transformational under the Job
40 Development Investment Grant program established pursuant
41 to G.S. 143B-437.52, provided that the total State investment
42 in each fiscal year for all projects funded under this
43 sub-subdivision shall not exceed ten million dollars
44 (\$10,000,000) in the aggregate or two million dollars
45 (\$2,000,000) per project.

46 5. Federal funds for municipal road projects.

47 c. Bicycle and pedestrian limitation. – The Department shall not
48 provide financial support for bicycle and pedestrian improvement
49 projects, except for federal funds administered by the Department for
50 that purpose. This sub-subdivision shall not apply to funds allocated
51 to a municipality pursuant to G.S. 136-41.1 which are committed by

- 1 the municipality as matching funds for federal funds administered by
2 the Department and used for bicycle and pedestrian improvement
3 projects. This limitation shall not apply to projects under construction
4 or authorized for construction on June 30, 2013.
- 5 (4) Criteria for nonhighway projects. – Nonhighway projects subject to this
6 subsection shall be evaluated through a separate prioritization process
7 established by the Department that complies with all of the following:
- 8 a. The criteria used for selection of projects for a particular
9 transportation mode shall be based on a minimum of four
10 quantitative criteria.
- 11 b. Local input shall include rankings of projects identified by the
12 Department's Transportation Division Engineers, Metropolitan
13 Planning Organizations, and Rural Transportation Planning
14 Organizations.
- 15 c. The criteria shall be based on a scale not to exceed 100 points that
16 includes no bonus points or other alterations favoring any particular
17 mode of transportation.
- 18 (e) Authorized Formula Variance. – The Department may vary from the Formula set
19 forth in this section if it complies with the following:
- 20 (1) Limitation on variance. – The Department, in obligating funds in accordance
21 with this section, shall ensure that the percentage amount obligated to
22 Statewide Strategic Mobility Projects, Regional Impact Projects, and
23 Division Need Projects does not vary by more than five percent (5%) over
24 any five-year period from the percentage required to be allocated to each of
25 those categories by this section. Funds obligated among distribution regions
26 or divisions pursuant to this section may vary up to ten percent (10%) over
27 any five-year period.
- 28 (2) Calculation of variance. – Each year the Secretary shall calculate the amount
29 of Regional Impact and Division Need funds allocated in that year to each
30 division and region, the amount of funds obligated, and the amount the
31 obligations exceeded or were below the allocation. In the first variance
32 calculation under this subdivision following the end of fiscal year
33 2015-2016, the target amounts obtained according to the Formula set forth in
34 this section shall be adjusted to account for any differences between
35 allocations and obligations reported for the previous year. In the first
36 variance calculation under this subdivision following the end of fiscal year
37 2016-2017, the target amounts obtained according to the Formula set forth in
38 this section shall be adjusted to account for any differences between
39 allocations and obligations reported for the previous two fiscal years. In the
40 first variance calculation under this subdivision following the end of fiscal
41 year 2017-2018, the target amounts obtained according to the Formula set
42 forth in this section shall be adjusted to account for any differences between
43 allocations and obligations reported for the previous three fiscal years. In the
44 first variance calculation under this subdivision following the end of fiscal
45 year 2018-2019, the target amounts obtained according to the Formula set
46 forth in this section shall be adjusted to account for any differences between
47 allocations and obligations reported for the previous four fiscal years. The
48 new target amounts shall be used to fulfill the requirements of subdivision
49 (1) of this subsection for the next update of the Transportation Improvement
50 Program. The adjustment to the target amount shall be allocated by
51 Distribution Region or Division, as applicable.

1 (f) Incentives for Local Funding and Highway Tolling. – The Department may revise
2 highway project selection ratings based on local government funding initiatives and capital
3 construction funding directly attributable to highway toll revenue. Projects authorized for
4 construction after November 1, 2013, and contained in the 10-year Department of
5 Transportation work program are eligible for a bonus allocation under this subsection.

6 (1) Definitions. – The following definitions apply in this subsection:

7 a. Bonus allocation. – The allocation obtained as a result of local
8 government funding participation or highway tolling.

9 b. Local funding participation. – Non-State or nonfederal funds
10 committed by local officials to leverage the commitment of State or
11 federal transportation funds towards construction.

12 (2) Funds obtained from local government funding participation. – Upon
13 authorization to construct a project with funds obtained by local government
14 funding participation, the Department shall make available for allocation as
15 set forth in subdivision (4) of this section an amount equal to one-half of the
16 local funding commitment for other eligible highway projects that serve the
17 local entity or entities that provided the local funding.

18 (3) Funds obtained through highway tolling. – Upon authorization to construct a
19 project with funding from toll revenue, the Department shall make available
20 for allocation an amount equal to one-half of the project construction cost
21 derived from toll revenue bonds. The amount made available for allocation
22 to other eligible highway projects shall not exceed two hundred million
23 dollars (\$200,000,000) of the capital construction funding directly
24 attributable to the highway toll revenues committed in the Investment Grade
25 Traffic and Revenue Study, for a project for which funds have been
26 committed on or before July 1, 2015. The amount made available for
27 allocation to other eligible highway projects shall not exceed one hundred
28 million dollars (\$100,000,000) of the capital construction funding directly
29 attributable to the highway toll revenues committed in the Investment Grade
30 Traffic and Revenue Study, for a project for which funds are committed after
31 July 1, 2015. If the toll project is located in one or more Metropolitan
32 Planning Organization or Rural Transportation Planning Organization
33 boundaries, based on the boundaries in existence at the time of letting of the
34 project construction contract, the bonus allocation shall be distributed
35 proportionately to lane miles of new capacity within the Organization's
36 boundaries. The Organization shall apply the bonus allocation only within
37 those counties in which the toll project is located.

38 (4) Use of bonus allocation. – The Metropolitan Planning Organization, Rural
39 Transportation Planning Organization, or the local government may choose
40 to apply its bonus allocation in one of the three categories or in a
41 combination of the three categories as provided in this subdivision.

42 a. Statewide Strategic Mobility Projects category. – The bonus
43 allocation shall apply over the five-year period in the State
44 Transportation Improvement Program in the cycle following the
45 contractual obligation.

46 b. Regional Impact Projects category. – The bonus allocation is capped
47 at ten percent (10%) of the regional allocation, or allocation to
48 multiple regions, made over a five-year period and shall be applied
49 over the five-year period in the State Transportation Improvement
50 Program in the cycle following the contractual obligation.

1 c. Division Needs Projects category. – The bonus allocation is capped
2 at ten percent (10%) of the division allocation, or allocation to
3 multiple divisions, made over a five-year period and shall be applied
4 over the five-year period in the State Transportation Improvement
5 Program in the cycle following the contractual obligation.

6 (g) Reporting. – The Department shall publish on its Web site, in a link to the "Strategic
7 Transportation Investments" Web site linked directly from the Department's home page, the
8 following information in an accessible format as promptly as possible:

9 (1) The quantitative criteria used in each highway and nonhighway project
10 scoring, including the methodology used to define each criteria, the criteria
11 presented to the Board of Transportation for approval, and any adjustments
12 made to finalize the criteria.

13 (2) The quantitative and qualitative criteria in each highway or nonhighway
14 project scoring that is used in each region or division to finalize the local
15 input score and shall include distinctions between Metropolitan Planning
16 Organization and Rural Transportation Planning Organization scoring and
17 methodologies.

18 (3) Notification of changes to the methodologies used to calculate quantitative
19 criteria.

20 (4) The final quantitative formulas, including the number of points assigned to
21 each criteria, used in each highway and nonhighway project scoring used to
22 obtain project rankings in the Statewide, Regional, and Division categories.
23 If the Department approves different formulas or point assignments
24 regionally or by division, the final scoring for each area shall be noted.

25 (5) The project scorings associated with the release of the draft and final State
26 Transportation Improvement Program."

27 **SECTION 1.1.(b)** Effective July 1, 2019, G.S. 136-189.11(e)(2), as enacted by
28 subsection (a) of this section, reads as rewritten:

29 "(e) Authorized Formula Variance. – The Department may vary from the Formula set
30 forth in this section if it complies with the following:

31 ...

32 (2) Calculation of Variance. – Each year, the Secretary shall calculate the
33 amount of Regional Impact and Division Need funds allocated in that year to
34 each ~~division,~~division and region, the amount of funds obligated, and the
35 amount the obligations exceeded or were below the allocation. ~~In the first~~
36 ~~variance calculation under this subdivision following the end of fiscal year~~
37 ~~2015-16, the target amounts obtained according to the Formula set forth in~~
38 ~~this section shall be adjusted to account for any differences between~~
39 ~~allocations and obligations reported for the previous year. In the first~~
40 ~~variance calculation under this subdivision following the end of fiscal year~~
41 ~~2016-17, the target amounts obtained according to the Formula set forth in~~
42 ~~this section shall be adjusted to account for any differences between~~
43 ~~allocations and obligations reported for the previous two fiscal years. In the~~
44 ~~first variance calculation under this subdivision following the end of fiscal~~
45 ~~year 2017-18, the target amounts obtained according to the Formula set forth~~
46 ~~in this section shall be adjusted to account for any differences between~~
47 ~~allocations and obligations reported for the previous three fiscal years. In the~~
48 ~~first variance calculation under this subdivision following the end of fiscal~~
49 ~~year 2018-19, the~~The target amounts obtained according to the Formula set
50 forth in this section shall be adjusted to account for any differences between
51 allocations and obligations reported for the previous ~~four~~five fiscal years.

1 The new target amounts shall be used to fulfill the requirements of
2 subdivision (1) of this subsection for the next update of the Transportation
3 Improvement Program. The adjustment to the target amount shall be
4 allocated by Distribution Region or Division, as applicable."

5 **SECTION 1.2.** Strategic Prioritization Process Reporting. – The Department shall
6 issue a draft revision to the State Transportation Improvement Program required by
7 G.S. 143B-350(f)(4) no later than January 1, 2015. The Board of Transportation shall approve
8 the revised State Transportation Improvement Program no later than July 1, 2015.

10 **SECONDARY ROADS CHANGES**

11 **SECTION 2.1.** G.S. 20-85 reads as rewritten:

12 **"§ 20-85. Schedule of fees.**

13 ...

14 (a1) One dollar (\$1.00) of the fee imposed for any transaction assessed a fee under
15 subdivision (a)(1), (a)(2), (a)(3), (a)(7), (a)(8), or (a)(9) of this section shall be credited to the
16 North Carolina Highway Fund. The Division shall use the fees derived from transactions with
17 the Division for technology improvements. The Division shall use the fees derived from
18 transactions with commission contract agents for the payment of compensation to commission
19 contract agents. An additional fifty cents (50¢) of the fee imposed for any transaction assessed
20 a fee under subdivision (a)(1) of this section shall be credited to the Mercury Switch Removal
21 Account in the Department of Environment and Natural Resources. ~~An additional fifty cents~~
22 ~~(50¢) of the fee imposed for any transaction assessed a fee under subdivision (a)(1) of this~~
23 ~~section shall be credited as follows:~~

- 24 (1) ~~The first four hundred thousand dollars (\$400,000) collected shall be~~
25 ~~credited to the Reserve for Visitor Centers in the Highway Fund.~~
26 (2) ~~Any additional funds collected shall be credited to the Highway Trust Fund~~
27 ~~and, notwithstanding G.S. 136-176(b), shall be allocated and used for urban~~
28 ~~loop projects.~~

29 (a2) From the fees collected under subdivisions (a)(1) through (a)(9) of this section, the
30 Department shall annually credit the sum of four hundred thousand dollars (\$400,000) to the
31 Reserve for Visitor Centers in the Highway Fund.

32 (b) Except as otherwise provided in ~~subsection (a1)~~ subsections (a1) and (a2) of this
33 section, the fees collected under subdivisions (a)(1) through (a)(9) of this section shall be
34 credited to the North Carolina Highway Trust Fund. The fees collected under subdivision
35 (a)(10) of this section shall be credited to the Highway Fund. ~~Fifteen dollars (\$15.00) of each~~
36 ~~title fee credited to the Trust Fund under subdivision (a)(1) shall be added to the amount~~
37 ~~allocated for secondary roads under G.S. 136-176 and used in accordance with G.S. 136-44.5.~~

38"

39 **SECTION 2.2.(a)** G.S. 136-44.2 reads as rewritten:

40 **"§ 136-44.2. Budget and appropriations.**

41 (a) The Director of the Budget shall include in the "Current Operations Appropriations
42 Act" an enumeration of the purposes or objects of the proposed expenditures for each of the
43 ~~construction and maintenance~~ construction, maintenance, and improvement programs for that
44 budget period for the State primary, secondary, State parks road systems, and other
45 transportation systems. The State primary system shall include all portions of the State highway
46 system located both inside and outside municipal corporate limits that are designated by N.C.,
47 U.S. or Interstate numbers. The State secondary system shall include all of the State highway
48 system located both inside and outside municipal corporate limits that is not a part of the State
49 primary system. The State parks system shall include all State parks roads and parking lots that
50 are not also part of the State highway system. The transportation systems shall also include
51 State-maintained, nonhighway modes of ~~transportation as well.~~ transportation.

1 (b) All ~~construction and maintenance~~ construction, maintenance, and improvement
2 programs for which appropriations are requested shall be enumerated separately in the budget.
3 Programs that are entirely State funded shall be listed separately from those programs involving
4 the use of federal-aid funds. Proposed appropriations of State matching funds for each of the
5 federal-aid construction programs shall be enumerated separately as well as the federal-aid
6 funds anticipated for each program in order that the total construction requirements for each
7 program may be provided for in the budget. Also, proposed State matching funds for the
8 highway planning and research program shall be included separately along with the anticipated
9 federal-aid funds for that purpose.

10 (c) Other program categories for which appropriations are requested, such as, but not
11 limited to, maintenance, channelization and traffic control, bridge maintenance, public service
12 and access road construction, transportation projects and systems, and ferry operations shall be
13 enumerated in the budget.

14 (d) The Department of Transportation shall have all powers necessary to comply fully
15 with provisions of present and future federal-aid acts. For purposes of this section, "federally
16 eligible construction project" means any construction project except secondary road projects
17 developed pursuant to G.S. 136-44.7 and 136-44.8 eligible for federal funds under any
18 federal-aid act, whether or not federal funds are actually available.

19 (e) The "Current Operations Appropriations Act" shall also contain the proposed
20 appropriations of State funds for use in each county for ~~maintenance and~~
21 ~~construction~~ construction, maintenance, and improvement of secondary roads, to be allocated in
22 accordance with G.S. 136-44.5 and 136-44.6. State funds appropriated for secondary roads
23 shall not be transferred nor used except for the ~~construction and maintenance~~ construction,
24 maintenance, and improvement of secondary roads in the county for which they are allocated
25 pursuant to G.S. 136-44.5 and 136-44.6.

26"

27 **SECTION 2.2.(b)** Effective July 1, 2014, G.S. 136-44.2, as rewritten by subsection
28 (a) of this section, reads as rewritten:

29 **"§ 136-44.2. Budget and appropriations.**

30 (a) The Director of the Budget shall include in the "Current Operations Appropriations
31 Act" an enumeration of the purposes or objects of the proposed expenditures for each of the
32 ~~construction, maintenance,~~ maintenance and improvement programs for that budget period for
33 the State primary, secondary, State parks road systems, and other transportation systems. The
34 State primary system shall include all portions of the State highway system located both inside
35 and outside municipal corporate limits that are designated by N.C., U.S. or Interstate numbers.
36 The State secondary system shall include all of the State highway system located both inside
37 and outside municipal corporate limits that is not a part of the State primary system. The State
38 parks system shall include all State parks roads and parking lots that are not also part of the
39 State highway system. The transportation systems shall also include State-maintained,
40 nonhighway modes of transportation.

41 (b) All ~~construction, maintenance,~~ maintenance and improvement programs for which
42 appropriations are requested shall be enumerated separately in the budget. Programs that are
43 entirely State funded shall be listed separately from those programs involving the use of
44 federal-aid funds. ~~Proposed appropriations of State matching funds for each of the federal-aid~~
45 ~~construction programs shall be enumerated separately as well as the federal-aid funds~~
46 ~~anticipated for each program in order that the total construction requirements for each program~~
47 ~~may be provided for in the budget.~~ Also, Proposed State matching funds for the
48 highway planning and research program shall be included separately along with the anticipated
49 federal-aid funds for that purpose.

50 (c) Other program categories for which appropriations are requested, such as, but not
51 limited to, maintenance, channelization and traffic control, bridge maintenance, public service

1 and access road construction, transportation projects and systems, and ferry operations shall be
2 enumerated in the budget.

3 (d) The Department of Transportation shall have all powers necessary to comply fully
4 with provisions of present and future federal-aid acts. For purposes of this section, "federally
5 eligible construction project" means any construction project except secondary road projects
6 developed pursuant to ~~G.S. 136-44.7 and 136-44.8~~G.S. 136-44.8 eligible for federal funds
7 under any federal-aid act, whether or not federal funds are actually available.

8 (e) The "Current Operations Appropriations Act" shall also contain the proposed
9 appropriations of State funds for use in each county for ~~construction, maintenance,~~maintenance
10 and improvement of secondary roads, to be allocated in accordance with ~~G.S. 136-44.5 and~~
11 ~~136-44.6~~G.S. 136-44.6. State funds appropriated for secondary roads shall not be transferred
12 nor used except for the ~~construction, maintenance,~~maintenance and improvement of secondary
13 roads in the county for which they are allocated pursuant to ~~G.S. 136-44.5 and~~
14 ~~136-44.6~~G.S. 136-44.6.

15 ...

16 (g) The Department of Transportation may provide for costs incurred or accrued for
17 traffic control measures to be taken by the Department at major events which involve a high
18 degree of traffic concentration on State highways, and which cannot be funded from regular
19 budgeted items. This authorization applies only to events which are expected to generate
20 30,000 vehicles or more per day. The Department of Transportation shall provide for this
21 funding by allocating and reserving up to one hundred thousand dollars (\$100,000) before any
22 other allocations from the appropriations for State maintenance for ~~primary, secondary, and~~
23 ~~urban~~primary and secondary road systems are made, based upon the same proportion as is
24 appropriated to each system."

25 **SECTION 2.3.(a)** G.S. 136-44.2A reads as rewritten:

26 "**§ 136-44.2A. Secondary road ~~improvement~~ construction program.**

27 There shall be annually allocated from the Highway Fund to the Department of
28 Transportation for secondary road ~~improvement~~ construction programs developed pursuant to
29 G.S. ~~136-44.7 and 136-44.8~~, a sum provided by law, ~~equal to that allocation made from the~~
30 ~~Highway Fund under G.S. 136-41.1(a). In addition, as provided in G.S. 136-176(b)(4) and~~
31 ~~G.S. 20-85(b), revenue is annually allocated from the Highway Trust Fund for secondary road~~
32 ~~construction. Of the funds allocated from the Highway Fund, the sum of sixty-eight million six~~
33 ~~hundred seventy thousand dollars (\$68,670,000) shall be allocated among the counties in~~
34 ~~accordance with G.S. 136-44.5(b). All funds allocated from the Highway Fund for secondary~~
35 ~~road improvements in excess of that amount shall be allocated among the counties in~~
36 ~~accordance with G.S. 136-44.5(c). All funds allocated from the Highway Trust Fund for~~
37 ~~secondary road improvement programs shall be allocated in accordance with G.S. 136-182."~~

38 **SECTION 2.3.(b)** Effective July 1, 2014, G.S. 136-44.2A is repealed.

39 **SECTION 2.4.** G.S. 136-44.2C is repealed.

40 **SECTION 2.5.** Article 2A of Chapter 136 is amended by adding a new section to
41 read:

42 "**§ 136-44.2D. Secondary unpaved road paving program.**

43 (a) The Department of Transportation shall expend funds allocated to the paving of
44 unpaved secondary roads for the paving of unpaved secondary roads based on a statewide
45 prioritization. The Department shall pave the eligible unpaved secondary roads that receive the
46 highest priority ranking within this statewide prioritization. Nothing in this subsection shall be
47 interpreted to require the Department to pave any unpaved secondary roads that do not meet
48 secondary road system addition standards as set forth in G.S. 136-44.10 and G.S. 136-102.6.
49 The Highway Trust Fund shall not be used to fund the paving of unpaved secondary roads."

50 **SECTION 2.6.(a)** G.S. 136-44.5 reads as rewritten:

51 "**§ 136-44.5. Secondary roads; mileage study; allocation of funds.**

1 (a) Before July 1, in each calendar year, the Department of Transportation shall make a
2 study of all State-maintained unpaved and paved secondary roads in the State. The study shall
3 determine:

- 4 (1) The number of miles of unpaved State-maintained roads in each county
5 eligible for paving and the total number of miles that are ineligible;
- 6 (2) The total number of miles of unpaved State-maintained roads in the State
7 eligible for paving and the total number of miles that are ineligible; and
- 8 (3) The total number of paved State-maintained roads in each county, and the
9 total number of miles of paved State-maintained roads in the State.

10 In this subsection, (i) ineligible unpaved mileage is defined as the number of miles of
11 unpaved roads that have unavailable rights-of-way or for which environmental permits cannot
12 be approved to allow for paving, and (ii) eligible unpaved mileage is defined as the number of
13 miles of unpaved roads that have not been previously approved for paving by any funding
14 source or has the potential to be programmed for paving when rights-of-way or environmental
15 permits are secured. Except for federal-aid programs, the Department shall allocate all
16 secondary road improvement funds on the basis of a formula using the study figures.

17 ~~(b) The first sixty-eight million six hundred seventy thousand dollars (\$68,670,000)~~
18 ~~shall be allocated as follows: Each county shall receive a percentage of these funds, the~~
19 ~~percentage to be determined as a factor of the number of miles of paved and unpaved~~
20 ~~State-maintained secondary roads in the county divided by the total number of miles of paved~~
21 ~~and unpaved State-maintained secondary roads in the State, excluding those unpaved secondary~~
22 ~~roads that have been determined to be eligible for paving as defined in subsection (a) of this~~
23 ~~section. Beginning in fiscal year 2010-2011, allocations pursuant to this subsection shall be~~
24 ~~The amounts appropriated by law for secondary road construction, excluding unpaved secondary~~
25 ~~road funds, shall be allocated among counties based on the total number of secondary miles in a~~
26 ~~county in proportion to the total State-maintained secondary road mileage.~~

27 ~~(c) Funds allocated for secondary road construction in excess of sixty-eight million six~~
28 ~~hundred seventy thousand dollars (\$68,670,000) shall be allocated to each county based on the~~
29 ~~percentage proportion that the number of miles in the county of State-maintained unpaved~~
30 ~~secondary roads bears to the total number of miles in the State of State-maintained unpaved~~
31 ~~secondary roads. In a county that has roads with eligible miles, these funds shall only be used~~
32 ~~for paving unpaved secondary road miles in that county. In a county where there are no roads~~
33 ~~eligible to be paved as defined in subsection (a) of this section, the funds may be used for~~
34 ~~improvements on the paved and unpaved secondary roads in that county. Beginning in fiscal~~
35 ~~year 2010-2011, allocations pursuant to this subsection shall be based on the total number of~~
36 ~~secondary miles in a county in proportion to the total State-maintained secondary road mileage.~~

37 ~~(d) Copies of the Department study of unpaved and paved State-maintained secondary~~
38 ~~roads and copies of the individual county allocations shall be made available to newspapers~~
39 ~~having general circulation in each county."~~

40 **SECTION 2.6.(b)** Effective July 1, 2014, G.S. 136-44.5 is repealed.

41 **SECTION 2.6.(c)** G.S. 136-44.6 reads as rewritten:

42 **"§ 136-44.6. Uniformly applicable formula for the allocation of secondary roads**
43 **maintenance and improvement funds.**

44 The Department of Transportation shall develop a uniformly applicable formula for the
45 allocation of secondary roads maintenance and improvement funds for use in each county. The
46 formula shall take into consideration the number of paved and unpaved miles of
47 state-maintained secondary roads in each county and such other factors as experience may
48 dictate. This section shall not apply to projects to pave unpaved roads under G.S. 136-44.2D."

49 **SECTION 2.6.(d)** Secondary Road Funding. – The sum of fifteen million dollars
50 (\$15,000,000) in nonrecurring funds for the 2013-2014 fiscal year is allocated from the
51 Highway Fund for the secondary road construction program under G.S. 136-44.2A, as enacted

1 by Section 2.3 of this act, and the sum of twelve million dollars (\$12,000,000) in recurring
2 funds for the 2013-2014 fiscal year is allocated from the Highway Fund for the paving of
3 unpaved roads pursuant to G.S. 136-44.2D, as enacted by Section 2.5 of this act.

4 **SECTION 2.7.** G.S. 136-44.7 reads as rewritten:

5 "**§ 136-44.7. Secondary roads; annual work program; right-of-way acquisition.**

6 (a) ~~The Department of Transportation shall be responsible for developing criteria for~~
7 ~~improvements and maintenance of secondary roads. The criteria shall be adopted by the Board~~
8 ~~of Transportation before it shall become effective. The Department of Transportation shall be~~
9 ~~responsible for developing annual work programs for both construction and maintenance of~~
10 ~~secondary roads in each county in accordance with criteria developed. It shall reflect the~~
11 ~~long range and immediate goals of the Department of Transportation. Projects on the annual~~
12 ~~construction program for each county shall be rated according to their priority based upon the~~
13 ~~secondary road criteria and standards which shall be uniform throughout the State. Tentative~~
14 ~~construction projects and estimated funding shall also be listed in accordance to priority. The~~
15 ~~annual construction program shall be adopted by the Board of Transportation before it shall~~
16 ~~become effective.~~

17 (b) ~~When a secondary road in a county is listed in the first 10 secondary roads to be~~
18 ~~paved during a year on a priority list issued by the Department of Transportation under this~~
19 ~~section, the secondary road cannot be removed from the top 10 of that list or any subsequent~~
20 ~~list until it is paved. All secondary roads in a county shall be paved, insofar as possible, in the~~
21 ~~priority order of the list. When a secondary road in the top 10 of that list is removed from the~~
22 ~~list because it has been paved, the next secondary road on the priority list shall be moved up to~~
23 ~~the top 10 of that list and shall remain there until it is paved.~~

24 (c) ~~When it is necessary for the Department of Transportation to acquire a right-of-way~~
25 ~~in accordance with (a) and (b) of this section in order to pave a secondary road or undertake a~~
26 ~~maintenance project, the Department shall negotiate the acquisition of the right-of-way for a~~
27 ~~period of up to six months. At the end of that period, if one or more property owners have not~~
28 ~~dedicated the necessary right-of-way and at least seventy-five percent (75%) of the property~~
29 ~~owners adjacent to the project and the owners of the majority of the road frontage adjacent to~~
30 ~~the project have dedicated the necessary property for the right-of-way and have provided funds~~
31 ~~required by Department rule to the Department to cover the costs of condemning the remaining~~
32 ~~property, the Department shall initiate condemnation proceedings pursuant to Article 9 of this~~
33 ~~Chapter to acquire the remaining property necessary for the project.~~

34 (d) The Division Engineer is authorized to reduce the width of a right-of-way to less
35 than 60 feet to pave an unpaved secondary road with the allocated funds, provided that in all
36 circumstances the safety of the public is not compromised and the minimum accepted design
37 practice is satisfied."

38 **SECTION 2.8.(a)** G.S. 136-44.8 reads as rewritten:

39 "**§ 136-44.8. Submission of secondary roads construction and unpaved roads paving**
40 **programs to the Boards of County Commissioners.**

41 (a) ~~The Department of Transportation shall post in the county courthouse a county map~~
42 ~~showing tentative secondary road paving projects rated according to the priority of each project~~
43 ~~in accordance with the criteria and standards adopted by the Board of Transportation. The map~~
44 ~~shall be posted at least two weeks prior to the public meeting of the county commissioners at~~
45 ~~which the Department of Transportation representatives are to meet and discuss the proposed~~
46 ~~secondary road construction program for the county as provided in subsection (c).~~

47 (a1) Representatives of the Department of Transportation shall provide to the board of
48 county commissioners in each county the proposed secondary road construction program and,
49 if applicable to that county, a list of roads proposed for the annual paving program approved by
50 the Board of Transportation. If a paving priority list is presented, it shall include the priority

1 rating of each secondary road paving project included in the proposed paving program
2 according to the criteria and standards adopted by the Board of Transportation.

3 ~~(b) The Department of Transportation shall provide a notice to the public of the public~~
4 ~~meeting of the board of county commissioners at which the annual secondary road construction~~
5 ~~program for the county proposed by the Department is to be presented to the board and other~~
6 ~~citizens of the county as provided in subsection (c). The notice shall be published in a~~
7 ~~newspaper published in the county or having a general circulation in the county once a week~~
8 ~~for two succeeding weeks prior to the meeting. The notice shall also advise that a county map is~~
9 ~~posted in the courthouse showing tentative secondary road paving projects rated according to~~
10 ~~the priority of each project.~~

11 ~~(c) Representatives of the Department of Transportation shall meet with the board of~~
12 ~~county commissioners at a regular or special public meeting of the board of county~~
13 ~~commissioners for each county and present to and discuss with the board of county~~
14 ~~commissioners and other citizens present, the proposed secondary road construction program~~
15 ~~for the county. The presentation and discussion shall specifically include the priority rating of~~
16 ~~each tentative secondary road paving project included in the proposed construction program,~~
17 ~~according to the criteria and standards adopted by the Board of Transportation.~~

18 ~~At the same meeting after the presentation and discussion of the annual secondary road~~
19 ~~construction program for the county or at a later meeting, the board of county commissioners~~
20 ~~may (i) concur in the construction program as proposed, or (ii) take no action, or (iii) make~~
21 ~~recommendations for deviations in the proposed construction program, except as to paving~~
22 ~~projects and the priority of paving projects for which the board in order to make~~
23 ~~recommendations for deviations, must vote to consider the matter at a later public meeting as~~
24 ~~provided in subsection (d).~~

25 ~~(d) The board of county commissioners may recommend deviations in the paving~~
26 ~~projects and the priority of paving projects included in the proposed secondary road~~
27 ~~construction program only at a public meeting after notice to the public that the board will~~
28 ~~consider making recommendations for deviations in paving projects and the priority of paving~~
29 ~~projects included in the proposed annual secondary road construction program. Notice of the~~
30 ~~public meeting shall be published by the board of county commissioners in a newspaper~~
31 ~~published in the county or having a general circulation in the county. After discussion by the~~
32 ~~members of the board of county commissioners and comments and information presented by~~
33 ~~other citizens of the county, the board of county commissioners may recommend deviations in~~
34 ~~the paving projects and in the paving priority of secondary road projects included in the~~
35 ~~proposed secondary road construction program. Any recommendation made by the board of~~
36 ~~county commissioners for a deviation in the paving projects or in the priority for paving~~
37 ~~projects in the proposed secondary road construction program shall state the specific reason for~~
38 ~~each such deviation recommended.~~

39 ~~(e) The Board of Transportation shall adopt the annual secondary construction program~~
40 ~~for each county after having given the board of county commissioners of each county an~~
41 ~~opportunity to review the proposed construction program and to make recommendations as~~
42 ~~provided in this section. The Board of Transportation shall consider such recommendations~~
43 ~~insofar as they are compatible with its general plans, standards, criteria and available funds, but~~
44 ~~having due regard to development plans of the county and to the maintenance and improvement~~
45 ~~needs of all existing roads in the county. However, no consideration shall be given to any~~
46 ~~recommendation by the board of county commissioners for a deviation in the paving projects or~~
47 ~~in the priority for paving secondary road projects in the proposed construction program that is~~
48 ~~not made in accordance with subsection (d).~~

49 ~~(f) The secondary road construction program and unpaved roads paving programs~~
50 ~~adopted by the Board of Transportation shall be followed by the Department of Transportation~~
51 ~~unless changes are approved by the Board of Transportation and notice of any changes is given~~

1 to the board of county commissioners. The Department of Transportation shall post a copy of
2 the adopted program, including a map showing the secondary road paving projects rated
3 according to the approved priority of each project, at the courthouse, within 10 days of its
4 adoption by the Board of Transportation. The board of county commissioners may petition the
5 Board of Transportation for review of any changes to which it does not consent and the
6 determination of the Board of Transportation shall be final. Upon request, the most recent
7 secondary road construction and unpaved roads paving programs adopted shall be submitted to
8 any member of the General Assembly. The Department of Transportation shall make the annual
9 construction program for each county available to the newspapers having a general circulation
10 in the county."

11 **SECTION 2.8.(b)** Effective July 1, 2014, G.S. 136-44.8, as rewritten by subsection
12 (a) of this section, reads as rewritten:

13 "**§ 136-44.8. Submission of unpaved secondary roads construction and unpaved roads**
14 **paving programs to the Boards of County Commissioners.**

15 (a1) ~~Representatives~~ In each county having unpaved roads programmed for paving,
16 representatives of the Department of Transportation shall annually provide to the board of
17 county commissioners in ~~each county~~ those counties the proposed secondary road construction
18 program and, if applicable to that county, a list of roads proposed for the annual paving
19 program approved by the Board of Transportation. ~~If a~~ The paving priority list is presented, it
20 shall include the priority rating of each secondary road paving project included in the proposed
21 paving program according to the criteria and standards adopted by the Board of Transportation.

22 ...
23 (e) ~~The Board of Transportation shall adopt the annual secondary construction program~~
24 ~~for each county after having given the board of county commissioners of each county an~~
25 ~~opportunity to review the proposed construction program and to make recommendations as~~
26 ~~provided in this section. The Board of Transportation shall consider such recommendations~~
27 ~~insofar as they are compatible with its general plans, standards, criteria and available funds, but~~
28 ~~having due regard to development plans of the county and to the maintenance and improvement~~
29 ~~needs of all existing roads in the county.~~

30 (f) ~~The secondary road construction and unpaved~~ secondary roads paving programs
31 adopted by the Board of Transportation shall be followed by the Department of Transportation
32 unless changes are approved by the Board of Transportation and notice of any changes is given
33 to the board of county commissioners. Upon request, the most recent unpaved secondary road
34 ~~construction and unpaved~~ roads paving programs adopted shall be submitted to any member of
35 the General Assembly. The Department of Transportation shall make the annual construction
36 program for each affected county available to the newspapers having a general circulation in
37 the county."

38 **SECTION 2.9.** G.S. 136-182 is repealed.

40 STATE AID TO MUNICIPALITIES/POWELL BILL CHANGES

41 **SECTION 3.1.** G.S. 136-41.1 reads as rewritten:

42 "**§ 136-41.1. Appropriation to municipalities; allocation of funds generally; allocation to**
43 **Butner.**

44 (a) There is annually appropriated out of the State Highway Fund a sum equal to ten
45 and four-tenths percent (10.4%) of the net amount after refunds that was produced during the
46 fiscal year by ~~a one and three-fourths cents (1 3/4¢) tax on each gallon of motor fuel taxed the~~
47 tax imposed under Article 36C of Chapter 105 of the General Statutes and on the equivalent
48 amount of alternative fuel taxed under Article 36D of that Chapter. One-half of the amount
49 appropriated shall be allocated in cash on or before October 1 of each year to the cities and
50 towns of the State in accordance with this section. The second one-half of the amount
51 appropriated shall be allocated in cash on or before January 1 of each year to the cities and

1 towns of the State in accordance with this section. ~~In addition, as provided in~~
2 ~~G.S. 136-176(b)(3), revenue is allocated and appropriated from the Highway Trust Fund to the~~
3 ~~cities and towns of this State to be used for the same purposes and distributed in the same~~
4 ~~manner as the revenue appropriated to them under this section from the Highway Fund. Like~~
5 ~~the appropriation from the Highway Fund, the appropriation from the Highway Trust Fund~~
6 ~~shall be based on revenue collected during the fiscal year preceding the date the distribution is~~
7 ~~made.~~

8 Seventy-five percent (75%) of the funds appropriated for cities and towns shall be
9 distributed among the several eligible municipalities of the State in the percentage proportion
10 that the population of each eligible municipality bears to the total population of all eligible
11 municipalities according to the most recent annual estimates of population as certified to the
12 Secretary of Revenue by the State Budget Officer. This annual estimation of population shall
13 include increases in the population within the municipalities caused by annexations
14 accomplished through July 1 of the calendar year in which these funds are distributed.
15 Twenty-five percent (25%) of said fund shall be distributed among the several eligible
16 municipalities of the State in the percentage proportion that the mileage of public streets in
17 each eligible municipality which does not form a part of the State highway system bears to the
18 total mileage of the public streets in all eligible municipalities which do not constitute a part of
19 the State highway system.

20 It shall be the duty of the mayor of each municipality to report to the Department of
21 Transportation such information as it may request for its guidance in determining the eligibility
22 of each municipality to receive funds under this section and in determining the amount of
23 allocation to which each is entitled. Upon failure of any municipality to make such report
24 within the time prescribed by the Department of Transportation, the Department of
25 Transportation may disregard such defaulting unit in making said allotment.

26 The funds to be allocated under this section shall be paid in cash to the various eligible
27 municipalities on or before October 1 and January 1 of each ~~year~~ year as provided in this
28 section. Provided that eligible municipalities are authorized within the discretion of their
29 governing bodies to enter into contracts for the purpose of maintenance, repair, construction,
30 reconstruction, widening, or improving streets of such municipalities at any time after January
31 1 of any calendar year in total amounts not to exceed ninety percent (90%) of the amount
32 received by such municipality during the preceding fiscal year, in anticipation of the receipt of
33 funds under this section during the next fiscal year, to be paid for out of such funds when
34 received.

35 The Department of Transportation may withhold each year an amount not to exceed one
36 percent (1%) of the total amount appropriated for distribution under this section for the purpose
37 of correcting errors in allocations: Provided, that the amount so withheld and not used for
38 correcting errors will be carried over and added to the amount to be allocated for the following
39 year.

40 The word "street" as used in this section is hereby defined as any public road maintained by
41 a municipality and open to use by the general public, and having an average width of not less
42 than 16 feet. In order to obtain the necessary information to distribute the funds herein
43 allocated, the Department of Transportation may require that each municipality eligible to
44 receive funds under this section submit to it a statement, certified by a registered engineer or
45 surveyor of the total number of miles of streets in such municipality. The Department of
46 Transportation may in its discretion require the certification of mileage on a biennial basis.

47"

48 **SECTION 3.2.** G.S. 136-181 is repealed.

49 **SECTION 3.3.** G.S. 136-41.3 reads as rewritten:

50 **"§ 136-41.3. Use of funds; records and annual statement; excess accumulation of funds;**
51 **contracts for maintenance, etc., of streets.**

1 (a) Uses of Funds. – The funds allocated to cities and towns under the provisions of
2 G.S. 136-41.2 shall be expended by said cities and towns only for the purpose of maintaining,
3 repairing, constructing, reconstructing or widening of any street or public thoroughfare
4 including bridges, drainage, curb and gutter, and other necessary appurtenances within the
5 corporate limits of the municipality or for meeting the municipality's proportionate share of
6 assessments levied for such purposes, or for the planning, construction and maintenance of
7 ~~bikeways located within the rights-of-way of public streets and highways, bikeways, greenways,~~
8 ~~or for the planning, construction, and maintenance of sidewalks along public streets and~~
9 ~~highways, sidewalks.~~

10 (b) Records and Annual Statement. – Each municipality receiving funds by virtue of
11 G.S. 136-41.1 and 136-41.2 shall maintain a separate record of accounts indicating in detail all
12 receipts and expenditures of such funds. It shall be unlawful for any municipal employee or
13 member of any governing body to authorize, direct, or permit the expenditure of any funds
14 accruing to any municipality by virtue of G.S. 136-41.1 and 136-41.2 for any purpose not
15 herein authorized. Any member of any governing body or municipal employee shall be
16 personally liable for any unauthorized expenditures. On or before the first day of August each
17 year, the treasurer, auditor, or other responsible official of each municipality receiving funds by
18 virtue of G.S. 136-41.1 and 136-41.2 shall file a statement under oath with the Secretary of
19 Transportation showing in detail the expenditure of funds received by virtue of G.S. 136-41.1
20 and 136-41.2 during the preceding year and the balance on hand.

21 (c) Excess Accumulation of Funds Prohibited. – No funds allocated to municipalities
22 pursuant to G.S. 136-41.1 and 136-41.2 shall be permitted to accumulate for a period greater
23 than permitted by this section. Interest on accumulated funds shall be used only for the
24 purposes permitted by the provisions of G.S. 136-41.3. Except as otherwise provided in this
25 section, any municipality having accumulated an amount greater than the sum of the past 10
26 allocations made, shall have an amount equal to such excess deducted from the next allocation
27 after receipt of the report required by this section. Such deductions shall be carried over and
28 added to the amount to be allocated to municipalities for the following year. Notwithstanding
29 the other provisions of this section, the Department shall adopt a policy to allow small
30 municipalities to apply to the Department to be allowed to accumulate up to the sum of the past
31 20 allocations if a municipality's allocations are so small that the sum of the past 10 allocations
32 would not be sufficient to accomplish the purposes of this section.

33 (d) Contracts for Maintenance and Construction. – In the discretion of the local
34 governing body of each municipality receiving funds by virtue of G.S. 136-41.1 and 136-41.2 it
35 may contract with the Department of Transportation to do the work of maintenance, repair,
36 construction, reconstruction, widening or improving the streets in such municipality; or it may
37 let contracts in the usual manner as prescribed by the General Statutes to private contractors for
38 the performance of said street work; or may undertake the work by force account. The
39 Department of Transportation within its discretion is hereby authorized to enter into contracts
40 with municipalities for the purpose of maintenance, repair, construction, reconstruction,
41 widening or improving streets of municipalities. And the Department of Transportation in its
42 discretion may contract with any city or town which it deems qualified and equipped so to do
43 that the city or town shall do the work of maintaining, repairing, improving, constructing,
44 reconstructing, or widening such of its streets as form a part of the State highway system.

45 In the case of each eligible municipality, as defined in G.S. 136-41.2, having a population
46 of less than 5,000, the Department of Transportation shall upon the request of such
47 municipality made by official action of its governing body, on or prior to June 1, 1953, or June
48 1 in any year thereafter, for the fiscal year beginning July 1, 1953, and for the years thereafter
49 do such street construction, maintenance, or improvement on nonsystem streets as the
50 municipality may request within the limits of the current or accrued payments made to the
51 municipality under the provisions of G.S. 136-41.1.

1 In computing the costs, the Department of Transportation may use the same rates for
 2 equipment, rental, labor, materials, supervision, engineering and other items, which the
 3 Department of Transportation uses in making charges to one of its own department or against
 4 its own department, or the Department of Transportation may employ a contractor to do the
 5 work, in which case the charges will be the contract cost plus engineering and inspection. The
 6 municipality is to specify the location, extent, and type of the work to be done, and shall
 7 provide the necessary rights-of-way, authorization for the removal of such items as poles, trees,
 8 water and sewer lines as may be necessary, holding the Department of Transportation free from
 9 any claim by virtue of such items of cost and from such damage or claims as may arise
 10 therefrom except from negligence on the part of the Department of Transportation, its agents,
 11 or employees.

12 If a municipality elects to bring itself under the provisions of the two preceding paragraphs,
 13 it shall enter into a two-year contract with the Department of Transportation and if it desires to
 14 dissolve the contract at the end of any two-year period it shall notify the Department of
 15 Transportation of its desire to terminate said contract on or before April 1 of the year in which
 16 such contract shall expire; otherwise, said contract shall continue for an additional two-year
 17 period, and if the municipality elects to bring itself under the provisions of the two preceding
 18 paragraphs and thereafter fails to pay its account to the Department of Transportation for the
 19 fiscal year ending June 30, by August 1 following the fiscal year, then the Department of
 20 Transportation shall apply the said municipality's allocation under G.S. 136-41.1 to this account
 21 until said account is paid and the Department of Transportation shall not be obligated to do any
 22 further work provided for in the two preceding paragraphs until such account is paid.

23 Section 143-129 of the General Statutes relating to the procedure for letting of public
 24 contracts shall not be applicable to contracts undertaken by any municipality with the
 25 Department of Transportation in accordance with the provisions of the three preceding
 26 paragraphs.

27 (e) Permitted Offsets to Funding. – The Department of Transportation is authorized to
 28 apply a municipality's share of funds allocated to a municipality under the provisions of
 29 G.S. 136-41.1 to any of the following accounts of the municipality with the said Department of
 30 Transportation, which the municipality fails to pay:

- 31 (1) Cost sharing agreements for right-of-way entered into pursuant to
 32 G.S. 136-66.3, but not to exceed ten percent (10%) of any one year's
 33 allocation until the debt is repaid,
- 34 (2) The cost of relocating municipally owned waterlines and other municipally
 35 owned utilities on a State highway project which is the responsibility of the
 36 municipality,
- 37 (3) For any other work performed for the municipality by the Department of
 38 Transportation or its contractor by agreement between the Department of
 39 Transportation and the municipality, and
- 40 (4) For any other work performed that was made necessary by the construction,
 41 reconstruction or paving of a highway on the State highway system for
 42 which the municipality is legally responsible."

43 **SECTION 3.4.** G.S. 136-41.4 reads as rewritten:

44 "**§ 136-41.4. Municipal use of allocated funds; election.**

45 (a) A municipality that qualifies for an allocation of funds pursuant to G.S. 136-41.1
 46 shall have the ~~option~~ following options:

- 47 (1) ~~to accept~~ Accept all or a portion of funds allocated to the municipality, under
 48 that section, for the repair, maintenance, construction, reconstruction,
 49 widening, or improving of the municipality's ~~streets,~~ streets.
- 50 (2) Use some or all of its allocation to match federal funds administered by the
 51 Department for bicycle and pedestrian improvement projects within the

1 municipality's limits, or within the area of any metropolitan planning
2 organization or rural transportation planning organization.

3 (3) ~~or the municipality may elect~~Elect to have some or all of the allocation
4 reprogrammed for any Transportation Improvement Project currently on the
5 approved project list within the municipality's limits or within the area of
6 any metropolitan planning organization or rural transportation planning
7 organization.

8 (b) If a municipality chooses to have its allocation reprogrammed, the ~~minimum~~ amount
9 that may be reprogrammed is an amount equal to that amount necessary to complete one full
10 phase of the project selected by the municipality or an amount that, when added to the amount
11 already programmed for the Transportation Improvement Project selected, would permit the
12 completion of at least one full phase of the project. The restriction set forth in this subsection
13 shall not apply to any bicycle or pedestrian projects."

14 **SECTION 3.5.** DOT Municipal Lane Mile Study. – The Department of
15 Transportation shall collect lane mile data from each municipality eligible to receive funds
16 under this section no later than December 1, 2013. The Department shall report to the Joint
17 Legislative Transportation Oversight Committee no later than March 1, 2014, on at least three
18 options to shift the distribution formula to include lane mile data. The report shall include
19 advantages and disadvantages, fiscal impacts to each municipality, and any other technical
20 considerations in making such a change. The Joint Legislative Transportation Oversight
21 Committee and the Fiscal Research Division shall include in its recommendations to the 2014
22 Session of the 2013 General Assembly a new distribution formula, if the Committee finds that a
23 new formula is beneficial and practical.

24 CONFORMING CHANGES

25 **SECTION 4.1.** G.S. 105-187.9 reads as rewritten:

26 "**§ 105-187.9. Disposition of tax proceeds.**

27 ...

28
29 (b) ~~(Repealed effective July 1, 2013)~~ General Fund Transfer. — In each fiscal year, the
30 State Treasurer shall transfer the amounts provided below from the taxes deposited in the Trust
31 Fund to the General Fund. The transfer of funds authorized by this section may be made by
32 transferring one fourth of the amount at the end of each quarter in the fiscal year or by
33 transferring the full amount annually on July 1 of each fiscal year, subject to the availability of
34 revenue.

35 (1) The sum of twenty six million dollars (\$26,000,000).

36 (2) ~~In addition to the amount transferred under subdivision (1) of this~~
37 ~~subsection, the sum of one million seven hundred thousand dollars~~
38 ~~(\$1,700,000) shall be transferred in the 2001-2002 fiscal year. The amount~~
39 ~~distributed under this subdivision shall increase in the 2002-2003 fiscal year~~
40 ~~to the sum of two million four hundred thousand dollars (\$2,400,000). In~~
41 ~~each fiscal year thereafter, the sum transferred under this subdivision shall~~
42 ~~be the amount distributed in the previous fiscal year plus or minus a~~
43 ~~percentage of this sum equal to the percentage by which tax collections~~
44 ~~under this Article increased or decreased for the most recent 12-month~~
45 ~~period for which data are available.~~

46 (c) ~~(Effective July 1, 2013)~~ Mobility Fund Transfer. — In each fiscal year, the State
47 Treasurer shall transfer fifty eight million dollars (\$58,000,000) from the taxes deposited in the
48 Trust Fund to the Mobility Fund. The transfer of funds authorized by this section may be made
49 by transferring one fourth of the amount at the end of each quarter in the fiscal year or by
50 transferring the full amount annually on July 1 of each fiscal year, subject to the availability of
51 revenue."

1 **SECTION 4.2.** G.S. 136-18 reads as rewritten:

2 "**§ 136-18. Powers of Department of Transportation.**

3 The said Department of Transportation is vested with the following powers:

4 ...

5 (12a) The Department of Transportation shall have such powers as are necessary
6 to establish, administer, and receive federal funds for a transportation
7 infrastructure banking program as authorized by the Intermodal Surface
8 Transportation Efficiency Act of 1991, Pub. L. 102-240, as amended, and
9 the National Highway System Designation Act of 1995, Pub. L. 104-59, as
10 amended. The Department of Transportation is authorized to apply for,
11 receive, administer, and comply with all conditions and requirements related
12 to federal financial assistance necessary to fund the infrastructure banking
13 program. The infrastructure banking program established by the Department
14 of Transportation may utilize federal and available State funds for the
15 purpose of providing loans or other financial assistance to governmental
16 units, including toll authorities, to finance the costs of transportation projects
17 authorized by the above federal aid acts. Such loans or other financial
18 assistance shall be subject to repayment and conditioned upon the
19 establishment of such security and the payment of such fees and interest
20 rates as the Department of Transportation may deem necessary. The
21 Department of Transportation is authorized to apply a municipality's share of
22 funds allocated under G.S. 136-41.1 or G.S. 136-44.20 as necessary to
23 ensure repayment of funds advanced under the infrastructure banking
24 program. The Department of Transportation shall establish jointly, with the
25 State Treasurer, a separate infrastructure banking account with necessary
26 fiscal controls and accounting procedures. Funds credited to this account
27 shall not revert, and interest and other investment income shall accrue to the
28 account and may be used to provide loans and other financial assistance as
29 provided under this subdivision. The Department of Transportation may
30 establish such rules and policies as are necessary to establish and administer
31 the infrastructure banking program. The infrastructure banking program
32 authorized under this subdivision shall not modify the ~~regional distribution~~
33 formula for the distribution of funds established by
34 ~~G.S. 136-17.2A~~G.S. 136-189.11. Governmental units may apply for loans
35 and execute debt instruments payable to the State in order to obtain loans or
36 other financial assistance provided for in this subdivision. The Department
37 of Transportation shall require that applicants shall pledge as security for
38 such obligations revenues derived from operation of the benefited facilities
39 or systems, other sources of revenue, or their faith and credit, or any
40 combination thereof. The faith and credit of such governmental units shall
41 not be pledged or be deemed to have been pledged unless the requirements
42 of Article 4, Chapter 159 of the General Statutes have been met. The State
43 Treasurer, with the assistance of the Local Government Commission, shall
44 develop and adopt appropriate debt instruments for use under this
45 subdivision. The Local Government Commission shall develop and adopt
46 appropriate procedures for the delivery of debt instruments to the State
47 without any public bidding therefor. The Local Government Commission
48 shall review and approve proposed loans to applicants pursuant to this
49 subdivision under the provisions of Articles 4 and 5, Chapter 159 of the
50 General Statutes, as if the issuance of bonds was proposed, so far as those
51 provisions are applicable. Loans authorized by this subdivision shall be

1 outstanding debt for the purpose of Article 10, Chapter 159 of the General
2 Statutes.

3"

4 **SECTION 4.3.** G.S. 136-17.2A is repealed.

5 **SECTION 4.4.** G.S. 136-44.50(a) reads as rewritten:

6 "(a) A transportation corridor official map may be adopted or amended by any of the
7 following:

- 8 (1) The governing board of any local government for any thoroughfare included
9 as part of a comprehensive plan for streets and highways adopted pursuant to
10 G.S. 136-66.2 or for any proposed public transportation corridor included in
11 the adopted long-range transportation plan.
- 12 (2) The Board of Transportation, or the governing board of any county, for any
13 portion of the existing or proposed State highway system or for any public
14 transportation corridor, to include rail, that is in the Transportation
15 Improvement Program.
- 16 (3) Regional public transportation authorities created pursuant to Article 26 of
17 Chapter 160A of the General Statutes or regional transportation authorities
18 created pursuant to Article 27 of Chapter 160A of the General Statutes for
19 any portion of the existing or proposed State highway system, or for any
20 proposed public transportation corridor, or adjacent station or parking lot,
21 included in the adopted long-range transportation plan.
- 22 (4) The North Carolina Turnpike Authority for any project being studied
23 pursuant to G.S. 136-89.183.
- 24 (5) The Wilmington Urban Area Metropolitan Planning Organization for any
25 project that is within its urbanized boundary and identified in
26 G.S. 136-179. Department projects R-3300 and U-4751.

27 Before a city adopts a transportation corridor official map that extends beyond the
28 extraterritorial jurisdiction of its building permit issuance and subdivision control ordinances,
29 or adopts an amendment to a transportation corridor official map outside the extraterritorial
30 jurisdiction of its building permit issuance and subdivision control ordinances, the city shall
31 obtain approval from the Board of County Commissioners."

32 **SECTION 4.5.** G.S. 136-66.3 reads as rewritten:

33 **"§ 136-66.3. Local government participation in improvements to the State transportation
34 system.**

35 ...

36 ~~(c1) No TIP Disadvantage for Participation.—If a county or municipality participates in
37 a State transportation system improvement project, as authorized by this section, or by
38 G.S. 136-51 and G.S. 136-98, the Department shall ensure that the local government's
39 participation does not cause any disadvantage to any other project in the Transportation
40 Improvement Program under G.S. 143B-350(f)(4).~~

41 (c2) Distribution of State Funds Made Available by County or Municipal Participation. —
42 Any State or federal funds allocated to a project that are made available by county or municipal
43 participation in a project contained in the Transportation Improvement Program under
44 G.S. 143B-350(f)(4) shall ~~remain in the same funding region that the funding was allocated to~~
45 under the distribution formula contained in G.S. 136-17.2A, be subject to G.S. 136-189.11.

46 ~~(c3) Limitation on Agreements.—The Department shall not enter into any agreement
47 with a county or municipality to provide additional total funding for highway construction in
48 the county or municipality in exchange for county or municipal participation in any project
49 contained in the Transportation Improvement Program under G.S. 143B-350(f)(4).~~

50 ...

1 (e1) Reimbursement Procedure. – Upon request of the county or municipality, the
2 Department of Transportation shall allow the local government a period of not less than three
3 years from the date construction of ~~the project~~ a project undertaken under subsection (e) of this
4 section is initiated to reimburse the Department their agreed upon share of the costs necessary
5 for the project. The Department of Transportation shall not charge a local government any
6 interest during the initial three years.

7"

8 **SECTION 4.6.** G.S. 136-89.192 reads as rewritten:

9 "**§ 136-89.192. ~~Equity distribution~~ Applicability of formula.**

10 Only those funds applied to a Turnpike Project from the State Highway Fund, State
11 Highway Trust Fund, or federal-aid funds that might otherwise be used for other roadway
12 projects within the State, and are otherwise already subject to the ~~distribution~~-formula under
13 ~~G.S. 136-17.2A~~, G.S. 136-189.11 shall be included in the ~~distribution~~-formula.

14 Other revenue from the sale of the Authority's bonds or notes, project loans, or toll
15 collections shall not be included in the ~~distribution~~-formula."

16 **SECTION 4.7.** G.S. 136-175 reads as rewritten:

17 "**§ 136-175. Definitions.**

18 The following definitions apply in this Article:

19 (1) ~~Intrastate System. The network of major, multilane arterial highways~~
20 ~~composed of those routes, segments, or corridors listed in G.S. 136-178, and~~
21 ~~any other route added by the Department of Transportation under~~
22 ~~G.S. 136-178.~~

23 (2) Transportation Improvement Program. The schedule of major transportation
24 improvement projects required by G.S. 143B-350(f)(4).

25 (3) Trust Fund. The North Carolina Highway Trust Fund."

26 **SECTION 4.8.** G.S. 136-176 reads as rewritten:

27 "**§ 136-176. Creation, revenue sources, and purpose of North Carolina Highway Trust**
28 **Fund.**

29 (a) A special account, designated the North Carolina Highway Trust Fund, is created
30 within the State treasury. The Trust Fund consists of the following revenue:

31 (1) Motor fuel, alternative fuel, and road tax revenue deposited in the Fund
32 under G.S. 105-449.125, 105-449.134, and 105-449.43, respectively.

33 (2) Motor vehicle use tax deposited in the Fund under G.S. 105-187.9.

34 (3) Revenue from the certificate of title fee and other fees payable under
35 G.S. 20-85.

36 (4) Repealed by Session Laws 2001-424, s. 27.1.

37 (5) Interest and income earned by the Fund.

38 (a1) ~~The Department shall use two hundred twenty million dollars (\$220,000,000) in~~
39 ~~fiscal year 2001-2002, two hundred twelve million dollars (\$212,000,000) in fiscal year~~
40 ~~2002-2003, and two hundred fifty five million dollars (\$255,000,000) in fiscal year 2003-2004~~
41 ~~of the cash balance of the Highway Trust Fund for the following purposes:~~

42 (1) ~~For primary route pavement preservation. — One hundred seventy million~~
43 ~~dollars (\$170,000,000) in fiscal year 2001-2002, and one hundred fifty~~
44 ~~million dollars (\$150,000,000) in each of the fiscal years 2002-2003 and~~
45 ~~2003-2004. Up to ten percent (10%) of the amount for each of the fiscal~~
46 ~~years 2001-2002, 2002-2003, and 2003-2004 is available in that fiscal year,~~
47 ~~at the discretion of the Secretary of Transportation, for:~~

48 a: ~~Highway improvement projects that further economic growth and~~
49 ~~development in small urban and rural areas, that are in the~~
50 ~~Transportation Improvement Program, and that are individually~~
51 ~~approved by the Board of Transportation; or~~

~~b. Highway improvements that further economic development in the State and that are individually approved by the Board of Transportation.~~

~~(2) For preliminary engineering costs not included in the current year Transportation Improvement Program. Fifteen million dollars (\$15,000,000) in each of the fiscal years 2001-2002, 2002-2003, and 2003-2004. If any funds allocated by this subdivision, in the cash balance of the Highway Trust Fund, remain unspent on June 30, 2008, the Department may transfer within the Department up to twenty nine million dollars (\$29,000,000) of available funds to contract for freight transportation system improvements for the Global TransPark.~~

~~(3) For computerized traffic signal systems and signal optimization projects. Fifteen million dollars (\$15,000,000) in each of the fiscal years 2001-2002, 2002-2003, and 2003-2004.~~

~~(4) For public transportation twenty million dollars (\$20,000,000) in fiscal year 2001-2002, twenty five million dollars (\$25,000,000) in fiscal year 2002-2003, and seventy five million dollars (\$75,000,000) in fiscal year 2003-2004.~~

~~(5) For small urban construction projects. Seven million dollars (\$7,000,000) in fiscal year 2002-2003.~~

~~Funds authorized for use by the Department pursuant to this subsection shall remain available to the Department until expended.~~

~~(a2) Repealed by Session Laws 2002-126, s. 26.4(b), effective July 1, 2002.~~

~~(a3) The Department may obligate three hundred million dollars (\$300,000,000) in fiscal year 2003-2004 and four hundred million dollars (\$400,000,000) in fiscal year 2004-2005 of the cash balance of the Highway Trust Fund for the following purposes:~~

~~(1) Six hundred thirty million dollars (\$630,000,000) for highway system preservation, modernization, and maintenance, including projects to enhance safety, reduce congestion, improve traffic flow, reduce accidents, upgrade pavement widths and shoulders, extend pavement life, improve pavement smoothness, and rehabilitate or replace deficient bridges; and for economic development transportation projects recommended by local officials and approved by the Board of Transportation.~~

~~(2) Seventy million dollars (\$70,000,000) for regional public transit systems, rural and urban public transportation system facilities, regional transportation and air quality initiatives, rail system track improvements and equipment, and other ferry, bicycle, and pedestrian improvements. For any project or program listed in this subdivision for which the Department receives federal funds, use of funds pursuant to this subdivision shall be limited to matching those funds.~~

~~Funds authorized for obligation and use by the Department pursuant to this subsection shall remain available to the Department until expended.~~

~~(a4) Project selection pursuant to subsection (a3) of this section shall be based on identified and documented need. Funds expended pursuant to subdivision (1) of subsection (a3) of this section shall be distributed in accordance with the distribution formula in G.S. 136-17.2A. No funds shall be expended pursuant to subsection (a3)(1) of this section on any project that does not meet Department of Transportation standards for road design, materials, construction, and traffic flow.~~

~~(a5) The Department shall report to the Joint Legislative Transportation Oversight Committee, on or before September 1, 2003, on its intended use of funds pursuant to subsection (a3) of this section. The Department shall report to the Joint Transportation Appropriations~~

1 Subcommittee, on or before May 1, 2004, on its actual current and intended future use of funds
2 pursuant to subsection (a3) of this section. The Department shall certify to the Joint Legislative
3 Transportation Oversight Committee each year, on or before November 1, that use of the
4 Highway Trust Fund cash balances for the purposes listed in subsection (a3) of this section will
5 not adversely affect the delivery schedule of any Highway Trust Fund projects. If the
6 Department cannot certify that the full amounts authorized in subsection (a3) of this section are
7 available, then the Department may determine the amount that can be used without adversely
8 affecting the delivery schedule and may proportionately apply that amount to the purposes set
9 forth in subsection (a3) of this section.

10 (b) Funds in the Trust Fund are annually appropriated to the Department of
11 Transportation to be allocated and used as provided in this subsection. A sum, not to exceed
12 four and eight tenths percent (4.8%) of the amount of revenue deposited in the Trust Fund
13 under subdivisions (a)(1), (2), and (3) of this section sum, in the amount appropriated by law,
14 may be used each fiscal year by the Department for expenses to administer the Trust Fund.
15 Operation and project development costs of the North Carolina Turnpike Authority are eligible
16 administrative expenses under this subsection. Any funds allocated to the Authority pursuant to
17 this subsection shall be repaid by the Authority from its toll revenue as soon as possible,
18 subject to any restrictions included in the agreements entered into by the Authority in
19 connection with the issuance of the Authority's revenue bonds. Beginning one year after the
20 Authority begins collecting tolls on a completed Turnpike Project, interest shall accrue on any
21 unpaid balance owed to the Highway Trust Fund at a rate equal to the State Treasurer's average
22 annual yield on its investment of Highway Trust Fund funds pursuant to G.S. 147-6.1. Interest
23 earned on the unpaid balance shall be deposited in the Highway Trust Fund upon repayment.
24 The sum up to the amount anticipated to be necessary to meet the State matching funds
25 requirements to receive federal-aid highway trust funds for the next fiscal year may be set aside
26 for that purpose. The rest of the funds in the Trust Fund shall be allocated and used as
27 follows: specified in G.S. 136-189.11.

- 28 (1) Sixty one and ninety five hundredths percent (61.95%) to plan, design, and
29 construct projects on segments or corridors of the Intrastate System as
30 described in G.S. 136-178 and to pay debt service on highway bonds and
31 notes that are issued under the State Highway Bond Act of 1996 and whose
32 proceeds are applied to these projects.
- 33 (2) Twenty five and five hundredths percent (25.05%) to plan, design, and
34 construct the urban loops described in G.S. 136-180 and to pay debt service
35 on highway bonds and notes that are issued under the State Highway Bond
36 Act of 1996 and whose proceeds are applied to these urban loops.
- 37 (3) Six and one half percent (6.5%) to supplement the appropriation to cities for
38 city streets under G.S. 136-181.
- 39 (4) Six and one half percent (6.5%) for secondary road construction as provided
40 in G.S. 136-182 and to pay debt service on highway bonds and notes that are
41 issued under the State Highway Bond Act of 1996 and whose proceeds are
42 applied to secondary road construction.

43 The Department must administer funds allocated under subdivisions (1), (2), and (4) of this
44 subsection this section in a manner that ensures that sufficient funds are available to make the
45 debt service payments on bonds issued under the State Highway Bond Act of 1996 as they
46 become due.

47 (b1) The Secretary may authorize the transfer of funds allocated under subdivisions (1)
48 through (4) of subsection (b) of this section to other projects that are ready to be let and were to
49 be funded from allocations to those subdivisions. The Secretary shall ensure that any funds
50 transferred pursuant to this subsection are repaid promptly and in any event in no more than
51 four years. The Secretary shall certify, prior to making any transfer pursuant to this subsection,

1 that the transfer will not affect the delivery schedule of Highway Trust Fund projects in the
2 current Transportation Improvement Program. No transfers shall be allowed that do not
3 conform to the applicable provisions of the equity formula for distribution of funds,
4 G.S. 136-17.2A. If the Secretary authorizes a transfer pursuant to this subsection, the Secretary
5 shall report that decision to the next regularly scheduled meetings of the Joint Legislative
6 Commission on Governmental Operations, the Joint Legislative Transportation Oversight
7 Committee, and to the Fiscal Research Division.

8 (b2) (Effective July 1, 2013) There is annually appropriated to the North Carolina
9 Turnpike Authority from the Highway Trust Fund the sum of ~~one hundred twelve million~~
10 ~~dollars (\$112,000,000)~~ forty-nine million dollars (\$49,000,000). Of the amount allocated by
11 this subsection, twenty-five million dollars (\$25,000,000) shall be used to pay debt service or
12 related financing costs and expenses on revenue bonds or notes issued for the construction of
13 the Triangle Expressway, and twenty-four million dollars (\$24,000,000) shall be used to pay
14 debt service or related financing expenses on revenue bonds or notes issued for the construction
15 of the ~~Monroe Connector/Bypass~~, twenty eight million dollars (\$28,000,000) shall be used to
16 ~~pay debt service or related financing expenses on revenue bonds or notes issued for the~~
17 ~~construction of the Mid-Currituck Bridge, and thirty-five million dollars (\$35,000,000) shall be~~
18 ~~used to pay debt service or related financing expenses on revenue bonds or notes issued for the~~
19 ~~construction of the Garden Parkway-Monroe Connector/Bypass~~. The amounts appropriated to
20 the Authority pursuant to this subsection shall be used by the Authority to pay debt service or
21 related financing costs and expenses on revenue bonds or notes issued by the Authority to
22 finance the costs of one or more Turnpike Projects, to refund such bonds or notes, or to fund
23 debt service reserves, operating reserves, and similar reserves in connection therewith. The
24 appropriations established by this subsection constitute an agreement by the State to pay the
25 funds appropriated hereby to the Authority within the meaning of G.S. 159-81(4).
26 Notwithstanding the foregoing, it is the intention of the General Assembly that the enactment
27 of this provision and the issuance of bonds or notes by the Authority in reliance thereon shall
28 not in any manner constitute a pledge of the faith and credit and taxing power of the State, and
29 nothing contained herein shall prohibit the General Assembly from amending the
30 appropriations made in this subsection at any time to decrease or eliminate the amount annually
31 appropriated to the Authority. Funds transferred from the Highway Trust Fund to the Authority
32 pursuant to this subsection are not subject to the equity—formula in
33 ~~G.S. 136-17.2A~~. G.S. 136-189.11.

34 (e) ~~If funds are received under 23 U.S.C. Chapter 1, Federal Aid Highways, for a~~
35 ~~project for which funds in the Trust Fund may be used, the amount of federal funds received~~
36 ~~plus the amount of any funds from the Highway Fund that were used to match the federal funds~~
37 ~~may be transferred by the Secretary of Transportation from the Trust Fund to the Highway~~
38 ~~Fund and used for projects in the Transportation Improvement Program.~~

39 (d) A contract may be let for projects funded from the Trust Fund in anticipation of
40 revenues pursuant to the cash-flow provisions of G.S. 143C-6-11 only for the two bienniums
41 following the year in which the contract is let.

42 (e) (Effective July 1, 2013) Subject to ~~G.S. 136-17.2A and other funding distribution~~
43 ~~formulas, funds allocated under subdivisions (1), (3), and (4) of subsection (b) of this section~~
44 ~~may also~~ G.S. 136-189.11, funds may be used for fixed guideway projects, including providing
45 matching funds for federal grants for fixed guideway projects."

46 **SECTION 4.9.** The following statutes are repealed:

- 47 (1) G.S. 136-177.
- 48 (2) G.S. 136-177.1.
- 49 (3) G.S. 136-178.
- 50 (4) G.S. 136-179.
- 51 (5) G.S. 136-180.

- 1 (6) G.S. 136-184.
 2 (7) G.S. 136-185.
 3 (8) G.S. 136-187.
 4 (9) G.S. 136-188.
 5 (10) G.S. 136-189.
 6

7 TURNPIKE AUTHORITY CHANGES

8 **SECTION 5.1.** G.S. 136-89.183(a)(2) reads as rewritten:

9 "§ 136-89.183. Powers of the Authority.

10 (a) The Authority shall have all of the powers necessary to execute the provisions of
 11 this Article, including the following:

12 ...

13 (2) To study, plan, develop, and undertake preliminary design work on up to
 14 ~~eight-nine~~ Turnpike Projects. At the conclusion of these activities, the
 15 Turnpike Authority is authorized to design, establish, purchase, construct,
 16 operate, and maintain the following projects:

- 17 a. Triangle Expressway, including segments also known as N.C. 540,
 18 Triangle Parkway, and the Western Wake Freeway in Wake and
 19 Durham Counties, and Southeast Extension in Wake and Johnston
 20 Counties, except that no portion of the Southeast Extension shall be
 21 located north of an existing protected corridor established by the
 22 Department of Transportation circa 1995, except in the area of
 23 Interstate 40 East Counties. The described segments constitute three
 24 projects.
 25 b. ~~Gaston East West Connector, also known as the Garden Parkway.~~
 26 c. Monroe Connector/Bypass.
 27 ~~d. Cape Fear Skyway.~~
 28 e. ~~A bridge of more than two miles in length going from the mainland~~
 29 ~~to a peninsula bordering the State of Virginia, pursuant to~~
 30 ~~G.S. 136-89.183A.~~

31 Any other project proposed by the Authority in addition to the projects listed
 32 in this subdivision ~~must be approved by the General Assembly prior to~~
 33 ~~construction.~~ subdivision requires prior consultation with the Joint
 34 Legislative Commission on Governmental Operations pursuant to
 35 G.S. 120-76.1 no less than 180 days prior to initiating the process required
 36 by Article 7 of Chapter 159 of the General Statutes.

37 ~~A~~ With the exception of the four projects set forth in sub-subdivisions a. and
 38 c. of this subdivision, the Turnpike Project-projects selected for construction
 39 by the Turnpike Authority Authority, prior to the letting of a contract for the
 40 project, shall meet the following conditions: (i) two of the projects must be
 41 ranked in the top 35 based on total score on the Department-produced list
 42 entitled "Mobility Fund Project Scores" dated June 6, 2012, and, in addition,
 43 may be subject to G.S. 136-18(39a); (ii) of the projects not ranked as
 44 provided in (i), one may be subject to G.S. 136-18(39a); (iii) the projects
 45 shall be included in any applicable locally adopted comprehensive
 46 transportation plans and plans; (iv) the projects shall be shown in the current
 47 State Transportation Improvement Plan prior to the letting of a contract for
 48 the Turnpike Project Program; and (v) toll projects must be approved by all
 49 affected Metropolitan Planning Organizations and Rural Transportation
 50 Planning Organizations for tolling."

51 **SECTION 5.2.** G.S. 136-18 reads as rewritten:

"§ 136-18. Powers of Department of Transportation.

The said Department of Transportation is vested with the following powers:

- ...
- (39a) a. ~~The Department of Transportation or Turnpike Authority, as applicable, may enter into a partnership agreement up to three agreements with a private entity as provided under subdivision (39) of this section for which the provisions of this section apply. The pilot project allowed under this subdivision must be one that is a candidate for funding under the Mobility Fund, that is planned for construction through a public private partnership, and for which a Request for Qualifications has been issued by the Department no later than June 30, 2012.~~
- b. A private entity or its contractors must provide performance and payment security in the form and in the amount determined by the Department of Transportation. The form of the performance and payment security may consist of bonds, letters of credit, parent guaranties, or other instruments acceptable to the Department of Transportation.
- c. Notwithstanding the provisions of G.S. 143B-426.40A, an agreement entered into under this subdivision may allow the private entity to assign, transfer, sell, hypothecate, and otherwise convey some or all of its right, title, and interest in and to such agreement, and any rights and remedies thereunder, to a lender, bondholder, or any other party. However, in no event shall any such assignment create additional debt or debt-like obligations of the State of North Carolina, the Department, or any other agency, authority, commission, or similar subdivision of the State to any lender, bondholder, entity purchasing a participation in the right to receive the payment, trustee, trust, or any other party providing financing or funding of projects described in this section. The foregoing shall not preclude the Department from making any payments due and owing pursuant to an agreement entered into under this section.
- d. ~~The Department of Transportation may fix, revise, charge, and collect tolls and fees to the same extent allowed under Article 6H of Chapter 136 of the General Statutes. Statutes shall apply to the Department of Transportation and to projects undertaken by the Department of Transportation under subdivision (39) of this section. The Department may assign its authority under that Article to fix, revise, charge, retain, enforce, and collect tolls and fees to the private entity.~~
- e. Any contract under this subdivision or under Article 6H of this Chapter for the development, construction, maintenance, or operation of a project shall provide for revenue sharing between the private party and the Department, notwithstanding the provisions of G.S. 136-89.188(d). Excess toll revenues from a Turnpike project shall be used for the funding or financing of transportation projects within the corridor where the Turnpike Project is located. For purposes of this subdivision, the term "excess toll revenues" means those toll revenues derived from a Turnpike Project that are not otherwise used or allocated to the Authority or a private entity pursuant to this subdivision. For purposes of this subdivision, the

1 term "corridor" means (i) the right-of-way limits of the Turnpike
2 Project and any facilities related to the Turnpike Project or any
3 facility or improvement necessary for the use, design, construction,
4 operation, maintenance, repair, rehabilitation, reconstruction, or
5 financing of a Turnpike Project; (ii) the right-of-way limits of any
6 subsequent improvements, additions, or extension to the Turnpike
7 Project and facilities related to the Turnpike projects, including any
8 improvements necessary for the use, design, construction, operation,
9 maintenance, repair, rehabilitation, reconstruction, or financing of
10 those subsequent improvements, additions, or extensions to the
11 Turnpike Project; and (iii) roads used for ingress or egress to the toll
12 facility or roads that intersect with the toll facility, whether by ramps
13 or separated grade facility, and located within one mile in any
14 direction.

15 f. Agreements entered into under this subdivision shall comply with the
16 following additional provisions:

- 17 1. The Department shall solicit proposals for agreements.
- 18 2. Agreement shall be limited to no more than 50 years from the
19 date of the beginning of operations on the toll facility.
- 20 3. Notwithstanding the provisions of G.S. 136-89.183(a)(5), all
21 initial tolls or fees to be charged by a private entity shall be
22 reviewed by the Turnpike Board. Prior to setting a toll rate,
23 either a set rate or a minimum and maximum rate set by the
24 private entity, the private entity shall hold a public hearing on
25 the toll rates, in accordance with guidelines for the hearing
26 developed by the Department. After tolls go into effect, the
27 private entity shall report to the Turnpike Authority Board 30
28 days prior to any increase in tolls by the private entity.
- 29 4. Financial advisors and attorneys retained by the Department
30 on contract to work on projects pursuant to this subsection
31 shall be subject to State law governing conflicts of interest.
- 32 5. 60 days prior to the signing of a concession agreement subject
33 to this subdivision, the Department shall report to the Joint
34 Legislative Transportation Oversight Committee on the
35 following for the presumptive concessionaire:
 - 36 I. Project description.
 - 37 II. Number of years that tolls will be in place.
 - 38 III. Name and location of firms and parent companies, if
39 applicable, including firm responsibility and stake,
40 and assessment of audited financial statements.
 - 41 IV. Analysis of firm selection criteria.
 - 42 V. Name of any firm or individual under contract to
43 provide counsel or financial analysis to the
44 Department or Authority. The Department shall
45 disclose payments to these contractors related to
46 completing the agreement under this subdivision.
 - 47 VI. Demonstrated ability of the project team to deliver the
48 project, by evidence of the project team's prior
49 experience in delivering a project on schedule and
50 budget, and disclosure of any unfavorable outcomes
51 on prior projects.

- 1 VII. Detailed description of method of finance, including
- 2 sources of funds, State contribution amounts,
- 3 including schedule of availability payments and terms
- 4 of debt payments.
- 5 VIII. Information on assignment of risk shared or assigned
- 6 to State and private partner.
- 7 IX. Information on the feasibility of finance as obtained in
- 8 traffic and revenue studies.
- 9 6. The Turnpike Authority annual report under G.S. 136-89.193
- 10 shall include reporting on all revenue collections associated
- 11 with projects subject to this subdivision under the Turnpike
- 12 Authority.
- 13 7. The Department shall develop standards for entering into
- 14 comprehensive agreements with private entities under the
- 15 authority of this subdivision and report those standards to the
- 16 Joint Legislative Transportation Oversight Committee on or
- 17 before October 1, 2013.

18 ...

19 (43) For the purposes of financing an agreement under subdivision (39a) of this

20 section, the Department of Transportation may act as a conduit issuer for

21 private activity bonds to the extent the bonds do not constitute a debt

22 obligation of the State. The issuance of private activity bonds under this

23 subdivision and any related actions shall be governed by The State and Local

24 Government Revenue Bond Act, Article 5 of Chapter 159 of the General

25 Statutes, with G.S. 159-88 satisfied by adherence to the requirements of

26 ~~subdivisions (39) and subdivision (39a)~~ subdivision (39a) of this section."

27 **SECTION 5.3.** G.S. 136-89.183(a)(5) reads as rewritten:

28 **"§ 136-89.183. Powers of the Authority.**

29 (a) The Authority shall have all of the powers necessary to execute the provisions of

30 this Article, including the following:

- 31 ...
- 32 (5) To fix, revise, charge, retain, enforce, and collect tolls and fees for the use of
- 33 the Turnpike Projects. Prior to the effective date of any toll or fee for use of
- 34 a Turnpike Facility, the Authority shall submit a description of the proposed
- 35 toll or fee to the Board of Transportation, the Joint Legislative
- 36 Transportation Oversight Committee and the Joint Legislative Commission
- 37 on Governmental Operations for review.
- 38"

39 **SECTION 5.4.** G.S. 136-89.188 reads as rewritten:

40 **"§ 136-89.188. Use of revenues.**

41 (a) Revenues derived from Turnpike Projects authorized under this Article shall be used

42 only for the following:

- 43 (1) Authority administration ~~costs;~~ costs.
- 44 (2) Turnpike Project development, right-of-way acquisition, design,
- 45 construction, operation, ~~and maintenance;~~ maintenance, reconstruction,
- 46 rehabilitation, and replacement. ~~and~~
- 47 (3) ~~debt~~ Debt service on the Authority's revenue bonds or related purposes such
- 48 as the establishment of debt service reserve ~~funds;~~ funds.
- 49 (4) Debt service, debt service reserve funds, and other financing costs related to
- 50 any of the following:

- 1 a. A financing undertaken by a private entity under a partnership
2 agreement with the entity for a Turnpike Project.
3 b. Private activity bonds issued under law related to a Turnpike Project.
4 c. Any federal or State loan, line of credit, or loan guarantee relating to
5 a Turnpike Project.

6 (5) A return on investment of any private entity under a partnership agreement
7 with the entity for a Turnpike Project.

8 (6) Any other uses granted to a private entity under a partnership agreement
9 with the entity for a Turnpike Project.

10 (b) The Authority may use up to one hundred percent (100%) of the revenue derived
11 from a Turnpike Project for debt service on the Authority's revenue bonds or for a combination
12 of debt service and operation and maintenance expenses of the Turnpike Projects.

13 (c) The Authority shall use not more than five percent (5%) of total revenue derived
14 from all Turnpike Projects for Authority administration costs.

15 (d) Notwithstanding the provisions of subsections (a) and (b) of this section, toll
16 revenues generated from a converted segment of the State highway system previously planned
17 for operation as a nontoll facility shall only be used for the funding or financing of the right of
18 way acquisition, construction, expansion, operations, maintenance, and Authority
19 administration costs associated with the converted segment or a contiguous toll facility."

20 **SECTION 5.5.** Part 1 of Article 6H of Chapter 136 of the General Statutes is
21 amended by adding a new section to read:

22 "§ 136-89.199. Designation of high-occupancy toll and managed lanes.

23 Notwithstanding any other provision of this Article, the Authority may designate one or
24 more lanes of any highway, or portion thereof, within the State, including lanes that may
25 previously have been designated as HOV lanes under G.S. 20-146.2, as high-occupancy toll
26 (HOT) or other type of managed lanes; provided, however, that such designation shall not
27 reduce the number of existing general purpose lanes. In making such designations, the
28 Authority shall specify the high-occupancy requirement or other conditions for use of such
29 lanes, which may include restricting vehicle types, access controls, or the payment of tolls for
30 vehicles that do not meet the high-occupancy requirements or conditions for use."

31 **SECTION 5.6.** Part 2 of Article 6H of Chapter 136 of the General Statutes reads as
32 rewritten:

33 "Part 2. Collection of Tolls on Turnpike Projects.

34 ...

35 "§ 136-89.212. Payment of toll required for use of Turnpike project.

36 (a) A motor vehicle that is driven on a Turnpike project is subject to a toll imposed by
37 the Authority for the use of the project. If the toll is an open road toll, the person who is the
38 registered owner of the motor vehicle is liable for payment of the toll unless the registered
39 owner establishes that the motor vehicle was in the care, custody, and control of another person
40 when it was driven on the Turnpike project.

41 (b) A person establishes that a motor vehicle was in the care, custody, and control of
42 another person when it was driven on a Turnpike project by submitting to the Authority a
43 sworn affidavit stating one of the following:

44 (1) The name and address of the person who had the care, custody, and control
45 of the motor vehicle when it was driven. If the motor vehicle was leased or
46 rented under a long-term lease or rental, as defined in G.S. 105-187.1, the
47 affidavit must be supported by a copy of the lease or rental agreement or
48 other written evidence of the agreement.

49 (2) The motor vehicle was stolen. The affidavit must be supported by an
50 insurance or police report concerning the theft or other written evidence of
51 the theft.

1 (3) The person transferred the motor vehicle to another person by sale or
2 otherwise before it was driven on the Turnpike project. The affidavit must be
3 supported by insurance information, a copy of the certificate of title, or other
4 evidence of the transfer.

5 (c) If a person establishes that a motor vehicle was in the care, custody, and control of
6 another person under subsection (b) of this section, the other person shall be liable for the
7 payment of the toll, and the Authority may send a bill to collect and enforce the toll in
8 accordance with this Article; provided, however, that such other person may contest such toll in
9 accordance with this Article.

10 **"§ 136-89.213. Administration of tolls and requirements for open road tolls.**

11 (a) Administration. – The Authority is responsible for collecting tolls on Turnpike
12 projects. In exercising its authority under G.S. 136-89.183 to perform or procure services
13 required by the Authority, the Authority may contract with one or more providers to perform
14 part or all of the collection functions and may enter into agreements to exchange information,
15 including confidential information under subsection (a1) of this section, that identifies motor
16 vehicles and their owners with one or more of the following entities: the Division of Motor
17 Vehicles of the Department of Transportation, another state, another toll operator, ~~or~~ a toll
18 collection-related ~~organization~~ organization, or a private entity that has entered into a
19 partnership agreement with the Authority pursuant to G.S. 136-89.183(a)(17). Further, the
20 Authority may assign its authority to fix, revise, charge, retain, enforce, and collect tolls and
21 fees under this Article to a private entity that has entered into a partnership agreement with the
22 Authority pursuant to G.S. 136-89.183(a)(17).

23 ...

24 (b) Open Road Tolls. – If a Turnpike project uses an open road tolling system, the
25 Authority must operate a facility that is in the immediate vicinity of the Turnpike project ~~and~~
26 ~~that accepts or provide an alternate means to accept~~ cash payment of the toll and must place
27 signs on the Turnpike project that give drivers the following information:

- 28 (1) Notice that the driver is approaching a highway for which a toll is required.
29 Signs providing this information must be placed before the toll is incurred.
30 (2) The methods by which the toll may be paid.
31 (3) ~~Directions~~ If applicable, directions to the nearby facility that accepts cash
32 payment of the toll.

33 **"§ 136-89.214. Bill for unpaid open road toll.**

34 (a) Bill. – If a motor vehicle travels on a Turnpike project that uses an open road tolling
35 system and a toll for traveling on the project is not paid prior to travel or at the time of travel,
36 the Authority must send a bill by first-class mail to the registered owner of the motor vehicle or
37 the person who had care, custody, and control of the vehicle as established under
38 G.S. 136-89.212(b) for the amount of the unpaid toll. The Authority must send the bill within
39 90 days after the travel ~~occurs~~ occurs, or within 90 days of receipt of a sworn affidavit
40 submitted under G.S. 136-89.212(b) identifying the person who had care, custody, and control
41 of the motor vehicle. If a bill is not sent within the required time, the Authority waives
42 collection of the toll. The Authority must establish a billing period for unpaid open road tolls
43 that is no shorter than 15 days. A bill for a billing period must include all unpaid tolls incurred
44 by the same person during the billing period.

45 (b) Information on Bill. – A bill sent under this section must include all of the following
46 information:

- 47 (1) The name and address of the registered owner of the motor vehicle that
48 traveled on the Turnpike ~~project~~ project or of the person identified under
49 G.S. 136-89.212(b).
50 (2) The date the travel occurred, the approximate time the travel occurred, and
51 each segment of the Turnpike project on which the travel occurred.

- 1 (3) An image of the registration plate of the motor vehicle, if the Authority
2 captured an electronic image of the motor vehicle when it traveled on the
3 Turnpike project.
- 4 (4) The amount of the toll due and an explanation of how payment may be
5 made.
- 6 (5) The date by which the toll must be paid to avoid the imposition of a
7 processing fee under G.S. 136-89.215 and the amount of the processing fee.
- 8 (6) A statement that a vehicle owner who has unpaid tolls is subject to a civil
9 penalty and may not renew the vehicle's registration until the tolls and civil
10 penalties are paid.
- 11 (7) A clear and concise explanation of how to contest liability for the toll.
- 12 (8) If applicable, a copy of the affidavit submitted under G.S. 136-89.212(b)
13 identifying the person with care, custody, and control of the motor vehicle.

14 **"§ 136-89.215. Required action upon receiving bill for open road toll and processing fee**
15 **for unpaid toll.**

16 (a) Action Required. – A person who receives a bill from the Authority for an unpaid
17 open road toll must take one of the following actions within 30 days of the date of the bill:

- 18 (1) Pay the bill.
- 19 (2) Send a written request to the Authority for a review of the toll.

20 (b) Fee. – If a person does not take one of the actions required under subsection (a) of
21 this section within the required time, the Authority may add a processing fee to the amount the
22 person owes. The processing fee may not exceed six dollars (\$6.00). A person may not be
23 charged more than forty-eight dollars (\$48.00) in processing fees in a 12-month period.

24 The Authority must set the processing fee at an amount that does not exceed the costs of
25 ~~collecting the unpaid toll, identifying the owner of a motor vehicle that is subject to an unpaid~~
26 ~~toll and billing the owner for the unpaid toll. The fee is a receipt of the Authority and must be~~
27 ~~applied to these costs.~~

28"

29 **SECTION 5.7.** DOT/Southeast Extension-Triangle Expressway. – The Department
30 of Transportation shall strive to expedite the federal environmental impact statement process to
31 define the route for the Southeast Extension of the Triangle Expressway Turnpike Project by
32 promptly garnering input from local officials and other stakeholders, accelerating any required
33 State studies, promptly submitting permit applications to the federal government, working
34 closely with the federal government during the permitting process, and taking any other
35 appropriate actions to accelerate the environmental permitting process.

36 **SECTION 5.8.** Monitoring. – As part of its oversight of the Department of
37 Transportation, the Joint Legislative Transportation Oversight Committee shall closely monitor
38 the progress of the Southeast Extension of the Triangle Expressway Turnpike Project.

39
40 **TRANSITION STUDY AND REPORTING REQUIREMENTS**

41 **SECTION 6.1.** Formula Implementation Report. – The Department of
42 Transportation shall report to the Joint Legislative Transportation Oversight Committee and the
43 Fiscal Research Division no later than August 15, 2013, on the Department's recommended
44 formulas that will be used in the prioritization process to rank highway and nonhighway
45 projects. The Department of Transportation's Prioritization Office shall develop the
46 prioritization processes and formulas for all modes of transportation. The report will include a
47 statement on the process used by the Department to develop the formulas, include a listing of
48 external partners consulted during this process, and include feedback from its 3.0 workgroup
49 partners on the Department's proposed recommendations. The Department shall not finalize the
50 formula without consulting with the Joint Legislative Transportation Oversight Committee. The
51 Joint Legislative Transportation Oversight Committee has 30 days after the report is received to

1 meet and consult on the Department's recommendations. If no meeting occurs within 30 days
2 after the report is received, the consultation requirement will be met. If consultation occurs and
3 a majority of members serving on the Committee request changes to the Department's
4 recommended formulas for highway and nonhighway modes, the Department shall review the
5 requests and provide to the Committee its response to the requested changes no later than
6 October 1, 2013. A final report on the highway and intermodal formulas shall be submitted to
7 the Joint Legislative Transportation Oversight Committee by January 1, 2014.

8 **SECTION 6.2.** State Transportation Improvement Program Transition Report. –
9 The Department of Transportation shall submit transition reports to members of the Joint
10 Legislative Transportation Oversight Committee, House of Representatives Appropriations
11 Subcommittee on Transportation and the Senate Appropriations Committee on Department of
12 Transportation, and the Fiscal Research Division on March 1, 2014, and November 1, 2014.
13 The reports shall include information on the Department's transition to Strategic Prioritization,
14 overview changes to the State Transportation Improvement Program (STIP) and other internal
15 and external processes that feed into the STIP, and offer statutory and policy recommendations
16 or items for consideration to the General Assembly that will enhance the prioritization process.
17 The March 1, 2014, report shall also include an analysis of the distribution of tax and fee
18 revenues between the Highway Fund and Highway Trust Fund and an analysis to determine if
19 maintenance, construction, operations, administration, and capital expenditures are properly
20 budgeted within the two funds and existing revenues are most effectively distributed between
21 the two funds.

22 **EFFECTIVE DATE**

23 **SECTION 7.1.(a)** Except as provided herein, this act becomes effective July 1,
24 2013.

25 **SECTION 7.1.(b)** This act is effective only if the General Assembly appropriates
26 funds in the Current Operations and Capital Improvements Appropriations Act of 2013 to
27 implement this act.
28