

1998

**JOINT
APPROPRIATIONS -
TRANSPORTATION
COMMITTEE**

MINUTES

NORTH CAROLINA GENERAL ASSEMBLY

**JOINT APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION**

**SHORT SESSION
5-11-98 ---- 10-29-1998**

**Representative Joanne W. Bowie, Co-Chair
Representative Jerry Dockham, Co-Chair
Representative Ed McMahan, Co-Chair**

**Senator Luther Jordan, Co-Chair
Senator Charlie Albertson, Vice-Chair**

FISCAL RESEARCH STAFF

**Evan Rodewald
Bob Weiss
Tony Goldman**

STAFF ATTORNEY

Kenneth Levenbook

COMMITTEE CLERKS

**Sharon Cram, House Clerk
Sharon Gaudette, House Clerk
Gloria Haywood, Senate Clerk**

**JOINT APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION MEMBERS 1998
(May 11, 1998)**

<u>MEMBER</u>	<u>TELEPHONE</u>	<u>OFFICE</u>
<u>(COMMITTEE CLERK)</u>		
Rep. Joanne Bowie, Co-Chair	733-5853	1206
Sharon Gaudette		
Rep. Jerry Dockham, Co-Chair	733-5822	1106
Joanna Mills		
Rep. Ed McMahan, Co-Chair	733-5732	2213
Sharon Cram		
Rep. Bobby Barbee	733-5908	1025
Rosa Murray		
Rep. Dan Blue	715-2528	1227
Lin Threatt		
Rep. Jim Gulley	733-5860	1307
Lucille Carter		
Rep. Thomas Hardaway	733-5775	1323
Rita Harris		
Rep. Bill Hiatt	733-5862	1008
Edna Pierce		
Rep. Mary McAllister	733-5706	603
Annecia Norwood		
Rep. Mickey Michaux, Jr.	733-5609	1409
Anne Peele		
Rep. Jane Mosely	733-5781	2221
Gennie Thurlow		
Rep. Richard T. Morgan	715-3028	404
Dixie Epps		
Rep. Drew P. Saunders	733-5530	1017
Ruth Fish		
Rep. Ronnie Sutton	733-5782	1317
Juanita Coley		
Rep. James Crawford, Appropriations Liaison	733-5824	1301
Linda Winstead		
Rep. N. Leo Daughtry, Ex-Officio Member	715-0850	2301
Bernice Bullard		
Rep. Julia Craven Howard, Ex-Officio Member	733-5904	1021
Gail Stewart		
Rep. Stephen Wood, Ex-Officio Member	733-5807	
Sylvia Perkins		
Senator Luther H. Jordan, Jr., Chair	751-3034	407
Gloria Haywood		
Senator Charlie Albertson, Vice-Chair	733-5705	525
Julia Birdsong		
Senator Robert Carpenter, Ranking Minority Member	733-5675	517
Helen Carpenter		
Senator Eric Reeves	733-3460	2111
Becky Hedspeth		
Senator Robert Rucho	733-5650	1113
Carole Walker		
Fiscal Research Staff/ Tony Goldman	733-4910	619
Evan Rodewald		
Bob Weiss		
Staff Attorney	733-6660	401
Ken Levenbook/Giles Perry		
Committee Clerks		
Sharon Gaudette, Sharon Cram - House	733-5853	733-5732
Gloria Haywood, Senate	733-3034	

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HOUSE MEETINGS ONLY

APPROPRIATIONS

SUBCOMMITTEE ON TRANSPORTATION

1998

June 24, 1998

June 30, 1998

July 01, 1998

July 06, 1998

July 08, 1998

July 09, 1998

July 14, 1998

July 16, 1998

Aug 11, 1998

A record of these meetings can be found in the House Appropriations Subcommittee On Transportation 1998 Short Session Notebook filed in the Legislative Library.

APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION

SENATE MEETINGS

June 11, 1998

June 25, 1998

A record of these meetings can be found in the Senate Appropriations Subcommittee on Transportation 1998 Session notebook filed in the Legislative Library.

**NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE**

You are hereby notified that the Committee on **JOINT APPRO/SUB TRANS
COMMITTEE** will meet as follows:

DAY & DATE: **Tuesday, May 12, 1998**
 Wednesday, May 13, 1998
 Thursday, May 14, 1998

TIME: **9 am - 11 am**

LOCATION: **Room 1228/1337**

Respectfully,

Representatives Bowie, Dockham, McMahan
Co-Chairs

I hereby certify this notice was filed by the committee clerk at the following offices at **3 pm** on **May 11, 1998**.

____Principal Clerk
____Reading Clerk - House Chamber

Sharon Gaudette (Committee Clerk)

AGENDA

Joint Appropriations Subcommittee on Transportation

**May 12, 1998
Room 1228
9:00 A.M.**

Chairman: Senator Luther Jordan

Highway Fund Revenue Projections

Paul Zipin
Office of State Budget and Management

Projected Highway Fund Spending

Tony Goldman
Legislative Staff

Overview of Governor's Recommended Reductions and Expansion Items

Wayne Stallings
Department of Transportation

JOINT APPROPRIATIONS TRANSPORTATION SUBCOMMITTEE

Minutes
May 12, 1998
Room 1228 LB
9:00A.M.

The Joint Appropriations Transportation Subcommittee met on May 12, 1998 at 9:00AM in room 1228 of the Legislative Building. The meeting was chaired by **Senator Luther Jordan**. Four of the Senate Committee members attended. The following House members attended:

Rep. Jerry Dockham	Rep. Ed McMahan
Rep. Bobby Barbee	Rep. Jim Gulley
Rep. Thomas Hardaway	Rep. Bill Hiatt
Rep. Drew Saunders	Rep. Ronnie Sutton
Rep. Jim Crawford	

Mr. Paul Zipin from the Office of State Budget and Management was introduced. Mr. Zipin distributed a handout titled *Highway Fund Revenue*, from which he spoke. A growth of 5.3% is projected for the Highway Fund for 1998-99. 70% of the fund comes from Motor Fuels tax. The growth projected is lower because a slower economy is anticipated and the wholesale price of motor fuels is declining. Senator Jordan asked is the motor fuel tax is tied to the Powell bill. Staff was requested to bring information regarding the Powell bill and options for smaller towns that may lose. In response to Rep. McMahan, the tax is paid by the wholesaler at the point of origin. The consumer price is about 17.75 cents per gallon. There have been extra expenditures from the Highway Fund due to storms, and lowered investments.

Mr. Zipin continued to speak from the handout regarding Highway Trust Fund Revenue. The Highway use tax is strong due to industry sales of cars and trucks. In response to a question by Senator Rucho, Mr. Zipin said the 1996 growth was higher than projected. \$50 million was carried from 1996 to 1997. Attention was called to page 6 of the handout, the general fund grows faster than personal income, the highway fund grows less than personal income.

Senator Jordan requested staff to look at the Powell Bill and at the Leaking Underground Storage Tank (LUST) fund as far as clean up costs, options and the resulting effect on the environment. Rep. McMahan requested staff to provide committee with a fuel tax comparison and highway use tax in other states.

Mr. Tony Goldman, staff spoke regarding the Highway Fund. Revenue is growing at about 3% which creates a structural deficit as it is insufficient to meet all needs. (See page 7 of handout). In response to Senator Rucho, Mr. Goldman spoke of the \$33.670 million which was in surplus plus reversions. \$1,152,790 was the total available. Mr. Goldman highlighted the Projected Spending Legal Mandates on page 7 of the handout. Under the Highway maintenance and Construction, there is a reduction in contract

resurfacing for 1998-99. In response to a question by Senator Albertson, \$150 million was requested for contract resurfacing. \$119 was appropriated for 1997 and \$107,952 million for 1998. It is part of the overall maintenance issue. Non-highway modes were reduced by about \$13 million. Governor Hunt has suggested that \$13.4 million be applied to Public Transit instead of transferring to the General Fund. \$17,514 million is available for new spending. Mr. Goldman then reviewed the potential expansion items for 1998-99 still in the handout.

Mr. Goldman then reviewed Mr. C. A. Gardner's need for about \$616 million for maintenance. \$441 million was appropriated for maintenance but an additional \$155 million is needed plus \$20 million in disaster relief, as well as \$32 million for 1999-00. If the money is not appropriated, that will be the money not available for maintenance. The amount of backlog money needed will increase.

Rep. McMahan requested details regarding federal aid match. Mr. Goldman responded that it is covered by a transfer from the Highway Trust fund to the Highway fund.

In response to Senator Albertson, all contract resurfacing is contracted out. Each department will come forth and explain what they do. Senator Albertson's follow up question concerned the extent of use of Hot Mix. Mr. Goldman said the department is going to make an effort to do more.

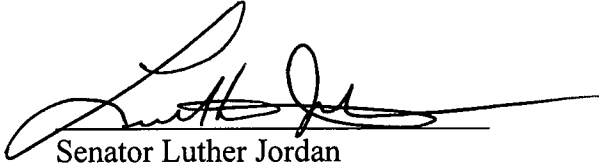
Mr. Wayne Stallings, DOT, was next on the agenda. He referred to page 8 in the same handout which shows the Governor's proposals. Prior to discussing the handout, Mr. Stallings commented that even though funding for LUST would be reduced by \$189,000 as mentioned by Senator Jordan, LUST also is funded by ½ cent from the gas tax.

Mr. Stallings continued, referring to the section on page 8 titled Legal mandates. The Governor proposed two changes to the general statute. The first would eliminate the transfer from the Highway Fund to the Highway Trust fund of \$38 million which would go instead into contract resurfacing. His second proposed change would eliminate payment in lieu of sales tax in the amount of \$13.4 million which would go into public transit. The third major budget adjustment would be to reduce the Federal aid match in the Highway Fund to zero.

Further, in the Governor's expansion budget is \$11.3 million which represents \$1.3 million for telecommunication lines and \$10 million for SIPS charges. Of the SIPS charges, approximately 78% represents new services for customers services, licenses, vehicle registrations etc. Senator Albertson commented that it is still difficult to actually speak to a person when calling DMV. Senator Rucho wondered if the new technology has actually raised costs. Mr. Stallings said the new technology has enabled them to reduce personnel and that the system is more accurate and faster and therefore has value. Mr. Stallings pointed out that no money had been allocated for forty new troopers. Mr. Stallings discussed the remainder of the handout, pages 10 and 11. In response to Senator Albertson and to Senator Rucho, Mr. Stallings said he believes our bid index is slightly

higher than the national but he will try and obtain the national bid index for the committee.

At 10:30AM, Senator Jordan adjourned the meeting. The next meeting will be on May 13, 1998 at 9AM.

A handwritten signature in black ink, appearing to read "Luther Jordan", written over a horizontal line.

Senator Luther Jordan
Senate Chairperson

A handwritten signature in black ink, appearing to read "Gloria Haywood", written over a horizontal line.

Gloria Haywood
Senate Committee Clerk

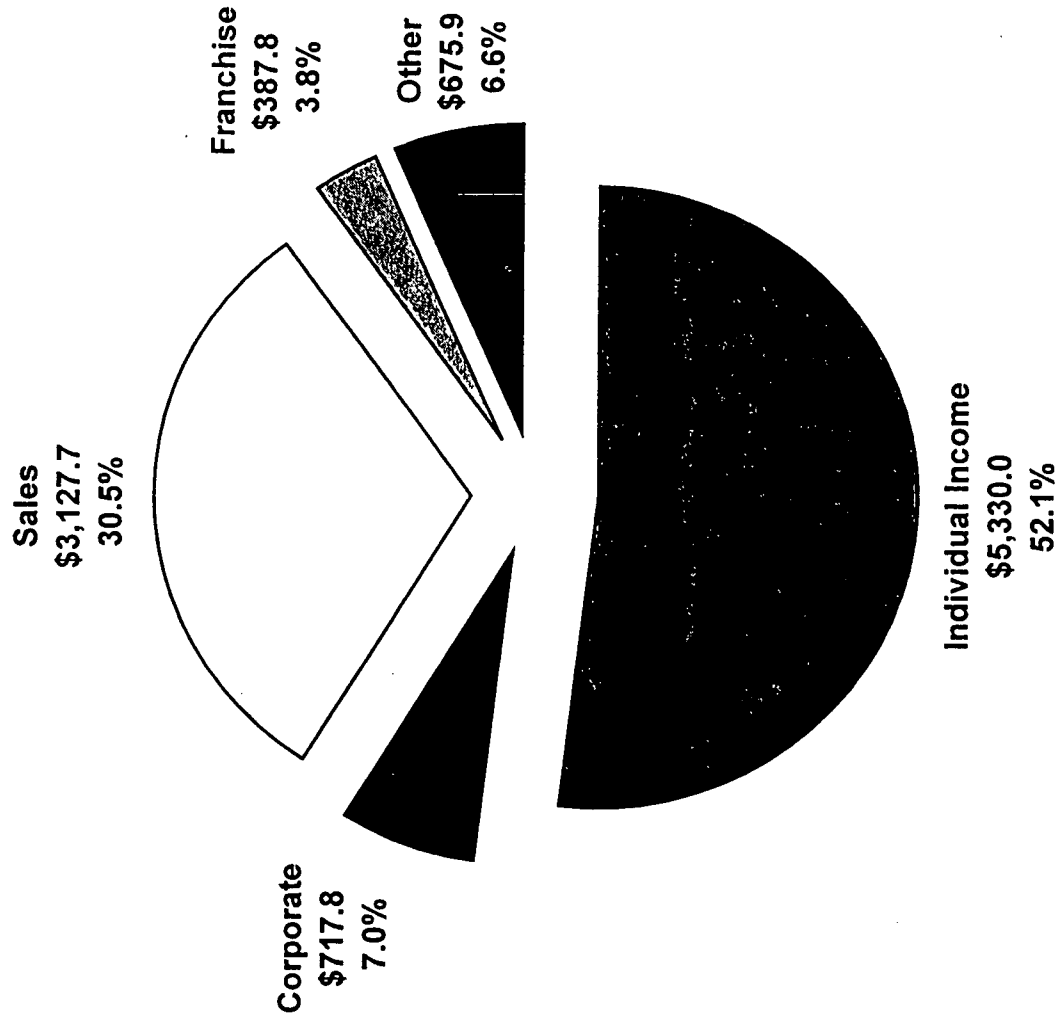
**Highway Fund Revenue
1997-99**

	<u>1996-97 Actual</u>	<u>1997-98 Recommended</u>	<u>1998-99 Recommended</u>
Motor Fuels Taxes:			
Motor Fuels Tax	\$ 730,926,355	\$ 764,870,000	\$ 779,270,000
Inspection Fee	11,676,667	12,020,000	12,510,000
Highway Use Registration Fee	<u>207,775</u>	<u>250,000</u>	<u>300,000</u>
Total Motor Fuels Tax	\$ 742,810,797	\$ 777,140,000	\$ 792,080,000
Licenses and Fees:			
Staggered Registration Plan	\$ 131,363,098	\$ 134,930,000	\$ 139,250,000
International Registration Plan	41,479,027	43,660,000	45,620,000
Drivers License Fees	68,124,912	69,600,000	71,350,000
Truck Licenses	54,046,254	54,110,000	56,010,000
Other Licenses and Fees	<u>24,703,661</u>	<u>27,680,000</u>	<u>28,930,000</u>
Total Licenses and Fees	\$ 319,716,952	\$ 329,980,000	\$ 341,160,000
Investment Income	<u>13,145,612</u>	<u>12,000,000</u>	<u>12,610,000</u>
Total Highway Fund Revenue	<u><u>\$1,075,673,361</u></u>	<u><u>\$1,119,120,000</u></u>	<u><u>\$1,145,850,000</u></u>

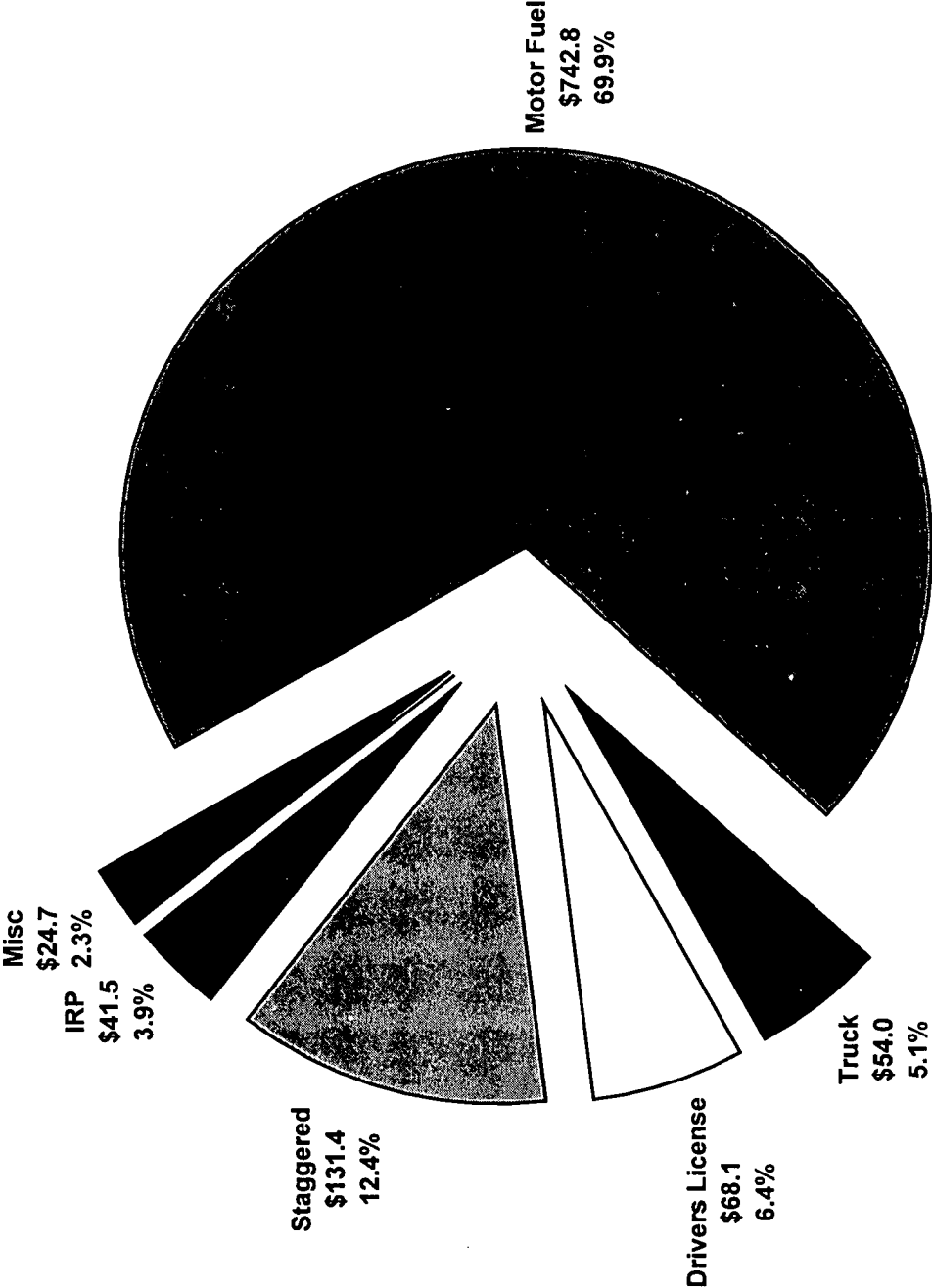
**Highway Trust Fund Revenue
1997-99**

	<u>1996-97 Actual</u>	<u>1997-98 Authorized</u>	<u>1998-99 Authorized</u>
Anticipated Collections:			
Motor Fuel Taxes	\$ 243,731,232	\$ 254,930,000	\$ 259,731,000
Highway Use Tax	407,577,335	436,643,000	457,602,000
Title Fees:			
Certificates of Title	73,029,553	76,388,000	78,680,000
Miscellaneous Title Fees	12,687,795	12,234,000	12,506,000
Treasurer's Investments	<u>35,719,382</u>	<u>33,100,000</u>	<u>31,445,000</u>
Total Highway Trust Fund Revenue	\$ 772,745,297	\$ 813,295,000	\$ 839,964,000

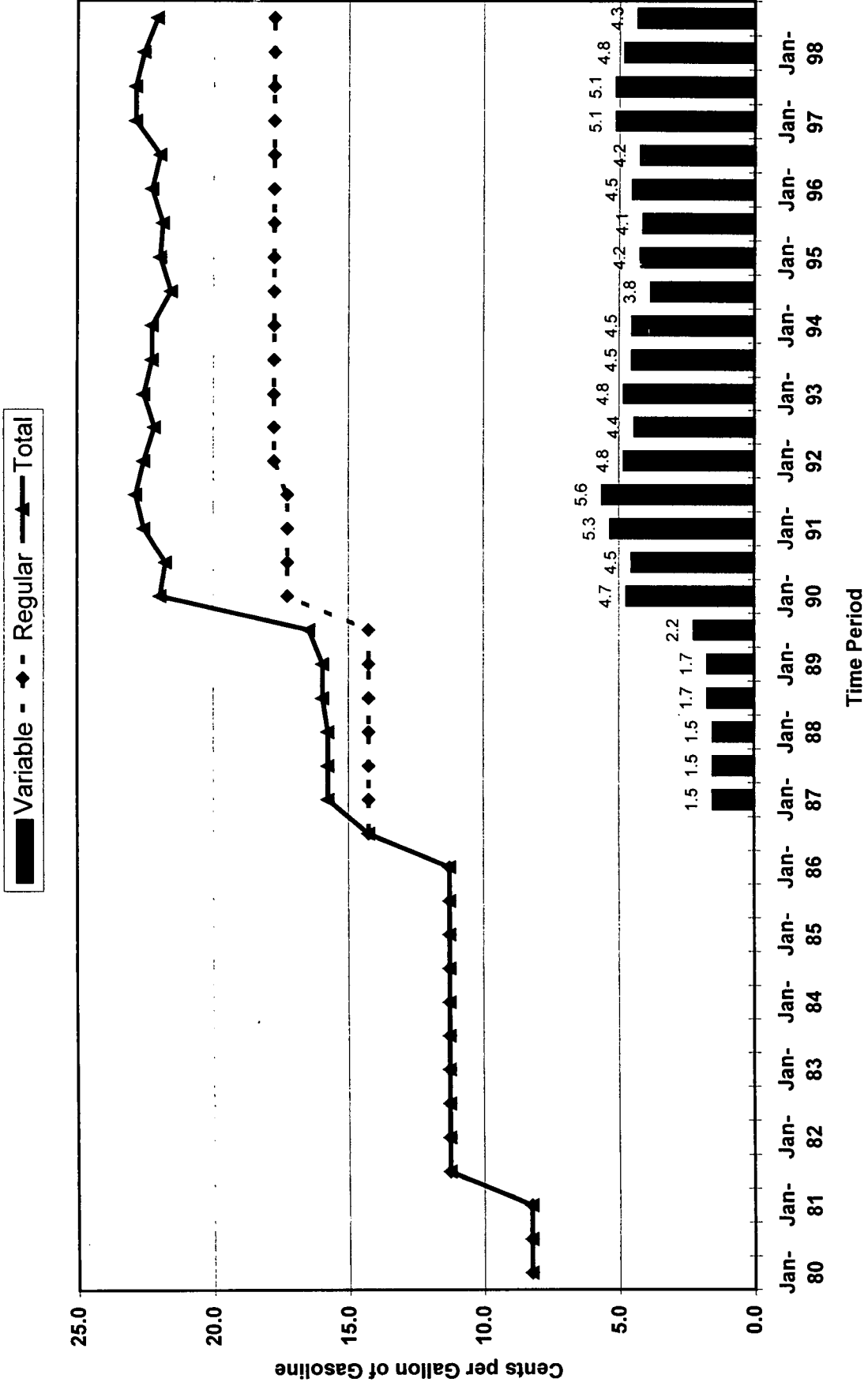
North Carolina Actual General Fund Tax Collections (millions)
Fiscal Year 1996-97



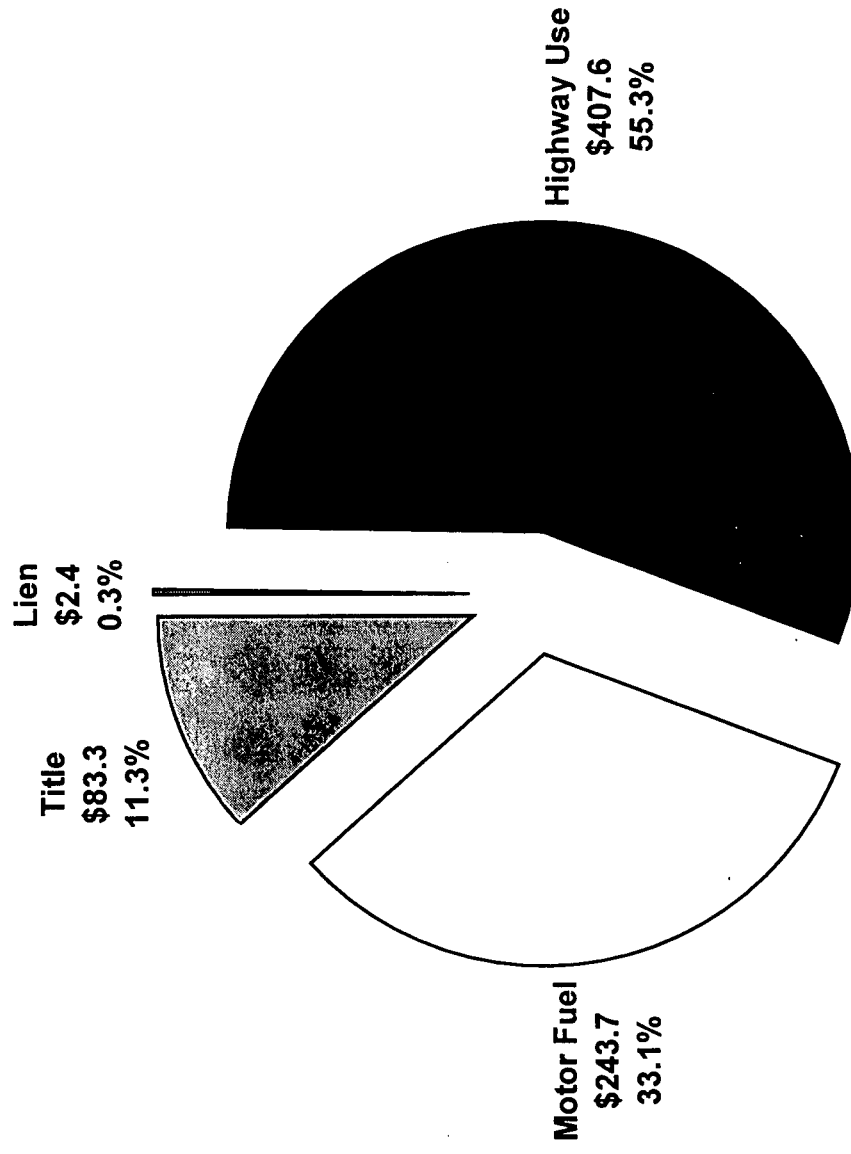
North Carolina Actual Highway Fund Tax Collections (millions):
Fiscal Year 1996-97



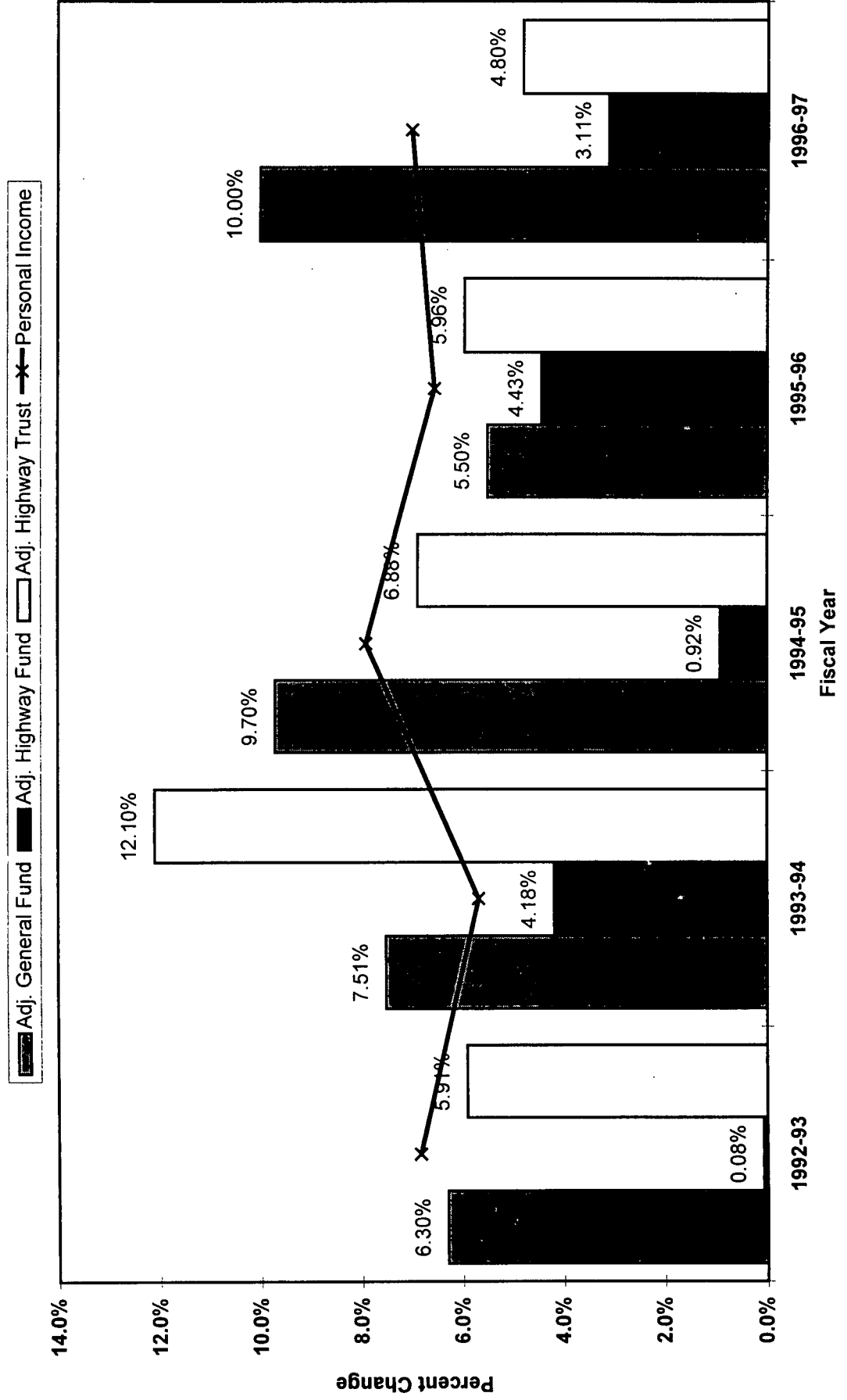
North Carolina Motor Fuels Tax Rate Changes



North Carolina Actual Highway Trust Fund Tax Revenue (millions): Fiscal Year 1996-97



North Carolina State Personal Income, Adj. General, Adj. Highway, & Adj. Highway Trust Fund Percent Changes 1992-93 Through 1996-97



MODEL OF ESTIMATED HIGHWAY FUND REVENUES AND EXPENDITURES 1996-2002: SITUATION AS OF MAY, 1998							
\$ IN MILLIONS							
FUNDS AVAILABLE	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04
GAS TAX	764.870	779.270	815.060	840.860	871.720	898.690	928.510
INSPECTION FEE	12.020	12.510	12.910	13.250	13.580	13.910	14.240
HWY USE REGISTRATION FEE	0.250	0.300	0.300	0.300	0.300	0.300	0.300
REGISTERED REGISTRATION	134.930	139.250	142.870	146.440	150.100	153.410	156.780
TRUCK LICENSES	54.110	56.010	57.410	58.780	60.140	61.460	62.810
INTERNATIONAL REGISTRATION	43.660	45.620	46.770	47.930	48.990	50.070	51.170
DRIVER LICENSE	69.600	71.340	72.620	73.930	75.110	76.320	77.460
OTHER	27.680	28.930	29.650	30.390	31.150	31.930	32.730
TREASURER INVESTMENTS	12.000	12.620	13.230	13.760	14.310	14.880	15.480
TOTAL REVENUE ESTIMATE	1,119.120	1,145.850	1,190.820	1,225.640	1,265.400	1,300.970	1,339.480
SURPLUS/REVERSIONS	33.670	12.000	12.000	12.000	12.000	12.000	12.000
TOTAL AVAILABLE	1,152.790	1,157.850	1,202.820	1,237.640	1,277.400	1,312.970	1,351.480
PROJECTED SPENDING							
LEGAL MANDATES							
TRANSFER TO HWY TRUST/DEBT	38.000	38.000	38.000	38.000	38.000	38.000	38.000
POWELL BILL	78.620	81.233	84.611	87.319	89.589	91.829	94.033
SECONDARY ROADS PAVING	78.620	81.233	84.611	87.319	89.589	91.829	94.033
REVENUE, AGRICULTURE, LUST TRUST	12.020	12.510	12.910	13.250	13.580	13.910	14.240
PAYMENT IN LIEU OF SALES TAX	12.600	13.400	14.204	15.056	15.960	16.917	17.932
TRANSFERS TO NON DOT AGENCIES							
HIGHWAY PATROL	116.793	112.031	114.031	116.031	118.031	120.031	122.031
DRIVER EDUCATION	22.375	22.573	23.702	24.887	26.131	27.438	28.810
DEHNR, CHEMICAL TEST	0.397	0.397	0.397	0.397	0.397	0.397	0.397
GLOBAL TRANSPARK	0.750	0.750	0.750	0.750	0.750	0.750	0.750
ADMINISTRATIVE BUDGETS							
DEPT. OF TRANSPORTATION ADMN	57.935	58.110	58.348	58.591	58.841	59.097	59.359
DIVISION OF HIGHWAYS MANAGEMENT	34.667	34.723	34.752	34.782	34.812	34.844	34.876
DIVISION OF MOTOR VEHICLES	89.008	89.072	88.800	89.513	90.246	91.000	91.776
GOV. HWY. SAFETY PROGRAM	0.312	0.312	0.312	0.312	0.312	0.312	0.312
HIGHWAY MAINTENANCE AND CONSTRUCTION							
PRIMARY MAINTENANCE	109.635	109.635	109.635	109.635	109.635	109.635	109.635
SECONDARY MAINTENANCE	187.394	187.394	187.394	187.394	187.394	187.394	187.394
URBAN MAINTENANCE	36.414	36.414	36.414	36.414	36.414	36.414	36.414
CONTRACT RESURFACING	119.792	107.952	107.952	107.952	107.952	107.952	107.952
OSHA SAFETY	0.425	0.425	0.425	0.425	0.425	0.425	0.425
SMALL URBAN	14.000	14.000	14.000	14.000	14.000	14.000	14.000
DISCRETIONARY	10.000	10.000	10.000	10.000	10.000	10.000	10.000
PUBLIC ACCESS	2.000	2.000	2.000	2.000	2.000	2.000	2.000
SPOT SAFETY	9.100	9.100	9.100	9.100	9.100	9.100	9.100
FEDERAL AID MATCH, CONSTRUCTION	9.198	33.153	33.153	33.153	33.153	33.153	33.153
FEDERAL AID MATCH, HWY RESEARCH	2.960	2.960	2.960	2.960	2.960	2.960	2.960
ASPHALT PLANT ASSESSMENT	0.500						
NON HIGHWAY MODES							
PUBLIC TRANSIT	24.047	17.347	17.347	17.347	17.347	17.347	17.347
RAIL	18.800	12.100	12.100	12.100	12.100	12.100	12.100
FERRY	18.098	18.098	18.098	18.098	18.098	18.098	18.098
1996-98 SALARY CONTINUATION	31.485	30.405	30.405	30.405	30.405	30.405	30.405
SALARY ADJ FUND(CUMULATIVE)	0.200	0.200	0.400	0.400	0.600	0.600	0.800
OTHER RESERVES	3.696	4.808	1.000	1.000	1.000	1.000	1.000
CAPITAL OUTLAY	12.100						
TOTAL BASE SPENDING	1,151.941	1,140.336	1,147.811	1,158.590	1,168.821	1,178.936	1,189.332
AVAILABLE FOR NEW SPENDING	0.849	17.514	55.009	79.050	108.579	134.034	162.148
POTENTIAL EXPANSION ITEMS							
PAY RAISES(4% 1998-9, 3% THEREAFTER		16.000	28.000	40.000	52.000	64.000	76.000
HIGHWAY PATROL SALARIES, 1997 ERROR		2.787	2.787	2.787	2.787	2.787	2.787
HEALTH BENEFITS INCREASES			7.400	9.900	22.900	27.300	27.300
MAINTENANCE		155.000	177.000	205.000	230.000	256.000	285.000
DISASTER REC.		20.000	32.000				
PUBLIC TRANSIT		13.400	13.400	13.400	13.400	13.400	13.400
SIPS CHARGES		15.000	7.000	7.000	7.000	7.000	7.000
YEAR 2000		13.700					
DMV ENFORCEMENT EQUITY PAY		2.800	2.800	2.800	2.800	2.800	2.800
CAPITAL							
CJIN							
HIGHWAY PATROL TROOP EXPANSION							
NET BALANCE AVAILABLE		(221.173)	(215.378)	(201.837)	(222.308)	(239.253)	(252.139)

GOVERNORS HIGHWAY FUND BUDGET ESTIMATE 1997-98 THROUGH 2003-04

\$ IN MILLIONS

FUNDS AVAILABLE	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04
GAS TAX	764.870	779.270	815.060	840.860	871.720	898.690	928.510
INSPECTION FEE	12.020	12.510	12.910	13.250	13.580	13.910	14.240
VEHICLE USE REGISTRATION FEE	0.250	0.300	0.300	0.300	0.300	0.300	0.300
REGISTERED REGISTRATION	134.930	139.250	142.870	146.440	150.100	153.410	156.780
TRUCK LICENSES	54.110	56.010	57.410	58.780	60.140	61.460	62.810
INTERNATIONAL REGISTRATION	43.660	45.620	46.770	47.930	48.990	50.070	51.170
DRIVER LICENSE	69.600	71.340	72.620	73.930	75.110	76.320	77.460
OTHER	27.680	28.930	29.650	30.390	31.150	31.930	32.730
TREASURER INVESTMENTS	12.000	12.620	13.230	13.760	14.310	14.880	15.480
TOTAL REVENUE ESTIMATE	1,119.120	1,145.850	1,190.820	1,225.640	1,265.400	1,300.970	1,339.480
SURPLUS/REVERSIONS	33.670	12.000	12.000	12.000	12.000	12.000	12.000
TOTAL AVAILABLE	1,152.790	1,157.850	1,202.820	1,237.640	1,277.400	1,312.970	1,351.480
PROJECTED SPENDING							
LEGAL MANDATES							
TRANSFER TO HWY TRUST/DEBT	38.000						
POWELL BILL	78.620	81.233	84.611	87.319	89.589	91.829	94.033
SECONDARY ROADS PAVING	78.620	81.233	84.611	87.319	89.589	91.829	94.033
REVENUE, AGRICULTURE, LUST TRUST	12.020	12.510	12.910	13.250	13.580	13.910	14.240
PAYMENT IN LIEU OF SALES TAX	12.400						
TRANSFERS TO NON DOT AGENCIES							
HIGHWAY PATROL	116.793	112.031	114.031	116.031	118.031	120.031	122.031
DRIVER EDUCATION	22.375	22.573	23.702	24.887	26.131	27.438	28.810
DEHNR, CHEMICAL TEST	0.397	0.397	0.397	0.397	0.397	0.397	0.397
GLOBAL TRANSPARK	0.750	0.750	0.750	0.750	0.750	0.750	0.750
ADMINISTRATIVE BUDGETS							
DEPT. OF TRANSPORTATION ADMN	57.935	58.110	58.348	58.591	58.841	59.097	59.359
DIVISION OF HIGHWAYS MANAGEMENT	34.667	34.723	34.752	34.782	34.812	34.844	34.876
DIVISION OF MOTOR VEHICLES	89.008	89.072	88.800	89.513	90.246	91.000	91.776
GOV. HWY. SAFETY PROGRAM	0.312	0.312	0.312	0.312	0.312	0.312	0.312
HIGHWAY MAINTENANCE AND CONSTRUCTION							
PRIMARY MAINTENANCE	109.635	109.635	109.635	109.635	109.635	109.635	109.635
SECONDARY MAINTENANCE	187.394	187.394	187.394	187.394	187.394	187.394	187.394
URBAN MAINTENANCE	36.414	36.414	36.414	36.414	36.414	36.414	36.414
CONTRACT RESURFACING	119.792	107.952	107.952	107.952	107.952	107.952	107.952
OSHA SAFETY	0.425	0.425	0.425	0.425	0.425	0.425	0.425
SMALL URBAN	14.000	14.000	14.000	14.000	14.000	14.000	14.000
DISCRETIONARY	10.000	10.000	10.000	10.000	10.000	10.000	10.000
PUBLIC ACCESS	2.000	2.000	2.000	2.000	2.000	2.000	2.000
SPOT SAFETY	9.100	9.100	9.100	9.100	9.100	9.100	9.100
FEDERAL AID MATCH, CONSTRUCTION	9.196						
FEDERAL AID MATCH, HWY RESEARCH	2.960	2.960	2.960	2.960	2.960	2.960	2.960
ASPHALT PLANT ASSESSMENT	0.500						
NON HIGHWAY MODES							
PUBLIC TRANSIT	24.047	17.347	17.347	17.347	17.347	17.347	17.347
RAIL	18.800	12.100	12.100	12.100	12.100	12.100	12.100
FERRY	18.098	18.098	18.098	18.098	18.098	18.098	18.098
1996-98 SALARY CONTINUATION	31.485	30.405	30.405	30.405	30.405	30.405	30.405
SALARY ADJ FUND(CUMULATIVE)	0.200	0.200	0.400	0.400	0.600	0.600	0.800
OTHER RESERVES	3.696	4.808	1.000	1.000	1.000	1.000	1.000
CAPITAL OUTLAY	12.100						
TOTAL BASE SPENDING	1,151.741	1,055.783	1,062.454	1,072.381	1,081.709	1,090.866	1,100.247
AVAILABLE FOR NEW SPENDING	1.049	102.067	140.366	165.259	195.691	222.104	251.233
GOVERNOR'S EXPANSION BUDGET							
HIGHWAY PATROL SALARIES, 1997 ERROR		2.787	2.787	2.787	2.787	2.787	2.787
PAY RAISES (3% AFTER 1998-99)		20.000	16.000	16.000	16.000	16.000	16.000
MAINTENANCE		38.000	38.000	38.000	38.000	38.000	38.000
PUBLIC TRANSIT		13.400	13.400	13.400	13.400	13.400	13.400
SIPS CHARGES AND TELECOMMUNICATIONS		11.300	7.300	7.300	7.300	7.300	7.300
DMV ENFORCEMENT EQUITY PAY		1.000	1.000	1.000	1.000	1.000	1.000
CAPITAL		4.070					
CJIN & COMPUTERS IN PATROL CARS		4.656					
HIGHWAY PATROL TROOP EXPANSION		2.552	0.968	0.968	0.968	0.968	0.968
OTHER ITEMS		4.302	3.800	3.800	3.800	3.800	3.800
NET BALANCE AVAILABLE		0.000	57.111	82.004	112.436	138.849	167.978

HIGHWAY TRUST FUND 1998-99

AVAILABILITY

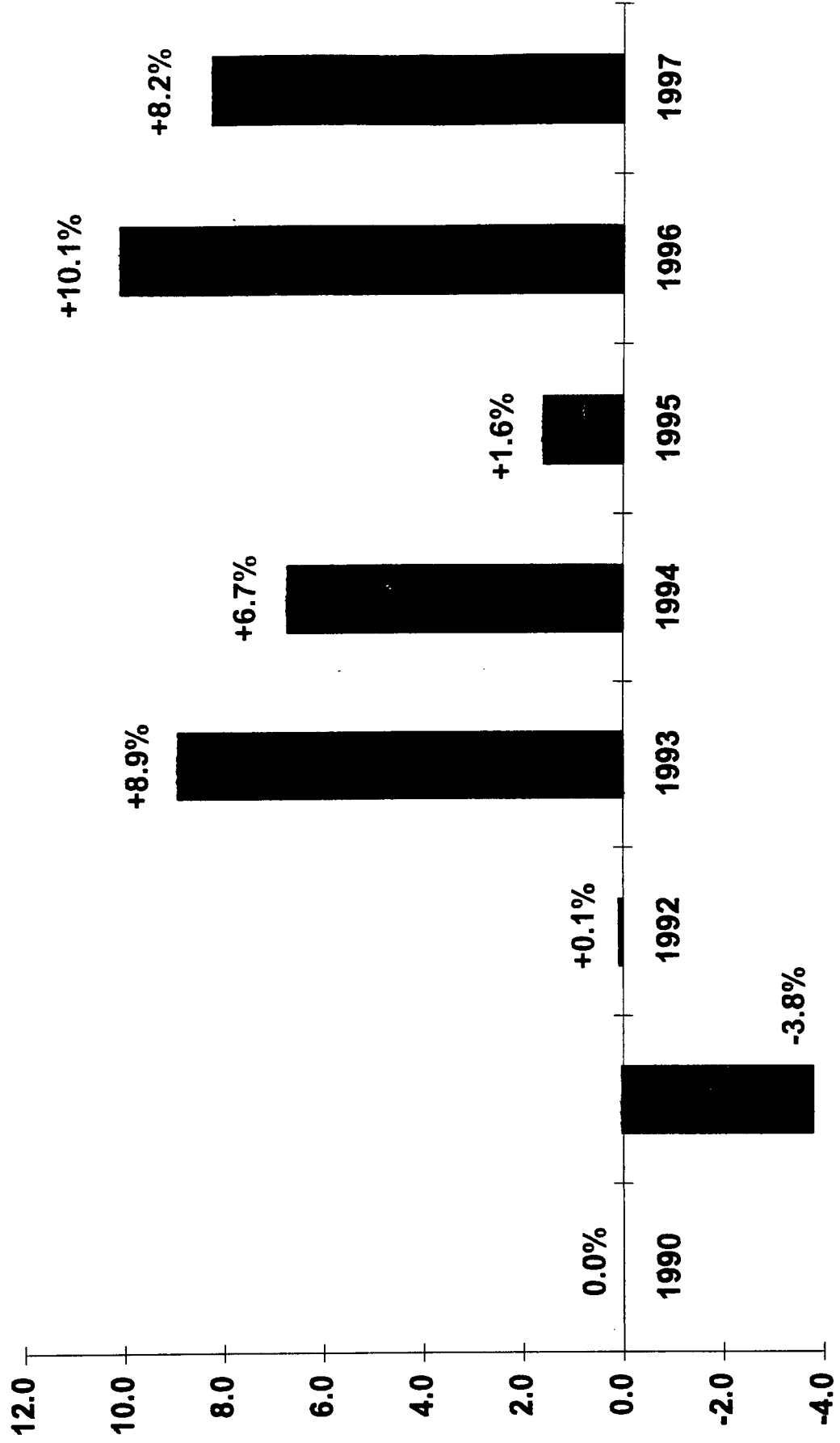
	1998-99		1997-98	
<u>REVENUE PROJECTIONS</u>	<u>EST. REV.</u>	<u>%</u>	<u>PROJECTION</u>	<u>DIFFERENCE</u>
GASOLINE TAX	\$ 259,731,000	30.9%	\$ 254,930,000	\$ 4,801,000
USE TAX	\$ 457,602,000	54.5%	\$ 441,873,000	\$ 15,729,000
TITLE FEES	\$ 78,680,000	9.4%	\$ 75,341,000	\$ 3,339,000
LIEN RECORD	\$ 2,552,000	0.3%	\$ 2,475,000	\$ 77,000
MISC.	\$ 9,954,000	1.2%	\$ 9,759,000	\$ 195,000
INVESTMENT INCOME	\$ 31,445,000	3.7%	\$ 33,100,000	\$ (1,655,000)
<u>TOTAL REVENUE PROJECTIONS</u>	<u>\$ 839,964,000</u>	95.7%	<u>\$ 817,478,000</u>	<u>\$ 22,486,000</u>
<u>TRANSFER FROM HIGHWAY FUND</u>	<u>\$ 38,000,000</u>	4.3%		
<u>TOTAL AVAILABILITY</u>	<u>\$ 877,964,000</u>			

ALLOCATION

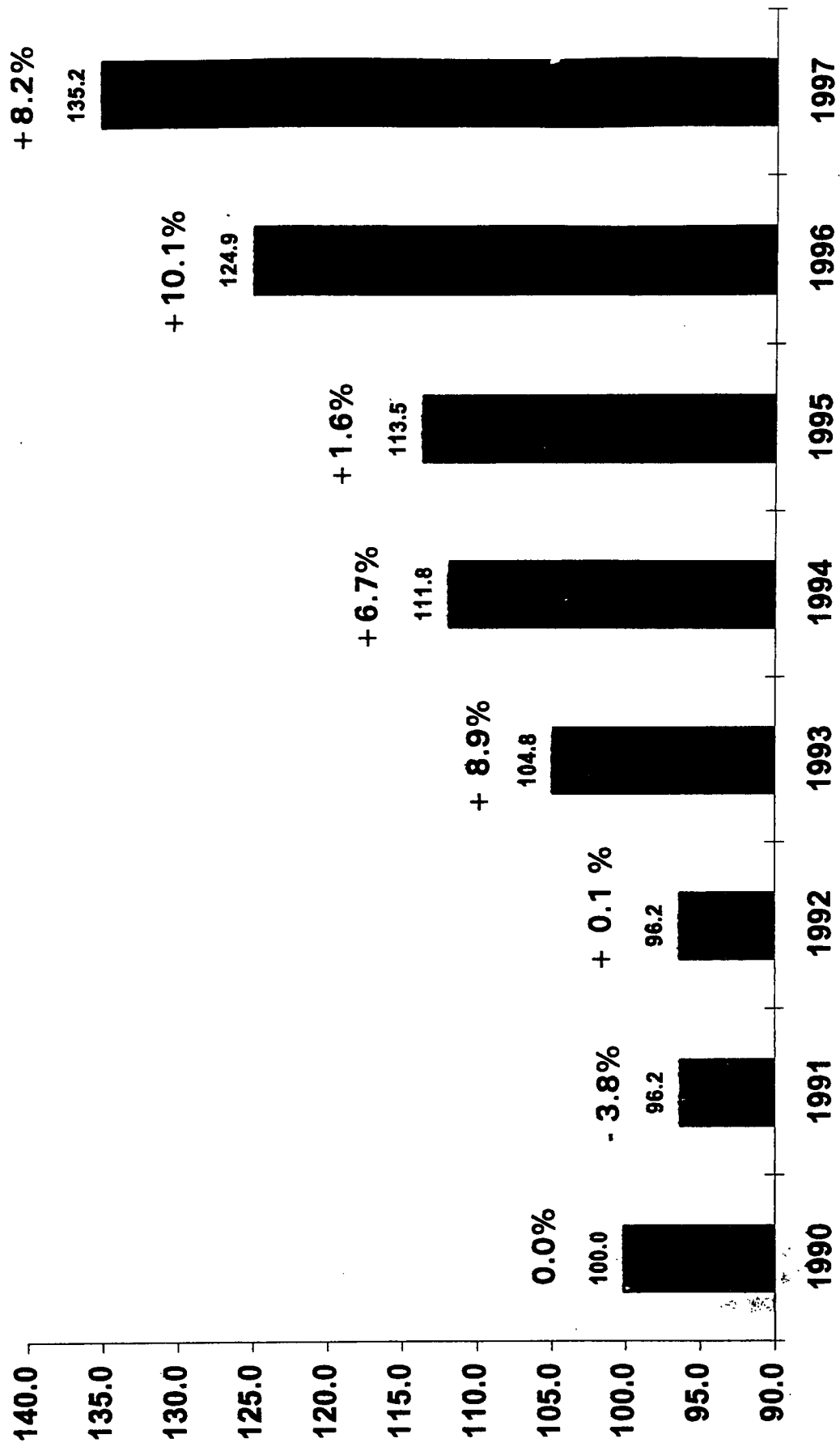
INTRASTATE	\$ 23,541,000	\$ 377,292,874	44.9%	\$ 400,833,874
URBAN LOOPS	\$ 9,519,000	\$ 152,561,525	18.2%	\$ 162,080,525
MUNICIPAL STREETS	\$ 2,470,000	\$ 39,586,823	4.7%	\$ 42,056,823
SECONDARY ROADS	\$ 2,470,000	\$ 73,306,823	8.7%	\$ 75,776,823
PROGRAM ADMINISTRATION		\$ 27,215,955	3.2%	\$ 27,215,955
GENERAL FUND		\$ 170,000,000	20.2%	\$ 170,000,000
<u>TOTAL ALLOCATION</u>	<u>\$ 38,000,000</u>	<u>\$ 839,964,000</u>		<u>\$ 877,964,000</u>
TOTAL INCLUDING \$38 MILLION		<u>\$ 877,964,000</u>		

THE REASON FOR SHOWING THE HIGHWAY TRUST FUND THIS WAY IS TO REFLECT A RECOMMENDATION TO ELIMINATE A \$38 MILLION TRANSFER TO THE TRUST FUND FROM THE HIGHWAY FUND.

North Carolina Highway Construction Cost Index
Percent Change in the Composite Index from Year to Year



North Carolina Highway Construction Cost Index **Annual Indices -- 1990 Base Year (1990 = 100)**



VISITOR REGISTRATION SHEET

Joint Appropriations Transportation Subcommittee

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
WAYNE STALLINGS	Department of Transportation
Carol Simon	DMV
Paul Z...	OSBM
AB Swindle	BFI
Ruth Sappie	NCDOT
Dennis Patterson	AP
David Knight	NC Public Transportation Assoc., Sierra Club
VL McBrade	WPA
LEE MYERS	MAYOR - TOWN OF MATTHEWS
Ann Duncan	WCSR
John M. May	NC CWA

VISITOR REGISTRATION SHEET

JOINT APPRO/SUBCOMMITTEE ON TRANSPORTATION

, 1998

Name of Committee

Date _____

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS[illegible]

**NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE**

You are hereby notified that the Committee on **JOINT APPRO/SUB TRANS
COMMITTEE** will meet as follows:

DAY & DATE: **Tuesday, May 12, 1998**
 Wednesday, May 13, 1998
 Thursday, May 14, 1998

TIME: **9 am - 11 am**

LOCATION: **Room 1228/1337**

Respectfully,

Representatives Bowie, Dockham, McMahan
Co-Chairs

I hereby certify this notice was filed by the committee clerk at the following offices at **3 pm** on **May 11, 1998**.

____Principal Clerk
____Reading Clerk - House Chamber

Sharon Gaudette (Committee Clerk)

AGENDA

Joint Appropriations Subcommittee on Transportation

**May 13, 1998
Room 1228
9:00 A.M.**

Chairman: Senator Luther Jordan

Department of Transportation Maintenance Operations

C. A. Gardner, Jr.
Deputy Chief Engineer - Operations

Funding for Contract Resurfacing

(See Recommended Changes to the 1998-99 State Budget, p. 90, Item 11)

C. A. Gardner, Jr.
Deputy Chief Engineer - Operations

Expansion Items for Management Information Systems Section

(See Recommended Changes to the 1998-99 State Budget, pp. 88-90, Items 4, 5, 6, 8, and 9. Also p. 81, Item 4)

Paul Roberts
Director of Management Information Systems

JOINT APPROPRIATIONS TRANSPORTATION SUBCOMMITTEE

Minutes

May 13, 1998

Room 1228 LB

9:00A.M.

The Joint Appropriations Transportation Subcommittee met on May 13, 1998 at 9:00A.M. in room 1228 of the Legislative Building. The meeting was chaired by **Senator Luther Jordan**. All Senate members attended. The following House members attended:

Rep. Joanne Bowie	Rep. Jerry Dockham
Rep. Ed McMahan	Rep. Bobby Barbee
Rep. Jim Gulley	Rep. Thomas Hardaway
Rep. Drew Saunders	Rep. Ronnie Sutton
Rep. Jim Crawford	

Senator Jordan introduced Mr. C. A. Gardner from DOT maintenance operations. Mr. Gardner distributed a handout titled *Budget Analysis*. Mr. Gardner said that resurfacing is part of maintenance though the money is allocated separately. Mr. Gardner said that primary highways are paved in a 10 year cycle. Rep. Bowie wanted to know if technology had sufficiently increased to warrant a change in cycle. Mr. Gardner thought the technology had increased but at the same time, traffic has also increased. In response to Rep. Bowie's question about truck weight, Mr. Gardner said that the roads are designed for truck weight. Senator Carpenter wondered if we are able to do better regarding overweight vehicles. Mr. Gardner said that weigh stations can only intercept a few trucks and as many as perhaps 96% get through. Rep. Bowie requested DMV Enforcement to give the committee a report regarding weigh stations. Mr. Gardner said that efforts are underway to improve weighing. For example, there are currently 22 sites where trucks can be weighed as they travel.

Mr. Gardner returned to the handout. The total annual resurfacing goal is 6,325 miles. They are in the process of completing the 1998 pavement ratings. 15,000 miles of road need pavement work right now. New figures will be available in June. In the past year, we were able to resurface about 4,000 miles. Roads continue to increase along with asphalt prices. There is a 123% increase in patching. That figure could be minimized with more timely resurfacing. In response to a question by Senator Carpenter, asphalt prices have increased about 60%, liquid asphalt prices have also increased. \$194 million is needed for net annual contract resurfacing.

Mr. Gardner said bridge maintenance is lacking but progress is being made. In response to a question from Senator Jordan, some of the bridges included in the Triple A report will be replaced. The report includes bridges that are too narrow for today's traffic. Mr. Gardner will provide the committee with the number of bridges to be replaced.

In response to Rep. Sutton, Mr. Gardner said the bridges are rated by the amount of cracking, rutting and slick pavement. The rating is somewhat subjective. Bridges are

also rated on capacity, structure and timber. Ratings are performed every two years. They try to replace bridges that are rated below 50. In response to Senator Jordan, 210 bridges are replaced per year. In response to a question by Senator Rucho, Mr. Gardner said preventive maintenance is performed, but lack of funds prevents a comprehensive prevention program. The state paves 800 dirt roads per year and uses over 8 million tons of asphalt per year. On 11/30/98 a report is due to the Oversight committee regarding paving needs.

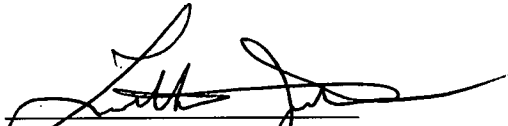
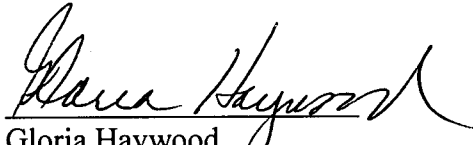
In response to a question by Senator Carpenter, the price of asphalt from 1987 to 1992 was constant and then they jumped. According to Ms. Christie Barbee, asphalt prices jumped worldwide at the same rate. The demand for asphalt cement has increased and that is causing the rise in price. It is difficult to get permits for asphalt plants and there are few refineries in the country producing asphalt so there is little competition.

Senator Jordan moved the agenda to the *Recommended Changes to the 1998-99 State Budget*, page 90 (see handout). Concrete lives about 20 years before significant maintenance is needed. In the short term, asphalt is cheaper. The volume of traffic and the number of trucks determine the use of asphalt or concrete.

Mr. Paul Roberts, MIS director was introduced. (See page 88 of the Budget handout, item 4.) Payments to other agencies for 1100% increase in computer usage for a 478% cost increase. The request is for \$10 million. DOT's use of the system is approximate 80%. Rep. McMahan would like accurate information re other agency usage of the system so it can be looked at and the billing of those agencies considered. The arrears in SIPS payment is \$7 million. The last six years they have not paid the complete SIPS billing. Senator Carpenter asked Mr. Roberts what efforts were being made to cut costs. Mr. Roberts said they are looking at billing efforts and reconfiguring systems. They have reduced the imaging storage rates by 2/3. In response to Senator Rucho, Mr. Roberts said we should see a flattening of growth rate since STARS and DMV are on so growth will not spike. Costs will continue to increase. Graduated drivers licenses along will increase CPU action threefold.

Mr. Roberts returned to the budget handout, page 89, item 5. Re item 6, 7,000 individual PC's across the state have been contracted. There was discussion regarding Y2K. Senator Carpenter said that some people are tired of DOT expenditures for computer upgrades when people still cannot talk to a person in DMV. Mr. Roberts said that DOT is about 60% complete with their Y2K conversion and he believes the whole project will come in at around 14 million instead of the \$28 million originally projected. In response to Rep. Dockham, Mr. Roberts said that we cannot recoup money due to the Y2K problem which is a worldwide problem. Mr. Roberts said that DOT is remediating systems as well as purchasing new.

The meeting was adjourned at 10:30A.M.


Senator Luther Jordan
Senate Chairperson
Gloria Haywood
Senate Clerk

North Carolina Department of Transportation

Maintenance Operations



Budget Analysis

May 13, 1998



Resurfacing

- ★ Background
- ★ Pavement conditions
- ★ Funding history
- ★ Needs



Maintenance

- ★ Funding history
- ★ Needs
- ★ Backlog
- ★ Other issues



Background

NC pavement inventory

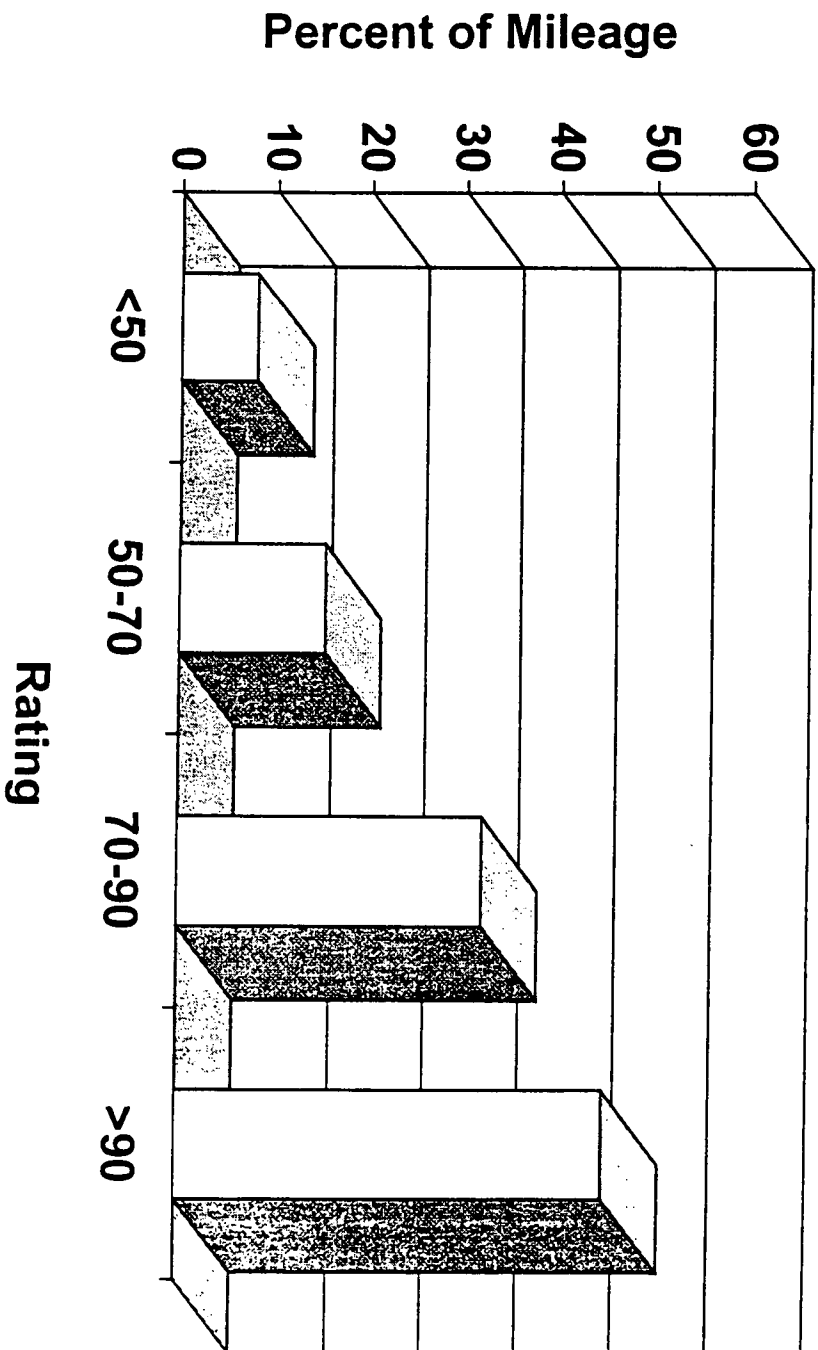
- Interstate system - 983 miles*
- Primary system - 11,177 miles*
- Urban system - 6,271 miles*
- Secondary paved system - 48,532 miles*
- Secondary unpaved system - 10,791 miles*
- Total system - 77,754 miles*

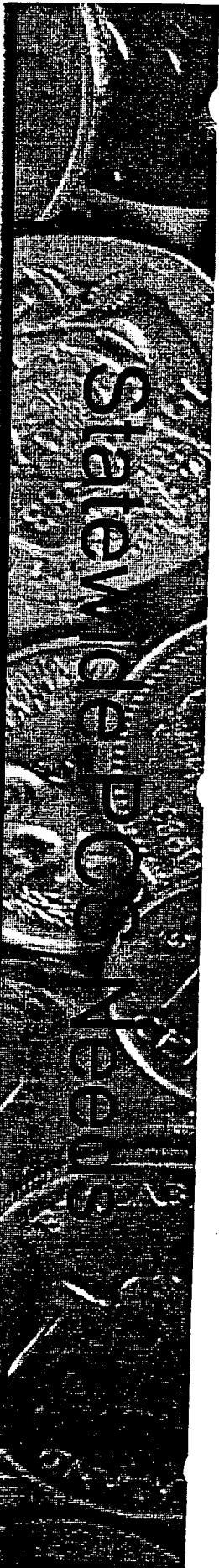


- Primary highways - preventive maintenance overlays on a 10 year cycle
 - 1,117 miles per year resurfaced
- Urban highways - preventive maintenance overlays on a 12 year cycle
 - 523 miles per year resurfaced
- Secondary roads - preventive maintenance overlays on a 15 year cycle for hot mix asphalt roads and 7 year cycle on bituminous surface treatment roads
- 1,967 miles per year resurfaced HMA
 - 2,718 miles per year resurfaced BST
- Total annual resurfacing goal - 6,325 miles
 - (Does not include interstate system)
-



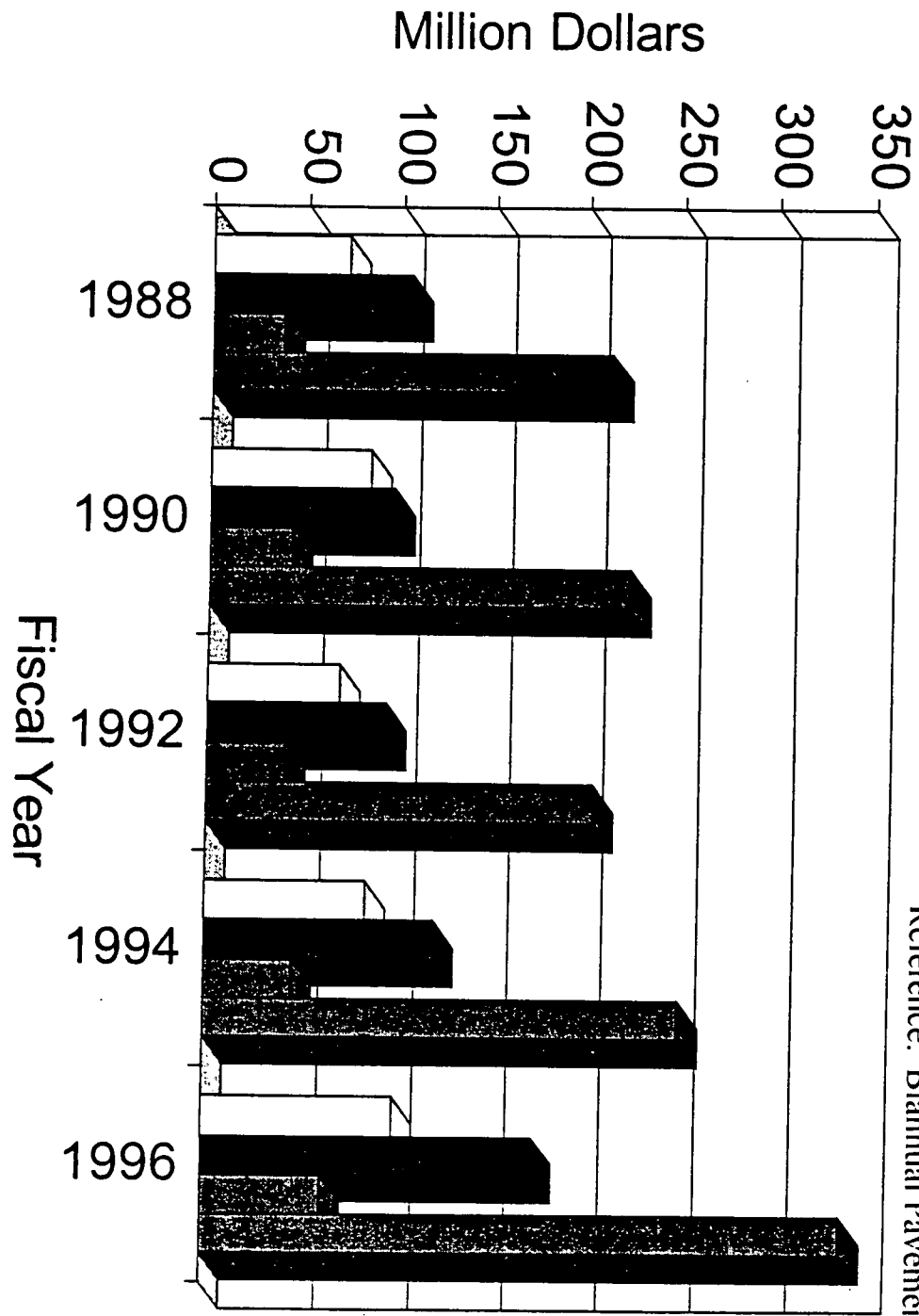
1996 Pavement Ratings



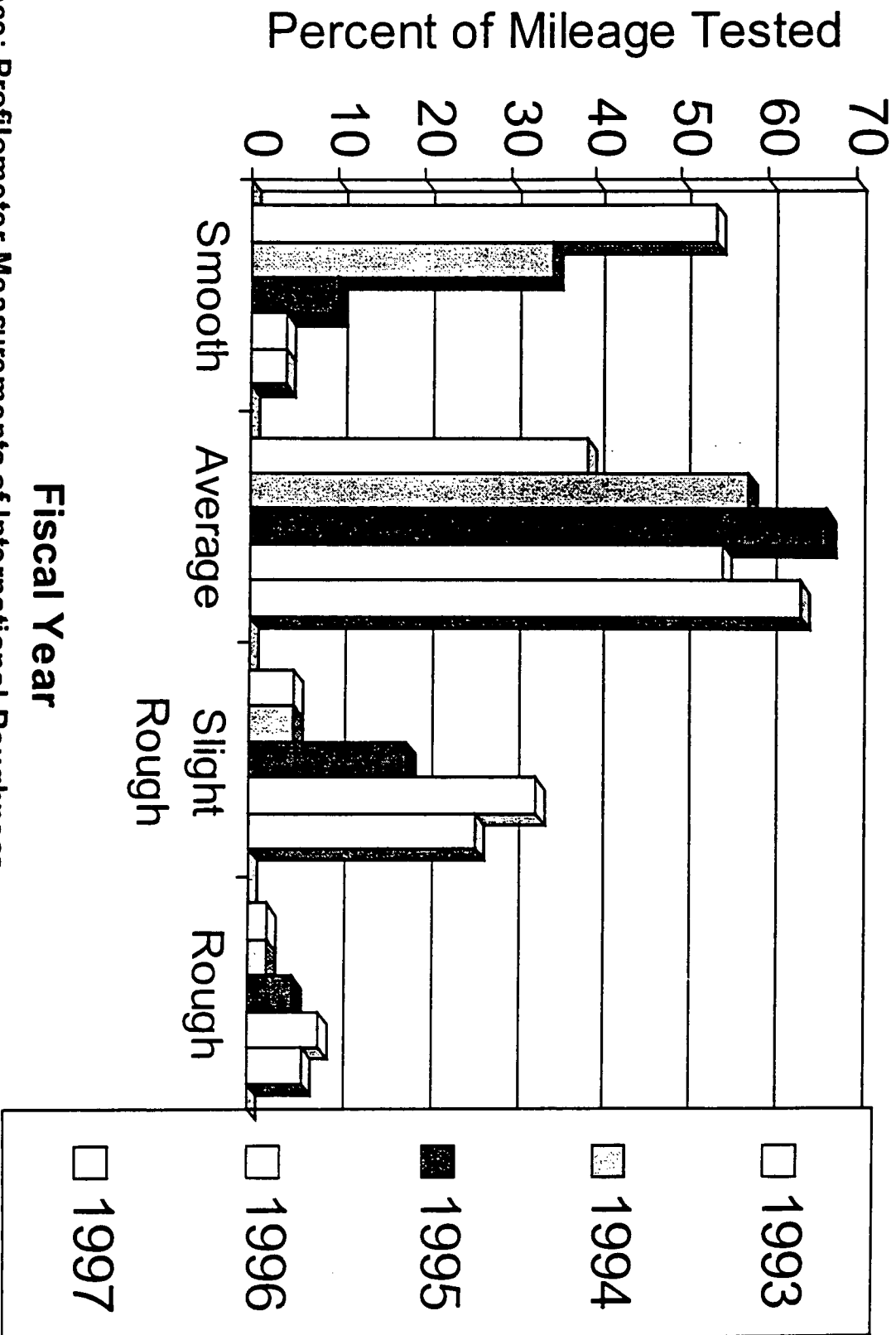
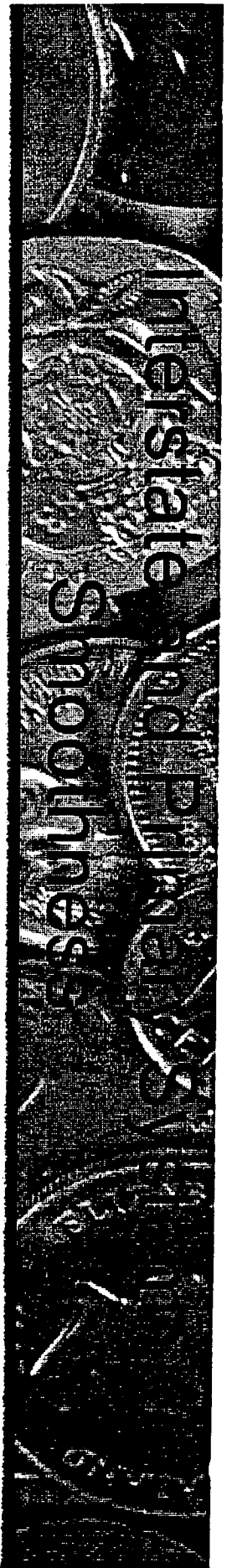


Statewide Pavement Needs

Reference: Biannual Pavement Condition Survey



- Primary
- Secondary
- Urban
- All Systems

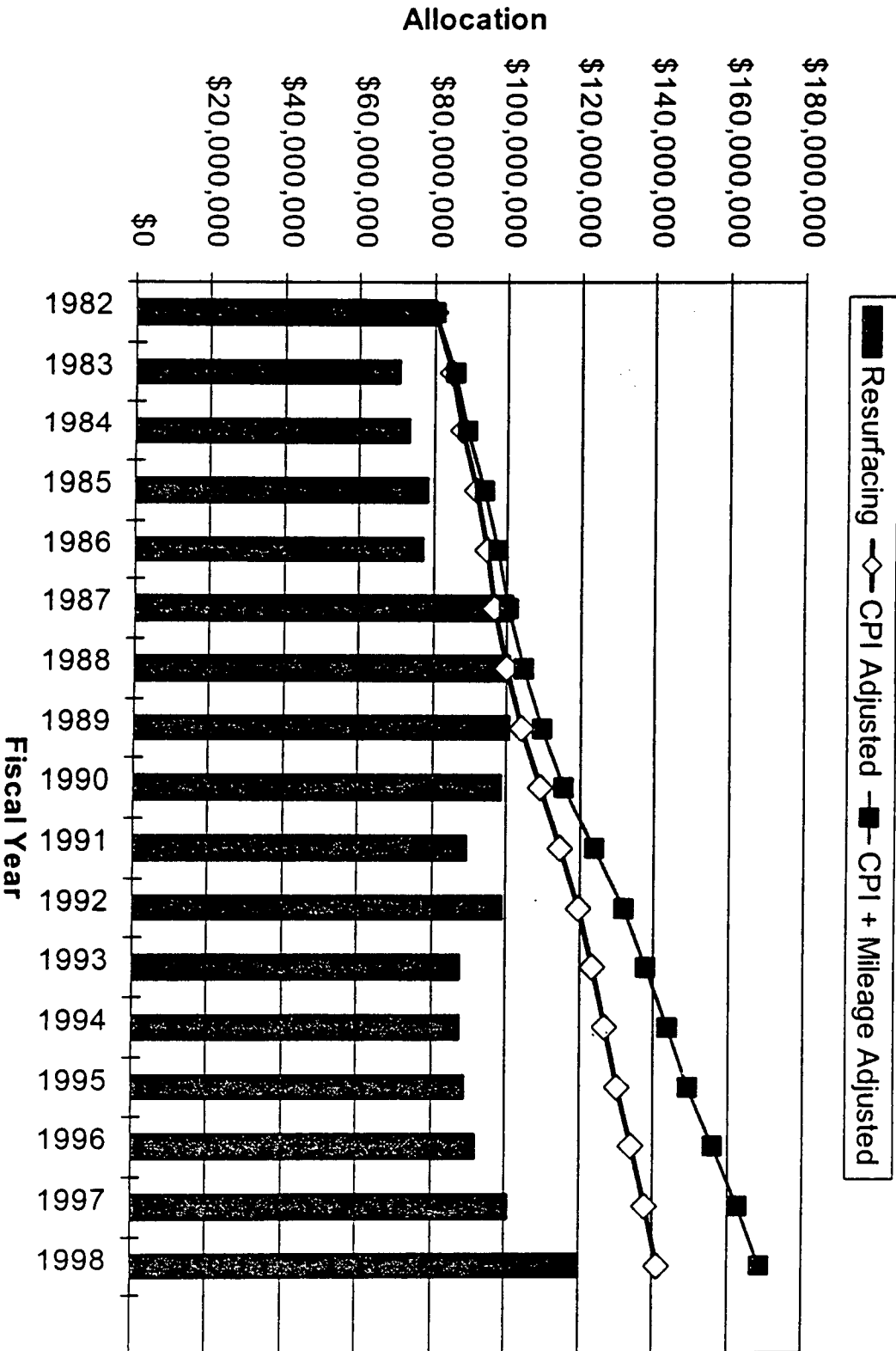


Reference: Profilometer Measurements of International Roughness

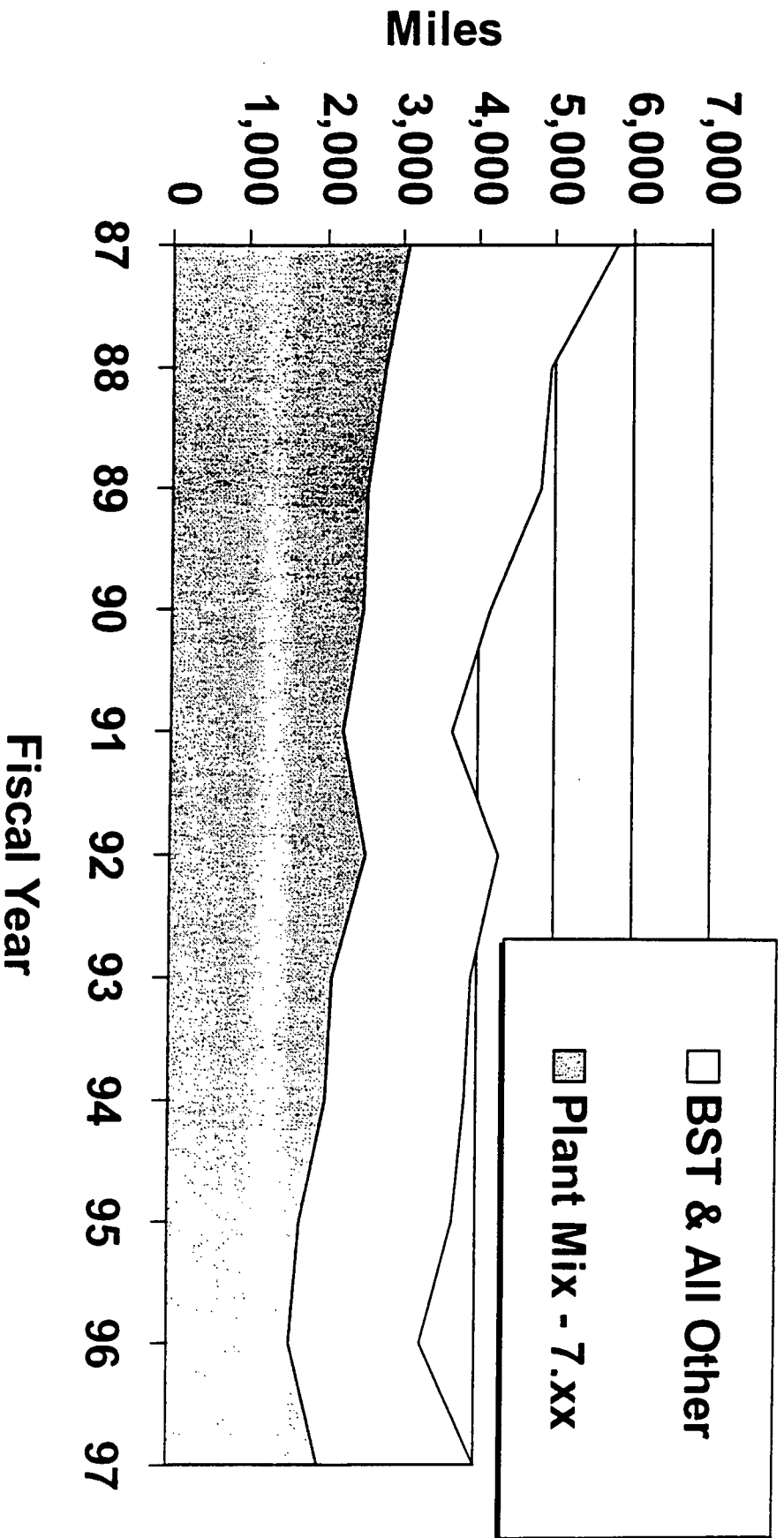




Resurfacing Allocations



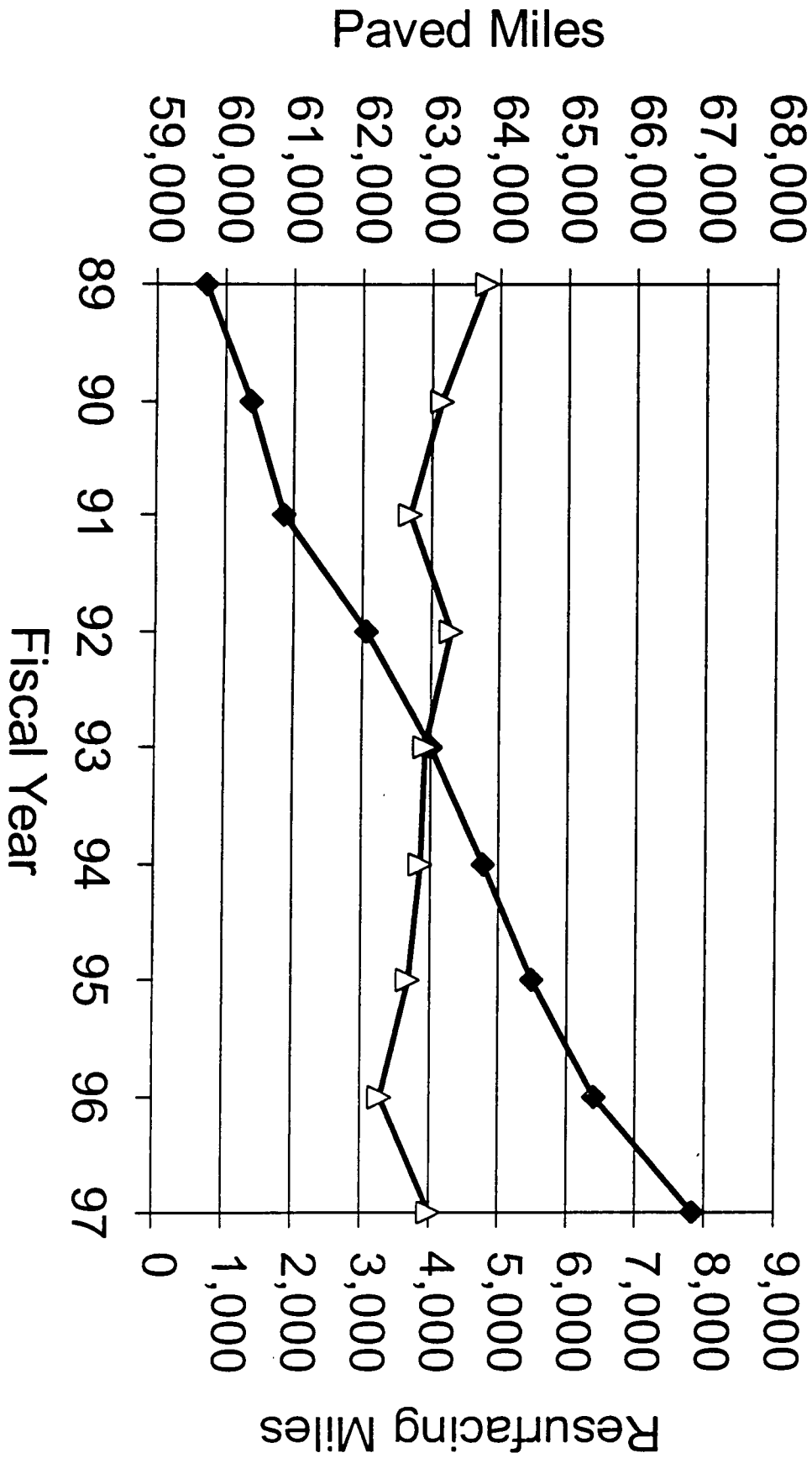
Annual Resurfacing Miles



Note: Total Miles includes BST miles by DOT Maintenance Forces

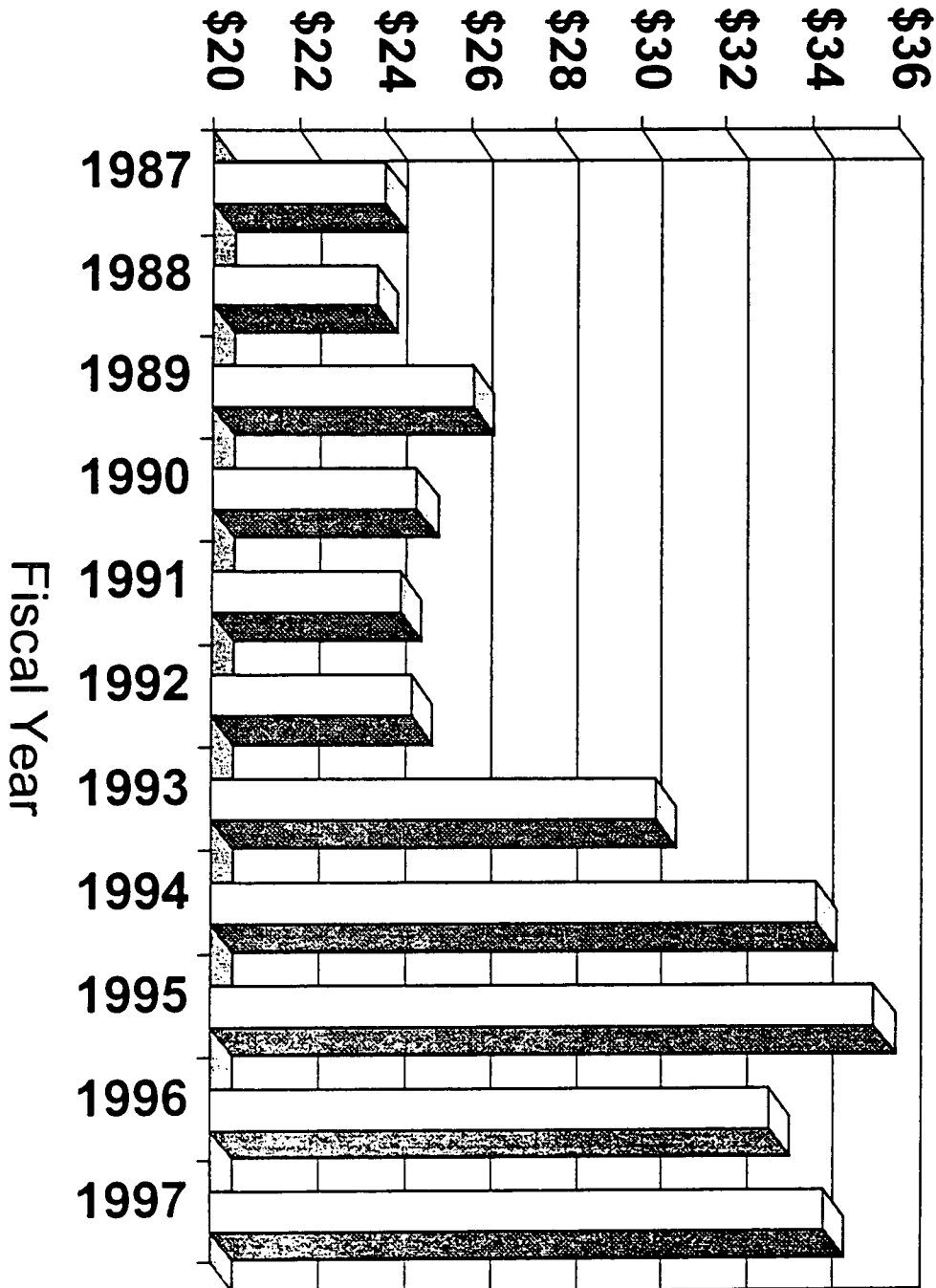


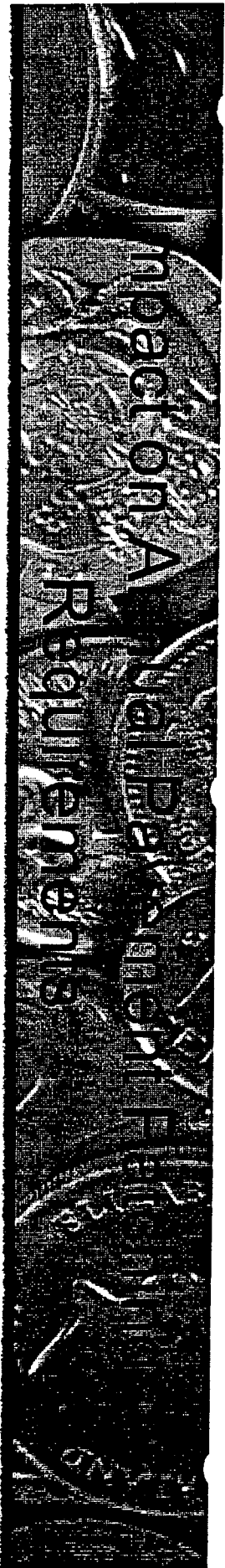
Note: Total Miles includes BST miles by DOT Maintenance Forces



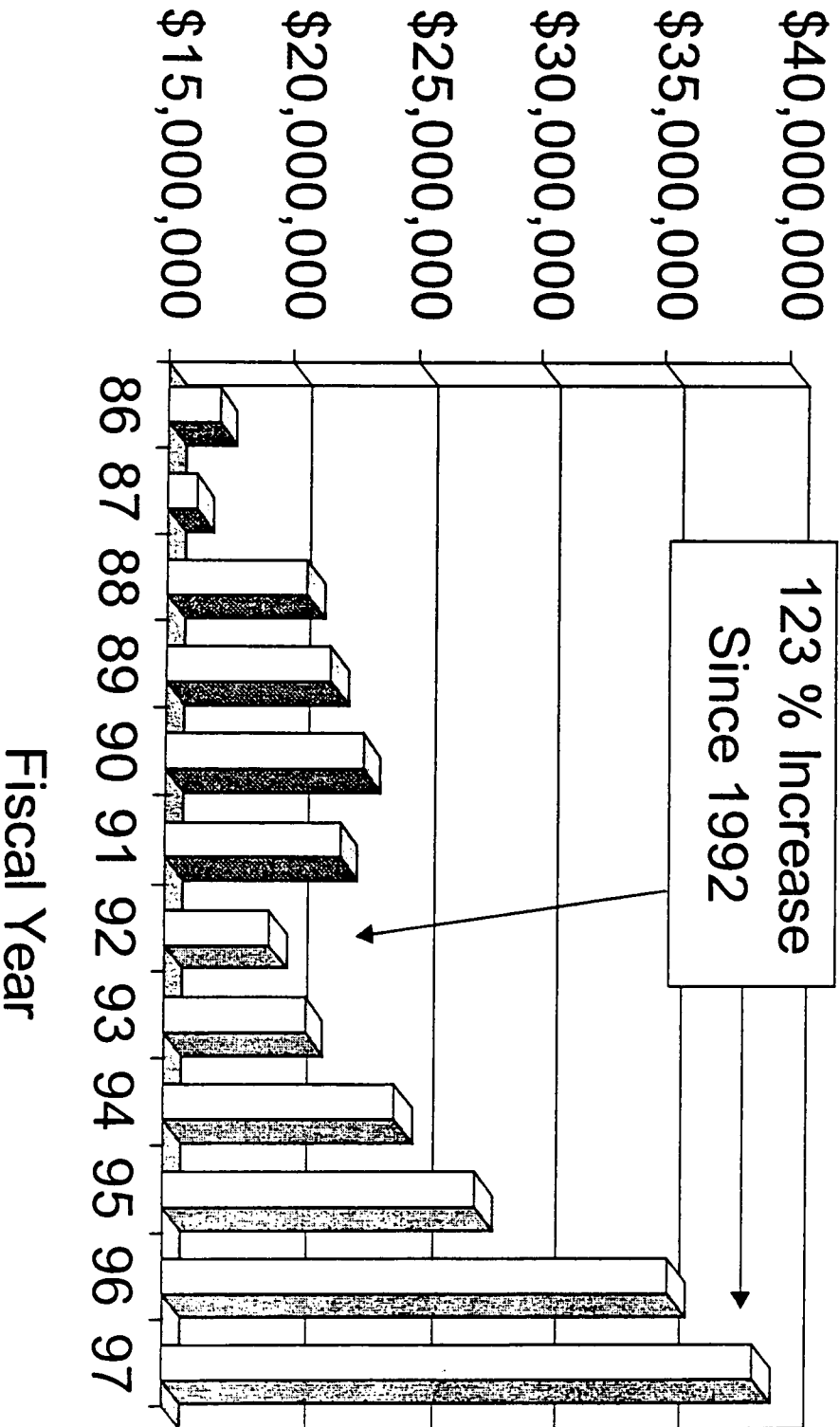


Cost Per Ton





Patching Expenditures





Annual Resurfacing Needs

System	Average Resurfacing Life (Years)		Average Resurfacing Costs (Million Dollars)		Total Resurfacing Costs (Million Dollars)
Interstates	11,177	10 years	1,118	\$67,350	\$75.3
	6,271	12 years	523	\$95,362	\$49.9
State Highways	29,500	15 years	1,967	\$43,817	\$86.2
	19,032	7 years	2,719	\$10,954	\$29.8
					\$240.9

(1) Unit Costs are FY 1997 Average Resurfacing Costs Per Mile

Annual Contract Review Needs

Primary: $\frac{11,177 \text{ Miles} \times \$67,350}{10 \text{ years}} = \75.3

Less 152 miles paved per year from TIP
 152 x \$67,350
 = - \$10.2

Net Annual Cost

$$\frac{\text{Urban: } 6,271 \text{ miles} \times \$95,362}{12 \text{ years}} = \$49.4$$

Less 76 miles paved per year from TIP
76 x \$95,362
= - \$7.2

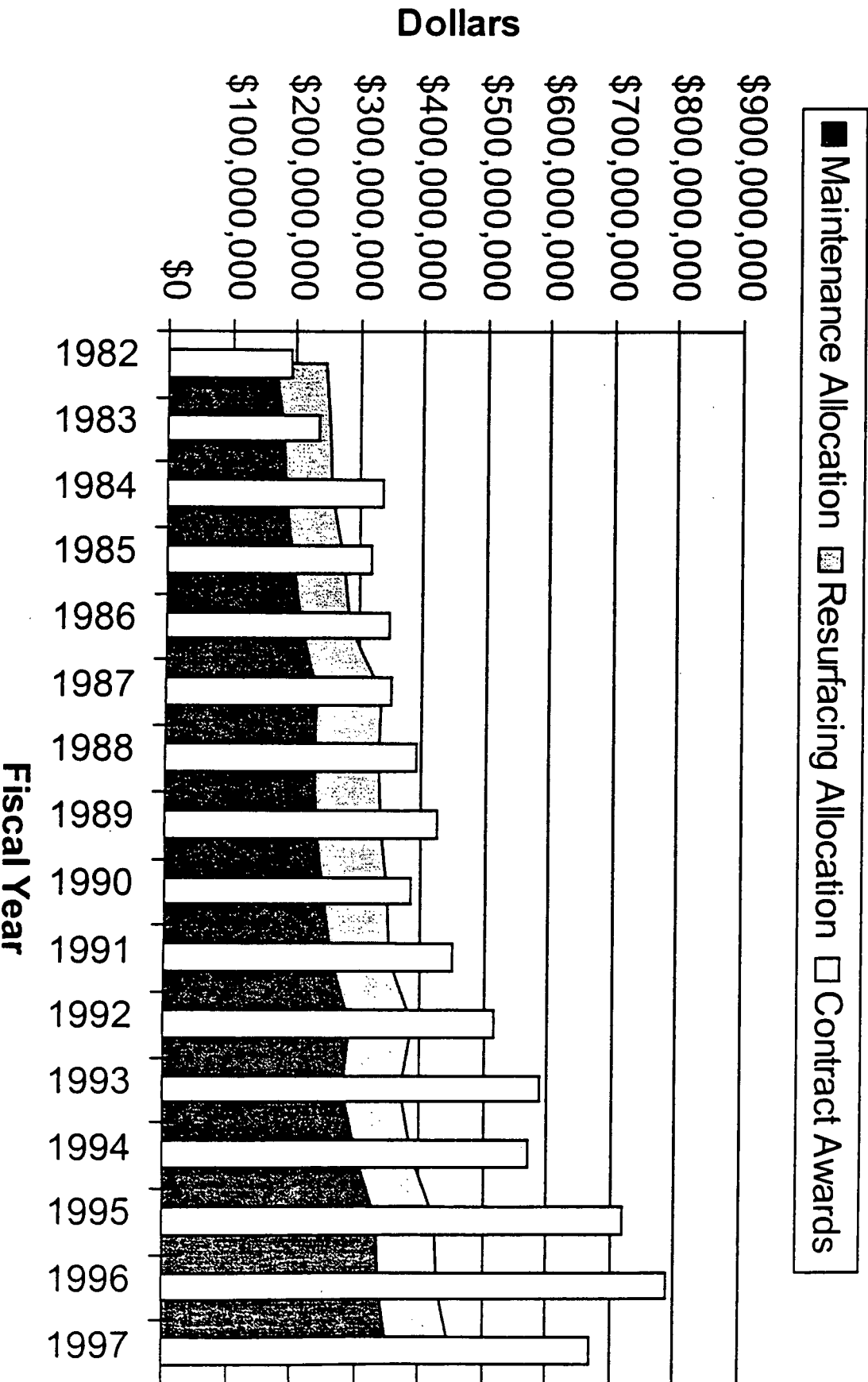
Net Annual Cost

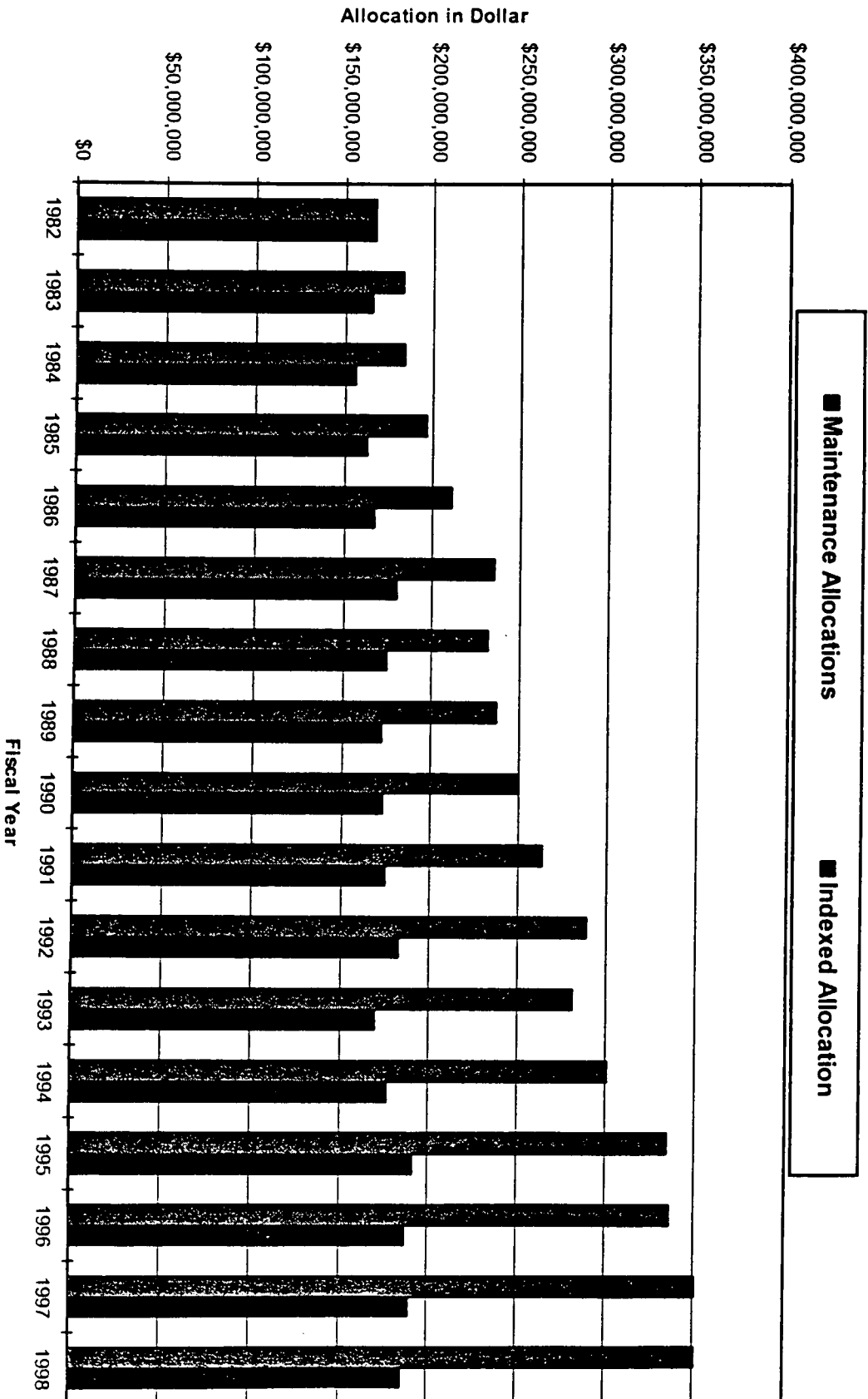
Secondary:

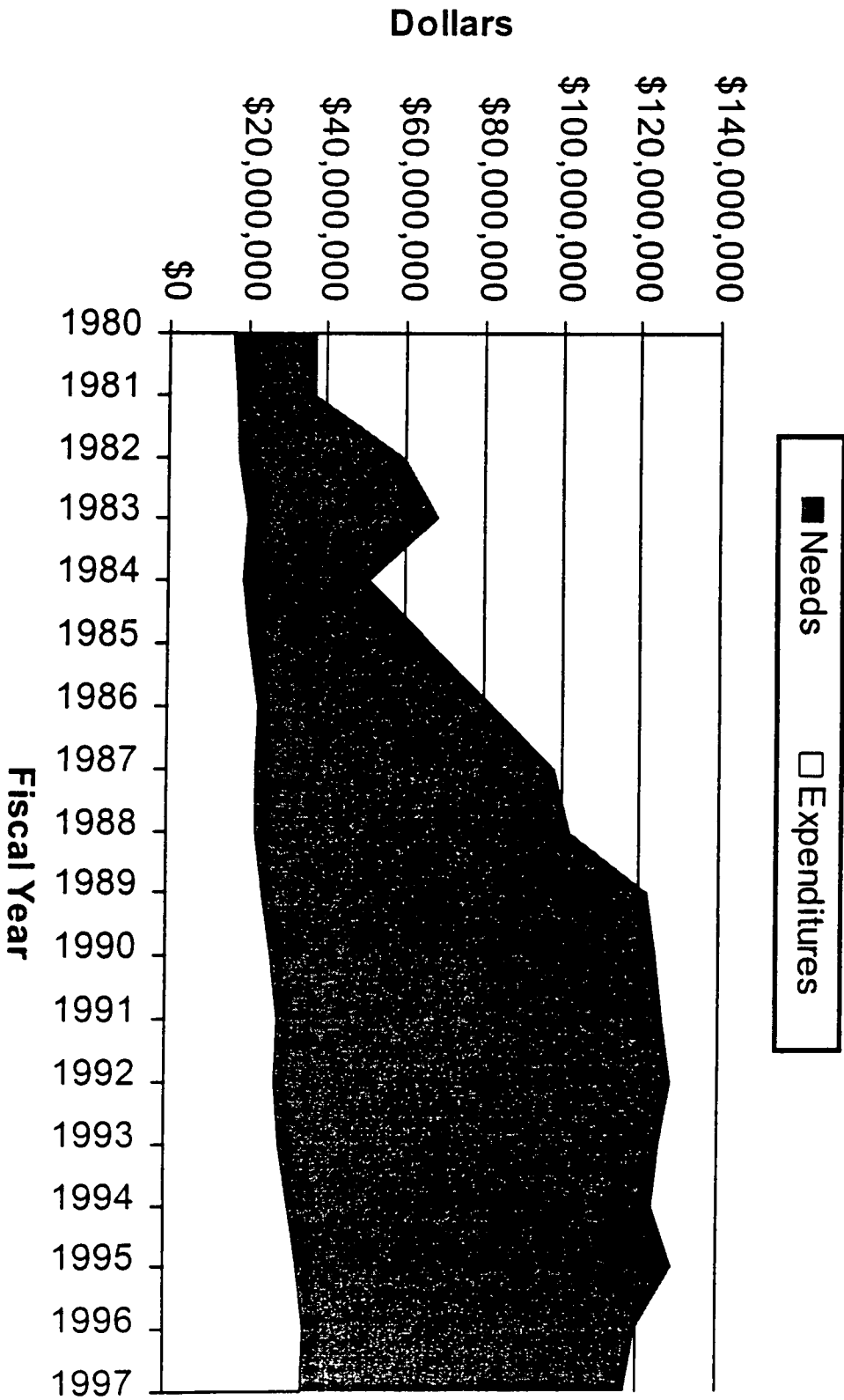
Plant Mix	$\frac{29,500 \text{ miles} \times \$43,817}{15 \text{ years}}$	=	\$86.2
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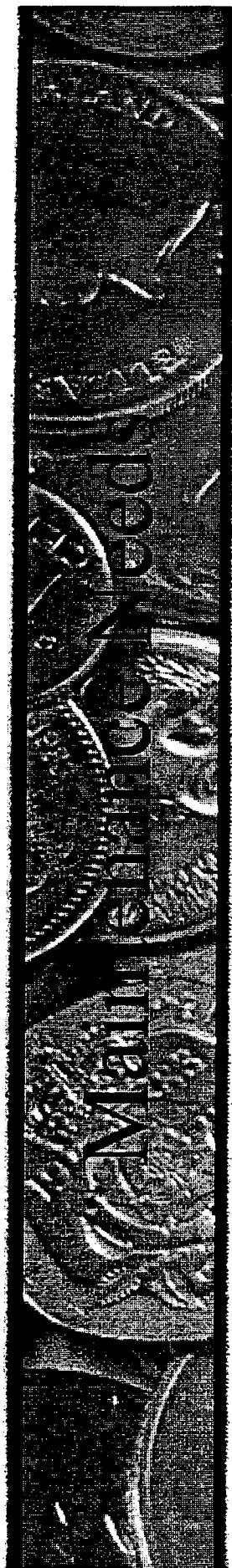


Maintenance Allocation Versus Contract Awards











1998-99 Maintenance Needs

Routine Maintenance

	Roadway	Bridges
Primary	\$100	\$ 8
Secondary	\$189	\$ 35
Urban	\$ 40	\$ 3
		\$375.0

Backlog

1994 Backlog Reduction

Emergency Job Orders

\$ 27

\$ 20

Total Maintenance

\$422.0

Maintenance Backlog

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION CHIEF ENGINEER'S OFFICE MAINTENANCE BACKLOG REDUCTION UPDATE ¹

MAINTENANCE CATEGORY	STATEWIDE BACKLOG NEEDS ¹	BACKLOG REDUCTION FY 94-95	BACKLOG REDUCTION FY 95-96	BACKLOG REDUCTION FY 96-97	BACKLOG REDUCTION FY 97-98	BACKLOG BALANCE AS OF FY 97-98
BRIDGE MAINTENANCE	123,836,000	18,436,144	10,515,621	6,110,843	965,138	87,808,254 ²
PAVEMENT MAINTENANCE	58,424,000	17,088,860	7,208,878	5,050,169	4,237,457	24,838,636
ROADSIDE MAINTENANCE	40,220,000	6,310,809	5,208,636	3,525,406	2,406,144	22,769,005
DRAINAGE	16,683,000	2,608,328	2,771,306	1,618,551	1,018,463	8,666,352
PAVEMENT MARKING/STRIPING	7,484,000	2,312,397	2,287,734	1,918,336	664,244	301,289
SIGNS	6,600,000	915,733	951,694	835,719	204,585	3,692,269
SIGNALS	5,500,000	939,296	1,009,030	566,166	30,470	2,955,038
REST AREAS & WELCOME CENTERS	1,950,000	167,042	82,417	71,651	1,711	1,627,179
TOTAL	\$260,697,000	\$48,778,609	\$30,035,316	\$19,696,841	\$9,528,212	\$152,658,022 ³

¹ Original backlog needs as targeted by Governor Hunt's Transportation 2001 Plan.

² Bridge maintenance backlog reduction includes 703 bridges programmed for replacement through 1999 at a cost of \$19,894,923. These replacement projects should effectively reduce the Bridge Maintenance backlog by this amount.

³ Maintenance backlog balance does not reflect any backlog generated since 1994 survey.

⁴ Maintenance backlog update is current through second quarter FY 97-98.

Budget Projections

	1999	2000	2001	2002	2003
Maintenance (M illion)	375	390	405	421	438
Resurfacing (M illion)	194	201	209	218	227
Backlog (1) (M illion)	27	27	27	27	27
Emergencies (M illion)	20	32	5	5	5
Total	616	650	646	671	697

(1) Based on 1994 Backlog Survey. Subject to adjustment when resurveyed
based on requirements of Biennial Report on Maintenance - Due November 1998



- Interstate system
-
- Trust fund impact
-
- Biennial report on maintenance requirements
-
- Paving contractor concerns

1998-99 Recommended Changes

III. Transportation

A. Transportation Program

Total funding in excess of \$2.5 billion is required to support the state's Transportation Program for the 1998-99 fiscal year. Approximately \$1,157.8 million, or 46% of the total is provided from the traditional Highway Fund. Highway Trust Fund availability adds another \$840.0 million of the total, which represents 34%. Other state funds include General Fund support totaling \$11.2 million and departmental receipts of \$6.7 million. Federal Aid totals \$507.3 million, or 20%.

A summary of the total Transportation Program showing the source of funding and the activity supported is included in the table, North Carolina Transportation Program 1998-99.

North Carolina Transportation Program, 1998-99

Budget Code	Highway Fund	Highway Trust Fund	Department Receipts	Federal Funds	General Fund	Total
Department of Transportation						
8420 Administration	\$ 72,329,032	\$ 10,519,300	\$ 544,289	\$ -	\$ -	\$ 83,392,621
Division of Highways						
84220 Administration	34,723,375	6,392,967	418,675	-	-	41,535,017
84230 Construction	116,333,000	603,161,222	-	471,707,065	-	1,191,201,287
84230 Maintenance	479,395,548	-	-	-	-	479,395,548
84230 Planning and Research	2,959,649	-	-	8,859,383	-	11,819,032
84230 OSHA Program	425,000	-	-	-	-	425,000
84230 Ferry Operations	18,098,290	-	-	-	-	18,098,290
State Aid						
84230 Municipalities	81,233,000	39,586,823	-	-	-	120,819,823
84230 Public Transportation	30,746,921	-	-	6,828,057	-	37,574,978
84230 Airports	-	-	-	15,478,062	11,246,445	26,724,507
84230 Railroads	12,100,000	-	-	-	-	12,100,000
84240 Governor's Highway Safety	312,080	-	-	4,405,478	-	4,717,558
84260 Division of Motor Vehicles	90,952,817	3,819,916	5,781,508	-	-	100,554,241
84290 Uncommitted Trust Fund Admin.	-	6,483,772	-	-	-	6,483,772
84270 Other State Agencies	158,256,881	-	-	-	-	158,256,881
84290 Transfer to General Fund	-	170,000,000	-	-	-	170,000,000
84270 Reserves and Transfers	55,914,059	-	-	-	-	55,914,059
Total Operating	\$1,153,779,652	\$839,964,000	\$6,744,472	\$507,278,045	\$11,246,445	\$2,519,012,614
84230 Capital Improvements	4,070,348	-	-	-	-	4,070,348
Grand Total	<u>\$1,157,850,000</u>	<u>\$839,964,000</u>	<u>\$6,744,472</u>	<u>\$507,278,045</u>	<u>\$11,246,445</u>	<u>\$2,523,082,962</u>

1998-99 Recommended Changes
Transportation - Continued

B. Highway Fund

The traditional Highway Fund is supported from three primary sources: (1) three-fourths of the Motor Fuels tax collected by the Department of Revenue; (2) Licenses and Fees collected by the Division of Motor Vehicles; and (3) interest earned from investment of the fund cash balance by the State Treasurer.

1. Revenue

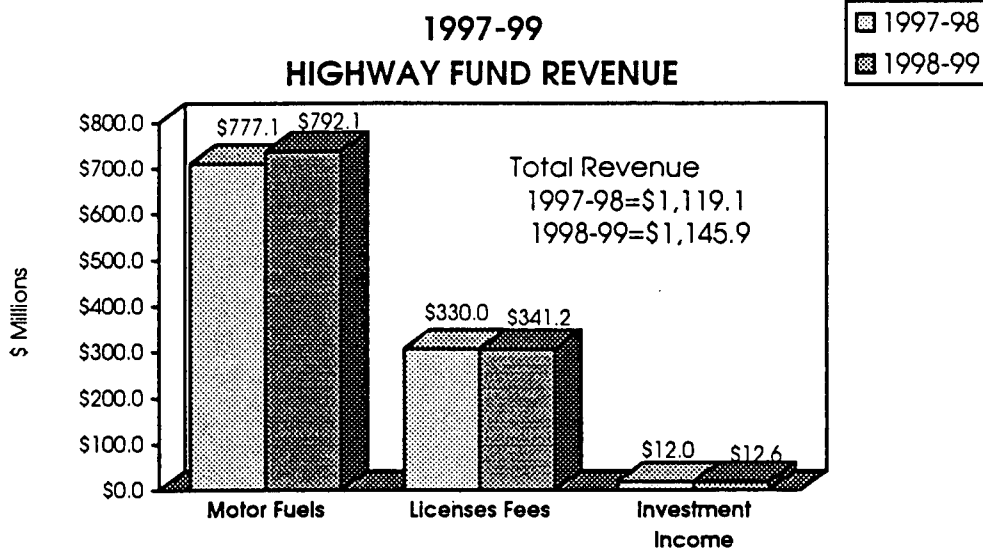
The rate of growth in motor fuel consumption is expected to remain moderate during the fiscal years 1997-98 and 1998-99. Following a 3.3% increase in 1996-97, motor fuel consumption is projected to grow by 2.9% and 4.1% in 1997-98 and 1998-99 respectively. The growth in motor fuel tax collections is projected to slow, however, as a result of a sharp decline in the wholesale price of motor fuels, and, therefore, the variable component of the Motor Fuels Tax rate. The variable rate is projected to average 5.0 cents during 1997-98, while decreasing to 4.5 cents in 1998-99. Overall, including the Motor Fuel Inspection Fee and Highway Use Registration Fee, Motor Fuels Tax collections are expected to total \$777.1 million in 1997-98 (up 4.6%) and \$792.1 million in 1998-99 (up 1.9%).

Licenses, Fees, and Other State Revenue (LFO) are projected to increase to \$330.0 million in 1997-98, and \$341.2 million in 1998-99. This represents growths of 3.2% and 3.4% respectively. Staggered registrations are projected to grow by 2.7% in 1997-98 then accelerate slightly to 3.2% in 1998-99. Only a minor 0.1% increase is projected for Truck Licenses in 1997-98, based on collections through March 1998. Growth in Truck Licenses revenue should recover to a more normal 3.5% in 1998-99. Investment income continues to suffer from increased spending for cleanup activities following a major ice storm and Hurricane Fran. Investment income is projected to decline to \$12.0 million in 1997-98, before recovering modestly to \$12.6 million in 1998-99. Overall, Highway Fund revenue is projected to reach \$1,119.1 million in 1997-98 and \$1,145.9 million in 1998-99, representing growth rates of 4.0% and 2.4% respectively.

**1998-99 Recommended Changes
Transportation - Continued**

Highway Fund Revenue, 1997-99

	<u>1996-97 Actual</u>	<u>1997-98 Estimated</u>	<u>1998-99 Projected</u>
Motor Fuels Taxes:			
Motor Fuels Tax	\$ 730,926,355	\$ 764,870,000	\$ 779,270,000
Inspection Fee	11,676,667	12,020,000	12,510,000
Highway Use Registration Fee	<u>207,775</u>	<u>250,000</u>	<u>300,000</u>
Total Motor Fuels Tax	\$ 742,810,797	\$ 777,140,000	\$ 792,080,000
Licenses and Fees:			
Staggered Registration Plan	\$ 131,363,098	\$ 134,930,000	\$ 139,250,000
International Registration Plan	41,479,027	43,660,000	45,620,000
Drivers License Fees	68,124,912	69,600,000	71,350,000
Truck Licenses	54,046,254	54,110,000	56,010,000
Other Licenses and Fees	<u>24,703,661</u>	<u>27,680,000</u>	<u>28,930,000</u>
Total Licenses and Fees	\$ 319,716,952	\$ 329,980,000	\$ 341,160,000
Investment Income	<u>13,145,612</u>	<u>12,000,000</u>	<u>12,610,000</u>
Total Highway Fund Revenue	<u><u>\$1,075,673,361</u></u>	<u><u>\$1,119,120,000</u></u>	<u><u>\$1,145,850,000</u></u>



**1998-99 Recommended Changes
Transportation - Continued**

2. Condition of the Highway Fund

Reversions of \$11.5 million from unused 1997-98 appropriations are expected to be available for 1998-99 in addition to \$468,248 in overrealized revenue which will provide an estimated credit balance for 1998-99 of \$12 million.

The table below, Changes to the Condition of the Highway Fund, reflects the credit balance and combines it with the revised estimate of revenue, to show the revised availability of \$1,157.8 million.

Condition of the Highway Fund, 1998-99

	<u>1997-98 Estimated</u>	<u>1998-99 Authorized</u>	<u>Net Changes Recommended</u>	<u>1998-99 Recommended</u>
<u>Availability:</u>				
Beginning Credit Balance:				
Estimated Reversions	\$ 20,833,339	\$ -	\$11,531,752	\$ 11,531,752
Overrealized Revenue	12,836,208	-	468,248	468,248
Less Required Reserves	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Subtotal	\$ 33,669,547	\$ -	\$12,000,000	\$ 12,000,000
State Highway Revenue	<u>1,119,120,000</u>	<u>1,144,625,737</u>	<u>1,224,263</u>	<u>1,145,850,000</u>
Total Availability	\$1,152,789,547	\$1,144,625,737	\$13,224,263	\$1,157,850,000
Expended and Reserved	<u>1,152,321,299</u>	<u>1,144,625,737</u>	<u>13,224,263</u>	<u>1,157,850,000</u>
Ending Credit Balance	\$ <u>468,248</u>	\$ <u>-</u>	\$ <u>-</u>	\$ <u>-</u>

Adjustments to Continuation Requirements

1998-99

- General Statutes 136-44.2A, Secondary Roads, and 136-41.1 State Aid to Municipalities, require a portion of gasoline tax collections to be appropriated based on 1.75 cents for gasoline taxed. Revised revenue estimates for 1998-99 show a decrease in the growth rate of gasoline over the original estimate thereby requiring a reduction in requirements as follows:

State Aid to Municipalities	\$ (2,050,000)
Secondary Roads	<u>(2,050,000)</u>
Reduction in Requirements	\$ (4,100,000)

1998-99 Recommended Changes
Transportation - Continued

1998-99

2. Per G. S. 119-4 through G. S. 119-22, a Gasoline Inspection Tax of .25 cent per gallon is levied on all petroleum products used as motor fuel. The fees are earmarked to agencies outside of the Highway Fund. After deducting funds to administer and enforce the provisions of the inspection laws (Department of Agriculture and Consumer Services), and the cost of collection (Department of Revenue), the balance of the revenue is credited to the Leaking Underground Storage Tank (LUST) Cleanup Fund (Department of Environment and Natural Resources).

Revised revenue estimates for fiscal year 1998-99 show a decrease in the Gasoline Inspection Tax, thus a reduction in the amount of funds to be transferred to the LUST Cleanup Fund. This decreases the appropriation to the amount of the new revenue estimate for the Gasoline Inspection Fee for fiscal year 1998-99 by \$189,000.

Reduction in Requirements

\$ (189,000)

3. It is recommended that the payment of \$13,400,000 in estimated Sales Tax to the General Fund be eliminated and used to enhance mass transit.

Reduction in Requirements

(13,400,000)

4. As per G. S. 136-176(4) Highway Funds are required to be transferred to the Highway Trust Fund. These funds represent revenue available from the retirement of refunding bonds issued to repay highway construction bonds. It is recommended that the statutes be changed to allow for these funds to be maintained in the Highway Fund for highway maintenance during 1998-99.

Reduction in Requirements

(38,000,000)

5. This is to request that a reduction be made in the amount of Highway Fund Appropriation used to match Federal Aid Construction funds.

The current level of state funds to match federal aid construction in the Highway Fund is \$33,153,153. The required level of state funds to match federal aid construction is approximately \$120,000,000 per year. The match that is not provided by the Highway Fund is provided by the Highway Trust Fund. This request is to reduce the Federal Aid Match funds in the Highway to \$0.00 and provide all of the match for Federal Aid Construction from the Highway Trust Fund. There are sufficient funds available in the Highway Trust Fund to accommodate this request.

Reduction in Requirements

(33,153,153)

Total Continuation Adjustments

\$ (88,842,153)

1998-99 Recommended Changes
Transportation - Continued

3. Supplemental Budget Recommendations

The table, Recommended Changes to the 1998-99 Highway Fund Budget, represents Governor Hunt's proposed adjustments to the 1998-99 Highway Fund Budget. A description of each adjustment follows:

Department of Transportation

Transportation Administration - 84210

	<u>1998-99</u>
1. Increase Funds for Security Services The Department of Transportation has recently installed a card key access system in some of it's facilities to provide enhanced security for its employees and customers. Additional funds are required to cover the increased expenses as a result of the new system.	\$ 33,778
2. Increased Requirements for Postage The Department of Transportation Support Services mail unit provides in-house mail services for the Division of Motor Vehicles. The cost of providing mail services has increased substantially due to increased mailings, changes in postal regulations and postal increases. The actual expenses for fiscal year 1996-97 was \$4,027,922 for postage and \$160,923 for Express Freight and Drayage. Additional funds are needed to cover increased expenses.	710,785
3. Maintenance Funds for Raney Building This request is for one additional position and expenses to maintain and operate the Raney Building. This building was allocated to the Department in August of 1997. We anticipate the need for an additional maintenance mechanic. Operating expenses have been estimated based on experienced cost of existing Raleigh facilities prorated by the square footage of the Raney Building. Number of Positions	109,751 1.0
4. Increase in Payments to Other State Agencies This line item consists primarily of the State Information Processing Services (SIPS) billing charges. Current actual charges are approximately \$1.2 million per month. Based on a cost projection model provided by SIPS, we anticipate the base total for fiscal year 1998-99 to be \$17.4 million. With the additional imaging activity at the Division of Motor Vehicles, as well as the increases in State Titling and Registration System (STARS) and Drivers License usage, we estimate the SIPS bill to grow over the next year by \$0.3 million per month for an additional cost of \$3.6 million. Additional funds are requested to meet this need.	10,000,000

1998-99 Recommended Changes

Transportation - Transportation Administration - 84210 - Continued

1998-99

5. Increase Telephone and Telegraph

The Management Information Systems Section pays for all data lines utilized in the department as well as some utilized by other state agencies. As our systems capabilities improve, we are experiencing more and more connections to the Department of Transportation (DOT) network structure. As we implement more technology improvements, more sites are being added to accommodate the efficiencies achieved by global networking, thereby causing an increase in line charges.

\$ 1,300,000

6. Increase Contracted Services

The Client Services Unit within the Management Information Systems Section is responsible for providing information systems (I/S) technical support for statewide DOT customers regarding I/S Requirements and Capacity Planning, Office Automation Implementation, Facilities Infrastructure, Customer Service and Department of Transportation Help Desk Operation 24 hours X 7 day/week. Additional funds are required to pay contractors that will provide these services to the department.

1,000,000

7. Contract Security for the Raney Building

The Olivia Raney Building was allocated to the Department of Transportation in an effort to consolidate most of the Management Information Systems Section into one location. The building is scheduled to be occupied by the MIS staff in June, 1998. This request is to provide funds for contract security for the Raney Building.

65,000

8. Liability Insurance System Development

The North Carolina Department of Transportation is in the process of modernizing the systems that support the Division of Motor Vehicles business functions. Some applications are completed and some are in progress. The last major system implementation was the State Titling and Registration System (STARS).

With STARS implemented in 1996 and the Driver's License system implemented earlier in 1994, two of the remaining major systems in Division of Motor Vehicles are the Crash Reporting and the International Registration Plan (IRP) systems. The Management Information Systems staff has already started activities to completely reengineer these applications before the arrival of the year 2000. Additional funds are requested to complete these projects.

500,000

1998-99 Recommended Changes**Transportation - Transportation Administration - 84210 - Continued**1998-99**9. Increase Data Processing Equipment and Software**

Additional funds are requested to purchase data processing equipment and software to support needs within the Management Information Systems Section and to supply critical hardware and software needs to all elements of the department where system failures occur or new legislative mandates require additional equipment.

\$ 500,000

Total Recommended Changes for Transportation Administration
Number of Positions

\$ 14,219,314
1.0

Transportation Construction and Maintenance - 84230**10. Additional Funds for Public Transportation**

The North Carolina Department of Transportation was allocated an additional \$36 million in federal and state highway funds to begin implementing recommendations from Transit 2001 to expand and improve Public Transportation and Rail Services across the state. Additional funds are needed in fiscal year 1998-99 in order to maintain the level of funding needed to continue the Transit 2001 activities and programs into the second year of implementation.

\$ 13,400,000

11. Increase Funding for Contract Resurfacing

Current appropriations do not adequately address minimum resurfacing needs which are over \$150 million annually. Funding for contract resurfacing has not kept pace with cost increases in the last 10 years. This is to request that \$38 million in additional contract resurfacing be appropriated.

38,000,000

12. Provide Funding for DOT Facility Improvements

This request is to provide funds for necessary capital improvement projects in the Department of Transportation.

Requirements

\$ 9,777,398

Receipts

5,707,050

Appropriation

\$ 4,070,348

1998-99 Recommended Changes**Transportation - Transportation Construction and Maintenance - 84230 - Continued**1998-99**13. Reduce Federal Funds Match**

The current level of state funds to match federal aid construction in the Highway Fund is \$33,153,153. The required level of state funds to match federal aid construction is approximately \$120,000,000. The match that is not provided by the Highway Fund is provided by the Highway Trust Fund. This request is to reduce the remaining Federal Aid match funds in the Highway Fund to \$0.00 and provide all of the match for Federal Aid Construction from the Highway Trust Fund. There are sufficient funds available in the Highway Trust Fund to accommodate this request.

\$ (33,153,153)

14. Motor Fuels Statutory Adjustments

As a result of a decrease in the projection of revenue to be received from the tax on motor fuels statutory adjustments are requested to be made in the following line items:

State Aid to Municipalities (2,050,000)

Secondary Roads Construction (2,050,000)

(4,100,000)

Total Recommended Changes for Transportation Construction and Maintenance

\$ 18,217,195

Division of Motor Vehicles - 84260**15. Vehicle Registration Plates and Stickers**

During the 1997-99 budget appropriation process, the Division of Motor Vehicles requested and received funding for a projected growth rate of 4% in the issuance of license plates and stickers for the Vehicle Registration Section. However, the growth rate has surpassed this expectation for all major plate and sticker categories. Upon review of the line items and projection of anticipated increases, the division expects to incur additional costs of \$227,044 for fiscal year 1998-99.

\$ 227,044

1998-99

16. **Vehicle Registration Computer Hardware and Software for Financial Security**

North Carolina Statute requires that liability insurance is maintained on all licensed vehicles. The current Financial Security System (FSS), is separate from the State Title and Registration System (STARS). An interface between the two systems is in place, but does not function adequately. The current FSS system is also not Year 2000 compatible. Therefore, a fully-integrated, Year 2000-compatible Financial Security System will be developed. Application development for the new FSS system has been funded in the Department of Transportation (MIS) budget through June 30, 1998. There has been no appropriation for equipment to be used with the new system.

\$ 202,596

17. **Traffic Records Equipment/Operating Costs for New Crash Reporting**

The Driver License Section is currently rewriting the crash reporting program. This is a 25 year old program that required the use of dumb terminals to process the crash reports. The new program will be totally automated which will require state-of-the-art electronic equipment to support the electronic submission of crash data. The users and collectors of the data will be able to receive and submit needed data in a timely and efficient manner in order to make safety decisions. The requested funds will be used in part to purchase desk top computers with cornerstone monitors, printers, and image retrieval workstations with scanners and ergonomic workstations. These workstations will provide maximum utilization of current office space. The cost of installation as well as service and maintenance of this equipment is requested.

451,500

1998-99 Recommended Changes
Transportation - Division of Motor Vehicles - 84260 - Continued

1998-99

18. Enforcement Section Pay Equity Plan

This plan is designed to bring equity to the Enforcement Section of the Division of Motor Vehicles by adjusting the existing salaries of Enforcement Officers against the salaries of other state law enforcement officers. Officers of the North Carolina Highway Patrol, Alcohol Law Enforcement, Wildlife Resources Commission, Marine Fisheries and Park Police of the Department of Environment and Natural Resources all have received pay equity adjustments from the North Carolina General Assembly. The plan creates equity against other state law enforcement agencies by adjusting pay grades using each officer's service within the section as of June 30, 1998. Time other than that earned as a law enforcement officer with the Enforcement Section is not counted.

\$ 1,000,000

Total Recommended Changes for Division of Motor Vehicles

\$ 1,881,140

Reserves and Transfers - 84270

19. Funds for Legislative Increase

This request is to provide funds to be placed in a reserve for a 4% Legislative Increase and a 1% bonus for fiscal year 1998-99 for employees paid from the Highway Fund.

\$ 20,000,000

20. Provide Funding for Compliance With Department of Environment and Natural Resources Stormwater Discharge Permit

Funding is needed to comply with the requirements of the expected permit to allow the department to continue to discharge stormwater and borrow pit wastewater. Required activities under this permit include inventories, construction of control and mitigation devices, educational and public participation programs, monitoring activities, program planning and assessment, and periodic reporting.

500,000

21. Funds for Performance Pay for Highway Patrol

This request is to provide funds for performance pay for the Highway Patrol due to an error that was made in the calculation during the continuation budget process. When the error was discovered, it was too far along in the budget negotiation process to include the funds in the continuation budget.

2,787,596

1998-99 Recommended Changes**Transportation - Reserves and Transfers - 84270 - Continued****1998-99**

22. **Funds for Criminal Justice Information Network for Highway Patrol**
Funds are requested to be placed in a reserve to be transferred to the Department of Crime Control and Public Safety for the continued development and implementation of the Criminal Justice Information Network (CJIN). This is Phase III in the development of the network. \$ 2,406,611
23. **Funds for 40 Additional Highway Patrol Troopers**
Funds are requested to be placed in a reserve to be transferred to the Department of Crime Control and Public Safety in support of forty (40) additional Highway Patrol Troopers. 2,551,595
24. **Mobile Data Computers for Highway Patrol Troopers**
Funds are requested to be placed in a reserve to be transferred to the Department of Crime Control and Public Safety for mobile data computers that will be placed in patrol cars of Highway Patrol Troopers. This is the first of three requests to complete the installation in all patrol cars. 2,249,812
25. **Reduction in Statutory Transfer**
As a result of a decrease in the projection of revenues to be received from the tax on motor fuels a statutory adjustment is requested in the funds transferred to the Leaking Underground Storage Tanks (LUST) fund. (189,000)
26. **Eliminate Sales Tax Transfer**
This request is to eliminate the Reserve for Sales Tax transfer to the General Fund in the amount of \$13,400,000 to be used for mass transit. (13,400,000)
27. **Eliminate Transfer to Highway Trust Fund**
This request is to eliminate the transfer of Highway Fund Appropriations to the Highway Trust Fund in the amount of \$38,000,000 that relates to the retirement of refunding bonds. These funds will be used for highway maintenance. (38,000,000)
- Total Recommended Changes for Reserves and Transfers \$ (21,093,386)
- Total Recommended Changes for Department of Transportation \$ 13,224,263
Number of Positions 1.0

1998-99 Recommended Changes
Transportation - Continued

Changes to the 1998-99 Highway Fund Budget
(Highway Fund Appropriations Only)

	1998-99 Previously Authorized	Revision	1998-99 Revised Appropriation
DOT-General Administration	\$ 58,109,718	\$ 14,219,314	\$ 72,329,032
Highway Division Administration	34,723,375	-	34,723,375
State Match for Federal Aid-Planning and Research	2,959,649	-	2,959,649
Construction Program:			
State Secondary System	\$ 83,283,000	\$ (2,050,000)	\$ 81,233,000
State Urban System	14,000,000	-	14,000,000
Discretionary Funds	10,000,000	-	10,000,000
Spot Safety Improvements	9,100,000	-	9,100,000
Access and Public Service Roads	2,000,000	-	2,000,000
State Match for Federal Aid	<u>33,153,153</u>	<u>(33,153,153)</u>	<u>-</u>
Total Construction Program	\$ 151,536,153	\$ (35,203,153)	\$ 116,333,000
Maintenance Program:			
Primary System	\$ 109,635,113	\$ -	\$ 109,635,113
Secondary System	187,394,152	-	187,394,152
Urban System	36,414,035	-	36,414,035
Contract Resurfacing	<u>107,952,248</u>	<u>38,000,000</u>	<u>145,952,248</u>
Total Maintenance Program	\$ 441,395,548	\$ 38,000,000	\$ 479,395,548
Ferry Operations	\$ 18,098,290	\$ -	\$ 18,098,290
State Aid to Municipalities	83,283,000	(2,050,000)	81,233,000
State Aid to Railroads	12,100,000	-	12,100,000
State Aid for Public Transportation	17,346,921	13,400,000	30,746,921
Asphalt Plant Cleanup	425,000	-	425,000
Governor's Highway Safety Program	312,080	-	312,080
Division of Motor Vehicles	<u>89,071,677</u>	<u>1,881,140</u>	<u>90,952,817</u>
Total Other Programs	\$ 220,636,968	\$ 13,231,140	\$ 233,868,108
Total Department of Transportation	\$ 909,361,411	\$ 30,247,301	\$ 939,608,712

**1998-99 Recommended Changes
Transportation - Continued**

	1998-99 Previously Authorized	Revision	1998-99 Revised Appropriation
Appropriations to Other State Agencies:			
Agriculture and Consumer Services	\$ 3,069,026	\$ -	\$ 3,069,026
Revenue	2,331,760	-	2,331,760
State Treasurer-Sales Tax	13,400,000	(13,400,000)	-
Public Instruction-Driver Education	22,573,141	-	22,573,141
Crime Control and Public Safety-Highway Patrol	112,031,483	9,995,614	122,027,097
Environment and Natural Resources			
LUST Trust Fund	7,298,214	(189,000)	7,109,214
Chemical Test	396,643	-	396,643
Global Transpark	750,000	-	750,000
Total-Other State Agencies	\$ 161,850,267	\$ (3,593,386)	\$ 158,256,881
Reserves and Transfers:			
Highway Trust Fund	\$ 38,000,000	\$(38,000,000)	\$ -
Legislative Salary Increase	30,405,532	20,000,000	50,405,532
Salary Adjustment	200,000	-	200,000
Computer Reserve	1,000,000	-	1,000,000
DMV Systems Reserves	3,508,527	-	3,508,527
Minority Contractor Development	150,000	-	150,000
State Fire Protection Grant	150,000	-	150,000
Stormwater Discharge Permit	-	500,000	500,000
Total Reserves and Transfers	\$ 73,414,059	\$(17,500,000)	\$ 55,914,059
Total Current Operations	\$1,144,625,737	\$ 9,153,915	\$1,153,779,652
Capital Improvements	-	4,070,348	4,070,348
Total Highway Fund Appropriation	<u>\$1,144,625,737</u>	<u>\$ 13,224,253</u>	<u>\$1,157,850,000</u>

C. Highway Trust Fund

The 1989 Session of the General Assembly, in Chapter 692 of the Session Laws, ratified House Bill 399 to establish the Highway Trust Fund. Revenue for the funding was provided from four primary sources: (1) one fourth of the Motor Fuels Tax collected by the Department of Revenue; (2) Sales and Use Taxes on the sales of motor vehicles in excess of \$170 million, which is to be used in the General Fund; (3) most of the Title Fees and some various Registration Fees collected by the Division of Motor Vehicles. Effective July 1, 1996, all Title and Registration Fees were dedicated to the Trust Fund; and (4) interest earned from investment of the Trust Fund cash balance by the State Treasurer.

1998-99 Recommended Changes Transportation - Continued

The legislation also sets out the various roads identified as the Intrastate System and Urban Loops which are to be funded. Also identified are supplemental funds for Secondary Road Construction and Aid to Municipalities. Formula funding for administration as well as for the mentioned purposes is likewise included in the legislation.

1. Revenue

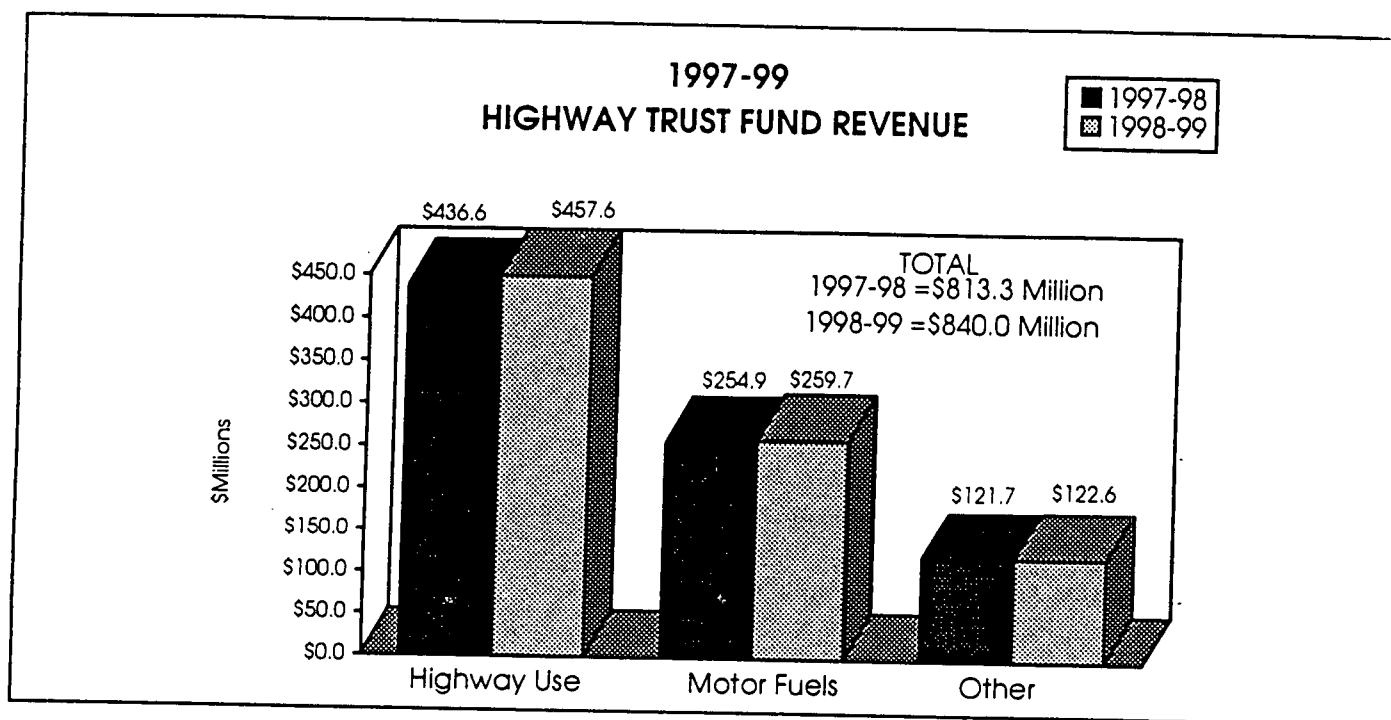
One-fourth of the Motor Fuels Tax collections are dedicated to the Highway Trust Fund. The revenue is projected to total \$254.9 million in 1997-98 and \$259.7 million in 1998-99. This represents increases of 4.6% and 1.9% respectively. The decline in the growth rate is a result of falling wholesale price of motor fuels and its impact on the variable component of the Motor Fuels tax rate. Motor Vehicle Use Tax collections are projected to remain strong increasing by 7.1% in 1997-98 and 4.8% in 1998-99. Other Trust Fund fees are anticipated to increase in the 3.0% range during this period. Investment income is project to decline by 7.3% in 1997-98 and 5.0% in 1998-99, as average cash balances are projected to decline.

Including Miscellaneous Registrations, Lien Recording Fees, and Investment Income, Highway Trust Fund revenue is projected to total \$813.3 million in 1997-98 and \$840.0 million in 1998-99, presenting growth rates of 5.2% and 3.3% respectively.

Highway Trust Fund Revenue, 1997-99

	<u>1996-97</u> <u>Actual</u>	<u>1997-98</u> <u>Estimated</u>	<u>1998-99</u> <u>Projected</u>
Anticipated Collections:			
Motor Fuel Taxes	\$ 243,731,232	\$ 254,930,000	\$ 259,731,000
Highway Use Tax	407,577,335	436,643,000	457,602,000
Title Fees:			
Certificates of Title	73,029,553	76,388,000	78,680,000
Miscellaneous Title Fees	12,687,795	12,234,000	12,506,000
Investments Income	<u>35,719,382</u>	<u>33,100,000</u>	<u>31,445,000</u>
Total Highway Trust Fund Revenue	\$ 772,745,297	\$ 813,295,000	\$ 839,964,000

1998-99 Recommended Changes
Transportation - Continued



2. Condition of the Highway Trust Fund

The following table reflects the change in availability to the Highway Trust Fund, and the corresponding changes to the statutory appropriations.

Condition of the Highway Trust Fund, 1998-99

	<u>1997-98 Authorized</u>	<u>1998-99 Authorized</u>	<u>Net Changes Recommended</u>	<u>1998-99 Recommended</u>
Beginning Credit Balance	\$ 52,381,297	\$ -	\$ -	\$ -
Highway Trust Fund Revenue	805,781,305	832,693,348	7,270,652	839,964,000
Transfer from Highway Fund (1)	38,000,000	38,000,000	(38,000,000)	-
Cash Flow Funding	<u>(52,381,297)</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Availability	\$843,781,305	\$870,693,348	\$ (30,729,348)	\$839,964,000
Expenditures and Commitments:				
Authorized Budget	\$673,781,305	\$700,693,348	\$ (30,729,348)	\$669,964,000
Transfer to General Fund (2)	<u>170,000,000</u>	<u>170,000,000</u>	<u>-</u>	<u>170,000,000</u>
Total Expenditures & Commitments	<u>\$843,781,305</u>	<u>\$870,693,348</u>	<u>\$ (30,729,348)</u>	<u>\$839,964,000</u>
Ending Credit Balance	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

(1) Transfer required by G.S. 136-183.

(2) Transfer required by G.S. 105-187.9.

**1998-99 Recommended Changes
Transportation - Continued**

Supplemental Budget Recommendations

The statutory provisions for the Highway Trust Fund specify the amounts to be appropriated to the budgetary items. The following table, Changes to the 1998-99 Highway Trust Fund Budget, incorporates the changes in availability in accordance with the formula allocations of the Trust Fund to the appropriation items.

Changes to the 1998-99 Highway Trust Fund Budget

	<u>1998-99 Previously Authorized</u>	<u>Revision</u>	<u>1998-99 Revised Appropriation</u>
Department of Transportation:			
Maximum Allowance for Administration	\$ 27,072,575	\$ 143,380	\$ 27,215,955
Construction Allocation:			
Intrastate System	397,487,432	(20,194,558)	377,292,874
Urban Loop System	160,727,363	(8,165,838)	152,561,525
Secondary Roads	73,700,275	(393,452)	73,306,823
Debt Service (Non-Add)*	-	-	28,357,925
State Aid to Municipalities	41,705,703	(2,118,880)	39,586,823
Transfer to the General Fund (1)	<u>170,000,000</u>	<u>-</u>	<u>170,000,000</u>
Total Highway Trust Fund	<u>\$870,693,348</u>	<u>\$(30,729,348)</u>	<u>\$839,964,000</u>

(1) Transfer required by G.S. 105-187.9.

* Debt Service will be paid from proportionate reductions from funding for Intrastate System, Urban Loop System and Secondary Roads. This is budgeted in the table as a non-add figure.

1998-99 Recommended Changes
General Fund - Other Appropriations - Continued

1998-99

4. Year 2000 Conversion Statewide Reserve

The total Year 2000 conversion costs for all North Carolina state government agencies, including the Department of Transportation, is estimated at \$126,092,956 of which \$36,458,309 has been funded from the legislatively authorized Reserve for the Year 2000 Conversion and State Information Processing Services (SIPS) operating reserves. An additional \$34,423,251 has been funded from within agency information technology budgets. In order to complete conversion by December 31, 1998 and allow for one year of testing, an additional \$55,211,396 must be identified to support the conversion. Of this, \$14,000,000 can be secured from SIPS operating reserves and \$18,864,399 will be recommended to be funded from direct agency appropriations to the Department of Revenue and the Department of Health and Human Services which are outlined earlier in this document. The remaining \$27,346,997, including a \$5 million contingency, is recommended in a statewide reserve to be administered by SIPS.

\$ 27,346,997 NR

5. Global TransPark Reserve

A reserve is recommended for the Global TransPark Authority to provide funds to comply with new state wetlands mitigation rules, match funds for construction of the runway and taxiway, and to assume the local sponsor role for the Kinston Regional JetPort facility.

5,325,000 NR

NR - Nonrecurring

**NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE**

You are hereby notified that the Committee on **JOINT APPRO/SUB TRANS
COMMITTEE** will meet as follows:

DAY & DATE: **Tuesday, May 12, 1998**
 Wednesday, May 13, 1998
 Thursday, May 14, 1998

TIME: **9 am - 11 am**

LOCATION: **Room 1228/1337**

Respectfully,

Representatives Bowie, Dockham, McMahan
Co-Chairs

I hereby certify this notice was filed by the committee clerk at the following offices at 3
pm on **May 11, 1998**.

____Principal Clerk
____Reading Clerk - House Chamber

Sharon Gaudette (Committee Clerk)

**NORTH CAROLINA HOUSE OF REPRESENTATIVES
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 Thursday, May 14, 1998

TIME: **9 am - 11 am**

LOCATION: **Room 1228/1337**

Respectfully,

Representatives Bowie, Dockham, McMahan
Co-Chairs

I hereby certify this notice was filed by the committee clerk at the following offices at 3
pm on **May 11, 1998**.

___ Principal Clerk
___ Reading Clerk - House Chamber

Sharon Gaudette (Committee Clerk)

AGENDA

**Joint Appropriations Subcommittee
on
Transportation**

**May 14, 1998
Room 1228
9:00 A.M.**

Chair: Representative Joni Bowie

Introductory Remarks on Division of Motor Vehicles Expansion Requests

Janice Faulkner
Commissioner of Motor Vehicles

*Mtg. Adjourned
@ 9:30*

Vehicle Registration Plates and Stickers, and Financial Security System
(See Recommended Changes to the 1998-99 State Budget, pp. 91-92,
Items 15, and 16)

Carol Howard
Director of Vehicle Registration

Crash Reporting Program

(See Recommended Changes to the 1998-99 State Budget, p. 92, Item 17)

Rosa Gill
Director of Traffic Records

Enforcement Pay Plan

(See Recommended Changes to the 1998-99 State Budget, p. 93, Item 18)

Captain Mark Stabler
District Supervisor, DMV Enforcement

Increased Requirements for Postage

(See Recommended Changes to the 1998-99 State Budget, p. 88, Item 2)

Keith Wilder
Director of Support Services

Security Expansion Items

(See Recommended Changes to the 1998-99 State Budget, pp. 88-89,
Items 1 and 7)

Jeannie Bailey
Head of DOT Security

Maintenance for Rainey Building, and DOT Facility Improvements

(See Recommended Changes to the 1998-99 State Budget, pp. 88, 90,
Items 3 and 12)

Cameron Lee
Director of General Services

MINUTES

JOINT APPROPRIATIONS Subcommittee on Transportation

May 14, 1998

The JOINT APPROPRIATIONS subcommittee on Transportation met in Room 1228 Legislative Building on May 14, 1998, at 8:30 am. **Representative Joanne Bowie presided.** Visitor's Sheet attached.

Members present: Representatives Bowie, McMahan, Blue, Gulley and Saunders. Senators Albertson, Carpenter, and Reeves.

Representative Bowie welcomed Committee Members and thanked the House and Senate Pages for assisting with committee meeting.

Janice Faulkner, Commissioner of The Division of Motor Vehicles, presented an overview of the requests for expansion items:

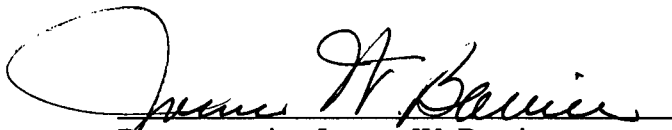
- Vehicle Registration Plates and Stickers - \$227,044
- Vehicle Registration Computer Hardware and Software for Financial Security - \$202,596
- Traffic Records Equipment/Operating Costs for New Crash Reporting - \$451,500
(see Governor's Budget Recommended Changes 1998-99 - Pg. 91 & 92).

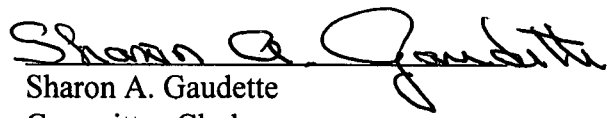
Commissioner Faulkner spoke in regard to increasing the pay scale of the Enforcement Section of the Division of Motor Vehicles Officers. The Commissioner indicated the plan presented in the Budget is designed to bring equity to the Enforcement Section Officers pay. Officers of the Wildlife Resources Commission, Marine Fisheries and Park Police of the Department of Environment and Natural Resources have all received pay equity adjustments from the General Assembly. The Commissioner suggested it was difficult to hire and train good officers and keep them, because the pay is not competitive. Commission Faulkner indicated the Division has officers with 18 years of service earning only \$23,000 per year. The Commissioner requested that the General Assembly approve at least the one million dollars which would address 29 percent of the need (see *Recommended Changes to the 1998-99 State Budget - pg. 93*).

Joint Appropriations Subcommittee on Transportation
May 14, 1998

Representative Bowie adjourned the meeting at 9:30 as speakers scheduled on the agenda were not in attendance.

Respectfully submitted:


Representative Joanne W. Bowie,
Presiding, Co-Chair


Sharon A. Gaudette
Committee Clerk

Senator Luther H. Jordan, Jr.,
Co-Chair

VISITOR REGISTRATION SHEET

JOINT APPRO/SUBCOMMITTEE ON TRANSPORTATION

6-14, 1998

Name of Committee

Date _____

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS[illegible]

DMV ENFORCEMENT EQUITY PAY PLAN

The attached plan is designed to bring equity to and within the Enforcement Section of the Division of Motor Vehicles by adjusting the existing salaries of Enforcement Officers against other state law enforcement agencies and by creating additional equity within the Section.

The plan creates equity against other state law enforcement agencies by adjusting pay grades using each officer's service *within* the Section as of *June 30, 1998*. Time other than that earned as a law enforcement officer with the Enforcement Section is not counted. The plan applies varying percentages of adjustment to the different pay grades, with lower grades receiving the highest percentage of adjustment. This enables officers in the lower pay grades to be placed in a higher position within their pay range creating additional equity within the Section. The equity spans require eleven (11) years of Section service for the entry level position (VEO-I, pay grade 64) to be placed at the maximum of the pay range and twenty (20) years of Section service for all officers with a pay grade of 73 or higher to be placed at the maximum of their pay range.

Once this established equity formula has been applied to all Enforcement officers, selected classifications are upgraded by one or two steps with an additional salary adjustment of 2.25% for each step an officer is upgraded. These upgrades create further equity within the Section and improve the Enforcement Section's ability to employ better qualified applicants and to retain those employees who perform at a satisfactory or better rating. This adjustment will also reduce the number of grades and ranks within the Section, create a clear career ladder, a minimum time in grade before promotion and allow at least two steps between each pay grade to improve the Section's ability to offer a reasonable salary increase for promotion and transfer.

Factors such as recent upgrades of the LEO-I position from pay grade 69 to 70, the upgrade of Field Captains from pay grade 73 to 74 and the upgrade of the Director's position were considered in the formulation of this plan. These positions received an equity adjustment but were not upgraded.

Following is information on each pay grade detailing the grade, average years of service, steps created and cost associated with the plan. The salary information provided includes the increase effective July 1, 1997 and is based on the actual expenditure of salaries at the time of calculation. The budgeted salaries are actually slightly higher than the actual expenditure. The adjusted salaries are based on each officer's experience as of June 30, 1998.

VEO-I (Pay Grade 64) (Officer)

This is the entry level position for all law enforcement officers to enter the Section. Section policy requires all applicants to be certified as law enforcement officers by the North Carolina Criminal Justice Training and Standards Commission at the time of employment. This is four (4) pay grades below the SHP Trooper level. The hiring rate is \$22,248.

Equity is achieved for this position by creating eleven (11) pay steps within the existing VEO-I salary range of \$23,361 - \$35,899. The eleven steps consist of increases of 4.5%. Officers are placed in the pay bracket that corresponds to their years of service with the Section and those with eleven (11) or more years of service will be placed at the top of the salary range. There are two hundred and seventy (270) VEO-I positions allotted with an average of 6.1 years of service with the Section. The majority of VEO-I's had prior law enforcement experience before joining the Section. The present average VEO-I salary is \$25,561 which is well below midpoint of the range. The present cost for these positions is \$6,901,364. With the application of the equity formula the cost would increase to \$7,868,267. After the application of the equity formula this position would be upgraded to Pay Grade 66 and an additional raise of 2.25% for each step (4.5%) would be granted to each officer. Officers with at least one year of service would not be paid less than the minimum of the new pay grade 66 and no one would be at the maximum of the range. The total cost for the VEO-I Officers would be \$8,238,579. The new average pay per officer is \$30,522 which is below the midpoint for pay grade 66.

1	2	3	4	5	6	7	8	9	10	11
23361	24412	25510	26657	27857	29111	30421	31790	33220	34715	35899

VEO-II (Pay Grade 66) (Sergeant)

The present salary range of \$25,335 - \$39,273 is divided into thirteen steps (13) which compensates for the Section's policy requiring two (2) years of experience before eligibility for promotion to VEO-II. Sergeants are placed in the pay bracket that corresponds to their years of service with the Section and those with thirteen (13) or more years will be placed at the maximum of the pay range. This is an increase between steps of 4.0 %. There are sixty-seven (67) allotted positions. With two (2) existing vacancies counted as zero the average years of service is 13.6. The average pay is \$30,537 which is below the midpoint of the range. The present cost for these positions is \$2,045,964 and would increase to \$2,498,221 with implementation of the thirteen step equity plan. After implementation of the equity steps, this position would be upgraded from pay grade 66 to pay grade 68 and an additional raise of 2.25% per step (4.5%) would be granted to each Sergeant. No position would be paid less than the minimum or more than the maximum. The total cost for the VEO-II positions would be \$2,610,641 for an average salary of \$38,965. This average is above midpoint based on the 13.6 years of service which exceed the thirteen (13) years required to reach the maximum of the range.

1	2	3	4	5	6	7	8	9	10	11	12	13
25335	26348	27402	28498	29638	30823	32056	33339	34672	36059	37501	39002	39273

First Sergeant (1SG) (Pay Grade 68)

The salary range of \$27,557 - \$43,058 is divided into fifteen (15) steps which allows for an additional two years of experience as a VEO-II before promotion to 1SG. This is an increase between steps of 3.3%. There are presently five (5) positions in this range with one (1) position classed as an administrative assistant at pay grade 67 and one (1) position vacant. With a factor of "0" for years of experience applied to the vacant positions, the average length of service is 14.8 years. The present salary cost is \$188,542 which is an average of \$37,708. Three (3) of these Sergeants supervise weigh stations, one (1) is assigned to Training and one (1) to Supply and Logistics. After implementation of the equity steps these positions would be upgraded to Pay Grade 70 with a 2.25% salary adjustment for each step. The positions would be titled as First Sergeants. The total cost of 1SG positions would be \$223,007 and the new average would be \$44,601 which is below the maximum for Pay Grade 70.

1	2	3	4	5	6	7	8	9	10	11	12
27557	28446	29405	30376	31378	32414	33483	34588	35729	36908	38126	39384
13	14	15									
40684	42028	43058									

Second Lieutenant (2LT) (Pay Grade 69)

The salary range of \$28,735 - \$45,048 is divided into sixteen (16) steps which allows for five (5) years experience with the Section before promotion to 2LT. This is an increase between steps of 3.1%. There are presently nine (9) positions in this range with an average of 20.8 years experience. Eight (8) positions supervise weigh stations and one (1) position is located at Section Headquarters. The present salary cost is \$339,198 which is an average salary of \$37,689. After implementation of the equity steps these positions would be upgraded from Pay Grade 69 to Pay Grade 70 with a 2.25% additional salary adjustment and would be titled First Sergeant (1SG). The salary cost would be \$411,172 which is an average salary of \$45,686. The average years of service for this position exceeds the number required to attain the maximum of the range.

1	2	3	4	5	6	7	8	9	10	11	12
28735	29625	30543	31490	32466	33472	34510	35580	36683	37820	38992	40201
13	14	15	16								
41447	42732	44056	45058								

LEO-I (Inspector) (Pay Grade 70)

The salary range of \$30,038 - \$47,167 is divided into sixteen (16) steps based on the Section's policy of five years experience before promotion to Inspector. This is an increase between steps of 3.1%. There are presently one-hundred and twenty-seven (127) positions in this range with five (5) vacancies. With the vacancies counted as "0" the average years of service is 12 years. The present average salary is \$36,771 with an expenditure for this position of \$4,669,917. With implementation of the equity steps the cost would increase to \$5,370,171 with a new average of \$42,285. Due to the fact that this position was recently upgraded from pay grade 69 to pay grade 70 no additional adjustment or upgrade would be made.

1	2	3	4	5	6	7	8	9	10	11	12
30038	30969	31929	32919	33939	34991	36076	37194	38347	39535	40761	42024
13	14	15	16								
43327	44670	46055	47167								

LEO-II (1LT) (Pay Grade 71)

The salary range of \$31,327 - \$49,338 is divided into eighteen (18) steps based on a minimum requirement of seven years (7) experience with the Section before promotion to 1LT. This is an increase between steps of 2.75%. There are presently nine (9) positions in this range with an average of 17.3 years experience which includes one (1) vacancy factored as zero. Eight (8) of the positions serve as assistant district supervisors and one (1) position is based at Section Headquarters. The present salary expenditure in this position is \$366,810 which is an average of \$40,757. After implementation of the equity steps this position would be upgraded from pay grade 71 to pay grade 72 with a 2.25% additional salary increase for each Lieutenant. The salary cost would then be \$426,607 or an average of \$47,401. The average years of experience influence the cost of these positions.

1	2	3	4	5	6	7	8	9	10	11	12
31327	32188	33073	33983	34917	35877	36864	37878	38920	39990	41090	42220
13	14	15	16	17	18						
43381	44574	45799	47059	48353	49338						

LEO-III (Captain) (Pay Grade 73)

The salary range of \$34,069 - \$54,041 is divided into twenty (20) steps requiring an officer in this rank and above to have a total of twenty (20) years experience with the Section before attaining the maximum of the pay range. This is an increase between steps of 2.5%. There are presently six (6) positions in this range with one (1) vacancy and an average of 13.7 years experience with the vacancy counted as zero. These officers hold the rank of Captain, are based at Section Headquarters, and provide staff support for the various programs administered by the Section. The present salary expenditure in this position is \$276,847. After implementation of the equity steps this position would be upgraded from pay grade 73 to pay grade 74 with a 2.25% additional salary adjustment. The total salary cost would be \$303,251 with an average salary of \$50,542. This upgrade would create balance between the staff captains and the field captains.

1	2	3	4	5	6	7	8	9	10	11	12
34081	34920	35793	36688	37605	38545	39589	40497	41509	42547	43611	44701
13	14	15	16	17	18	19	20				
45819	46964	48138	49342	50575	51840	53136	54041				

District Law Enforcement Supervisors (Captain) Pay Grade 74)

The salary range of \$35,632 - \$56,624 is divided into twenty (20) steps requiring an officer in this rank and above to have a total of twenty (20) years experience with the Section before attaining the maximum of the pay range. This is an increase between steps of 2.5%. There are presently eight (8) positions in this range with one (1) vacancy and an average of 16.9 years experience with the vacancy counted as zero. The present average salary is \$49,656 and the new average would be \$53,467. The present salary expenditure in this position is \$397,245 which would increase to \$427,738. These positions hold the rank of Captain and are commanders of the eight (8) Districts located throughout the state. Based on the fact that they were recently upgraded from pay grade 73 to pay grade 74 no additional adjustment will be made.

1	2	3	4	5	6	7	8	9	10	11	12
35632	36522	37435	38371	39331	40314	41322	42355	43414	44499	45611	46752
13	14	15	16	17	18	19	20				
47944	49143	50737	51630	52921	54244	55600	56624				

Assistant Director (Major) (Pay Grade 75)

The salary range of \$37,304 - \$56,624 is divided into twenty (20) steps requiring an officer in this rank and above to have a total of twenty years experience with the Section before attaining the maximum of the pay range. This is an increase between steps of 2.5%. There are presently three (3) positions in this range with an average of thirteen (13) years experience. The present salary expenditure in this position is \$161,495. After implementation of the equity steps this position would be upgraded from pay grade 75 to pay grade 76 with a 2.25% additional salary adjustment. The total cost of salary would be \$169,058.

1	2	3	4	5	6	7	8	9	10	11	12
37304	38236	39192	40172	41176	42286	43261	44342	45450	46586	47750	48944
13	14	15	16	17	18	19	20				
50168	51422	52707	54024	55375	56759	58178	59293				

Deputy Director (Lieutenant Colonel) (Pay Grade 77)

The salary range of \$40,855 - \$65,039 is divided into twenty (20) steps requiring an officer in this rank and above to have a total of twenty years experience with the Section before attaining the maximum of the pay range. This is an increase between steps of 2.5%. The present salary expenditure in this position is \$65,039. After implementation of the equity steps this position would be upgraded from pay grade 77 to pay grade 78 with a 2.25% additional salary adjustment. The total cost of salary would be \$66,502.

1	2	3	4	5	6	7	8	9	10	11	12
40855	41876	42923	43996	45096	46223	47378	48536	49777	51021	52297	53604
13	14	15	16	17	18	19	20				
54944	56317	57725	59168	60647	62163	63717	65039				

Director (Colonel) (Pay Grade 80)

The salary range of \$46,820 - \$74,796 is divided into twenty (20) steps requiring an officer in this rank and above to have a total of twenty years experience with the Section before attaining the maximum of the pay range. This is an increase between steps of 2.5%. The present salary expenditure in this position is \$73,448. There would be no increase in salary or cost based on the application of the equity steps. The expenditure in this position would remain at \$73,448.

DMV ENFORCEMENT EQUITY PAY PLAN EXAMPLES

	Salary Grade	Years of Service	Present Salary	Equity Salary	Equity Increase	New Grade	% Inc.	Upgraded Salary	Upgrade Increase	Total Increase	% Increase
VEO I	64	1	\$23,819	\$23,819	\$0	66	To Minimum	\$25,335	\$1,516	\$1,516	6%
VEO I	64	8	\$25,619	\$31,790	\$6,171	66	4.50%	\$33,221	\$1,431	\$7,602	30%
VEO I	64	13	\$26,988	\$35,899	\$8,911	66	4.50%	\$37,514	\$1,615	\$10,526	39%
VEO II	66	3	\$26,713	\$27,402	\$689	68	4.50%	\$28,635	\$1,233	\$1,922	7%
VEO II	66	7	\$27,505	\$32,056	\$4,551	68	4.50%	\$33,499	\$1,443	\$5,994	22%
VEO II	66	15	\$31,058	\$39,273	\$8,215	68	4.50%	\$41,040	\$1,767	\$9,982	32%
VES I	68	19	\$41,905	\$43,058	\$1,153	70	4.50%	\$44,996	\$1,938	\$3,091	7%
2LT	68	25	\$37,735	\$45,048	\$7,313	70	2.25%	\$46,062	\$1,014	\$8,327	22%
LEO I	70	1	\$37,870	\$37,870	\$0	No change	n/a	n/a	n/a	\$0	0%
LEO I	70	6	\$32,113	\$34,991	\$2,878	No change	n/a	n/a	n/a	\$2,878	9%
LEO I	70	14	\$35,660	\$44,670	\$9,010	No change	n/a	n/a	n/a	\$9,010	25%
LEO I	70	23	\$42,936	\$47,167	\$4,231	No change	n/a	n/a	n/a	\$4,231	10%
Captain	73	19	\$46,095	\$53,136	\$7,041	74	2.25%	\$54,332	\$1,196	\$8,237	18%

**NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE**

You are hereby notified that the Committee on **JOINT APPRO/SUB TRANS
COMMITTEE** will meet as follows:

DAY & DATE: **Tuesday, May 19, 1998**
 Wednesday, May 20, 1998
 Thursday, May 21, 1998

TIME: **9 am - 11 am**

LOCATION: **Rm 1228**

Please e-mail Sharon Gaudette, if you cannot attend the meeting.

Respectfully,

Representatives Bowie, Dockham, McMahan
Co-Chairs

I hereby certify this notice was filed by the committee clerk at the following offices at 10
a.m. on May 15, 1998.

____Principal Clerk
____Reading Clerk - House Chamber

Sharon Gaudette (Committee Clerk)

AGENDA

Joint Appropriations Subcommittee on Transportation

**May 19, 1998
Room 1228
8:30 A.M.**

Chair: Senator Luther Jordan

Governor's Recommendation to Increase Public Transit Funding (See Recommended Changes to the 1998-99 State Budget, p. 90, Item 10)

David King
Deputy Secretary for Transportation

Governor's Recommendation to Increase Funding for Postage (See Recommended Changes to the 1998-99 State Budget, p. 88, Item 2)

Keith Wilder
Director of Support Services

Governor's Recommendations for Additional Security Items (See Recommended Changes to the 1998-99 State Budget, pp. 88-89, Items 1 and 7)

Jeannie Bailey
Head of DOT Security

Governor's Recommendations to Fund Maintenance of Rainey Building, and for DOT Facility Improvements (See Recommended Changes to the 1998-99 State Budget, pp. 88, 90, Items 3 and 12)

Cameron Lee
Director of General Services

Governor's Request for Funding to Comply with Stormwater Discharge Permit (See Recommended Changes to the 1998-99 State Budget, p. 93, Item 20)

Archie Hankins
Hydraulics Unit

Federal Highway Legislation

Larry Sams
Assistant to Highway Administrator

JOINT APPROPRIATIONS TRANSPORTATION SUBCOMMITTEE

Minutes

May 19, 1998

Room 1228 LB

9:00A.M.

The Joint Appropriations Transportation Subcommittee met on May 19, 1998 at 9:00 A.M., in room 1228 of the Legislative Building. **Representative Ed McMahan** chaired the meeting. All members of the Senate committee attended. The following House members attended:

Rep. Joanne Bowie

Rep. Daniel Blue

Rep. Jim Gulley

Rep. Thomas Hardaway

Rep. Bill Hiatt

Rep. Drew Saunders

Rep. Ronnie Sutton

Rep. Jim Crawford

Rep. McMahan introduced Mr. David King, Deputy Secretary for Transportation (DOT) was introduced. Mr. King spoke from the *1998-99 Recommended Changes* in the Transportation Budget document which was redistributed. Mr. King said, the recommendation for public transit and rail is \$13.4 million over what it was last year. The Governor recommends we not pay sales tax in the amount of \$13.4 million to accommodate the increase. Mr. King then introduced Mr. Sanford Cross and Mr. Pat Simmons who will continue the discussion regarding the requested money for transit and rail.

Mr. Cross spoke from the handout, *FY 1998-99 NCDOT-PTD, Transit 2001 Expansion Capital Budget*. \$1.7 million would be allocated to Rural and Small Urban programs and \$5 million would be allocated to the Urban and Regional programs. In addition to vehicle replacement, facility improvements are needed. The \$6.7 million highlighted in this handout is a part of the \$13.4 million requested.

Mr. Pat Simmons then spoke from the handout *1998-99 Recommended Changes, Transportation Construction and Maintenance 84230*. The funding would enable passenger rail service to be extended to Asheville and allow work to begin on the federally designated high speed corridor. It would also allow for matching funds for the federal transportation program.

Rep. McMahan requested a breakdown of specifics as to what the \$26 million would be used for. Mr. King said it will be provided. Rep. McMahan introduced Mr. Keith Wilder, Director of Support Services.

Mr. Wilder spoke from the budget document, page 88, item 2 regarding the need for increased postage. Postage needs have increased 24 % over the last year. The state does use a discount program which saves \$500,000 annually.

Ms. Jeannie Bailey, DOT Security was introduced. She spoke from the budget document, pages 88-89 regarding additional security for DOT. She displayed the new security card

for members to see and mentioned that since the introduction of the cards, theft has been reduced. Ms. Bailey said they are working on permanent ID cards for employees.

Mr. Cameron Lee, Director of General Services for DOT was introduced. He spoke from the budget document, page 88, item 3. He spoke of the need for one position, a maintenance mechanic, salary between \$25,000 and \$30,000. He said that 12 maintenance mechanics cover approximately 600,000 square feet, utilities, water, power and janitorial shop supplies. The cost is approximately \$4 per square foot, \$1.50 for janitorial and \$1.50 for utilities. He suggested that costs in the private market is \$5.25 per square foot. Mr. Lee then referred to page 90 in the budget document, item 12, an appropriation request for \$4,070,348 to provide funding for DOT facility improvements. In response to several questions, Mr. Lee said DOT is negotiating for a site on Garner Road (currently occupied by the Highway Patrol) for the new DOT site, and sufficient funds are available to complete the design. Mr. Lee distributed another handout titled *Summary List of Capital Improvement Requests 1998-99* which is project specific.

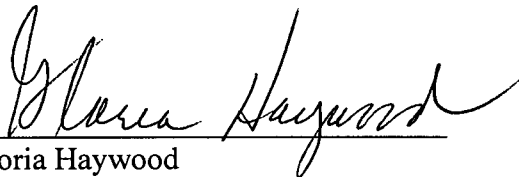
Mr. Archie Hankins, DOT Hydraulics Unit, was introduced. Mr. Hankins referred the committee to page 93, item 20 in the budget document.

Mr. Larry Sams, Assistant to the Highway Administrator was introduced. Mr. Sams spoke regarding federal highway legislation. Mr. Sams said that Congress needed to pass reauthorization legislation for surface transportation and ISTEA. The House and the Senate have passed separate bills for six years and it increases ISTEA by \$155 billion nationwide. The increase is about 40%. North Carolina may receive up to \$150 million more per year for surface transportation which will be known after reauthorization bill is passed. In response to a question, the money cannot be used for routine maintenance.

Representative McMahan adjourned the meeting at 10:30A.M.



Representative Ed McMahan
Co-Chairperson House Committee



Gloria Haywood
Senate Committee Clerk

FY 1998-99 NCDOT-PTD
Transit 2001
Expansion Capital Budget
\$6.7 million

Rural and Small Urban: \$1,700,000

<u>System Name</u>	<u>Project Description</u>	<u>State Share</u>	<u>Total Cost</u>
AppalCART (Watauga Co.)	1 Conversion van	29,343	32,603
	Facility Improvement	81,000	90,000
Ashe County Transportation Authority, Inc.	1 Minivan	20,028	22,235
	Facility Improvement	135,000	150,000
Bladen Area Rural Transportation System	1 Conversion van	29,343	32,603
Brunswick Interagency Transportation System, Inc.	1 Conversion van	29,343	32,603
Burke County Transit Administration, Inc.	1 14-passenger van	22,356	24,840
Craven County	2 Conversion vans	58,686	65,206
	1 14-passenger van	22,356	24,840
	Facility Improvement	270,000	300,000
Carteret County Area Transportation System, Inc.	2 Conversion vans	58,686	65,206
Chatham Transit Network, Inc.	1 Conversion van	29,343	32,603
	1 14-passenger van	22,356	24,840
Choanoke Public Transportation Authority	2 14-passenger vans	44,712	49,680
	Facility Improvement	90,000	100,000
Davidson County	1 Van cutaway	45,410	50,456
	1 Center-aisle van	24,219	26,910
Harnett County	1 14-passenger van	22,356	24,840
Inter-County Public Transportation Authority	1 Van cutaway	45,410	50,456
Kerr Area Rural Transportation System	4 14-passenger vans	89,424	99,360
	1 Conversion van	29,343	32,603
Lincoln County Group Home for the Handicapped, Inc.	1 14-passenger van	22,356	24,840
Martin County	1 Conversion van	29,343	32,603
McDowell County	1 14-passenger van	22,356	24,840
Madison County Transportation Authority	2 14-passenger vans	44,712	49,680
Mecklenburg County	1 Van cutaway	45,410	50,456
New Hanover County	4 Conversion vans	117,372	130,412
Pender Adult Services, Inc.	1 Van cutaway	45,410	50,456
	1 Conversion van	29,343	32,603

May 19, 1998

<u>System Name</u>	<u>Project Description</u>	<u>State Share</u>	<u>Total Cost</u>
Rowan Area Transit System, Inc.	1 Conversion van	29,343	32,603
	1 14-passenger van	22,356	24,840
Yadkin Valley Economic Development District, Inc.	1 14-passenger van	22,356	24,840
	3 Center-aisle vans	<u>72,657</u>	<u>80,730</u>
Sub Total		1,701,728	1,890,787

Urban and Regional: \$5,000,000

<u>System Name</u>	<u>Project Description</u>	<u>State Share</u>	<u>Total Cost</u>
Greensboro	6 Replacement buses	1,100,000	1,375,000
Raleigh	12 Replacement buses	1,700,000	2,125,000
Winston-Salem	11 Replacement buses	<u>2,200,000</u>	<u>2,750,000</u>
Sub Total		5,000,000	6,250,000

May 19, 1998

1998-1999 Recommended Changes
North Carolina Department of Transportation
Transportation Construction and Maintenance—84230

10. Additional Funds for Public Transportation—Transit 2001

Passenger Rail Program—State Fiscal Year 98-99
Impacts of not funding \$ 6,700,000

1. Delay start-up of passenger service to Western North Carolina:
 - Capital—stations, passenger equipment, track and other infrastructure work: Salisbury, Statesville, Hickory, Morganton, Old Fort, Black Mountain, and Asheville (\$ 3,103,985 non-recurring)
 - Delay or cancel service inauguration (\$ 3,169,103 recurring)
2. Delay work on federally designated high speed corridor—Charlotte-Greensboro-Raleigh-Richmond-Washington:
 - Environmental (\$ 300,000 non-recurring matching funds)
 - Citizen Participation (\$ 125,000 non-recurring funds)
3. Matching funds for federal grants:
 - Federal Transportation Program
 - Sealed Corridor (\$ 1,250,000 non-recurring matching funds)
 - Preliminary Engineering and Design (\$ 7,500,000 non-recurring matching funds)
 - Right of Way Acquisition (\$ 17,500,000 non-recurring matching funds)
 - Amtrak—Taxpayer Relief Act of 1997
 - Capital (\$75,000,000 non-recurring matching funds over 2-3 years)

SUMMARY LIST OF CAPITAL IMPROVEMENT REQUESTS

1998-99

Department DOT - General Services - Facilities Design, Construction, and Maintenance

Capital Priority Number	Project Description	1998-99
1	New DMV Complex Raleigh Property Acquisition Access Road and Utilities	Requirements \$ 483,000 Receipts Appropriation \$ 483,000
2	Wilmington Maintenance Yard Relocation	Requirements \$ 5,000,000 Receipts - Property Sale (est.) \$ 5,000,000 Appropriation \$ -0-
3	Greensboro Division Office Annex, Const.	Requirements \$ 690,600 Receipts (Property Sale) \$ 361,825 Appropriation \$ 328,775
4	Statewide DMV Small Office Additions	Requirements \$ 275,000 Receipts (Land Sale) \$ 133,825 Appropriation \$ 141,175
5	Whittier Resident Engineer's Office	Requirements \$ 389,700 Receipts (DOI Fire Fund) \$ 211,400 Appropriation \$ 178,300

6 Creswell Bridge Maintenance Office/Whse./Lmbr. Shed

Requirements \$ 578,000
Receipts (Source) \$
Appropriation \$ 578,000

7 Washington District Office

Requirements \$ 518,000
Receipts (Source) \$
Appropriation \$ 518,000

8 Sanford DMV Bldg. Renovation/Scope Change

Requirements \$ 242,000
Receipts (Source) \$
Appropriation \$ 242,000

9 Graham DMV Bldg. Renovation & Addition, Const.

Requirements \$ 385,000
Receipts (Source) \$
Appropriation \$ 385,000

10 Gillburg Equipment Shop, Des.

Requirements \$ 95,000
Receipts (Source) \$
Appropriation \$ 95,000

11 Andrews District/Resident Engineer's Office, Const.

Requirements \$ 727,000
Receipts (Source) \$
Appropriation \$ 727,000

12 Greensboro Enforcement Office, Des

Requirements \$ 58,000
Receipts (Source) \$
Appropriation \$ 58,000

13 Raleigh Thompson Building, Renovations

Requirements \$ 135,000
Receipts (Source) \$
Appropriation \$ 135,000

14 Statewide Ada Modifications

Requirements \$ 150,000
Receipts (Source) \$
Appropriation \$ 150,000

15 Statewide Roof Replacements

	Requirements	\$	51,098
	Receipts (Source)	\$	
	Appropriation	\$	51,098

Total Requirements

	Total Requirements	\$	9,777,398
	Total Receipts	\$	<u>5,707,050</u>
	Total Appropriation	\$	<u><u>4,070,348</u></u>

1998-99 Recommended Changes

III. Transportation

A. Transportation Program

Total funding in excess of \$2.5 billion is required to support the state's Transportation Program for the 1998-99 fiscal year. Approximately \$1,157.8 million, or 46% of the total is provided from the traditional Highway Fund. Highway Trust Fund availability adds another \$840.0 million of the total, which represents 34%. Other state funds include General Fund support totaling \$11.2 million and departmental receipts of \$6.7 million. Federal Aid totals \$507.3 million, or 20%.

A summary of the total Transportation Program showing the source of funding and the activity supported is included in the table, North Carolina Transportation Program 1998-99.

North Carolina Transportation Program, 1998-99

Budget Code	Highway Fund	Highway Trust Fund	Department Receipts	Federal Funds	General Fund	Total
84200 Department of Transportation Administration	\$ 72,329,032	\$ 10,519,300	\$ 544,289	\$ -	\$ -	\$ 83,392,621
Division of Highways						
84220 Administration	34,723,375	6,392,967	418,675	-	-	41,535,017
84230 Construction	116,333,000	603,161,222	-	471,707,065	-	1,191,201,287
84230 Maintenance	479,395,548	-	-	-	-	479,395,548
84230 Planning and Research	2,959,649	-	-	8,859,383	-	11,819,032
84230 OSHA Program	425,000	-	-	-	-	425,000
84230 Ferry Operations	18,098,290	-	-	-	-	18,098,290
State Aid						
84230 Municipalities	81,233,000	39,586,823	-	-	-	120,819,823
84230 Public Transportation	30,746,921	-	-	6,828,057	-	37,574,978
84230 Airports	-	-	-	15,478,062	11,246,445	26,724,507
84230 Railroads	12,100,000	-	-	-	-	12,100,000
84240 Governor's Highway Safety	312,080	-	-	4,405,478	-	4,717,558
84260 Division of Motor Vehicles	90,952,817	3,819,916	5,781,508	-	-	100,554,241
84290 Uncommitted Trust Fund Admin.	-	6,483,772	-	-	-	6,483,772
84270 Other State Agencies	158,256,881	-	-	-	-	158,256,881
84290 Transfer to General Fund	-	170,000,000	-	-	-	170,000,000
84270 Reserves and Transfers	55,914,059	-	-	-	-	55,914,059
Total Operating	\$1,153,779,652	\$839,964,000	\$6,744,472	\$507,278,045	\$11,246,445	\$2,519,012,614
84270 Capital Improvements	4,070,348	-	-	-	-	4,070,348
Grand Total	<u>\$1,157,850,000</u>	<u>\$839,964,000</u>	<u>\$6,744,472</u>	<u>\$507,278,045</u>	<u>\$11,246,445</u>	<u>\$2,523,082,962</u>

**1998-99 Recommended Changes
Transportation - Continued**

B. Highway Fund

The traditional Highway Fund is supported from three primary sources: (1) three-fourths of the Motor Fuels tax collected by the Department of Revenue; (2) Licenses and Fees collected by the Division of Motor Vehicles; and (3) interest earned from investment of the fund cash balance by the State Treasurer.

1. Revenue

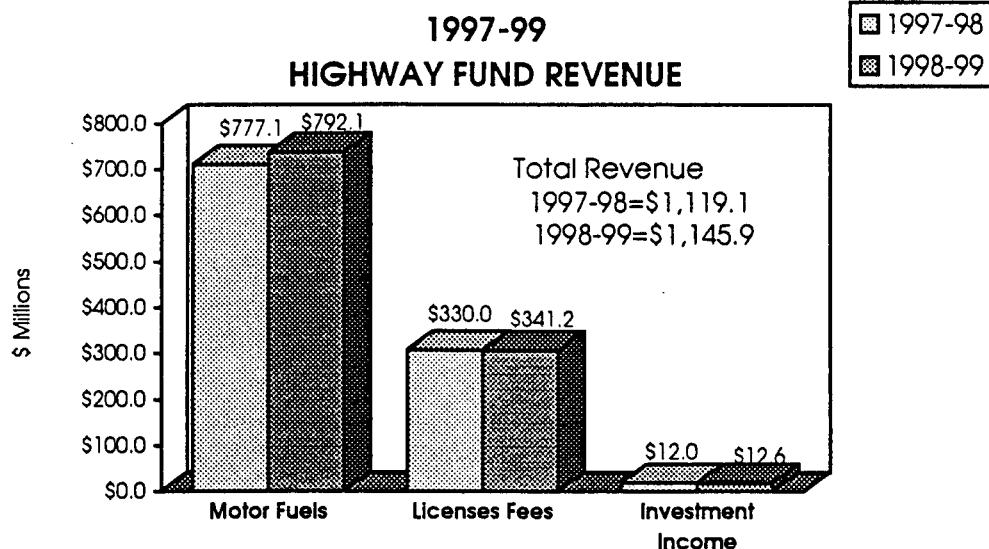
The rate of growth in motor fuel consumption is expected to remain moderate during the fiscal years 1997-98 and 1998-99. Following a 3.3% increase in 1996-97, motor fuel consumption is projected to grow by 2.9% and 4.1% in 1997-98 and 1998-99 respectively. The growth in motor fuel tax collections is projected to slow, however, as a result of a sharp decline in the wholesale price of motor fuels, and, therefore, the variable component of the Motor Fuels Tax rate. The variable rate is projected to average 5.0 cents during 1997-98, while decreasing to 4.5 cents in 1998-99. Overall, including the Motor Fuel Inspection Fee and Highway Use Registration Fee, Motor Fuels Tax collections are expected to total \$777.1 million in 1997-98 (up 4.6%) and \$792.1 million in 1998-99 (up 1.9%).

Licenses, Fees, and Other State Revenue (LFO) are projected to increase to \$330.0 million in 1997-98, and \$341.2 million in 1998-99. This represents growths of 3.2% and 3.4% respectively. Staggered registrations are projected to grow by 2.7% in 1997-98, then accelerate slightly to 3.2% in 1998-99. Only a minor 0.1% increase is projected for Truck Licenses in 1997-98, based on collections through March 1998. Growth in Truck Licenses revenue should recover to a more normal 3.5% in 1998-99. Investment income continues to suffer from increased spending for cleanup activities following a major ice storm and Hurricane Fran. Investment income is projected to decline to \$12.0 million in 1997-98, before recovering modestly to \$12.6 million in 1998-99. Overall, Highway Fund revenue is projected to reach \$1,119.1 million in 1997-98 and \$1,145.9 million in 1998-99, representing growth rates of 4.0% and 2.4% respectively.

**1998-99 Recommended Changes
Transportation - Continued**

Highway Fund Revenue, 1997-99

	<u>1996-97 Actual</u>	<u>1997-98 Estimated</u>	<u>1998-99 Projected</u>
Motor Fuels Taxes:			
Motor Fuels Tax	\$ 730,926,355	\$ 764,870,000	\$ 779,270,000
Inspection Fee	11,676,667	12,020,000	12,510,000
Highway Use Registration Fee	<u>207,775</u>	<u>250,000</u>	<u>300,000</u>
Total Motor Fuels Tax	\$ 742,810,797	\$ 777,140,000	\$ 792,080,000
Licenses and Fees:			
Staggered Registration Plan	\$ 131,363,098	\$ 134,930,000	\$ 139,250,000
International Registration Plan	41,479,027	43,660,000	45,620,000
Drivers License Fees	68,124,912	69,600,000	71,350,000
Truck Licenses	54,046,254	54,110,000	56,010,000
Other Licenses and Fees	<u>24,703,661</u>	<u>27,680,000</u>	<u>28,930,000</u>
Total Licenses and Fees	\$ 319,716,952	\$ 329,980,000	\$ 341,160,000
Investment Income	<u>13,145,612</u>	<u>12,000,000</u>	<u>12,610,000</u>
Total Highway Fund Revenue	<u><u>\$1,075,673,361</u></u>	<u><u>\$1,119,120,000</u></u>	<u><u>\$1,145,850,000</u></u>



1998-99 Recommended Changes
Transportation - Continued

2. Condition of the Highway Fund

Reversions of \$11.5 million from unused 1997-98 appropriations are expected to be available for 1998-99 in addition to \$468,248 in overrealized revenue which will provide an estimated credit balance for 1998-99 of \$12 million.

The table below, Changes to the Condition of the Highway Fund, reflects the credit balance and combines it with the revised estimate of revenue, to show the revised availability of \$1,157.8 million.

Condition of the Highway Fund, 1998-99

	<u>1997-98</u> <u>Estimated</u>	<u>1998-99</u> <u>Authorized</u>	<u>Net Changes</u> <u>Recommended</u>	<u>1998-99</u> <u>Recommended</u>
<u>Availability:</u>				
Beginning Credit Balance:				
Estimated Reversions	\$ 20,833,339	\$ -	\$11,531,752	\$ 11,531,752
Overrealized Revenue	12,836,208	-	468,248	468,248
Less Required Reserves	-	-	-	-
Subtotal	\$ 33,669,547	\$ -	\$12,000,000	\$ 12,000,000
State Highway Revenue	<u>1,119,120,000</u>	<u>1,144,625,737</u>	<u>1,224,263</u>	<u>1,145,850,000</u>
Total Availability	\$1,152,789,547	\$1,144,625,737	\$13,224,263	\$1,157,850,000
Expended and Reserved	<u>1,152,321,299</u>	<u>1,144,625,737</u>	<u>13,224,263</u>	<u>1,157,850,000</u>
Ending Credit Balance	<u>\$ 468,248</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

Adjustments to Continuation Requirements

1998-99

- General Statutes 136-44.2A, Secondary Roads, and 136-41.1 State Aid to Municipalities, require a portion of gasoline tax collections to be appropriated based on 1.75 cents for gasoline taxed. Revised revenue estimates for 1998-99 show a decrease in the growth rate of gasoline over the original estimate thereby requiring a reduction in requirements as follows:

State Aid to Municipalities	\$ (2,050,000)
Secondary Roads	<u>(2,050,000)</u>
Reduction in Requirements	\$ (4,100,000)

1998-99 Recommended Changes
Transportation - Continued

1998-99

2. Per G. S. 119-4 through G. S. 119-22, a Gasoline Inspection Tax of .25 cent per gallon is levied on all petroleum products used as motor fuel. The fees are earmarked to agencies outside of the Highway Fund. After deducting funds to administer and enforce the provisions of the inspection laws (Department of Agriculture and Consumer Services), and the cost of collection (Department of Revenue), the balance of the revenue is credited to the Leaking Underground Storage Tank (LUST) Cleanup Fund (Department of Environment and Natural Resources).

Revised revenue estimates for fiscal year 1998-99 show a decrease in the Gasoline Inspection Tax, thus a reduction in the amount of funds to be transferred to the LUST Cleanup Fund. This decreases the appropriation to the amount of the new revenue estimate for the Gasoline Inspection Fee for fiscal year 1998-99 by \$189,000.

Reduction in Requirements

\$ (189,000)

3. It is recommended that the payment of \$13,400,000 in estimated Sales Tax to the General Fund be eliminated and used to enhance mass transit.

Reduction in Requirements

(13,400,000)

4. As per G. S. 136-176(4) Highway Funds are required to be transferred to the Highway Trust Fund. These funds represent revenue available from the retirement of refunding bonds issued to repay highway construction bonds. It is recommended that the statutes be changed to allow for these funds to be maintained in the Highway Fund for highway maintenance during 1998-99.

Reduction in Requirements

(38,000,000)

5. This is to request that a reduction be made in the amount of Highway Fund Appropriation used to match Federal Aid Construction funds.

The current level of state funds to match federal aid construction in the Highway Fund is \$33,153,153. The required level of state funds to match federal aid construction is approximately \$120,000,000 per year. The match that is not provided by the Highway Fund is provided by the Highway Trust Fund. This request is to reduce the Federal Aid Match funds in the Highway to \$0.00 and provide all of the match for Federal Aid Construction from the Highway Trust Fund. There are sufficient funds available in the Highway Trust Fund to accommodate this request.

Reduction in Requirements

(33,153,153)

Total Continuation Adjustments

\$ (88,842,153)

1998-99 Recommended Changes
Transportation - Continued

3. Supplemental Budget Recommendations

The table, Recommended Changes to the 1998-99 Highway Fund Budget, represents Governor Hunt's proposed adjustments to the 1998-99 Highway Fund Budget. A description of each adjustment follows:

Department of Transportation

Transportation Administration - 84210

1998-99

- | | |
|--|------------------------|
| <p>1. Increase Funds for Security Services
The Department of Transportation has recently installed a card key access system in some of it's facilities to provide enhanced security for its employees and customers. Additional funds are required to cover the increased expenses as a result of the new system.</p> | <p>\$ 33,778</p> |
| <p>2. Increased Requirements for Postage
The Department of Transportation Support Services mail unit provides in-house mail services for the Division of Motor Vehicles. The cost of providing mail services has increased substantially due to increased mailings, changes in postal regulations and postal increases. The actual expenses for fiscal year 1996-97 was \$4,027,922 for postage and \$160,923 for Express Freight and Drayage. Additional funds are needed to cover increased expenses.</p> | <p>710,785</p> |
| <p>3. Maintenance Funds for Raney Building
This request is for one additional position and expenses to maintain and operate the Raney Building. This building was allocated to the Department in August of 1997. We anticipate the need for an additional maintenance mechanic. Operating expenses have been estimated based on experienced cost of existing Raleigh facilities prorated by the square footage of the Raney Building.
Number of Positions</p> | <p>109,751
1.0</p> |
| <p>4. Increase in Payments to Other State Agencies
This line item consists primarily of the State Information Processing Services (SIPS) billing charges. Current actual charges are approximately \$1.2 million per month. Based on a cost projection model provided by SIPS, we anticipate the base total for fiscal year 1998-99 to be \$17.4 million. With the additional imaging activity at the Division of Motor Vehicles, as well as the increases in State Titling and Registration System (STARS) and Drivers License usage, we estimate the SIPS bill to grow over the next year by \$0.3 million per month for an additional cost of \$3.6 million. Additional funds are requested to meet this need.</p> | <p>10,000,000</p> |

1998-99 Recommended Changes

Transportation - Transportation Administration - 84210 - Continued

1998-99

5. **Increase Telephone and Telegraph**

The Management Information Systems Section pays for all data lines utilized in the department as well as some utilized by other state agencies. As our systems capabilities improve, we are experiencing more and more connections to the Department of Transportation (DOT) network structure. As we implement more technology improvements, more sites are being added to accommodate the efficiencies achieved by global networking, thereby causing an increase in line charges.

\$ 1,300,000

6. **Increase Contracted Services**

The Client Services Unit within the Management Information Systems Section is responsible for providing information systems (I/S) technical support for statewide DOT customers regarding I/S Requirements and Capacity Planning, Office Automation Implementation, Facilities Infrastructure, Customer Service and Department of Transportation Help Desk Operation 24 hours X 7 day/week. Additional funds are required to pay contractors that will provide these services to the department.

1,000,000

7. **Contract Security for the Raney Building**

The Olivia Raney Building was allocated to the Department of Transportation in an effort to consolidate most of the Management Information Systems Section into one location. The building is scheduled to be occupied by the MIS staff in June, 1998. This request is to provide funds for contract security for the Raney Building.

65,000

8. **Liability Insurance System Development**

The North Carolina Department of Transportation is in the process of modernizing the systems that support the Division of Motor Vehicles business functions. Some applications are completed and some are in progress. The last major system implementation was the State Titling and Registration System (STARS).

With STARS implemented in 1996 and the Driver's License system implemented earlier in 1994, two of the remaining major systems in Division of Motor Vehicles are the Crash Reporting and the International Registration Plan (IRP) systems. The Management Information Systems staff has already started activities to completely reengineer these applications before the arrival of the year 2000. Additional funds are requested to complete these projects.

500,000

1998-99 Recommended Changes**Transportation - Transportation Administration - 84210 - Continued**1998-99**9. Increase Data Processing Equipment and Software**

Additional funds are requested to purchase data processing equipment and software to support needs within the Management Information Systems Section and to supply critical hardware and software needs to all elements of the department where system failures occur or new legislative mandates require additional equipment.

\$ 500,000

Total Recommended Changes for Transportation Administration
Number of Positions

\$ 14,219,314
1.0

Transportation Construction and Maintenance - 84230**10. Additional Funds for Public Transportation**

The North Carolina Department of Transportation was allocated an additional \$36 million in federal and state highway funds to begin implementing recommendations from Transit 2001 to expand and improve Public Transportation and Rail Services across the state. Additional funds are needed in fiscal year 1998-99 in order to maintain the level of funding needed to continue the Transit 2001 activities and programs into the second year of implementation.

\$ 13,400,000

11. Increase Funding for Contract Resurfacing

Current appropriations do not adequately address minimum resurfacing needs which are over \$150 million annually. Funding for contract resurfacing has not kept pace with cost increases in the last 10 years. This is to request that \$38 million in additional contract resurfacing be appropriated.

38,000,000

12. Provide Funding for DOT Facility Improvements

This request is to provide funds for necessary capital improvement projects in the Department of Transportation.

Requirements

\$ 9,777,398

Receipts

5,707,050

Appropriation

\$ 4,070,348

1998-99 Recommended Changes**Transportation - Transportation Construction and Maintenance - 84230 - Continued**1998-99**13. Reduce Federal Funds Match**

The current level of state funds to match federal aid construction in the Highway Fund is \$33,153,153. The required level of state funds to match federal aid construction is approximately \$120,000,000. The match that is not provided by the Highway Fund is provided by the Highway Trust Fund. This request is to reduce the remaining Federal Aid match funds in the Highway Fund to \$0.00 and provide all of the match for Federal Aid Construction from the Highway Trust Fund. There are sufficient funds available in the Highway Trust Fund to accommodate this request.

\$ (33,153,153)

14. Motor Fuels Statutory Adjustments

As a result of a decrease in the projection of revenue to be received from the tax on motor fuels statutory adjustments are requested to be made in the following line items:

State Aid to Municipalities	(2,050,000)	
Secondary Roads Construction	(2,050,000)	(4,100,000)

Total Recommended Changes for Transportation Construction and Maintenance

\$ 18,217,195

Division of Motor Vehicles - 84260**15. Vehicle Registration Plates and Stickers**

During the 1997-99 budget appropriation process, the Division of Motor Vehicles requested and received funding for a projected growth rate of 4% in the issuance of license plates and stickers for the Vehicle Registration Section. However, the growth rate has surpassed this expectation for all major plate and sticker categories. Upon review of the line items and projection of anticipated increases, the division expects to incur additional costs of \$227,044 for fiscal year 1998-99.

\$ 227,044

1998-99 Recommended Changes
Transportation - Division of Motor Vehicles - 84260 - Continued

1998-99

16. Vehicle Registration Computer Hardware and Software for Financial Security

North Carolina Statute requires that liability insurance is maintained on all licensed vehicles. The current Financial Security System (FSS), is separate from the State Title and Registration System (STARS). An interface between the two systems is in place, but does not function adequately. The current FSS system is also not Year 2000 compatible. Therefore, a fully-integrated, Year 2000-compatible Financial Security System will be developed. Application development for the new FSS system has been funded in the Department of Transportation (MIS) budget through June 30, 1998. There has been no appropriation for equipment to be used with the new system.

\$ 202,596

17. Traffic Records Equipment/Operating Costs for New Crash Reporting

The Driver License Section is currently rewriting the crash reporting program. This is a 25 year old program that required the use of dumb terminals to process the crash reports. The new program will be totally automated which will require state-of-the-art electronic equipment to support the electronic submission of crash data. The users and collectors of the data will be able to receive and submit needed data in a timely and efficient manner in order to make safety decisions. The requested funds will be used in part to purchase desk top computers with cornerstone monitors, printers, and image retrieval workstations with scanners and ergonomic workstations. These workstations will provide maximum utilization of current office space. The cost of installation as well as service and maintenance of this equipment is requested.

451,500

1998-99 Recommended Changes**Transportation - Division of Motor Vehicles - 84260 - Continued**1998-99**18. Enforcement Section Pay Equity Plan**

This plan is designed to bring equity to the Enforcement Section of the Division of Motor Vehicles by adjusting the existing salaries of Enforcement Officers against the salaries of other state law enforcement officers. Officers of the North Carolina Highway Patrol, Alcohol Law Enforcement, Wildlife Resources Commission, Marine Fisheries and Park Police of the Department of Environment and Natural Resources all have received pay equity adjustments from the North Carolina General Assembly. The plan creates equity against other state law enforcement agencies by adjusting pay grades using each officer's service within the section as of June 30, 1998. Time other than that earned as a law enforcement officer with the Enforcement Section is not counted.

\$ 1,000,000

Total Recommended Changes for Division of Motor Vehicles

\$ 1,881,140

Reserves and Transfers - 84270**19. Funds for Legislative Increase**

This request is to provide funds to be placed in a reserve for a 4% Legislative Increase and a 1% bonus for fiscal year 1998-99 for employees paid from the Highway Fund.

\$ 20,000,000

20. Provide Funding for Compliance With Department of Environment and Natural Resources Stormwater Discharge Permit

Funding is needed to comply with the requirements of the expected permit to allow the department to continue to discharge stormwater and borrow pit wastewater. Required activities under this permit include inventories, construction of control and mitigation devices, educational and public participation programs, monitoring activities, program planning and assessment, and periodic reporting.

500,000

21. Funds for Performance Pay for Highway Patrol

This request is to provide funds for performance pay for the Highway Patrol due to an error that was made in the calculation during the continuation budget process. When the error was discovered, it was too far along in the budget negotiation process to include the funds in the continuation budget.

2,787,596

1998-99 Recommended Changes
Transportation - Reserves and Transfers - 84270 - Continued

1998-99

22. **Funds for Criminal Justice Information Network for Highway Patrol**
Funds are requested to be placed in a reserve to be transferred to the Department of Crime Control and Public Safety for the continued development and implementation of the Criminal Justice Information Network (CJIN). This is Phase III in the development of the network. \$ 2,406,611
23. **Funds for 40 Additional Highway Patrol Troopers**
Funds are requested to be placed in a reserve to be transferred to the Department of Crime Control and Public Safety in support of forty (40) additional Highway Patrol Troopers. 2,551,595
24. **Mobile Data Computers for Highway Patrol Troopers**
Funds are requested to be placed in a reserve to be transferred to the Department of Crime Control and Public Safety for mobile data computers that will be placed in patrol cars of Highway Patrol Troopers. This is the first of three requests to complete the installation in all patrol cars. 2,249,812
25. **Reduction in Statutory Transfer**
As a result of a decrease in the projection of revenues to be received from the tax on motor fuels a statutory adjustment is requested in the funds transferred to the Leaking Underground Storage Tanks (LUST) fund. (189,000)
26. **Eliminate Sales Tax Transfer**
This request is to eliminate the Reserve for Sales Tax transfer to the General Fund in the amount of \$13,400,000 to be used for mass transit. (13,400,000)
27. **Eliminate Transfer to Highway Trust Fund**
This request is to eliminate the transfer of Highway Fund Appropriations to the Highway Trust Fund in the amount of \$38,000,000 that relates to the retirement of refunding bonds. These funds will be used for highway maintenance. (38,000,000)
- Total Recommended Changes for Reserves and Transfers \$ (21,093,386)
- Total Recommended Changes for Department of Transportation \$ 13,224,263
Number of Positions 1.0

**1998-99 Recommended Changes
Transportation - Continued**

**Changes to the 1998-99 Highway Fund Budget
(Highway Fund Appropriations Only)**

	<u>1998-99 Previously Authorized</u>	<u>Revision</u>	<u>1998-99 Revised Appropriation</u>
DOT-General Administration	\$ 58,109,718	\$ 14,219,314	\$ 72,329,032
Highway Division Administration	34,723,375	-	34,723,375
State Match for Federal Aid-Planning and Research	2,959,649	-	2,959,649
Construction Program:			
State Secondary System	\$ 83,283,000	\$ (2,050,000)	\$ 81,233,000
State Urban System	14,000,000	-	14,000,000
Discretionary Funds	10,000,000	-	10,000,000
Spot Safety Improvements	9,100,000	-	9,100,000
Access and Public Service Roads	2,000,000	-	2,000,000
State Match for Federal Aid	<u>33,153,153</u>	<u>(33,153,153)</u>	<u>-</u>
Total Construction Program	\$ 151,536,153	\$ (35,203,153)	\$ 116,333,000
Maintenance Program:			
Primary System	\$ 109,635,113	\$ -	\$ 109,635,113
Secondary System	187,394,152	-	187,394,152
Urban System	36,414,035	-	36,414,035
Contract Resurfacing	<u>107,952,248</u>	<u>38,000,000</u>	<u>145,952,248</u>
Total Maintenance Program	\$ 441,395,548	\$ 38,000,000	\$ 479,395,548
Ferry Operations	\$ 18,098,290	\$ -	\$ 18,098,290
State Aid to Municipalities	83,283,000	(2,050,000)	81,233,000
State Aid to Railroads	12,100,000	-	12,100,000
State Aid for Public Transportation	17,346,921	13,400,000	30,746,921
Asphalt Plant Cleanup	425,000	-	425,000
Governor's Highway Safety Program	312,080	-	312,080
Division of Motor Vehicles	<u>89,071,677</u>	<u>1,881,140</u>	<u>90,952,817</u>
Total Other Programs	\$ 220,636,968	\$ 13,231,140	\$ 233,868,108
Total Department of Transportation	\$ 909,361,411	\$ 30,247,301	\$ 939,608,712

**1998-99 Recommended Changes
Transportation - Continued**

	<u>1998-99 Previously Authorized</u>	<u>Revision</u>	<u>1998-99 Revised Appropriation</u>
Appropriations to Other State Agencies:			
Agriculture and Consumer Services	\$ 3,069,026	\$ -	\$ 3,069,026
Revenue	2,331,760	-	2,331,760
State Treasurer-Sales Tax	13,400,000	(13,400,000)	-
Public Instruction-Driver Education	22,573,141	-	22,573,141
Crime Control and Public Safety-Highway Patrol	112,031,483	9,995,614	122,027,097
Environment and Natural Resources			
LUST Trust Fund	7,298,214	(189,000)	7,109,214
Chemical Test	396,643	-	396,643
Global Transpark	750,000	-	750,000
Total-Other State Agencies	<u>\$ 161,850,267</u>	<u>\$ (3,593,386)</u>	<u>\$ 158,256,881</u>
Reserves and Transfers:			
Highway Trust Fund	\$ 38,000,000	\$(38,000,000)	\$ -
Legislative Salary Increase	30,405,532	20,000,000	50,405,532
Salary Adjustment	200,000	-	200,000
Computer Reserve	1,000,000	-	1,000,000
DMV Systems Reserves	3,508,527	-	3,508,527
Minority Contractor Development	150,000	-	150,000
State Fire Protection Grant	150,000	-	150,000
Stormwater Discharge Permit	-	500,000	500,000
Total Reserves and Transfers	<u>\$ 73,414,059</u>	<u>\$(17,500,000)</u>	<u>\$ 55,914,059</u>
 Total Current Operations	 \$1,144,625,737	 \$ 9,153,915	 \$1,153,779,652
 Capital Improvements	 <u>-</u>	 <u>4,070,348</u>	 <u>- 4,070,348</u>
 Total Highway Fund Appropriation	 <u>\$1,144,625,737</u>	 <u>\$ 13,224,263</u>	 <u>\$1,157,850,000</u>

C. Highway Trust Fund

The 1989 Session of the General Assembly, in Chapter 692 of the Session Laws, ratified House Bill 399 to establish the Highway Trust Fund. Revenue for the funding was provided from four primary sources: (1) one fourth of the Motor Fuels Tax collected by the Department of Revenue; (2) Sales and Use Taxes on the sales of motor vehicles in excess of \$170 million, which is to be used in the General Fund; (3) most of the Title Fees and some various Registration Fees collected by the Division of Motor Vehicles. Effective July 1, 1996, all Title and Registration Fees were dedicated to the Trust Fund; and (4) interest earned from investment of the Trust Fund cash balance by the State Treasurer.

1998-99 Recommended Changes Transportation - Continued

The legislation also sets out the various roads identified as the Intrastate System and Urban Loops which are to be funded. Also identified are supplemental funds for Secondary Road Construction and Aid to Municipalities. Formula funding for administration as well as for the mentioned purposes is likewise included in the legislation.

1. Revenue

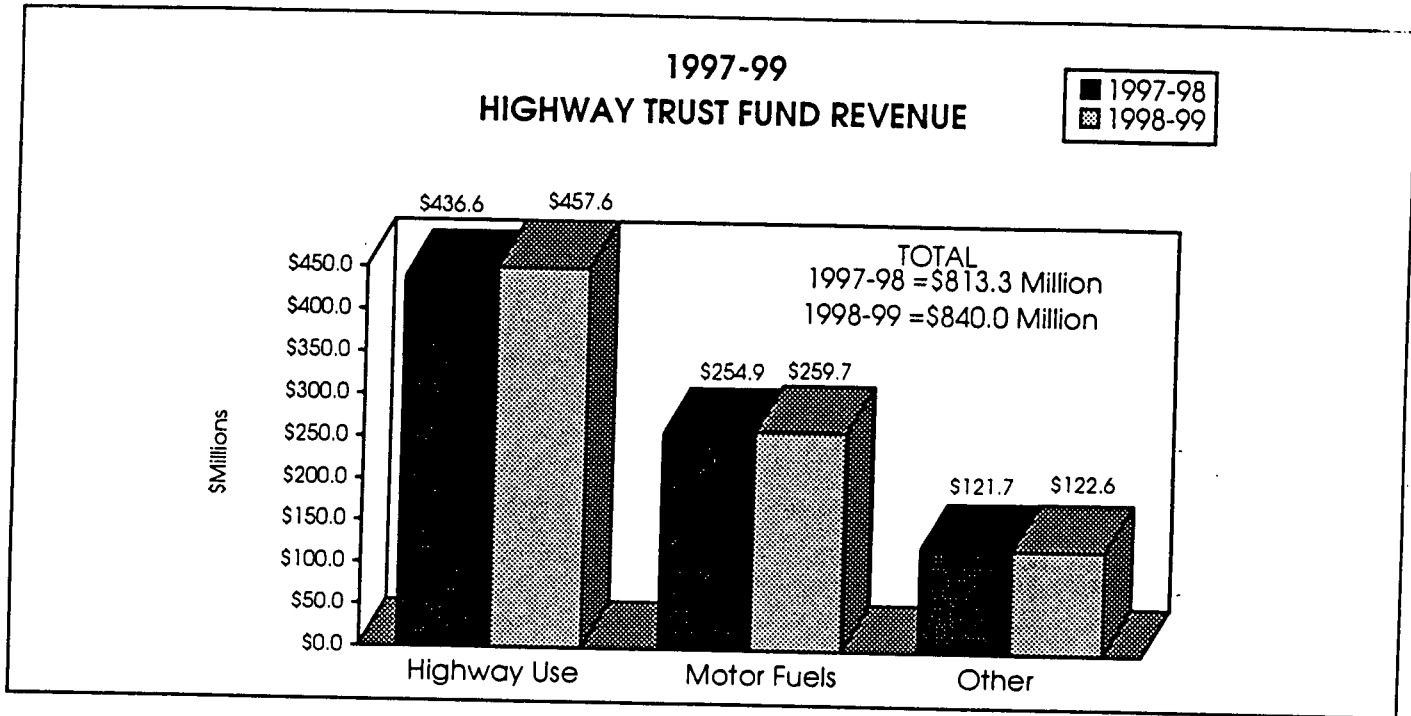
One-fourth of the Motor Fuels Tax collections are dedicated to the Highway Trust Fund. The revenue is projected to total \$254.9 million in 1997-98 and \$259.7 million in 1998-99. This represents increases of 4.6% and 1.9% respectively. The decline in the growth rate is a result of falling wholesale price of motor fuels and its impact on the variable component of the Motor Fuels tax rate. Motor Vehicle Use Tax collections are projected to remain strong increasing by 7.1% in 1997-98 and 4.8% in 1998-99. Other Trust Fund fees are anticipated to increase in the 3.0% range during this period. Investment income is project to decline by 7.3% in 1997-98 and 5.0% in 1998-99, as average cash balances are projected to decline.

Including Miscellaneous Registrations, Lien Recording Fees, and Investment Income, Highway Trust Fund revenue is projected to total \$813.3 million in 1997-98 and \$840.0 million in 1998-99, representing growth rates of 5.2% and 3.3% respectively.

Highway Trust Fund Revenue, 1997-99

	<u>1996-97 Actual</u>	<u>1997-98 Estimated</u>	<u>1998-99 Projected</u>
Anticipated Collections:			
Motor Fuel Taxes	\$ 243,731,232	\$ 254,930,000	\$ 259,731,000
Highway Use Tax	407,577,335	436,643,000	457,602,000
Title Fees:			
Certificates of Title	73,029,553	76,388,000	78,680,000
Miscellaneous Title Fees	12,687,795	12,234,000	12,506,000
Investments Income	<u>35,719,382</u>	<u>33,100,000</u>	<u>31,445,000</u>
Total Highway Trust Fund Revenue	\$ 772,745,297	\$ 813,295,000	\$ 839,964,000

**1998-99 Recommended Changes
Transportation - Continued**



2. Condition of the Highway Trust Fund

The following table reflects the change in availability to the Highway Trust Fund, and the corresponding changes to the statutory appropriations.

Condition of the Highway Trust Fund, 1998-99

	<u>1997-98 Authorized</u>	<u>1998 99 Authorized</u>	<u>Net Changes Recommended</u>	<u>1998-99 Recommended</u>
Beginning Credit Balance	\$ 52,381,297	\$ -	\$ -	\$ -
Highway Trust Fund Revenue	805,781,305	832,693,348	7,270,652	839,964,000
Transfer from Highway Fund (1)	38,000,000	38,000,000	(38,000,000)	-
Cash Flow Funding	<u>(52,381,297)</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Availability	\$843,781,305	\$870,693,348	\$ (30,729,348)	\$839,964,000
Expenditures and Commitments:				
Authorized Budget	\$673,781,305	\$700,693,348	\$ (30,729,348)	\$669,964,000
Transfer to General Fund (2)	<u>170,000,000</u>	<u>170,000,000</u>	<u>-</u>	<u>170,000,000</u>
Total Expenditures & Commitments	<u>\$843,781,305</u>	<u>\$870,693,348</u>	<u>\$ (30,729,348)</u>	<u>\$839,964,000</u>
Ending Credit Balance	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

(1) Transfer required by G.S. 136-183.

(2) Transfer required by G.S. 105-187.9.

**1998-99 Recommended Changes
Transportation - Continued**

Supplemental Budget Recommendations

The statutory provisions for the Highway Trust Fund specify the amounts to be appropriated to the budgetary items. The following table, Changes to the 1998-99 Highway Trust Fund Budget, incorporates the changes in availability in accordance with the formula allocations of the Trust Fund to the appropriation items.

Changes to the 1998-99 Highway Trust Fund Budget

	<u>1998-99 Previously Authorized</u>	<u>Revision</u>	<u>1998-99 Revised Appropriation</u>
Department of Transportation:			
Maximum Allowance for Administration	\$ 27,072,575	\$ 143,380	\$ 27,215,955
Construction Allocation:			
Intrastate System	397,487,432	(20,194,558)	377,292,874
Urban Loop System	160,727,363	(8,165,838)	152,561,525
Secondary Roads	73,700,275	(393,452)	73,306,823
Debt Service (Non-Add)*	-	-	28,357,925
State Aid to Municipalities	41,705,703	(2,118,880)	39,586,823
Transfer to the General Fund (1)	<u>170,000,000</u>	<u>-</u>	<u>170,000,000</u>
Total Highway Trust Fund	<u>\$870,693,348</u>	<u>\$(30,729,348)</u>	<u>\$839,964,000</u>

(1) Transfer required by G.S. 105-187.9.

* Debt Service will be paid from proportionate reductions from funding for Intrastate System, Urban Loop System and Secondary Roads. This is budgeted in the table as a non-add figure.

1998-99 Recommended Changes
General Fund - Other Appropriations - Continued

1998-99

4. Year 2000 Conversion Statewide Reserve

The total Year 2000 conversion costs for all North Carolina state government agencies, including the Department of Transportation, is estimated at \$126,092,956 of which \$36,458,309 has been funded from the legislatively authorized Reserve for the Year 2000 Conversion and State Information Processing Services (SIPS) operating reserves. An additional \$34,423,251 has been funded from within agency information technology budgets. In order to complete conversion by December 31, 1998 and allow for one year of testing, an additional \$55,211,396 must be identified to support the conversion. Of this, \$14,000,000 can be secured from SIPS operating reserves and \$18,864,399 will be recommended to be funded from direct agency appropriations to the Department of Revenue and the Department of Health and Human Services which are outlined earlier in this document. The remaining \$27,346,997, including a \$5 million contingency, is recommended in a statewide reserve to be administered by SIPS.

\$ 27,346,997 NR

5. Global TransPark Reserve

A reserve is recommended for the Global TransPark Authority to provide funds to comply with new state wetlands mitigation rules, match funds for construction of the runway and taxiway, and to assume the local sponsor role for the Kinston Regional JetPort facility.

5,325,000 NR

NR - Nonrecurring

VISITOR REGISTRATION SHEET

Joint Appropriations Transportation Subcommittee

Name of Committee Transportation

Date May 19, 1998

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

Milton G. Alfred	OSBM
Wayne Stallings	DOT
Cameron Lee	DOT
Jeannie Barber	DOT
LARRY SAMS	DOT
LYMAN COOPER	CSX CORP
ARCHIE HANKINS	DOT
Christa Barber	CAPA
VL McBride	DOT
Angie Harris	DOT
Calvin Leggett	DOT

VISITOR REGISTRATION SHEET

Joint Appropriations Transportation Subcommittee

Name of Committee *Transportation*

Date *May 19, 1998*

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
<i>Denny Rogers</i>	<i>NCDOT</i>
<i>MANNY MARBET</i>	<i>NCDOT</i>
<i>Nancy Mueller</i>	<i>LWV of Chapel Hill Area</i>
<i>Margaret Holten</i>	<i>LWV of Chapel Hill Area</i>
<i>Paul Gunn</i>	<i>1960 Nelsonville road</i>
<i>Butch Gunnells</i>	<i>NC-SODA</i>
<i>Katie Adams</i>	<i>Conserv. Council of NC</i>
<i>Gene Causby</i>	<i>KEBC</i>
<i>Jim Smathers</i>	<i>NCDOT</i>

**NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE**

You are hereby notified that the Committee on **JOINT APPRO/SUB TRANS
COMMITTEE** will meet as follows:

DAY & DATE: **Tuesday, May 19, 1998**
 Wednesday, May 20, 1998
 Thursday, May 21, 1998

TIME: **9 am - 11 am**

LOCATION: **Rm 1228**

Please e-mail Sharon Gaudette, if you cannot attend the meeting.

Respectfully,

Representatives Bowie, Dockham, McMahan
Co-Chairs

I hereby certify this notice was filed by the committee clerk at the following offices at 10
a.m. on May 15, 1998.

____Principal Clerk
____Reading Clerk - House Chamber

Sharon Gaudette (Committee Clerk)

PLEASE NOTE TIME CHANGE FOR MEETING

**NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE**

You are hereby notified that the Committee on **JOINT APPRO/SUB TRANS COMMITTEE** will meet as follows:

DAY & DATE: **Tuesday, May 19, 1998**
 Wednesday, May 20, 1998
 Thursday, May 21, 1998

TIME: **8:30 AM - 11 AM**

LOCATION: **Rm 1228/1327**

Please e-mail Sharon Gaudette, if you cannot attend the meeting.

Respectfully,

Representatives Bowie, Dockham, McMahan
Co-Chairs

I hereby certify this notice was filed by the committee clerk at the following offices at 2 PM on May 15, 1998.

____Principal Clerk
____Reading Clerk - House Chamber

Sharon Gaudette (Committee Clerk)

AGENDA

**Joint Appropriations Subcommittee
on
Transportation**

**May 20, 1998
Room 1228
8:30 A.M.**

Chair: Representative Joni Bowie

**Reports on the Board of Transportation and the Department of
Transportation**

Ralph Campbell
State Auditor

John DiRenzo
Principal, KPMG Peat Marwick

MINUTES

JOINT APPROPRIATIONS Subcommittee on Transportation

May 20, 1998

The JOINT APPROPRIATIONS subcommittee on Transportation met in Room 1228 Legislative Building on May 20, 1998, at 8:30 am. Representative Joanne Bowie presiding. Visitor's Sheet attached.

Members present: Representatives Bowie, McMahan, Barbee, Hiatt, Gulley, Saunders and Sutton. Senators Jordan, Albertson, Carpenter, Reeves and Rucho.

Representative Bowie introduced **Ralph Campbell, State Auditor**, to brief the Committee on the final report of the **Audit of the Board of Transportation and the Department of Transportation Performance Reviews** (*see attachment I. pg. 1-21*).

Mr. Campbell noted the results of the audit; explaining because of limited time and resource constraints his office decided to use outside consultants working under the direction of the Office of the State Auditor. After a competitive bid process, KPMG Peat Marwick was selected to audit the Board of Transportation and the Department of Transportation.

The audit of the Board of Transportation was completed April 16, 1998. The focus of the audit included; the role, size, structure, responsibilities and the ethic policies and procedures of the Board. The Audit determined North Carolina does need a Board of Transportation, the size of the Board should be reduced, and most importantly, the Board should focus on statewide policy and planning versus individual project details.

The second segment of the audit, the Department of Transportation, was completed May 18, 1998. The focus of the Audit was to provide recommendations on considering and improving operations with emphasize on public input into transportation issues, specifically, an objective analysis of the Department's operations, structure, functions, and the process of meeting the public's needs; evaluation of the Department's programs, functions and operating procedures and recommendations to improve operational

deficiencies. Conclusion -- the Department, the Board of Transportation and the General Assembly need to develop an approach for balanced transportation planning.

Mr. Campbell also noted that the Office of the State Auditor is conducting two other Audits at this time 1) A review of the Highway Trust Fund, and 2) a review of the Department of Transportation Computer Systems.

Mr. Campbell also reminded the Committee that neither audit was an investigative review, but concentrated on operational areas where improvements could be made. Mr. Campbell noted the many accomplishments of the Board and the Department; these efforts have produced a system of roads and transportation programs that are used as national models in many states. Mr. Campbell noted that Secretary Tolsen and the DOT Staff were most cooperative throughout the audit process.

John DiRenzo, Project Managing Partner, KPMG Peat Marwick presented a review of the key highlights of the Audit:

- **Convincing reasons to retain a Board of Transportation** (*attachment I. Pg. 3*).
- **Role of the Board** (*attachment I. pg. 4*).

Mr. DiRenzo noted the General Assembly would have to change the statutes to emphasize the Board's oversight role and eliminate conflicting language

- Board is overly focused on day-to-day projects and contract approval issues.
- Adequacy of priority setting processes used in preparing the TIP
- Establish a dollar threshold for the Board construction contract approval
- Board to elect Chair and V-Chair; the Secretary serves as an ex-officio member
- Eliminate discretionary funding - create a small project fund.

- **Structure of the Board** (*attachment I. pg. 5*)

-Create a 13 member Board of 7 regional and 6 at-large voting members. Mr. DiRenzo noted North Carolina has the largest Board of any state in the nation. Nationally the average Board has 8 to 9 members

- All members appointed by the Governor and confirmed by the General Assembly
- Establish a skill/experience requirement
- Staggered terms of Board members
- Develop monthly management reports
- Ensure Board members are properly oriented on duties, responsibilities and powers.

- **Ethics Policies and Practices** - (*attachment I, pg. 7*).

Recommendations:

- The BOT Ethics Subcommittee should develop a specific ethics policy for the Governor and legislative appointment and specific guidelines should be provided
- Enable individuals to report misconduct confidentially, anonymously and without fear of retribution
- Create a uniform code of conduct for state officials.

Representative Sutton questioned how the Board could exercise an oversight role as the opportunity to oversee is only what issues the Department decides to place before them.

Mr. DiRenzo explained that an effective State Board of Transportation would develop a plan and would place issues before the Board to develop plans and procedures that are being executed.

Representative Sutton questioned the 13 member board appointed from 7 regions and the 6-at-large members. He felt this option would leave one region under-represented. Mr. DiRenzo stated the audit did not view this action as leaving any area under-represented. Each of the seven regions would have one member and the 6-at-large members would bring more of a statewide perspective on the issues effecting the State as a whole.

Representative Sutton also noted from his past experience watching the process of how Board members are chosen having the Governor appoint and the General Assembly confirm appointments would not change the outcome of the appointees.

Representative Bowie agreed the process has been that way, however, she feels now is the time for the General Assembly members to move forward and make changes to ensure the process of how Board Members are chosen will be impartial and valid.

Representative Bowie asked Mr. DiRenzo if the audit review had studied the Board retaining their own Staff. Mr. DiRenzo indicated the issue was studied and it was recommended, at this time, to use only one staff person as support to the Board avoiding conflict or competition between the Board and the Department.

Representative McMahan inquired if during the Audit any states were found that had acted on limiting contributions to Board Members, the Governor or Legislators. Mr. DiRenzo indicated the Audit did not encompass that particular area as it is often entangled in legal or constitutional issues, and because of the complexity of the issue and the time constraint of the audit.

Senator Rucho suggested that appointees to the Board who are large contributors to the Governor and/or legislators are a valid concern and suggested a rule be imposed mandating that appointees cannot be significant contributors to the Governor and/or legislators.

Representative Bowie stated the Fiscal Research Staff has studied this issue and confirmed that a Board appointee cannot be a significant contributor; however, a person already serving on the Board is allowed to make contributions.

Mr. DiRenzo reviewed the scope of the review of the **Department of Transportation (DOT) Audit** (*attachment I, pg. 8-21*):

- **DOT Strengths:**
 - Many of the departmental units are already following documented procedures and carrying out their responsibilities efficiently and effectively
 - DOT designs over \$1 billion highway projects per year; and constructs and maintains thousands of miles of highways.
 - Secretary Tolsen has already taken steps in addressing; organizational structure, programming process, and financial controls
 - Thirteen study groups, composed of key Department managers have been implemented by the Secretary; very positive and commendable effort.
- **RECOMMENDATIONS:** (*pg. 12, 13, 14*)
 - Address the Transportation Improvement Program (TIP) funding shortfall estimated over \$2.1 billion for the projects funded FY 1998-2004
 - Over \$6 million projects in the TIP "identified future needs"- no funding is currently provided
 - Completion of all projects would require approximately 26 years at the current funding levels.
- TIP Cumulative Shortfall Chart (*pg. 13*).
- Serious Maintenance Needs and Maintenance Backlog (*pg. 14*)
 - Roadway condition is deteriorating
 - Contract pavement resurfacing shortfall is \$95 million annually
 - Annual maintenance allocation is insufficient to address system growth and maintenance backlog (*pg. 14*).

STRATEGIC MANAGEMENT AND ADMINISTRATION
RECOMMENDATIONS:

- Restructure the process for defining the State's maintenance and long-range transportation needs.
- Address transportation financing and operating strategies.
- Create a budget office to establish and manage budgets based on resource requests from operating units.
- Create a department-wide information technology strategic planning process.
- Consider additional changes to the organizational structure over the next two years.
- Establish a comprehensive internal audit program.
- Increase efforts to retain engineering and technical staff
 - the private sector is competing for professionals with higher salaries and sign on bonus. State government needs to look at reclassifications and better compensation to compete with the private sector (Pg. 15 & 16).

Mr. DiRenzo directed the Committee to page 17 indicating that concern has been voiced in regard to long-range transportation planning, programming and public input:

- Evaluation of the audit indicates the Board, the Secretary, and the General Assembly need to evaluate having counties and cities more active in evaluating and setting transportation projects.
- Strengthen involvement with metropolitan planning organizations.
- Adopt a two-year TIP development cycle, as proposed by Secretary Tolsen.
- Expand the role of citizen participation.

PROJECT PLANNING, PRECONSTRUCTION AND RIGHT OF WAY

The Department needs to continue efforts to develop a more effective way to manage a balanced construction letting schedule. Four million dollars worth of projects were postponed this federal fiscal year because the plans or the right-of-way was not ready to go out for letting (pg. 18).

RECOMMENDATIONS:

- Key issue - adjust project schedules to provide a realistic estimate of time required for right-of-way activities.
- Secure environmental approval earlier.
- Develop communication between the department and environmental agencies (pg. 19)

Senator Jordan asked if the audit review encompassed rock quarries and the bidding process. The Senator indicated he feels rock quarries have a monopoly on selling and delivering. Senator Jordan requested staff review the bidding process to see if there might be a way to save money.

CONSTRUCTION, MAINTENANCE AND OPERATIONS:

- Strengthen incentives for timely construction project completion.
- Enhance construction scheduling methods.
- Strengthen construction program performance measures.
- Develop specific measurable performance objectives.
- Develop an inventory and management system to monitor and maintain traffic control devices.
- Implement enhanced automation for construction management, bridge maintenance, and oversize/overweight permits (pg. 20).

Representative Gulley requested that staff prepare a plan and/or report on equalizing appointments to the Board between the Speaker, President Pro Tem and the Governor.

Senator Reeves noted he is aware of three different committees working on the Reform of the Board of Transportation and expressed his confusion as to what this Committee will do, if anything, in preparation of any legislation.

Representative Bowie indicated she felt the Joint Appropriations subcommittee on Transportation will not be involved in any Transportation Board Reform legislation. Representative Bowie noted the Transportation Oversight Committee has worked on a restructuring bill, and she also anticipates that several other committees might prepare legislation as well.

Senator Carpenter expressed that if any legislation is prepared on changes or reform of the Board of Transportation he feels it definitely should be the responsibility of the Joint Appropriations/subcommittee on Transportation, as it would affect funding which this Committee oversees.

Representative McMahan asked Mr. DiRenzo if during the audit review there was any indication how money could be saved building new highways, resurfacing, etc., through the bidding process. Mr. DiRenzo indicated with the growth in the State economy and the increasing environmental regulations from the Federal government it would be most difficult see any decrease in cost.


Representative McMahan indicated that the State of Texas is the only other State that maintains and builds roads with the magnitude of North Carolina. Representative McMahan requested at the next meeting staff have available information on the State of Texas; providing information on what they spend per mile on new highways, total budget, source of revenue, etc.

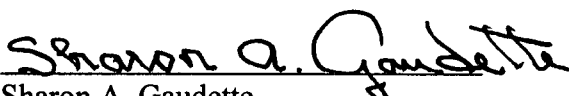
Closing remarks from Auditor Campbell complimented the Department and Secretary Tolsen for their cooperation during the very intense, short, time frame to complete this Audit. Auditor Campbell stated he felt the Audit pointed out ways to strengthen, a very good operation, the Department of Transportation.

Meeting adjourned at 9:55 am.

Joint Appropriations Subcommittee on Transportation
May 20, 1998

Respectfully submitted:



Representative Joanne W. Bowie,
Presiding, Co-Chair

Sharon A. Gaudette
Committee Clerk

Senator Luther H. Jordan, Jr.,
Co-Chair

VISITOR REGISTRATION SHEET

APPROPRIATIONS/Sub-Committee Transportation

Name of Committee

5/20/98
Date

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK.

NAME

FIRM OR AGENCY AND ADDRESS

Jest Hyes	State Auditor's Office
Jimmy Benson	"
Milton Alford	OSBM
Mae Boxley	N.C. Aggregates
Ruth Sappie	NC DOT
BERRY Jenkins	CAROLINAS AGC
Jim Ritchy	TTH
V. McBride	WHD
Not Muel	CCNE
Manny Marber	NC DOT
Angie Harris	DOT
Sec. Norris Tolson	DOT

***North Carolina
Board of Transportation and
Department of Transportation
Performance Reviews***

Final Report Briefing

May 20, 1998

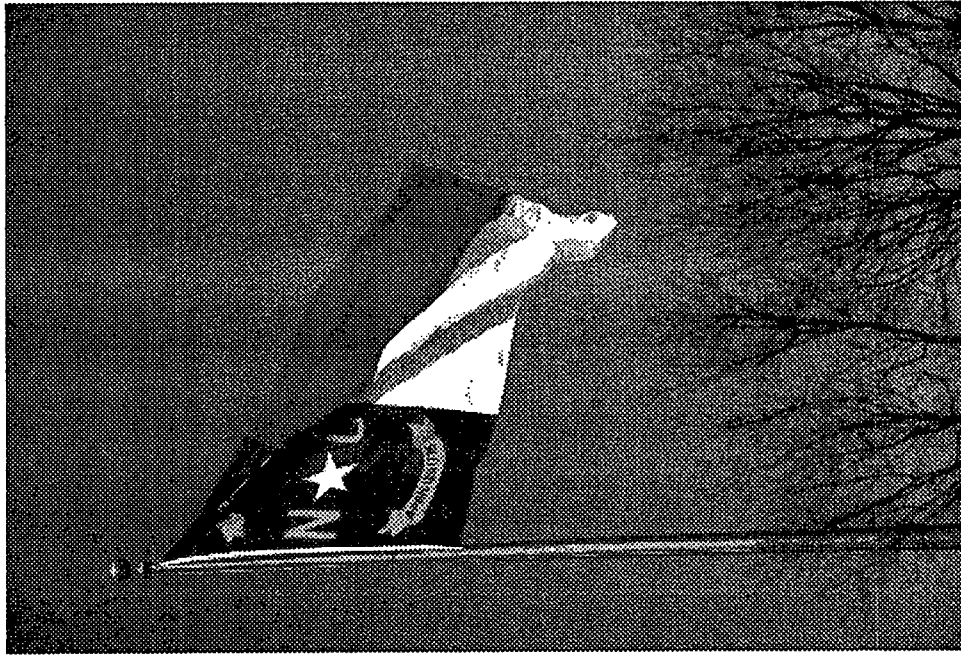
Presented to

***Joint Appropriations
Subcommittee on Transportation***

by



in association with
MGT of America



Board of Transportation Review

Board Review - Considering the Option of a Board

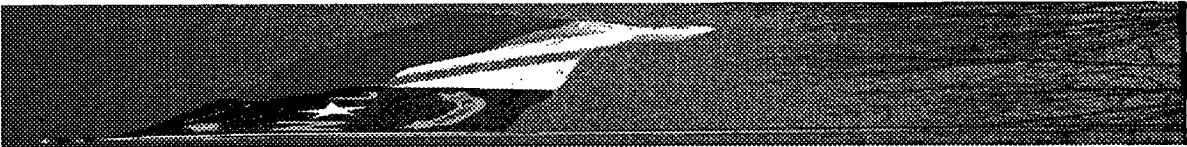
*North Carolina Board and
Department of Transportation
Performance Reviews*

◆ There are convincing reasons to retain a Board of Transportation

- ▼ Provide oversight of NCDOT management and operations
- ▼ Promote accountability, compliance with laws and regulations, and fulfillment of mandated responsibilities
- ▼ Oversee development of a long-range plan that meets statewide transportation needs
- ▼ Assure that State transportation policies and regulations support statewide goals and objectives
- ▼ Ensure that the NCDOT is serving the public interest
- ▼ Promote credibility by assuring that funds are allocated in a rational and equitable way

Role of the Board of Transportation - Recommendations

*North Carolina Board and
Department of Transportation
Performance Reviews*

- 
- ✓ ◆ Revise statutes to emphasize oversight role and eliminate conflicting language
 - ◆ Annually approve the State's Seven-Year Transportation Improvement Program (TIP), not individual projects
 - ◆ Periodically approve the adequacy of NCDOT priority-setting processes used in preparing the TIP
 - ◆ Establish a dollar threshold for Board of Transportation construction contract approval
 - ✓ ◆ Have the Board of Transportation elect its Chair and Vice-Chair; Secretary serves as an ex-officio member
 - ◆ Eliminate discretionary funding and create a Small Project Fund based on documented priority-setting processes

Structure of the Board of Transportation - Recommendations

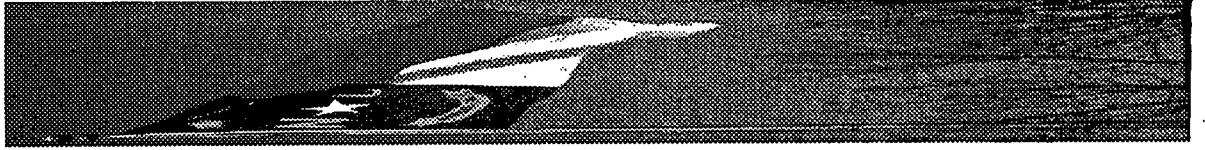
*North Carolina Board and
Department of Transportation
Performance Reviews*

- ◆ Create a 13 member board of 7 regional and 6 at-large voting members
 - ▼ 7 regional members from the 7 equity formula regions
 - ▼ No more than 2 Board members may live in any one of the 7 regions
- ◆ Have all Board members appointed by the Governor and confirmed by the General Assembly
- ◆ Establish diverse skill/experience requirements
 - ▼ Business management/finance administration
 - ▼ Economic development
 - ▼ Engineering/Construction
 - ▼ Environment
 - ▼ Public transportation

Structure of the Board of Transportation - Recommendations (continued)

*North Carolina Board and
Department of Transportation
Performance Reviews*

- ◆ Stagger terms of Board members
- ◆ Develop monthly management reports to aid in oversight
- ◆ Ensure that Board members are properly oriented on duties, responsibilities and powers



Ethics Policies and Practices - Recommendations

*North Carolina Board and
Department of Transportation
Performance Reviews*

- ◆ Board of Transportation ethics subcommittee should finalize its effort to develop a BOT-specific ethics policy that:
 - ▼ addresses both Governor and legislative appointments
 - ▼ clearly outlines guidelines specifically for a transportation board
- ◆ Enable individuals to report misconduct confidentially, anonymously and without fear of retribution
- ◆ Create a uniform code of conduct for State officials



Department of Transportation Review

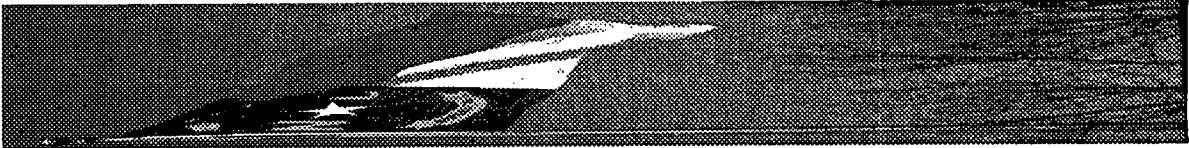
Department of Transportation - Performance Review Scope

*North Carolina Board and
Department of Transportation
Performance Reviews*

- ◆ Public input process
- ◆ Transportation Improvement Program (TIP) process
- ◆ Right of way procedures
- ◆ Preconstruction, construction and maintenance
- ◆ Long-range planning process
- ◆ Management structure and customer service
- ◆ Personnel procedures

Department of Transportation - Strengths

*North Carolina Board and
Department of Transportation
Performance Reviews*

- 
- ✓ ◆ Many Departmental units are following documented procedures and carrying out their responsibilities efficiently and effectively
 - ✓ ◆ Designing over \$1 billion of highway projects per year; constructing and maintaining thousands of miles of highway
 - ✓ ◆ Steps taken by Secretary Tolson address several key concerns, such as organizational structure, programming process, and financial controls
 - ◆ New study groups composed of key Department managers is a commendable effort

Department of Transportation Review - Findings & Recommendations

*North Carolina Board and
Department of Transportation
Performance Reviews*

◆ Summary of recommendation areas:

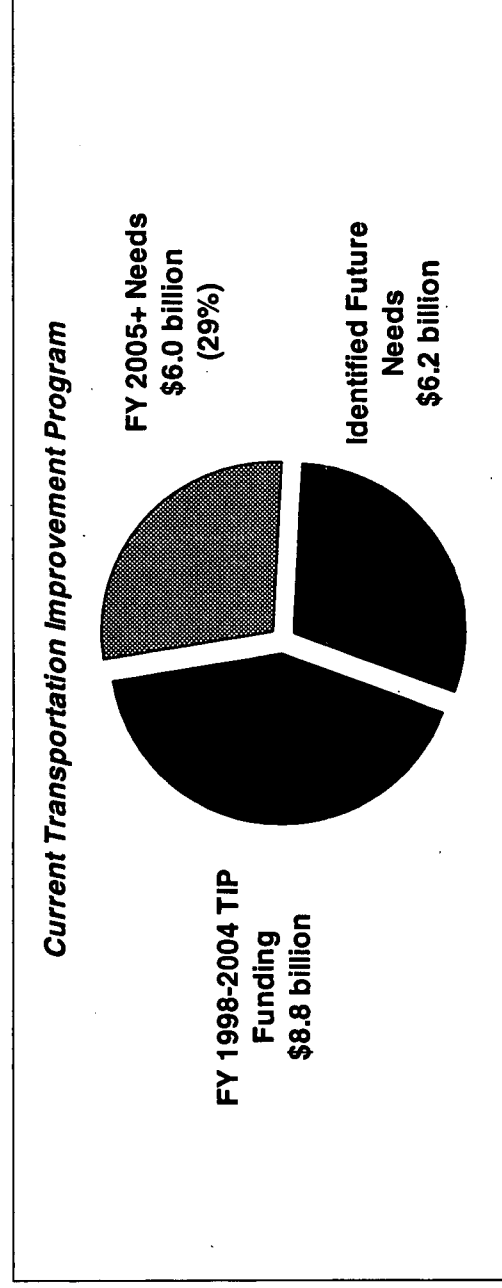
- ▼ Transportation Finance
- ▼ Strategic Management and Administration
- ▼ Long-Range Transportation Planning, Programming, Public Input
- ▼ Project Planning, Preconstruction, Right of Way
- ▼ Construction, Maintenance, Operations



Transportation Finance

North Carolina Board and
Department of Transportation
Performance Reviews

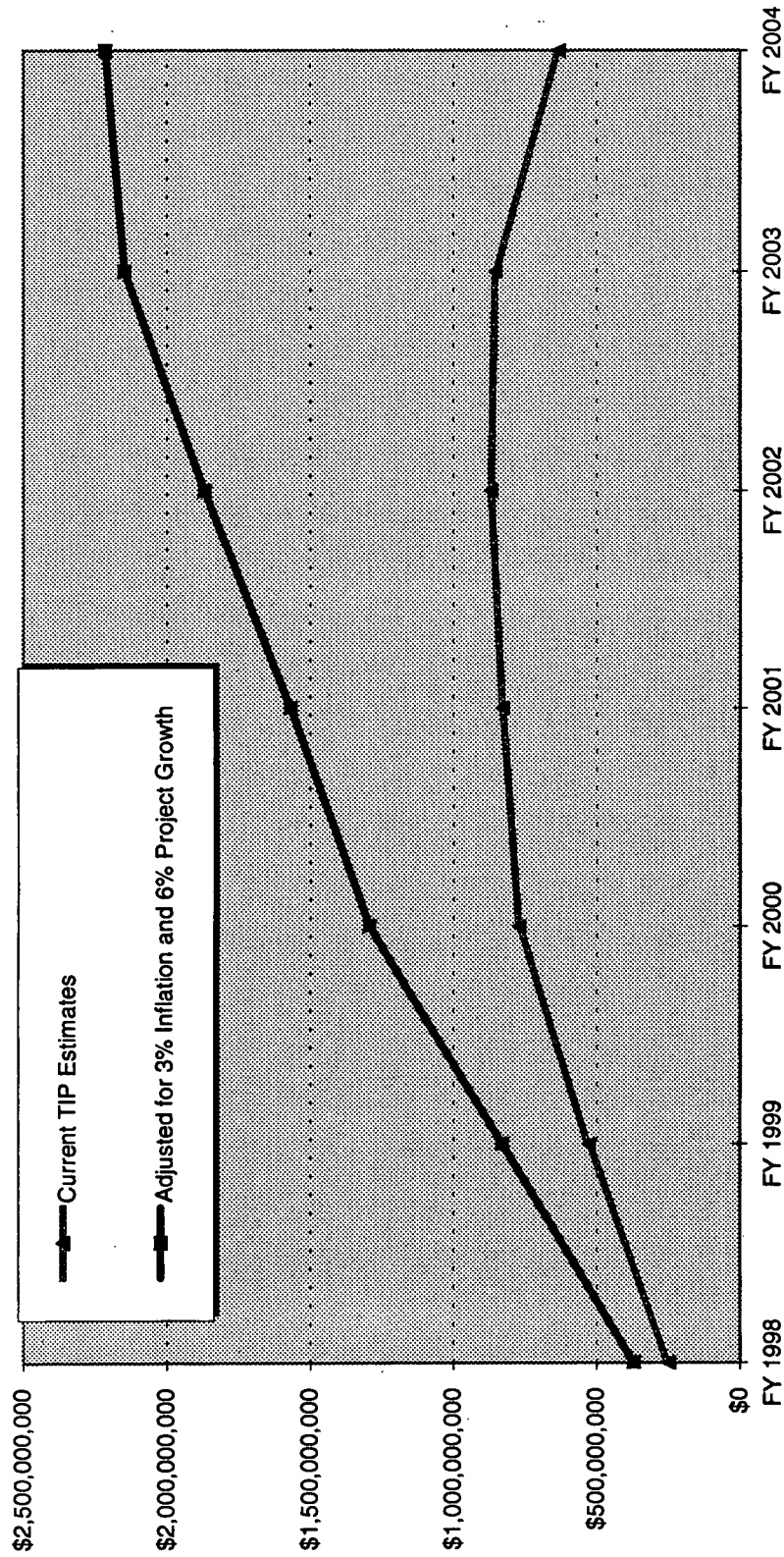
- ◆ Develop, communicate and implement a strategy for addressing the TIP funding shortfall
 - ▼ Estimated shortfall of over \$2.1 billion for the 2,281 projects funded in the current FY 1998-2004 TIP
 - ▼ Over \$6 billion of projects in the TIP are “identified future needs” for which no funding is currently provided
 - ▼ Completion of all projects in current TIP would require approximately 26 years at current funding levels



Transportation Finance

North Carolina Board and
Department of Transportation
Performance Reviews

FY 1998 - 2004 Transportation Improvement Program Cumulative Shortfall

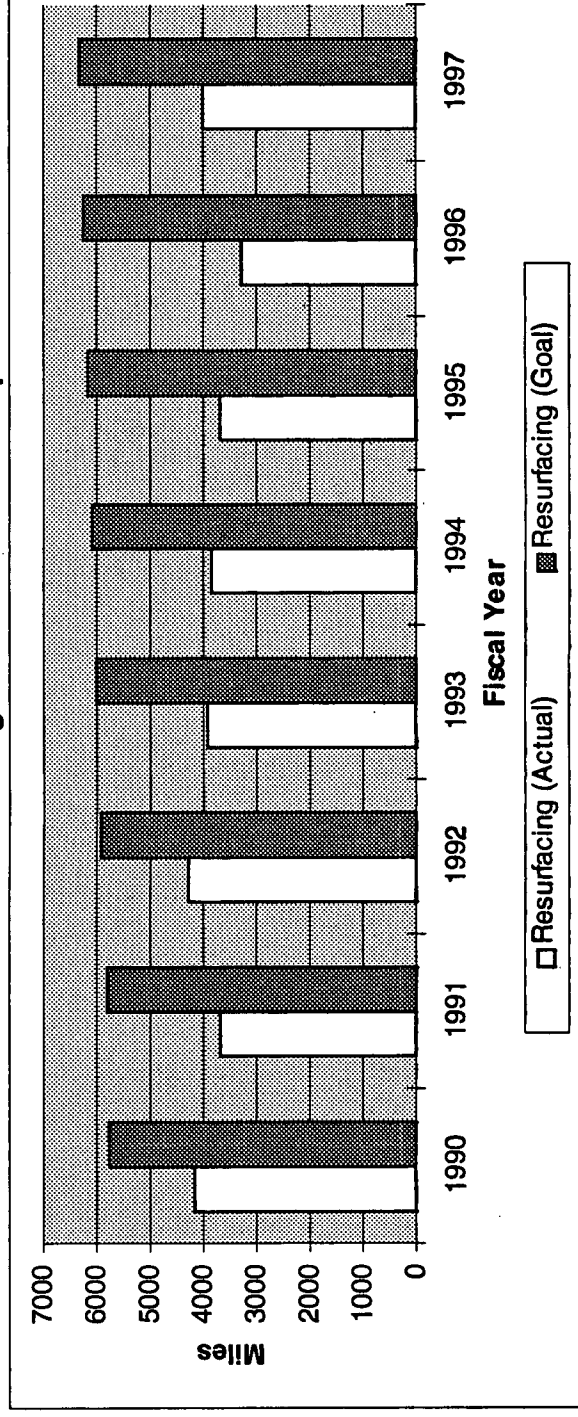


Transportation Finance

North Carolina Board and
Department of Transportation
Performance Reviews

- ◆ Increase the funding allocation for maintenance to address routine maintenance needs and the maintenance backlog
 - ▼ Roadway condition is deteriorating
 - ▼ Contract pavement resurfacing shortfall is \$95 million annually
 - ▼ Annual maintenance allocation insufficient to address system growth and maintenance backlog

Contract Pavement Resurfacing Goals Versus Accomplishments



Strategic Management and Administration

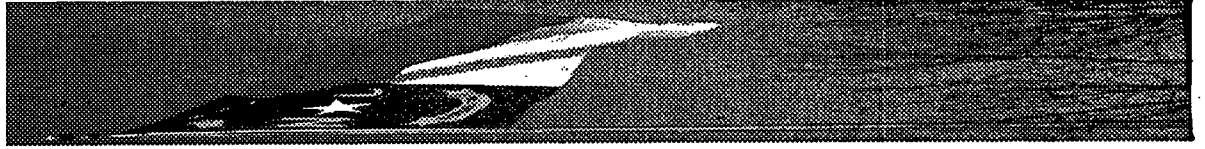
*North Carolina Board and
Department of Transportation
Performance Reviews*

- ◆ Restructure the process for defining the State's maintenance and long-range transportation needs
- ◆ Use Transportation Program Plan and program/performance budget to address transportation financing and operating strategies
- ◆ Create Budget Office to establish and manage budgets based on resource requests from operating units

Strategic Management and Administration

*North Carolina Board and
Department of Transportation
Performance Reviews*

- ◆ Create a Department-wide information technology strategic planning process
- ◆ Consider additional changes to the organizational structure over the next two years
- ◆ Establish a comprehensive internal audit program consisting of financial, compliance and operational audits
- ◆ Increase efforts to retain engineering and technical staff



Long-Range Transportation Planning, Programming and Public Input

*North Carolina Board and
Department of Transportation
Performance Reviews*

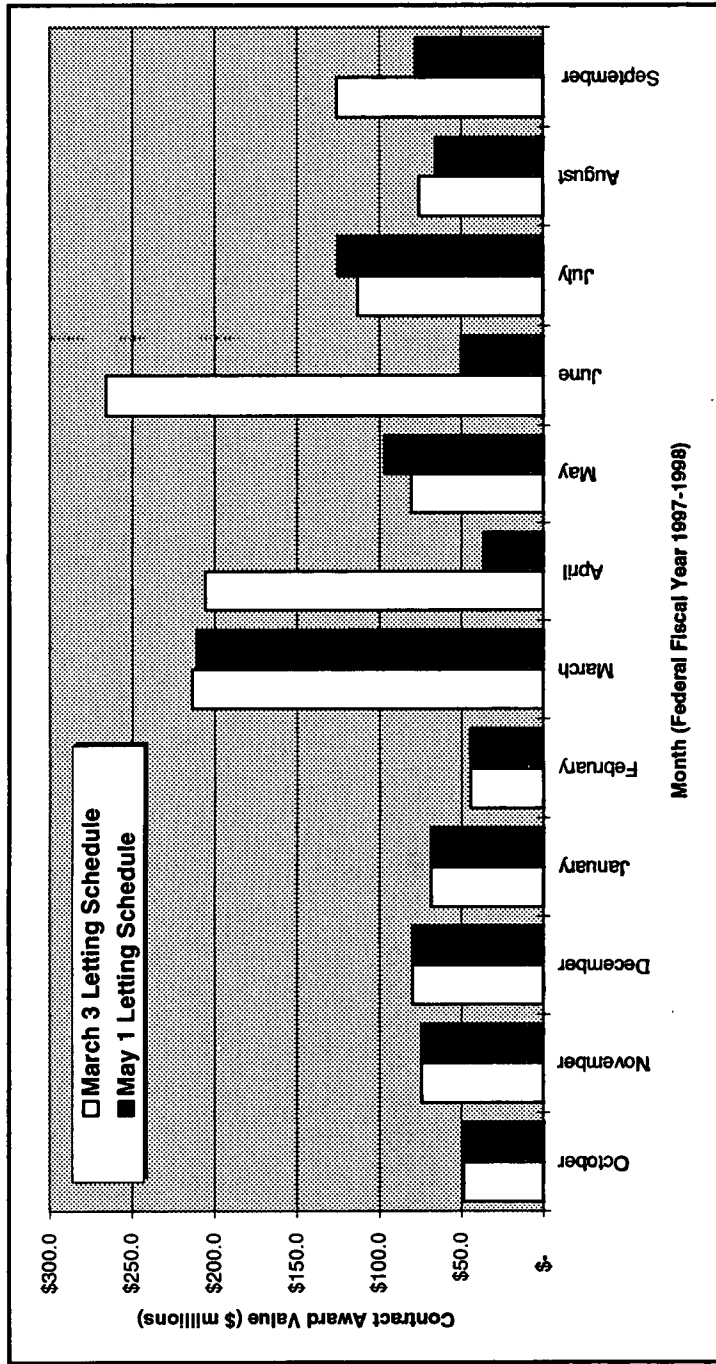
- ◆ Evaluate the role of North Carolina's cities and counties in setting transportation priorities and strengthen involvement with Metropolitan Planning Organizations
- ◆ Adopt a two-year TIP development cycle, as proposed by Secretary Tolson
- ◆ Expand the role of the Citizens Participation unit to coordinate all program and project-specific public involvement
- ◆ Develop performance indicators for meeting goals of the long-range Statewide Transportation Plan

Project Planning, Preconstruction and Right of Way

North Carolina Board and
Department of Transportation
Performance Reviews

◆ Review and balance the Department's construction letting schedule

- ▼ Department is challenged to meet ambitious letting schedule - over \$400 million of projects postponed this federal fiscal year



Project Planning, Preconstruction and Right of Way

*North Carolina Board and
Department of Transportation
Performance Reviews*

- ◆ Adjust project schedules to provide a realistic estimate of time required for right of way activities
- ◆ Secure environmental approval earlier for projects
- ◆ Develop a memorandum of understanding between the Department and environmental agencies

Construction, Maintenance and Operations

*North Carolina Board and
Department of Transportation
Performance Reviews*

- ◆ Strengthen incentives for timely construction project completion
- ◆ Adopt enhanced construction scheduling methods
- ◆ Strengthen construction program performance measures
- ◆ Develop specific, measurable performance objectives for each core maintenance function
- ◆ Develop an inventory and management system to monitor and maintain traffic control devices
- ◆ Implement enhanced automation for construction management, bridge maintenance, and oversize/overweight permits

Questions?

**NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE**

You are hereby notified that the Committee on **JOINT APPROPRIATIONS Subcommittee on Transportation** will meet as follows:

DAY & DATE: **Wednesday, June 3, 1998**

TIME: **8:30 AM - 10 AM**

LOCATION: **Rm 1228/1327**

Respectfully,

Representatives Bowie, Dockham, McMahan
Co-Chairs

I hereby certify this notice was filed by Sharon Gaudette, Committee Clerk, at the following offices at 10:30 am on June 2, 1998.

____Principal Clerk
____Reading Clerk - House Chamber

Sharon Gaudette
Sharon Cram (Committee Clerks)

AGENDA

Joint Appropriations Subcommittee on Transportation

**June 3, 1998
Room 1228
8:30 A.M.**

Chair: Senator Luther Jordan

Comments on Impact of Federal Highway Legislation

Norris Tolson
Secretary of Transportation

Opening Comments Regarding Public Transportation Budget Request (See Recommended Changes to the 1998-99 State Budget, p. 90, Item 10)

Norris Tolson
Secretary of Transportation

Funding and Spending History for Public Transportation

Wayne Stallings
Chief Financial Officer

Brief Overview of Public Transit and Rail Programs

David King
Deputy Secretary of Transportation

**Comments from Chairs of Public Transit Legislative Research Commission
(Tentative)**

Representative Connie Wilson

Senator Wib Gulley

Expansion Requests for Highway Patrol

(See Recommended Changes to the 1998-99 State Budget, pp. 93-94,
Items 21-24)

Joe Stewart

Crime Control and Public Safety

JOINT APPROPRIATIONS TRANSPORTATION SUBCOMMITTEE

Minutes

June 3, 1998

Room 1228 LB

9:00A.M.

The Joint Appropriations Transportation Subcommittee met on June 3, 1998 at 9:00A.M. in room 1228 of the Legislative Building. All Senate committee members were present.

The following members of the House were present:

Rep. Joanne Bowie	Rep. Jerry Dockham
Rep. Ed McMahan	Rep. Bobby Barbee
Rep. Daniel Blue	Rep. Jim Gulley
Rep. Thomas Hardaway	Rep. Bill Hiatt
Rep. Mary McAllister	Rep. Drew Saunders
Rep. Ronnie Sutton	

Senator Luther Jordan chaired the meeting. Senator Jordan introduced Mr. Norris Tolson, Secretary of Transportation. Mr. Tolson spoke first regarding the impact of federal highway legislation. The ISTEA bill which is expected to be signed June 9 by President Clinton may give North Carolina \$740 million over six years. It is broadly broken down as follows:

Interstate maintenance	\$120 million
Highway construction	\$480 million
Bridge Replacement	\$105 million
Air quality	\$15 million
Enhancement projects	\$18 million

Also included in the \$740 million is approximately \$225 million for 25 high priority designated projects such as the Wake outer loop. Over and above the \$740 million is \$64 million for mass transit. Some of the 25 projects are in the TIP (Transportation Improvement Program). Details will be provided.

Mr. Tolson said he has been holding public meetings and has spoken to over 10,000 people. Public transportation is important to the people. 21,000 people rode the Flexliner (train) over six days. The Transit 2001 goals include interstate rail service, two hour service from Raleigh to Charlotte, and to preserve the rail corridor.

Senator Wilbur Gulley was introduced. He Co-chaired the LRC on Public Transit with Rep. Connie Wilson. He stated that the LRC will continue to meet during the fall. They are concerned about the \$13.4 million for public transit.

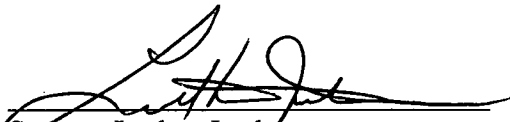
Mr. Wayne Stallings, Chief Financial Officer for DOT was the next speaker. He distributed a handout, the *History of State Public Transportation Funding*, from which he spoke. Attention was called to the 1997-98 appropriation of in excess of \$26 million. Of that \$10 million was budgeted toward Transit 2001. The appropriation will be reduced 1998-99 to \$19,346,921 million. The bottom of the first page shows usage. Some of the federal transit appropriations goes directly to local governments. In response to a

question by Rep. McMahan, Mr. Cross referred to the last page in the handout which shows the Federal Transit Apportionments. It is anticipated that the \$47 million for 1998 will be increased by around 35%. Approximately \$20 million of the \$47 million goes to local governments and about \$3 million goes for rural transit.

Mr. Stallings distributed a handout, *History of Rail Program Funding* from which he spoke. The categories of rail funding are listed on page 1 of the handout.

Mr. David King was introduced. Mr. King said that there is a public transit program in all 100 counties in the state. Of the \$18 million that was allocated for public transit last year, 100% went to the local governments. The less sophisticated areas usually need more help. He further stated that regarding the rails, NCDOT is currently working on the spine adjacent to I-85 and I-40, as well as extending service to Asheville and likely to Wilmington. He said the Federal government has been very generous with funding for rails in the state but they are not predictable. In response to Rep. McMahan's question, Mr. King said if negotiations are successful with Norfolk Southern, there will be no revenue that can be factored into the 1998 budget.

A handout that was previously requested, giving a comparison of transportation spending in North Carolina and Texas was distributed. Senator Jordan then announced that the committee would meet tomorrow morning at 9:00A.M. regarding the Highway Patrol. He then adjourned the meeting at 10:30A.M..



Senator Luther Jordan
Senate Chairman



Gloria Haywood
Senate Clerk

**HISTORY OF STATE PUBLIC TRANSPORTATION FUNDING
FROM THE STATE HIGHWAY FUND
1987-88 THROUGH 1998-99**

	<u>AMOUNT APPR.</u>	<u>CHANGE FM PRIOR YR.</u>	
1987-88	\$ 2,500,000		GS 136-16.8 enacted appropriating \$.50 cents per registered vehicle to public transportation
1988-89	2,625,000	\$ 125,000	
1989-90	4,756,250	2,131,250	An additional \$2 million continuing appropriation for public transportation for the elderly and disabled is enacted.
1990-91	4,894,063	137,813	
1991-92	5,038,766	144,703	
1992-93	5,046,001	7,235	
1993-94	10,196,461	5,150,460	Continuing funding of \$5.1 million added to public transportation budget. \$3.1 million for urban system maintenance \$1.6 million for rural and human service systems. \$.5 for increased Federal matching funds for capital and planning
1994-95	16,046,921	5,850,460	Continuing funding of \$5.8 million added to public transportation budget. \$3 million for urban transit maintenance assistance \$1 million for rural and human service systems \$1 million for increased Federal matching funds.
1995-96	16,046,921	-	
1996-97	16,046,921	-	
1997-98	26,046,921	10,000,000	First step toward Transit 2001 plan. \$10 million in state funds appropriated. (Not shown is \$8 million in flexible Federal Highway funds from the CMAQ apportionment.)
1998-99	19,346,921	(6,700,000)	Non recurring state appropriation of \$6.7 million not included.

**PUBLIC TRANSPORTATION BUDGET BY MAJOR CATEGORY
1996-97 THROUGH 1998-99
(IN MILLIONS OF \$)**

	<u>1996-97</u>	<u>1997-98</u>	<u>1998-99</u>	<u>EXPANSION REQUEST</u>
URBAN TRANSIT ASSISTANCE	\$ 6.1	\$ 17.1	\$ 12.1	\$ 5.0
RURAL/HUMAN SERVICE	5.3	12.3	10.6	1.7
STATEWIDE MATCH	<u>4.6</u>	<u>4.6</u>	<u>4.6</u>	<u> </u>
TOTAL BUDGET	16.0	34.0	27.3	6.7
CHANGE FROM PRIOR YEAR		18.0	(6.7)	

Note: 1997-98 and 1998-99 budget includes \$8 million in flexible federal highway funds from the Congestion Mitigation and Air Quality apportionment.

**NCDOT-PTD
FY96-97**

Budget: \$16.05 million

A. Urban and Regional

1. Maintenance Assistance Program (Attachment A) \$ 6.1 million

Subtotal \$ 6.1 million

B. Rural and Small Urban

1. Elderly and Disabled Transportation Assistance Program (Attachment B) \$ 3.0 million

2. Capital (Attachment C) 1.3 million

3. Rural General Public (Attachment D) .6 million

4. Human Service Transportation Management (Attachment E) .4 million

Subtotal \$ 5.3 million

C. Statewide

1. Matching Assistance Program (Attachment F) \$ 4.65 million

Subtotal \$ 4.65 million

1997
Urban Maintenance Assistance

System Name	Allocation
AppalCART	\$86,186
Asheville	182,165
Chapel Hill	491,553
Charlotte	2,133,288
Durham	535,952
Fayetteville	192,575
Gastonia	88,751
Greensboro	305,525
Greenville	68,449
Hickory	55,184
High Point	173,360
Raleigh	578,508
Rocky Mount	76,712
Salisbury	58,140
Wilmington	240,957
Wilson	65,998
Winston-Salem	536,948
 Subtotal Urban and Small Urban	 \$5,870,251
 Triangle Transit Authority	 \$229,749
 Total	 \$6,100,000

Elderly and Disabled Transportation Assistance Program FY 96-97 Allocation Table

Alamance	\$41,142	Johnston	\$33,800
Alexander	\$21,715	Jones	\$23,164
Alleghany	\$20,119	Lee	\$24,935
Anson	\$23,149	Lenoir	\$28,954
Ashe	\$22,682	Lincoln	\$26,174
Avery	\$20,182	Macon	\$24,159
Beaufort	\$26,891	Madison	\$21,913
Bertie	\$23,902	Martin	\$22,529
Bladen	\$24,890	McDowell	\$24,851
Brunswick	\$28,727	Mecklenburg	\$113,456
Buncombe	\$56,930	Mitchell	\$20,362
Burke	\$32,251	Montgomery	\$22,717
Cabarrus	\$37,388	Moore	\$32,078
Caldwell	\$30,849	Nash	\$32,134
Camden	\$21,340	New Hanover	\$40,702
Carteret	\$28,466	Northampton	\$22,973
Caswell	\$22,027	Onslow	\$38,156
Catawba	\$40,655	Orange	\$32,626
Chatham	\$25,605	Pamlico	\$20,983
Cherokee	\$22,782	Pasquotank	\$23,013
Chowan	\$19,976	Pender	\$24,825
Clay	\$20,255	Perquimans	\$20,362
Cleveland	\$34,614	Person	\$23,484
Columbus	\$28,196	Pitt	\$36,277
Craven	\$32,209	Polk	\$21,232
Cumberland	\$59,989	Randolph	\$38,139
Currituck	\$20,205	Richmond	\$26,552
Dare	\$22,116	Robeson	\$37,363
Davidson	\$42,515	Rockingham	\$35,193
Davie	\$22,197	Rowan	\$41,711
Duplin	\$26,350	Rutherford	\$29,713
Durham	\$51,628	Sampson	\$28,106
Edgecombe	\$28,286	Scotland	\$23,054
Forsyth	\$72,935	Stanly	\$27,976
Franklin	\$24,932	Stokes	\$23,883
Gaston	\$52,734	Surry	\$30,447
Gates	\$21,849	Swain	\$23,287
Graham	\$21,571	Transylvania	\$23,289
Granville	\$25,157	Tyrrell	\$25,272
Greene	\$20,312	Union	\$32,239
Guilford	\$88,381	Vance	\$24,683
Halifax	\$29,527	Wake	\$90,663
Harnett	\$29,899	Warren	\$22,064
Haywood	\$28,339	Washington	\$20,883
Henderson	\$34,995	Watauga	\$23,305
Hertford	\$22,161	Wayne	\$36,225
Hoke	\$21,344	Wilkes	\$29,342
Hyde	\$27,581	Wilson	\$29,931
Iredell	\$36,439	Yadkin	\$23,360
Jackson	\$22,767	Yancey	\$21,054
		* Total	\$3,084,744

* Total includes \$84,744 carryover from FY 93-94 program.

**Rural Capital Assistance Program
SFY 1997 Obligations**

<u>Recipient</u>	<u>State Funds</u>
Catawba County	\$30,600
Davidson County	\$21,675
Inter-County Public Transportation Authority (Camden, Chowan, Currituck, Pasquotank & Perquimans Counties)	\$42,300
Lumber River Council of Governments (Robeson County)	\$2,938
Moore County Transportation Services, Inc.	\$58,830
New Hanover County	\$63,090
Pitt Area Transit System, Inc.	\$108,720
Stanly County	\$52,200
Wake County	\$58,250
Wilkes Transportation Authority, Inc.	\$31,410
Yadkin Valley Economic Development District, Inc. (Davie, Stokes, Surry & Yadkin Counties)	<u>\$30,600</u>
Total	\$500,613 *

* Balance of \$799,387 carried over into FY98

FY 96-97
Rural General Public Program

Attachment D

County	FY 96-97 Eligible Allocation
Alamance	\$13,157
Anson	\$11,174
Avery	\$9,577
Bertie	\$10,601
Bladen	\$12,137
Buncombe	\$27,824
Camden	\$7,914
Chowan	\$9,324
Craven	\$21,962
Currituck	\$9,367
Davidson	\$27,371
Davie	\$11,987
Franklin	\$13,575
Granville	\$13,933
Guliford	\$15,062
Halifax	\$17,119
Haywood	\$15,528
Henderson	\$19,674
Hertford	\$10,997
Jackson	\$11,799
Jones	\$8,565
Lee	\$14,495
Madison	\$9,964
Mecklenburg	\$18,034
Mitchell	\$9,496
Moore	\$17,768
New Hanover	\$18,289
Northampton	\$10,677
Orange	\$15,111
Pamlico	\$8,928
Pasquotank	\$12,626
Perquimans	\$8,757
Person	\$12,418
Polk	\$9,493
Stanly	\$16,423
Stokes	\$13,725
Surry	\$18,268
Transylvania	\$11,553
Vance	\$14,035
Warren	\$10,022
Watauga	\$11,278
Wilkes	\$17,839
Yadkin	\$12,475
Yancey	\$9,679

Total: \$600,000

**Human Service Transportation Coordination Grants
SFY 1997 Obligations**

<u>Recipient</u>	<u>State Funds</u>
Ashe County Transportation Authority, Inc.	\$18,750
Beaufort County Developmental Center, Inc.	\$18,750
Carteret County Area Transportation System, Inc.	\$9,375
Chatham Transit Network	\$18,750
Columbus County Interagency Transportation, Inc.	\$18,750
Coordinated Transportation System Inc. (Johnston County)	\$18,750
Dare County	\$16,357
Duplin County	\$14,062
Durham County	\$14,062
Harnett County	\$18,357
Hyde County Non-Profit Private Transportation Corporation, Inc.	\$14,778
Lenoir County	\$9,375
Macon County	\$9,375
Martin County	\$14,584
Randolph County Senior Adults Association, Inc.	\$18,750
Richmond Interagency Transportation Service, Inc.	\$18,750
Rowan Area Transit System, Inc.	\$18,750
Rutherford County	\$18,750
Scotland County	\$13,669
Swain County Focal Point on Aging, Inc.	\$3,381
Union County	\$14,062
Wake County	\$18,750
Wayne Interagency Transportation, Inc.	<u>\$18,750</u>
Total	\$357,687 *

* Balance of \$42,313 carried over into FY98

**Statewide Public Transportation Grant Program
SFY97 Obligations**

Federal Grant Program Matching Funds

Elderly and Disabled Transportation Program	\$410,838
Nonurbanized Formula Program	\$1,211,182
Urbanized Area Formula Program	\$1,205,570
Metropolitan Planning Program/State Planning Program	\$89,400
Discretionary Capital Program	\$814,063
Federal Grant Program Matching Funds Subtotal	\$3,731,053

Other Projects

Rideshare Program	\$165,379
Transit 2001 Study	\$70,000
Charlotte strategic plan	\$14,880
Winston-Salem mobility manager	\$55,000
ITRE: TDM-Wilmington	\$19,303
ITRE: TOG	\$45,252
ITRE: Computer lab	\$28,397
ICPTA Trolley lease and demo project	\$26,754
Apprentice Program	\$89,713
Internship Program	\$21,248
Pitt Co. Memorial Project	\$84,550
ECU Evaluation of Pitt Co. project	\$18,927
Other Projects Subtotal	\$639,403

TOTAL FUNDS OBLIGATED DURING SFY97**\$4,370,456**

**NCDOT-PTD
FY97-98**

Budget: \$34.05 million

A. Urban and Regional

- | | |
|--|----------------|
| 1. Maintenance Assistance Programs (Attachments A and B) | \$ 8.1 million |
| 2. Capital/New Start Assistance (Attachment C) | \$ 8.0 million |
| 3. Technology (Attachment D) | \$ 1.0 million |

Subtotal \$17.1 million

B. Rural and Small Urban

- | | |
|--|-----------------|
| 1. Elderly and Disabled Transportation Assistance Program
(Attachment E) | \$ 5.0 million |
| 2. Work First and Employment Transportation Assistance Program
(Attachment F) | \$ 1.75 million |
| 3. Capital (Attachment G) | \$ 3.05 million |
| 4. Facilities (Attachment H) | \$.6 million |
| 5. Rural General Public (Attachment I) | \$.6 million |
| 6. Technology (Attachment J) | \$.5 million |
| 7. Regional Assistance Program (Attachment K) | \$.4 million |
| 8. Human Service Transportation Management (Attachment L) | \$.4 million |

Subtotal \$12.3 million

C. Statewide

- | | |
|---|-----------------|
| 1. Matching Assistance Program (Attachment M) | \$ 4.65 million |
|---|-----------------|

Subtotal \$ 4.65 million

Urban Maintenance Assistance

System Name	Allocation
AppalCART	\$ 90,382
Asheville	187,877
Chapel Hill	465,160
Charlotte	2,074,385
Durham	546,660
Fayetteville	156,969
Gastonia	87,643
Greensboro	284,492
Greenville	62,532
Hickory	59,425
High Point	173,384
Raleigh	566,681
Rocky Mount	77,218
Salisbury	57,726
Wilmington	237,721
Wilson	69,569
Winston-Salem	515,049
Subtotal Urban and Small Urban	\$5,712,873
Triangle Transit Authority	\$ 387,127
Total	\$6,100,000

Urban Maintenance Assistance

System Name	Allocation
AppalCART	\$50,000
Asheville	\$68,017
Chapel Hill	\$92,409
Charlotte	\$494,643
Durham	\$124,819
Fayetteville	\$121,982
Gastonia	\$54,293
Greensboro	\$135,185
Greenville	\$50,000
Hickory	\$50,000
High Point	\$57,154
Raleigh	\$210,554
Rocky Mount	\$50,000
Salisbury	\$50,000
Wilmington	\$58,611
Wilson	\$50,000
Winston-Salem	\$144,559
 Subtotal Urban and Small Urban	 \$1,862,226
 Triangle Transit Authority	 \$137,774
 Total	 \$2,000,000

Capital/New Start Assistance

City of Greensboro multi-modal transportation center	\$4,900,000
City of Charlotte buses	\$2,250,000
City of Charlotte busway project	\$250,000
Piedmont Triad MIS	\$600,000
Total	\$8,000,000

TECHNOLOGY PROGRAM**State
Funds****AppalCART**
software**\$1,890****City of Asheville**
3 computer upgrades
2 printers
software**\$13,928****Town of Chapel Hill**
4 computer upgrades
software
printer**\$13,455****City of Charlotte**
8 computer upgrades
automated scheduling and run-cutting software
interactive voice response system
website development**\$236,700****City of Durham**
7 computer upgrades
telephone system
file server
GIS software**\$63,882****City of Fayetteville**
4 computer upgrades
software
automated vehicle location system**\$141,939****City of Gastonia**
electronic fare payment system**\$67,500****City of Greenville**
automatic stop announcement system**\$113,760****City of Greensboro**
4 computer upgrades
file server
printer
software**\$30,510**

City of Hickory
1 computer upgrade

\$3,150

City of Raleigh
file server
cabling
software

\$34,200

Research Triangle Regional Public Transportation Authority
6 computer upgrades
Novell Network
telephone system upgrade
automated vehicle location system

\$169,200

City of Wilmington
2 computer upgrades
software
1 printer
printer upgrade

\$9,450

City of Wilson
printer
telephone system

\$5,850

Total

\$905,414

Allocation Table

	FY1998 EDTAP Allocation**	Additional Allocation of \$2,000,000	Total Allocation of \$5,000,000
Alamance	\$41,439	\$26,675	\$68,113
Alexander	\$21,871	\$14,079	\$35,950
Alleghany	\$20,263	\$13,043	\$33,306
Anson	\$23,316	\$15,009	\$38,324
Ashe	\$22,846	\$14,706	\$37,552
Avery	\$20,328	\$13,085	\$33,413
Beaufort	\$27,084	\$17,435	\$44,519
Bertie	\$24,074	\$15,497	\$39,570
Bladen	\$25,069	\$16,137	\$41,206
Brunswick	\$28,934	\$18,625	\$47,559
Buncombe	\$57,340	\$36,911	\$94,251
Burke	\$32,483	\$20,910	\$53,393
Cabarrus	\$37,657	\$24,241	\$61,898
Caldwell	\$31,072	\$20,001	\$51,073
Camden	\$21,494	\$13,836	\$35,330
Carteret	\$28,671	\$18,456	\$47,127
Caswell	\$22,186	\$14,281	\$36,467
Catawba	\$40,948	\$26,359	\$67,306
Chatham	\$25,790	\$16,601	\$42,391
Cherokee	\$22,946	\$14,771	\$37,717
Chowan	\$20,120	\$12,951	\$33,071
Clay	\$20,401	\$13,133	\$33,534
Cleveland	\$34,863	\$22,442	\$57,305
Columbus	\$28,399	\$18,281	\$46,679
Craven	\$32,441	\$20,883	\$53,324
Cumberland	\$60,421	\$38,894	\$99,315
Currituck	\$20,351	\$13,100	\$33,451
Dare	\$22,275	\$14,339	\$36,614
Davidson	\$42,821	\$27,565	\$70,386
Davie	\$22,357	\$14,391	\$36,748
Duplin	\$26,540	\$17,084	\$43,624
Durham	\$52,000	\$33,473	\$85,474
Edgecombe	\$28,490	\$18,339	\$46,829
Forsyth	\$73,460	\$47,287	\$120,747
Franklin	\$25,112	\$16,165	\$41,276
Gaston	\$53,114	\$34,190	\$87,304
Gates	\$22,007	\$14,166	\$36,173
Graham	\$21,726	\$13,985	\$35,711
Granville	\$25,338	\$16,311	\$41,649
Greene	\$20,457	\$13,169	\$33,626
Guilford	\$89,018	\$57,302	\$146,320
Halifax	\$29,740	\$19,144	\$48,884
Harnett	\$30,115	\$19,385	\$49,500
Haywood	\$28,543	\$18,373	\$46,916
Henderson	\$35,248	\$22,689	\$57,937
Hertford	\$22,320	\$14,368	\$36,688
Hoke	\$21,498	\$13,839	\$35,337
Hyde	\$27,779	\$17,882	\$45,661
Iredell	\$36,702	\$23,625	\$60,327
Jackson	\$22,931	\$14,761	\$37,693
Johnston	\$34,043	\$21,914	\$55,957

** Figures include the carry-over amounts from FY1996 EDTAP balances.

Elderly and Disabled Transportation Assistance Program Allocation Table

	FY1998 EDTAP Allocation**	Additional Allocation of \$2,000,000	Total Allocation of \$5,000,000
Jones	\$23,331	\$15,019	\$38,350
Lee	\$25,115	\$16,167	\$41,281
Lenoir	\$29,163	\$18,773	\$47,936
Lincoln	\$26,363	\$16,970	\$43,333
Macon	\$24,333	\$15,663	\$39,996
Madison	\$22,071	\$14,207	\$36,278
Martin	\$22,691	\$14,607	\$37,298
McDowell	\$25,030	\$16,112	\$41,142
Mecklenburg	\$114,272	\$73,559	\$187,831
Mitchell	\$20,509	\$13,202	\$33,711
Montgomery	\$22,881	\$14,729	\$37,609
Moore	\$32,309	\$20,798	\$53,107
Nash	\$32,365	\$20,834	\$53,199
New Hanover	\$40,995	\$26,389	\$67,385
Northampton	\$23,139	\$14,895	\$38,033
Onslow	\$38,431	\$24,739	\$63,170
Orange	\$32,861	\$21,153	\$54,015
Pamlico	\$21,135	\$13,605	\$34,739
Pasquotank	\$23,179	\$14,921	\$38,100
Pender	\$25,004	\$16,095	\$41,099
Perquimans	\$20,508	\$13,201	\$33,709
Person	\$23,653	\$15,226	\$38,879
Pitt	\$36,538	\$23,520	\$60,058
Polk	\$21,385	\$13,766	\$35,151
Randolph	\$38,414	\$24,727	\$63,141
Richmond	\$26,744	\$17,215	\$43,959
Robeson	\$37,633	\$24,225	\$61,857
Rockingham	\$35,446	\$22,817	\$58,264
Rowan	\$42,011	\$27,043	\$69,055
Rutherford	\$29,927	\$19,265	\$49,192
Sampson	\$28,309	\$18,223	\$46,531
Scotland	\$23,220	\$14,947	\$38,168
Stanly	\$28,177	\$18,138	\$46,315
Stokes	\$24,055	\$15,485	\$39,540
Surry	\$30,667	\$19,741	\$50,407
Swain	\$23,454	\$15,098	\$38,552
Transylvania	\$23,457	\$15,099	\$38,556
Tyrrell	\$25,454	\$16,385	\$41,840
Union	\$32,471	\$20,902	\$53,373
Vance	\$24,861	\$16,003	\$40,864
Wake	\$91,316	\$58,781	\$150,097
Warren	\$22,223	\$14,305	\$36,528
Washington	\$21,033	\$13,539	\$34,572
Watauga	\$23,473	\$15,110	\$38,583
Wayne	\$36,486	\$23,487	\$59,973
Wilkes	\$29,553	\$19,024	\$48,577
Wilson	\$30,147	\$19,406	\$49,553
Yadkin	\$23,528	\$15,145	\$38,673
Yancey	\$21,206	\$13,651	\$34,857
Total	\$3,106,966	\$2,000,000	\$5,106,966

** Figures include the carry-over amounts from FY1996 EDTAP balances.

**Work First and Employment Transportation
Assistance Program**

County	Allocation	County	Allocation
Alamance	\$15,194	Johnston	\$14,163
Alexander	\$4,900	Jones	\$2,156
Alleghany	\$1,966	Lee	\$7,548
Anson	\$5,070	Lenoir	\$14,466
Ashe	\$4,001	Lincoln	\$8,161
Avery	\$2,802	Macon	\$4,063
Beaufort	\$8,215	Madison	\$3,818
Bertie	\$5,237	Martin	\$5,977
Bladen	\$6,893	McDowell	\$5,896
Brunswick	\$9,238	Mecklenburg	\$51,557
Buncombe	\$17,268	Mitchell	\$2,569
Burke	\$12,323	Montgomery	\$4,793
Cabarrus	\$14,000	Moore	\$10,324
Caldwell	\$10,234	Nash	\$11,794
Camden	\$1,984	New Hanover	\$12,407
Carteret	\$8,283	Northampton	\$5,432
Caswell	\$4,416	Onslow	\$21,418
Catawba	\$11,904	Orange	\$7,845
Chatham	\$6,673	Pamlico	\$2,974
Cherokee	\$4,066	Pasquotank	\$7,547
Chowan	\$4,173	Pender	\$6,241
Clay	\$1,935	Perquimans	\$3,323
Cleveland	\$15,388	Person	\$5,009
Columbus	\$10,156	Pitt	\$18,209
Craven	\$13,926	Polk	\$2,738
Cumberland	\$29,967	Randolph	\$13,938
Currituck	\$2,979	Richmond	\$10,410
Dare	\$3,710	Robeson	\$23,771
Davidson	\$17,710	Rockingham	\$14,366
Davie	\$4,444	Rowan	\$15,124
Duplin	\$8,287	Rutherford	\$10,080
Durham	\$23,086	Sampson	\$9,072
Edgecombe	\$14,349	Scotland	\$8,423
Forsyth	\$30,039	Stanly	\$7,774
Franklin	\$6,611	Stokes	\$5,832
Gaston	\$21,244	Surry	\$7,869
Gates	\$2,526	Swain	\$3,131
Graham	\$1,889	Transylvania	\$4,420
Granville	\$7,252	Tyrrell	\$1,541
Greene	\$3,700	Union	\$13,414
Guilford	\$33,030	Vance	\$9,779
Halifax	\$16,152	Wake	\$41,344
Harnett	\$14,040	Warren	\$5,007
Haywood	\$8,306	Washington	\$4,196
Henderson	\$11,065	Watauga	\$4,229
Hertford	\$5,662	Wayne	\$21,017
Hoke	\$7,024	Wilkes	\$10,574
Hyde	\$1,929	Wilson	\$11,619
Iredell	\$14,226	Yadkin	\$4,889
Jackson	\$5,107	Yancey	\$3,174
		Total	\$1,000,000

Rural Capital Assistance Program

<u>Recipient</u>	<u>State Funds</u>
Alamance County Transportation System, Inc.	\$ 62,730
Alexander County Transportation Authority, Inc.	26,617
Ashe County Transportation Authority, Inc.	52,500
Beaufort County Developmental Center, Inc.	23,400
Brunswick Interagency Transportation System, Inc.	90,720
Buncombe County	125,460
Burke County Transit Administration, Inc.	131,670
Cabarrus County	139,500
Chatham Transit Network	81,270
Cherokee County	56,700
Choanoke Public Transportation	108,582
City of Salisbury	99,225
Clay County	52,200
Coordinated Transportation System, Inc. (Johnston County)	168,710
Craven County	95,674
Duplin County	90,700
Eastern Band of Cherokee Indians	81,247
Gaston County	122,400
Greene County	21,600
Harnett County	76,127

Hoke County	73,350
Hyde County Non-Profit Private Transportation Corporation, Inc.	20,318
Iredell Transportation Authority, Inc.	113,400
Jackson County	32,130
Kerr Area Transportation Authority (Franklin, Granville, Person, Vance & Warren Counties)	219,735
Lee County	19,350
Lenoir County	54,000
Lincoln County Group Home for the Handicapped, Inc.	84,600
Lumber River Council of Governments (Robeson County)	250,335
Macon County	23,400
Martin County	72,630
Mecklenburg County	43,875
Nash-Edgecombe Transportation Services, Inc.	87,750
New Hanover County	124,992
Onslow United Transit System, Inc.	91,800
Orange County	10,800
Randolph County Senior Adults Association, Inc.	46,800
Richmond Interagency Transportation, Inc.	52,650
Rockingham County Council on Aging	134,168
Rowan Area Transit System, Inc.	124,200
Rutherford County	43,466
Sampson County Transportation Advisory Board, Inc.	115,704

Scotland County	30,600
Senior Citizen Services of Pender, Inc.	30,600
Stanly County	78,750
Transportation Administration of Cleveland County, Inc.	121,797
Union County	24,300
Yadkin Valley Economic Development District, Inc. (Davie, Stokes, Surry & Yadkin Counties)	<u>30,600</u>
Total	\$3,863,132 *

* Includes \$799,387 in carryover funds

Facilities

	State Funds
Inter-County Public Transportation Authority	\$390,716
Alamance County Transportation Services, Inc.	\$28,020
Rowan Area Transit System, Inc.	\$9,270
Stanly County	\$31,194
Yancey County Transportation Authority	\$11,250
Mitchell County Transportation Authority	\$117,000
Total	\$587,450

Rural General Public Program Allocation

Attachment I

County	FY 98 Allocation	County	FY 98 Allocation
Alamance	\$13,980	Lee	\$14,638
Anson	\$10,774	Madison	\$9,815
Ashe	\$8,245	Martin	\$8,522
Avery	\$9,347	Mecklenburg	\$29,611
Bertie	\$10,261	Mitchell	\$9,290
Bladen	\$11,818	Moore	\$18,250
Buncombe	\$20,352	New Hanover	\$13,918
Burke	\$14,321	Northampton	\$10,263
Camden	\$7,890	Orange	\$14,882
Catawba	\$11,793	Pamlico	\$8,809
Chatham	\$10,335	Pasquotank	\$12,315
Cherokee	\$8,150	Perquimans	\$8,601
Chowan	\$9,170	Person	\$12,242
Cleveland	\$15,053	Polk	\$9,468
Craven	\$21,253	Randolph	\$17,837
Currituck	\$9,522	Richmond	\$10,530
Davidson	\$29,854	Robeson	\$17,276
Davie	\$11,842	Rutherford	\$11,940
Duplin	\$10,305	Stanly	\$15,850
Franklin	\$13,904	Stokes	\$13,828
Granville	\$13,724	Surry	\$17,814
Guilford	\$19,271	Swain	\$7,073
Halifax	\$16,415	Transylvania	\$11,383
Harnett	\$13,924	Vance	\$13,521
Haywood	\$15,208	Warren	\$9,867
Henderson	\$19,717	Watauga	\$11,424
Hertford	\$10,538	Wayne	\$11,189
Hoke	\$8,790	Wilkes	\$17,203
Jackson	\$11,686	Wilson	\$10,647
Johnston	\$15,948	Yadkin	\$12,550
Jones	\$8,401	Yancey	\$9,526
		Total	\$811,878 *

*Includes carryover funds.

TECHNOLOGY PROGRAM**State
Funds****Alexander County Transportation Authority, Inc.****\$5,157**

1 expansion computer
printer
software

Anson County**\$5,947**

1 computer upgrade
software

Ashe County Transportation Authority, Inc.**\$5,832**

1 expansion computer
1 printer
software
cabling

Avery County Transportation Authority**\$7,405**

2 computer upgrades
software
cabling

Beaufort County Developmental Center, Inc.**\$3,807**

1 computer upgrade
software
cabling

Buncombe County**\$3,150**

1 expansion computer

Bladen County**\$1,800**

1 printer

Brunswick Interagency Transportation System, Inc.**\$457**

software

Burke County Transit Administration, Inc.**\$9,477**

1 computer upgrade
1 expansion computer

Cabarrus County	\$5,157
1 expansion computer	
printer	
software	

Chatham Transit Network	\$12,312
1 computer upgrade	
2 expansion computers	
software	
cabling	

Clay County	\$5,157
1 expansion computer	
1 printer	
software	

Dare County	\$5,157
1 expansion computer	
printer	
software	

Davidson County	\$9,450
3 computer upgrades	

Duplin County	\$3,240
1 computer upgrade	
software	

Gaston County	\$1,431
software	

Gates County Agricultural Extension Service	\$5,157
1 expansion computer	
printer	
software	

Harnett County	\$15,984
1 computer upgrade	
1 expansion computer	
printer	
software	
cabling	

Western Carolina Community Action, Inc. (Henderson)	\$16,074
2 computer upgrades	
printer	
software	
cabling	
Hyde County Nonprofit Private.	
Transportation Corporation, Inc	\$3,357
1 computer upgrade	
software	
Iredell Vocational Workshop, Inc.	\$4,730
1 expansion computer	
1 printer	
Jackson County	\$19,269
3 computer upgrades	
1 printer	
software	
cabling	
Coordinated Transportation System, Inc.	\$8,397
(Johnston Co.)	
2 computer upgrades	
printer	
software	
Lenoir County	\$5,157
1 computer upgrade	
1 printer	
software	
Macon County	\$5,157
1 computer upgrade	
1 printer	
software	
Madison County Transportation Authority	\$12,312
1 computer upgrade	
2 expansion computers	
printer	
software	
cabling	

Martin County 1 computer upgrade software	\$3,357
Mecklenburg County 1 computer upgrade printer software telephone system upgrade	\$10,440
Mitchell County Transportation Authority software cabling	\$700
Polk County Transportation Authority 1 computer upgrade 2 expansion computers printer software cabling	\$12,312
Randolph County Senior Adults Association, Inc. 1 computer upgrade 2 expansion computers printer software cabling	\$12,312
Richmond Interagency Transportation, Inc. 1 expansion computer software cabling	\$3,465
Lumber River Council of Governments (Robeson County) 2 expansion computers printer software	\$8,397
Rutherford County 1 computer upgrade printer software	\$5,040

Sampson County Transportation Advisory Board, Inc.	\$5,157
1 computer upgrade	
printer	
software	
 Scotland County	 \$5,157
1 computer upgrade	
printer	
software	
Stanly County	\$6,480
2 computer upgrades	
software	
 Transylvania County	 \$3,357
1 computer upgrade	
software	
 Wake County	 \$7,200
telephone system	
 Wayne Interagency Transportation, Inc.	 \$3,240
1 computer upgrade	
software	
 Wilkes County Transportation Authority, Inc.	 \$3,240
1 expansion computer	
software	
 Yancey County Transportation Authority	 \$9,027
2 computer upgrades	
printer	
software	
cabling	
 Total	 \$279,412

Regional Assistance Program

	State Funds
Trailways	\$63,000
Community Link, Programs of Travelers Aid of Central Carolina, Inc. (Charlotte)	\$7,500
The Salvation Army (Greensboro)	\$1,250
Family Services Center (Raleigh)	\$6,500
Domestic Violence Shelter and Services, Inc. (Wilmington)	\$1,500
Total	\$79,750

Human Service Transportation Management Grants

<u>Recipient</u>	<u>State Funds</u>
Alexander County Transportation Authority, Inc.	\$ 12,500
Ashe County Transportation Authority, Inc.	18,750
Beaufort County Developmental Center, Inc.	18,750
Caldwell County Area Transit System, Inc.	6,213
Carteret County Area Transportation System, Inc.	18,750
Chatham Transit Network	18,750
Cherokee County	18,750
Columbus County Interagency Transportation, Inc.	18,750
Coordinated Transportation System, Inc. (Johnston County)	18,750
Dare County	18,750
Durham County	18,750
Eastern Band of Cherokee Indians	12,494
Gaston County	18,750
Gates County Cooperative Extension Service	5,038
Graham County	18,575
Greene County	9,048
Harnett County	18,750
Hoke County	18,747
Hyde County Non-Profit Private Transportation Corporation, Inc.	14,815
Iredell Vocational Workshop, Inc.	21,875

Lenoir County	43,009
Lumber River Council of Governments	18,750
Martin County	18,750
Randolph County Senior Adults Association, Inc.	18,750
Richmond Interagency Transportation, Inc.	18,750
Rowan Area Transit System, Inc.	18,750
Rutherford County	49,222
Sampson County Transportation Advisory Board, Inc.	68,703
Scotland County	40,000
Swain County Focal Point on Aging, Inc.	18,032
Union County	18,750
Wake County	18,750
Wilson County	<u>9,698</u>
Total	\$685,469 *

* \$285,469 Funded from FY97 carryover funds (\$42,313) and Statewide Matching Assistance Program

Statewide Public Transportation Grant Program

Federal Grant Program Matching Funds

Elderly and Disabled Transportation Program	\$ 59,700
Nonurbanized Formula Program	1,231,944
Urbanized Area Formula Program	504,506
Metropolitan Planning Program/State Planning Program	92,629
Discretionary Capital Program	2,009,914
(Greensboro, TTA, Wilmington, Durham, Rocky Mount, Chapel Hill, Charlotte, Gastonia, Hickory, Winston-Salem)	
Federal Grant Program Matching Funds Subtotal	\$3,898,693

Other Projects

FY98 Rideshare Program	\$ 230,312
ITRE – Help Desk	70,762
ITRE – County Profiles	8,972
ITRE – Organizing and Conducting Workshops	40,515
ITRE – Wheels-to-Work	17,639
Cumberland County Joint Planning Board – alternative corridor project	119,340
Greensboro State Infrastructure Bank	255,000
Inter-County Public Transportation Authority Trolley Demonstration	14,533
Charlotte Transportation Demand Management	28,358
Apprentice/Intern Program	125,191
Human Service Transportation Management Program	243,156
Other Projects Subtotal	\$1,153,778

TOTAL FUNDS OBLIGATED TO DATE FOR SFY98	\$5,052,471 *
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* Includes carryover funds

**NCDOT-PTD
FY98-99**

I. Continuation Budget: \$27.35 million

A. Urban and Regional

- | | |
|--|----------------|
| 1. Maintenance Assistance Programs (Attachments A and B) | \$ 8.1 million |
| 2. Capital/New Start Assistance (Attachment C) | \$ 3.0 million |
| 3. Technology | \$ 1.0 million |

Subtotal \$12.1 million

B. Rural and Small Urban

- | | |
|--|-----------------|
| 1. Elderly and Disabled Transportation Assistance Program
(Attachment D) | \$ 5.0 million |
| 2. Work First and Employment Transportation Assistance Program
(Attachment E) | \$ 1.75 million |
| 3. Capital (Attachment F) | \$ 1.95 million |
| 4. Rural General Public | \$.6 million |
| 5. Technology | \$.5 million |
| 6. Regional Assistance Program | \$.4 million |
| 7. Human Service Transportation Management | \$.4 million |

Subtotal \$10.6 million

C. Statewide

- | | |
|---|-----------------|
| 1. Matching Assistance Program (Attachment G) | \$ 4.65 million |
|---|-----------------|

Subtotal \$ 4.65 million

II. Expansion Budget: \$6.7 million

A. Urban and Regional

- | | |
|--|----------------|
| 1. Capital/New Start Assistance (Attachment H) | \$ 5.0 million |
|--|----------------|

Subtotal \$ 5.0 million

B. Rural and Small Urban

- | | |
|--|----------------|
| 1. Capital and Facilities (Attachment I) | \$ 1.7 million |
|--|----------------|

Subtotal \$ 1.7 million

Urban Maintenance Assistance

System Name	Allocation
AppalCART	\$ 90,382
Asheville	187,877
Chapel Hill	465,160
Charlotte	2,074,385
Durham	546,660
Fayetteville	156,969
Gastonia	87,643
Greensboro	284,492
Greenville	62,532
Hickory	59,425
High Point	173,384
Raleigh	566,681
Rocky Mount	77,218
Salisbury	57,726
Wilmington	237,721
Wilson	69,569
Winston-Salem	515,049
Subtotal Urban and Small Urban	\$5,712,873
Triangle Transit Authority	\$ 387,127
Total	\$6,100,000

Urban Maintenance Assistance

System Name	Allocation
AppalCART	\$50,000
Asheville	\$68,017
Chapel Hill	\$92,409
Charlotte	\$494,643
Durham	\$124,819
Fayetteville	\$121,982
Gastonia	\$54,293
Greensboro	\$135,185
Greenville	\$50,000
Hickory	\$50,000
High Point	\$57,154
Raleigh	\$210,554
Rocky Mount	\$50,000
Salisbury	\$50,000
Wilmington	\$58,611
Wilson	\$50,000
Winston-Salem	\$144,559
 Subtotal Urban and Small Urban	 \$1,862,226
 Triangle Transit Authority	 \$137,774
 Total	 \$2,000,000

Urban and Regional: \$3,000,000

<u>System Name</u>	<u>Project Description</u>	<u>State Share</u>	<u>Total Cost</u>
Greensboro	2 Replacement buses	500,000	625,000
Triangle Transit	Reg. Rail Environ. & Eng. Study	<u>2,500,000</u>	<u>10,000,000</u>
Total		3,000,000	10,625,000

Elderly and Disabled Transportation Assistance Program Allocation Table

	Total Allocation of \$5,000,000		Total Allocation of \$5,000,000
Alamance	\$ 66,687	Johnston	\$ 54,785
Alexander	\$ 35,197	Jones	\$ 37,547
Alleghany	\$ 32,608	Lee	\$ 40,417
Anson	\$ 37,522	Lenoir	\$ 46,932
Ashe	\$ 36,765	Lincoln	\$ 42,425
Avery	\$ 32,713	Macon	\$ 39,158
Beaufort	\$ 43,587	Madison	\$ 35,518
Bertie	\$ 38,742	Martin	\$ 36,517
Bladen	\$ 40,343	McDowell	\$ 40,280
Brunswick	\$ 46,563	Mecklenburg	\$ 183,898
Buncombe	\$ 92,277	Mitchell	\$ 33,005
Burke	\$ 52,275	Montgomery	\$ 36,822
Cabarrus	\$ 60,602	Moore	\$ 51,995
Caldwell	\$ 50,003	Nash	\$ 52,085
Camden	\$ 34,590	New Hanover	\$ 65,973
Carteret	\$ 46,140	Northampton	\$ 37,237
Caswell	\$ 35,703	Onslow	\$ 61,847
Catawba	\$ 65,897	Orange	\$ 52,883
Chatham	\$ 41,503	Pamlico	\$ 34,012
Cherokee	\$ 36,927	Pasquotank	\$ 37,302
Chowan	\$ 32,378	Pender	\$ 40,238
Clay	\$ 32,832	Perquimans	\$ 33,003
Cleveland	\$ 56,105	Person	\$ 38,065
Columbus	\$ 45,702	Pitt	\$ 58,800
Craven	\$ 52,207	Polk	\$ 34,415
Cumberland	\$ 97,235	Randolph	\$ 61,818
Currituck	\$ 32,750	Richmond	\$ 43,038
Dare	\$ 35,847	Robeson	\$ 60,562
Davidson	\$ 68,912	Rockingham	\$ 57,043
Davie	\$ 35,978	Rowan	\$ 67,608
Duplin	\$ 42,710	Rutherford	\$ 48,162
Durham	\$ 83,683	Sampson	\$ 45,557
Edgecombe	\$ 45,848	Scotland	\$ 37,368
Forsyth	\$ 118,218	Stanly	\$ 45,345
Franklin	\$ 40,412	Stokes	\$ 38,712
Gaston	\$ 85,475	Surry	\$ 49,352
Gates	\$ 35,415	Swain	\$ 37,745
Graham	\$ 34,963	Transylvania	\$ 37,748
Granville	\$ 40,777	Tyrrell	\$ 40,963
Greene	\$ 32,922	Union	\$ 52,255
Guilford	\$ 143,255	Vance	\$ 40,008
Halifax	\$ 47,860	Wake	\$ 146,953
Hamett	\$ 48,463	Warren	\$ 35,763
Haywood	\$ 45,933	Washington	\$ 33,848
Henderson	\$ 56,723	Watauga	\$ 37,775
Hertford	\$ 35,920	Wayne	\$ 58,717
Hoke	\$ 34,597	Wilkes	\$ 47,560
Hyde	\$ 44,705	Wilson	\$ 48,515
Iredell	\$ 59,063	Yadkin	\$ 37,863
Jackson	\$ 36,903	Yancey	\$ 34,127

Total \$ 5,000,000

**Work First and Employment Transportation
Assistance Program**

County	Allocation	County	Allocation
Alamance	\$15,194	Johnston	\$14,163
Alexander	\$4,900	Jones	\$2,156
Alleghany	\$1,966	Lee	\$7,548
Anson	\$5,070	Lenoir	\$14,466
Ashe	\$4,001	Lincoln	\$8,161
Avery	\$2,802	Macon	\$4,063
Beaufort	\$8,215	Madison	\$3,818
Bertie	\$5,237	Martin	\$5,977
Bladen	\$6,893	McDowell	\$5,896
Brunswick	\$9,238	Mecklenburg	\$51,557
Buncombe	\$17,268	Mitchell	\$2,569
Burke	\$12,323	Montgomery	\$4,793
Cabarrus	\$14,000	Moore	\$10,324
Caldwell	\$10,234	Nash	\$11,794
Camden	\$1,984	New Hanover	\$12,407
Carteret	\$8,283	Northampton	\$5,432
Caswell	\$4,416	Onslow	\$21,418
Catawba	\$11,904	Orange	\$7,845
Chatham	\$6,673	Pamlico	\$2,974
Cherokee	\$4,066	Pasquotank	\$7,547
Chowan	\$4,173	Pender	\$6,241
Clay	\$1,935	Perquimans	\$3,323
Cleveland	\$15,388	Person	\$5,009
Columbus	\$10,156	Pitt	\$18,209
Craven	\$13,926	Polk	\$2,738
Cumberland	\$29,967	Randolph	\$13,938
Currituck	\$2,979	Richmond	\$10,410
Dare	\$3,710	Robeson	\$23,771
Davidson	\$17,710	Rockingham	\$14,366
Davie	\$4,444	Rowan	\$15,124
Duplin	\$8,287	Rutherford	\$10,080
Durham	\$23,086	Sampson	\$9,072
Edgecombe	\$14,349	Scotland	\$8,423
Forsyth	\$30,039	Stanly	\$7,774
Franklin	\$6,611	Stokes	\$5,832
Gaston	\$21,244	Surry	\$7,869
Gates	\$2,526	Swain	\$3,131
Graham	\$1,889	Transylvania	\$4,420
Granville	\$7,252	Tyrrell	\$1,541
Greene	\$3,700	Union	\$13,414
Guilford	\$33,030	Vance	\$9,779
Halifax	\$16,152	Wake	\$41,344
Harnett	\$14,040	Warren	\$5,007
Haywood	\$8,306	Washington	\$4,196
Henderson	\$11,065	Watauga	\$4,229
Hertford	\$5,662	Wayne	\$21,017
Hoke	\$7,024	Wilkes	\$10,574
Hyde	\$1,929	Wilson	\$11,619
Iredell	\$14,226	Yadkin	\$4,889
Jackson	\$5,107	Yancey	\$3,174
		Total	\$1,000,000

Rural and Small Urban: \$1,950,000

System Name*	Project Description	State Share	Total Cost
Alamance County Transportation System, Inc.	2 Conversion vans	64,260	71,400
	2 Center-aisle vans	49,140	54,600
Ashe County Transportation Authority, Inc.	1 Minivan	20,028	22,235
	1 Conversion van	32,130	35,700
	1 Center-aisle van	24,570	27,300
Anson County	1 Van cutaway w/ lift	46,067	51,185
	1 Conversion van	32,130	35,700
	1 Minivan	20,028	22,235
Avery County	1 Center-aisle van	24,570	27,300
Bladen Area Rural Transportation System	2 Conversion vans	64,260	71,400
Buncombe County	2 Conversion vans	64,260	71,400
Burke County Transit Administration, Inc.	1 Conversion van	32,130	35,700
	2 Center-aisle vans	49,140	54,600
Catawba County	1 Conversion van	32,130	35,700
	1 14-passenger van	22,680	25,200
Davidson County	2 Van cutaways	80,991	89,990
	1 Center-aisle van	24,570	27,300
Gates County Cooperative Extension Service	2 Minivans	40,635	45,150
Harnett County	1 Van cutaway w/ lift	36,855	40,950
Inter-County Public Transportation Authority	2 Van cutaways w/ lifts	92,133	102,370
	4 Conversion vans	128,520	142,800
McDowell County Transportation Planning Board, Inc.	1 14-passenger van	22,680	25,200
	1 Conversion van	32,130	35,700
Mecklenburg County	2 Van cutaways w/ lifts	92,133	102,370
	3 Center-aisle vans	73,710	81,900
Pender Adult Services, Inc.	2 Conversion vans	64,260	71,400
Rockingham County Council on Aging, Inc.	2 Conversion vans	64,260	71,400
	1 Conversion van	29,343	32,603
Rowan Area Transit System, Inc.	3 Conversion vans	96,390	107,100
	2 Center-aisle vans	49,140	54,600
Sampson County Transportation Advisory Board, Inc.	1 Van cutaway w/ lift	36,855	40,950
	1 Conversion van	32,130	35,700
	1 14-passenger van	22,680	25,200
Wake County	4 Conversion vans	128,520	142,800
	3 13-passenger vans	89,303	99,225
Yadkin Valley Economic Development District, Inc.	2 Conversion vans	64,260	71,400
	3 Center-aisle vans	73,710	81,900
Total		1,952,731	2,169,663

* Projects may vary depending on vehicle mileage and system requests.

Statewide Public Transportation Grant Program**Federal Grant Program Matching Funds**

Nonurbanized Area Formula Program	\$351,156
Urbanized Area Formula Program	\$111,854
Metropolitan Planning Program/State Planning Program	\$104,842
Discretionary Capital Program (Charlotte)	\$124,600
Federal Grant Program Matching Funds Subtotal	\$567,852

Other Projects

Rural Capital	\$13,745
Triad MIS project	\$75,000
Total other projects	\$88,745

Total funds obligated to date for FY99	\$656,597
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Urban and Regional: \$5,000,000

<u>System Name</u>	<u>Project Description</u>	<u>State Share</u>	<u>Total Cost</u>
Greensboro	6 Replacement buses	1,100,000	1,375,000
Raleigh	12 Replacement buses	1,700,000	2,125,000
Winston-Salem	11 Replacement buses	<u>2,200,000</u>	<u>2,750,000</u>
Total		5,000,000	6,250,000

Rural and Small Urban: \$1,700,000

<u>System Name</u>	<u>Project Description</u>	<u>State Share</u>	<u>Total Cost</u>
AppalCART (Watauga Co.)	1 Conversion van	29,343	32,603
	Facility Improvement	81,000	90,000
Ashe County Transportation Authority, Inc.	1 Minivan	20,028	22,235
	Facility Improvement	135,000	150,000
Bladen Area Rural Transportation System	1 Conversion van	29,343	32,603
Brunswick Interagency Transportation System, Inc.	1 Conversion van	29,343	32,603
Burke County Transit Administration, Inc.	1 14-passenger van	22,356	24,840
Craven County	2 Conversion vans	58,686	65,206
	1 14-passenger van	22,356	24,840
	Facility Improvement	270,000	300,000
Carteret County Area Transportation System, Inc.	2 Conversion vans	58,686	65,206
Chatham Transit Network, Inc.	1 Conversion van	29,343	32,603
	1 14-passenger van	22,356	24,840
Choanoke Public Transportation Authority	2 14-passenger vans	44,712	49,680
	Facility Improvement	90,000	100,000
Davidson County	1 Van cutaway	45,410	50,456
	1 Center-aisle van	24,219	26,910
Harnett County	1 14-passenger van	22,356	24,840
Inter-County Public Transportation Authority	1 Van cutaway	45,410	50,456
Kerr Area Rural Transportation System	4 14-passenger vans	89,424	99,360
	1 Conversion van	29,343	32,603
Lincoln County Group Home for the Handicapped, Inc.	1 14-passenger van	22,356	24,840
Martin County	1 Conversion van	29,343	32,603
McDowell County	1 14-passenger van	22,356	24,840
Madison County	2 14-passenger vans	44,712	49,680
Transportation Authority			
Mecklenburg County	1 Van cutaway	45,410	50,456
New Hanover County	4 Conversion vans	117,372	130,412
Pender Adult Services, Inc.	1 Van cutaway	45,410	50,456
	1 Conversion van	29,343	32,603
Rowan Area Transit System, Inc.	1 Conversion van	29,343	32,603
	1 14-passenger van	22,356	24,840
Yadkin Valley Economic Development District, Inc.	1 14-passenger van	22,356	24,840
	3 Center-aisle vans	72,657	80,730
Total		1,701,728	1,890,787

FEDERAL TRANSIT APPORTIONMENTS

	FY1991	FY1992	FY1993	FY1994	FY1995	FY1996	FY1997	FY1998
Nonurbanized Area Formula Program	\$ 2,983,374	\$ 4,775,541	\$ 4,082,177	\$ 5,789,428	\$ 5,930,767	\$ 4,960,420	\$ 5,189,372	\$ 6,023,037
Rural Transit Assistance Program	122,804	124,198	124,769	140,440	140,356	138,454	138,303	143,316
Elderly & Persons with Disabilities Program	806,054	1,373,830	1,225,325	1,497,296	1,502,241	1,304,673	1,420,791	1,583,068
Urbanized Area Formula Program	12,195,254	14,695,495	13,092,410	18,718,977	19,476,680	16,048,130	17,302,512	20,111,729
Metropolitan Planning Program	440,600	522,287	434,345	492,926	493,479	461,482	473,443	463,930
State Planning & Research Program	---	133,994	115,884	126,725	126,725	123,360	123,797	126,681
Discretionary	6,000,000	4,095,752	13,017,274	12,000,000	16,000,000	4,962,500	5,956,046 ¹	18,938,596 ²
Total	\$22,548,086	\$25,721,097	\$32,092,184	\$38,765,792	\$43,670,248	\$27,999,019	\$30,604,264	\$47,390,357

¹ Includes \$3,970,000 for NC statewide and \$1,986,046 for TTA.

² Includes \$4,983,868 for NC statewide, \$996,774 for UNC-Chapel Hill, \$996,766 for Charlotte and \$11,961,188 for TTA.

HISTORY OF RAIL PROGRAM FUNDING 1987-88 THROUGH 1998-99

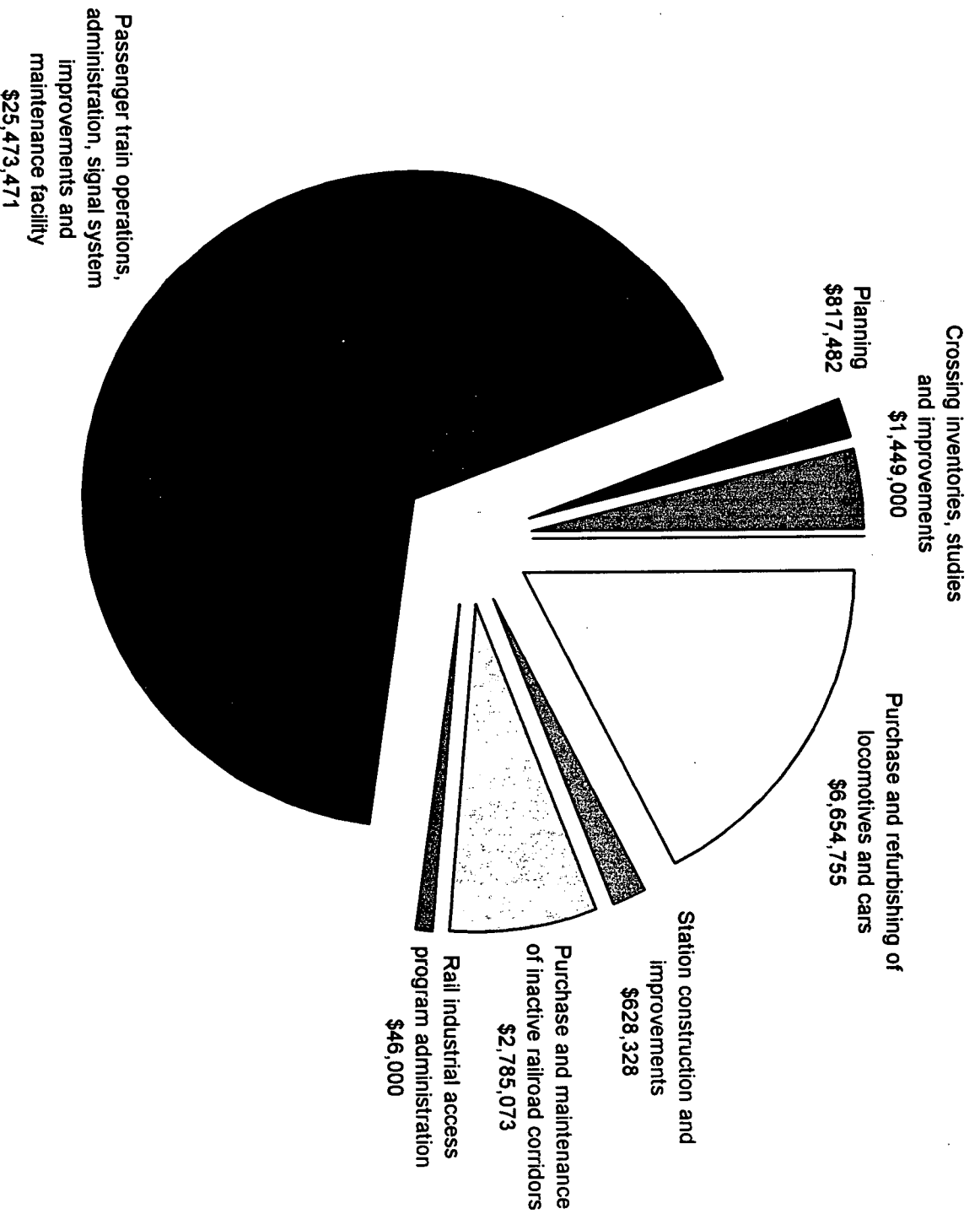
	<u>HIGHWAY FUND</u>	<u>HIGHWAY TRUST FUND</u>	<u>NC RAILROAD DIVIDENDS</u>	<u>TOTAL</u>	
1987-88			100,000	100,000	
1988-89			216,666	216,666	
1989-90			333,001	333,001	
1990-91		3,612,796	100,000	3,712,796	GS 136-44.20 (d) allows DOT to use up to \$5 million/yr of "TIP" funding for "alternatives to highway construction".
1991-92		4,169,566	178,406	4,347,972	
1992-93		5,000,000	96,257	5,096,257	
1993-94	400,000	4,982,654	96,305	5,478,959	\$400,000 appropriated for rail access, small railroads and rail safety.
1994-95	800,000	5,000,001	100,000	5,900,001	Rail access, small railroads and rail safety expanded to \$800,000.
1995-96	800,000	5,077,610	100,000	5,977,610	
1996-97	800,000	4,961,482	-	5,761,482	
1997-98	16,800,000	5,000,000	12,837,734	34,637,734	First step toward Transit 2001 plan. (Not shown is \$2 million in flexible Federal Highway funds from the Congestion Mitigation and Air Quality apportionment.) Dividends from NCRR under disputed lease.
1998-99	10,100,000	5,000,000	?????????	15,100,000	Non recurring state appropriation of \$6.7 million not included. Flexible Federal Highway funds of \$2 million not included.

RAIL FUNDING BY MAJOR CATEGORY 1996-97 THROUGH 1998-99

	<u>1996-97</u>	<u>1997-98</u>	<u>1998-99</u>	<u>EXPANSION REQUEST</u>
RAIL EQUIPMENT	-	5,420,000	4,500,000	
STATION IMPROVEMENTS	267,874	3,785,566	3,350,000	2,000,000
PLANNING/ENGINEERING	685,000	2,636,042	750,000	300,000
OPERATING CAROLINIAN/PIEDMONT	3,650,000	3,960,434	5,000,000	3,200,000
CONSTRUCTION/ROW	358,608	15,074,125	2,700,000	1,200,000
RAIL INDUSTRIAL ACCESS	800,000	800,000	800,000	
ADMINISTRATION		891,350		
TOTAL	5,761,482	32,567,517	17,100,000	6,700,000

Note: 1997-98 and 1998-99 budget includes \$2 million in flexible Federal Highway Funds from the Surface Transportation Program apportionment.

**\$37,804,109 Committed from Highway Trust Fund to the Rail Division
FY91-FY98**



NCDOT Rail Division

BOARD OF TRANSPORTATION AUTHORIZATIONS

ID #	W. O. #	DESCRIPTION	AMOUNT	DATE
M-224	9.9050727	AMTRAK SERVICES FROM CHARLOTTE TO ROCKY MOUNT	1,439,503	7/90
91-RCP-01		5 RAIL CORRIDORS	140,000	7/90
M-234		FRANKLINTON TO LOUISBURG RAIL CORRIDOR	175,500	10/90
M-239	9.050793	5 USED PASSENGER TRAIN CARS	230,000	11/90
M-243	9.90878	CSX RAIL CORRIDOR MOUNT HOLLY TO GASTONIA	24,500	3/91
M-239	9.9050793	5 USED PASSENGER TRAIN CARS	13,500	3/91
	9.90876	MURPHY BRANCH RAIL LINE WAYNESVILLE TO DILLSBORO	698,250	3/91
M-245	9.90879	NORFOLK & SOUTHERN RAIL CORRIDOR	55,000	4/91
M-239	9.9050793	5 TRAIN CARS - REFURBISHMENT	180,000	4/91
M-243	9.90878	CSX RAIL CORRIDOR MOUNT HOLLY TO GASTONIA	531,543	6/91
M-224	9.9050727	AMTRAK FROM CHARLOTTE TO ROCKY MOUNT	125,000	6/91
TOTAL AUTHORIZED IN SFY 90/91			3,612,796	
M-224	9.9050727	NATIONAL RR PASSENGER CORP FOR AMTRAK SERVICES	1,361,000	7/91
	9.90872	CEDAR YARD RAIL CORRIDOR	539,731	11/91
M-239	9.9050793	REFURBISH 4 CARS	2,243,835	1/92
M-265		INSP SER FOR PURCHASE OF 2 LOCOMOTIVES	25,000	4/92
TOTAL AUTHORIZED IN SFY 91/92			4,169,566	
M-224	9.9050727	OPERATING COST FOR NATL RR PASSENGER CORP	1,582,000	7/92
	9.9050739	AMTRAK PASSENGER SER. FM CHARLOTTE TO ROCKY MT	250,000	9/92
P-2918		OPER. COSTS FOR TRAIN BET. CHAR. & RAL. (PIEDMON)	648,375	11/92
P-2916	8.1792101	ROW ON NORFOLK-SOUTHERN RR BET. US 321 & S NEWT	28,000	11/92
P-2922	8.2290601	CONST. ON ROCKY MOUNT RR STATION	175,000	1/93

BOARD OF TRANSPORTATION AUTHORIZATIONS

ID #	W. O. #	DESCRIPTION	AMOUNT	DATE
	9.90872	ACQ. OF CEDAR YARD RAIL CORRIDOR	155,210	1/93
M-239	9.9050793	5 TRAIN CARS - PURCHASE & REFURBISHMENT	2,042,000	2/93
M-224	9.9050727	AMTRAK SERVICES FROM CHARLOTTE TO ROCKY MOUNT	(410,000)	2/93
	9.9050739	IMPROVEMENTS TO CHARLOTTE TO ROCKY MOUNT RAIL R	360,000	2/93
M-239	9.9050793	5 TRAIN CARS - PURCHASE & REFURBISHMENT	50,000	2/93
	9.9050739	CAPITAL IMPROVEMENTS ON CHARLOTTE TO ROCKY MT R	119,415	6/93
		TOTAL AUTHORIZED IN SFY 92/93	5,000,000	
P-2932 AA	8.1999949	CHAR TO RAL AMTRAK IMPROVEMENTS	42,900	7/93
M-224	9.9050727	NRPC AMTRAK SERVICES FM CHARLOTTE TO ROCKY MT	1,073,000	7/93
	9.9050828	NRPC AMTRAK SERVICES FM CHARLOTTE TO ROCKY MT	175,000	7/93
	9.9050739	CHARLOTTE TO ROCKY MOUNT ROUTE	1,250,000	9/93
P-2935	8.2672901	CHARLOTTE TO RALEIGH - CROSSING INVENTORY UPDAT	100,000	9/93
P-2906	8.2351401	NORFOLK SOUTHERN-DURHAM CBD-I-40 TO CSX APEX LII	557,600	11/93
P-2932 AA	8.1999949	AMTRAK IMPROVEMENTS ON CHARLOTTE TO RALEIGH COR	24,700	11/93
P-2912	8.2492501	STATION IMPROVEMENTS IN HIGH POINT	550	12/93
	9.90872	CEDAR YARD RAIL CORRIDOR	286,504	1/94
P-2932	8.1999963	AMTRAK IMPROVEMENTS -HIGH SPEED RAIL	180,000	4/94
M-291		CAROLINA & NORTHWESTERN BET. HICKORY & LENOIR	130,000	5/94
P-2906	8.2351401	NORFOLK SOUTHERN-DURHAM CBD	(547,600)	5/94
P-2922	8.2290601	ROCKY MOUNT STATION	(130,000)	5/94
M-239	9.9050793	PURCHASE OF 5 USED PASSENGER CARS	800,000	6/94
	9.9050739	TRACK CONSTRUCTION BET. CHARLOTTE & ROCKY MOUNT	1,040,000	6/94

BOARD OF TRANSPORTATION AUTHORIZATIONS

ID #	W. O. #	DESCRIPTION	AMOUNT	DATE
TOTAL AUTHORIZED IN SFY 1993/94			4,982,654	
M-224	9.9050727	NRPC AMTRAK SERVICES FM CHARLOTTE TO ROCKY MT	1,004,000	7/94
	9.9050739	LOCOMOTIVE FUELING FACILITY AT CHARLOTTE	300,000	7/94
P-3301		RAIL PASSENGER STATION IN DURHAM	50,000	8/94
P-3302		RAIL PLATFORM IN CARY	60,000	8/94
	9.9050828	MARKETING COSTS FOR NRPC FROM CHARLOTTE TO ROCK	175,000	8/94
	9.9080102	MATCH FOR FRA GRANT FOR CHAR TO RAL CORRIDOR	200,000	9/94
	9.90872	CEDAR YARD CORRIDOR IN DOWNTOWN CHARLOTTE	265,580	11/94
M-239	9.9050793	PURCHASE & REFURBISH 5 PASSENGER CARS	225,000	2/95
	9.9050739	SERVICING FACILITY IN RALEIGH & SIGNALS IN CHAR	675,000	2/95
P-3309	9.9080110	CORRIDOR INVENTORIES AND STUDIES	10,000	3/95
P-3309	9.9080110	CORRIDOR INVENTORIES AND STUDIES	25,000	4/95
	9.9050739	CAPITAL IMPROVEMENTS TO CHARLOTTE/ROCKY MOUNT R	195,000	4/95
P-3302	9.9080101	PLATFORM & PASSENGER SHELTER FOR THE "PIEDMONT"	20,000	4/95
P-2932 A	9.9080114	IMPROVEMENTS ON AMTRAK RAIL CORRIDOR	1,000,000	5/95
P-3309	9.9080110	CORRIDOR INVENTORY AND STUDIES	465,000	5/95
	9.9080739	IMPROVEMENTS TO CHARLOTTE /ROCKY MT ROUTE	55,000	5/95
M-239	9.9050793	REFURBISH 5 USED PASSENGER CARS	50,420	6/95
	9.90876	MURPHY BRANCH LINE - WAYNESVILLE TO DILLSBORO	(719,927)	6/95
	9.9050739	CHARLOTTE TO ROCKY MT IMPROVEMENTS	185,000	6/95
	9.9080106	RAIL CORRIDOR IMPROVEMENTS	52,482	6/95
	9.9050828	AMTRAK MARKETING	52,482	6/95

BOARD OF TRANSPORTATION AUTHORIZATIONS

ID #	W. O. #	DESCRIPTION	AMOUNT	DATE
	9.9080111	STATION IMPROVEMENTS - PLANNING	52,482	6/95
	9.9080112	HIGH SPEED RAIL PLANNING	52,482	6/95
P-2906	8.2351401	RIGHT OF WAY FROM I40 TO CSX APEX LINE	550,000	6/95
		TOTAL AUTHORIZED IN SFY 1994/95	<u>5,000,001</u>	
M-305	9.9080120	PASSENGER TRAIN SERVICE DEMOS & MARKETING	200,000	8/95
M-224	9.9080727	THE CAROLINIAN OPERATING COSTS	84,000	10/95
P-2908 A & B	9.9080126	THE CAROLINIAN OPERATING COSTS	1,600,000	10/95
P-2918	9.9080127	THE PIEDMONT OPERATING COSTS	2,300,000	10/95
M-308	9.9080128	RAIL INDUSTRIAL ACCESS PROGRAM	46,000	10/95
P-2932 AA	8.1999949	CHARLOTTE TO RALEIGH IMPROVEMENTS	(65,665)	10/95
P-3414 A	8.1999970	FEDERAL DESIGNATED HIGH RAIL CORRIDOR	93,266	10/95
P-3414 B	8.1999971	FEDERAL DESIGNATED HIGH RAIL CORRIDOR	40,000	10/95
P-3417	9.9080129	NORFOLK SOUTHERN RAILWAY	17,000	11/95
P-2918	9.9080127	THE PIEDMONT FROM CHARLOTTE TO RALEIGH	42,500	11/95
P-3414 B	8.99971	FEDERAL DESIGNATED HIGH SPEED RAIL CORRIDOR	(40,000)	12/95
P-3414 A	8.1999970	FEDERAL DESIGNATED HIGH SPEED RAIL CORRIDOR	(93,266)	12/95
P-2908 B	9.9080126	THE CAROLINIAN FROM CHARLOTTE TO ROCKY MT	175,000	12/95
P-2908 A & B	9.9080126	THE CAROLINIAN FROM CHARLOTTE TO ROCKY MT	370,000	1/96
P-2915	8.2311101	SELMA RAILROAD STATION	1,000	2/96
P-2925	8.2632401	SALISBURY RAILROAD STATION	90,856	2/96
	9.90872	SALE OF CEDAR YARD PROPERTY IN DOWNTOWN CHARLOTTE	(254,300)	2/96
P-3414	8.1999973	22 RAILROAD GRADE CROSSINGS	62,725	2/96

BOARD OF TRANSPORTATION AUTHORIZATIONS

ID #	W. O. #	DESCRIPTION	AMOUNT	DATE
P-2908 A & B	9.9080126	THE CAROLINIAN FROM CHARLOTTE TO ROCKY MT	• 280,000	3/96
P-3414	8.1999973	CHARLOTTE TO RALEIGH IMPROVEMENTS	• 128,494	4/96
TOTAL AUTHORIZED IN SFY 1995/96			5,077,610	
P-3309	9.9080110	STATEWIDE IMPROVEMENT PROJECTS & STUDIES	\$ 500,000	7/96
P-3418	9.9080136	ITRE STUDIES - STATEWIDE	60,000	7/96
P-3602	9.9080138	RAIL PLANNING ACTIVITIES - STATEWIDE	125,000	7/96
P-3600	9.9080137	REHAB. OF HISTORIC RAIL CAR DISPLAY	75,000	7/96
P-3414	8.1999973	AMTRAK IMPROV. TO HIGH SPEED RAIL CORRIDOR	3,608	7/96
Z-2563 A	9.9080144	TO CLOSE LUMBER ST @ NORFOLK SOUTHERN CROSSING	225,000	8/96
P-2929	8.2341101	WILSON STATION IMPROVEMENTS	87,572	9/96
P-2908 A ,B	9.9080126	6 PASSENGER CARS FOR THE CAROLINIAN	1,312,500	9/96
P-2908 AA	9.9080145	BURLINGTON RAIL PASSENGER STATION	10,000	9/96
P-2918	9.9080127	FOOD SERVICE CAR FOR THE PIEDMONT	2,187,500	9/96
P-2915	8.2311101	SELMA STATION IMPROVEMENTS	95,302	10/96
	9.9080147	IMPROVEMENTS BETWEEN CHARLOTTE AND ROCKY MOUNT	130,000	10/96
P-2918 A	9.9080152	CHARLOTTE TO RALEIGH MARKETING AND ADVERTISING	150,000	12/96
TOTAL AUTHORIZED IN SFY 1996/1997			\$ 4,961,482	
P-2908 A	9.9080126	AMTRAK - ROCKY MOUNT TO CHARLOTTE - CAR 400301	550,000	7/97
P-2918	9.9080127	AMTRAK - ROCKY MOUNT TO CHARLOTTE - CAR 400201	120,000	7/97
P-2918 A	9.9080152	AMTRAK MARKETING COSTS	250,000	7/97
P-3309	9.9080110	AT-GRADE CROSSING ELIMINATION & IMPROVEMENT	164,000	7/97

BOARD OF TRANSPORTATION AUTHORIZATIONS

ID #	W. O. #	DESCRIPTION	AMOUNT	DATE
P-2908 A	9.9080126	AMTRAK - ROCKY MOUNT TO CHARLOTTE - CAR 400301	550,000	7/97
P-2918	9.9080127	AMTRAK - ROCKY MOUNT TO CHARLOTTE - CAR 400201	120,000	7/97
P-2918 A	9.9080152	AMTRAK MARKETING COSTS	250,000	7/97
P-3309	9.9080110	AT-GRADE CROSSING ELIMINATION & IMPROVEMENT	164,000	7/97
P-3601	9.9080106	RAIL CORRIDOR MAINTENANCE	100,000	7/97
P-3810	9.9080300	RAIL ENGINEERING SERVICES	250,000	7/97
P-3811	9.9080301	CROSSBUCKS AND SIGNAGE	50,000	7/97
P-3812	9.9080302	INNOVATIVE CROSSING WARNING DEVICES	80,000	7/97
P-3813	9.9080303	LOW-COST INNOVATIVE PASSIVE CROSSING WARNING	55,000	7/97
P-2918	9.9080158	LOUNGE CAR & 3 BAGGAGE CARS	50,000	9/97
P-3602	9.9080138	RAIL PLANNING SERVICES	130,000	9/97
P-3820	9.9080149	FEASIBILITY STUDIES FOR PURCHASE OF NCR SHARES	200,000	9/97
P-3800	9.9080162	CHARLOTTE STATION RENOVATIONS	20,000	9/97
P-2929	8.2341101	WILSON STATION IMPROVEMENTS	55,566	10/97
P-3301	9.90869	DURHAM STATION IMPROVEMENTS	60,000	10/97
P-2918	9.9080163	BURLINGTON PASSENGER STATION	150,000	10/97
P-2918	9.9080163	BURLINGTON PASSENGER STATION	(150,000)	10/97
P-2908 A	9.9080126	CAROLINIAN - CHARLOTTE TO ROCKY MOUNT	800,000	12/97
P-2918	9.9080127	PIEDMONT - CHARLOTTE TO RALEIGH	<u>2,065,434</u>	

TOTAL AUTHORIZED IN SFY 1997/1998

\$ 5,000,000

RAIL PROJECTS FUNDED FROM HIGHWAY TRUST FUND

Fiscal Year

1997

Type: Equipment, Stations, Planning/Engineering
Construction/Right of Way, Administration,
Operations

<u>BOT Date</u>	<u>TIP No.</u>	<u>Wk Order</u>	<u>Description</u>	<u>Amount</u>	<u>Type</u>
7/12/96	P3309	9.9080110	Crossing studies	\$500,000	P
7/12/96	P3418	9.9080136	ITRE studies	\$60,000	P
7/12/96	P3602	9.9080138	Rail Planning	\$125,000	P
7/12/96	P3600	9.9080137	Rehab of railcar "Thanis"	\$75,000	S
7/12/96	P3414	8.1999973	West Raleigh crossing improvements	\$3,608	C
8/2/96	Z2563	9.8091477	Close Lumber St. xing in Salisbury	\$225,000	C
9/6/96	P2908A,B	9.9080126	Carolinian operating costs	\$1,312,500	O
9/6/96	P2918	9.9080127	Piedmont operating costs	\$2,187,500	O
9/6/96	P2908AA	9.9080145	Burlington station study	\$10,000	S
10/4/96		9.9050739	Maintenance facility land purchase	\$130,000	C
10/4/96	P2915	8.2311101	Selma station improvements	\$95,302	S
12/6/96	P2918A	9.9080152	Passenger marketing	\$150,000	O
9/6/96	P2929	8.2341101	Wilson station improvments	\$87,572	S
Total				\$4,961,482	
Equipment				\$0	
Stations				\$267,874	
Planning/Engineering				\$685,000	
Construction/Right of Way				\$358,608	
Administration				\$0	
Operations				\$3,650,000	
Total				\$4,961,482	

Fiscal Year 1997

Allocation	\$800,000	Total	\$989,851	Balance	\$239,685
Carryover	\$429,536				

BOT Date	Wk Order	Project	Amount
7/12/96	9.9080139	Weyerhaeuser, Ayden, Pitt County	\$135,020
7/12/96	9.9080140	Safety inspectors funds	\$186,010
7/12/96	9.9080141	Rail Engineer funds	\$69,091
8/2/96	9.9080142	FMC, Bessemer City, Gaston	\$139,000
10/4/96	9.9080146	Brown's of Carolina, Bladenboro, Bladen County	\$139,000
11/1/96	9.9080148	FNA Polymer Corp., Mooresville, Iredell County	\$25,200
12/6/96	9.9080150	Interstate Brands Corp., Rocky Mount, Nash Co.	\$120,204
2/7/97	9.9080153	Shurtape, Hudson, Caldwell County	\$68,250
3/7/97	9.9080154	Patrick Industries, Richfield, Stanly County	\$66,500
4/4/97	9.9080155	Alexander Railroad, Taylorsville, Alexander County	\$0
6/6/97	9.9080156	City of Clinton, Sampson County	\$20,788
6/6/97	9.9080157	Tidewater Transit Co., Fayetteville, Cumberland County	\$20,788
Total			\$989,851

Fiscal Year 1998 Rail Division Funding Approved by the Board of Transportation

<u>Date</u>	<u>TIP #</u>	<u>Work Order</u>	<u>Description</u>	<u>Amount</u>	<u>Type</u>
				Equipment, Stations, Planning/Engineering Construction/Right of Way, Administration, Operations	
Source - Highway Fund, Total \$5,000,000					
7/11/97	P2908A	9.9080126	Refurbish NC 400301	\$550,000	E
7/11/97	P2918	9.9800127	Refurbish NC 400201	\$120,000	E
7/11/97	P2918A	9.9080152	Passenger marketing	\$250,000	O
7/11/97	P3309	9.9080110	Crossing consolidation, construct and admin	\$164,000	C
7/11/97	P3601	9.9080106	Rail corridor, maintenance and administration	\$100,000	C
7/11/97	P3810	9.9080300	Engineering salaries, travel, administration	\$250,000	A
7/11/97	P3811	9.9080301	Crossbucks, signs at light density crossings	\$50,000	C
7/11/97	P3812	9.9080302	Innovative warning devices	\$80,000	C
7/11/97	P3813	9.9080303	Passive warning devices	\$55,000	C
9/5/97	P2918	9.9080158	Purchase one lounge and three baggage cars	\$50,000	E
9/5/97	P3800	9.9080162	Charlotte station renovations, crew room	\$20,000	S
9/5/97	P3820	9.9080149	NCCR buyout legal expenses	\$200,000	A
9/5/97	P3602	9.9080138	Rail planning salaries and administration	\$130,000	A
10/3/97	P3301	9.90869	Extend Durham platform	\$60,000	S
10/3/97	P2929	8.2341101	Wilson station rehabilitation	\$55,566	S
12/5/97	P2908	9.9080126	<i>Carolinian</i> operations and capital	\$800,000	O
12/5/97	P2918	9.9080126	<i>Piedmont</i> operations and capital	\$2,065,434	O

Source - Highway Fund for Rail Industrial Access, Total \$1,130,373

97-IN-009	6/6/97	9.9080156	City of Clinton, Sampson County	\$21,872	C
97-IN-010	6/6/97	9.9080157	Tidewater Transit, Fayetteville, Cumberland Co	\$90,533	C
	8/1/97	9.9080140	Safety inspectors funds	\$180,000	C
98-IN-001	8/1/97	9.9080161	PTS Intertech, Inc., Ellenboro, Rutherford Co	124000	C
98-IN-002	9/5/97	9.9080164	Coharie Farms, Turkey, Sampson County	\$84,000	C
98-IN-003	9/5/97	9.9080159	Ohio Packaging Co., Salisbury, Rowan County	\$25,000	C
98-IN-004	9/5/97	9.9080160	Brunswick County EDC, Cott Corp., Leland,	\$60,000	C
98-IN-005	1/9/98	9.9080163	Stockhausen, Inc., Greensboro, Guilford Co	\$124,000	C
98-IN-006	1/9/98	9.9080165	Cabarrus Cty EDC, Harrisburg, Project Red	\$80,000	C
98-IN-007	3/6/98	9.9080166	Resinall Corp., Severn, Northampton County	\$28,700	C
98-IN-008	3/6/98	9.9080168	Easco Aluminum, Winton, Hertford County	\$19,338	C
	4/3/98	9.9080140	Safety inspectors' funds	\$50,000	C
98-IN-009	4/3/98	9.9080170	Alexander RR, Eclipse Pkg, Iredell County	\$38,500	C
98-IN-010	6/5/98	9.9080173	Cardinal FG, Mooresville, Iredell County	\$124,000	C
98-IN-011	6/5/98	9.9080174	Martin County, Atlantic Structures, Everetts	\$80,430	C

Source - State Rail Funds (NCCR Dividends), Total \$10,421,202

3/6/98	None	9.9080169	Purchase NCCR shares	\$9,943,202	C
5/1/98	P-3100	9.9080172	Rail and ties for Radio Island Bridge	\$208,000	C
6/5/98	None	9.9080175	NCCR legal services	\$200,000	P
6/5/98		9.9080175	Attorney position	\$70,000	A

Source - Highway Fund (State Transit 2001 Funds), Total \$13,215,942

7/11/97 P3806	9.908000P	Purchase 2 F59PHI locomotives	\$4,700,000 E
10/3/97 P2918	9.908001P	Install Burlington modular station	\$150,000 S
11/7/97 P3807	9.908002P	Aerial photography for Durham study	\$73,400 P
11/7/97 P3807	9.908003P	Durham rail capacity feasibility study	\$186,642 P
11/7/97 P3807	9.908004P	Aerial photography for DNC-Ornge&DNC-Cary	\$30,000 P
12/5/97 P2918A	9.908005P	Passenger train marketing	\$240,000 O
12/5/97 P3807	9.908006P	ITRE studies, Piedmont high speed corridor	\$500,000 P
1/9/98 P2918A	9.908007P	Flexliner operations and marketing	\$250,000 O
2/6/98 None	9.908008P	BYTRAIN Center	\$285,000 O
3/6/98 P3807	9.908006P	Spring Forest-Duke double track study & filing	\$48,000 P
3/6/98 P3817	9.908009P	Purchase Cedar Yard lead	\$188,000 C
3/6/98 P3807	9.908010P	CLT-WAS environ screen & Apex connector	\$580,000 P
3/6/98 P3807	9.908011P	Prepare drawings & specs of passenger cars	\$385,000 P
4/3/98 P2908	9.908012P	Passenger train administration	\$150,000 A
4/3/98 P3810	9.908013P	Modular building for E&S staff	\$30,000 A
4/3/98 P3602	9.908006P	Commuter rail safety plan, stn oversight, title wk	\$105,000 P
4/3/98 P3309	9.908015P	Hackett Road crossing closure	\$50,000 C
4/3/98 P3807	9.908004P	Digital mapping of aerial photography	\$75,000 P
5/1/98 P3417	9.908014P	Purchase Fayetteville Rd-Chatham/Wake line	\$428,000 C
5/1/98 P3807	9.908006P	Addl modeling Duke-Charlotte	\$43,000 P
5/1/98 P-3602	9.908016P	Intermodal & environmental engineers	\$50,000 P
5/1/98 P-3602	9.908017P	Planning expenses	\$10,000 P
5/1/98 P-3602	9.908018P	Environmental planning engineer services	\$30,000 P
5/1/98 P-3602	9.908019P	Station rehabilitation supervisor	\$61,350 A
5/1/98 P-3413	9.908020P	Purchase Wilmington downtown lead	\$23,000 C
5/1/98 P-3411	9.908021P	Purchase Norlina-Roanoke Rapids	\$5,300 C
5/1/98 P-3816	9.908022P	Negotiation support, Durham to Va. Line purchas	\$161,250 C
5/1/98 P-3807	9.908023P	Raleigh-Charlotte congestion mitigation study	\$20,000 P
5/1/98 P-3800	9.908024P	Charlotte uptown station property	\$3,500,000 S
5/1/98 None	9.908025P	BYTRAIN highway signs	\$70,000 O
6/5/98 P-3807	9.908027P	Wilmington-Charlotte feasibility study	\$300,000 P
6/5/98 P3409,11	9.908028P	Purchase Warren Plains-Ridgeway	\$350,000 C
6/5/98 P-3410	9.908029P	Purchase Va line to Norlina	\$138,000 C

Source - Federal Surface Transportation Funds, Total \$2,000,000

5/1/98 P-3414	8.1999973	Raleigh-Charlotte track improvements	\$2,000,000 C
Equipment			\$5,420,000
Stations			\$3,785,566
Planning/Engineering			\$2,636,042
Operations			\$3,960,434
Construction/Right of Way			\$15,074,125
Administration			\$891,350
Total			\$31,767,517

Source - Other Federal Funds, Total \$1,165,514

7/11/97 P-3419	8.1999969	Crossing protection improvements	\$720,990 C
10/3/97 P-2929	8.2341101	Wilson station refurbishment	\$444,524 S

Fiscal Year 1998

Allocation \$800,000 Total \$1,006,373 Balance \$33,312.27
 Carryover \$239,685

BOT Date	Wk Order	Project	Amount
6/6/97	9.9080156	City of Clinton, Sampson County	\$21,872
6/6/97	9.9080157	Tidewater Transit Co., Fayetteville, Cumberland County	\$90,533
8/1/97	9.9080140	Safety inspectors funds	\$180,000
8/1/97	9.9080161	PTS Intertech, Inc., Ellenboro, Rutherford County	0
9/5/97	9.9080164	Coharie Farms, Turkey, Sampson County	\$84,000
9/5/97	9.9080159	Ohio Packaging Co., Salisbury, Rowan County	\$25,000
9/5/97	9.9080160	Brunswick County EDC, Cott Corp., Leland,	\$60,000
1/9/98	9.9080163	Stockhausen, Inc., Greensboro, Guilford County	\$124,000
1/9/98	9.9080165	Cabarrus County EDC, Harrisburg, Project Red	\$80,000
3/6/98	9.9080166	Resinall Corp., Severn, Northampton County	\$28,700
3/6/98	9.9080168	Easco Aluminum, Winton, Hertford County	\$19,338
4/3/98	9.9080140	Safety inspectors' funds	\$50,000
4/3/98	9.9080170	Alexander RR, Eclipse Pkg Statesville, Iredell County	\$38,500
6/5/98	9.9080173	Cardinal FG, Mooresville, Iredell County	\$124,000
6/5/98	9.9080174	Martin County, Atlantic Structures, Everetts	\$80,430
Total			\$1,006,373

**NCDOT-Rail Division
FY98-99 Budget Detail**

I. Continuation Budget

\$17,100,000

- **Capital**
 - **Stations** **\$3,350,000**
 - Charlotte-\$1,350,000-Right of way acquisition and preliminary engineering.
 - Durham-\$1,000,000-Matching funds and preliminary engineering.
 - Greensboro-\$1,000,000-Matching funds and preliminary engineering-track.
 - **Equipment** **\$4,500,000**
 - Rehabilitation of passenger and baggage cars and/or acquisition of tilt train. The Department and Amtrak are evaluating application of tilt-trains on the Charlotte - Raleigh - New York City corridor. If a decision is made to acquire tilt-trains, then existing state-owned equipment would be used to extend service to Western North Carolina. If tilt-trains are not recommended, then the Department would invest in rehabilitating additional conventional rail passenger equipment.
 - Tilt-train-\$4,500,000-Lease, purchase and lease-purchase options will be evaluated. Equipment manufacturer may wish to provide equipment and maintain.
or
 - Rehabilitate conventional equipment-\$4,500,000-Three (3) coaches, one (1) food service car, two (2) baggage cars and one (1) specialty car.
 - **Infrastructure/ROW** **\$2,700,000**
 - Capital improvements to infrastructure, mechanical facilities, stations, and acquisition of rail corridors. Funds will be used to make crossing and other safety improvements, provide additional mechanical and storage facilities, small station improvements, and acquire abandoned and/or endangered rail rights of way.
 - Infrastructure-\$1,000,000-Matching funds for Sealed Corridor Project (Phase II Greensboro to Hillsborough) and associated grade crossing safety and traffic mitigation studies and improvements.
 - Mechanical Facilities-\$500,000-Mechanical, parts inventory and storage facilities at Capital Yard.
 - Station Improvements-\$250,000-Lighting, landscape, telephone and public address systems.
 - Rail Corridors/ROW-\$1,000,000-Currently negotiating to acquire stations in Hamlet, Rockingham and Southern Pines and portions of

corridors in Elizabeth City (Weaksville Spur), the CSX S-line and the Wilmington (Downtown Lead).

- Planning/Engineering \$ 750,000
 - Federally designated high speed corridor, Charlotte-Greensboro-Raleigh-Richmond. Continuation of Class I and II Environmental Studies, funds will be used to match federal funds where available. Corridor is authorized for final design and construction under TEA-21.
- Rail Industrial Access \$ 800,000
 - Administrative costs for Rail Safety Program. Rail Industrial Access Projects awarded based on application and program guidelines.
 - Rail Safety Program-\$200,000
 - Rail Industrial Access Projects-\$600,000
- Operating \$5,000,000
 - Contract with Amtrak for operation/maintenance/food service on *Piedmont* and *Carolinian* passenger trains. Also includes state marketing for passenger train service.

II. Expansion Budget:

\$ 6,700,000

- Capital
 - Stations \$2,000,000¹
 - Asheville-\$533,750
 - Black Mountain-\$147,315
 - Old Fort-\$168,970
 - Marion-\$222,650
 - Morganton-\$192,760
 - Hickory-\$255,590
 - Statesville-\$171,410
 - Salisbury-\$195,200
 - Infrastructure/ROW \$1,250,000
 - Western NC service-platform, track, signals, re-locations and other route improvements, architecture and engineering fees.
- Operating \$3,200,000
 - Operating/maintenance cost for Western NC service.
- Planning/Engineering \$ 300,000
 - Development of an intrastate plan for rail passenger services.

III. Total Rail Program Budget

\$23,800,000

¹ Stations summary number is rounded. Figures listed are from the Western North Carolina Rail Passenger Study, January 1997

TRANSPORTATION SPENDING IN NORTH CAROLINA AND TEXAS

	<u>North Carolina</u>	<u>Texas</u>
Total Transportation Budget	\$2,800,000,000	\$3,600,000,000
Maintenance \$ Per Lane Mile	\$2,700	\$4,200
Employees	12,567	14,134
% for New Construction	58% (includes 4% for municipal aid)	66%
% for Maintenance	17%	23%
% for Public Transportation	1.8%	2.1%
Sources of Revenue		
	Gas Tax 37%	Motor Fuel Tax 46%
	Hwy Use Tax 16	Vehicle Reg. 17
	Fees (Hwy Fund) 12	Federal 30
	Fees (Trust Fund) 3	Other 7
	Other 5	
	Bond Proceeds 9	
	Federal 19	

Sources:

North Carolina data from NCDOT

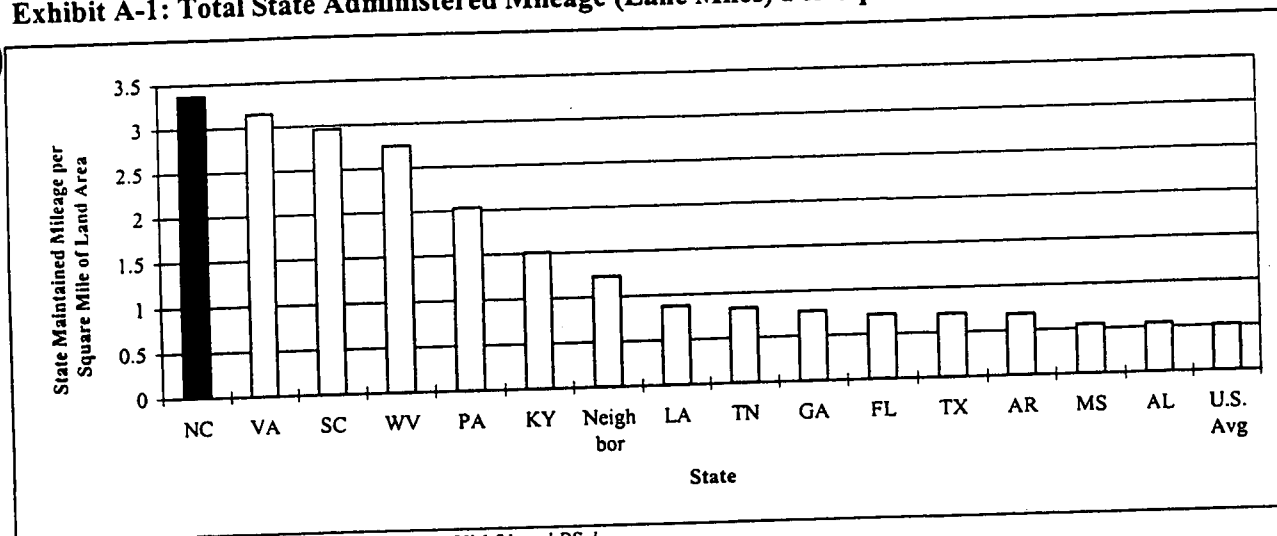
Texas data from Texas DOT web page:

<http://www.dot.state.tx.us/rmodes/pfacts/pfacts.htm>

Maintenance \$ Per Lane Mile data from FHWA Highway Statistics 1996, Tables HM-81 and SF-4

Robert Weiss
Fiscal Research
June 3, 1998

Exhibit A-1: Total State Administered Mileage (Lane Miles) Per Square Mile of Land Area

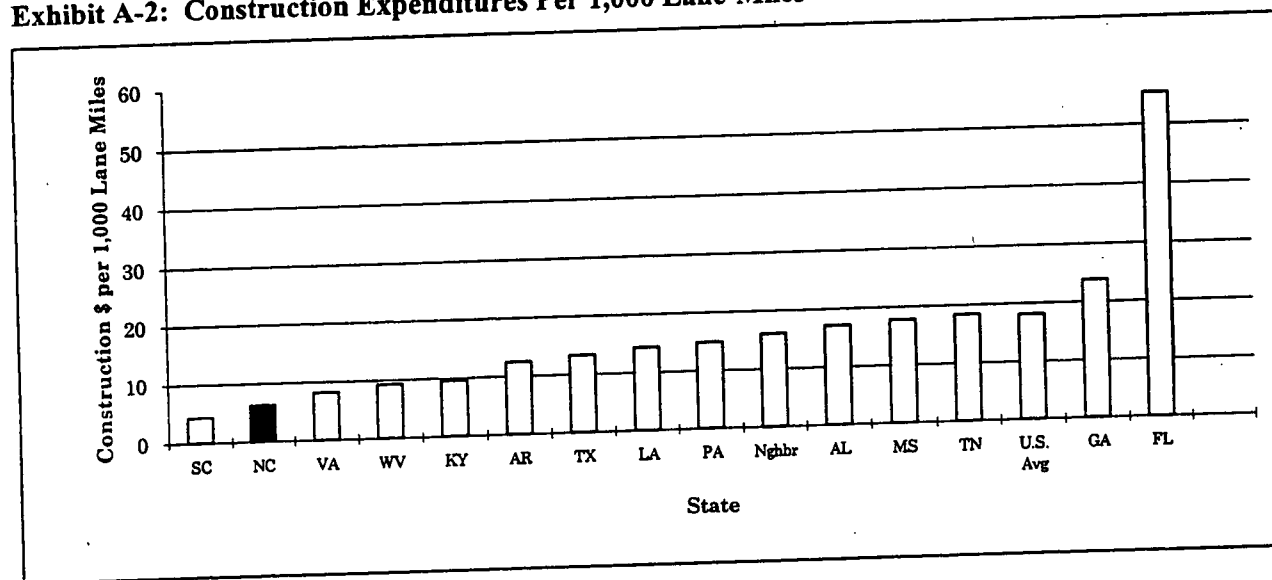


Source: FHWA Highway Statistics, 1996 Tables HM-81 and PS-1

EXPENDITURES

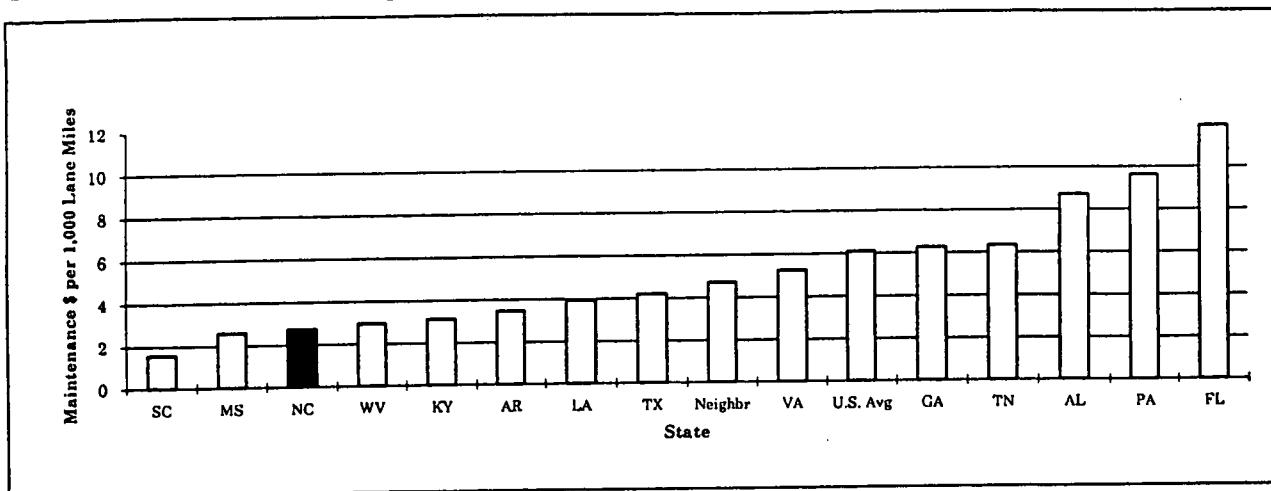
Analyses conducted on expenditure data included calculations of construction expenditures per mile, maintenance expenditures per mile, and total expenditures per mile for North Carolina, each of its neighboring states, and the U.S. average. NCDOT's construction maintenance per mile is second in the U.S. This is second only to South Carolina by a two dollar differential, as presented in Exhibit A-2.

Exhibit A-2: Construction Expenditures Per 1,000 Lane-Miles



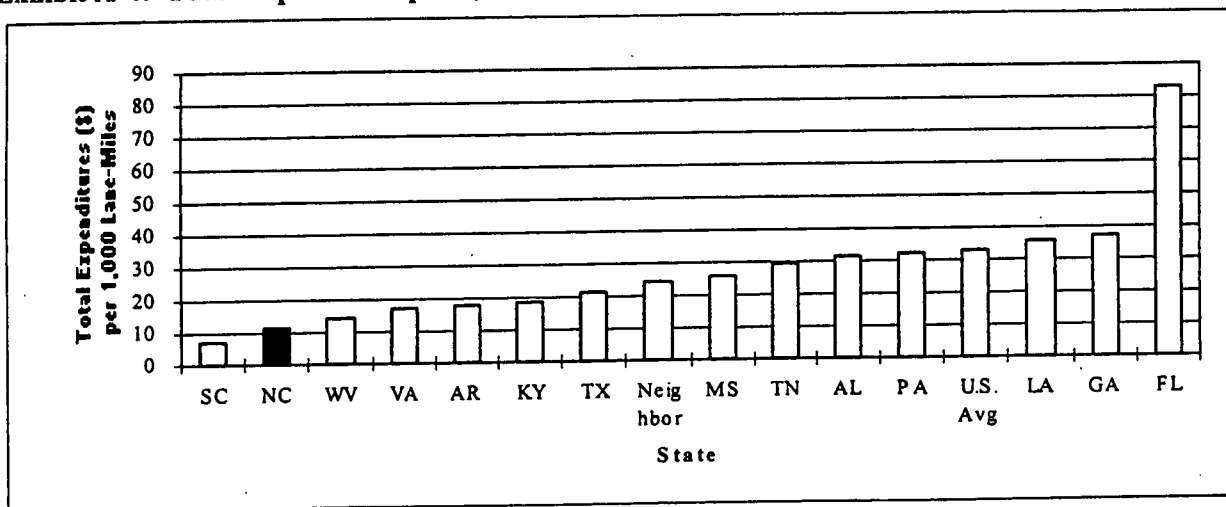
Source: FHWA Highway Statistics, 1996 Tables SF-4 and HM-81

North Carolina ranks fifth in the nation for having low *maintenance* expenditures per mile, as presented in Exhibit A-3.

Exhibit A-3: Maintenance Expenditure per 1,000 Lane-Miles

Source: FHWA Highway Statistics 1996, Tables HM-81 and SF-4

In this analysis, total expenditures include construction and maintenance costs, as well as administration, highway safety, debt service costs, and bond retirement costs for all states. Overall, NCDOT ranks third in the nation, as suggested in Exhibit A-4. This exhibit shows the comparison between North Carolina's total expenditures per 1,000 lane miles to that of its neighboring states and the national average.

Exhibit A-4: Total Expenditure per 1,000 Lane-Miles

Source: FHWA Highway Statistics, 1996 Tables HM-81 and SF-4

STAFFING

Telephone and facsimile surveys were conducted to produce a staffing comparison. All neighboring states were contacted and data from those that responded are included in the tables. The three categories used to analyze the data gathered were: number of full-time equivalent employees (FTEs), the staffing distribution by functional area, and the number of staff per 10,000 lane-miles, as shown in Exhibit A-5.

VISITOR REGISTRATION SHEET

JOINT APPRO/SUBCOMMITTEE ON TRANSPORTATION

June 3, 1998

Name of Committee

Date _____

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

[illegible]

**NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE**

You are hereby notified that the Committee on **JOINT APPROPRIATIONS
Subcommittee on Transportation** will meet as follows:

DAY & DATE: **Thursday, June 4, 1998**

TIME: **9:00 AM**

LOCATION: Rm 1228/1327

Respectfully,

Representatives Bowie, Dockham, McMahan
Co-Chairs

I hereby certify this notice was filed by Sharon Gaudette, Committee Clerk, at the following offices at 10:30 am on June 3, 1998.

___ Principal Clerk
___ Reading Clerk - House Chamber

Sharon Gaudette
Sharon Cram (Committee Clerks)

AGENDA

Joint Appropriations Subcommittee on Transportation

**June 4 , 1998
Room 1228
9:00 A.M.**

Chair: Senator Luther Jordan

Expansion Requests for Highway Patrol
(See Recommended Changes to the 1998-99 State Budget, pp. 93-94,
Items 21-24)

Joe Stewart
Crime Control and Public Safety

Response to Committee Request for Information

Bob Weiss
Fiscal Research Division

**THE JOINT LEGISLATIVE
APPROPRIATIONS
SUB-TRANSPORTATION COMMITTEE**

**June 4, 1998
9:00 a.m.
Room 1327**

The Joint Legislative Appropriations Sub-Transportation Committee met in Room 1327 at 9:00 a.m. on June 4, 1998. **Senator Luther Jordan, Jr., Co-Chair**, called the meeting to order. He introduced Kellen Mollahan and Steven Green as House Pages, and Elizabeth Weaver, and Mickey Fanney as Senate Pages. Visitor's sheet attached.

Members Present:

Rep. Joanne Bowie, Co-Chair
Rep. Ed McMahan, Co-Chair
Rep. Bobby Barbee
Rep. Dan Blue
Rep. Bill Hiatt

Rep. Jim Gulley
Rep. Mary McAllister
Rep. Drew Saunders
Rep. Ronnie Sutton

Two Senators

Senator Jordan recognized **Mr. Bob Weiss, Staff to the Committee**, to discuss **Transportation Spending in North Carolina, Texas, and Virginia** (see Attachment I & II), in response to a request from **Rep. McMahan**. Mr. Weiss pointed out to the Committee the difficulty of comparing one peer State to another because of differences between States overall. Following Mr. Weiss's presentation, questions were taken from the Committee.

Senator Carpenter referenced *Item # 3, Employees*, and asked Mr. Weiss to explain why North Carolina has more employees than Virginia. He said that he was trying to relate the dollars spent to the employees. Mr. Weiss replied that he did not have that information at this time, but he would request that material from the Department of Transportation.

Rep. McMahan said that the reason he had asked for a comparison with Texas was because of the similarity in mileage, and he thought Virginia would be substantially less.

Mr. Evan Rodewald, Staff to the Committee, reminded the Committee that it is very difficult make a comparison between States as the North Carolina budget may include more non-transportation items. He used an example of the \$170 million transfer to the General Fund yearly from the \$2.8 billion total budget.

Rep. Bowie referenced *Item #5, Maintenance*, and asked Mr. Weiss for a more detailed account of how the Maintenance funds are used and where they come from. Mr. Weiss replied that he was just given the percentages. Rep. McMahan pointed out that the source of revenue is addressed in *Item #7*. Representative Bowie further stated that she would be interested in whether they had any other source for Maintenance.

Rep. Sutton referenced *Item #7, Sources of Revenue*, and asked if there was any explanation for the discrepancy in Federal funds given to each State. Mr. Weiss said that one possibility would be the North Carolina General Fund transfer where money is spent on non-transportation items. He also pointed out that part of it could be that North Carolina has been a donor State. Rep. McMahan also expressed his concern over Texas getting 1/3 more than North Carolina of the Federal funds.

Rep. Saunders asked what the difference was between the Gas Tax and the Motor Fuel Tax. Mr. Weiss suggested that possibly Motor Fuel may be a broader category. Rep. McMahan asked that the Gas Tax figure be broken down into what they collect per gallon.

Rep. Barbee asked what the 3% for Miscellaneous represented. Mr. Weiss said he would get that information.

Rep. McMahan asked Staff to provide more detailed information to the Committee on these items.

Senator Jordan recognized **Mr. Joe Stewart, Crime Control and Public Safety**, to present to the Committee **Expansion Requests for Highway Patrol** (*see Attachment III*). Mr. Stewart explained to the Committee that the overall goal was to have 40 new Trooper positions. He said that they already have funds available for 5 positions, and they have the one time costs, such as training and equipment materials necessary for 20 positions. He said that they are asking for the one time costs for 20 positions, and the ongoing operational costs support for 35 of those positions. Following Mr. Stewart's presentation, questions were taken from the Committee.

Senator Jordan referenced *Item #2*, and asked how many positions were coming from the Public Safety Budget. Mr. Stewart answered that the entire budget for the Highway Patrol is funded from the Highway Fund.

Rep. Sutton asked why there were funds available for the 5 positions. He also pointed out that if 40 Troopers were needed, it might be better to ask for the whole package at one time. Mr. Stewart referenced *Page 6, Attachment III*, which showed a schedule outlining the net transfer of appropriations needed by the department from the Highway Fund to support the 40 positions.

Rep. Saunders said that he approved of the process being used as described by Mr. Stewart.

Mr. Stewart said that the overall goal of the Secretary in the next three years was to incrementally achieve 100 new Troopers, and the first request was for 40 positions.

Senator Jordan asked Mr. Stewart to explain the policy of Universities utilizing the Troopers at games without pay. Mr. Stewart replied that this is within the mission of the Highway Patrol to provide traffic management for events, and is recognized as an economic benefit. He added that each event is reviewed before the decision is made to send Troopers.

Rep. Bowie pointed out that the ACC Tournament in Greensboro does not use any State Troopers. She indicated that this practice should be looked into. Mr. Stewart said that it does create a hardship at times because the Troopers are not able to receive overtime pay, and can only receive compensatory time. Mr. Stewart said that another problem is that often these events cause a shortage of Troopers on the highway.

Senator Jordan asked Staff if they would put together information on how much is going out for Patrols going out for these events. Mr. Stewart said he would provide that information, but he thought over the last few years it would represent approximately 4 million in overtime pay.

Rep. Sutton asked whether the Department wants to manage these events. Mr. Stewart replied that their preference would be to continue to manage the events, and have the funds to pay the Troopers overtime.

Senator Jordan recognized **Captain Fred Davis, Highway Patrol**, to present to the Committee a presentation on the **Criminal Justice Information Network** (see *Attachments IV, V, & VI*). Captain Davis presented information to the Committee on Phase III, regarding the Tower Sites and the Mobile Data Network. He then gave a brief overview explaining to the Committee that the data was a result of a Criminal Justice Information study done in 1995, which mandated the development of a 800 Megahertz statewide voice and data communication network. This integrated system would provide criminal justice communication to any Criminal Justice Agency in the State. Following the presentation, questions were taken from the Committee.

Rep. Blue asked if this network was any different than the Internet. Captain Davis replied that they have the technology to interface with the Internet, but they have made a policy decision not to do that for security reasons. Mr. Stewart added that within the context of mobile data, the decision was made among all of the State agency partners to focus on the 800 Megahertz frequency radio signal. Rep. Blue asked if they were still

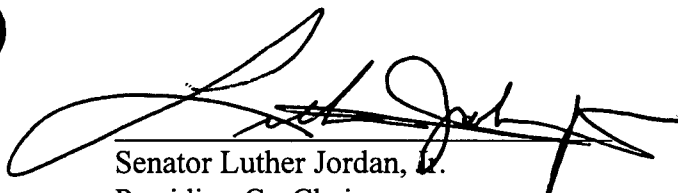
looking at data access rather than voice. Mr. Stewart answered that they were only looking at data at this time, but he said that this year's federal budget has earmarked \$20 million for the CJIN Project that has earmarked approximately \$10 million for the first phase of voice. He said that Senator Faircloth, and Representatives Taylor and Price are working hard on this issue.

Rep. Bowie asked if there would be a fee attached for other agencies that tie into this program. Captain Davis replied that local agencies are asked to share whatever resources they have.


Rep. McAllister asked if the network could only be used in-state. Captain Davis said the system was primarily built for the State of North Carolina.

Rep. Sutton asked when this communication capability would extend from car to car. Captain Davis said they have started on the voice technology and have already developed a partnership with a group called NC Smart Net Users Group, who are happy to share the resources that are there. He said that based on phased funding, this capability could be in place in 5 years.

Senator Jordan adjourned the meeting at 9:50 a.m.



Senator Luther Jordan, Jr.
Presiding Co-Chair



Sharon Cram
Committee Clerk

Representative W. Edwin McMahan
Co-Chair

VISITOR REGISTRATION SHEET

JOINT APPRO/SUBCOMMITTEE ON TRANSPORTATION

, 1998

Name of Committee

Date _____

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

[illegible]

I

Transportation Spending in North Carolina, Texas, and Virginia

	<u>NC</u>	<u>Texas</u>	<u>Virginia</u>
(1) Total Transportation Budget	\$2.8 billion	\$3.6 billion	\$2.4 billion
(2) Maintenance \$ per existing Lane Mile of state-administered highway	\$2,700	\$4,200	\$5,200
(3) Employees	12,567	14,134	9,494
(4) % for New Construction	58%	66%	49%
(5) % for Maintenance	17%	23%	36%
(6) % for Public Transportation	1.80%	2.10%	<5%
(7) Sources of Revenue	Gas Tax 37% Hwy Use 16% Fees (Hwy) 12% Fees (Trust) 3% Other 5% Bond Proc. 9% Federal 19%	Mtr. Fuel Tx 46% Vehicle Reg 17% Federal 30% Other 7%	Mtr. Fuel Tx 29% Veh.Sls/Use 17% Gen.Sls/Use 13% Mtr. Veh.Lic 7% Oth Txs/fees 1% Federal 28% Local 1% Toll 2% Misc. 3%

Sources:

North Carolina data from NCDOT

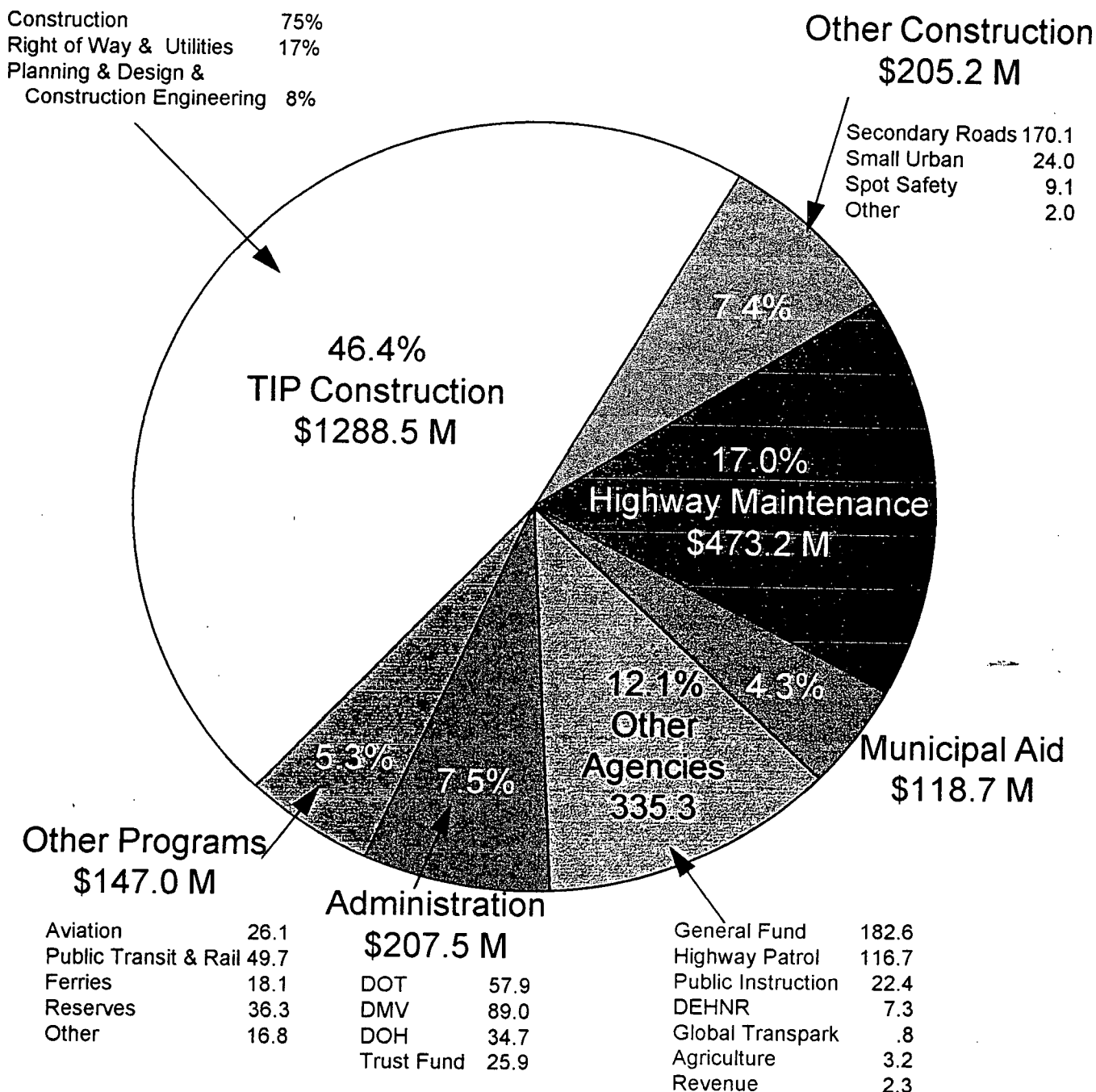
Texas data from Texas DOT web page: <http://www.dot.state.tx.us/rmodes/pfacts/pfacts/htm>Virginia data from *Transition Information Book*, January 7, 1998

Row (2) from FHWA Highway Statistics 1996 and KPMG Peat, Marwick, A Performance Review of the North Carolina Department of Transportation. Final Report, May 1998, page A.9

Robert Weiss
733-4910

Projected Uses of DOT Funds for 1997-98

(Total Funding = \$2.775 Billion)



Texas

Budgets	
Fiscal Year 1998	
Routine maintenance	\$383,637,237 M
Highway construction	\$1,806,622,419 C
Preventive maintenance	\$218,993,817 M
Contracted maintenance	\$205,656,746 M
Right-of-way acquisition	\$192,000,000 C
Highway design	\$367,690,763 C
Aviation services	\$49,110,012
Public transportation	\$74,982,416
Indirect administration	\$179,505,890
Other strategies	\$120,286,933
Total	\$3,597,486,233
Source: Finance Division, fiscal year 1998 approved budgets, 2/98. Construction Recapitulation, Construction Division, "Construction Recapulation," 3/98.	

[Back to Top](#)

VIRGINIA DEPARTMENT OF TRANSPORTATION

D. Revenue Projections and Funding

- VDOT's annual budget is approximately \$2.4 billion, as shown below:

FY 98 Revenue Sources and Allocations (\$M)

Revenue Sources (Est.)	
<u>State Revenue Sources:</u>	
Motor Fuel Tax	\$707.9
Motor Vehicle Sales & Use Tax	\$398.4
General Sales & Use Tax	\$316.4
Motor Vehicle Licenses	\$178.7
Other Taxes and Fees	\$ 20.5
Subtotal State	\$1,612.6
<u>Other Revenue Sources:</u>	
Federal	\$668.1
Local	\$ 17.6
Toll Facilities	\$ 46.9
Miscellaneous	\$ 68.2
Subtotal Other	\$800.8
TOTAL REVENUES	\$2,413.4
Allocations	
Construction	\$1,184.0
Maintenance *	\$ 864.3
Administration	\$ 72.1
Other HMO Programs	\$ 18.5
Support to Other State Agencies	\$ 61.6
Toll Facilities	\$ 72.2
Other Modes	\$124.3
Other	\$ 16.6
TOTAL REVENUES	\$2,413.4

*Includes \$196,346,500 in financial assistance to localities for maintenance of their roads

III

**DEPARTMENT OF CRIME CONTROL AND PUBLIC SAFETY
EXPANSION BUDGET REQUESTS-HIGHWAY FUND
FOR FISCAL YEAR 1998-99**

<u>PRIORITY ORDER</u>	<u>TITLE OF REQUEST</u>	<u>HIGHWAY FUND</u>
<u>RECURRING REQUESTS</u>		
1	Performance Pay for State Highway Patrol- Not included in Continuation Budget Request	2,787,596
2	40 New Troopers for the State Highway Patrol (Total cost for 40 new troopers would be \$3,494,920. Department can identify funds internally to support salary cost of 20 troopers and support cost of 5 troopers for a savings of \$943,325. The cost for the following year would be \$1,011,880.)	2,551,595
TOTAL RECURRING REQUESTS		<u>5,339,191</u>
<u>NON-RECURRING REQUESTS</u>		
1	Criminal Justice Information System Phase III - State Highway Patrol	2,406,611
1A	Mobile Data Computers - For installation in patrol cars for State Highway Patrol	<u>2,250,000</u>
TOTAL NON-RECURRING REQUESTS		<u>4,656,611</u>
TOTAL OF ALL REQUESTS		<u>9,995,802</u>

SUPPLEMENTAL EXPANSION BUDGET WORKSHEET

BUDGET CODE: 24960 DEPARTMENT: 2610 FUND TITLE: State Highway Patrol
 PROGRAM NUMBER: 1900 PROGRAM TITLE: Safe Transportation
 TITLE OF REQUEST: State Highway Patrol Performance Pay
 STATUTORY CHANGES/SPECIAL PROVISIONS REQUIRED TO IMPLEMENT?

Priority No. 1 of 2
 DIVISION/ INSTITUTION: State Highway Patrol

YES ☐ NO ☒

IF YES, ATTACH A COPY OF THE DRAFT.

TOTAL REQUIREMENTS	1998-99
TOTAL RECEIPTS	2,787,596
APPROPRIATION	2,787,596
TOTAL POSITIONS	0
	0.00

NARRATIVE:

When the continuation budget for fiscal year 1997-98 and fiscal year 1998-99 was prepared, an error was made in the computation of the performance pay for the Highway Patrol. The performance pay amount for the new biennium was computed and added into the budget for each year of the biennium. However, the error was caused since the performance pay that was awarded in fiscal year 1996-97 was not included in the budget amount for 1998-99 and the performance pay that was awarded in fiscal year 1997-98 was not included in the budget amount for 1998-99. A worksheet/schedule is attached.

DEPARTMENT OF CRIME CONTROL AND PUBLIC SAFETY
ANALYSIS OF HIGHWAY PATROL PERFORMANCE PAY
BUDGET CODE 24960
FISCAL YEAR 1997-98 AND 1998-99

FY 1997-98	SALARIES	SOCIAL SECURITY	LEO RETIREMENT	TOTAL
Awarded in FY97	1,087,124	83,165	172,092	1,342,381
Awarded in FY98	1,170,405	89,534	185,276	1,445,215
TOTAL	2,257,529	172,699	357,368	2,787,596
Requested in Continuation Budget	1,170,405	89,534	185,276	1,445,215
SHORTAGE	1,087,124	83,165	172,092	1,342,381
 FY 1998-99				
FY 1998-99	SALARIES	SOCIAL SECURITY	LEO RETIREMENT	TOTAL
Awarded in FY97	1,087,124	83,165	172,092	1,342,381
Awarded in FY98	1,170,405	89,534	185,276	1,445,215
Awarded in FY99	1,290,625	98,733	204,306	1,593,664
TOTAL	3,548,154	271,432	561,674	4,381,260
Requested in Continuation Budget	1,290,625	98,733	204,306	1,593,664
SHORTAGE	2,257,529	172,699	357,368	2,787,596
TOTAL SHORTAGE BY FISCAL YEAR				
FY98	1,342,381			
FY99	2,787,596			

SUPPLEMENTAL EXPANSION BUDGET WORKSHEET

BUDGET CODE: 24960 DEPARTMENT: Crime Control and Public Safety DIVISION/ INSTITUTION: State Highway Patrol Priority No. 2 of 2
 FUND NUMBER: 2610 FUND TITLE: State Highway Patrol
 PROGRAM NUMBER: 1900 PROGRAM TITLE: Safe Transportation
 TITLE OF REQUEST: 20 Additional Troopers

STATUTORY CHANGES/SPECIAL PROVISIONS REQUIRED TO IMPLEMENT?
 YES ☐ NO ☐

IF YES, ATTACH A COPY OF THE DRAFT.

TOTAL REQUIREMENTS	1998-99
TOTAL RECEIPTS	2,551,595
APPROPRIATION	2,551,595
TOTAL POSITIONS	0
	20.00

NARRATIVE:

I. PURPOSE STATEMENT

The department is requesting 40 additional trooper positions to enable the Highway Patrol to fulfill its responsibilities and work toward its basic objectives. The first year annual cost of a new trooper is \$87,373. This equates to a cost of \$3,494,920 for 40 new troopers (\$87,373 x 40 = \$3,494,920) for fiscal year 1998-99. This includes salary related items and support cost. The support cost includes a fully equipped cruiser. The department can identify funds internally that are sufficient to support the salary cost of 20 troopers and the support cost of 5 troopers. The department has identified these funds from reallocating five management positions (\$436,865) and the use of salary reserves (\$506,406). In summary the department is requesting full funding for 20 troopers and support cost for 15 additional troopers. The schedule below outlines the net transfer of appropriations needed by the department from the highway Fund to support the 40 positions:

Total Cost for 40 New Troopers	\$3,494,920
Less:	
Funds From Reallocating Five Positions	(436,865)
Funds Identified From Salary Reserves	(506,460)
Net Request From Highway Fund	\$2,551,595

6

II. JUSTIFICATION FOR FUNDING

The unprecedented growth in population, vehicle registration and licensed drivers in North Carolina has far exceeded the ability of the Patrol to respond quickly to traffic accidents, motorist and pedestrian requests for assistance, or, most importantly, to provide adequate preventative highway patrols, which is a proven method of motivating voluntary compliance with the motor vehicle laws, which, consequently, prevents traffic accidents, deaths and injuries. Providing an adequate number of troopers to perform preventative patrols and police traffic

North Carolina Population

Year	Population	Rate of Increase (from 1974)	Rate of Increase (from 1994)
1974	5,375,495		
1994	7,064,470	31.42%	
1996	7,323,085	36.23%	3.66%

supervision is the quickest and most economical means of reducing traffic accidents and their resulting deaths, crippling injuries and the subsequent loss to the State's economy. Highway Patrol productivity levels have peaked but demands for service continue to increase. Even with the recent increases in manpower in the last ten years the Patrol is still behind as growth has been rapid for North Carolina. The table is an indicator of growth:

MOTOR VEHICLE TRAVEL STATISTICS

Year	Road Mileage	% Change	Registered Vehicles	% Change	Licensed Drivers	% Change	Miles Driven (IN BILLIONS)	% Change	Rural Reportable Accidents	% Change	Authorized SHP Complement	% Change
1974	74,914		4,145,821		3,161,146		36.01		65,851		1,164	
1984	76,453	2.05%	5,397,870	30.20%	4,490,269	42.05%	48.05	33.44%	63,515	-3.55%	1,137	-2.32%
1992	77,258	1.05%	5,800,608	7.46%	4,684,874	4.33%	66.79	39.00%	82,769	30.31%	1,260	10.82%
1994	77,540	0.37%	6,175,964	6.47%	5,099,809	8.86%	71.90	7.65%	92,629	11.91%	1,355	7.54%
1995	77,699	0.21%	6,314,599	2.24%	5,138,594	0.76%	74.44	3.53%	96,916	4.63%	1,380	1.85%
1996	77,758	0.08%	6,420,033	1.67%	5,173,891	0.69%	78.61	5.60%	99,158	2.31%	1,380	0.00%
22-year Trend												
1974-1996		3.80%		54.86%		63.67%		118.30%		50.58%		18.56%

Revised 10-13-97

Our present resources allow us only to react to crisis rather than implement preventative measures, such as providing adequate high visibility patrols and traffic safety education. The increases in (1) court time, (2) hours spent in the office completing necessary reports and records, (3) investigating an increased number of accidents, (4) required in-service training, as well as the loss of thousands of hours of voluntary overtime by troopers due to the Fair Labor Standards Act, have all reduced our ability to achieve the objectives of the Highway Patrol.

Another problem relative to the safety of North Carolinians is the drug and violent crime problem. Use, sale, and transportation of illegal drugs has increased substantially in recent years. Drug related deaths, both accidental and

homicides, are increasing at alarming rates. The Patrol must meet this threat if society is to be protected. Meeting these responsibilities has created even more drain on existing manpower, again reducing available time to spend on preventative patrol.

In the past, the Patrol has relied upon significant increasing trends in general factors such as population, registered vehicles, licensed drivers and highway mileage to support requests for increases in manpower. The Patrol has, for a number of years, remained without an objective measuring tool upon which to justify requests for additional manpower.

The State Highway Patrol has implemented a new manpower allocation formula based upon a nationally accepted and recognized model developed for allocating personnel for statewide police agencies. The PATROL AUTOMATED MANPOWER ALLOCATION (PAMA) formula provides a method of allocating manpower by determining the number of required staff based on an analysis of Trooper Workload in terms of the amount of time required to complete various tasks. The PAMA formula divides all Trooper activities into four time components:

1. Reactive Time
2. Proactive Time (Self-initiated activities)
3. Proactive Time (Patrol)
4. Administrative Time

The PAMA formula also allows the agency to set performance objectives in selected criteria, thereby establishing a standard which can be measured.

Although there are many factors integrated into the PAMA formula, Calls-for-Service (CFS) are the primary measures of workload in each county. Calls-for-Service are categorized into (1) traffic accidents, and (2) all other traffic law enforcement services provided by the State Highway Patrol. The average service time for each CFS is a key factor in determining the average number of Troopers per day that are required to manage the workload.

The PAMA formula allows an agency to set the standard of service it wants to deliver to its citizens. Performance efficiency is the percentage of time a Trooper would be available to respond to a call. The following table indicates the number of personnel needed based on an analysis of State Highway Patrol activities from 1 January 1997 through 31 December 1997:

Performance Efficiency	Number of Additional Troopers Needed
90 percent	495
85 percent	289
80 percent	131

Note: Additional Troopers only - Supervisors are not included.

The Patrol is asking for additional Trooper positions to provide an acceptable level of traffic law enforcement services to the citizens of North Carolina. During the period of 1993 through 1995 the Legislature increased the State Highway Patrol by 120 positions. The Patrol is very thankful for this increase but the additional need is still there.

III. EFFORTS STATEMENT

The Patrol's basic objectives are:

- (1) to provide for the safe and expeditious movement of vehicular and pedestrian traffic on 77,758 miles of highways;
- (2) to maintain operational readiness to respond to natural and man made disasters; and
- (3) to provide courtesy services to highway users.

IV. STATISTICAL MEASUREMENTS See Attached

01

Detail of budget is to be provided at the NCAS Agency Management Report detail level.

Receipts	120,902,289	117,812,766	2,551,595	1,011,880	1,011,880	1,011,880
APPROPRIATION						
CHANGE IN CASH BALANCE						

* Complete Detail information for total positions requested on the following page.

POSITIONS REQUESTED:

Priority No. 2 of 2

Detail of the positions included in this expansion request.

GRADE

CLASSIFICATION/EFFECTIVE DATE:

[illegible][illegible]

1998-99	1998-99	1998-99
Budgeted	Annual	Budgeted
Salary	Salary**	Salary
	<u>F.T.E</u>	

[illegible]

TOTAL

**** Minimum level salary for the classification requested unless supporting OSP documentation attached.**

DOES THIS EXPANSION REQUEST RELATE TO A CAPITAL IMPROVEMENT PROJECT?

YES	NO	X
-----	----	---

C.I. BUDGET CODE:

ITEM NUMBER: _____ PROJECTED COMPLETION DATE: _____

SPACE REQUIREMENTS: G.S. 120-36.7 (c)

DOES THIS REQUEST REQUIRE ADDITIONAL SPACE?

YES ☐

NO[X]

NO ☐ X ☒ IF YES, COMPLETE THE FOLLOWING:

Type of Space:

Additional Square Footage Required

Estimated Cost of Space Requirements

Year	1997-98	1998-99	1999-00	2000-01
1997-98				
1998-99				
1999-00				
2000-01				

2001-02

MOTOR POOL REQUIREMENTS:

DOES THIS REQUEST REQUIRE ADDITIONAL VEHICLES FROM THE STATE MOTOR POOL?

YES

1000

ON

X

ITEMIZED LIST

Account Number	Account Title	Trooper Costs		1998-99	1999-00	2000-01	2001-02	2002-03
		First Year	Second Year					
532XXX	Purchased Services							
532132	Medical Services	290	24	11,600	960	960	960	960
532182	Laundry Services	129	129	5,160	5,160	5,160	5,160	5,160
532199	Misc. Contractual Services (Moving, DP, Misc.)	114	220	4,560	8,800	8,800	8,800	8,800
532390	Repairs and Maintenance	78	78	3,120	3,120	3,120	3,120	3,120
532700	Travel	360	360	14,400	14,400	14,400	14,400	14,400
532811	Telephone	380	380	15,200	15,200	15,200	15,200	15,200
532840	Postage	78	78	3,120	3,120	3,120	3,120	3,120
532850	Printing, Binding, Duplicating	93	93	3,720	3,720	3,720	3,720	3,720
532919	Insurance and Bonding	432	432	17,280	17,280	17,280	17,280	17,280
	Category Totals	1,954	1,794	78,160	71,760	71,760	71,760	71,760
533XXX	Supplies							
533110	General Office Supplies	124	248	4,960	9,920	9,920	9,920	9,920
533220	Bedding and Textile Products	88	45	3,520	1,800	1,800	1,800	1,800
533290	Other Supplies-Facility and Hardware	78	154	3,120	6,160	6,160	6,160	6,160
533310	Fuels and Lubricants	1,286	2,572	51,440	102,880	102,880	102,880	102,880
533340	Tires	134	269	5,360	10,760	10,760	10,760	10,760
533350	Motor Vehicle Replacement Parts	422	845	16,880	33,800	33,800	33,800	33,800
533410	Food Products and Services	1,305	140	52,200	5,600	5,600	5,600	5,600
533510	Clothing and Uniforms	2,150	750	86,000	30,000	30,000	30,000	30,000
533720	Educational Supplies	135	47	5,400	1,880	1,880	1,880	1,880
533900	Other Materials and Supplies	373	248	14,920	9,920	9,920	9,920	9,920
	Category Totals	6,095	5,318	243,800	212,720	212,720	212,720	212,720
534XXX	Property, Plant & Equipment							
534511	Office Furniture and Equipment	1,133	0	45,320	0	0	0	0
	Desk	520						
	Secretarial	340						
	Filing Cabinets	273						
534528	Communication Equipment	18,893	0	755,720	0	0	0	0
	Mobile Radio, Antennas	1,956						
	Vehicular Repeater Radio	3,437						
	CJIN Equipment	10,000						
	Incar Video System	3,500						
534529	Equipment-Custody and Security	25,211	0	1,008,440	0	0	0	0
	Blue Light, Siren and Speakers	790						
	Alco-Sensor	425						
	Radar	1,000						
534529001	Weapons	733						
534539	Other Equipment	108						
534541	Automobiles and Trucks	22,000						
534630	Books	155						
	Category Totals	45,237	0	1,809,480	0	0	0	0
535XXX	Other Expenses and Adjustments							
535890	Other Administrative Expenses	223	223	8,920	8,920	8,920	8,920	8,920

SUPPLEMENTAL EXPANSION BUDGET WORKSHEET

BUDGET CODE: 24960 DEPARTMENT: Crime Control and Public Safety FUND TITLE: State Highway Patrol DIVISION/ INSTITUTION: State Highway Patrol Priority No. 1 of 1A

PROGRAM NUMBER: 2610 PROGRAM TITLE: Safe Transportation

TITLE OF REQUEST: Criminal Justice Information Network (CJIN) - Mobile Data Network - Phase III

STATUTORY CHANGES/SPECIAL PROVISIONS REQUIRED TO IMPLEMENT?

YES ☐ NO ☒

IF YES, ATTACH A COPY OF THE DRAFT.

TOTAL REQUIREMENTS	1998-99
TOTAL RECEIPTS	2,406,611
APPROPRIATION	2,406,611
TOTAL POSITIONS	0
	0.00

NARRATIVE:

I. PURPOSE STATEMENT

To expand the statewide, shared, public safety mobile data network consistent with recommendations and objectives of the North Carolina Criminal Justice Information Network. In partnership with local agencies across North Carolina, the State Highway Patrol shares resources such as engineering support, currently licensed 800 MHz frequencies (spectrum), a premier microwave system, and network administrative responsibilities with local government agencies in return for their sharing of resources such as tower sites, base station controllers, leased telecommunications lines and digital sending units (DSU), and current operational 800 MHz RF infrastructures.

II. JUSTIFICATION FOR FUNDING

The objectives of the North Carolina Criminal Justice Information Network Study seeks, "To develop a statewide criminal justice information network that will enable a properly authorized user to readily access and effectively use information regardless of its location in national, state, or local databases". This project provides connectivity and a data communications interface between federal, state, and local public safety agencies operating on a shared mobile data radio (RF) network. Criminal Justice Information Network-Mobile Data Network (CJIN-MDN) provides gateway functions for statewide mobile access to criminal justice databases at the NC Division of Criminal Information (DCI), the Administrative Office of the Courts (AOC),

the Division of Motor Vehicles (DMV), the Department of Corrections (DOC), the National Crime Information Center (NCIC), and individual computer assisted dispatch systems (CAD). The North Carolina State Highway Patrol acts as the strategic facilitator for CJIN-MDN and manages the network.

Public safety agencies across North Carolina depend on their communication systems as a "life line" for support and individual officer safety. Incompatible radio and data communications equipment inhibits interagency communications in routine and emergency situations. A lack of statewide guidance and standards in public safety data communications technology fosters discordance and escalates the cost of providing law enforcement services statewide. The dis-organization of judicial districts and law enforcement jurisdictions causes fragmentation and possible duplication of efforts, as well as under-utilization of existing resources. Centralized databases on the state level need to be flexible enough to accommodate the different needs of communities and local criminal justice providers across the state. The lack of an integrated criminal justice information network provided in a mobile environment hampers local and state law enforcement communications and criminal suspect identification processes now and increasingly for the future.

Critical needs for information among law enforcement agencies in a mobile data environment are focused around Vehicle Registration Checks, Stolen Vehicle Checks, Wanted Persons Checks, Driver Information Checks, Stolen Article Checks, Stolen Weapons Checks, and Criminal Case Histories. Future mobile data initiatives include suspect identification through remote fingerprint processing and digital photographs. This type of information must be readily accessible through a mobile data computer in any law enforcement vehicle that interfaces with a state managed network. The integrated mobile data network - CJIN-MDN - provides services to criminal justice agencies, regardless of size. It allows them to begin networking and communicating with other law enforcement agencies utilizing advanced technology, while sharing basic resources.

<u>Account Number</u>	<u>Item Description</u>	<u>Unit Price</u>	<u>Quantity</u>	<u>Total Cost</u>
532513	Lease & Rental: (Recurring Costs) Equipment space at tower sites	\$1,158 per year	38	\$44,064
532812	T1 Telephone line @ SHP/IMU	\$12,600 per year	1	<u>\$12,600</u>
Sub-Total Recurring:				\$56,604
534528	Data Ready Base Station: Base Station Configuration for Data Transmitter/Receiver RDLAP Protocol Base Station Cabinet	\$31,000	38	\$1,178,000
	Base Station Antenna: 10dBd Gain Omni Antenna Mount Hardware Installation	\$9,000	38	\$342,000
	RF Transmission Facility: Duplexes Triple Circulator Peripheral Tray LDF Line Hanger Kit Round Member Adapter Kit Hoisting Grip Weatherproofing Kit N Jack Connector Coax Protector	\$10,000	38	\$380,000
	DSUs:			
	Codex 3500 Mini Nest w/PS	\$501	5	\$2,505
	Codex 3512 Mini Card	\$741	40	\$29,640
	Codex 3512 S/A w/PS	\$773	40	<u>\$30,920</u>
	Analog Modems: UDS V.3229	\$1,760	15	\$26,400
	Installation of sites:	\$22,237	38	\$845,006
	D4 Channel Bank: T-1 (24 DSO Channels)	\$7,768	2	<u>\$15,536</u>
Sub-Total:				\$2,850,007

Total Project Costs: \$2,906,611

SUPPLEMENTAL EXPANSION BUDGET WORKSHEET

Priority No. 1A of 1A
State Highway Patrol

BUDGET CODE: 24960 DEPARTMENT: 2610 FUND TITLE: Crime Control and Public Safety
PROGRAM NUMBER: 1900 PROGRAM TITLE: State Highway Patrol
TITLE OF REQUEST: Mobile Data Computers

STATUTORY CHANGES/SPECIAL PROVISIONS REQUIRED TO IMPLEMENT?

YES ☐ NO ☒

IF YES, ATTACH A COPY OF THE DRAFT.

TOTAL REQUIREMENTS	1998-99
TOTAL RECEIPTS	2,250,000
APPROPRIATION	2,250,000
TOTAL POSITIONS	0
	0.00

NARRATIVE:

I. PURPOSE STATEMENT

To provide needed and technological equipment in order to enhance the Highway Patrol in fulfilling its' responsibilities.

II. DESCRIPTION

Having current information at the right time can often mean the difference between life and death for a law enforcement officer. There has never been a time, for the officer working the street, when critical information is as important as it is in today's society. Technological advances in the field of digital communication have the capability of making an officer more efficient and providing a safer working environment.

Mobile Data Computers (MDCs) can be used to access local, state, and national databases, and receive responses in seconds. The dispatcher is not disturbed while the officer, using MDCs, performs license plate checks, driver's license and vehicle registration information checks from their vehicles. This is completed by digital communication using 800 Megahertz (MHZ) radio systems. Digital communication is not detectable by radio scanners like voice communication. The use of MDCs can make law enforcement officers more efficient and effective as well as help protect the officer's safety.

The costs of these units is approximately \$9,092 each which includes tax. The Patrol would like to start with these units near the larger cities and expand as funds become available.

III. JUSTIFICATION

The State Highway Patrol, like many other law enforcement agencies, has seen an increased demand for traffic services. Increases in registered vehicles, licensed drivers and miles driven by the citizens of North Carolina continues to place more demands on the Patrol's limited resources.

To aid the road Trooper, and to alleviate some of the enormous work load experienced by our telecommunications, the State Highway Patrol proposes to purchase Mobile Data Computers (intelligent work station) for installation in Highway Patrol Vehicles. This system will allow Troopers to transmit and receive vital information such as driver's license status, in-state and out-of-state vehicle registration and ownership information, vehicle theft information, and wanted criminal bulletins originating on local, state, and national levels. The MDCs will save time during a traffic stop and will provide a critical margin of safety for the Troopers.

This system will allow the Trooper to create his own reports while on the road, via the MDC, thus saving time required to write them out by hand and eliminating the duplication of entering the reports into a computer by someone else. This will also increase the Trooper's on the road patrol time. The MDCs will allow information to be more up-to-date and accurate.

Having current and precise information is very important in the field of collision investigation. The Federal Highway Administration (FHA) and the North Carolina Department of Transportation (DOT) are concerned with the quality of collision data. Accuracy in reporting all the facts is very important to the various groups concerned and affected by traffic safety.

There are several advantages provided by mobile data computers that would fulfill the needs of the Patrol:

1. Mobile data computers provide capabilities to access Department of Motor Vehicle and National Crime Information Center files to retrieve information without audio (voice) communications.

2. Sensitive information can be transmitted and received digitally; therefore, bypassing the general public and criminals who own and monitor police scanners.
3. While ensuring privacy and security, mobile data computers free up a tremendous amount of air time over conventional radio frequencies.
4. Mobile data computers allow for data to be logged and saved through our Computer Assisted Dispatch System (CAD), resulting in both an effective investigative and management tool while increasing the efficiency of the Trooper.
5. In the field of collision investigation the mobile data computers will:
 - * Improve the timeliness of collision data.
 - * Reduce data input errors and omissions.
 - * Reduce the central agency's costs for coding and keypunching.
 - * Improve the overall quality of all data elements.
 - * Reduce demands on report processing personnel at central agency.
 - * Improve information management and accessibility of collision data.
 - * Requires duplexing Laser Printer at each Highway Patrol installation to produce the DMV-349, Collision Report.

Detail of budget is to be provided at the NCAS Agency Management Report detail level.

REQUIREMENTS:

[illegible]

* Complete Detail information for total positions requested on the following page.

Attachment A1 - Page 2A

Account Number	Account Title	Request 1998-99	1999-00	2000-01	2001-02	2002-03
534XXX	Property, Plant & Equipment					
534522	234 Mobile Data Computers	2,127,550	0	0	0	0
	(8,587 each + 6% tax = 9,092)					
534522	50 External Diskette Drives	13,800	0	0	0	0
	(260 each + 6% tax = 276)					
	(Downloading data at District Offices)					
534522	50 Laser Printers	108,650	0	0	0	0
	(2,050 each + 6% tax = 2,173)					
	(Printing data and DMV-349, Collision Reports at District Offices)					
Total		2,250,000				

Criminal Justice Information System Network

Mobile Data Network

Phase One 1996-1997

1996 Legislative Appropriations
1996 Governors Crime Commission Grant
Totals

Provided for CJIN-MDN Message Switch, Radio
Network Controllers, 18 Base Station Transmitters,
network peripherals, and recurring costs for this phase.

Network Infrastructure	Amount Spent	Current Status	Counties Served	Population Served	Criminal Justice Agencies Served
\$2,000,000 \$500,000 \$2,500,000	\$2,000,000 \$500,000 \$2,500,000	Completed	20	3,784,858	217

Phase Two 1997-1998

1997 Legislative Appropriations
1997 Governors Crime Commission Grant
Totals

Will provide for 38 Base Station Transmitters
and recurring costs for this phase.

Network Infrastructure	Amount Spent	Current Status	Counties Served	Population Served	Criminal Justice Agencies Served
\$2,406,000 \$500,000 \$2,906,000	Equipment Received \$0	Currently being Installed	32	2,169,081	285

Phase Three 1998-1999

1998 Legislative Appropriations Requested
1998 Governors Crime Commission Grant Proposed
Totals

Will provide for 38 Base Station Transmitters
and recurring costs for this phase.

Network Infrastructure	Amount Spent	Current Status	Counties Served	Population Served	Criminal Justice Agencies Served
\$2,406,000 \$500,000 \$2,906,000	\$0 \$0 \$0	Pending	23	855,887	144

Phase Four 1999-2000

1999 Legislative Appropriations Requested
1999 Governors Crime Commission Grant Proposed
Totals

Will provide for 36 Base Station Transmitters
and recurring costs for this phase.

Network Infrastructure	Amount Spent	Current Status	Counties Served	Population Served	Criminal Justice Agencies Served
\$2,256,000 \$500,000 \$2,756,000	\$0 \$0 \$0	Proposed	25	449,417	128

Phase Five 2000-2001 (Optional)

2000 Legislative Appropriations Requested
2000 Governors Crime Commission Grant Proposed
Totals

Will provide for 15 "Fill In" Base Station Transmitters
and recurring costs for this phase if needed.

Network Infrastructure	Amount Spent	Current Status	Counties Served	Population Served	Criminal Justice Agencies Served
\$697,000 \$500,000 \$1,197,000	\$0 \$0 \$0	Proposed	100	7,259,243	As Needed

Criminal Justice Information Network

Mobile Data Network

Summary

	Base Station Needed	Network Transmitters	Network Infrastructure Costs	Total Network Infrastructure plus recurring	Percent of NC Counties Served	Cumulative % of total Counties	Percent of NC Population Served	Cumulative % of total Population
CJIN-MDN Phase One	18		\$2,429,800	\$2,500,000	20%	20%	52%	52%
CJIN-MDN Phase Two	38		\$2,850,000	\$2,906,000	32%	52%	30%	82%
CJIN-MDN Phase Three	38		\$2,850,000	\$2,906,000	23%	75%	12%	94%
CJIN-MDN Phase Four	36		\$2,700,000	\$2,756,000	25%	100%	6%	100%
CJIN-MDN Phase Five (opt)	15		\$1,125,000	\$1,197,000				
	145		\$11,954,800	\$12,265,000	100%	100%	100%	100%

Participating Agencies:

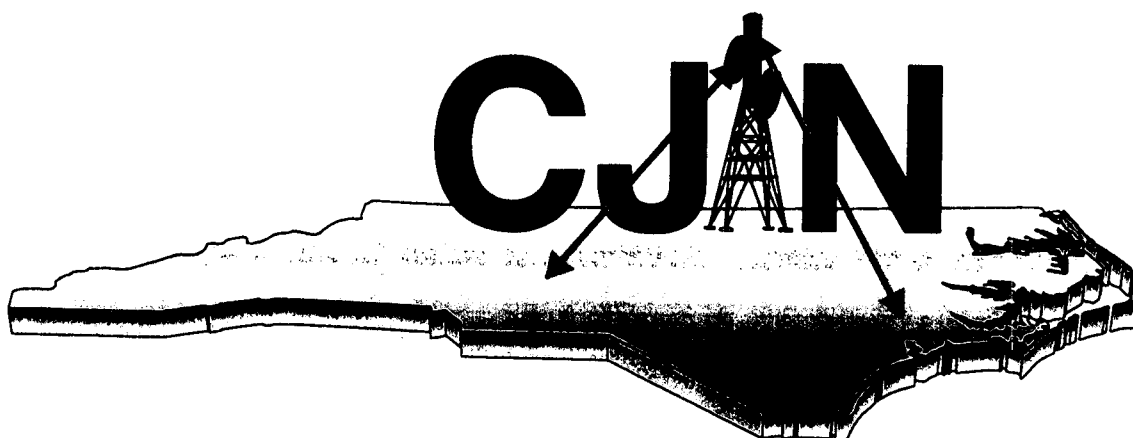
Operational MDTs:

MDT Subscribers:

Pending Agencies:

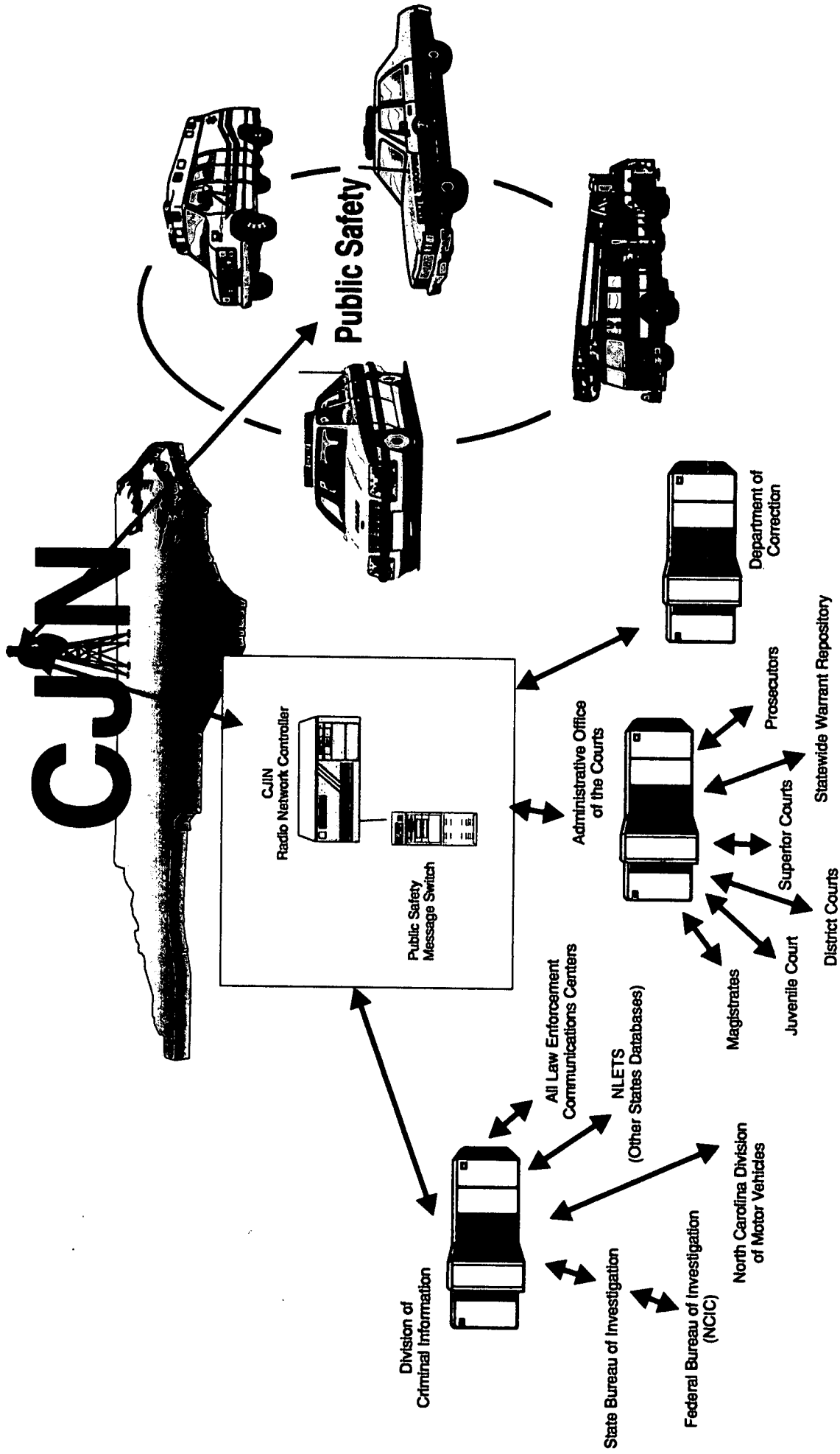
Pending MDTs:

MOBILE DATA NETWORK



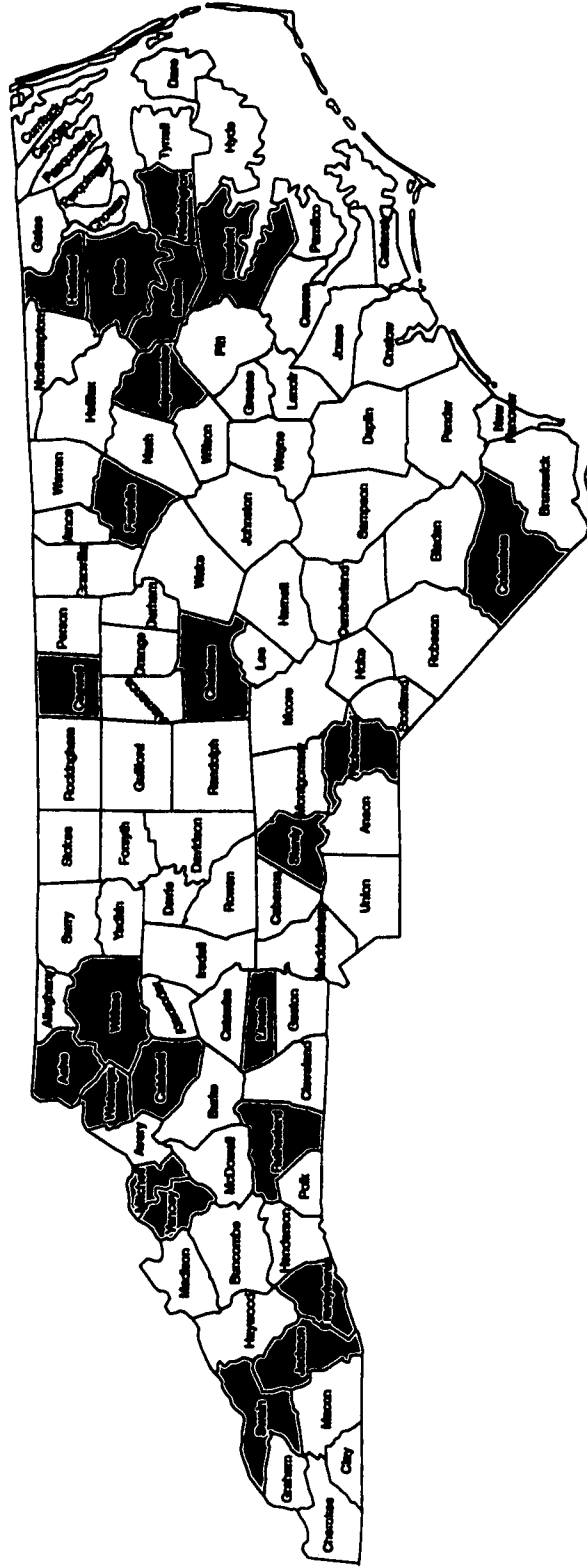
"A Partnership
for
Public Safety"

● CRIMINAL JUSTICE INFORMATION NETWORK ● MOBILE DATA NETWORK



Communications from the Mobile Data Tower to the Radio Network Controller can be accomplished by either dedicated telephone lines or by the Highway Patrol's microwave system. The Public Safety Switch will be located at the State Highway Patrol Information Management Unit.

1998-1999



Proposed Phase Three for '98-'99

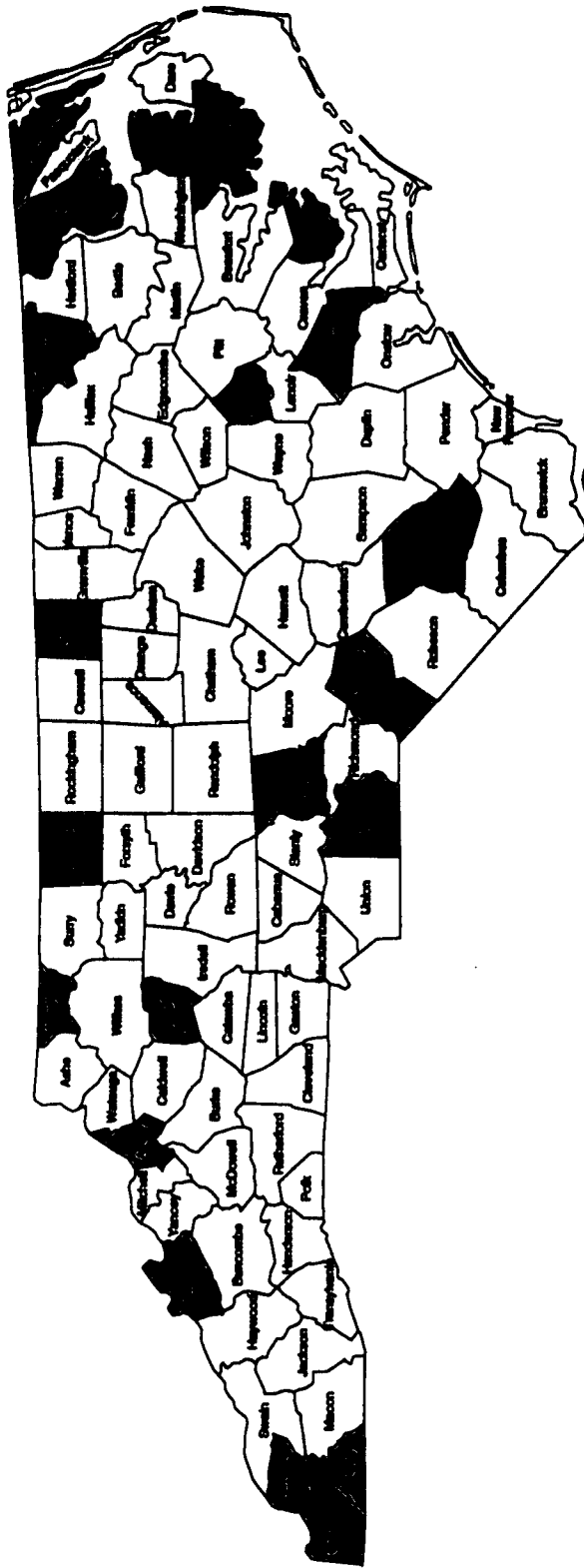
Covered in previous Phase

CJIN

Mobile Data Network

Proposed Phase Four

1999 - 2000



Proposed Phase Four for 1999-2000

Covered in previous Phase

Criminal Justice Information Network

Mobile Data Network

Installation Phases

Installation Phase	Number of Counties	County	Proposed Transmitters	Population	Square Miles	Number of Criminal Justice Agencies	Projected Cost
1	1	Alamance	1	115,567	433.14	8	Local Gov.
1	2	Buncombe	1	190,987	659.33	15	75,000
1	3	Cabarrus	1	111,313	364.08	6	75,000
1	4	Cumberland	1	300,893	657.26	10	75,000
1	5	Davidson	1	138,700	548.28	6	75,000
1	6	Durham	2	196,709	297.74	8	Local Gov.
1	7	Forsyth	1	280,951	412.48	10	75,000
1	8	Gaston	1	179,945	357.29	15	75,000
1	9	Granville	1	41,530	533.50	8	75,000
1	10	Guilford	1	373,561	650.77	12	75,000
1	11	Halifax	1	57,902	723.69	10	75,000
1	12	Harnett	0	77,759	601.11	9	Overlap
1	13	Mecklenburg	2	584,856	527.77	15	150,000
1	14	Nash	1	84,986	539.60	11	75,000
1	15	New Hanover	1	140,785	184.54	10	75,000
1	16	Orange	1	108,386	400.27	8	75,000
1	17	Robeson	1	112,238	949.19	13	75,000
1	18	Rowan	1	119,108	519.02	11	75,000
1	19	Vance	1	40,277	248.79	5	75,000
1	20	Wake	1	528,405	854.36	27	75,000
		Sub-total	21	3,784,858	10,462	217	1,350,000
Phase							
2	1	Brunswick	1	61,836	860.49	16	75,000
2	2	Burke	1	81,694	504.45	10	75,000
2	3	Carteret	1	58,799	525.57	15	75,000
2	4	Catawba	2	126,653	395.66	12	150,000
2	5	Cleveland	1	88,939	468.19	13	75,000
2	6	Craven	1	86,053	701.47	8	75,000
2	7	Dare	1	26,061	390.79	10	75,000
2	8	Davie	1	30,000	266.59	5	75,000
2	9	Duplin	1	42,490	819.22	11	75,000
2	10	Haywood	3	49,296	554.85	7	225,000
2	11	Henderson	3	77,990	374.39	5	Special Grant
2	12	Iredell	1	104,104	574.12	8	75,000
2	13	Johnston	1	95,571	795.41	13	75,000
2	14	Lee	1	46,150	259.28	6	75,000
2	15	Lenior	1	59,068	402.32	7	75,000
2	16	Macon	3	26,424	516.58	5	225,000
2	17	McDowell	1	37,082	437.39	6	75,000
2	18	Moore	1	67,293	701.25	15	75,000
2	19	Onslow	1	149,569	762.61	10	75,000
2	20	Pasquotank	1	34,158	228.00	5	75,000
2	21	Pender	1	35,476	874.82	7	75,000
2	22	Pitt	1	119,661	656.52	11	75,000

Criminal Justice Information Network

Mobile Data Network

Installation Phases

Installation Phase	Number of Counties	County	Proposed Transmitters	Population	Square Miles	Number of Criminal Justice Agencies	Projected Cost
2	23	Polk	1	15,824	238.30	6	75,000
2	24	Randolph	1	115,913	788.83	9	75,000
2	25	Rockingham	2	88,379	568.64	8	150,000
2	26	Sampson	1	50,525	946.85	9	75,000
2	27	Surry	2	65,178	539.34	7	150,000
2	28	Union	1	98,575	639.28	7	75,000
2	29	Warren	1	18,115	427.10	5	75,000
2	30	Wayne	1	110,889	553.70	11	75,000
2	31	Wilson	1	67,907	374.27	10	75,000
2	32	Yadkin	1	33,409	335.74	8	75,000
		Sub-total	41	2,169,081	17,482	285	2,850,000
Phase							
3	1	Ashe	3	23,109	426.16	6	225,000
3	2	Beaufort	1	44,044	826.10	10	75,000
3	3	Bertie	1	20,622	700.93	7	75,000
3	4	Caldwell	2	73,934	471.17	7	150,000
3	5	Caswell	1	21,502	427.51	4	75,000
3	6	Chatham	1	43,267	707.91	5	75,000
3	7	Columbus	1	51,336	938.44	9	75,000
3	8	Edgecombe	1	56,651	505.69	6	75,000
3	9	Franklin	1	42,036	494.38	7	75,000
3	10	Hertford	1	22,454	356.09	7	75,000
3	11	Jackson	3	28,890	490.52	5	225,000
3	12	Lincoln	1	56,415	298.26	4	75,000
3	13	Martin	1	27,059	460.76	6	75,000
3	14	Mitchell	2	14,518	222.00	5	150,000
3	15	Richmond	1	45,044	477.19	6	75,000
3	16	Rutherford	2	59,139	567.62	8	150,000
3	17	Stanly	1	54,553	395.78	10	75,000
3	18	Swain	3	11,575	525.98	5	225,000
3	19	Transylvania	3	27,489	378.28	4	225,000
3	20	Washington	1	13,863	331.63	5	75,000
3	21	Watauga	2	40,366	314.05	7	150,000
3	22	Wilkes	3	61,790	752.21	6	225,000
3	23	Yancey	2	16,231	313.60	5	150,000
		Sub-total	38	855,887	11,382	144	2,850,000
Phase							
4	1	Alexander	2	30,494	258.64	4	150,000
4	2	Alleghany	2	9,564	234.52	5	150,000
4	3	Anson	1	24,236	533.14	7	75,000
4	4	Avery	2	15,269	247.07	8	150,000
4	5	Bladen	1	29,686	878.92	8	75,000
4	6	Camden	1	6,273	240.49	3	75,000

Criminal Justice Information Network

Mobile Data Network

Installation Phases

Installation Phase	Number of Counties	County	Proposed Transmitters	Population	Square Miles	Number of Criminal Justice Agencies	Projected Cost
4	7	Cherokee	3	22,787	451.83	5	225,000
4	8	Chowan	1	14,068	181.55	4	75,000
4	9	Clay	2	7,727	213.91	3	150,000
4	10	Currituck	1	16,012	255.59	3	75,000
4	11	Gates	1	9,856	338.25	4	75,000
4	12	Graham	2	7,469	288.69	3	150,000
4	13	Greene	1	16,725	266.37	3	75,000
4	14	Hoke	1	27,890	391.16	4	75,000
4	15	Hyde	1	5,288	624.22	3	75,000
4	16	Jones	1	9,595	470.01	5	75,000
4	17	Madison	3	17,699	451.31	7	225,000
4	18	Montgomery	2	23,582	489.55	8	150,000
4	19	Northampton	1	20,453	538.32	12	75,000
4	20	Pamlico	1	11,896	340.73	4	75,000
4	21	Perquimans	1	10,736	246.40	5	75,000
4	22	Person	1	32,020	398.02	4	75,000
4	23	Scotland	1	35,013	319.33	6	75,000
4	24	Stokes	2	41,162	452.04	7	150,000
4	25	Tyrrell	1	3,917	406.82	3	75,000
		Sub-total	36	449,417	9,517	128	\$2,700,000
Phase							
5		As needed	15				1,125,000
Grand Total	100		151	7,259,243	48,843	774	\$10,875,000